

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 "	
Total Mileage.....		758.2 Mi.

SAFETY

**Is of
FIRST IMPORTANCE
in the
Discharge
of Duty**

- R. W. Chambers, Asst. Supt. Shreveport, La.
- R. J. Blair, Trainmaster,
Hope, Minden to Winnfield
and Texas Districts. Minden, La.
- B. T. Moore, Trainmaster,
Winnfield to Pineville,
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. " "

KANSAS CITY SOUTHERN LINES

**LOUISIANA & ARKANSAS
RAILWAY COMPANY**

00
TIME TABLE NO. 38
EFFECTIVE AT 12:01 A.M.
SUNDAY
OCTOBER 1, 1950
00
FOR EMPLOYEES ONLY

- F. H. HOOPER,**
General Manager,
Kansas City, Mo.
- R. R. SUTTER,**
Sup't Transportation,
Shreveport, La.
- R. NORWOOD,**
Superintendent,
Shreveport, La.

LOUISIANA & ARKANSAS RAILWAY EMPLOYEES' HOSPITAL ASSOCIATION STAFF

DR. A. A. HEROLD, Chief Surgeon

Dr. A. A. Herold....Chief Surgeon	Shreveport, La.	Dr. Thos. Y. Gladney..Local Surgeon	Baton Rouge, La.
" J. E. Heard....Division Surgeon	" "	" H. C. Hatcher....Cons. Urologist	" " "
" P. D. Abramson..District Surgeon	" "	" Charles McVea...Cons. Surgeon	" " "
" J. A. Wilkinson..Oculist & Aurist.....	" "	" Louis Mayer, Jr., " "	" " "
" I. B. Rougon....Urologist	" "	" L. J. Williams...Local Roentgenologist ..	" " "
" J. R. Stamper.... "	" "	" J. P. Tomsula.... " "	" " "
" R. K. Womack... "	" "	" O. A. McHardy...Local Dentist	" " "
" H. M. Yearwood.. "	" "	" O. W. Cosby....Local Oculist & Aurist..	" " "
" T. M. Oxford....Orthopedist	" "	" Myer Epstein....Local Surgeon	Gonzales, La.
" C. R. Reed..... "	" "	" Paul E. Johnson. " "	Gramercy, La.
" G. J. Woolhandler.Radiologist	" "	" A. B. Pavy..... " "	" " "
" W. W. Smith...Dermatologist	" "	" A. J. Nobile.... " "	Lutcher, La.
" M. D. Hargrove..Local Surgeon	" "	" J. E. Clayton.... " "	Norco, La.
" L. W. Gorton...Cons. Oculist & Aurist..	" "	" Paul Landry.... " "	" " "
" K. B. Jones.... " " " "	" "	" R. F. Gross.... " "	La Place, La.
" J. F. Gavin..... " " " "	" "	" J. S. Kopfler... " "	Kenner, La.
" L. S. Robinson..Local Surgeon	" "	" Henry	
" A. A. Herold, Jr.. " "	" "	Leidenheimer, Sr..Division Surgeon	New Orleans, La.
" T. J. Smith.... " "	" "	" Henry	
" P. R. Gilmer....Chest Consultant	" "	Leidenheimer, Jr..Asst. to Division Surgeon	" " "
" C. R. Gowen.... " "	" "	" C. L. Brown....Aurist & Oto-	
" J. C. Hardin, Sr..Local Dentist	" "	Laryngologist	" " "
" J. C. Hardin, Jr.. " "	" "	" J. L. Fischman...Urologist	" " "
" J. S. Bernhard... " "	" "	" Alex R. Crebbin..Ophthalmologist	" " "
" D. R. Isom.....Dental Surgeon	" "	" J. S. Faulk....Local Dentist	" " "
" T. W. Pope.... " "	" "	" Guy A. Caldwell..Cons. Orthopedist	" " "
" T. M. Johnson...(Col.) Local Dentist....	" "	" F. E. LeJeune...Cons. Rhino-	
" G. E. Cannon...Local Surgeon	Hope, Ark.	Laryngologist	" " "
" Don Smith.... " "	" "	" J. H. Connell...Local Pathologist	" " "
" Jim McKenzie... " "	" "	" Taylor Segue...(Col.) Local Dentist	" " "
" L. T. Strange... " "	Stamps, Ark.	" W. C. Morrow...Division Surgeon	Greenville, Texas
" A. W. Keith.... " "	" "	" J. C. Trentham..District Surgeon	" " "
" W. H. Horn.... " "	Taylor, Ark.	" John W. Morris..Ophthalmologist & Oto-	
" W. C. Gray.... " "	Spring Hill, La.	Laryngologist	" " "
" John Pugh..... " "	Cotton Valley, La.	" W. B. Reeves...Cons. Surgeon.	" " "
" B. L. Cook.....Division Surgeon	Minden, La.	" T. C. Strickland..Oculist & Aurist	" " "
" S. F. Martin....District Surgeon	" "	" Joe Becton....Local Surgeon	" " "
" R. E. Smith....Oculist & Aurist	" "	" H. W. Maier....Urologist	" " "
" W. G. Banks....Local Dentist	" "	" F. M. Parker, Jr..Local Dentist	" " "
" A. W. Radescich. " "	Winnfield, La.	James & Peters Ambulance Operators...	" " "
" D. V. Donaldson..Local Surgeon	Dry Prong, La.	Dr. J. L. Touchstone.Local Surgeon	Dallas, Texas
" D. C. McCuller... " "	Bossier City, La.	" Marvin D. Bell... " "	" " "
" L. E. L'Herrison. " "	Coushatta, La.	" David B. Davis..Oculist & Aurist	" " "
" Joseph Bath.... " "	Campti-Clar-	Drs. Dunlap & Dunlap.Local Surgeons	" " "
(Natchitoches)	ence, La.	Dr. Robert B. Giles..Local Surgeon	" " "
" J. N. Brown.... " "	Campti-Clar-	" J. D. Burt..... " "	Farmersville, Tex.
(Campti)	ence, La.	" W. C. Wright... " "	" " "
" N. M. Brian.... " "	Montgomery, La.	" Earl Stirling.... " "	Sulphur Springs,
" D. B. Donaldson.. " "	Colfax, La.	" Thos. H. Stevens. " "	Texas
" W. L. Murrell...Division Surgeon	Alexandria, La.	" Frank B. Wheeler " "	Sulphur Springs,
" R. B. Wallace...District Surgeon	" "	" R. Y. Lacy..... " "	Texas
" Eustis Wilson..Local Surgeon	" "	" T. A. Reitz.... " "	Pittsburg, Texas
" B. M. Wilson...Local Oculist & Aurist..	" "	" R. C. Traynhan..Local Dentist	" " "
" W. B. Corley....Local Dentist	" "	" D. J. Jenkins...Local Surgeon	Daingerfield, Tex.
" E. Denux.....Local Surgeon	Bijou, La.	" D. R. Baber.... " "	" " "
(Echo P. O.)		" H. L. D. Jenkins. " "	Hughes Springs,
" Kirby A. Roy.... " "	Mansura, La.	" W. S. Terry.... " "	Texas
" M. C. Hawkins... " "	Moreauville, La.	" A. J. Woods.... " "	Jefferson, Texas
" A. M. Abramson. " "	Marksville, La.	" I. R. Fowler.... " "	" " "
" R. J. Ducote.... " "	Bordelonville, La.	" F. A. Baker..... " "	Waskom, Texas
" J. C. Roberts.... " "	New Roads, La.		Greenwood, La.
" J. T. Lewis....Division Surgeon	Baton Rouge, La.		
" J. J. Robert....District Surgeon	" " "		
" W. R. Eidson...Local Surgeon	" " "		

OFFICIAL WATCH INSPECTORS

National Railway Time Service Co., General Time Inspector
718 Sterick Building, Memphis, Tenn.

YOUNGBLOOD JEWELRY CO.....Shreveport, La.
E. P. STEWART.....Hope, Ark.
O. P. WISENHUNT.....Minden, La.
J. W. PERDUE.....Winnfield, La.

SCHNACK JEWELRY CO.....Alexandria, La.
JOHNSON-BAILEY.....Baton Rouge, La.
WM. FRANTZ & CO.....New Orleans, La.
H. S. WINANS & SONS.....Greenville, Tex.

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 No. 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, Commerce 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 Hope, 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 and 10 will register at West Yard and North Baton Rouge by register ticket.

Nos. 1, 2, 3, 4, 209 and 210 will register at Shreveport Yard by register ticket.

Nos. 9 and 10 will register at Winnfield telegraph office by register ticket.

Nos. 1, 2, 9 and 10 will register at Alexandria Yard Office by register ticket.

Nos. 3, 4, 210-9 and 10-209 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 northward trains at Brashear will be at the crossover switch.

7. Stem of wye Minden is 726 feet. Hold an engine and ten passenger cars.

8. Normal position of switches at Latex, Torras, 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 South Wye Switch and switch at north end of Old Main Track, Minden.

Train No. 1 will approach Pineville Junction at restricted speed expecting to find the main line occupied by first class train.

All trains will run at restricted speed between Pineville Junction and Alexandria Junction MP 633.1.

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 Junction, and Bridge Junction.

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

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

Lighted fuses will not be thrown off moving trains on the Mississippi River Bridge or steel structure, but when required to use fuses 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
- 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—Cont.

LIMITS

CLASS OF SERVICE

	Passenger Trains		Freight Trains
	Steam	Diesel	
	Atchafalaya River bridge Draw Mile Post 729.2	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	40
Between Mile Post 54 and Goldonna	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 Goldonna and Pineville Junction	58	58	40
MoPac crossing Mile Post 188.9	20	20	20
Spring Switches—Minden Yard north end of crossover at north leg of wye and south yard switch and Pineville Jct. 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.	10	10	10
Between MP T-6.1 and MP T-130	40	40	40
Between MP T-130 and MP T-154	35	35	35
Between MP T-154 and MP T-185	40	40	40
Except: Approaching and over T&P crossing MP T-14.4	10	10	10
Over T&P crossing MP T-21.7	8	8	8
Cypress Bayou bridge MP T-49	15	15	15
Over T&P crossing MP T-49.2	6	6	6
Over T&P crossing MP T-50.2	10	10	10
Curve at Bridge, MP T-72.6	25	25	25
Curve at MP T-73 plus 8	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
Over StLSW crossing MP T-98.3	10	10	10
Curves between MP T-109 and MP T-112	25	25	25
Over T&NO crossing MP T-169.7	10	10	10
Over StLSW crossing MP T-170.2	10	10	10
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

SPEED RESTRICTIONS

CLASS OF SERVICE

14. LIMITS

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 Shreveport	60	70	40
Except: Around curves not protected by slow board .....	.....	65	.....
Between Louisiana Jct. and Shreveport, Freight Diesel Engines .....	.....	.....	45
Between Shreveport 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	
	Locomotives backing up light or with cars. Trains handling scale test car. Maximum speed freight Diesel locomotives. American Ditcher. Pile drivers, steam shovels, derricks. Wrecking crane—boom down. Jordan spreaders and ditchers. Yard clam shell cranes with 4-wheel rigid trucks loaded on flat cars. Locomotive clam shell cranes with M.C.B. trucks. Locomotive clam shell booms should be detached and moved whenever practicable, with rear of machine facing head end of train. Switch engines not equipped with engine trucks must be moved tank first. Moving through crossovers, turnouts, sidings and scale tracks. Passenger trains handling box cars equipped for passenger train service except KCS 400 Class and L&A 36017. Diesel road engines, when running backward or with controlling unit trailing, with or without cars, thirty miles per hour.	15		65	15 25 20 20 20 20 20 20 20 20 10 10 50

Dead or Disabled Engines	Maximum Speed M.P.H.
Engines moving backward, or with part or all of side rods down.	15
Engines with all main rods, side rods and pistons in position, valve blocked to coverports, port plugs and cylinder cocks removed on disabled side.	15
Engines with front drivers blocked.	20
Engines with side rods in position, main rods disconnected.	35
Engines with all side rods, main rods and pistons in position, cylinder head removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front cylinder.	40

Dead engines for movement must be inspected and have all side rods in position, but may, in emergency, be handled with part or all of side rods down on authority of Superintendent. They must be placed not less than 3 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 moving dead in train must be in charge of locomotive fireman acting as messenger. Switch engines not equipped with engine trucks either dead in tow, or under steam in road movement, must be moved tender forward.

All Diesel engines (road or switch) for movement in tow must have all switches open; main fuse removed, reversing drums and main power contactors blocked.

Engines without full set of driving wheels, trucks, or trailers, may be moved at speed not exceeding 6 miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

When physical condition of track or engines above mentioned require, slower speed must be maintained.

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)
Campti	25 " " "	
Alexandria	8 " " "	
Baton Rouge	8 " " "	
Kenner	15 " " "	
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	Winnfield	Jefferson
New Orleans	Packton	Waskom
	Princeton	

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.

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
Allen Avenue Viaduct	20 feet
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. 38 Effective OCTOBER 1, 1950	STATIONS	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	9 Passenger	1 Southern Belle						
Depart Daily Except Sunday	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily						
					Lv 3.15AM	SHREVEPORT UNION DEPOT	559.8				
					Lv 3.19AM	..FRANKLIN STREET JCT..	560.1				
						..COMMERCE STREET JCT..	560.5				
Lv 2.15AM			Lv 6.15PM		3.21	PH.SHREVEPORT YARD.....	560.7	N	Continuous	Continuous	
Ar 2.18AM			Ar 6.18PM		Ar 3.22AM	....SILVER LAKE JCT.....	560.8				
						....RED JUNCTION.....	561.2				
Lv 2.23AM			Lv 6.23PM		Lv 3.25AM	..LOUISIANA JUNCTION..	561.7				
2.44			6.34		3.34	....CURTIS.....	569.2				
3.07			6.48		3.43	....ELM GROVE.....	577.5				
3.21			7.02		3.52	PH.....NINOCK.....	585.5				
3.32			7.14		4.01	PH.....EAST POINT.....	592.1	ON	8A-5P	Except Sat., Sun. & Hol.	
4.16 ¹			7.32		s 4.16 ³⁹	PH.....COUSHATTA.....	604.4	CO	8A-5P	Except Sun., Mon. & Hol.	
5.00			7.51		4.29	....GRAPPE'S BLUFF.....	615.8				
5.35 ³⁸			8.01		f 4.37	PH.....CAMPTI.....	621.7	CA	8A-5P	Except Sat., Sun. & Hol.	
5.50			8.12		f 4.45	PH.....CLARENCE.....	628.6	RN	10P-7A	Except Sat., Sun. & Hol.	
6.05			8.22		4.52 ³⁸	....ST. MAURICE.....	634.4				
6.17			8.53 ²		f 5.00	PH...MONTGOMERY.....	642.3	MY	8A-5P	Except Sat., Sun. & Hol.	
6.35			9.09		5.10	....ALOHA.....	651.5				
6.55			9.18		s 5.16	PH.....COLFAX.....	657.3	CF	8A-5P	Exept Sat., Sun. & Hol.	
7.10			9.32		5.26	....WERDOHL.....	666.3				
7.30			9.43		5.34	PH.....BARRETT.....	674.1				
7.46						Mo. Pac. Crossing	678.5				
						MALLIN	678.6				
8.00			9.54			PH.....PINEVILLE.....	680.6	VN	8A-5P	Except Sat., Sun. & Hol.	
8.02	Lv 7.40AM	Lv 9.20AM ⁴²	9.58	Lv 2.32AM	5.43	...PINEVILLE JUNCTION...	681.4				
Ar 8.10AM	Ar 7.45AM	Ar 9.35AM	Ar 10.03PM	Ar 2.35AM	Ar s 5.47AM	PH....ALEXANDRIA.....	681.9	AD	Continuous	Continuous	
Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	122.1					
5.55	.05	.15	3.48	.03	2.32	Time on District					

No. 1 is superior to No. 10

SHREVEPORT DISTRICT—ALEXANDRIA TO SHREVEPORT

Capacity of Other Tracks, Location Water Tanks, Fuel Stations, Turntables, Track Scales and Ways.	Capacity of Passing Tracks.	Station Numbers.	Distance From New Orleans.	NORTH BOUND							
				TIME TABLE No. 38		FIRST CLASS		SECOND CLASS			THIRD CLASS
				Effective OCTOBER 1, 1950		2 Southern Belle	10 Passenger	42 Manifest Freight	16 Manifest Freight	94 R. I. Freight	38 Local Freight
				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Monday
YARD			312.4	SHREVEPORT UNION DEPOT	Ar 10.45 ^{PM}						
YARD			312.1	FRANKLIN STREET JCT.	Ar 10.37 ^{PM}						
YARD			312.0	COMMERCE STREET JCT.							
WODTSY YARD		B-108	311.5	PH. SHREVEPORT YARD	10.35		Ar 1.30 ^{PM}			Ar 8.05 ^{AM}	
YARD			311.4	PH. SILVER LAKE JCT.	Lv 10.34 ^{PM}		Lv 1.25 ^{PM}			Lv 8.00 ^{AM}	
YARD			311.0	RED JUNCTION							
			310.5	LOUISIANA JUNCTION	Ar 10.31 ^{PM}		Ar 1.20 ^{PM}			Ar 7.55 ^{AM}	
8	103	C-9	303.0	CURTIS	10.20		1.02			7.35	
13	46	C-17	294.7	ELM GROVE	10.11		12.49			7.15	
16	66	C-26	286.7	PH. NINOCK	10.02		12.36			6.50	
31		C-32	280.1	PH. EAST POINT	9.53		12.26			6.35	
		C-44	267.8	PH. COUSHATTA	s 9.38		12.04 ^{PM}			6.05	
2	48	C-56	256.4	GRAPPE'S BLUFF	9.24		11.45 ^{AM}			5.35 ³⁰	
55	52	C-62	250.5	PH. CAMPTI	f 9.16		11.34			5.20	
23		C-69	243.6	PH. CLARENCE	f 9.08		11.20			5.05	
14	52	C-75	237.8	ST. MAURICE	9.01		11.10			4.52 ¹	
21	45	C-82	229.9	PH. MONTGOMERY	f 8.53 ⁷⁷		10.55			3.56	
16	36	C-92	220.7	ALPHA	8.43		10.38			3.15	
Y YARD		C-97	214.9	PH. COLFAX	s 8.36		10.28			2.45	
		C-106	205.9	WERDOHL	8.25		10.09			2.25	
		C-114	198.1	PH. BARRETT	8.17		9.53			1.58	
Interlocked			193.7	Mo. Pac. Crossing							
		C-119	193.6	MALLIN							
WOY YARD		C-121	191.6	PH. PINEVILLE			9.41			1.35	
YARD			190.8	PINEVILLE JUNCTION	8.08	Ar 2.13 ^{AM}	9.40	Ar 4.05 ^{PM}	Ar 2.25 ^{PM}	1.33	
DWOS YARD		194	190.3	PH. ALEXANDRIA	Lv 8.05 ^{PM}	Lv 2.10 ^{AM}	Lv 9.35 ^{AM}	Lv 4.00 ^{PM}	Lv 2.15 ^{PM}	Lv 1.20 ^{AM}	
			122.1		Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily Except Monday	
				Time on District	2.40	.03	3.55	.05	.10	6.45	

No. 1 is superior to No. 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	3	Carroll	C-39	599.3	10
Caplis	C-13	572.5	18	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. 38 Effective OCTOBER 1, 1950	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	9 Passenger	1 Southern Belle	Depart Daily Except Sunday	Depart Daily	Depart Daily	Depart Daily					
Lv 11.45AM	Lv 10.18PM	Lv 2.45AM	Lv 5.52AM	PH. ALEXANDRIA... 1.0	681.9	AD	Continuous	Continuous				
				Mo. Pac. Crossing... L. & A. Crossing... 0.2	682.9							
		2.50	5.56	ALEXANDRIA JCT. 8.0	683.1							
12.09PM	10.35	3.00	6.05	LATANIER... 9.4	691.1							
12.41	10.51	3.10	6.15	PH...BIJOU... 8.1	700.5							
1.01	11.05	3.20	6.24	PH...HESSMER... 4.2	708.6	NY	8A-5P	Except Sat., Sun. & Hol.				
1.21	11.13	s 3.28	f 6.29	PH...MANSURA... 0.4	712.8	SU	7.30A-4.30P	Except Sat., Sun. & Hol.				
Ar 1.22PM	Ar 11.14PM	Ar 3.30AM	Ar 6.30AM	T. & P. Crossing... 0.3	713.2							
				MANSURA JCT... 3.8	713.5							
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. MOREAUVILLE... 3.1	717.3	MO						
				PH. HAMBURG... 7.7	720.4	HM						
				PH. SIMMESPORT... 3.3	728.1	FN						
				PH...EDEN... 4.7	731.4							
				PH...TORRAS... 3.7	736.1							
				...LETTSWORTH... 6.9	739.8							
				PH. BATCHELOR... 8.3	746.7							
				PH. MORGANZA... 10.0	755.0	MC						
				PH. NEW ROADS... 7.3	765.0	JC						
				PH...GLYNN... 7.1	772.3	G						
				PH. CHAMBERLIN... 4.8	779.4	CH						
				...LOBDELL... 0.6	784.2							
				Lv 4.36PM	Lv 1.55AM	Lv 5.02AM	Lv 7.56AM	PH. LOBDELL JCT... 0.7	784.8			
								WEST JCT... 3.3	785.5			
				EAST JCT... 0.4	788.8							
4.56	2.14	5.12	8.06	PH. BRIDGE TOWER... 2.3	789.2	X	Continuous	Continuous				
				...BRIDGE JCT... 0.6	789.2							
				Ill. Cent. Crossing... 0.6	791.5							
Ar 5.10PM	Ar 2.35AM	Ar 5.16AM	Ar 8.10AM	PH...NO. BATON ROUGE... 110.2	792.1	B	Continuous	Continuous				
Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Time on District								
5.25	4.17	2.31	2.18									

No. 1 is superior to No. 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, Lumber Yards, Track Scales and Wyes.	Capacity of Passing Tracks.	Station Numbers.	Distance From New Orleans.	NORTH BOUND					
				TIME TABLE No. 38		FIRST CLASS	SECOND CLASS	THIRD CLASS	
				Effective OCTOBER 1, 1950		2 Southern Belle	10 Passenger	42 Manifest Freight	36 Local Freight
				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday
DWOS YARD	194	190.3	PH. ALEXANDRIA...	Ar 8.00PM	Ar 2.00AM	Ar 9.15AM	Ar 8.30PM		
Not Gated		189.3	..... Mo. Pac. Crossing.....					
Not Gated		189.1	..... L. & A. Crossing.....					
		189.1	ALEXANDRIA JCT.	7.56	1.54				
2	53	C-131	181.1 LATANIER.....	7.48 ³⁶	1.45	9.00	7.48 ²		
22	110	C-141	171.7 PH. ... BIJOU.....	7.38	1.35	8.46	7.21		
11	105	C-149	163.6 PH. ... HESSMER.....	7.30	1.26	8.33	6.55		
32	30	C-153	159.4 PH. ... MANSURA.....	f 7.25	s 1.21	8.25	6.44		
Gated		159.0	..... T. & P. Crossing.....					
		158.7	..... MANSURA JCT...Lv	7.23PM	Lv 1.20AM	Lv 8.24AM	Lv 6.41PM	
21	17	C-157	154.9 PH. MOREAUVILLE.						
28	103	C-160	151.8 PH. HAMBURG.....						
51		C-168	144.1 PH. SIMMESPORT..						
	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-225	87.4 PH. ... LOBDELL JCT....Ar	6.00PM	Ar 11.50PM	Ar 5.46AM	Ar 3.05PM		
		C-225	86.7 WEST JCT.....						
		C-229	83.4 EAST JCT.....						
		C-230	83.0 PH. BRIDGE TOWER..	5.50	11.40	5.26	2.45		
			80.7 BRIDGE JCT..						
Gated Connection			80.7 Ill. Cent. Crossing.....						
WODSY YARD		C-231	80.1 PH. NO. BATON ROUGE....Lv	5.45PM	Lv 11.35PM	Lv 5.16AM	Lv 2.30PM		
			110.2	Depart Daily	Depart Daily	Depart Daily	Depart Daily Except Sunday		
			Time on District	2.15	2.25	3.59	6.00		

Sidings and Spurs

Sta. No.	Mi.	Car No.	Capy.
New Belledeau	C-144	703.9	15
Rosewood	C-164	723.6	9
Glynnville	C-170	730.6	8
Keller	C-175	734.3	8

No. 1 is superior to No. 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. 38 Effective OCTOBER 1, 1950	Distance From Kansas City.	Office Calls.	Hours of Telegraph Service	
SECOND CLASS	FIRST CLASS					Week Days.	Sundays and Holidays.
77 Merchandise Special	9 Passenger	1 Southern Belle					
Depart Daily	Depart Daily	Depart Daily	STATIONS				
Lv 2.35 ^{AM}	Lv 5.16 ^{AM} ⁴²	Lv 8.10 ^{AM}	PH NORTH BATON ROUGE	792.1	B	Continuous	Continuous
2.45	s 5.30	s 8.15	1.1.....BATON ROUGE.....	793.2			
2.57	5.39	8.24	5.3 PH.....ESSEN.....	798.5			
			5.9.....KLEINPETER.....	804.4			
3.11	5.49	8.31	2.2.....BULLION.....	806.6			
			2.5 PH...PRAIRIEVILLE.....	809.1			
3.43 ⁴²	f 6.00	f 8.38	5.5 PH....GONZALES.....	814.6	BN	8A-5P	Except Sat., Sun. & Hol.
3.55	6.06	8.43	4.9 PH....SORRENTO.....	819.5	SO	8A-5P	Except Sat., Sun. & Hol.
4.04	6.09	8.46	2.6 PH....BARMEN.....	822.1			
4.25	6.23	8.55	10.4 PH....GRAMERCY.....	832.5	GY	9A-6P	Except Sat., Sun. & Hol.
4.40	6.31	9.02	6.7 PH....RESERVE.....	839.2	RS	8A-5P	Except Sat., Sun. & Hol.
			0.6.....Reserve Co. Crossing.....	839.8			
			2.5.....Reserve Co. Crossing.....	842.3			
4.48	6.37	9.09	1.4.....MONTEGUT.....	843.7			
	f 6.39	9.11	1.5 PH....LA PLACE.....	845.2			
5.10	6.47	9.19	5.7 PH....NORCO.....	850.9	Q	8A-5P	Except Sat., Sun. & Hol.
			9.5.....Ill. Cent. Crossing.....	860.4			
5.31	6.59	9.31	1.1.....KENNER.....	861.5			
5.41	7.07	9.38	5.1.....SHREWSBURY.....	866.6			
			0.2.....N. O. T. Crossing.....	866.8			
5.45	7.11	9.42	1.6 PH....WEST YARD.....	868.4	FD	Continuous	Continuous
	s 7.16	s 9.46	1.4.....CARROLLTON AVENUE.....	869.8			
kr 5.55 ^{AM}	7.19	9.49	0.6.....HAGAN AVENUE.....	870.4			
			0.4.....Ill. Cent. Crossing.....	870.8			
			1.2.....NEW ORLEANS FRT. DPT.....	872.0			
	kr 7.30 ^{AM}	kr 10.00 ^{AM}	0.2.....NEW ORLEANS.....	872.2			
Arrive Daily	Arrive Daily	Arrive Daily	80.1				
3.20	2.14	1.50	Time on District				

No. 1 is superior to No. 10

Conditional Flag Stop

Trains 9 and 10 will stop at Norco to pick up or discharge revenue passengers from or to Shreveport and beyond on advice that there are passengers to and from Norco.

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. 38		
				Effective OCTOBER 1, 1950		
				FIRST CLASS		SECOND CLASS
2 Southern Belle		10 Passenger	42 Manifest Freight			
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily
WODSY YARD	C-231	80.1	PH NORTH BATON ROUGE	Ar 5.45 ⁹ PM	Ar 11.35 ⁹ PM	Ar 5.16 ⁹ AM
YARD	C-234	79.0	BATON ROUGE	s 5.40	s 11.30	4.30
	133 C-240	73.7	PH.....ESSEN	5.30	11.07	4.12
	16 C-245	67.8	KLEINPETER			
14	44 C-247	65.6	BULLION	5.21	10.59	3.58
12	C-250	63.1	PH.....PRAIRIEVILLE			
W 51	124 C-255	57.6	PH.....GONZALES	f 5.14	f 10.50	3.43 ⁷⁷
30	23 C-260	52.7	PH.....SORRENTO	5.09	10.44	3.34
	114 C-263	50.1	PH.....BARMEN	5.06	10.41	3.29
WYS 205	106 C-273	39.7	PH.....GRAMERCY	4.57	10.31	3.12
Y 158	C-280	33.0	PH.....RESERVE	4.51	10.24	2.58
Not Gated		32.4	Reserve Co. Crossing			
Not Gated		29.9	Reserve Co. Crossing			
	38 C-284	28.5	MONTEGUT	4.45	10.17	2.51
16	C-286	27.0	PH.....LA PLACE	4.43	f 10.15	2.48
129	98 C-291	21.3	PH.....NORCO	4.35	10.07	2.36
Interlocked		11.8	Ill. Cent. Crossing			
44	46 C-302	10.7	KENNER	4.23	9.55	2.18
W YARD	C-307	5.6	SHREWSBURY	4.16	9.47	2.08
Not Gated Connection		5.4	N. O. T. Crossing			
YS YARD	C-309	3.8	PH.....WEST YARD	4.13	9.44	2.02
	C-310	2.4	CARROLLTON AVENUE	s 4.10	s 9.41	
WODT YARD		1.8	HAGAN AVENUE	4.08	9.38	Lv 1.50 ^{AM}
Gated		1.4	Ill. Cent. Crossing			
YARD	C-313	0.2	NEW ORLEANS FRT. DPT.			
YARD	C-313	.0	NEW ORLEANS	Lv 4.00 ^{PM}	Lv 9.30 ^{PM}	
		80.1		Depart Daily	Depart Daily	Depart Daily
			Time on District	1.45	2.05	3.26

Sidings and Spurs

	Station No.	Mile No.	Car Capacity
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
Duplessis	811.8
Gonzales	814.6
Brittany	817.5
Sorrento	819.5

No. 1 is superior to No. 10

Conditional Flag Stop

Trains 9 and 10 will stop at Norco to pick up or discharge revenue passengers from or to Shreveport and beyond on advice that there are passengers to and from Norco.

HOPE DISTRICT—HOPE TO SHREVEPORT

SOUTH BOUND						TIME TABLE No. 38 Effective OCTOBER 1, 1950	Distance from Hope	Hours of Telegraph Service		
SECOND CLASS				FIRST CLASS				Office Calls.	Week Days.	Sundays and Holidays.
165 Natchez Freight	17 Freight	15 Manifest Freight	69 Manifest Freight	209 Passenger	3 The Shreveporter					
Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	STATIONS				
		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			Ex. 8A-4P Sunday
		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	8A-4P 6P-2A	8A-4P 6P-2A
		1.45	10.48		f 5.13	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	Except Sat. Sun. & Hol.
						2.6 PH. SPRINGHILL.....	50.3	AU	Continuous	Continuous
						5.2 PH. CULLEN.....	55.5			
		2.35	11.43		f 5.52	PH. SAREPTA.....	61.0	CA	8A-5P	8A-5P
		2.50	11.55 ^{6S}		s 6.02	5.5 PH. COTTON VALLEY.....	69.5			
		3.10	12.12 ^{PM}		6.14	8.5 PH. GRIM.....	73.4			
		3.20	12.22		6.21	3.9 LONG SPRINGS.....	78.3			
						4.9 PH. MINDEN.....	78.3	KN	Continuous	Continuous
Lv 2.30PM	Lv 4.30AM	Ar 3.45AM	Lv 12.32 ^{PM}		Ar 6.33	0.5 SHREVEPORT JUNCTION.....	78.8			
2.32	4.31		12.42		6.36	0.4 SOUTH WYE SW.....				
				Lv 5.24AM		0.4 WEST WYE SW.....	79.2			
2.33	4.32		12.44	5.27	6.37	4.2 PH. DOYLINE.....	83.4			
2.45	4.40		12.52	5.33	6.42	3.3 GOODWILL.....	86.7			
2.55	4.50		1.27	5.39	6.48	5.8 PH. PRINCETON.....	92.5			
3.05	5.02		1.45	5.47	f 6.55	4.8 PH. ADNER.....	97.3			
3.13	5.12		1.55	5.53	7.01	7.8 L. & A. JUNCTION.....	105.1			
Ar 3.33PM	Ar 5.30AM		Ar 2.10PM	Ar 6.04AM	Ar 7.12AM	0.3 Ill. Cent. Crossing.....	105.4			
						0.5 L. & A. Crossing.....	105.9			
						0.3 LOUISIANA JUNCTION.....	106.2			
						0.5 RED JUNCTION.....	106.7			
Lv 3.45PM	Lv 5.40AM		Lv 2.25PM	Lv 6.13AM	Lv 7.21AM	0.4 SILVER LAKE JUNCTION.....	107.1			
Ar 3.50PM	Ar 5.45AM		Ar 2.35PM	6.14	7.22	0.1 PH. SHREVEPORT YARD.....	107.2	N	Continuous	Continuous
						0.5 COMMERCE ST. JCT.....				
				Ar 6.17AM	Ar 7.24AM	0.4 FRANKLIN ST. JCT.....	107.8			
				Ar 6.25AM	Ar 7.30AM	0.3 SHREVEPORT UN. DEPOT.....	108.1			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	108.1				
1.20	1.15	3.15	4.50	1.01	3 00	Time on District				

**Location of
Mail Cranes**

Mile

Patmos	11
McKamie	29
Bussey	37
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. 38		FIRST CLASS		SECOND CLASS		
				Effective OCTOBER 1, 1950		210	4	166	68	16
						Passenger	The Shreveporter	Natches Freight	Manifest Freight	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	12	67	29 St. L. S. W. Crossing 6.3 McKAMIE	f 7.14	3.52	10.33				
	73	34	74.0 5.0 EXPERIMENT	f 7.08	3.40	10.26				
21	24	41	66.9 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	57.8 2.6 PH. CULLEN							
2	30	56	52.6 5.2 PH. SAREPTA	f 6.36	2.10	9.49				
101	52	61	47.1 8.5 PH. COTTON VALLEY	s 6.29	1.50PM 11.55AM ⁰⁹	9.38				
	72	69	38.6 3.9 PH. GRIM	6.12	11.10	9.20				
	35	74	34.7 4.9 LONG SPRINGS	6.06	11.00	9.10				
WYTOS YARD	78	29.8	PH. MINDEN	Lv 6.00	Ar 7.30PM	Lv 10.45	Lv 9.00PM			
YARD		29.3	0.5 SHREVEPORT JUNCTION	Ar 5.55	7.25	10.20				
YARD			0.4 SOUTHWYE SW	Ar 11.45PM						
YARD		28.9	0.4 WEST WYE SW	11.42	5.53	7.18	10.19			
YARD	11	B-83	24.7 4.2 PH. DOYLINE	11.36	5.48	7.08	10.10			
	103	B-87	21.4 3.3 GOODWILL	11.32	5.43	7.00	10.00			
24	52	B-93	15.6 5.8 PH. PRINCETON	11.25	f 5.36	6.45	9.46			
4	90	B-97	10.8 4.8 PH. ADNER	11.19	5.30	6.35	9.35			
YARD		B-105	3.0 7.8 L. & A. JUNCTION	Lv 11.08PM	Lv 5.21PM	Lv 6.15PM	Lv 9.15AM			
Interlocked			2.7 0.3 Ill. Cent. Crossing							
Gated			2.2 0.5 L. & A. Crossing							
YARD			1.9 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			1.4 0.5 RED 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			1.0 0.4 SILVER LAKE JUNCTION	Ar 10.59PM	Ar 5.13PM	Ar 6.05PM	Ar 9.05AM			
WTYODS Yard		B-108	0.9 0.1 PH. SHREVEPORT YARD	10.58	5.12	Lv 6.00PM	Lv 9.00AM			
			0.5 COMMERCE ST. JCT.	Lv 10.54PM	Lv 5.08PM					
YARD			0.8 0.4 FRANKLIN ST. JCT.	Lv 10.50PM	Lv 5.05PM					
YARD			0.3 SHREVEPORT UN. DEPOT	Lv 10.45PM	Lv 5.00PM					
			108.1	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily		
			Time on District	1.00	3.10	1.30	3.30	2.55		

Sidings and Spurs

	Station No.	Mi.	Car No.	Car Capy.
Dunwhite	1	1.6	15	
Anthony	3	2.5	12	
Lerch	30	30.1	36	
Bussey	37	37.4	10	
Gas Spur	57	56.7	9	
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	
Dorchest	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. 38 Effective OCTOBER 1, 1950	Distance From Hope.	Office Calls.	Hours of Telegraph Service		
THIRD CLASS	SECOND CLASS			FIRST CLASS					STATIONS	Week Days.	Sundays and Holidays.
51 Manifest Freight	93 R. I. Freight	65 Natchez Freight	15 Manifest Freight	209 Passenger	9 Passenger						
Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily						
		Lv 8.30 ¹⁶ PM	Lv 4.15AM	Lv 5.20AM	Lv 11.55PM	PH.....MINDEN.....	78.3	KN	Continuous	Continuous	
		8.33	4.17	5.22	11.56	SHREVEPORT JUNCTION.	78.8				
		8.35	4.19	Ar 5.24AM	11.57PM	.....SOUTH WYE SW.....	79.2			
		8.45	4.30		12.04AM	PH.....SIBLEY.....	83.2	BY	9A-6P	Except Sat., Sun. & Hol.	
		9.00	4.49 ¹⁰		12.12	Ill. Cent. Crossing	89.3				
		9.08	5.00		12.16	.....HEFLIN.....	92.6			
		9.17	5.06		12.21	.....FRYEBURG.....	95.5			
		9.25	5.10		12.24	PH.....LAWHON.....	98.1	HN	8A-5P	Except Sat., Sun. & Hol.	
		9.42	5.22		12.34	PH.....JAMESTOWN.....	105.1	S	8A-5P	Except Sat., Sun. & Hol.	
		10.05	5.38		12.47	PH.....CASTOR.....	114.3	ND	8A-5P	Except Sat., Sun. & Hol.	
		10.15	5.45			.....ASHLAND.....	117.9			
		10.25	5.57		12.57	.....SKIDDER.....	122.2	CH	8A-5P	Except Sat., Sun. & Hol.
		10.32	6.05			PH.....CHESTNUT.....	124.6				
		10.44	6.15		1.07	.....OSHKOSH.....	129.8			
		10.52	6.21		1.11	PH.....GOLDONNA.....	133.4				
		11.05	6.31		1.17	.....COLDWATER.....	138.9			
Lv 12.55AM	Lv 5.55AM	Ar 11.30PM	7.00		1.30	PH.....CALVIN.....	147.8	WN	Continuous	Continuous	
						PH.....WINNFIELD.....	148.0				
						.....C. R. I. & P. Crossing.....	148.6			
						.....T. & G. Crossing.....	157.7	KO	8A-5P	Except Sun. & Hol.
Ar 1.30AM	6.17		7.30		1.45	PH.....PACKTON.....	166.5				
	6.37		7.57		1.56	PH.....WILLIANNNA.....	173.9	D	8A-5P	Except Sat., Sun. & Hol.	
	6.54		8.20		2.05	PH.....DRY PRONG.....	178.6				
	7.05		8.35		2.10	PH.....BENTLEY.....	188.4				
	7.28		9.00		2.25 ¹⁰	PH.....TIOGA.....	188.9				
						.....Mo. Pac. Crossing.....	193.8			
	Ar 7.40AM		Ar 9.20AM		Ar 2.32AM	.....PINEVILLE JUNCTION..				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	115.5					
.35	1.45	3.00	5.05	.04	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. 38		FIRST CLASS		SECOND CLASS			THIRD CLASS
				Effective OCTOBER 1, 1950		10 Passenger	210 Passenger	94 R. I. Freight	66 Natchez Freight	16 Manifest Freight	52 Manifest Freight
				STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
WYTOS YARD	78	116.0	PH.....MINDEN.....	Ar 5.15AM	Ar 11.50PM	Ar 1.52PM	Ar 8.30 ⁶⁵ PM				
YARD		115.5	SHREVEPORT JUNCTION.	5.08	11.47	1.47	8.25				
YARD		115.1	.....SOUTH WYE SW.....	5.06	Lv 11.45PM	1.46	8.18			
50 Gated Connection 12	68	83	PH.....SIBLEY.....	4.59		1.37	8.07				
	39	89	Ill. Cent. Crossing								
	19	93	.....HEFLIN.....	4.49 ¹⁵		1.26	7.55			
	56	96	.....FRYEBURG.....	4.44		1.21	7.49			
W	22	98	PH.....LAWHON.....	4.40		1.15	7.43				
	35	98	PH.....JAMESTOWN.....	4.36		1.10	7.38				
	10	105	PH.....CASTOR.....	f 4.25		12.58	7.26				
	24	114	PH.....ASHLAND.....	4.13		12.42	7.10				
	25	118	.....SKIDDER.....			12.35	7.02			
	40	122	PH.....CHESTNUT.....	4.03		12.27	6.55				
	35	125	.....OSHKOSH.....			12.22	6.49			
	34	130	PH.....GOLDONNA.....	3.53		12.12	6.38				
	38	133	.....COLDWATER.....	3.48		12.04PM	6.32			
	62	139	PH.....CALVIN.....	3.38		11.50AM	6.22				
WYOS YARD	148	148	PH.....WINNFIELD.....	s 3.25		Ar 4.30PM	Lv 11.30AM	6.00	Ar 11.00AM		
Gated Connection			.....C. R. I. & P. Crossing.....							
Gated Connection Y 26	28	157	.....T. & G. Crossing.....							
5	48	166	PH.....PACKTON.....	3.08		3.58	5.35		Lv 10.30AM		
9	62	174	PH.....WILLIANNNA.....	2.56		3.28	5.22				
17	46	179	PH.....DRY PRONG.....	2.45		3.15	5.07				
11	80	188	PH.....BENTLEY.....	2.38		3.00	4.58				
Gated			PH.....TIOGA.....	2.25 ⁹		2.36	4.36				
YARD			.....Mo. Pac. Crossing.....							
			.....PINEVILLE JUNCTION.....	Lv 2.13AM		Lv 2.25PM	Lv 4.05PM			
			115.5	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily	Depart Daily		
			Time on District	3.02	.05	2.05	2.22	4.25	.30		

No. 51 is superior to No. 52

Sidings and Spurs

	Sta. No.	Mi. No.	Car Capy.
Ogden	88	87.9	9
Swift	90	90.1	12
Roy	107	107.4	71
Guynes	109	109.4	3

Location of Mail Cranes

	Mile No.
Dry Prong	173

Water Tanks Between Stations

.8 mile north of Goldonna

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. 38 Effective OCTOBER 1, 1950	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.
	53 Manifest Freight Depart Daily	4.00AM Lv							54 Manifest Freight Arrive Daily	3.30AM Ar		
WTYS YARD	4.00AM	Lv	T-223	0	DALLAS 37.8	222.2	RH	3.30AM	Ar	Continuous	Continuous	
	Via G. C. & S. F. Ry.							Via G. C. & S. F. Ry.				
W YARD	5.30AM	Lv	T-185	37.8	FARMERSVILLE 0.1	184.4	SA	1.50AM	Ar	8A-5P	Except Sat., Sun. & Hol.	
				37.9	L. & A. JUNCTION 0.7	184.3						
12			T-178	44.0	FLOYD 0.9	177.6						
WTYSO YARD	6.20AM	Ar	T-172	51.5	PH HUNT 1.4	170.7	A	1.00AM	Lv	Continuous	Continuous	
	7.50AM	Lv		52.9	St. L. S. W. Crossing 0.5	169.3						
Gated Connection				53.4	T. & N. O. Crossing 0.6	168.8						
Gated Connection	8.17		T-161	62.0	PH CAMPBELL 0.6	160.2		11.16				
9	8.31		T-154	68.6	CUMBY 0.3	153.6		11.03				
9	8.42		T-148	74.9	PH BRASHEAR 0.9	147.3		10.52				
YARD	8.56		T-140	82.8	PH SULPHUR SPRINGS 0.4	139.4	XN	10.38		8A-5P	Except Sun., Mon. & Hol.	
6	9.13		T-131	92.2	COMO 0.1	130.0		10.22				
	9.22		T-126	97.3	PICKTON 0.4	124.9		10.13				
W YARD	9.37		T-118	105.4	PH WINNSBORO 0.4	116.8	WN	9.58		8A-5P	Except Sat., Sun. & Hol.	
	9.48		T-111	111.8	SCROGGINS 0.8	110.4		9.47				
	9.52		T-108	114.6	PH NEWSOME 0.3	107.6		9.43				
10	9.58		T-105	118.0	LEESBURG 0.8	104.2		9.37				
W YARD	10.11		T-98	124.8	PH PITTSBURG 0.1	97.4	H	9.24		7.30A-4.30P	Except Sun. & Hol.	
Interlocked Connection	10.20		T-94	128.9	FAKER 0.4	93.3		9.15				
15	10.30		T-89	134.3	PH CASON 0.2	87.9		9.05				
50	10.40		T-83	140.5	PH DAINGERFIELD 0.3	81.7	DG	8.55		8A-5P	Except Sat., Sun. & Hol.	
WTO YARD	10.55		T-76	146.8	PH HUGHES SPRINGS 0.3	75.4	HU	8.44		7.30A-3.30P 3.30P-11.30P	7.30A-3.30P 3.30P-11.30P	
	11.06		T-71	152.1	PATMAN 0.5	70.1		8.34				
32	11.12		T-67	155.7	PH AVINGER 0.5	66.5	VC	8.28		8A-5P	Except Sat., Sun. & Hol.	
12	11.23		T-61	162.2	PH LASSATER 0.7	60.0		8.17				
85	11.39		T-52	170.9	PH BURFORD 1.9	51.3		8.01				
124	11.43		T-50	172.8	PH NORTH JEFFERSON 0.1	49.4		7.57				
Interlocked Connection				172.9	T. & P. Crossing 0.1	49.3						
WY YARD	11.47AM		T-49	173.8	PH JEFFERSON 0.1	48.4	JN	7.53		8A-5P	Except Sat., Sun. & Hol.	
Not Gated				173.9	T. & P. Crossing 0.1	48.3						
25	12.03PM		T-42	181.4	PH BALDWIN 0.9	40.8		7.38				
40	12.12		T-37	188.3	PH KARNACK 1.4	35.9	KC	7.29		8A-5P	Except Sun., Mon. & Hol.	
	12.15		T-35	187.7	FOX 0.4	34.5		7.26				
33	12.21		T-32	191.1	PH LEIGH 0.2	31.1		7.20				
	12.28		T-28	195.3	PH LEMO 0.6	26.9		7.13				
44	12.39		T-22	200.9	WASKOM 0.5	21.3	WS	7.02		8A-5P	Except Sat., Sun. & Hol.	
Not Gated				201.4	T. & P. Crossing 0.3	20.8						
93	12.45		T-21	202.2	LORRAINE 0.4	20.0		6.57				
17	12.52		T-17	206.6	GREENWOOD 0.1	15.6		6.50				
Interlocked				208.7	T. & P. Crossing 0.5	13.5						
	1.03		T-11	212.2	NICHOLS 0.7	10.0		6.40				
	1.14		T-6	216.9	JEWELLA 0.6	5.3		6.30				
	See I.C. Rules			221.5	SPRING ST. JUNCTION 0.7	0.7						
WTYSOD Yd.	2.00PM	Ar	T-1	222.2	PH SHREVEPORT YARD 222.2	0.9	N	6.00PM	Lv	Continuous	Continuous	
	10.00				Time on District			9.30				

Sidings and Spurs

Sta. No.	Mi. No.	Car Capcy.	Sta. No.	Mi. No.	Car Capcy.	Sta. No.	Mi. No.	Car Capcy.			
Buncombe	T-9	T-8.6	15	Sarber	T-58	T-58.3	20	Esser	T-116	T-116.4	Wye 47
Flournoy	T-12	T-12.3	3	Orrs	T-63	T-62.9	12	Winsboro Refinery	T-118	T-120	79
Lotta	T-29	T-29.4	11	PH Veals	T-79	T-78.3	141	Pickton Refinery	T-126	T-123.9	27
Kelleyville	T-54	T-54.4	13	PH Gillis	T-85	T-85.3	35	Thermo	T-135	T-134.7	14
								Cotton Land	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.	Cooper's Rating
D-25	505, 508, 509	40,418	153,000	232,100	337,300	E-39
E-24	490, 491, 494, 526	47,124	195,660	253,560	348,560	E-48
E-25	559, 560	54,724	224,000	298,700	417,500	E-52
M-22	561 to 565	54,800	208,000	374,000	502,000	E-48
H-20	800 and 806	41,175	159,500	310,500	445,500	E-47
M-20	544	45,000	185,500	301,620	407,680	E-46
M-21	551 to 556	48,100	184,000	292,500	419,000	E-42
Diesel-Psgr.	21 to 25	53,240	212,960	.....	316,400	E-40
"	30 A-B	122,425	489,700	.....	489,700	E-50
"	31 A-B	123,400	493,600	.....	493,600	E-50
"	32 A-B	123,200	492,800	.....	492,800	E-50
"	33 A	61,150	244,600	.....	244,600	E-50
"	33 B	59,150	236,600	.....	236,600	E-50
"	40, 41	63,478	253,910	.....	253,910	E-51
Diesel-Frt.	50 A-B-C-D	226,520	906,080	.....	906,080	E-46
"	51 A-B-C-D	226,110	904,440	.....	904,440	E-46
"	52 A-B-C-D	227,255	909,020	.....	909,020	E-46
"	53 A-B-C-D	226,235	904,940	.....	904,940	E-46
"	54 A-B-C-D	226,540	906,160	.....	906,160	E-46
"	55 A-B-C-D	226,720	906,880	.....	906,880	E-46
"	56 A-B-C-D	226,900	907,600	.....	907,600	E-46
"	57 A-B-C-D	226,498	905,990	.....	905,990	E-46
"	58 A-B-C-D	226,225	904,900	.....	904,900	E-46
"	59 A-B-C-D	226,313	921,080	.....	921,080	E-46
"	60 A-B-C	181,378	725,513	.....	1,036,447	E-46
"	61 A-B-C	180,944	723,777	.....	1,033,967	E-46
"	62 A-B-C	179,957	719,828	.....	1,019,073	E-46
"	70 A-B-C	175,850	707,400	.....	707,400	E-46
"	71 A-B-C	174,741	698,960	.....	698,960	E-46

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	
		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	
		Bridge Jct.....	Lobdell.....	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.....	Stamps.....	1200	1850	2100	3100	1850	2350	2550	3300	5100	6800	7650	10200
		Stamps.....	Cotton Valley...	Cotton Valley...	1500	2415	2665	3800	2415	3300	3500	3800	6150	8200	9225	12300
		Cotton Valley...	Minden.....	Minden.....	1100	1650	1900	3100	1650	2450	2650	3300	5100	6800	7650	10200
		Minden.....	Shreveport....	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....	Chestnut....	1100	1550	1800	2700	1550	2200	2350	2900	4500	6000	6750	9000
		Chestnut....	Winnfield....	Winnfield....	1350	1900	2150	3000	1900	2550	2800	3000	4950	6600	7425	9900
		Winnfield....	Alexandria....	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.	Winnsboro....	650	1300	1450	1900	1300	1600	1700	2150	3150	4200	4725	6300	
		Winnsboro....	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...	Farmersville...	1000	1800	1850	2800	1800	2200	2400	2750	3150	4200	4725	6300
		Farmersville...	Hunt.....	Hunt.....	1100	2500	2400	3000	2200	3000	3250	3300	3600	5000	5400	7200
		Hunt.....	Winnsboro....	Winnsboro....	1150	1750	1850	2300	1750	2400	2500	2900	3150	4200	4725	6300
		Winnsboro....	Daingerfield...	Daingerfield...	1000	1500	1550	1800	1500	1800	1900	2300	2910	3900	4360	5820
		Daingerfield...	Hughes Springs.	Hughes Springs.	800	1100	1200	1750	1100	1350	1450	1750	2160	2900	3210	4320

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
“ “ “ “.....	361 to 368	60	46
Mail, Baggage and Express.....	3	70	64
“ “ “ “.....	5	70	63
Coaches, Partitioned.....	36017	50'8 ¹ / ₄ "	25
“ “ “ “.....	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	98
“ “ “ “.....	Kay See	76	96

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express.....	10
Mail, Baggage, Express.....	2
Coaches, Partitioned.....	4
Coaches, Air-Conditioned.....	4
Chair Cars.....	2
Official.....	3
Total.....	25

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	5 ¹ / ₂ x10	169,000	92,900	70,000
362	5 ¹ / ₂ x10	169,000	91,900	70,000
363	5 ¹ / ₂ x10	169,000	91,900	70,000
364	5 ¹ / ₂ x10	169,000	92,900	70,000
365	5 ¹ / ₂ x10	169,000	91,700	70,000
366	5 ¹ / ₂ x10	169,000	92,000	70,000
367	5 ¹ / ₂ x10	169,000	91,800	70,000
368	5 ¹ / ₂ x10	169,000	91,900	70,000
36017	5 ¹ / ₂ x10	120,200	50,200	70,000

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

SOUTHWARD								TIME TABLE No. 38	NORTHWARD							
FREIGHT					PASSENGER			STATIONS	PASSENGER			FREIGHT				
69	15	53	65	77	3	9	1		2	10	4	42	66	54	68	16
Ar 2.35PM	Ar 5.45AM	Ar 2.00PM	Lv 6.00PM	Lv 6.15PM	Ar 7.30AM	Lv 10.45PM	Lv 3.15AM	.....SHREVEPORT.....	Ar 10.45PM	Ar 6.25AM	Lv 5.00PM	Ar 1.30PM	Ar 3.50PM	Lv 6.00PM	Lv 9.00AM	.....
12.40 12.32PM	3.45		7.30 8.30		6.29 6.35	11.50 11.55		.....MINDEN.....		5.20 5.15	5.55 6.00		2.30 1.52PM		10.45 10.25AM	9.00 8.30
10.35AM	1.30				5.04			.....STAMPS.....			7.32				4.30PM	10.55
Lv 9.45AM	Lv 12.30AM				Lv 4.30AM			.....HOPE.....			Ar 8.10PM				Ar 5.30PM	Ar 11.55PM
			11.30PM			1.30		.....WINNFIELD.....		3.25			11.30AM			
			5.50AM					.....VIDALIA.....					6.30AM			
	Ar 9.35AM			10.03 10.18PM		2.35AM 2.45	5.47 5.52	.....ALEXANDRIA.....	8.05 8.00	2.10 2.00AM		9.35AM 9.15				Lv 4.00PM
				2.35AM		5.30	8.15	.....BATON ROUGE.....	5.40	11.30PM		5.16				
				Ar 5.55AM		Ar 7.30AM	Ar 10.00AM	.....NEW ORLEANS.....	Lv 4.00PM	Lv 9.30PM		Lv 1.50AM				
		11.47AM						.....JEFFERSON.....						7.53		
		10.40						.....DAINGERFIELD.....						8.55		
		8.56						.....SULPHUR SPRINGS.....						10.38		
		7.50 6.20						.....GREENVILLE.....						11.55PM 1.00AM		
		5.30						.....FARMERSVILLE.....						1.50		
		Lv 4.00AM						.....DALLAS.....						Ar 3.30AM		

