

DISTRICTS

SHREVEPORT DISTRICT	
Shreveport to Alexandria.....	122.1 Mi.
BATON ROUGE DISTRICT	
Alexandria to North Baton Rouge..	110.2 "
NEW ORLEANS DISTRICT	
North Baton Rouge to New Orleans	80.1 "
HOPE DISTRICT	
Hope to Shreveport.....	108.1 "
MINDEN DISTRICT	
Minden to Pineville Jct.....	115.5 "
TEXAS DISTRICT	
Shreveport to Dallas.....	222.2 "
<hr/>	
Total Mileage.....	758.2 Mi.

SAFETY

Is of

FIRST IMPORTANCE

in the

Discharge

of Duty

TRAINMASTERS AND DISPATCHERS

R. J. Blair, Trainmaster,		
Hope & Texas Districts.....	Minden,	La.
B. T. Moore, Trainmaster,		
Minden, Shreveport, Baton Rouge and		
New Orleans Districts.....	Alexandria,	La.
J. J. Hinch, Term. Trainmaster.	Baton Rouge,	La.
M. L. True, Term. Trainmaster.	New Orleans,	La.
F. C. Guelfo, Chief Dispatcher..	Shreveport,	La.
E. H. Hill, Dispatcher.....	"	"
S. S. Handley	"	"
G. H. Bland	"	"
F. J. Fava	"	"
W. C. Dalton, Traveling Engr...	"	"

74295—Smith-Grievess Co., Printers, Kansas City, Mo.

KANSAS CITY SOUTHERN LINES

**LOUISIANA & ARKANSAS
RAILWAY COMPANY**

TIME TABLE NO. 36
EFFECTIVE AT 12:01 A.M.
PR 3, 4
FOR EMPLOYEES ONLY

F. H. HOOPER,
 General Manager,
 Kansas City, Mo.

R. R. SUTTER,
 Sup't Transportation,
 Shreveport, La.

R. NORWOOD,
 Superintendent,
 Shreveport, La.

SPECIAL RULES

MOVEMENT OF TRAINS

1. Districts are designated in the time table for the operation of trains, as per Rule 4 of Book of Rules.

2. Northward trains are superior to southward trains of the same class, except:

No. 1 is superior to Nos. 6 and 10
No. 51 is superior to No. 52

INFERIOR CLASS TRAINS, EXTRAS AND YARD ENGINES MUST CLEAR NO. 1 AND NO. 2 AT LEAST 10 MINUTES.

3. Between L&A Junction and Silver Lake Junction trains will be governed by the St. Louis Southwestern Railway Co. time table and rules.

Between Franklin Street Junction and Shreveport Union Depot trains will be governed by Kansas City, Shreveport and Gulf Terminal Company time table and rules.

Current joint time table of the T&P-L&A subdivision will govern movement of trains between Mansura Jct. and Lobdell Jct.

Between Spring Street Junction and Jewella trains will be governed by Illinois Central time table and rules.

When occupying MKT tracks at Hunt and Greenville trains will be governed by MKT time table and rules.

Between Farmersville and Dallas trains will be governed by GC&SF time table and rules.

4. All trains must secure clearance card, Form 163, before leaving Minden, Winnfield, Alexandria, North Baton Rouge, West Yard, and Hunt.

Trains originating at Commerce Street Junction will secure clearance card, Form 163, at Shreveport yard.

5. REGISTERING STATIONS

- Hope
- Minden
- Winnfield
- Packton (only for trains 51 and 52 and Louisiana Midland trains)
- Alexandria
- West Yard
- North Baton Rouge
- Shreveport Yard
- Hughes Springs (only for trains originating or terminating at Hughes Springs)
- Hunt

When a train is restricted for an extra train, at a register station, the restricted train must not leave unless the extra train can be seen or a train order is received superseding or annulling the restriction, or stating that the extra train has arrived, or departed.

Nos. 3 and 4 will register at Hope by register ticket.

Nos. 1, 2, 9, 10, 5 and 6 will register at West Yard and North Baton Rouge by register ticket.

Nos. 1, 2, 9, 10, 3, 4, 205 and 206 will register at Shreveport Yard by register ticket.

Nos. 5 and 6 will register at Winnfield telegraph office by register ticket.

Nos. 3, 4, 206-5 and 6-205 will register at Minden telegraph office by register ticket.

All trains between Shreveport Yard and Jewella register by telephone to IC Yard Office.

USE OF TRACKS

6. Ruling switch at Baton Rouge for southward first class trains will be crossover switch just south of Government Street.

Ruling switch for southward first class trains at Winnfield will be Rock Island connection just south of Winnfield telegraph office.

Ruling switch at Packton for all trains will be Louisiana Midland main line connection switch.

Ruling switch for trains 5 and 6 at Minden will be South Old Main Line switch near water spout.

7. Stop if we Minden a 74 foot head an engine and ten passenger cars.

8. Normal position of switches at Latex, Ferris, and Lobdell Junction will be for L&A main track.

Normal position of switch at Shreveport Junction will be lined for Hope District.

Normal position of switch Pineville Junction will be lined for the Shreveport District.

Normal position of switch, G.C.&S.F. connection, Farmersville, will be lined for the connection.

9. All trains will run at restricted speed between Silver Lake Junction and Franklin Street Junction.

Second and Third Class and Extra trains and Yard Engines will keep clear of Minden and Hope District passenger trains between Shreveport Junction and Minden passenger station.

All trains will run at restricted speed between Shreveport Junction and switch at north end of Old Main Track, Minden.

All trains will run at restricted speed between Pineville Junction and Alexandria Junction MP 683.1.

All trains will run at restricted speed within Baton Rouge Yard between the Solvay Road crossing, which is located at the north side of the Standard Oil Company property, and 1000 feet south of the south city passing track switch.

Trains and engines run at restricted speed through Greenville and Hunt Yard, expecting to find main track occupied. The moving train or engine will be held responsible. Trains or engines standing or moving under obscure conditions unprotected by flagman, ample distance for safety, when superior trains overdue will be held equally responsible.

Trains and engines may proceed ahead of or against overdue superior trains between south end of L&A siding, Greenville, and north switch, Hunt yard, when automatic block signals or indicators display "proceed" or "yellow" indications, being governed by MKT Rule 343 when signals display "stop" indications.

10. All trains will reduce speed which will permit flagman to precede the engine and flag Jewella Road, Velva Street, Portland Avenue, Claiborne Avenue and Mansfield Road crossings in Shreveport yard.

Passenger trains and yard engines will come to a full stop Barksdale Boulevard or Highway No. 71, Bossier City, flagman or switchman precede the engine or cars with stop signal. Freight trains must not exceed a speed of five (5) miles per hour over this crossing.

All trains will flag the following street crossings in New Orleans terminal:

- Hagan Avenue
- Broad
- Galvez
- Claiborne
- Magnolia
- Cypress

11. MISSISSIPPI RIVER BRIDGE

Movement between Lobdell Junction and Bridge Junction, block controlled, be governed by signal indications and special instructions joint L&A and GCL operation.

Power-Switch Lobdell Junction, be governed by signal indications and special instructions T&P Ry.

All signals and switches are power operated, controlled by operator Bridge Tower.

Movement of trains and yard engines between Lobdell Junction and Bridge Junction will be governed by signal indications. Time table authority is not effective between Lobdell Junction and Bridge Junction. Block Signal Rules govern.

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 operator Bridge Tower and authority to proceed may be given by telephone; before proceeding it must be known route is properly lined for movement.

Telephones located Lobdell Junction Switch, West Ironman, and Bridge Junction.

Following rules and regulations will cover operation New Mississippi River Bridge Baton Rouge among others:

When trains or yard engines with cars are stalled on the bridge or approaches thereof, members of the crew will be governed by Rule 99. Flagman must immediately leave the train and proceed the required distance with all hand signals and flagging equipment as prescribed by the rules.

Lighted fuseses will not be thrown off moving trains on the Mississippi River Bridge or steel structure, but when required to use fuseses for protection must be placed by hand in such a manner so there will be no danger of fire on the structure.

When helper engine is coupled to a train on the head end the air must be tested before leaving Lobdell Junction or North Baton Rouge. Air brakes will be handled by the lead engine.

Audible Signal Rule 14 (One short (o) and one long (—)) blasts of the locomotive whistle when the train is moving, is a signal for engineman on second engine of double header to cut in air and handle the brakes.

Conductors in charge of passenger trains will see that all toilets of the train are locked while train is passing over steel structure of the Mississippi River Bridge. Trainmen will unlock toilets immediately after train has passed over the structure.

12.STANDARD CLOCKS

- Hope
- Minden
- Winnfield
- Packton
- Alexandria
- North Baton Rouge
- West Yard
- Shreveport Yard
- Shreveport Union Depot
- Hunt Yard
- Hughes Springs

13.BULLETIN BOOKS

- Hope Freight Office and Roundhouse
- Cullen Telegraph Office and Roundhouse
- Minden Yard Office, Roundhouse and Passenger Station
- Winnfield Telegraph Office and Roundhouse
- Alexandria Telegraph Office and Roundhouse
- North Baton Rouge Yard Office and Roundhouse
- Hagan Avenue and Yard Office
- New Orleans Passenger Station
- Shreveport Yard and Roundhouse
- Shreveport Union Depot
- Hunt
- Greenville Roundhouse
- Hughes Springs

14. LIMITS	CLASS OF SERVICE		
	Passenger Trains		Freight Trains
	Steam	Diesel	
	MPH	MPH	MPH
Main line, except as otherwise restricted by yard limits, specific slow orders, slow boards, slow flags, special rules or other proper notice:			
Between Louisiana Jct. and Baton Rouge....	55	58	40
Between Baton Rouge and Shrewsbury.....	60	70	40
Between Louisiana Jct. and Shrewsbury, Freight Diesel Engines.....			45
Between Shrewsbury and New Orleans.....	45	45	30
Except: Red River Bridge, Shreveport Draw.....	12	12	12
Crossing Entrance, Barksdale Field.....	20	20	20
On curve Mile Post 585.9 and Mile Post 586.1.....	40	40	30
Between Mile Post 586.8 and Mile Post 588.5.....	40	40	30
Over Loggy Bayou bridge Mile Post 589.6 engine only.....	30	30	20
Between Mile Post 592.9 and Mile Post 594.1.....	30	30	25
Between Mile Post 595.9 and Mile Post 597.9.....	50	50	35
Between Mile Post 607.1 and Mile Post 608.9.....	35	45	35
Saline River bridge Mile Post 634.2 engine only.....	30	30	20
MoPac crossing Mile Post 678.5..	30	30	20
Red River bridge, Alexandria, Draw Mile Post 681.8.....	15	15	15

14—Cont.

LIMITS

CLASS OF SERVICE

	Passenger Trains		Freight Trains
	Steam	Diesel	
Atchafalaya River bridge Draw Mile Post 729.2.....	10	10	10
Mississippi River Bridge: Over steel structure.....	25	25	25
Northward trains over approach to bridge.....	25	25	25
Southward trains over approach to bridge.....	30	30	30
Cane crossing Mile Post 839.8...	20	20	20
Cane crossing Mile Post 842.3...	20	20	20
Bonnet Carre Spillway bridge, Mile Post 849.7 and approaches. Engine crew and head brakeman will look back frequently watching train and must be alert to respond to any signal that may be given from rear of train. Trainmen must be stationed on rear of train to observe and be prepared to stop train if necessary.	30	30	20
Illinois Central crossing Mile Post 860.4.....	25	25	25
New Basin Canal bridge, Draw Mile Post 869.7.....	5	5	5
Between Hope and Mile Post 54.....	58	58	35
Between Mile Post 54 and Winnfield.....	50	50	35
Between Mile Post 71 and Mile Post 72.....	35	35	20
Between Shreveport Jct. and L&A Junction.....	58	58	45
Between Winnfield and Pineville Junction...	58	58	35
MoPac crossing Mile Post 188.9.....	20	20	20
Spring Switches—Minden Yard north end of crossover and north leg of wye and south yard switch.....	10	10	10
Train or engine moving in direction of trailing point may trail through spring switch without stopping; if stop is made before entire train or engine has passed point of switch, backward movement must not be made until switch is properly lined. This switch may be thrown by hand and if so used switch lever should be operated slowly with uniform pressure. Running switches must not be made over spring switches. Sand must not be used while moving over these switches.			
Between Mile Post T-6.1 and Mile Post T-126.....	40	40	40
Between Mile Post T-126 and Mile Post T-154.....	35	35	35
Between Mile Post T-154 and Mile Post T-185.....	40	40	40
Except: Approaching and over T&P crossing MP T-14.4.....	10	10	10
Cypress Bayou bridge MP T-49..	15	15	15
Curve at Bridge, MP T-72.6.....	25	25	25
Curve at MP T-73 plus S.....	25	25	25
Curves between MP T-79 plus 15 and MP T-82 plus 15.....	25	25	25
Curves at bridge, MP T-83.8.....	25	25	25
Curve at Bridge, MP T-89.9.....	25	25	25
Curves between MP T-92 and MP T-93 plus 12.....	25	25	25
Curves between MP T-109 and MP T-112.....	25	25	25
Miscellaneous:			
Locomotives 490, 491, 494, 526 and similar class KCS.....	30		30
KCS locomotives 550 to 564.....	30		30
Locomotives 559 and 560.....	30		30
Locomotives not equipped with engine or pony trucks.....	15		15
Locomotives backing up light or with cars.	15		15
Trains handling scale test car.....			25
Maximum speed freight Diesel locomotives.		65	

14—Cont.	LIMITS	CLASS OF SERVICE		
		Passenger Trains		Freight Trains
		Steam	Diesel	
American Ditcher.....				20
Pile drivers, steam shovels, derricks.....				20
Wrecking crane—boom down.....				20
Jordan spreaders and ditchers.....				20
Yard clam shell cranes with 4-wheel rigid trucks loaded on flat cars.....				20
Locomotive clam shell cranes with M.C.B. trucks.....				20
Locomotive clam shell booms should be detached and moved whenever practicable, with rear of machine facing head end of train.....				
Dead locomotives with side rods in position, main rods disconnected.....				20
Dead locomotives in backward motion in tow.....				20
Switch engines not equipped with engine trucks must be moved tank first.....				
Moving through crossovers, turnouts, sidings and scale tracks.....	10	10		10
Passenger trains handling freight cars must not exceed maximum speed of freight trains except on authority of Superintendent.....				

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent. They must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.

Engines without full set of driving wheels, trucks or trailers may be moved at a speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

L&A-T&P crossing Mile 713.2 is gated, normal position of which is locked and lined against T&P movement. All trains must approach and pass over this crossing at restricted speed, expecting to find the gate set against their movement. It will not be necessary for trains to stop if it can be plainly seen that the gate is lined against the T&P Railway and that the movement over the crossing is fully protected.

15. RESTRICTIONS IN OPERATION OF LOCOMOTIVES

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by special instructions.

- Diesel engine..... 4 inches
- Passenger cars..... 9 inches
- Freight cars..... 25 inches

When trains are operated through water, a maximum speed of 5 miles per hour must not be exceeded. A greater depth than five inches should not be authorized for Diesel engines. If authority is given to operate air conditioned passenger cars through a greater depth than 9 inches, proper inspection should be made to ascertain if the apparatus requires to be cleaned and dried.

Insofar as Diesel engines are concerned they will not be operated or towed through water above maximum depth of 4 inches over top of rail.

16. Through city limits of the following towns speed of trains is restricted as follows by city ordinances:

Shreveport	20 miles an hour
Coushatta	25 " " " (Psgr)
"	15 " " " (Frnt)
Campiti	25 " " "
Alexandria	8 " " "
Baton Rouge	5 " " "
Kenner	25 " " "
New Orleans	
Between Liberty St. and White St.	10 " " "
Between White St. and City Limit.....	20 " " "
Poydras Street	5 " " "

Hope	8 Miles an hour
Third Street	5 " " "
Minden	8 " " "
Winnfield	8 " " "
Greenville	10 " " "
Sulphur Springs.....	12 " " "
Winnsboro	20 " " "
Pittsburg	20 " " "
Hughes Springs	10 " " "
Jefferson	18 " " "

17. Stations protected by yard limit boards are as follows:

Shreveport	Hope	Farmersville
Coushatta	Stamps	Hunt-Greenville
Colfax	Springhill	Sulphur Springs
Alexandria	Cullen	Winnsboro
Baton Rouge	Cotton Valley	Pittsburg
Gramercy	Minden	Daingerfield
Reserve	Sibley	Hughes Springs
Norco	Chestnut	Jefferson
New Orleans	Winnfield	Waskom
	Packton	

MISCELLANEOUS

18. Enginemen must test the air brakes at least one mile before reaching railroad crossings, junctions, and before going down heavy grades and other hazardous places, and in case they do not hold, must at once signal for brakes. Such test to be made by applying the brakes with sufficient force to ascertain whether they are working properly.

19. No. 51 and No. 52 will carry passengers between Winnfield and Packton.

No. 35 and No. 39 will stop on flag at Meade to pick up and discharge passengers to and from Alexandria only.

20. Running switches must not be made when they can be avoided. When necessary they must be carefully made, conductor or engine foreman first seeing that the tracks are clear, switches are all right and hand brakes in good order. Engine must not be put through the switches or run through turnouts.

21. Rules 14(1) and 30, Book of Rules, will be complied with in the following manner:

In approaching road or street crossings, unless whistling is prohibited, the whistle signal will be sounded and timed so that the engine or lead car, if cars are being shoved by the engine in either forward or backward motion, will be over the crossing when the last blast ends. The first blast of the whistle will be started at a point from which it will require ten seconds for the engine or lead car to reach the far side of the crossing, the intention being to consume ten seconds in blowing this whistle signal and have the last blast end after the engine or lead car has reached the point where the entire width of the crossing is occupied.

The engine bell shall be rung at the whistling post 1,320 feet or one-quarter of a mile from the road crossing or street and shall be kept ringing until the engine or lead car shall have crossed such public road or street or until the train or cars have stopped. If stop is made within one-quarter of a mile of crossing, crossing whistle signal will be sounded and bell will be rung when the engine is again started and movement over crossing will be made in compliance with first paragraph of these instructions.

STATE OF TEXAS. In this state the whistle signal must be sounded beginning at the whistling post, to be prolonged or repeated until the crossing is covered. This is more readily accomplished in the case of a slow moving train by sounding the crossing whistle signal two or more times.

22. The following signs placed in columns provided for them on face of Time Table indicate: S, Scale; T, Turntable; PH, Telephone or Telegraphone; O, Oil; D, Diesel Oil; W, Water; Y, Wye.

23. Clearances. Structures listed below will not clear man on top or side of cars.

Shreveport Spring Street Viaduct:	
Track No. 1 (Main Track)	19 feet 10 inches
Track No. 2	20 feet 2 inches
Shreveport Murphy Street Viaduct	21 feet 11 inches
Shreveport Kings Highway Viaduct	20 feet 8 inches
Mile Post T-14.41 Highway Viaduct	22 feet 6 inches
Jefferson Cypress River Bridge	21 feet 8 inches
Mile Post T-79.14 Highway Viaduct	22 feet 6 inches
Greenville M-K-T Minneola Division	
Overhead Trestle	17 feet

SHREVEPORT DISTRICT—SHREVEPORT TO ALEXANDRIA

SOUTH BOUND							TIME TABLE No. 36 Effective April 3, 1949	Distance From Kansas City.	Office Calls.	Hours of Telegraph Service	
THIRD CLASS	SECOND CLASS			FIRST CLASS						Week Days.	Sundays and Holidays.
39 Local Freight	93 R. I. Freight	15 Manifest Freight	77 Merchandise Special	5 The Flying Crow	9 Passenger	1 Southern Belle	STATIONS				
Depart Daily Except Sunday	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily					
					Lv 11.20 ^{PM}	Lv 3.15 ^{AM}	SHREVEPORT UNION DEPOT	559.8			
						Lv 11.25	..FRANKLIN STREET JCT...	560.1			
					Lv 11.30 ^{PM}		..COMMERCE STREET JCT..	560.5			
Lv 2.16 ^{AM}			Lv 6.25 ^{PM}		11.36	3.21	PH.SHREVEPORT YARD....	560.7	N	Continuous	Continuous
Ar 2.18 ^{AM}			Ar 6.28 ^{PM}		Ar 11.37 ^{PM}	Ar 3.22 ^{AM}	....SILVER LAKE JCT....	560.8			
							....RED JUNCTION....	561.2			
Lv 2.23 ^{AM}			Lv 6.33 ^{PM}		Lv 11.40 ^{PM}	Lv 3.25 ^{AM}	..LOUISIANA JUNCTION...	561.7			
2.44			6.47		11.50	3.34	....CURTIS....	569.2			
3.07			7.01		11.59 ^{PM}	3.43	....ELM GROVE....	577.5			
3.30			7.15		12.08 ^{AM}	3.52	PH.....NINOCK.....	585.5			
3.44			7.27		12.17	4.01	PH.....EAST POINT.....	592.1	ON	9A-6P	None
4.16 ¹			7.45		s 12.33	4.16 ³⁹	PH.....COUSHATTA.....	604.4	CO	8A-5P	None
5.01 ¹⁰			8.04		f 12.46	4.29	....GRAPPE'S BLUFF....	615.8			
5.35 ³⁸			8.14		f 12.54	4.37 ¹⁰	PH.....CAMPTI.....	621.7	CA	8A-5P	None
5.50			8.25		s 1.04	4.45	PH.....CLARENCE.....	628.6	RN	9P-6A	9P-6A
6.05			8.35		1.11	4.52 ³⁸	....ST. MAURICE....	634.4			
6.17			8.56 ²		1.21	5.00	PH...MONTGOMERY.....	642.3	MY	8A-5P	None
6.35			9.09		1.31	5.10	....ALOHA....	651.5			
6.55			9.18		s 1.40	5.16	PH.....COLFAX....	657.3	CF	8A-5P	None
7.10			9.32		1.50	5.26	....WERDOHL....	666.3			
7.30			9.43		1.58 ³⁸	5.34	....BARRETT....	674.1			
7.46							Mo. Pac. Crossing	678.5			
							MALLIN	678.6			
8.00			9.54				PH.....PINEVILLE.....	680.6	VN	8A-5P	None
8.02	Lv 7.40 ^{AM}	Lv 9.20 ^{AM}	9.58	Lv 4.07 ^{PM}	2.07	5.43	...PINEVILLE JUNCTION...	681.4			
Ar 8.10 ^{AM}	Ar 7.45 ^{AM}	Ar 9.35 ^{AM}	10.03 ^{PM}	Ar 4.10 ^{PM}	Ar 2.10 ^{AM}	Ar 5.47 ^{AM}	PH.....ALEXANDRIA.....	681.9	AD	Continuous	Continuous
Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	122.1				
5.55	.05	.15	3.38	.03	2.50	2.32	Time on District				

No. 1 is superior to Nos. 6 and 10

SHREVEPORT DISTRICT—ALEXANDRIA TO SHREVEPORT

NORTH BOUND

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Station Numbers.	Distance From New Orleans.	TIME TABLE No. 36							
				Effective April 3, 1908							
				FIRST CLASS			SECOND CLASS			THIRD CLASS	
				2	10	6	42	16	94	38	
				Southern Belle	Passenger	The Flying Crow	Manifest Freight	Manifest Freight	R. I. Freight	Local Freight	
				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Monday	
STATIONS											
			312.4	SHREVEPORT UNION DEPOT	Ar 10.45PM	Ar 6.30AM					
			312.1	FRANKLIN STREET JCT.	Ar 10.37PM	Ar 6.15AM					
			312.0	COMMERCE STREET JCT.							
WODTSY YARD		B-108	311.5	PH. SHREVEPORT YARD	10.35	6.07	Ar 1.30PM			Ar 8.05AM	
			311.4	PH. SILVER LAKE JCT.	Lv 10.34PM	Lv 6.05AM	Lv 1.25PM			Lv 8.00AM	
			311.0	RED JUNCTION							
			310.5	LOUISIANA JUNCTION	Ar 10.31PM	Ar 6.01AM	Ar 1.20PM			Ar 7.55AM	
8	103	C-9	303.0	CURTIS	10.22	5.49	1.02				7.35
13	46	C-17	294.7	ELM GROVE	10.13	5.38	12.49				7.15
16	66	C-26	286.7	PH. NINOCK	10.04	5.27	12.36				6.50
31		C-32	250.1	PH. EAST POINT	9.55	5.17	12.26				6.35
67	37	C-44	267.8	PH. COUSHATTA	9.40	5.01 ²⁹	12.04PM				6.05
2	48	C-56	256.4	GRAPPE'S BLUFF	9.27	4.46	11.45AM				5.35 ³⁹
55	52	C-62	250.5	PH. CAMPTI	9.19	4.37 ¹	11.34				5.20
23		C-69	243.4	PH. CLARENCE	9.11	4.26	11.20				5.05
14	52	C-75	257.5	ST. MAURICE	9.04	4.17 ²⁸	11.10				4.52 ¹
21	45	C-82	229.9	PH. MONTGOMERY	8.56 ⁷⁷	4.09	10.55				4.17 ¹⁰
16	36	C-92	220.7	ALOHA	8.46	3.59	10.38				3.50
Y YARD		C-97	214.9	PH. COLFAX	8.40	3.52	10.28				2.45
	43	C-106	205.9	WERDOHL	8.30	3.41	10.09				2.25
	103	C-114	198.1	BARRETT	8.22	3.33	9.53				1.58 ⁹
Interlocked			193.7	Mo. Pac. Crossing							
	21	C-119	193.6	MALLIN							
WOY YARD		C-121	191.6	PH. PINEVILLE			9.41				1.35
YARD			190.8	PINEVILLE JUNCTION	8.13	3.24	Ar 12.49PM	9.40	Ar 4.45PM	Ar 2.25PM	1.33
DWOS YARD		194	190.3	PH. ALEXANDRIA	Lv 8.10PM	Lv 3.20AM	Lv 12.45PM	Lv 9.35AM	Lv 4.40PM	Lv 2.15PM	Lv 1.20AM
					Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily Except Monday
T. District					2.35	3.11	.04	3.55	.05	.10	6.45

No. 1 is superior to Nos. 6 and 10

Sidings and Spurs

	Station No.	Mile No.	Car Capacity		Station No.	Mile No.	Car Capacity
Fullilove	C-5	564.7	3	Poole	C-23	582.7	20
Blenheim	C-6	565.5	3	Crichton	C-35	594.9	5
Mayers	C-12	571.5	2	Carroll	C-39	599.3	10
Arnsberg	C-13	572.5	6	Crews	C-78	638.0	9
Taylorstown	C-14	573.5	12	McKneely Gin	C-99	659.0	8
Carvel	C-15	574.9	6	Ravencamp	C-101	661.2	9
Morameal	C-15A	575.8	12	Kateland	C-103	662.8	31
La. Gas Co.	C-16	575.8	20	Meade	C-109	668.7	20
McDade	C-20	579.5	11	Tyrawley	C-112	672.3	5
Atkins	C-21	580.7	16				

Water Tanks Between Stations

- 1.2 miles north of Campti.
- .6 mile south of St. Maurice.

BATON ROUGE DISTRICT—ALEXANDRIA TO NORTH BATON ROUGE

SOUTH BOUND					TIME TABLE No. 36 Effective April 3, 1949	STATIONS	Distance From Kansas City.	Office Calls.	Hours of Telegraph Service		
THIRD CLASS	SECOND CLASS	FIRST CLASS							Weeks Days.	Sundays and Holidays.	
37 Local Freight	77 Merchandise Special	5 The Flying Crow	9 Passenger	1 Southern Belle	Depart Daily Except Sunday	Depart Daily	Depart Daily	Depart Daily	Depart Daily		
Lv 11.55 ^{AM}	Lv 10.18 ^{PM}	Lv 4.20 ^{PM}	Lv 2.20 ^{AM}	Lv 5.52 ^{AM}	PH. ALEXANDRIA...	681.9	AD	Continuous	Continuous		
					Mo. Pac. Crossing..... L. & A. Crossing.....	682.9					
		4.22	2.25	5.56	ALEXANDRIA JCT.	683.1					
12.22 ^{PM}	10.35	4.31	2.35	6.05	LATANIER.....	691.1					
12.41	10.51	f 4.41	2.48 ¹⁰	6.15	PH... BIJOU.....	700.5					
1.01	11.05	f 4.50	2.59	6.24	PH... HESSMER.....	708.6	NY	8A-5P	None		
1.21	11.13	s 4.57	3.06	6.29	PH... MANSURA..... T. & P. Crossing.....	712.8	SU	7.30A-4.30P	None		
Ar 1.22 ^{PM}	Ar 11.14 ^{PM}	Ar 4.58 ^{PM}	Ar 3.07 ^{AM}	Ar 6.30 ^{AM}	MANSURA JCT... PH. MOREAUVILLE.....	713.2					
SEE T&P-L&A SUBDIVISION JOINT TIME TABLE	SEE T&P-L&A SUBDIVISION JOINT TIME TABLE	SEE T&P-L&A SUBDIVISION JOINT TIME TABLE	SEE T&P-L&A SUBDIVISION JOINT TIME TABLE	SEE T&P-L&A SUBDIVISION JOINT TIME TABLE	PH. HAMBURG.....	713.5					
					PH. SIMMESPORT...	717.3	MO				
					PH. EDEN.....	720.4	HM				
					PH. TORRAS.....	728.1	FN				
					LETTSWORTH.....	731.4					
					PH. BATCHELOR.....	736.1	RA				
					PH. MORGANZA.....	739.8					
					PH. NEW ROADS.....	746.7					
					PH. GLYNN.....	755.0	MC				
					PH. CHAMBERLIN... LOBDELL.....	755.0	JC				
Lv 4.36 ^{PM}	Lv 1.55 ^{AM}	Lv 6.30 ^{PM}	Lv 4.36 ^{AM}	Lv 7.56 ^{AM}	PH... LOBDELL JCT... WEST JCT... EAST JCT... PH. BRIDGE TOWER... BRIDGE JCT... Ill. Cent. Crossing.....	784.8	D				
					Controlled Blk.	785.5					
4.56	2.14	6.40	4.46	8.06		788.8	X	Continuous	Continuous		
						789.2					
Ar 5.10 ^{PM}	Ar 2.35 ^{AM}	Ar 6.44 ^{PM}	Ar 4.50 ^{AM}	Ar 8.10 ^{AM}	PH... NO. BATON ROUGE... 110.2	791.5	B	Continuous	Continuous		
5.15	4.17	2.24	2.30	2.18	Time on District						

No. 1 is superior to Nos. 6 and 10

Southward L&A trains may assume their schedule or train order authority at Lobdell Jct. and proceed without clearance card when train order signal Lobdell Jct. indicates "Proceed."

BATON ROUGE DISTRICT—NORTH BATON ROUGE TO ALEXANDRIA

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Station Numbers.	Distance From New Orleans.	NORTH BOUND						
				TIME TABLE No. 36		FIRST CLASS		SECOND CLASS	THIRD CLASS	
				Effective April 3, 1949		2 Passenger	10 Passenger	6 The Flying Crow	42 Manifest Freight	36 Local Freight
				STATIONS		Ar Daily	Ar Daily	Ar Daily	Ar Daily	Ar Daily Except Sunday
DWOS YARD	.....	194	190.3	PH. ALEXANDRIA	Ar s 8.05 ^{PM}	Ar s 3.11 ^{AM}	Ar s 12.35 ^{PM}	Ar 9.15 ^{AM}	Ar 8.30 ^{PM}
Not Gated	.....		189.3	Mo. Pac. Crossing					
Not Gated	.....		189.1	ALEXANDRIA JCT.	8.01	3.08	12.31		
2	53	C-131	181.1	LATANIER	7.52 ²	2.59	12.22 ³⁷	9.00	7.52 ²	
24	53	C-141	171.7	PH. BIJOU	7.42	2.48 ⁰	12.11	8.46	7.21	
11	105	C-149	163.6	PH. HESSMER	7.33	2.38	12.01 ^{PM}	8.33	6.55	
32	30	C-153	159.4	PH. MANSURA	7.28	2.31	11.54 ^{AM}	8.25	6.40	
Gated	.....		159.0	T & P Crossing					
	.....		158.7	MANSURA JCT.	7.27 ^{PM}	2.30 ^{AM}	11.53 ^{AM}	8.24 ^{AM}	6.38 ^{PM}
21	17	C-157	154.9	PH. MOREAUVILLE						
28	103	C-160	151.8	PH. HAMBURG						
51	.....	C-168	144.1	PH. SIMMSPORT					
79	.....	C-172	140.8	PH. EDEN					
W	.....	C-178	136.1	PH. TORRAS					
49	.....		132.4	LETTSWORTH					
96	.....		125.5	PH. BATCHELOR					
47	.....		117.2	PH. MORGANZA					
Y	96		107.2	PH. NEW ROADS						
47	.....		99.9	PH. GLYNN					
47	.....		92.8	PH. CHAMBERLIN					
27	94		88.0	LOBDELL						
	.....	C-226	87.4	PH. LOBDELL JCT.	Ar 6.00 ^{PM}	Ar 1.00 ^{AM}	Ar 10.24 ^{AM}	Ar 5.25 ^{AM}	Ar 3.05 ^{PM}
	.....	C-225	86.7	WEST JCT.					
	.....	C-229	83.4	EAST JCT.					
	.....	C-230	83.0	BRIDGE JCT.	5.50	12.50	10.14	5.05	2.45
Gated Connection	.....		80.7	Ill. Cent. Crossing					
WOSDY YARD	.....	C-231	80.1	PH. NO. BATON ROUGE	Lv 5.45 ^{PM}	Lv 12.45 ^{AM}	Lv 10.10 ^{AM}	Lv 4.50 ^{AM}	Lv 2.30 ^{PM}
			110.2		Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily Except Sunday	
				Time on District	2.20	2.26	2.25	4.25	6.00	

Sidings and Spurs

Sta. No.	Mi. No.	Car No.	Capy.
New Belledeau	C-144	703.9	14
Rosewood	C-164	723.6	9
Glynnville	C-170	730.6	8
Keller	C-175	734.3	14

No. 1 is superior to Nos. 6 and 10

Current joint time table of the T&P-L&A Subdivision will govern the movement of trains between Mansura Jct. and Lobdell Jct.

NEW ORLEANS DISTRICT—NORTH BATON ROUGE TO NEW ORLEANS

SOUTH BOUND				TIME TABLE No. 36 Effective April 3, 1949	Distance From Kansas City.	Office Calls.	Hours of Telegraph Service		
SECOND CLASS	FIRST CLASS						STATIONS	Week Days.	Sundays and Holidays.
77 Merchandise Special	5 The Flying Crow	9 Passenger	1 Southern Belle						
Depart Daily	Depart Daily	Depart Daily	Depart Daily						
Lv 2.35 ^{AM}	Lv 6.44 ^{PM}	Lv 4.50 ^{AM} ⁴²	Lv 8.10 ^{AM}	PH NORTH BATON ROUGE	792.1	B	Continuous	Continuous	
2.45 ^s	6.50 ^s	5.10 ^s	8.15 ^s	..... BATON ROUGE	793.2			
2.57	6.58	5.18	8.24	PH ESSEN	798.5				
				..... KLEINPETER	804.4			
3.11	7.06	5.26	8.31	..... BULLION	806.6			
	f 7.09			PH PRAIRIEVILLE	809.1	RV			
3.43 ⁴²	f 7.15	f 5.35	8.38	PH GONZALES	814.6	BN	8A-5P	None	
3.55	f 7.21	5.41	8.43	PH SORRENTO	819.5	SO	9.30P-5.30A	None	
4.04	7.24	5.44	8.46	PH BARMEN	822.1		8A-5P	None	
4.25	7.33	5.53	8.55	PH GRAMERCY	832.5	GY	9A-6P	None	
4.40	7.39	5.59	9.02	PH RESERVE	839.2	RS	8A-5P	None	
				..... Reserve Co. Crossing	839.8			
				..... Reserve Co. Crossing	842.3			
4.48	7.45	6.05	9.09 ⁶	..... MONTEGUT	843.7			
	f 7.47	6.07	9.11	PH LA PLACE	845.2	J	8.30P-5.30A	None	
5.10	f 7.55	6.15	9.19	PH NORCO	850.9	Q	8A-5P	None	
				..... Ill. Cent. Crossing	850.4			
5.31	8.07	6.27	9.31	..... KENNER	861.5			
5.41	8.14	6.34	9.38	..... SHREWSBURY	866.6			
				..... N. O. T. Crossing	866.8			
5.45	8.18	6.38	9.42	PH WEST YARD	868.4	FD	Continuous	Continuous	
	f 8.27	s 6.47	s 9.46	..... CARROLLTON AVENUE	869.8			
Ar 5.55 ^{AM}	8.30	6.50	9.49	..... HAGAN AVENUE	870.4			
				..... Ill. Cent. Crossing	870.8			
				..... NEW ORLEANS FRT. DPT.	872.0			
	Ar 8.45 ^{PM}	Ar 7.00 ^{AM}	Ar 10.00 ^{AM}	..... NEW ORLEANS	872.2			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	80.1					
3.20	2.01	2.10	1.50	Time on District					

No. 1 is superior to Nos. 6 and 10

NEW ORLEANS DISTRICT—NEW ORLEANS TO NORTH BATON ROUGE

Capacity of Other Tracks, Location, Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Station Numbers.	Distance From New Orleans.	NORTH BOUND			
				TIME TABLE No. 36			SECOND CLASS
				Effective April 3, 1949			
				STATIONS			2 Southern Belle	10 Passenger	6 The Flying Crow	42 Manifest Freight
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
WODSY YARD	C-231	80.1	PH NORTH BATON ROUGE	4.45 ⁹ AM	12.45 AM	10.10 AM	4.50 ⁹ AM
YARD	C-234	79.0	BATON ROUGE	5.40 s	12.40 s	10.05 s	4.22
	96	C-240	PH. ESSEN	5.30	12.31	9.56	4.12
	16	C-245	KLEINPETER				
14	44	C-247	BULLION	5.21	12.23	9.49	3.58
12		C-250	PH. PRAIRIEVILLE			f 9.46	
W 51	76	C-255	PH. GONZALES	5.14 f	12.15 s	9.40	3.43 ⁷⁷
30	23	C-260	PH. SORRENTO	5.09	12.09	f 9.34	3.34
	114	C-263	PH. BARMEN	5.06	12.06 AM	9.31	3.29
WYS 205	106	C-273	PH. GRAMERCY	4.57	11.57 PM	9.22	3.12
Y 158		C-280	PH. RESERVE	4.51	11.51	9.16	2.58
Not Gated			Reserve Co. Crossing				
Not Gated		29.9	Reserve Co. Crossing				
	38	C-284	MONTEGUT	4.45	11.45	9.09 ¹	2.51
16		C-286	PH. LA PLACE	4.43 f	11.43 f	9.01	2.48
129	98	C-291	PH. NORCO	4.35	11.35	f 8.51	2.36
Interlocked			Ill. Cent. Crossing				
44	46	C-302	KENNER	4.23	11.23	8.38	2.18
W YARD		C-307	SHREWSBURY	4.16	11.16	8.31	2.08
Not Gated Connection			N. O. T. Crossing				
YS YARD		C-309	PH. WEST YARD	4.13	11.13	8.28	2.02
		C-310	CARROLLTON AVENUE	4.10 s	11.10 f	8.25	
WODT YARD			HAGAN AVENUE	4.08	11.08	8.23	Lv 1.50 AM
Gated			Ill. Cent. Crossing				
YARD		C-313	NEW ORLEANS FRT. DPT.				
YARD		C-313	NEW ORLEANS	4.00 PM	11.00 PM	8.15 AM	
			50 1	Depart Daily	Depart Daily	Depart Daily	Depart Daily
			Time on District	1.45	1.45	1.55	3.00

Sidings and Spurs

	Station No.	Mile No.	Car Capacity
Old Essen	C-239	799.3	8
Duplessis	C-252	811.8	13
Brittany	C-258	817.5	4
McElroy	C-265	824.5	6
Good Hope	C-292	852.3	Conn.
Cousins	C-300	860.2	4
Signor	C-306	865.5	3

Location of Mail Cranes

	Mile No.
Prairieville	809.1
Gonzales	814.6
Duplessis	811.8
Brittany	817.5
Sorrento	819.5

No. 1 is superior to Nos. 6 and 10

HOPE DISTRICT—HOPE TO SHREVEPORT

SOUTH BOUND						TIME TABLE No. 36 Effective April 3, 1949	Distance from Hope	Office Calls	Hours of Telegraph Service		
SECOND CLASS				FIRST CLASS					STATIONS	Week Days	Sundays and Holidays
165 Natchez Freight	17 Freight	15 Manifest Freight	69 Manifest Freight	205 The Flying Crow	3 The Shreveporter						
Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily						
		Lv 12.30AM	Lv 9.45AM		Lv 4.30AM	PH. HOPE.....	0	Q	Continuous	Continuous	
		12.45	10.00		4.40	6.4.....COLER.....	6.4				
		12.53	10.10		f 4.47	PH. PATMOS.....	11.2				
		12.59	10.17		4.52	3.4.....BAKER.....	14.6				
		1.30	10.35		s 5.04	PH. STAMPS.....	22.8	UD	5A-2P 5P-2A	5A-2P 5P-2A	
		1.45	10.48		f 5.13	8.2.....St. L. S. W. Crossing.....	29.1				
		1.52	10.58		f 5.19	6.3.....McKAMIE.....	34.1				
		2.04	11.13		f 5.29	5.0.....EXPERIMENT.....	41.2				
		2.14	11.27		s 5.40	7.1 PH. TAYLOR.....	47.7	RD	8A-5P	None	
						6.5 PH. SPRINGHILL.....	50.3	AU	Continuous	Continuous	
		2.35	11.43		f 5.52	2.6 PH. CULLEN.....	55.5				
		2.50	11.55AM		s 6.02	5.2 PH. SAREPTA.....	61.0	CA	9A-6P	9A-6P	
		3.10	12.12PM		6.14	5.5 PH. COTTON VALLEY.....	69.5				
		3.20	12.22		6.21	8.5 PH. GRIM.....	73.4				
						3.9.....LONG SPRINGS.....	78.3				
						4.9 PH. MINDEN.....	78.8	KN	Continuous	Continuous	
Lv 2.30PM	Lv 5.00AM	Ar 3.45AM	Ar 12.32PM	Lv 3.40PM	Ar 6.28	0.5 PH. SHREVEPORT JUNCTION.....	83.4				
2.35	5.02		12.42	3.41	6.36	4.6 PH. DOYLINE.....	86.7				
2.45	5.10		12.52	3.46	6.42	3.3.....GOODWILL.....	92.5				
2.55	5.20		1.07	3.51	6.48	5.8 PH. PRINCETON.....	97.3				
3.05	5.32		1.30	3.58	f 6.55	4.8 PH. ADNER.....	105.1				
3.13	5.42		1.40	4.04	7.01	7.8.....L. & A. JUNCTION.....	105.4				
Ar 3.33PM	Ar 6.00AM		Ar 1.55PM	Ar 4.13PM	Ar 7.12AM	0.3.....Ill. Cent. Crossing.....	105.9				
						0.5.....L. & A. Crossing.....	106.2				
						0.3.....LOUISIANA JUNCTION.....	106.7				
						0.5.....RED JUNCTION.....	107.1				
Lv 3.45PM	Lv 6.10AM		Lv 2.10PM	Lv 4.20PM	Lv 7.21AM	0.4 SILVER LAKE JUNCTION.....	107.2	N	Continuous	Continuous	
Ar 3.50PM	Ar 6.15AM		Ar 2.20PM	4.21	7.22	0.1 PH. SHREVEPORT YARD.....	107.8				
						0.5.....COMMERCE ST. JCT.....	108.1				
						0.4.....FRANKLIN ST. JCT.....					
						0.3 SHREVEPORT UN. DEPOT					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	108.1					
1.20	1.15	3.15	4.35	.50	3.00	Time on District					

**Location of
Mail Cranes**

Mile

Patmos11
 McKamie29
 Bussey37
 Princeton ...B-92

HOPE DISTRICT—SHREVEPORT TO HOPE

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Station Numbers.	Distance From Shreveport.	NORTH BOUND				
				TIME TABLE No. 36				
				Effective April 3, 1949				
						FIRST CLASS		SECOND CLASS
		206 The Flying Crew	4 The Shreveporter	166 Matches Freight	68 Manifest Freight	16 Manifest Freight		
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
WYO YARD	0	108.1	PH. HOPE	Ar 8.10PM		Ar 5.30PM	Ar 11.55PM	
	66	6	6.4 COLER		7.55		5.13	11.35
45	11	96.9	PH. PATMOS	f 7.48			5.02	11.25
8	33	15	3.4 BAKER		7.42		4.49	11.15
WY YARD	23	85.3	PH. STAMPS	s 7.32			4.30	10.55
Interlocked Connection			St. L. S. W. Crossing					
19	67	29	6.3 McKAMIE	f 7.14			3.52	10.33
	73	34	5.0 EXPERIMENT	f 7.08			3.40	10.26
21	24	41	7.1 TAYLOR	s 6.58			3.20	10.14
YARD	48	60.4	PH. SPRINGHILL	s 6.48			3.00	10.04
WO YARD	97	50	PH. CULLEN					
2	30	56	5.2 PH. SAREPTA	f 6.36			2.10	9.49
			5.5					
101	52	61	47.1 PH. COTTON VALLEY	s 6.29			1.50PM 11.55AM09	9.38
	72	69	38.6 PH. GRIM		6.12		11.10	9.20
	35	74	3.9 LONG SPRINGS		6.06		11.00	9.10
			4.9					
WYTOS YARD	78	29.8	PH. MINDEN	Ar 1.20PM	Lv 5.55	Ar 7.30PM	Lv 10.45	Lv 9.00PM
YARD			0.5 SHREVEPORT JUNCTION		1.17		10.25	
YARD	18	B-83	4.6 PH. DOYLINE		1.12		10.20	
			3.3				10.10	
90	B-87	21.4	GOODWILL	1.07	5.43	7.00	10.00	
			5.8					
24	61	B-93	PH. PRINCETON	1.00	5.36	6.45	9.46	
			4.8					
4	80	B-97	ADNER	12.54	5.30	6.35	9.35	
YARD			7.8 L. & A. JUNCTION	Lv 12.45PM	Lv 5.21PM	Lv 6.15PM	Lv 9.15AM	
			0.3					
Interlocked			2.7 Ill. Cent. Crossing					
Gated			0.5 L. & A. Crossing					
YARD			0.3 LOUISIANA JUNCTION	SEE ST. L. S. W. TIME TABLE	SEE ST. L. S. W. TIME TABLE	SEE ST. L. S. W. TIME TABLE	SEE ST. L. S. W. TIME TABLE	
YARD			0.5 RED JUNCTION					
YARD			0.4 SILVER LAKE JUNCTION	Ar 12.38PM	Ar 5.13PM	Ar 6.05PM	Ar 9.05AM	
WTYODS Yard	B-108	0.9	PH. SHREVEPORT YARD	12.37	5.12	Lv 6.00PM	Lv 9.00AM	
			0.5 COMMERCE ST. JCT.		Lv 5.08PM			
YARD			0.4 FRANKLIN ST. JCT.	Lv 12.35PM	Lv 5.05PM			
YARD			0.3 SHREVEPORT UN. DEPOT	Lv 12.30PM	Lv 5.00PM			
			108.1	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily
			Time on District	.50	3.10	1.30	8.30	2.55

Sidings and Spurs

	Station No.	Mi.	Car No.	Cap.
Dunwhite	1	1.6	15	
Anthony	3	2.5	12	
Lerch	30	30.1	36	
Bussey	37	37.4	10	
State Line Lbr.	46	46.4	2	
Gas Spur	57	56.7	9	
Palmer	61-A	61.6	11	
D.P.C.	61-B	62.0	43	
Dayson	62-B	62.3	57	
Treat	62-A	62.8	53	
Invincible	63	63.2	18	
Ecco	64	63.8	21	
Couchwood	66	65.4	18	
Hortman	68	67.7	16	
Dorcheat	72	72.1	9	
Pace	74	74.1	3	
Ferguson	B-102	101.9	14	
PH, Hinkle	B-104	104.8	Yard	

MINDEN DISTRICT—MINDEN TO PINEVILLE JUNCTION

SOUTH BOUND					TIME TABLE No. 36 Effective April 3, 1949	Distance From Hope.	Office Calls.	Hours of Telegraph Service	
THIRD CLASS	SECOND CLASS			FIRST CLASS				Week Days	Sundays and Holidays
51 Manifest Freight	93 R. I. Freight	65 Natchez Freight	15 Manifest Freight	5 The Flying Crow					
Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	STATIONS				
		Lv 8.30 ¹⁶ PM	Lv 4.30AM	Lv 1.30PM	PH. MINDEN.....	78.3	KN	Continuous	Continuous
		8.33	4.32	1.31	SHREVEPORT JUNCTION.....	78.8			
		8.45	4.43	s 1.38 ⁶⁶	PH. SIBLEY.....	83.2	BY	9A-6P	9A-6P
		9.00	4.54	f 1.46	Ill. Cent. Crossing.....				
		9.08	5.00	f 1.50	HEFLIN.....	89.3			
		9.17	5.06	f 1.54	FRYEBURG.....	92.6			
		9.25	5.10	f 1.58	PH. LAWHON.....	95.5			
		9.42	5.22	f 2.08	PH. JAMESTOWN.....	98.1	HN	8A-5P	None
		10.05	5.38	f 2.21	PH. CASTOR.....	105.1	S	8A-5P	None
		10.15	5.45	f 2.21	PH. ASHLAND.....	114.3	ND	4P-1A	None
		10.25	5.57	f 2.36 ⁶	SKIDDER.....	117.9			
		10.32	6.05	f 2.36	PH. CHESTNUT.....	122.2	CH	8A-5P	None
		10.44	6.15	f 2.40	OSHKOSH.....	124.6			
		10.52	6.21	f 2.47	PH. GOLDONNA.....	129.8			
		11.05	6.31	f 2.52	COLDWATER.....	133.4			
				f 2.59	CALVIN.....	138.9			
Lv 1.15AM	Lv 5.55AM	Ar 11.30PM	7.00	s 3.10	PH. WINNFIELD.....	147.8	WN	Continuous	Continuous
					C. R. I. & P. Crossing.....	148.0			
					T. & G. Crossing.....	148.6			
Ar 2.00AM	6.17		7.30	3.24	PH. PACKTON.....	157.7	KO	8A-5P	None
	6.37		7.57	3.34 ⁶⁴	PH. WILLIANNNA.....	166.5			
	6.54		8.20	f 3.42	PH. DRY PRONG.....	173.9	D	8A-5P	None
	7.05		8.35	3.47	PH. BENTLEY.....	178.6			
	7.28		9.00	3.58	PH. TIOGA.....	188.4			
					Mo. Pac. Crossing.....	188.9			
	Ar 7.40AM		Ar 9.20AM	Ar 4.07PM	PINEVILLE JUNCTION..	193.8			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	115.5				
.45	1.45	3.00	4.50	2.37	Time on District				

No. 51 is superior to No. 52

MINDEN DISTRICT—PINEVILLE JUNCTION TO MINDEN

Capacity of Other Tracks, Location, Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	Capacity of Passing Tracks.	Station Numbers.	Distance From Alexandria.	NORTH BOUND					
				TIME TABLE No. 36 Effective April 3, 1949	FIRST CLASS	SECOND CLASS			THIRD CLASS
					6 The Flying Crane	94 R. I. Freight	66 Natchez Freight	16 Manifest Freight	52 Manifest Freight
					STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
WYTOS YARD	78	116.0	PH.....MINDEN.....	Ar 3.35 ^{PM}	Ar 2.00 ^{PM}	Ar 8.30 ^{PM}	65		
YARD		115.5	SHREVEPORT JUNCTION.....	3.27	1.58	8.25			
50 Gated Connection	83	111.1	PH.....SIBLEY.....	B 3.19	1.38 ⁵	8.07			
			Ill. Cent. Crossing						
	39	89	105.0	HEFLIN.....	f 3.11	1.26	7.55		
				3.3					
	19	93	101.7	FRYEBURG.....	f 3.06	1.21	7.49		
				2.9					
W	56	96	98.8	PH.....LAWHON.....	f 3.02	1.15	7.43		
				2.6					
22	35	98	96.2	PH.....JAMESTOWN.....	f 2.58	1.10	7.38		
				7.0					
3	34	105	89.2	PH.....GASTOR.....	f 2.48	12.58	7.26		
				9.2					
38	37	114	80.0	PH.....ASHLAND.....	f 2.35	12.42	7.10		
				3.6					
	25	118	76.4	SKIDDER.....	f 2.30 ⁵	12.36	7.02		
				4.3					
47	35	122	72.1	PH.....CHESTNUT.....	f 2.24	12.27	6.55		
				2.4					
35		125	69.7	OSHKOSH.....	2.19	12.22	6.49		
				5.2					
	34	130	64.5	PH.....GOLDONNA.....	f 2.12	12.12	6.38		
				3.6					
	38	133	60.9	COLDWATER.....	2.07	12.04 ^{PM}	6.32		
				5.5					
	62	139	55.4	CALVIN.....	2.00	11.50 ^{AM}	6.22		
				8.9					
WYOS YARD	148	46.5	PH.....WINNFIELD.....	s 1.47	Ar 4.30 ^{PM}	Lv 11.30 ^{AM}	6.05	Ar 11.00 ^{AM}	
				0.2					
Gated Connection			46.3	C. R. I. & P. Crossing.....					
Gated Connection				0.6					
Y 26	28	157	45.7	T. & G. Crossing.....					
				9.1					
5	48	166	36.6	PH.....PACKTON.....	1.34	4.03	5.45	Lv 10.30 ^{AM}	
				8.8					
9	62	174	27.8	PH.....WILLIANNNA.....	1.23	3.34 ⁵	5.32		
				7.4					
17	46	179	20.4	PH.....DRY PRONG.....	f 1.14	3.15	5.20		
				4.7					
9	80	188	15.7	PH.....BENTLEY.....	1.09	3.00	5.13		
				9.8					
Gated			5.9	PH.....TIOGA.....	12.58	2.36	4.57		
				0.5					
YARD			5.4	Mo. Pac. Crossing.....					
				4.9					
			0.5	PINEVILLE JUNCTION.....	Lv 12.49 ^{PM}	Lv 2.25 ^{PM}	Lv 4.45 ^{PM}		
				115.5	Depart Daily	Depart Daily	Depart Daily	Depart Daily	
				Time on District	2.45	2.05	2.30	3.45	
								.30	

Sidings and Spurs

	Sta. No.	Mi. No.	Car Capy.
Ogden	88	87.9	9
Swift	90	90.1	12
Roy	107	107.4	85
Guynes	109	109.4	3

Location of Mail Cranes

	Mile No.
Dry Prong	173

Water Tanks Between Stations

.8 mile north of Goldonna

No. 51 is superior to No. 52

TEXAS DISTRICT—SHREVEPORT YARD TO EAST DALLAS

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Wyes.	SOUTH BOUND				TIME TABLE No. 36 Effective April 3, 1949	Distance From Shreveport.	Office Calls.	NORTH BOUND		Hours of Telegraph Service		
	SECOND CLASS		Capacity of Passing Tracks.	Station Numbers.				Distance From Dallas.	SECOND CLASS		Week Days.	Sundays and Holidays.
	Manifest Freight	Depart Daily							Manifest Freight	Arrive Daily		
WTYS YARD	Lv	4.00AM	T-223	0	DALLAS	222.2	RH	Ar	3.30AM	Continuous	Continuous	
		Via G. C. & S. F. Ry.			37.8							
W YARD	Lv	5.30AM	T-185	37.8	FARMERSVILLE	184.4	BA	Ar	1.50AM	8A-5P	None	
				37.9	L. & A. JUNCTION	184.3						
12				44.6	FLOYD	177.6						
WTYSO YARD	Ar Lv	6.20AM 7.50AM	T-178 T-172	51.5	PH. HUNT	170.7	A	Lv Ar	1.00AM 11.55PM	Continuous	Continuous	
Gated Connection				52.9	St. L. S. W. Crossing	169.3						
Gated Connection				53.4	T. & N. O. Crossing	168.8						
		8.17	65	62.0	PH. CAMPBELL	160.2			11.16			
9		8.31	29	68.6	CUMBY	153.6			11.03			
		8.42	19	74.9	PH. BRASHEAR	147.3			10.52			
YARD		8.56	36	82.8	PH. SULPHUR SPRINGS	139.4	XN		10.38	8A-5P	None	
		9.13	37	92.2	COMO	130.0			10.22			
		9.22	48	97.3	PICKTON	124.9			10.13			
W YARD		9.37	48	105.4	PH. WINNSBORO	116.8	WN		9.58	8.30A-4.30P 9P-5A	None 9P-5A	
		9.48	20	111.8	SCROGGINS	110.4			9.47			
		9.52	23	114.6	PH. NEWSOME	107.6			9.43			
		9.58	27	118.0	LEESBURG	104.2			9.37			
W YARD Interlocked Connection		10.11		124.8	PH. PITTSBURG	97.4	H		9.24	8A-5P 6P-2A	None	
		10.20	28	128.0	FAKER	93.3			9.15			
15		10.30	78	134.3	PH. CASON	87.9			9.05			
50		10.40	24	140.5	PH. DAINGERFIELD	81.7	DG		8.55	8A-5P	8A-5P	
WTO YARD		10.55	T-76	146.8	PH. HUGHES SPRINGS	75.4	HU		8.44	7.30A-3.30P 3.30P-11.30P	7.30A-3.30P 3.30P-11.30P	
		11.06	38	152.1	PATMAN	70.1			8.34			
32		11.12	22	155.7	PH. AVINGER	66.5	VC		8.28	8A-5P	None	
		11.23	40	162.2	PH. LASSATER	60.0			8.17			
		11.33	38	167.8	NEW LINE	54.4			8.07			
85		11.39	T-52	170.9	PH. BURFORD	51.3			8.01			
124		11.43		172.8	PH. NORTH JEFFERSON	49.4			7.57			
Interlocked Connection				172.9	T. & P. Crossing	49.3						
WY YARD		11.47AM	18	173.8	PH. JEFFERSON	48.4	JN		7.53	8A-5P	8A-5P	
Not Gated				173.9	T. & P. Crossing	48.3						
		12.03PM	45	181.4	PH. BALDWIN	40.8			7.38			
40		12.12	T-37	186.3	PH. KARNACK	35.9	KC		7.29	8A-5P	None	
		12.15	74	187.7	FOX	34.5			7.26			
33		12.21	T-32	191.1	PH. LEIGH	31.1			7.20			
		12.28	74	195.3	PH. LEMO	26.9			7.13			
44		12.39	19	200.9	WASKOM	1.3	WS		7.02	8A-5P	None	
Not Gated				201.4	T. & P. Crossing	20.8						
		12.45	57	202.2	LORRAINE	20.0			6.57			
93		12.52	27	206.6	GREENWOOD	15.6	GR		6.50	8A-5P	None	
17				208.7	T. & P. Crossing	13.5						
Interlocked		1.03	24	212.2	NICHOLS	10.0			6.40			
		1.14	51	216.9	JEWELLA	5.3			6.30			
		See I.C. Rules		221.5	SPRING ST. JUNCTION	0.7						
WTYSOD Yd.	Ar	2.00PM	T-1	222.2	PH. SHREVEPORT YARD	0.9	N	Lv	6.00PM	Continuous	Continuous	
		10.00			222.2				Depart Daily			
									9.30			

Sidings and Spurs

Sta. No.	Mi. No.	Car Capcy.	Sarber	Sta. No.	Mi. No.	Car Capcy.	Eser	Sta. No.	Mi. No.	Car Capcy.	
Buncombe	T-9	T-8.6	15	Orrs	T-63	T-62.9	12	Winsboro Refinery	T-116	T-116.4	Wye 47
Flournoy	T-12	T-12.3	3	PH Veals	T-79	T-78.3	141	Thermo	T-118	T-120	40
Lotta	T-29	T-29.4	11	PH Gillis	T-85	T-85.3	35	Cotton Land	T-135	T-134.7	10
Kelleyville	T-54	T-54.4	13						T-181	T-181.3	10

CLASSIFICATION OF LOCOMOTIVES

CLASS	Locomotive Numbers	Tractive Power in Pounds	Weight on Drivers in Pounds	Weight of Loco. and Tender, Empty, in Lbs.	Weight of Loco. and Tender, Loaded, in Lbs.
D-22	392, 394, 396	23,060	118,550	186,550	273,550
D-25	503, 504, 505, 508, 509	40,418	153,000	232,100	337,300
E-24	490, 491, 494, 526	47,124	195,660	253,560	348,560
E-25	559, 560	54,724	224,000	298,700	417,500
M-22	561 to 565	54,800	208,000	374,000	502,000
H-20	800 and 806	41,175	159,500	310,500	445,500
M-20	544	45,000	185,500	301,620	407,680
M-21	551 to 556	48,100	184,000	292,500	419,000
Diesel-Pagr.	21 to 25	53,240	212,960		316,400
"	30 A-B	122,425	489,700		489,700
"	31 A-B	123,400	493,600		493,600
"	32 A-B	122,425	492,800		492,800
"	33 A	61,150	244,600		244,600
" Rd.-Sw.	1110 to 1113	70,000	242,500		242,500
" Frt.	50 A-B-C-D	226,520	906,080		906,080
"	51 A-B-C-D	226,110	904,440		904,440
"	52 A-B-C-D	227,255	909,020		909,020
"	53 A-B-C-D	226,235	904,940		904,940
"	54 A-B-C-D	226,540	906,160		906,160
"	55 A-B-C-D	226,720	906,880		906,880
"	56 A-B-C-D	226,900	907,600		907,600
"	57 A-B-C-D	226,498	905,990		905,990
"	58 A-B-C-D	226,225	904,900		904,900
"	59 A	58,573	234,290		234,290
"	60 A-B-C	181,378	725,513		1,036,447
"	61 A-B-C	180,944	723,777		1,033,967
"	62 A-B-C	179,957	719,828		1,019,073

TONNAGE RATING—LOUISIANA AND ARKANSAS

DISTRICT	Direction	From Station	To Station	D-22	D-25	E-24	E-25	H-20	M-20	M-21	M-22	Diesel Freight Locomotives			
												3000	4000	4500	6000
New Orleans and Baton Rouge	North	New Orleans	Alexandria	1800	3500	3750	5500	3550	5000	5200	5500	9000	12000	13500	18000
		(Except Bridge Jct.)	Lobdell	775	1450	1600	2300	1450	2000	2100	2300	3750	5000	5625	7500
	South	Alexandria	New Orleans	1800	3500	3750	5500	3550	5000	5200	5500	9000	12000	13500	18000
		(Except Lobdell)	Bridge Jct.	660	1300	1450	2000	1300	1700	1800	2200	3300	4400	4950	6600
Shreveport	North	Alexandria	Aloha	1650	3500	3750	5500	3550	5000	5200	5500	9000	12000	13500	18000
		Aloha	Shreveport	1400	3200	3450	4800	3200	4400	4600	5000	7800	10400	11700	15600
	South	Shreveport	Aloha	1400	3200	3450	4800	3200	4400	4600	5000	7800	10400	11700	15600
		Aloha	Alexandria	1650	3500	3750	5500	3550	5000	5200	5500	9000	12000	13500	18000
Hope	North	Shreveport	Minden	1350	1900	2150	3200	1900	3000	3200	3800	5250	7000	7875	10500
		Minden	Cotton Valley	1100	1900	2150	3100	1900	2650	2750	3100	5100	6800	7650	10200
		Cotton Valley	Stamps	1425	2415	2665	3800	2415	3300	3500	3800	6150	8200	9225	12300
		Stamps	Hope	1350	1900	2200	3100	2000	2350	2550	3100	5100	6800	7650	10200
	South	Hope	Stamps	1200	1850	2100	3100	1850	2350	2550	3300	5100	6800	7650	10200
		Stamps	Cotton Valley	1500	2415	2665	3800	2415	3300	3500	3800	6150	8200	9225	12300
		Cotton Valley	Minden	1100	1650	1900	3100	1650	2450	2650	3300	5100	6800	7650	10200
		Minden	Shreveport	1450	1900	2150	3500	1900	3000	3200	3800	5700	7600	8550	11400
Minden	North	Alexandria	Winnfield	1200	2000	2250	3000	2000	2800	3000	3200	4950	6600	7425	9900
		Winnfield	Oshkosh	1050	1450	1700	2800	1450	2300	2500	3000	4650	6200	6975	9300
		Oshkosh	Minden	1150	1650	1900	3300	1650	2800	3000	3500	5400	7200	8100	10800
	South	Minden	Chestnut	1100	1550	1800	2700	1550	2200	2350	2900	4500	6000	6750	9000
		Chestnut	Winnfield	1350	1900	2150	3000	1900	2550	2800	3000	4950	6600	7425	9900
		Winnfield	Alexandria	1100	2000	2250	3100	2000	2650	2850	3200	5100	6800	7650	10200
Texas	North	Shreveport	Jefferson	1000	1800	2000	2600	1850	2300	2400	2900	3400	4500	5100	6800
		Jefferson	Hughes Springs	900	1650	1800	2400	1700	2100	2250	2700	3150	4200	4725	6300
		Hughes Springs	Winnboro	650	1300	1450	1900	1300	1600	1700	2150	3150	4200	4725	6300
		Winnboro	Hunt	1000	1750	1900	2350	1750	2400	2550	2900	3150	4200	4725	6300
		Hunt	Dallas	1050	1800	2000	2450	1800	2400	2500	2900	3400	4500	5100	6800
	South	Dallas	Farmersville	1000	1800	1850	2800	1800	2200	2400	2750	3150	4200	4725	6300
		Farmersville	Hunt	1100	2500	2400	3000	2200	3000	3250	3300	3600	5000	5400	7200
		Hunt	Winnboro	1150	1750	1850	2300	1750	2400	2500	2900	3150	4200	4725	6300
		Winnboro	Daingerfield	1000	1500	1550	1800	1500	1800	1900	2300	2910	3900	4360	5820
		Daingerfield	Hughes Springs	800	1100	1200	1750	1100	1350	1450	1750	2160	2900	3210	4320
		Hughes Springs	Jefferson	1000	1700	1800	2300	1700	2100	2200	2700	3150	4200	4725	6300
		Jefferson	Shreveport	1150	1850	2000	2500	1850	2400	2600	3100	3400	4500	5100	6800

Note:—(a) 550 Class Engines operating without booster tonnage will be reduced 200 tons as shown in tonnage rating.
 (b) 4000 H.P. Diesel Freight Locomotive rated 5000 tons North Hunt to Farmersville.
 (c) Dead locomotives hauled in trains should be figured to weigh twice their actual weight for tonnage rating purposes.
 (d) Newly built and newly repaired locomotives will be rated on their first trip in road service at not less than seventy-five (75%) per cent of the established tonnage rating and this rating will be increased to the established rating after the first trip or as soon thereafter as may be practicable; the Superintendent of Machinery to be the judge.
 (e) Passenger Diesel Locomotives 21 to 25 tonnage rating same as H-20 Class.

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage and Express	4	69	62
Mail, Baggage and Express	361 to 368	60	46
Coaches, Partitioned	3	70	64
“ “	5	70	63
“ “	39	67	58
“ “	44	69	45
“ “	264	68	51
“ “	265	69	66
Coaches, Air-Conditioned	350 to 353	82	84
Chair Cars	42 and 46	77	68
Official	Magnolia	70	74
“	99	67	89
“	Key See	76	96

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express	9
Mail, Baggage, Express	2
Coaches, Partitioned	4
Coaches, Air-Conditioned	4
Chair Cars	2
Official	3
Total	24

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car No.	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
4	5 x 9	204,000	124,800	79,200
361	5½x10	169,000	92,900	70,000
362	5½x10	169,000	91,900	70,000
363	5½x10	169,000	91,900	70,000
364	5½x10	169,000	92,900	70,000
365	5½x10	169,000	91,700	70,000
366	5½x10	169,000	92,000	70,000
367	5½x10	169,000	91,800	70,000
368	5½x10	169,000	91,900	70,000

Cooper's Rating of L&A Locomotives

D-22	E-31
D-25	E-39
E-24	E-48
E-25	E-52
H-20	E-47
M-20	E-46
M-21	E-42
M-22	E-48
Diesel Psgr.	E-40
Diesel Switch	E-39
Diesel Road-Switch	E-39
Diesel Road-Frt.	E-46

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

SAFETY RULES

1. Avoid all risks. Watch for unsafe conditions and correct or report them.
2. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move.
3. Step over rails, not on them. Refrain from sitting on rail or tie or taking refuge under car.
4. Look out for approaching movements before alighting from engine or car. Alight outside of rails when getting off engine or car.
5. When alighting from or boarding rear end of freight train, use rear platform of caboose.
6. When boarding or alighting at engine or caboose steps, face in as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car.
7. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
8. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
9. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
10. One man will be permitted to ride the leading footboard of switch engines. He will board the footboard from a position outside of the rails, and will alight from the footboard before coupling into other equipment. Enginemen will not permit their engines to couple into other equipment while a man is riding the leading footboard.
11. When riding side or top of car, keep a close watch for unsafe clearances.
12. Pressure on brake should be exerted toward body of the car. Do not hold brake tension by hand—use the dog and ratchet. Study the peculiarities and proper handling of different types of brakes.
13. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 60 feet away from the crossing.
14. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
15. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
16. It is prohibited to use foot or hand to adjust draw-bar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
17. Do not place any part of body between inside end of car and load that can shift. Keep clear of unsecured drop end doors.
18. Wear safe shoes and other apparel, and use suitable clear (or Calobar) glass goggles when needful to protect against sand, cinders or other eye hazards.
19. Keep feet into clear of the path of counterweights on ground-throw switch levers.
20. Protect fellow employees by looking around outside before opening blow-off cocks, cylinder cocks or injector.

LOUISIANA & ARKANSAS RAILWAY

CONDENSED SCHEDULES OF PASSENGER AND FREIGHT TRAINS

TIME TABLE No. 36

Effective
APRIL 3, 1949

NORTHWARD

PASSENGER

FREIGHT

SOUTHWARD

FREIGHT

PASSENGER

SOUTHWARD		NORTHWARD																
FREIGHT		PASSENGER					PASSENGER					FREIGHT						
69	15	53	65	77	3	5	9	1	2	10	6	4	42	66	54	68	16	
STATIONS		STATIONS																
Ar 2.20PM Lv 12.40 12.32PM	Ar 8.15AM Lv 3.45	Ar 2.00PM Lv 7.30	Lv 6.00PM 7.30 8.30	Lv 6.25PM Ar 6.28 6.35	Ar 7.30AM Lv 6.28 6.35	Lv 12.30PM Ar 1.20 1.30	Lv 11.20PM Ar 11.20PM	Lv 3.15AM	Ar 10.45PM Lv 8.10 8.05	Ar 6.30AM Lv 3.40 3.35	Ar 4.30PM Lv 3.40 3.35	Ar 5.00PM Lv 5.55 6.00	Ar 1.30PM Lv 2.30 2.00PM	Ar 3.50PM Lv 2.30 2.00PM	Ar 6.00PM Lv 6.00PM	Ar 9.00AM Lv 10.45 10.25AM	Ar 11.55PM Lv 8.30	
Ar 10.35AM Lv 9.45AM	Ar 1.30 Lv 12.30AM				Ar 5.04 Lv 4.30AM							Ar 7.32 Lv 8.10PM				Ar 4.30PM Lv 4.30PM	Ar 10.55 Lv 11.55PM	
			Ar 11.30PM Lv 5.50AM			Ar 3.10 Lv 4.10PM 4.20					Ar 1.47 Lv 12.40AM 10.06AM			Ar 11.30AM Lv 6.30AM				
	Ar 9.35AM Lv 9.35AM			Ar 10.03 10.18PM Lv 2.35AM			Ar 2.10AM 2.20 Lv 5.47 5.52		Ar 8.10 Lv 8.15	Ar 3.20 3.11 Lv 12.45 12.36			Ar 9.35AM 9.15 Lv 4.50				Ar 4.40PM Lv 4.40PM	
				Ar 8.00AM Lv 11.47AM			Ar 7.00AM Lv 7.00AM						Ar 1.45AM Lv 1.45AM					
		Ar 10.40 Lv 8.56													Ar 7.53 Lv 8.55			
		Ar 7.50 6.20 Lv 5.30													Ar 10.38 Lv 11.55PM 1.00AM			
															Ar 1.50 Lv 3.30AM			

