

## DIVISION OFFICERS

W. C. Foster	Superintendent	Alexandria, La.
D. L. Ringler	Master Mechanic	Ft. Worth, Tex.
S. H. Newberg	Asst. Master Mechanic	Marshall, Tex.
E. S. Pennebaker, Manager		
L. M. Ogilvie, Asst. Manager	} T.P.-M.P.T.R.R. of N.O.	New Orleans, La.
Lloyd White, Terminal Trainmaster		
L. T. Cox, Road Foreman of Engines		

J. E. Harrell	Asst. Superintendent	Alexandria Terminal
J. H. Williams	Trainmaster	Alexandria, La.
E. R. Chaney	Road Foreman of Engines	Alexandria, La.
R. T. Stanley	Road Foreman of Engines	Alexandria, La.

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

### SPEED TABLE

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

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

**SAFETY**  **FIRST**

# The Texas and Pacific Railway Company

## LOUISIANA DIVISION

# TIME TABLE NO. 6

Effective 12:01 a. m., Monday, September 4, 1950

## 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.

L. C. PORTER, Vice-President—Operation,  
R. C. PARKER, Assistant Vice-President—Operation,  
W. T. LONG, JR., General Sup't Transportation,  
C. F. ADAMS, Superintendent of Rules

## Westward-ALEXANDRIA SUB-DIVISION-Eastward

FIRST CLASS				Station Numbers	Car Capacity Passing Slings	Time Table No. 6 EFFECTIVE 12:01 A. M. SEPTEMBER 4, 1950	Mile Post Location from New Orleans	Location—Water, Fuel, Turn-table, Wys, etc.	FIRST CLASS		
717	21	27	22						28	718	
Mo. Pac. Passenger Daily	Louisiana Eagle Passenger Daily	Louisiana Daylight Passenger Daily			STATIONS			Louisiana Eagle Passenger Daily	Louisiana Daylight Passenger Daily	Mo. Pac. Passenger Daily	
	L 7 50PM	L 7 00AM	B 0	YARD	NEW ORLEANS	.0		A 7 00AM	A 8 50PM		
	7 52	7 02	B 1	YARD	RACE STREET JCT.	.5		6 42	8 30		
	L 8 37PM	L 7 45AM	B 10	YARD	WEST BRIDGE JCT.	10.2	FWY (DO-DW)	A 5 57AM	A 7 45PM		
	s 8 42	s 7 50	B 11	YARD	CTO. AVONDALE	11.4	W	s 5 55	s 7 42		
	8 44	7 52	B 12	YARD	WAGGAMAN	12.6		5 51	7 37		
	8 52	7 59	B 19	121	AMA	19.3		5 44	7 29		
	8 55	8 02	B 22	NS	LTO LULING	22.1		5 41	7 26		
	8 58	8 05	B 26	87	HAINVILLE	25.1		5 38	7 22		
	9 03	8 10	B 31	84	LTO KILLONA	30.1		5 33	7 16		
	9 08	8 15	B 35	86	LTO EDGARD	35.3		5 28	7 11		
	9 13	8 20	B 40	125	JOHNSON	40.0		5 23	7 06		
	9 19	f 8 27	B 46	125	LTO VAHERIE	46.3		5 17	f 6 58		
	9 26	8 34	B 52	158	LTO ST. JAMES	53.1		5 10	6 49		
	9 31	8 39	B 59	125	WINOH	58.4		5 05	6 43		
	s 9 45	s 8 48	B 65	145	CTO. DONALDSONVILLE	64.7	WY	s 4 57	s 6 35		
	9 50	8 52	B 68	156	MC OALL	67.8		4 50	6 25		
	s 10 00	s 9 02	B 75	149	LTO WHITE CASTLE	75.8		4 41	s 6 15		
	10 10	9 12	B 82	171	DOVER	84.2		4 31	6 03		
	s 10 17	s 9 17	B 85	NS	LTO PLAQUEMINE	85.4		s 4 29	s 6 01		
	s 10 30	s 9 30	B 90	YARD	CTO. ADDIS	90.1	FWT	s 4 20	s 5 50		
	10 35	9 34	B 98	83	MERLIN	93.4		4 11	5 39		
	10 39	9 38	B 97	86	LYNOH	97.0		4 07	5 35		
	10 45	f 9 45	B 102	86	LTO GROSSE TETE	101.8		4 01	f 5 28		
	10 49	f 9 49	B 105	86	LTO ROSEDALE	105.1		3 58	f 5 23		
	10 53	f 9 55	B 109	86	LTO MARINGOUIN	109.3		3 54	f 5 17		
	10 58	10 01	B 114	86	LIVONIA	114.1	W	3 49	5 11		
	11 03	f 10 06	B 118	87	FORDOHE	119.1		3 43	f 5 03		
	11 10	10 14	B 125	89	RAVENWOOD	124.9		3 36	4 56		
	11 17	s 10 22	B 129	92	LTO MELVILLE	129.5	WY	3 30	s 4 48		
	11 24	10 29	B 134	91	SAMBO	134.6		3 25	4 43		
	11 28	f 10 33	B 139	80	LTO PALMETTO	138.5		3 21	f 4 38		
	11 35	f 10 40	B 146	86	LTO ROSA	145.1		3 15	f 4 30		
	11 42	f 10 47	B 153	86	LTO MORROWS	152.0		3 08	f 4 23		
	11 47	10 52	B 157	88	NIBOT	157.4		3 02	4 17		
	s 12 01AM	s 11 05	B 163	95E 98W	OTO BUNKIE	163.1	FWY	s 2 55	s 4 10		
	12 10	11 14	B 170A	NS	T. & N. O. JCT.	170.2		2 41	3 56		
	12 11	f 11 15	B 170	99	LTO CHENEYVILLE	171.1		2 40	s 3 53		
	12 17	11 22	B 177	87	MEEKER	177.0		2 34	3 47		
	12 19	s 11 24	B 179	48	LTO LEOCMPTTE	178.5		2 32	s 3 45		
	12 23	11 28	B 182	87	LAMORIE	181.4		2 28	3 39		
	12 29	11 34	B 187	88	MORELAND	187.2		2 22	3 33		
	L 3 45PM	12 32	B 190	YARD	WILLOW GLEN	190.4		2 19	3 30	A 9 30AM	
	3 50	12 35	B 192	YARD	CTO ALEXANDRIA YARD	192.1	FWTY (DO-DW)	2 16	3 27	9 26	
	3 54	12 38		YARD	S. P. JCT.	193.8		2 13	3 23	9 23	
	A 4 00PM	A 12 45AM	A 11 50AM	B 195	LTO ALEXANDRIA Passenger Station	194.5		L 2 10AM	L 3 20PM	L 9 20AM	
	717 Daily	21 Daily	27 Daily		200.1			22 Daily	28 Daily	718 Daily	
	.15	4.55	4.50		Time Over Sub-Division			4.50	5.30	.10	

Eastward trains are superior to trains of the same class in opposite direction.  
See Page 10 for Alexandria Subdivision Special Instructions.

# Westward-SHREVEPORT SUB-DIVISION-Eastward

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FIRST CLASS				Station Numbers	Car Capacity Passing Shifts	Time Table No. 6 EFFECTIVE 12:01 A. M. SEPTEMBER 4, 1950		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS					
717	715	27	21			STATIONS				28	22	716	718		
Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily			Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily			Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily				
				B 192	YARD	...ALEXANDRIA YARD...	192.1	FWTY							
L 4 15PM	L 1 25AM	L 12 01PM	L 1 05AM	B 195	YARD	LTO ALEXANDRIA (Passenger Station)	194.5		A 3 10PM	A 1 50AM	A 1 40AM	A 8 55AM			
A 4 20PM	A 1 30AM	12 04	1 08		YARD	...TEXMO JCT...	195.7		2 58	1 42	L 1 35AM	L 8 50AM			
		12 13	1 18	B 204	87	...BAIDES...	203.7		2 49	1 33					
		12 19	1 25	B 209	80	LTO ...BOYCE...	209.4		2 41	1 25					
		12 26	1 35	B 213	87	...ROCK...	213.9		2 36	1 17					
		12 32	1 42	B 219	87	...GALBRAITH...	219.6		2 29	1 10					
		12 36	1 46	B 223	NS	LTO ...CHOPIN...	222.6		2 25	1 06					
		12 39	1 49	B 225	87	...FEEN...	225.2		2 22	1 03					
		12 43	1 54	B 228	87	LTO ...DERBY...	229.2		2 17	12 58					
		12 53	2 08	B 236	114	LTO ...CYPRESS...	235.8	FWY	2 07	12 48					
		12 58	2 14	N 5	56	LTO ...NATCHEZ...	4.8		s 1 57	12 38					
		s 1 10	s 2 27	N 11	86E (46W)	LTO NATCHITOOCHES	11.7		s 1 47	s 12 30					
		1 19	2 35	N 18	86	...HYAMS...	17.9		1 35	12 20					
		1 25	2 41	N 23	87	...POWHATAN...	22.6		1 25	12 15					
		1 33	2 49	N 30	61	LTO ...LAKE END...	29.9		1 15	12 07					
		f 1 38	2 54	N 34	86	...HANNA...	34.1		f 1 10	12 02AM					
		1 44	3 00	N 40	90	...GAGAN...	39.6		1 04	11 56					
		1 47	3 03	N 42	NS	LTO ...HARMON...	42.4		1 01	11 53					
		1 55	3 06	N 45	86	...GRAND BAYOU...	44.8	W	12 58	11 50					
		2 02	3 12	N 51	101	...WESTDALE...	50.2		12 52	11 44					
		2 07	3 18	N 55	71	...HOWARD...	55.6		12 46	11 38					
		2 14	3 24	N 61	87	LTO ...OASPIANA...	60.8		12 40	11 32					
		2 21	3 31	N 67	45	LTO ...GAYLES...	66.9		12 33	11 25					
		2 27	3 38	N 72	110	...LUOAS...	72.9		12 27	11 18					
		2 40	3 53	S 320	YARD	OTO ...CUT OFF JCT...	320.8	WY	12 13	11 03					
		2 42	3 55	S 322	YARD	...HOLLYWOOD YARD	321.9	{DOW	12 11	11 01					
		2 46	3 59	S 324	YARD	...SHREVEPORT JCT.	324.8		12 07	10 57					
		s 3 00	s 4 20	S 327	YARD	...SHREVEPORT... (Passenger Station)	327.0		s 12 01PM	s 10 50					
		3 10	4 35						(11 50)	(10 35)					
		3 17	4 42	S 324	YARD	...SHREVEPORT JCT.	324.8		11 35	10 20					
		3 21	4 47	S 323	YARD	...HOLLYWOOD YARD	321.9	{FWT	11 30	10 15					
		A 3 23PM	A 4 49AM	S 320	YARD	OTO ...CUT OFF JCT...	320.8	WY	L 11 28AM	L 10 13PM					
<b>717</b> Daily	<b>715</b> Daily	<b>27</b> Daily	<b>21</b> Daily			133.8			<b>28</b> Daily	<b>22</b> Daily	<b>716</b> Daily	<b>718</b> Daily			
.05	.05	3.22	3.44			Time Over Sub-Division			3.42	3.37	.05	.05			

Eastward trains are superior to trains of the same class in opposite direction, except,  
Between Shreveport Jct. and T. S. & N. Jct., inbound first class trains are superior to outbound first class trains.

See Page 11 for Shreveport Subdivision Special Instructions.

**4 Westward PLEASANT HILL SUB-DIVISION Eastward**

SECOND CLASS		Time Table No. 6 EFFECTIVE 12:01 A. M. SEPTEMBER 4, 1950			THIRD CLASS	
73	Location—Water, Fuel, Turn-table, Wye, etc.	Mile Post Location	STATIONS	Mile Post Location	Location—Water, Fuel, Turn-table, Wye, etc.	72
Local Daily Except Sunday						Local Daily Except Sunday
L 8 45AM	FWY	0	OTO... DONALDSONVILLE.....	B 65	YARD	A 1 30PM
L 8 55AM		2.4	..... GEARY.....	B 67	NS	A 1 15PM
9 01		3.9	..... PALO ALTO.....	H 3	10	1 05
9 16		8.1	..... KESSLER.....	H 8	NS	12 50
9 30		11.4	LTO... PAINCOURTVILLE.....	H 11	7	12 40
9 41		14.3	..... MUNSONS.....	H 14	NS	12 30
9 45	Y	15.4	LTO... NAPOLEONVILLE.....	H 15	NS	12 15
9 50		16.6	..... RATLIFF.....	G 12	NS	12 10PM
10 15		25.0	..... LABADIEVILLE.....	G 20	NS	11 43
10 30		29.9	..... ROGER.....	G 25	10	11 28
A 10 45AM	Y	33.5	LTO... THIBODAU.....	G 29	YARD	L 11 15AM
73			33.5			72
Daily Except Sunday						Daily Except Sunday
2.00			Time Over Sub-Division			2.15

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

**Westward THIBODAU SUB-DIVISION Eastward**

SECOND CLASS		Time Table No. 6 EFFECTIVE 12:01 A. M. SEPTEMBER 4, 1950			THIRD CLASS	
73	Location—Water, Fuel, Turn-table, Wye, etc.	Mile Post Location	STATIONS	Mile Post Location	Location—Water, Fuel, Turn-table, Wye, etc.	72
Local Daily Except Sunday						Local Daily Except Sunday
L 8 45AM	FWY	0	OTO... DONALDSONVILLE.....	B 65	YARD	A 1 30PM
L 8 55AM		2.4	..... GEARY.....	B 67	NS	A 1 15PM
9 01		3.9	..... PALO ALTO.....	H 3	10	1 05
9 16		8.1	..... KESSLER.....	H 8	NS	12 50
9 30		11.4	LTO... PAINCOURTVILLE.....	H 11	7	12 40
9 41		14.3	..... MUNSONS.....	H 14	NS	12 30
9 45	Y	15.4	LTO... NAPOLEONVILLE.....	H 15	NS	12 15
9 50		16.6	..... RATLIFF.....	G 12	NS	12 10PM
10 15		25.0	..... LABADIEVILLE.....	G 20	NS	11 43
10 30		29.9	..... ROGER.....	G 25	10	11 28
A 10 45AM	Y	33.5	LTO... THIBODAU.....	G 29	YARD	L 11 15AM
73			33.5			72
Daily Except Sunday						Daily Except Sunday
2.00			Time Over Sub-Division			2.15

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

Time at Donaldsonville is shown for information only.  
No. 73 may assume schedule at Geary on authority of a clearance received at Donaldsonville.

Standard Clock: Donaldsonville.

**Southward CHURCHPOINT SUB-DIVISION Northward**

SECOND CLASS		Time Table No. 6 EFFECTIVE 12:01 A. M. SEPTEMBER 4, 1950			THIRD CLASS	
85	Location—Water, Fuel, Turn-table, Wye, etc.	Mile Post Location	STATIONS	Mile Post Location	Location—Water, Fuel, Turn-table, Wye, etc.	84
Local Daily Except Sunday						Local Daily Except Sunday
L 9 00AM	FWY	163.1	OTO... BUNKIE.....	B 163	YARD	A 3 45PM
9 17		3.6	..... EOLA.....	L 3	NS	3 20
9 35		8.8	..... ST. LANDRY.....	L 9	28	3 05
9 55		15.5	..... TATE COVE.....	L 15	NS	2 45
10 30	Y	20.0	LTO... VILLE PLATTE.....	L 20	51	2 15
10 50		26.7	..... LEDOUX.....	L 27	20	1 45
11 35		24.1	..... OPELOUSAS.....	X 23	15	1 15
11 57		31.5	..... LEWISBURG.....	X 32	16	12 45
A 12 10PM	Y	35.9	..... CHURCH POINT.....	X 36	23	L 12 30PM
85			48.4			84
Daily Except Sunday						Daily Except Sunday
3.10			Time Over Sub-Division			3.15

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

Standard Clock: Bunkie

**Southward GORDON SUB-DIVISION Northward**

SECOND CLASS		Time Table No. 6 EFFECTIVE 12:01 A. M. SEPTEMBER 4, 1950			THIRD CLASS	
85	Location—Water, Fuel, Turn-table, Wye, etc.	Mile Post Location	STATIONS	Mile Post Location	Location—Water, Fuel, Turn-table, Wye, etc.	84
Local Daily Except Sunday						Local Daily Except Sunday
L 9 00AM	FWY	163.1	OTO... BUNKIE.....	B 163	YARD	A 3 45PM
9 17		3.6	..... EOLA.....	L 3	NS	3 20
9 35		8.8	..... ST. LANDRY.....	L 9	28	3 05
9 55		15.5	..... TATE COVE.....	L 15	NS	2 45
10 30	Y	20.0	LTO... VILLE PLATTE.....	L 20	51	2 15
10 50		26.7	..... LEDOUX.....	L 27	20	1 45
11 35		24.1	..... OPELOUSAS.....	X 23	15	1 15
11 57		31.5	..... LEWISBURG.....	X 32	16	12 45
A 12 10PM	Y	35.9	..... CHURCH POINT.....	X 36	23	L 12 30PM
85			48.4			84
Daily Except Sunday						Daily Except Sunday
3.10			Time Over Sub-Division			3.15

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

Standard Clock: Melville

THIRD CLASS		Location—Water, Fuel, Turn-table, etc.	Station Numbers	Time Table No. 6		Miles from Addis	Car Capacity Passing Sliding	THIRD CLASS	
	87			EFFECTIVE 12:01 A. M. SEPTEMBER 4, 1950				86	
	Local Freight Tuesday, Thursday, and Saturday			STATIONS				Local Freight Monday, Wednesday, and Friday	
L 9 00AM		FWY	B 163	OTO... BUNKIE	109.2	YARD		A 5 00PM	
9 20			V 42	4.7 EVERGREEN	104.5	9		4 40	
9 40			V 38	4.2 LTO. COTTONPORT	100.8	27		4 20	
9 55			W 1	3.3 LONGBRIDGE	97.0	12		4 05	
10 05			W 3	3.0 MANSURA JOT	94.0	NS		3 48	
10 15			W 4	5 LTO... MANSURA	93.5	13		3 45	
10 45			W 9	4.7 LTO. MARKSVILLE	88.8	14		3 30	
11 05			W 4	4.7 LTO... MANSURA	84.1	13		3 05	
All 10AM			W 3	5 MANSURA JOT	83.6	NS		L 3 00PM	
				3.8 MOREAUVILLE	79.7	17			
			V 30	3.1 HAMBURG	76.6	103			
			V 23	7.3 HYDE	69.3	86			
			V 22	0.4 SIMMSPORT	68.9	NS			
				3.3 EDEN	65.6	79			
			WY D 61	4.7 TORRAS	60.9	NS			
			D 68	3.7 LETTSWORTH	57.2	54			
			D 61	6.9 BATCHELOR	50.3	105			
			D 42	8.3 MORGANZA	42.0	52			
			Y D 33	10.0 NEW ROADS	32.0	100			
			D 25	7.3 GLYNN	24.7	52			
			D 18	7.1 CHAMBERLIN	17.6	52			
			D 13	4.8 LOBDELL	12.8	100			
L 3 10PM				0.5 LOBDELL JOT	12.3	NS		A 10 30AM	
3 30			D 10	2.3 ANCHORAGE	9.9	22		10 15	
3 40			D 8	2.1 LTO. PORT ALLEN	7.8	35		10 00	
A 4 15PM		FWT	B 90	7.8 OTO... ADDIS	.0	YARD		L 9 30AM	
	87 Tuesday, Thursday, and Saturday			109.2				86 Monday, Wednesday, and Friday	
	7.15			Time Over Sub-Division				7.30	

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

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

Employees of the Texas and Pacific Railway are subject to the Rules and Special Instructions of the Louisiana and Arkansas Railway while occupying its tracks.

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

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

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

# LOUISIANA DIVISION

## SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

### ABBREVIATIONS

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

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

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

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

The following letters placed in column provided in timetable indicate:

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

Form "Y" Train Order is authorized on all subdivisions except Avoyelles Subdivision.

Road foreman of Engines has the authority of Trainmaster.

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

Air brakes must be coupled and working on pile drivers, derricks, or other such machines and locomotives while being handled in trains, or by yard engines, and must not be switched with when it can be avoided.

When necessary to handle such machines or locomotives while switching, kick or drop must not be made, and they must otherwise be handled carefully to avoid damage.

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

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 and Shreveport.

### TRAIN ORDER OFFICES

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

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

Plaquemine	9:00 P.M. to 6:00 A.M.	Daily
Rosedale	8:30 A.M. to 5:30 P.M.	
Maringouin	8:30 A.M. to 5:30 P.M.	
Melville	9:00 A.M. to 6:00 P.M.	
Cheneyville	9:00 A.M. to 6:00 P.M.	Daily
Alexandria	9:00 A.M. to 5:00 P.M.	Daily
	12:01 A.M. to 8:00 A.M.	Daily
Boyce	7:30 A.M. to 4:30 P.M.	
Chopin	7:00 A.M. to 4:00 P.M.	
Derry	7:00 A.M. to 4:00 P.M.	
Cypress	7:15 A.M. to 4:15 P.M.	
Natchez	7:00 A.M. to 4:00 P.M.	
Natchitoches	7:45 A.M. to 3:45 P.M.	Daily
	11:45 P.M. to 7:45 A.M.	Daily
Robeline	7:30 A.M. to 4:30 P.M.	
Sou. Mansfield	9:00 A.M. to 6:00 P.M.	
Mansura	7:00 A.M. to 4:00 P.M.	
Marshville	7:00 A.M. to 4:00 P.M.	

### YARD LIMITS

New Orleans } Mile Post 12.0 } Donaldsonville } Torras } Plaquemine } Indian Village Branch } Addis } Lobdell } Lobdell Jct. }	One Yard	Melville Simmesport Bunkie Cypress Natchitoches	Kreso Cut Off Jct. Shreveport Agurs	} } One Yard
Willow Glen Alexandria Yard Texmo Jct.	} One Yard			

### GENERAL ORDER STATIONS

New Orleans Baggage Room New Orleans Race St Yard New Orleans Roundhouse Donaldsonville Addis Bunkie Alexandria Yard	Alexandria Roundhouse Alexandria Dispatchers Office Cypress Cut Off Jct. Hollywood Yard Hollywood Roundhouse Marshall Train Order Office
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### TIME SERVICE

#### NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

#### LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
Wm. Frantz Co.	New Orleans	New Orleans to Bunkie, Thibodaux, New Roads, Opelousas, Avoyelles and Ville Platte Branches.
John F. Oser	Aiglers	Local.
R. G. Babin	Gretna	Local.
Sidney George	Thibodaux	Local.
Joseph Dechary	Plaquemine	Local.
Bunkie Jewelry Store	Bunkie	Local.
C. A. Schnack Jewelry Co.	Alexandria	Boyce to Bunkie.
Bryan's Jewelry	Shreveport	Local.
Youngblood Jewelry Co.	Shreveport	Lena to Reisor via Shreveport, Texarkana Sub-Division and Pleasant Hill Branch.

#### INTERLOCKING WHISTLE SIGNAL CODE

##### Cut Off Jct.

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

##### Opelousas

Main Track	
Diverging Route	0

#### STRUCTURES THAT WILL NOT CLEAR A MAN ON TOP OR

##### SIDE OF CAR

Sub-Division	Location	Structure
Alexandria	Plaquemine	Train shed
Alexandria	M.P. B-128.2	Melville Bridge
Shreveport	M.P. B-209.2	Bridge
Shreveport	Shreveport	Bridge 226.1 Anna Street

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

#### FIRE PROTECTION

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

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

## SPECIAL INSTRUCTIONS

## ALL SUBDIVISIONS

OPERATING RULES

Rule 20 (a). Extra trains handled by diesel engines will display two white lights only, by day and by night, in the places provided for that purpose on the front of the engine. The display of two white flags in addition is not required.

Rule 103. Supplement to: When a train or cut of cars is parted to clear a public crossing at grade; in addition to a trainman, when practicable, protecting the crossing against trains or engines approaching on adjacent tracks, the crossing must be cleared not less than 75 feet on each side.

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

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

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

"No 2 Eng 900 wait at C until 8 30 am for  
Extra 600 West  
No 2 take siding C for Extra 600 West"

Special rules governing:

When a superior train is directed by train order Form S-E (wait order) to take siding for another train, such instructions, unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at Restricted Speed prepared to stop, expecting to find the inferior train on the main track between the siding switches without flag protection and must take the siding if the inferior train is at the designated point.

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

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

SPECIAL SAFETY RULES

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

Special attention is called to Uniform Code of Operating Rules 510, and in addition the following is prohibited:

- (1) (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.
- (2) Staking or poling out cars when practicable to avoid it. When done, employe should follow the push pole.
- (3) 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.
- (4) Leaving cars stading on tracks too near street or highway crossings. Cars must be left at least seventy-five (75) feet away from crossings where possible.
- (5) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (6) 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.
- (7) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (8) Opening blow off or cylinder cocks near a building, street, highway, or in any place 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 ashpan without first ascertaining that no one is near or liable to injury.
- (9) 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.
- (10) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

# LOUISIANA DIVISION

## SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

### MAXIMUM SPEEDS

#### All Subdivisions

	Miles per hour
Trains of mixed freight and passenger equipment. (Cabooses are freight equipment).....	Maximum freight train speed
Trains of deadhead passenger equipment.....	Maximum freight train speed
Trains handling scale test cars; conductor will keep engineer advised when such cars in train.....	45
Trains handling cars equipped with arch-bar trucks, or wooden underframes (except cabooses), and not otherwise restricted.....	45
Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted.....	40
Trailing through points of a spring switch; not otherwise restricted.....	30
Yard and/or road engines shoving cars ahead of engine: Alexandria and Shreveport Subdivisions.....	20
Avoyelles and Pleasant Hill Subdivisions.....	15
All other subdivisions.....	12

	Main track	All other tracks
Yard engines, running backward or forward, and/or road engines running backward, with or without cars, and not otherwise restricted. Alexandria and Shreveport Subdivisions.....	20	20
Steam yard engines.....	40	30
Diesel yard engines.....	20	20
Steam road engines.....	20	20
Avoyelles and Pleasant Hill Subdivisions. Steam and diesel yard engines, and road engines....	15	15
All other subdivisions. Steam and diesel yard engines, and road engines....	12	12

	Straight Track	Curves
Trains handling steam wrecking derricks with boom in trailing position, not otherwise restricted. Alexandria and Shreveport Subdivisions.....	35	30
Pleasant Hill Subdivision.....	25	15
All other subdivisions.....	18	12

	Straight Track	Curves
Trains handling steam wrecking derricks, boom in for- ward position; self-propelled pile drivers, lidge- woods, Brown-hoist and other machinery of similar description; also steam pile drivers moving under own power.....	30	18

T&P 700, 800 and 900, and MoP 5300 and 6600 Class en-  
gines with water capacity 14000 gallons or over,  
fuel oil capacity 5000 gallons or over, will not ex-  
ceed 20 miles per hour over:

Bridge 209.8, west Boyce  
Bridge 130.4, west Melville, and  
Easterly 250 feet span, Atchafayala Bridge.

This restriction applies only to engine and engine tank.

Between	Alexandria Subdivision	Miles per hour	
		Passenger	Freight
West Bridge Jct.—Alexandria.....		65	50
Except:			
D-10 and H-2 Class Engines.....		50	50
MoP 5200 Class Engines.....		50	50
MoP 1200 Class Engines.....		45	45

#### Shreveport Subdivision

Alexandria-Shreveport.....	55	45
Except: D-10 and H-2 Class Engines.....	50	50
Over east wye switch Cut Off Jct., M.P. 7.1.....	15	15

#### Thibodaux Subdivision

Geary-Thibodaux.....	30	30
Except around curves Geary, just east Palo Alto and Godchaux connection.....	15	15

#### Avoyelles Subdivision

Addis-Lobdell Jct.....	40	25
Longbridge-Marksville.....	18	18
Longbridge-Bunkie.....	25	25

#### Gordon Subdivision

Melville-Gordon.....	25	25
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#### Churchpoint Subdivision

Bunkie-Churchpoint.....	25	25
Except:		
Around curve, M.P. 20.4, South Ville Platte.....	15	15
Around curves between 1650 feet north and 500 feet south Gulf Coast Lines crossing, Opelousas.....	15	15

#### Pleasant Hill Subdivision

Relsor-Cypress.....	40	25
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### RAILROAD GRADE CROSSINGS

Location	Miles per hour	
	Passenger	Freight
<b>Alexandria Subdivision</b>		
M.P. B-10.2.....P. B.-T. & N. O. (Interlocked)		
M.P. B-114.9.....Gulf Coast Lines (Automatic Interlocked)		
M.P. B-182.....Rock Island Lines (Automatic Interlocked)		
Over all cane crossings.....	25	20

#### Shreveport Subdivision

M.P. 3.7 Lucas Cutoff KGS Ry. (Automatic Interlocked)		
M.P. 5.9 Lucas Cutoff T&NO Ry. (Automatic Interlocked)		
M.P. B-325.2 (Shreveport) IC RR. (Automatic Interlocked)	20	15

#### Avoyelles Subdivision

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

Note: Interlocking signals M.P. D-12.4 controlled by  
GCL Operator, Anchorage.

#### Churchpoint Subdivision

M.P. L-3.6.....T. & N. O. Ry. (Interlocked) See note	15	15
M.P. X-23.5.....Gulf Coast Lines (Interlocked) See note	15	15

Note: Assigned hours of Towerman 9:00 A.M. to 1:00  
A.M. No towerman on duty 1:00 A.M. to 9:00 A.M.

#### Pleasant Hill Subdivision

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

Note: Interlocking handled by Agent South Mansfield  
when on duty; when not on duty interlocking  
will be handled by member of crew.

### DRAW BRIDGES

Location	Name	Miles per hour	
		Passenger	Freight
M.P. B-85.5.....Bayou Plaquemine		25	25
M.P. 101.0.....Bayou Grosse Tete		50	50
M.P. B-123.6.....Melville		35	25
M.P. H-15.9.....Bayou Lafourche—Napoleonville		6	6

Plaquemine and Melville Draw Bridges are protected by Interlocking Sig-  
nals and Derails.

### CITY SPEED ORDINANCES

Station	Miles per hour	Station	Miles per hour
White Castle.....	12	Natchitoches.....	30
Plaquemine.....	25	Shreveport.....	30
Bunkie.....	20	Thibodaux.....	15
Cheneyville.....	35	Ville Platte.....	6
Lecompte.....	45	Pleasant Hill.....	6
Alexandria.....	40	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.

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

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

#### Shreveport Sub-Division.

Miles per Hour		Restriction Begins Mile Post	Restriction Begins Poles	Restriction Ends Mile Post	Restriction Ends Poles
Psg. Trains	Other Trains				
40	40	B—235	4	N—1	4
25	25	N—10	5	N—11	10
50		N—13	27	N—14	12

### TURN-OUTS

Kind	Miles per hour
No. 16.....	30
All other turn-outs.....	15

#### Location of No. 16 Turn-outs

Station	Mile Post	Number of turn-outs	Description
<b>Alexandria Subdivision</b>			
Waggaman.....	B-12.6	1	End Drill track
Johnson.....	B-29.4	1	East end siding
Donaldsonville.....	B-64.3	1	Cross-over
<b>Shreveport Subdivision</b>			
Cut Off Jct.....	B-320.8	1	West entrance to Interlocker, Hollywood yard.



# LOUISIANA DIVISION

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## SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

### AUTOMATIC BLOCK SYSTEM

Automatic Block System and Rules in effect:  
West Bridge Jct. to Texmo Jct. M.P. 196.2.  
M. P. 71.3, east of Lucas, to Shreveport Passenger  
Station, M.P. 327.3.

### LIMITS OF CONTROL OPERATORS

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

### SPECIAL INSTRUCTIONS GOVERNING 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 for both opposing and following movements on the same track, as provided for by Rules 400 to 406, inclusive.

Between:

West Bridge Jct. and Avondale.  
East end siding Donaldsonville, M.P. 62.9 and west end siding, McCall M.P. 68.5.  
Willow Glen and end Two Main Tracks, Alexandria yard, M.P. 192.1.

East end siding Lucas and Cut Off Jct. Interlocking.

2. Between West Bridge Jct. and Avondale, engines may enter the main track at a hand-operated switch without authority from control operator. Engines entering the main track within these limits without authority from control operator, or having entered these limits on signal indication at other than a hand-operated switch, must not occupy the main track when it is known a first-class train will be delayed and must give way to other trains promptly. This does not modify observance of Rule 104 (15).

3. Eastward trains or engines moving from Alexandria Yard through crossover at M. P. 191.0, or end of Drill track M.P. 190.4 will not obstruct main track until control operator Alexandria Yard has been notified by a member of crew and proper signal indication displayed.

4. Ballast discers, rail oilers, weed burners, weed mowers and other uninsulated roadway work machines must not occupy, work or make movements on main track on authority of block signal indications alone when within territory where block signal indications, superseding the superiority of trains, govern the movement of trains and engines. Such machines may only occupy, work or make movements on main track within the above territory when granted working limits on track or tracks to be used, and a time limit, as prescribed by Rules Governing Movement of Trains and Engines by Block Signals.

### SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED

#### SWITCHES

##### Alexandria Subdivision

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

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

##### Shreveport Subdivision

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

##### Avoyelles Subdivision

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

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.

### SPRING SWITCHES

Station	Mile Post	Location		Facing Point Direction	Normal Position
		Track			
<b>Alexandria Sub-Division</b>					
Waggaman	12.3	End drill track	Eastward	Main track	
Johnson	39.4	East end siding	Westward	Main track	
St. James	52.4	East end siding	Westward	Main track	
Donaldsonville	62.9	East end siding	Westward	Main track	
McCall	68.5	West end siding	Eastward	Main track	
Bunkie	164.2	West End West Siding	Eastward	Main 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	192.1	End two main tracks	Westward	Westward track	
Alexandria	194.3	East end crossover	Westward	Eastward track	
Alexandria	194.3	West end crossover	Eastward	For cross-over	
Alexandria	194.3	East end passenger track	Westward	Westward track	
<b>Shreveport Sub-Division</b>					
Alexandria	194.6	West end passenger track	Eastward	Passenger track	
Texmo Jct.	195.3	End two main tracks	Eastward	Eastward track	
Texmo Jct.	195.3	Mo. Pac. Southward Main track	Westward	Main track	
Lucas	1.2	West end siding	Eastward	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 tralled through from either leg of wye.	
McNell St.	326.5	East Wye	Westward	For Market St. main track	
McNell St.	326.5	West end passenger main	Eastward	Passenger Main	

### STREET AND HIGHWAY CROSSING SIGNALS

Flashing-light and wig-wag signals on two main tracks at Clalborne Avenue, Manafield Road and Malcolm 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.

## LOUISIANA DIVISION

## SPECIAL INSTRUCTIONS

## ALEXANDRIA SUBDIVISION

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

2. Time at New Orleans and Race Street Jct. is shown for information only. Time at Donaldsonville and Addis applies at train order signal. Time of first-class trains Alexandria Yard applies at end of Two Main Tracks, M.P. 192.1.

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

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

GCL No. 102 may assume clearance of No. 717 at Willow Glen without clearance.

Extra trains may leave Alexandria Passenger Station without clearance.

First-class trains must secure clearance Alexandria Dispatchers office before leaving Alexandria Passenger Station.

5. Race Street Jct. is register station only for trains originating and terminating that station.

Cheneyville is register station for Sou. Pacific trains only.

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

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

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

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

8. Between Texmo Jct. and Alexandria Yard trains may run extra with the current of traffic without clearance or train orders; and between Alexandria Yard and Willow Glen may run extra without a clearance.

9. The track parallel to and immediately south of main track between west end Dover siding and Addis, M.P. 89.9 in service as a Drill track and is designated as "South Track."

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

9 (a). Yard engines may use the "South Track" without train order or other authority the same as any other track within yard limits.

Trains may use "South Track" Only when authorized by train order in either of the following forms:

Example (a) "Extra 400 East has right over opposing trains on South Track Addis to Dover."

Example (b) "Extra 800 West MAY use South Track Dover to Addis."

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

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

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

10. Employees of the Texas and Pacific Railway are subject to the Rules, Timetable and Special Instructions of the Public Belt Railroad 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 timetable of the Texas Pacific Railway.

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

11. Standard Clocks: New Orleans, Race St. Jct., Avondale, Donaldsonville, Addis, Bunkie, Alexandria Yard and Alexandria Dispatcher's office.

## OTHER PASSENGER TRAIN FLAG STOPS

- No. 21.....Melville to discharge passengers from Avondale and beyond, or receive passengers for Alexandria and beyond.
- No. 22.....Melville and Whitecastle; to discharge passengers from Alexandria and beyond, or receive passengers for Avondale and beyond.
- No. 27.....Livonia; to discharge passengers from Avondale and beyond, or receive passengers for Alexandria and beyond.  
Lemoyne; to discharge passengers from Avondale and beyond, or receive passengers for Natchitoches and beyond.
- No. 28.....Lemoyne; to discharge passengers from Natchitoches and beyond, or receive passengers for Avondale and beyond.  
Livonia; to discharge passengers from Alexandria and beyond, or receive passengers for Avondale and beyond.

## SPECIAL INSTRUCTIONS

### SHREVEPORT SUBDIVISION

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

2. 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. 324.4.

3. MoP No. 103 may assume schedule of No. 716 and MoP No. 181 may assume schedule No. 718 at Texmo Jct. without clearance. Extra trains may leave Alexandria Passenger Station without clearance.

First-class trains must secure clearance Alexandria Dispatcher's office before leaving Alexandria Passenger Station.

4. Alexandria and Shreveport Passenger Stations are register stations for first-class trains only.

Cypress is register station only for trains originating and terminating at that station.

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

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

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

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

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

When a signal Texmo Jct. displays indication "Stop, Open the Switch" per Rule 292-A; after switch or switches have been thrown for intended movement, train or engine will then be governed by indication displayed by the signal. Hand-operated switches Texmo Jct. must not be thrown for a movement when signal governing movement does not display indication per Rule 292-A.

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.

9. Movements between Shreveport Jct. and Shreveport Passenger Station: All trains and engines must run at Restricted Speed between Shreveport Jct., M.P. 1 Texarkana Subdivision, and Shreveport Passenger Station.

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

Between Shreveport Jct. and Shreveport Passenger Station extra trains and engines may run ahead of overdue first-class trains 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.

Extra trains and engines will not foul main track between Shreveport Jct. and Shreveport Passenger Station on the time of a first-class train without permission from Train Dispatcher.

Extra trains and engines, including yard engines of foreign lines making interchange movements, will not foul automatic block system circuits on TS&N wye, or north of north wye switch until it has been ascertained all overdue first-class trains have arrived and left.

Dispatchers telephones located:  
 End two main tracks, Shreveport Jct.  
 East end yard tracks, Shreveport Jct.  
 Between IC and KCS Interchange connections, near Culpeper St.  
 West end Passenger Shed near McNeil Street.  
 City telephone located 1000 feet north of north wye switch.

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

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

11. Standard Clocks: Alexandria yard, Alexandria Dispatcher's office, Cut Off Jct. and Hollywood yard.

### OTHER PASSENGER TRAIN FLAG STOPS

No. 27.....Boyce to discharge passengers from Bunkie and beyond, or receive passengers for Natchitoches and beyond.

Derry, Powhatan and Armstead; to discharge passengers from Alexandria and beyond, or receive passengers for Shreveport and beyond.

No. 28.....Armstead, Powhatan and Derry; to discharge passengers from Shreveport and beyond, or receive passengers for Alexandria and beyond.

Boyce; to discharge passengers from Natchitoches and beyond, or receive passengers for Bunkie and beyond.

### HOSPITAL

DR. CARL McCURDY, Chief Surgeon

Marshall, Texas

### LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. R. B. Harrison	New Orleans	Dr. F. B. Landry	Port Allen
Dr. W. D. Phillips	New Orleans	Dr. J. C. Roberts	New Roads
Dr. J. M. Lyons (Assoc.)	New Orleans	Dr. Charles A. Havard	Morrows
Dr. Dan D. Baker (Assoc.)	New Orleans	Dr. E. C. Jones	Bunkie
Dr. Floyd M. Hindelang	McDonoghville	Dr. H. A. McConnell (Assoc.)	Bunkie
Dr. Jos. V. Gregoratti (Assoc.)	McDonoghville, La.	Dr. M. J. Hair	Lecompte
Dr. C. F. Gelbke	Gretna	Dr. B. C. Blake	Lecompte
Dr. J. D. Kirn	Luling	Dr. R. B. Wallace	Alexandria
Dr. J. R. Fernandes	Edgard	Dr. Ralph Lampert	Alexandria
Dr. D. T. Martin	Donaldsonville	Dr. R. B. Wallace, Jr.	Alexandria
Dr. Percy LeBlanc	Donaldsonville	(Associate)	
(Associate)		Dr. B. N. Sewell	Boyce
Dr. J. P. Musco	White Castle	Dr. J. M. Yeager	Derry
Dr. E. A. Kleinpeter	Thibodaux	Dr. H. E. Jordan	Robeline
Dr. Eugene Holloway	Plaquemine	Dr. H. M. Prothro	Pleasant Hill
Dr. J. R. Spedale	Plaquemine	Dr. H. P. Curtis	Mansfield
Dr. W. H. Wagley	Maringouin	Dr. Jacob S. Segura	Mansfield
Dr. E. E. Merse	Melville	(Associate)	
Dr. K. A. Roy	Mansura	Dr. L. S. Huckaby	Grand Bayou
Dr. A. M. Abramson	Marksville	Dr. R. S. Roy	Natchitoches
Dr. S. R. Abramson (Assoc.)	Marksville	Dr. J. G. Yearwood	Gayles
		Dr. A. A. Herold	Shreveport
Dr. John E. Bailey	Church Point	Dr. A. A. Herold, Jr. (Assoc.)	"
Dr. W. R. Lastrapes	Opelousas	Dr. J. E. Heard (Assoc.)	"
Dr. W. W. Pugh	Napoleonville	Dr. N. Judson Bender (Assoc.)	"
Dr. R. B. Thompson	Ville Platte	Dr. Paul D. Abramson (Assoc.)	"

### 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. Ben Fendler	Alexandria
Dr. J. A. Wilkinson	Shreveport
Dr. T. E. Fuller	Texarkana

## LOUISIANA DIVISION

WESTWARD						RED BALL FREIGHT SCHEDULES, DAILY EFFECTIVE 12:01 A. M. SEPTEMBER 4, 1950	EASTWARD					
			835 T&NO	359 MoP	55			54	358 MoP	834 T&NO		
						STATIONS						
				L 9 00 PM	L 2 00 AM	NEW ORLEANS	A 4 30 PM	A 5 30 AM				
				10 15 PM	3 15 AM	AVONDALE	3 10 PM	3 55 AM				
			L 12 20 PM			T. & N. O. JCT.			A 9 05 AM			
				A 6 00 AM	11 00 AM 12 01 PM	ALEXANDRIA YARD	{ 9 50 AM 9 20 AM	L 8 30 PM				
			A 1 15 PM			S. P. JCT.			L 8 10 AM			
					A 6 00 PM	HOLLYWOOD YARD	L 5 30 AM					
			835	359	55		54	358	834			

Trains shown on this page have no timetable authority.