

DIVISION OFFICERS

R. H. Blasingame	Superintendent	Alexandria, La.	
E. E. Long	Master Mechanic	Ft. Worth, Tex.	
F. L. Scarborough	Asst. Master Mechanic	Marshall, Tex.	
E. S. Pennebaker, Manager	}	T.P.-M.P.T.R.R. of N.O.	
L. M. Ogilvie, Asst. Manager			New Orleans, La.
Lloyd White, Terminal Trainmaster			

K. M. Converse	Asst. Superintendent	Alexandria Terminal
R. E. Gray	Trainmaster	Alexandria, La.
J. E. Shipp	Trainmaster	Shreveport, La.

R. A. Hawthorne	Chief Dispatcher	Alexandria, La.
W. J. Davis	Chief Dispatcher (Night)	Alexandria, La.
R. J. Bates	Dispatcher	Alexandria, La.
C. J. Dupont	Dispatcher	Alexandria, La.
H. M. Hawthorne	Dispatcher	Alexandria, La.
R. L. Mayeux	Dispatcher	Alexandria, La.
J. C. Nelson	Dispatcher	Alexandria, La.
L. B. Rabalais	Dispatcher	Alexandria, La.

TIME SERVICE

NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
Wm. Frantz Co.	New Orleans	Note 1
John F. Oser	Algiers	Local
Gretna Jewelry Co.	Gretna	Local
Sidney George	Thibodaux	Local
Joseph Dechary	Plaquemine	Local
Morros Auto Parts	Bunkie	Local
Geo. N. Adams	Alexandria	Local
C. A. Schnack Jewelry Co.	Alexandria	Boyce to Bunkie.
Martin and Herbert	Shreveport	Note 2
Clarkes Jewelry Co.	Shreveport	Local. Note 3

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

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

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

HOSPITAL

Dr. A. Dieste, Chief Surgeon Marshall, Texas

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. J. M. Lyons	New Orleans	Dr. Reed A. Fontenot	Ville Platte
Dr. Dan D. Baker	New Orleans	Dr. P. E. Landry	Port Allen
Dr. M. D. Paine	New Orleans	Dr. J. C. Roberts	New Roads
Dr. F. M. Hindelang	Gretna	Dr. Charles A. Havard	Morrows
Dr. J. W. Atkinson	Gretna	Dr. E. A. McConnell	Bunkie
Dr. M. G. Huff	Luling	Dr. J. G. Dupree (Assoc.)	Bunkie
Dr. J. R. Fernandes	Edgard	Dr. M. J. Hair	LeCompte
Dr. S. R. Campbell	St. James-Vacherie	Dr. D. M. Carlton	LeCompte
Dr. Percy LeBlanc	Donaldsonville	Dr. R. B. Wallace	Alexandria
Dr. J. P. Musso	White Castle	Dr. O. B. Owens	Alexandria
Dr. R. A. Morvant	Thibodaux	Dr. R. B. Wallace, Jr.	Alexandria
Dr. Eugene Holloway	Plaquemine	(Associate)	Alexandria
Dr. J. R. Spedale	Plaquemine	Dr. E. E. Jordan	Robeline
Dr. E. L. Majors	Rosedale	Dr. H. M. Prothro	Pleasant Hill
Dr. E. E. Morse	Melville	Dr. H. P. Curtis	Mansfield
Dr. Henry J. Kaufman, Jr.	Cottonport	Dr. D. L. Moseley (Assoc.)	Mansfield
Dr. A. M. Abramson	Marksville	Dr. L. S. Huckaby	Grand Bayou
Dr. S. R. Abramson (Assoc.)	Marksville	Dr. Jos. Bath	Natchitoches
Dr. John S. Bailey	Church Point	Dr. A. F. Breazeale	Natchitoches
Dr. Fred J. Mayer	Opelousas	(Associate)	Natchitoches
Dr. W. W. Pugh	Napoleonville	Dr. A. A. Herold, Sr.	Shreveport
		Dr. A. A. Herold, Jr. (Assoc.)	"
		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. B. M. Wilson	Alexandria
Dr. J. A. Wilkinson (Eyes only)	Shreveport



The Texas and Pacific Railway Company

LOUISIANA DIVISION

TIME TABLE NO. 14

Effective 12:01 a. m., Sunday, JULY 5, 1959

CENTRAL STANDARD 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

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	30	2	0	55	1	5
8	7	30	35	1	42	60	1	0
10	6	0	40	1	30	65	0	55
15	4	0	45	1	20	70	0	51
20	3	0	50	1	12	75	0	48
25	2	24						

L. C. PORTER, Vice-President—Operation,
R. C. PARKER, Assistant Vice-President—Operation,
W. C. FOSTER, General Supt. Transportation
C. F. ADAMS, Superintendent of Rules

Westward-ALEXANDRIA SUB-DIVISION-Eastward

FIRST CLASS			Station Numbers	Car Capacity Passing Sidings	Time Table No. 14 EFFECTIVE 12:01 A. M. JULY 5, 1959	Mile Post location from New Orleans	Location—Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS		
717	21	27						22	28	718
Mo. Pac. Passenger Daily	Louisiana Eagle Passenger Daily	Louisiana Daylight Passenger Daily			STATIONS			Louisiana Eagle Passenger Daily	Louisiana Daylight Passenger Daily	Mo. Pac. Passenger Daily
	L 8 00 PM	L 7 35 AM	B 0		NEW ORLEANS Passenger Station			A 6 15 AM	A 8 35 PM	
	S 8 10	S 7 45			2.2 CARROLLTON AVE...			S 6 00	S 8 20	
	8 14	7 49			1.7 SOUTHPORT...			5 52	8 12	
	8 18	7 53			2.2 EAST BRIDGE JCT....			5 48	8 08	
	L 8 35 PM	L 8 09 AM	B 10	YARD	WEST BRIDGE JCT...	10.2		A 5 32 AM	A 7 52 PM	
	S 8 50	S 8 15	B 11	YARD	OTO AVONDALE.....	11.4	W	S 6 30	S 7 50	
	8 52	8 17	B 12	YARD	WAGGAMAN.....	12.6		5 24	7 37	
	8 58	8 23	B 19	115	AMA.....	19.3		5 18	7 31	
	9 01	8 26	B 22	NS	LTO LULING.....	22.1		5 15	7 28	
	9 04	8 29	B 26	RS 80	HAHNVILLE.....	25.1		5 12	7 25	
	9 09	8 34	B 31	79	KILLONA.....	30.1		5 07	7 20	
	9 14	8 39	B 35	RS 81	LTO EDGARD.....	35.8		5 02	7 14	
	9 18	8 44	B 40	117	JOHNSON.....	40.0		4 57	7 11	
	9 24	8 50	B 46	121	LTO VACHERIE.....	46.3		4 51	7 05	
	9 30	8 56	B 52	148	LTO ST. JAMES.....	53.1		4 45	6 58	
	9 35	9 01	B 59	RS 121	WINCH.....	58.4		4 40	6 53	
	S 9 47	S 9 12	B 65	138	OTO DONALDSONVILLE.	64.7	Y	S 4 33	S 6 45	
	9 51	9 16	B 68	161	MC CALL.....	67.8		4 28	6 37	
	S 10 01	S 9 25	B 75	148	LTO WHITE CASTLE.....	75.8		4 19	6 28	
	10 11	9 34	B 82	171	DOVER.....	84.2		4 10	6 18	
	S 10 17	S 9 40	B 85	NS	PLAQUEMINE.....	85.4		S 4 08	S 6 15	
	10 18	9 41		NS	BAYOU BRIDGE.....	85.57		4 05	6 06	
	10 23	9 46		NS	BR JCT.....	89.82		4 00	6 01	
	S 10 30	S 9 55	B 90	YARD	OTO ADDIS.....	90.1	DO-DW	S 3 59	S 6 00	
	10 38	10 03	B 97	RS 81	LYNCH.....	97.0		3 48	5 46	
	10 43	f 10 08	B 102	81	LTO GROSSE TETE.....	101.8		3 43	f 5 40	
	10 46	f 10 13	B 105	RS 81	ROSDALE.....	105.1		3 40	f 5 36	
	10 50	f 10 18	B 109	81	LTO MARINGOUIN.....	109.3		3 36	f 5 30	
	10 55	10 23	B 114	RS 80	LIVONIA.....	114.1		3 31	5 23	
	11 00	f 10 28	B 118	87	FORDCOHE.....	119.1		3 26	f 5 18	
	11 05	10 33	B 125	RS 89	RAVENWOOD.....	124.9		3 21	5 13	
	11 11	S 10 43	B 129	86	LTO MELVILLE.....	129.5		3 15	S 5 04	
	11 20	f 10 53	B 139	75	LTO PALMETTO.....	138.5		3 06	f 4 55	
	11 26	f 11 00	B 146	81	LTO ROSA.....	145.1		3 00	f 4 49	
	11 32	f 11 07	B 153	81	MORROWS.....	152.0		2 53	f 4 43	
	11 37	11 12	B 157	RS 80	NIBOT.....	157.4		2 48	4 38	
	S 11 50	S 11 25	B 163	227	OTO BUNKIE.....	163.1	DW-Y	S 2 40	S 4 30	
	11 58	11 34	B 170A	NS	T. & N. O. JCT.....	170.2		2 29	4 09	
	11 59	f 11 35	B 170	95	LTO CHENEYVILLE.....	171.1		2 28	f 4 08	
	12 05 AM	11 42	B 177	82	MEEKER.....	177.0		2 22	4 02	
	12 07	f 11 44	B 179	NS	LTO LECOMPTTE.....	178.5		2 20	f 4 00	
	12 10	11 48	B 182	81	LAMOURIE.....	181.4		2 17	3 56	
	12 15	11 54	B 187	81	MORELAND.....	187.2		2 11	3 51	
	L 3 33 PM	12 18	B 190	YARD	WILLOW GLEN.....	190.4		2 08	3 48	A 9 30 AM
	3 36	12 20	B 192	YARD	OTO ALEXANDRIA YARD	192.1	(FWTY DO-DW)	2 05	3 46	9 26
	3 39	12 23		YARD	S. P. JCT.....	193.8		2 02	3 44	9 23
	A 3 45 PM	A 12 30 AM	B 195	YARD	LTO ALEXANDRIA Passenger Station	194.5		L 2 00 AM	L 3 40 PM	L 9 20 AM
	717 Daily	21 Daily	27 Daily		195.6			22 Daily	28 Daily	718 Daily
	.12	4.30	4.35		Time Over Sub-Division			4.15	4.55	.10

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

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

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

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

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

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

See page 10 for additional Special Instructions Alexandria Subdivision.

Westward-SHREVEPORT SUB-DIVISION-Eastward

FIRST CLASS				Station Numbers	Car Capacity Passing Sidings	Time Table No. 14 EFFECTIVE 12:01 A. M. JULY 5, 1959	Mile Post Location	Location Water, Fuel, Turn-table, Wys, 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 4 30AM	L 12 25PM	L 12 50AM	B 195	YARD	LTO ...ALEXANDRIA... (Passenger Station) 1.28	194.5		A 3 25PM	A 1 30AM	A 1 40AM	A 8 55AM
A 4 20PM	A 4 34AM	12 28	12 52		YARD	.....TEXMO JCT... 7.92	195.78		3 08	1 18	L 1 25AM	L 8 45AM
		12 36	1 03	B 204	81	.....RAPIDES..... 5.08	203.7		3 00	1 03		
		12 41	1 10	B 209	NS	LTO .....BOYCE..... 5.12	208.78		2 55	12 51		
		12 46	1 15	B 214	82	.....ROCK..... 5.7	213.9		2 50	12 46		
		12 51	1 20	B 220	NS	.....GALBRAITH..... 5.6	219.6		2 45	12 41		
		12 56	1 25	B 225	82	.....FERN..... 3.2	225.2		2 40	12 36		
		12 59	1 28	B 228	NS	.....DEERY..... 7.4	228.40		2 37	12 33		
		1 07	1 35	B 236	101	LTO .....CYPRESS..... 4.5	235.8		2 29	12 25		
		1 12	1 40	B 241	NS	.....NATCHEZ..... 6.7	5.0		2 24	12 20		
		1 27	2 00	B 247	(82E 42W)	LTO .NATOHITCHES..... 6.2	11.7	DW	2 15	12 10AM		
		1 35	2 08	B 253	81	.....HYAMS..... 5.08	17.9		1 59	11 55		
		1 40	2 13	B 259	NS	.....POWHATAN..... 6.92	22.98		1 54	11 50		
		1 47	2 20	B 266	57	.....LAKE END..... 3.78	29.9		1 47	11 44		
		1 52	2 24	B 269	NS	.....HANNA..... 5.92	33.68		1 40	11 40		
		1 58	2 30	B 276	85	.....GAHAGAN..... 10.6	39.6		1 34	11 34		
		2 08	2 40	B 287	97	.....WESTDALE..... 10.6	50.2		1 24	11 24		
		2 18	2 50	B 297	82	LTO ...CASPIANA..... 6.1	60.8		1 14	11 14		
		2 24	2 56	B 303	NS	LTO ...GAYLES..... 6.0	66.9		1 08	11 08		
		2 30	3 02	B 308	98	.....LUCAS..... 7.0	72.9		1 02	11 02		
		2 41	3 12	S 815	YARD	OTO ..CUT OFF JCT..... 1.14	820.83	Y	12 52	10 52		
		2 43	3 14	S 816	YARD	....HOLLYWOOD YARD... 2.17	821.97	DO-DW Y	12 50	10 50		
		2 49	3 20	S 320	YARD	.....VO JCT..... 2.86	824.14		12 44	10 44		
		3 05	3 35	S 322	YARD	.....SHREVEPORT..... (Passenger Station) 2.86	827.00		12 35	10 35		
		3 20	3 50	S 318	YARD	.....VO JCT..... 2.17	824.14		12 02 PM	10 06		
		3 29	3 59	S 816	YARD	....HOLLYWOOD YARD... 1.14	821.97	DO-DW Y	11 56	10 00		
		3 36	4 06	S 815	YARD	OTO ..CUT OFF JCT..... 1.14	820.83	Y	L 11 54AM	L 9 58PM		
717	715	27	21			133.8			28	22	716	718
Daily	Daily	Daily	Daily			Time Over Sub-Division			Daily	Daily	Daily	Daily
.05	.05	3.15	3.20						3.31	3.32	.15	.10

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

Between Cut Off Jct. and TS&N Jct., Inbound first class trains are superior to Outbound first class trains.

2. First-class trains run at Restricted Speed between Texmo Jct. and Willow Glenn.

3. MoP No. 103 may assume schedule of No. 716 and MoP No. 131 may assume schedule of No. 718 at Texmo Jct. without clearance.

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

Extra trains may leave Alexandria Passenger Station without a clearance.

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

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

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

5. Alexandria and Shreveport Passenger stations are register stations for first class trains only.

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

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

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

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

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

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

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

See page 11 for additional Shreveport Subdivision Special Instructions.

OTHER PASSENGER TRAIN FLAG STOPS

- No. 27. Boyce to discharge passengers from Bunkie and beyond, or receive passengers for Natchitoches and beyond.
Derry, Powhatan; to discharge passengers from Alexandria and beyond, or receive passengers for Shreveport and beyond.
- No. 28. Powhatan and Derry; to discharge passengers from Shreveport and beyond, or receive passengers for Alexandria and beyond.
Boyce; to discharge passengers from Natchitoches and beyond, or receive passengers for Bunkie and beyond.

4 Westward THIBODAUX SUB-DIVISION Eastward

Location—Water, Fuel, Turn-table, Wye, etc.		Time Table No. 14 EFFECTIVE 12:01 A. M. JULY 5, 1959		Station Numbers		Car Capacity Passing Sidings	
Miles from Donaldsonville		STATIONS					
	2.4	GEARY	B 67	NS			
	3.9	PALO ALTO	H 3	10			
	8.1	KESSLER	H 8	NS			
	11.4	LTO. PAINCOURTVILLE	H 11	7			
	14.3	MUNSONS	H 14	NS			
	15.4	LTO. NAPOLEONVILLE	H 15	NS			
	16.6	RATLIFF	G 12	NS			
	25.0	LABADIEVILLE	G 20	NS			
Y	33.5	LTO. THIBODAUX	G 29	YARD			
		83.5					
Time Over Sub-Division							

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

Standard Clock: Donaldsonville.

Westward PLEASANT HILL SUB-DIVISION Eastward

Station Numbers		Time Table No. 14 EFFECTIVE 12:01 A. M. JULY 5, 1959		Mile Post Location		Location—Water, Fuel, Turn-table, Wye, etc.	
Car Capacity Passing Sidings		STATIONS					
B 236	YARD	LTO. OYPRESS	235.9				
N 3	NS	WEAVER	239.5				
N 10	26	PROVENAL	246.1				
N 17	39	LTO. ROBELINE	253.0				
N 23	38	LTO. MARTHAVILLE	259.3				
N 33	29	LTO. PLEASANT HILL	268.8				
N 39	30	PELICAN	274.9				
N 43	33	LTO. OXFORD	279.0				
N 52	30	LTO. SOUTH MANSFIELD	287.4				
N 59	38	LTO. GRAND CANE	294.5				
N 66	35	GLOSTER	302.4				
N 73	NS	STONEWALL	308.8				
N 76	NS	LTO. KEITHVILLE	312.4				
B 319	NS	REISOR	318.0				
		82.1					
Time Over Sub-Division							

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

Southward AVOYELLES SUB-DIVISION Northward

Location—Water, Fuel, Turn-table, Wye, etc.		Time Table No. 14 EFFECTIVE 12:01 A. M. JULY 5, 1959		Station Numbers		Miles from Addis		Car Capacity Passing Sidings	
Y DW		STATIONS							
	B 163	OTO. BUNKIE	105.1	YARD					
	V 42	EVERGREEN	100.4	9					
	V 38	LTO. COTTONPORT	96.2	27					
	W 1	LONGBRIDGE	92.9	12					
	W 3	MANSURA JOT	89.9	NS					
	W 4	MANSURA	89.4	13					
	W 9	LTO. MARKSVILLE	84.7	14					
	W 4	MANSURA	80.0	13					
	W 3	MANSURA JOT	79.5	NS					
	V 30	MOREAUVILLE	75.7	17					
	V 23	HAMBURG	72.6	103					
	V 22	HYDE	65.3	86					
		SIMMESPORT	64.9	NS					
		KELLER	59.8	145					
	D 58	LETTSWORTH	57.1	54					
	D 51	BATCHELOR	50.2	105					
	D 42	MORGANZA	41.9	52					
Y	D 33	NEW ROADS	31.9	100					
	D 25	GLYNN	24.6	52					
	D 18	CHAMBERLIN	17.5	62					
	D 13	LOBDELL	12.7	100					
		LOBDELL JOT	12.2	NS					
	D 10	ANCHORAGE	9.9	22					
	D 8	LTO. PORT ALLEN	7.8	35					
DW-D0	B 90	OTO. ADDIS	.0	YARD					
		105.1							
Time Over Sub-Division									

Northward trains are superior to trains of the same class in opposite direction.
See page 11 for Avoyelles Subdivision Special Instructions.

Southward CHURCHPOINT SUB-DIVISION Northward

Location—Water, Fuel, Turn-table, Wye, etc.		Time Table No. 14 EFFECTIVE 12:01 A. M. JULY 5, 1959		Station Numbers		Car Capacity Passing Sidings	
Y DW		STATIONS					
	163.1	OTO. BUNKIE	B 163	YARD			
	3.6	BOLA	L 3	NS			
	8.8	ST. LANDRY	L 9	28			
	15.5	TATE COVE	L 15	NS			
	20.0	LTO. VILLE PLATTE	L 20	51			
	26.7	LEDOUX	L 27	20			
	24.1	OPELOUSAS	X 23	15			
	31.5	LEWISBURG	X 32	16			
	35.9	CHURCH POINT	X 36	23			
		48.4					
Time Over Sub-Division							

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

**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:

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

Form "Y" Train Order authorized on all subdivisions.

Capacity passing sidings as shown on Pages 2 and 3, Alexandria and Shreveport Subdivisions include a 4 unit diesel engine, number of cars and caboose.

See paragraph No. 11 under heading "Automatic Block System" for special instructions with respect to certain sidings designated as "Restricted sidings."

See Paragraph No. 12 under heading "Automatic Block System" for instructions with respect to certain sidings with special block signal control points at clearance point on main track and on siding. Road Foreman of Engines has the authority of Trainmaster.

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

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

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

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train with rear scale car next to caboose.

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

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

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

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

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

TRAIN ORDER OFFICES

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

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

Edgard	9:00 A.M. to 6:00 P.M.
Vacherie	7:00 A.M. to 4:00 P.M.
St. James	7:00 A.M. to 4:00 P.M.
Maringouin	7:00 A.M. to 4:00 P.M.
Melville	7:00 A.M. to 4:00 P.M.
Cheneyville	9:00 A.M. to 6:00 P.M.
Alexandria	12:01 A.M. to 8:00 A.M. Daily
	9:00 A.M. to 5:00 P.M. Daily
Boyce	7:30 A.M. to 4:30 P.M.
Cypress	9:00 A.M. to 6:00 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.
Marksville	7:00 A.M. to 4:00 P.M.

GENERAL ORDER STATIONS

New Orleans Psgr. Station	Alexandria Roundhouse
New Orleans Race St. Yard	Alexandria Dispatchers Office
New Orleans TP-MP Roundhouse	Cut Off Jct.
Donaldsonville	Hollywood Yard
Addis	Hollywood Roundhouse
Bunkie	Marshall Train Order Office
Alexandria Yard	

AUTOMATIC BLOCK SYSTEM

1. Automatic Block System and Rules in effect on the Alexandria and Shreveport Subdivisions.

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

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

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

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

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

Note at bottom of page 97 is amended to read:

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

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

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

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

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

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

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

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

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

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

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

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

(c). Where block indicator indicates "Block Occupied," the main track must not be obstructed until protection has been afforded against following trains and engines, and also against opposing trains and engines unless relieved of protection against opposing movements as provided for in Rule 350.

Automatic Block System—continued on page 6

LOUISIANA DIVISION

SPECIAL INSTRUCTIONS
ALL SUBDIVISIONSAUTOMATIC BLOCK SYSTEM—continued

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

- (a). Motor, hand and trailer cars,
- (b). Maintenance of Way machines such as pile drivers, burro cranes, weed burners and mowers, ballast plows and tampers, track brooms and other similar machines used on rails for track maintenance work.
- (c). Rail detector test cars, rail oilers, welders and grinders. Rule 99 (J) is not applicable for the flag protection of any of the units of equipment above named.

Such equipment, except as provided for Sperry Rail Detector test cars in Paragraphs 8(a) and 8(b), are prohibited from using:

- (d). Block and Interlocking signals as authority for movement or flag protection.
 - (e). Street-highway crossing protection signal systems as protection against vehicular traffic.
- When a trainman or yardman is designated as a pilot for a unit of equipment defined herein, such unit of equipment must not occupy main track in territory where Rules 400 to 406, inc., are in effect except on authority of Track and Time limits prescribed by Rule 402.

- 8. (a). Sperry Rail detector test cars, when testing rail, must not:
- (f). Occupy main track within territory where Rules 400 to 406, inc., are in effect except on authority of Track and Time limits prescribed by Rule 402.
- (g). At manually controlled interlockings: Move into or through interlocking limits except on permission of operator in charge of interlocking.
- (h). At automatic Interlockings: Move into or through such interlocking limits until Signal Department representative has actuated interlocking signals against movements on conflicting routes and employ in charge of Sperry car so notified.

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

- (j). Block signal indication for movement in territory where Rules 400 to 406, inc., are in effect:
- (k). Signals of street-highway crossing protection systems for protection against vehicular traffic complying with rules and special instructions governing trains and engines over such crossings.
- (m). At manually operated Interlockings: Use interlocking signal indications for movement into or through interlocking limits.
- (n). At Automatic Interlockings: Must before moving into or through such interlockings, operate time release and observe indicator lights in release box. If indicator lights in release box do not indicate signals on conflicting routes are at Stop indication, flag protection as required by Rule 344 must be provided on conflicting routes.

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

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

- (o). At automatic interlockings: Before moving into or through such interlocking, operate time release and observe indicator lights in release box. If indicator lights in release box do not indicate signals on conflicting routes are at Stop indication, flag protection as required by Rule 344 must be provided on conflicting routes.
- (p). In territory where Rules 400 to 406, inc., are in effect: Must not occupy main track except on authority of Track and Time limits as prescribed by Rule 402.

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

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

- (a) The inferior train must clear the main track at such siding with entire train at or before time (in timetable or train order) the opposing train is due to leave the next siding.
- (b) By train order meeting point, Form S-A, only.

AUTOMATIC BLOCK SYSTEM—continued

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

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

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

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

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

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

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

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

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

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

Eastward Block Signal 194.4 on Westward Main track, just east of Murray Street, governs movement through crossover just east of Murray Street from Westward track to Eastward track. When this signal displays Stop, then Proceed, Rule 291, the Eastward Main track must not be obstructed without protection unless it can be seen there is no conflicting movement approaching on Eastward track, or that such movement is stopped.

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

LIMITS OF CONTROL OPERATORS

<u>Location</u>	<u>Between</u>
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 ALL SUBDIVISIONS

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

OPERATING RULES

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

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

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

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

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

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

Rule 19. Markers: Exception to: Reflector type markers showing red to rear, yellow to front only and no reflection to sides authorized for use on passenger trains.

Standard headlight may be displayed dim on train standing clear of main track to identify reflector markers on rear of another train for which its movement is restricted.

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

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

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

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

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

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

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

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

Rule 37. Exception to: After providing flag protection as prescribed by Rule 37, an inferior train at a siding for a superior train may occupy the main track against the superior train when authorized to do so by a train order in the following form:

Operating Rules—continued

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

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

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

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

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

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

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

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

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

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

Except while movement through them is being made:

(1). Switches connecting other than a main track with siding must be left lined for movement on siding.

(2). Switches of crossover between two main tracks, or between a main track and other than a main track must be kept lined against a crossover movement except as follows:

- (a). When main track switch of such crossover is a spring switch or a power-operated switch, the other switch of crossover will be kept lined and locked for crossover.
- (b). When crossover is one end of a siding, the inside switch will be kept lined for movement to or from siding to main track.

(3). Switches of crossovers between two tracks, neither of which is a main track, must be left with both switches of crossover lined for or against a crossover movement.

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

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

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

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.

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

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

LOUISIANA DIVISION

SPECIAL INSTRUCTIONS
ALL SUBDIVISIONS

OPERATING RULES—continued

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

One Red Flag, One White Flag, One White light,
Six torpedoes and Six Red Fusees.

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

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

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

"No 2 Eng 900 wait at C until 8 30 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 contain only one waiting point and must not be combined with any other form of order except Form L.

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

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

MAXIMUM SPEEDS

All Subdivisions

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

MAXIMUM SPEEDS—Continued

Between	Alexandria Subdivision	Miles per hour	
		Passenger	Freight
West Bridge Jct.—Mile Post 161		70	60
Mile Post 161—Alexandria		70	50
Shreveport Subdivision			
Alexandria-Shreveport		55	45
Except between Cut Off Jct. and Texmo Jct.		70	60
Thibodaux Subdivision			
Geary-Thibodaux		30	30
Except around curves Geary, just east Palo Alto and Godchaux connection		15	15
Over all cane crossings		25	20
Avoyelles Subdivision			
Addis-Lobdell Jct.		25	25
Longbridge-Marksville		18	18
Longbridge-Bunkie		25	25
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 of MoP Lines crossing, Opelousas		15	15
Pleasant Hill Subdivision			
Reisor-Cypress		25	25

DRAW BRIDGES

Location	Name	Miles per hour	
		Passenger	Freight
M.P. B-86.5	Bayou Plaquemine	25	25
M.P. 95	Intra-Coastal Canal	35	26
M.P. 101.0	Bayou Grosse Tete	60	
M.P. B-128.5	Melville	35	25
M.P. H-15.9	Bayou Lafourche—Napoleonville	6	6

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

RAILROAD GRADE CROSSINGS

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

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

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

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

2. Automatic Interlocking, T&P-IC RR, M.P. B-325.2 Shreveport Subdivision: Absolute signals for movement on T&P route normally display Stop, and on the approach of a train or engine on T&P route change to a Proceed indication after a period of 30 seconds if no train or engine is using crossing on IC route.

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

Railroad Grade Crossings, continued on page 9

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

RAILROAD GRADE CROSSINGS—continued

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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.

Miles per Hour		Restriction Begins Mile Post	Restriction Poles	Restriction Ends Mile Post	Ends Poles
Psg. Trains	Other Trains				
Alexandria Subdivision					
25	25	75	8	75	17
15	15	84	19	85	33
35	25	94	33	95	1
60		101	0	101	1
35	25	128	8	128	23
20	20	162	20	163	12
35	35	170	11	170	30
45	45	178	12	179	7
40	40	193	10	195	28

Shreveport Subdivision					
40	40	193	10	195	28
15*	15*	195	28	195	31
40	40	B-235	4	N-1	4
25	25	N-10	1	N-12	0
55	55	N-12	19	N-13	30
55	55	2 (Note)	15	2 (Note)	19
30	30	7 (Note)	3	7 (Note)	20
20	20	S-322	30	T-0	0

*Applies only to Eastward track.
Note: Between Lucas and Cut Off Jct.

Pleasant Hill Subdivision					
6	6	268	26	269	12
25	25	294	3	294	14

Churchpoint Subdivision					
6	6	L-19	11	L-20	*

* 3164 feet south MP L-20:

TURN-OUTS

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

Location of No. 16 Turn-outs

Station	Mile Post	Number of turn-outs	Description
Alexandria Subdivision			
Waggaman	B-12.6	1	End Drill track
Johnson	B-39.4	1	East end siding
Donaldsonville	B-64.3	1	Crossover west end siding
Shreveport Subdivision			
Cut Off Jct	B-320.8	1	West entrance to Interlocker, Hollywood yard.

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES

Alexandria Subdivision

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

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

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

Shreveport Subdivision

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

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.

LOUISIANA DIVISION

SPECIAL INSTRUCTIONS

SPRING SWITCHES

Station	Mile Post	Location Track	Facing Point Direction	Normal Position
Alexandria Sub-Division				
Waggaman	12.2	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
Addis	91.0	West end west siding	Eastward	Main track
Bunkie	161.98	East end siding	Westward	Main track
Bunkie	164.12	West end 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	192.1	End two main tracks	Westward	Westward track
Alexandria	194.2	East end crossover	Eastward	Eastward track
Alexandria	194.3	West end crossover	Eastward	For cross-over
Alexandria	194.3	East end passenger track	Westward	Westward track

Shreveport Sub-Division

Alexandria	194.6	West end passenger track	Eastward	Main track
Texmo Jct.	195.78	End two main tracks	Eastward	Eastward track
Texmo Jct.	195.78	Mo. Pac. Southward main track	Westward	Main track
Lucas	72.35	East end siding	Westward	Main track
Lucas	1.2	West end siding	Eastward	Main track
VC Jct.	324.14	End VC Drill Track	Outbound	Main track
TS&N Jct.	T-0.5	North Wye	Eastward	Note 1
TS&N Jct.	326.5	West Wye	Southward	Note 2
McNeill St.	326.8	East Wye	Westward	For Market St. main track
McNeill St.	326.9	West end passenger main	Eastward	Passenger Main

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

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

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

STREET AND HIGHWAY CROSSINGS

1. To prevent unnecessary operation of crossing signals, switches must not be left open, nor cars left standing within circuit operating limits of automatic street-highway crossing signal systems any longer than necessary.

2. Unless otherwise protected, all street-highway crossings at grade within city limits Opelousas must be protected by flagmen before any engine or car is permitted to pass over same.

3. At street crossings between Hollywood Yard and VC Jct. equipped with crossing protection signals a straightaway movement in either direction on main track or VC Drill track will actuate such signals. Reverse movement or a forward movement after making a reverse movement over such crossings must be protected by a flagman.

4. Texas Avenue, Shreveport: When a train or engine:

- Stops at Eastward (Inbound) Absolute signal at T&P-IC Crossing, MP B-325.2
- Stops at Westward (Outbound) Block signal 325.9
- Is delayed or performs switching between T&P-IC Crossing, MP B-325.2 and Signal 325.9

Texas Avenue must not be obstructed until it is known that flasher signals are operating. Flashers may be placed in operation manually by using push buttons located on signal case east, or on signal pipe west of Texas Ave. Push button must be held down until engine or car obstructs crossing.

5. McNeill St., Shreveport: Flasher signals for crossing will operate automatically on approach of inbound movements from clearance point of wye and main track, and for outbound movements on freight main, but will discontinue operation for protection of movement on any route after expiration of three and one-half minutes. For outbound movements on passenger station tracks 1 and 2, flashers must be placed in operation manually by use of push button located on post either at west end, or half-way of passenger shed. Such outbound movements on tracks 1 and 2 will be governed by indication displayed by indicator signals located to right of these tracks before obstructing crossing; a yellow light indicating flashers operating and a red light indicating flashers not operating. When a red light is displayed on indicator signal crossing must be protected by flagman before crossing is obstructed.

6. Alexandria: Flashing light signals controlled by a watchman in tower at Jackson Street in service at crossings of Lee, Washington, Murray, Jackson, Park and Madison street crossings.

Approach of trains and engines on either main track indicated to watchman by indicator lights on track diagram in tower and flasher signals are operated by watchman when such indicator lights are displayed.

Trains and engines using other than the two main tracks over these crossings or doing switching on any track over these crossings must not obstruct one of these crossings with an engine or car until it is seen by a member of crew in position to observe same that flashing signals are operating. If flasher signals are not seen to be operating for movement to be made, crossing must be protected by flagman.

Trains and engines moving on passenger station tracks must not obstruct Jackson, Madison or Park Ave. crossing until it is seen flashers for such crossings are operating, or until movement is protected by flagman.

The sounding of engine whistle, horn or bell of a train or engine standing or approaching one of these crossings on passenger station track will be signal for Towerman to operate flasher signals for the movement.

ALEXANDRIA SUBDIVISION

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

Passenger Trains:

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

Illinois Central RR between East Bridge Jct. and Southport.

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

Freight Trains:

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

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

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

Illinois Central RR between East Bridge Jct. and Southport.

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

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

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

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

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

Extra trains may leave Alexandria Passenger Station without clearance.

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

9. Race Street Yard is register station for trains originating and terminating that station.

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.

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

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

12. Extra Trains may be run without train orders:

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

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

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

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

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

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

Alexandria Subdivision, continued on page 11.

SPECIAL INSTRUCTIONS

ALEXANDRIA SUBDIVISION—Continued.

- (1) Between Bayou Bridge and MP 86 (just west of Myrtle Grove) to do work or clear other trains.
- (2) When authorized by train order in either of the following forms:
 Example (a). Extra 400 East has right over opposing trains on "South track" BR Jct. to Bayou Bridge.
 Example (b). Extra 800 West MAY use "South track" Bayou Bridge to BR Jct.

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

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

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

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

Employees of the Texas-Pacific-Missouri Pacific Terminal Railroad of New Orleans will be governed by the timetable of the Texas Pacific Railway.

Employees of the 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.

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

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. |
| No. 28. | Livonia; to discharge passengers from Alexandria and beyond, or receive passengers for Avondale and beyond. |

AVOYELLES SUBDIVISION

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

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

Main track between Mansura Jct., and Marksville may be used by authority of Rule 93.

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

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

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

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.

SHREVEPORT SUBDIVISION

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

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

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

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

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

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

Dispatchers telephones located:

East and west end yard tracks, Shreveport Jct. yard.

Between IC and KCS Interchange connections, near Culpeper St.

West end Passenger Shed near McNeil Street.

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

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

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

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

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

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

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

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

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

12. 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.

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

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 —

LOUISIANA DIVISION

SPECIAL INSTRUCTIONS

YARD LIMITS

New Orleans } Mile Post 17.0 } One Yard	Slimesport Bunkle	Kreso Cut Off Jct. Shreveport Agurs	} One Yard
Donaldsonville			
Plaquemine Indian Village Branch } Addis } One Yard		Willow Glen Alexandria Yard Texmo Jct.	} One Yard
Cypress (Pleasant Hill Subdivision)			
Lobdell Lobdell Jct. Anchorage Port Allen } One Yard		Mansura Jct. Mansura Marksville	} One Yard

RADIO RULES

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

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

MOTOR CARS AND ROADWAY MACHINES

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

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY LOCKED HAND-OPERATED SWITCHES

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

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

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

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

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

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

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

SPECIAL SAFETY RULES

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

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

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

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

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