SUBDIVISIONS

SHREVEPORT SUBDIVISION—
Deramus Yard to Alexandria.....122.1 Miles

BATON ROUGE SUBDIVISION—
Alexandria to North Baton Rouge.....106.2 Miles

NEW ORLEANS SUBDIVISION—
North Baton Rouge to New Orleans..... 80.1 Miles

HOPE SUBDIVISION—
Hope to Shreveport.....108.1 Miles

MINDEN SUBDIVISION—
Minden to Pineville Jct.....115.5 Miles

TEXAS SUBDIVISION—
Deramus Yard to Dallas.....209.2 Miles

LOUISIANA & ARKANSAS Mileage ....741.2 Miles

SAFETY Is of FIRST IMPORTANCE in the Discharge of Duty

L. K. LLOYD, Trainmaster
Hope and Texas Subdivisions including
Minden .....Shreveport, La.

W. C. DALTON, Trainmaster
Shreveport, Baton Rouge, New Orleans and
Minden Subdivisions, excluding
Minden .....Shreveport, La.

S. T. SCOTT, Term. Trainmaster.....Shreveport, La.

J. E. NORWOOD, Term. Trainmaster....Baton Rouge, La.

W. G. WHITE, Terminal Trainmaster....New Orleans, La.

T. P. MARTIN, Traveling Engineer.....Shreveport, La.
Traveling Engineer has the authority of Trainmaster.

H. F. BAILEY, Asst. Trainmaster.....Shreveport, La.

B. R. AMIS, Asst. Trainmaster.....Shreveport, La.

A. D. KARR, Asst. Trainmaster.....Shreveport, La.

D. E. JOHNSON, Asst. Trainmaster.....Shreveport, La.

F. C. GUELFO, Chief Dispatcher.....Shreveport, La.

F. J. FAVA, Dispatcher.....Shreveport, La.

H. K. VOLLRATH, Dispatcher.....Shreveport, La.

E. F. YANCEY, Dispatcher.....Shreveport, La.

R. U. BIRD, Dispatcher.....Shreveport, La.

B. J. HALL, Dispatcher.....Shreveport, La.

H. E. BOND, Dispatcher.....Shreveport, La.

KANSAS CITY SOUTHERN LINES

LOUISIANA & ARKANSAS RAILWAY COMPANY

ALL SUBDIVISIONS

TIME TABLE NO. 44

EFFECTIVE AT 12:01 A.M.
SUNDAY, JAN. 5, 1964

44

FOR EMPLOYEES ONLY

R. J. BLAIR,
General Manager,
Kansas City, Mo.

R. D. FRETWELL,
Asst. General Manager,
Kansas City, Mo.

C. M. MARTIN,
Sup't. of Transportation,
Shreveport, La.

R. E. CANTY,
Superintendent,
Shreveport, La.

D. K. OWEN,
Sup't. of Safety,
Rules Examiner,
Shreveport, La.

LOUISIANA & ARKANSAS RAILWAY EMPLOYES HOSPITAL ASSOCIATION

Dr. C. E. Boyd, Chief Surgeon, C. E. Boyd Clinic ..... Shreveport, La.
Dr. Wesley J. Fernandez, Local Surgeon ..... Shreveport, La.
Dr. Bernard A. Kalstone, Local Surgeon ..... Shreveport, La.
Dr. W. D. Colon, Local Surgeon ..... Shreveport, La.
Dr. D. A. Hiller, Jr., Local Surgeon ..... Shreveport, La.
Dr. C. H. McCuller, Local Surgeon ..... Bossier City, La.
Dr. A. J. Italiano, Acting Division Surgeon ..... New Orleans, La.
Dr. L. H. des Bordes, Ear, Eye, Nose, Throat ..... New Orleans, La.
Dr. J. L. Fischman, Urologist ..... New Orleans, La.
Dr. J. T. Lewis, Division Surgeon ..... Baton Rouge, La.
Dr. C. A. Waggenspack, Local Physician ..... Baton Rouge, La.
Dr. W. L. Murrell, Division Surgeon ..... Alexandria, La.
Dr. E. A. Norton, Local Surgeon ..... Alexandria, La.
Dr. R. M. Bridges, Division Surgeon ..... Minden, La.
Dr. John B. Hill, Local Surgeon ..... Minden, La.
Dr. J. L. Touchstone, Local Surgeon ..... Dallas, Tex.
Dr. R. B. Giles, Local Physician ..... Dallas, Tex.
Dr. Leo C. Davis, Ear, Eye, Nose, Throat ..... Dallas, Tex.
Dr. Jim McKenzie, Local Surgeon ..... Hope, Ark.
Dr. J. W. Branch, Local Surgeon ..... Hope, Ark.
Dr. C. D. Weaver, Local Surgeon ..... Winnfield, La.
Dr. J. C. Vallancy, Division Surgeon ..... Greenville, Tex.
Dr. J. E. Nicholson, Local Surgeon ..... Greenville, Tex.
Dr. T. G. Strickland, Ear, Eye, Nose, Throat ..... Greenville, Tex.
Dr. R. F. Gross, Local Surgeon ..... LaPlace, La.
Dr. A. J. Nobile, Local Surgeon ..... Lutcher, La.
Dr. J. C. Roberts, Local Surgeon ..... New Roads, La.
Dr. Paul E. Johnson, Local Surgeon ..... Gramercy, La.
Dr. J. E. Clayton, Local Surgeon ..... Norco, La.
Dr. E. J. Alleman, Local Surgeon ..... Norco, La.
Dr. Paul Landry, Local Surgeon ..... Norco, La.
Dr. D. V. Donaldson, Local Surgeon ..... Colfax, La.
Dr. L. E. L'Herrison, Local Surgeon ..... Coushatta, La.
Dr. Joseph Bath (Natchitoches), Local Surgeon ..... Campti-Clarence, La.
Dr. J. V. Kaufman, Local Surgeon ..... Campti, La.
Dr. E. C. Roy, Jr., Local Surgeon ..... Mansura, La.
Dr. A. M. Abramson, Local Surgeon ..... Marksville, La.
Dr. S. R. Abramson, Local Surgeon ..... Marksville, La.
Dr. D. M. Friefeld, Local Surgeon ..... Marksville, La.
Dr. S. B. Longino, Jr. Local Surgeon ..... Sulphur Springs, Tex.
Dr. J. L. Webb, Local Surgeon ..... Farmersville, Tex.
Dr. W. C. Wright, Local Surgeon ..... Farmersville, Tex.
Dr. F. B. Wheeler, Local Surgeon ..... Winnsboro, Tex.
Dr. T. A. Reitz, Local Surgeon ..... Pittsburg, Tex.
Dr. W. S. Terry, Local Surgeon ..... Jefferson, Tex.
Dr. A. J. Woods, Local Surgeon ..... Jefferson, Tex.

L. & A. MAIN HOSPITAL — DOCTORS HOSPITAL, INC. — 1130 LOUISIANA AVE., SHREVEPORT, LA.

EMERGENCY HOSPITALS:

Montelepre Hospital ..... New Orleans, La.
Our Lady of the Lake Hospital ..... Baton Rouge, La.
Baton Rouge General Hospital ..... Baton Rouge, La.
Baptist Hospital ..... Dallas, Tex.
Greenville Hospital Authority ..... Greenville, Tex.
Martin's Hospital & Clinic ..... Winnfield, La.
Baptist Hospital ..... Alexandria, La.
Murrell's Hospital & Clinic ..... Alexandria, La.
Minden Sanitarium ..... Minden, La.
McKenzie's Hospital ..... Hope, Ark.
Branch General Hospital ..... Hope, Ark.

OFFICIAL WATCH INSPECTORS

National Ry. Time Service Co., General Time Inspr., 926 Sterick Building ..... Memphis, Tenn.
Martin Jewelers, Inc., System Time Inspr. ..... Shreveport, La.
John Martin, Traveling Inspr. ..... Shreveport, La.
Clarke's Jewelry ..... Shreveport, La.
Martin Jewelers, Inc. ..... Shreveport, La.
H. S. Winans & Son, Jewelers ..... Greenville, Tex.
Stewart's Jewelry Company ..... Hope, Ark.
Bryan's Jewelry ..... Minden, La.
Hudson Jewelry ..... Cullen, La.
Chas. W. Baum, Jeweler ..... Winnfield, La.
Geo. N. Adams, Jeweler ..... Alexandria, La.
Schnack Jewelry Company ..... Alexandria, La.
Johnson-Bailey Jewelry ..... Baton Rouge, La.
DeGruy's Jewelers (Metairie) ..... New Orleans, La.
Wm. Frantz & Company ..... New Orleans, La.

STANDARD CLOCKS: Deramus Yard, roundhouse and dispatchers office, Shreveport Union Depot, Hope, Cullen, Minden, Winnfield, Alexandria, North Baton Rouge, West Yard. New Orleans NOUPT, Hunt, Hughes Springs.

TIME IS IMPORTANT

TAKE TIME TO BE SAFE

SPECIAL INSTRUCTIONS: ALL POINTS

Current timetable and special instructions of the Kansas City, Shreveport and Gulf Terminal Co. will govern the movement of trains and engines between Franklin St.-Commerce St. Jcts. and North Wye Switch and between Franklin St.-Commerce St. Jcts. and South Wye Switch.

Between L&A Jct., Red Jct., and Silver Lake Jct., trains and engines will be governed by StLSW Ry. timetable, rules and special instructions.

Between Texas Jct., and South Wye Sw. (Shreveport), trains and engines will be governed by K.C.S. lines rules, timetable and special instructions.

Between Mansura Jct. and Lobdell Jct., trains and engines will be governed by T&P-L&A Rys. joint time table, rules and instructions.

Between KCS Jct. and New Orleans Passenger Station and while on N.O.U.P.T. Ry. tracks, trains and engines will be governed by N.O.U.P.T. Ry. rules and instructions.

When occupying MKT Ry. tracks at Hunt and Greenville, trains and engines will be governed by MKT Ry. time table, rules and special instructions.

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

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS, except:

No. 1 is SUPERIOR to No. 10.

No. 65 and No. 35 are SUPERIOR to No. 36

No. 23 is SUPERIOR to No. 68

Inferior class trains, extra trains and engines will clear No. 1, No. 2, No. 201 and No. 202 at least 10 minutes. Rules 86 and S-89 addition.

Except where other restrictions require a slower speed, Passenger trains will not exceed 50 MPH, and Freight trains 35 MPH while meeting or passing another train occupying a siding.

All trains will not exceed 40 MPH passing train order signal where train orders are to be delivered.

Trains authorized to register by register ticket will stop and conductor will register his train on train register when carrying signals for a following section as per Rule 20.

When making out register check form 227, conductors will also furnish copy to rear trainman. Rules 83-A and 83-B, addition to.

The engine whistle shall be sounded as prescribed by Rule 14-L and the engine bell shall be rung at the whistling post 1320 feet or one quarter of a mile from road crossing or street and shall be kept ringing until the engine or lead car shall have crossed such road crossing or street or until the train or cars have stopped.

If stop is made within one quarter of a mile of road crossing or street, when the engine is again started engine whistle shall be sounded as prescribed by Rule 14-L and engine bell shall be rung continuously until engine or lead car shall have crossed such road crossing or street.

Rule "L"—Trainmen and enginemen are cautioned that there are structures alongside of tracks at stations and elsewhere which do not provide clearance for a man to ride on top or side of cars or engines and they must inform themselves with locations of such structures.

Where car capacity of sidings or other tracks is shown, it is figured on the basis of 48 feet per car. On sidings, allowance is made for 4 unit diesel engine and caboose, but not on other tracks.

Rail test cars and MofWay Ballast discing machines cannot be relied on to actuate block and interlocking signals, and are defined as uninsulated equipment. Rule 99(j) is not applicable to such machines, nor can such machines occupy main track within territory where Rules 400 to 406, inclusive, are in effect on authority of block signal indications, alone.

Engines in yard or road service, with or without cars, will not follow a preceding movement over a public crossing closer than five (5) minutes unless such crossing is protected by flagman or crossing gates.

These instructions do not relieve crews of any train or engine from exercising due precaution to avoid accidents, per Rule 101.

All yard engines with or without cars and all dodger and road engines while engaged in switch movements must approach all road crossings, including those protected by automatic signals and/or flagman, at restricted speed and make sure they have the right-of-way before moving over crossing.

When only one brakeman on Trains 9 and 10 between Shreveport and New Orleans, and conditions permit, it will be permissible for the brakeman to leave the rear end of the train as required by Rule 99-D to assist with the handling of passengers in making regular stops.

HIGH WATER:

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

Diesel engines	4 inches
Passenger cars	9 inches
Freight cars	25 inches

When trains are operated through water, a maximum speed of five (5) mph must not be exceeded. A greater depth than four (4) inches should not be authorized for Diesel engines. If authority is given to operate air-conditioned passenger cars through a greater depth than nine (9) inches, proper inspection should be made to ascertain if the apparatus required to be cleaned and dried.

TRAINS HANDLING

Passenger trains handling box cars equipped for passenger train service, except KCS 400 class and L&A 36017 and L&A 36148, will not exceed 60 mph. KCS 400 class, L&A 36017 and L&A 36148 are good for maximum speed.

Trains handling mixed freight and passenger equipment will not exceed speed authorized for freight trains.

Trains handling passenger equipment, exclusive of caboose, will not exceed speed authorized for passenger trains.

Foreign line steam wreckers, pile drivers, derrick cars and other heavy machinery on its own wheels, will not exceed 20 mph.

SCALE TEST CARS, not to exceed 35 mph.

KCS or L&A wreckers, boom down (except KCS wreckers No. 05 and No. 06), not to exceed 25 mph.

Wreckers, pile drivers and other machinery on its own wheels, equipped with boom, must be handled in train with boom in trailing position except as otherwise authorized by Superintendent, except KCS Pile Driver-Clamshell No. 096 may be handled with boom in lead position for short distances, when necessary, to a point where machine can be turned.

KCS air dump cars will be handled in the rear of train at a speed not to exceed 25 mph and will be handled in locals in the territory where that service is available.

Trains handling cars loaded with ore moving from Mobile, Ala., to Lone Star, Tex., must not exceed 35 mph.

KCS WRECKERS NO. 05 AND NO. 06

Except as otherwise restricted by AUTHORIZED TRAIN SPEEDS, yard limits, train orders, slow boards, slow flags, general orders, special instructions or other proper notices, KCS wreckers No. 05 and No. 06 to be handled as follows:

Between Shreveport and Farmersville, not to exceed 35 MPH except:

Not to exceed 10 MPH over Bridge T-49, (Cypress Creek).

Not to exceed 15 MPH over Bridge T-86.8
Bridge T-86.9

Not to exceed 20 MPH from MP T-62 to MP T-76.

Between Shreveport and Minden, not to exceed 35 MPH

Between Hope and Minden, not to exceed 25 MPH except:

Not to exceed 15 MPH over Bridge 17.1
Bridge 71.7

Between Minden and Winnfield, not to exceed 25 MPH

Between Winnfield and Alexandria, not to exceed 35 MPH except:

Not to exceed 10 MPH over Red River Bridge 681.8, Alexandria.

KCS WRECKERS NO. 05 AND NO. 06—Continued

Between Shreveport and Alexandria (Shreveport Subdivision), not to exceed 25 MPH, except:

Not to exceed 15 MPH over Bridge 649.5
Bridge 650.0

Not to exceed 10 MPH over Red River Bridge 681.8, Alexandria.

Between Alexandria and Baton Rouge, not to exceed 25 MPH except:

Not to exceed 10 MPH over Atchafalaya River Bridge 729.2, Simmesport.

Between Baton Rouge and New Orleans, not to exceed 45 MPH.

KCS PILE DRIVER-CLAMSHELL NO. 096

Except as otherwise restricted by AUTHORIZED TRAIN SPEEDS, yard limits, train orders, slow flags, general orders, special instructions or other proper notices, KCS Pile Driver Clamshell No. 096 to be handled as follows:
Not to exceed 40 MPH (30 MPH with boom in lead position) except:

Not to exceed 35 MPH (25 MPH with boom in lead position) between Shreveport and Minden
between Shreveport and Farmersville
between Winnfield and Alexandria.

Not to exceed 25 MPH (20 MPH with boom in lead position) between Hope and Winnfield
between Shreveport and Alexandria (Shreveport Subdivision).
between Alexandria and Baton Rouge.

Not to exceed 15 MPH (10 MPH with boom in lead position) over Bridges:
17.1 Minden-Hope Subdivision
71.7 Minden-Hope Subdivision
T-86.8 Texas Subdivision
T-86.9 Texas Subdivison
649.5 Shreveport Subdivision
650.0 Shreveport Subdivision

Not to exceed 10 MPH over Bridges:
681.8 Red River, Alexandria
729.2 Atchafalaya River, Simmesport

Not to exceed 20 MPH (15 MPH with boom in lead position) from MP T-62 to MP T-76 Texas Subdivision.

ENGINES

Road service freight engines, when backing or when controlled from rear unit, not to exceed 30 mph.

Light engines moving forward will not exceed freight train speed or the maximum speed authorized (whichever is lower) for the class engine on the subdivision movement is being made, except on special instructions of the Superintendent.

Road service freight engines or freight units, when used with higher speed units, not to exceed 65 mph.

Road service freight engines, when used in passenger service, not to exceed 65 mph.

Switch engines, except General Purpose engines, will not exceed 45 mph in either forward or backward movements.

General Purpose engines, series 40, 100, 150 and 160, will not exceed 65 mph in either forward or backward movements.

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.

REGISTER STATIONS

Shreveport Union Depot
Hope
Minden
Winnfield
Alexandria
North Baton Rouge
West Yard
Hunt
Deramus Yard

YARD LIMITS

Shreveport: Deramus Yard, Bossier City, Hinkle — one yard
Norco
Shrewsbury, West Yard, New Orleans — one yard
Hope
Stamps
Springhill, Cullen — one yard
Cotton Valley
Minden
Sibley
Alexandria-Pineville
Lobdell
North Baton Rouge — one yard
Baton Rouge
Gramercy
Winnfield
Packton
Farmersville
Hunt-Greenville
Sulphur Springs
Winnsboro
Pittsburg, Texas
Daingerfield
Veals-Hughes Springs
Jefferson

GENERAL ORDER BOOKS:

Deramus Yard; Yard Office and Roundhouse
Shreveport, Union Depot
Minden, Yard Office & RH
Hunt, Telegraph & RH
Hope, Freight Office & RH
Winnfield, Telegraph & RH
Alexandria, Telegraph & RH
North Baton, Yard Office & RH
West Yard, Telegraph & RH
New Orleans NOUPT Station & RH
Hughes Springs, Depot
Cullen, Telegraph & RH

AUTOMATIC BLOCK SYSTEM

Rule 350 and other Rules Applicable will govern.

Sub-division	From (Station)	Mile Post	To (Station)	Mile Post
New Orls..	Just south of Baton Rouge.....	789.9	Shrewsbury.....	862.6

AUTOMATIC BLOCK SYSTEM

Operation by signal indication opposing and following movements.

Rules 400 to 406 inclusive and other rules applicable will govern.

Sub-division	Between (Station)	Mile Post	And (Station)	Mile Post
Baton Rouge...	Lobdell Jct.....	780.7	Bridge Jct.....	785.2

SPECIAL INSTRUCTIONS

No. 202 and No. 9 are authorized to leave Shreveport Union Depot (Initial Station) without a clearance.

All trains will secure clearance before leaving Minden, Winnfield and Hunt.

Nos. 1, 2, 9 and 10 will register at West Yard, North Baton Rouge and Alexandria by register ticket except when No. 9 departs Alexandria after 4:00 p.m. and the telegraph operator is not on duty, No. 9 must stop at the yard office and conductor will personally register the train on train register in telegraph office.

No. 202-1 and No. 2-201, will register at Minden by register ticket.

Second class and extra trains will register at Winnfield by register ticket.

Between the hours of 3:00 p.m. and 6:00 a.m. all regular trains will receive initial clearance card, provided for in Operating Rule 83-a, last paragraph, at Bridge Tower Telegraph Office at East Junction. A Banner type train order signal installed at Bridge Tower telegraph office. All trains will be governed by aspects of this train order signal as per Operating Rule 232.

When southward regular trains are registered at Deramus Yard, such trains will have arrived at Texas Jct.

SHREVEPORT: First class trains, both directions, will move at restricted speed between Harriet St. (station sign MP-556.3), and Dalzell Street (just south of South Wye Switch) expecting to find other trains or engines occupying main track without flag protection.

Freight trains, yard engines and light engines will keep informed of passenger train movements and will immediately clear main track on the approach, or, if practical, before the approach of passenger trains, avoiding all delay possible.

TWO MAIN TRACKS between South yard lead switch Deramus Yard and Cedar Grove Tower (which includes South Wye Switch).

All movements, opposing and following, between Harriet St. (station sign), and Blanchard (Texas Jct.), will be made by signal indications. Rules 400 to 406 incl., and other rules applicable will govern.

Between Harriet St., and Cedar Grove Tower, the current of traffic is on right-hand track in direction of movement. Movements will not be made against current of traffic unless protected by flag or authorized by Yardmaster.

All trains and engines will run at restricted speed not to exceed 20 MPH on east main track between Harriet St. (station sign) and Deramus Yard (south lead switch).

All trains and engines will not exceed 15 mph entire north leg of wye Shreveport.

All trains and engines must approach Jordan Street crossing, Shreveport, KCS-G.T. tracks prepared to stop if crossing is not clear of traffic and crossing gates down.

First class trains run at restricted speed between Silver Lake Jct., Red Jct. and Franklin Street Jct.

TWO MAIN TRACKS between Franklin St. Jct. and Red Jct., Silver Lake Jct., the current of traffic is on right-hand track in direction of movement.

SPRING SWITCH: North Wye is equipped with spring switch. Normal position for north leg of wye. Northward movements may run through points in accordance with Rules 104-A and 104-F.

BLOCK SIGNAL indications will govern the following movements in vicinity of North Wye Switch, Shreveport:

Signal No. 6, located between northward main track and north leg of wye, will govern movements to be made from main track onto north leg of wye and from No. 1 yard track onto north leg of wye. When RED aspect on signal is shown, it indicates north leg of wye is occupied.

Signal No. 8, located on pier of T&P-T&NO passenger lead overhead bridge on east side of KCS northward main track to govern all northward movements on northward track.

Signal No. 9, located east of northward main track just south of crossover switch to north leg of wye. This is a repeater of Signal No. 6. Signals 9 and 6 govern southward movements through north leg of wye.

Where stop indication is displayed and does not change to "Proceed at Low Speed" indication within five (5) minutes, movements may proceed under flag protection, but must allow time for flagman to get through block before movement is started.

Ten (10) mph permanent speed restriction signs have been placed on each side of grade crossing, Barksdale Field, MP-564.0, approximately 600 feet from the crossing.

All movements must not exceed 10 mph from the permanent speed restriction sign until the crossing is covered. This means the speed must be down to not exceeding 10 mph when the engine, or leading car, passes the 10 mph sign.

Cars or engines must not be left standing between these signs and the crossing.

MINDEN: First class trains run at restricted speed between West wye switch and Minden passenger station.

Second and inferior class and extra trains and engines will keep informed of Minden and Hope subdivision passenger trains moving between West wye switch and Minden passenger station and avoid delay to such trains.

All trains and engines will not exceed 10 MPH, entire train, over South Wye Switch Minden when this switch is lined in normal position.

WINNFIELD: First class trains run at restricted speed between overpass MP-146.9 and I.C. crossing, Winnfield.

PINEVILLE JCT.-ALEXANDRIA JCT.: First class trains run at restricted speed between Pineville Junction MP-681.4 and Alexandria Junction MP-683.1.

PINEVILLE-PINEVILLE JCT.: Trains will not exceed 25 mph between College Drive MP-680.4 Pineville and Pineville Jct., on Shreveport Subdivision and between Melrose Street Extension MP-192.7 and Pineville Jct., on Minden subdivision. (The above does not relieve crews from complying with Rules 93 and 103.)

NORTH BATON ROUGE—BATON ROUGE: First class trains run at restricted speed between Bridge Jct. and MP-790.1, Baton Rouge, which is 1,000 feet south of south switch.

WEST YARD: First class trains run at restricted speed between Shrewsbury and KCS Jct.

PACKTON: Trains or engines moving through south leg of wye track will not exceed eight (8) mph.

HUNT-GREENVILLE: 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 are 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 Rule 343 when signals display "stop" indications.

These instructions do not relieve crews of any train or engine from exercising due precaution to avoid accidents, per Rule 101.

All trains move at restricted speed between Mile Post T-174 and Yard Limit Board at north end of Hunt Yard.

USE OF TRACKS—TIME APPLIES (Rule 5)

MINDEN SUBDIVISION:

WINNFIELD—Ruling switch for southward first class trains will be at CRI&P Ry. connection switch.

PACKTON—Ruling switches are the north and south switches to Wye.

BATON ROUGE SUBDIVISION-BATON ROUGE:

Baton Rouge siding is designated as the track parallel to main track between crossover switch MP-789.3 just south of Government Street and south of North Boulevard Street just north of passenger depot platform.

SWITCHES—NORMAL POSITION OF (Rule 104)

MINDEN: Shreveport Jct. is for Hope Subdivision main track. West Wye Switch is for Hope Subdivision and is a spring switch. South Wye Switch, Minden, is into south leg of Wye, Minden.

PINEVILLE Jct., is for Shreveport subdivision main track, and is a spring switch.

FARMERSVILLE, GCSF Jct., is for L.&A. connection. Movements will be made between L.&A. main track Mile Post T-112 and the Tidewater Refinery under Operating Rule 93. Maximum speed over this track is 15 miles per hour.

MOVEMENTS OVER MISSISSIPPI RIVER BRIDGE

Train and engine movements between Lobdell Junction and Bridge Junction will be governed by signal indications for both opposing and following movements. A.B.S. Territory, Rule 400 and other rules applicable will govern.

All signals and power-operated switches are controlled by Control Operator at Bridge Tower. Telephones located Lobdell Jct. switch, West Jct., and Bridge Junction.

When trains or yard engines with cars are stalled on the bridge or approaches thereto, members of crew will be governed by Rule 99(j).

Lighted fusees will not be thrown off moving trains on bridge or steel structure, but when required to use fusees 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 Jct., or North Baton Rouge. Air brakes will be handled by the lead engine.

Audible Signal (addition to Rule 14), one short (o) and one long (——) blast of the engine 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 of passenger trains will see that all toilets of the train are locked while train is passing over steel structure of the bridge. Trainmen will unlock toilets immediately after train has passed over the structure.

When a train is stopped at Lobdell to be assisted over the bridge by helper engine, the engineer on road engine must make a 25 pound reduction of brake pipe pressure and cut out brake valve without releasing. This will insure of brakes by helper engine and maintenance of brake pipe pressure by helper engines.

Under no circumstances will train attempt to double over the bridge and leave any part of train on the steel structure in either direction.

Engineers will not use sanders on engines while operating over expansion joints on bridge.

MOVEMENTS APPROACHING AND OVER ATCHAFALAYA RIVER BRIDGE M.P. 729.2

Approximately 500 feet from each end of this bridge is a mast equipped with two lights about three feet apart in horizontal position with only one light burning at a time.

The red light will be lighted when the control switch is open or the rails to the draw span unlocked. (See Rule 10-A—Stop.)

If the bridge and control switches are in normal position for train movements the other light will display a Lunar indication. (See Rule 10-B—Proceed at low speed.)

If neither a lunar light nor a red light is lighted or a white light is displayed where the red or the lunar light should be, stop must be made before any part of engine or train passes the signal mast.

If movement is stopped by a red light or by the absence of light or improperly displayed light, a member of the crew must personally contact the bridge tender to obtain permission to proceed, examine the rails to see same in order and explain the situation to the engineer before moving onto the bridge.

A Caution Sign reading, "Drawbridge one mile" equipped with yellow light is located approximately one mile from each end of bridge. Between this Caution Sign and the lights at bridge, all movements must be made at restricted speed in accordance with Rule 98. See definition of Restricted Speed.

There are two gates on south side and one gate on north side of this bridge to control highway traffic over the bridge.

Trains must not move onto the bridge or foul the highway at either end of bridge until flasher lights governing highway traffic (on the end they are approaching from) are known to be working and highway traffic gate or gates are down.

SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track except as otherwise restricted by yard limits, slow orders, slow boards, slow flags, general orders, special instructions or other proper notices:		
Maximum Speed MPH—Diesel Operation:		
SHREVEPORT SUBDIVISION		
Between Louisiana Jct. and Alexandria	58	45
Except: Red River Drawbridge, Shreveport	12	12
Over Loggy Bayou Bridge, MP-589.6	30 eng. only	30 eng. only
Saline River Bridge, MP-634.2	30 eng. only	30 eng. only
Red River Bridge, Alexandria	15	15
BATON ROUGE SUBDIVISION		
Between Alexandria and Simmesport	58	45
Between Simmesport and Lettsworth	50	30
Except: Atchafalaya River Drawbridge, 729.2 (See Note)	10	10
Between Lettsworth and Baton Rouge	58	45
Except: Between Lobdell Jct. and I. C. R. R. Crossing, MP-787.4	25	25
NEW ORLEANS SUBDIVISION		
Between Baton Rouge and Shrewsbury	75	50
Except: Around curves not restricted by slow boards	65	50
Bonnet Carre Spillway Bridge, MP-845.6—, Southward trains from ½ mile north of north end of structure, and northward trains from ½ mile south of south end of structure and trains in both directions over entire structure. Brakes must be applied and speed reduced and brakes released ¼ mile before trains moves onto thebridge	30	20
Between Shrewsbury and (KCS Jct.) New Orleans	45	30
MINDEN AND HOPE SUBDIVISIONS		
Between Hope and MP-71	58	40
Between MP-71 and MP-72	35	20
Between MP-72 and MP-79	58	40
Between MP-79 and MP-114 + 20 Poles	58	45
Between MP-114 + 20 Poles and MP-120 + 15 poles	50	35
Between MP-120 + 15 poles and MP-193	58	45
Between L&A Jct., and Shreveport Jct.	58	45
Over Red River Bridge, Alexandria	15	15
TEXAS SUBDIVISION		
Between Texas Jct. and Hunt	35	35
Except: Cypress Bayou Bridge, MP-T-49	15	15
Curves at Bridge, MP-T-83.8	25	25
Curve at Bridge, MP-T-89.9	25	25
Curves between MP-T-92 and MP-T-93, plus 12	25	25
Curves between MP-T-109 and MP-T-112	25	25
Between Hunt and Farmersville	30	30

ABBREVIATIONS:

S, Scale. T, Turntable. PH, Telephone. O, Diesel fuel. W, Water. Y, Wye. ★, Mail crane.

The following letters before figures of schedule indicate: "s" regular stop, "f" flag stop to receive or discharge revenue passengers.

TELEPHONES—LOCATION OF

Within A.B.S. Territory, at each end of sidings.
Outside A.B.S. Territory, in depots or phone booths.

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	Crossing	M. P.	At or Near Station	Not to Exceed M.P.H.	
				Passenger	Freight
Shreveport Subdivision:					
Mo.Pac. Ry....	Interlocked (Automatic)	678.5	Mallin.....	30 eng. only	20 eng. only
Hope Subdivision:					
StLSW Ry.....	Interlocked (Automatic)	22.8	Stamps.....	20 eng. only	20 eng. only
I.C. Ry.....	Interlocked	105.4	L. & A. Jct....	See St. L. S.	W. Ry. time
L.&A. Ry.....	Gated	105.9	Louisiana Jct..	table and spe	cial instruc.
Minden Subdivision:					
I.C. Ry.....	Interlocked	83.2	Sibley.....	20	20 eng. only
I.C. Ry.....	Gated	148.6	Winnfield.....	20	20 eng. only
Mo.Pac. Ry....	Interlocked	188.9	Tioga.....	20	20 eng. only
Baton Rouge Subdivision:					
Mo.Pac. Ry....	Gated	682.9	Alexandria....	20	20
L.&A. Ry..... (Yard).....	Gated	682.9	Alexandria....	20	20
T.&P. Ry.....	Gated	713.2	Mansura.....	20 eng. only	20 eng. only
I.C. Ry.....	Gated	787.5	N. Baton Rouge	20	20
New Orleans Subdivision:					
I.C. Ry.....	Interlocked (Automatic)	856.4	Kenner.....	25	25
N.O.T. Co.....	Interlocked (Automatic)	862.8	Shrewsbury...	20	20
I.C. Ry.....	Interlocked (Automatic)	864.	South Port.... (New Orleans)	.....	10
Texas Subdivision:					
T.&P. Ry.....	Interlocked	T-50.2	North Jefferson	10	10
StLSW Ry.....	Interlocked (Automatic)	T-98.3	Pittsburg...	20	20
StLSW Ry.....	Gated	T-170.0	Greenville....	10	10
GC&SF Ry....	Gated	T-184.4	Farmersville..	10	10

Speed restriction over SSW Railway crossing MP T-170 is 10 MPH for engine and 20 MPH for balance of train.

SPEED THROUGH CITY LIMITS

Speed of trains restricted as follows by City Ordinance:

Shreveport**	20 mph	Hope	8 mph
Bossier City	15 mph	Third Street	5 mph
Coushatta, Psgr.	25 mph	Minden	8 mph
Coushatta, Frt.	15 mph	Winnfield	8 mph
Campti	25 mph	Sulphur Springs	12 mph
Alexandria	15 mph	Winnsboro	20 mph
Baton Rouge	8 mph	Pittsburg, Texas	20 mph
Kenner	25 mph	Hughes Springs	10 mph
		Jefferson	18 mph

**Shreveport, also, not to exceed 10 MPH for a distance of not less than 300 feet before reaching St. Vincent Avenue, and Hollywood Street crossings until engine or lead car has passed over crossings.

Use of engine whistle may be made (where anti-whistling ordinances are in effect) when there is imminent danger of accident. In any case of impending danger, where it is felt an accident might be avoided by an additional warning, the whistle must be used.

SHREVEPORT SUBDIVISION—Deramus Yard to Alexandria

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wyes.	SOUTHWARD SECOND CLASS 77 Merchandise Special Daily	SOUTHWARD FIRST CLASS 9 Passenger Daily	SOUTHWARD FIRST CLASS 1 Southern Belle Daily	Capacity of Sidings.	Station Numbers.	TIME TABLE No. 44 Effective SUNDAY, JAN. 5, 1964 STATIONS	Mile Post Location.	Office Calls.	NORTHWARD FIRST CLASS 2 Southern Belle Daily	NORTHWARD FIRST CLASS 10 Passenger Daily	NORTHWARD SECOND CLASS 42 Manifest Freight Daily
	Lv 5.45PM					Operation by Signal Indication Rule 400. DERAMUS YARD	553.3	SY			Ar 1.00PM
	See K.C.S. Ry. Time Table					3.0 HARRIET ST. Two Main Tracks Via KCS Ry.	556.3				See K.C.S. Ry. Time Table
						3.0 NORTH WYE SW.	559.3				
Yard		Lv 12.55PM				0.4 SHREVEPORT UNION DEPOT	559.8			Ar 4.30PM	
Yard		12.59				0.3 FRANKLIN STREET JCT.	560.1				
Yard		1.06				0.4 COMMERCE STREET JCT.	560.5				
Yard	Lv 6.18PM	Ar 1.10PM			B-108	0.3 SILVER LAKE JCT.	560.8			Lv 4.15PM	Ar 12.05PM
				St.L.S.W. Ry. Rules		0.4 RED JUNCTION	561.2	St. Ry.	L.S.W. Rules		
	Lv 6.23PM	Lv 1.14PM				0.5 LOUISIANA JUNCTION	561.7			Ar 4.11PM	Ar 11.57AM
8	6.34	1.24		118	C-9	7.5 CURTIS	569.2			4.01	11.46
4	6.48	1.33			C-17	8.3 ELM GROVE	577.5			3.51	11.33
15	7.02	1.42		62	C-26	8.0 NINOCK	585.5			3.42	11.21
29		1.50			C-32	6.6 EAST POINT	592.1			3.34	11.10
52	7.32	s 2.04		36	C-44	12.3 COUSHATTA	604.4	CO	s	3.21	10.53
2					C-56	11.4 GRAPPE'S BLUFF	615.8			3.08	10.39
51	8.03	f 2.23		118	C-62	5.9 CAMPTI	621.7	CI	f	3.01	10.30
16	8.17	f 2.31			C-69	6.9 CLARENCE	628.6		f	2.53	10.20
13	8.28	2.46		49	C-75	5.8 ST. MAURICE	634.4			2.46	10.11
19	8.43	f 2.57		43	C-82	7.9 MONTGOMERY	642.3	MY	f	2.37	10.01
15]	9.01	3.08			C-92	9.2 ALOHA	651.5			2.27	9.47
86	9.12	s 3.15		113	C-97	5.8 COLFAX	657.3	CF	s	2.20	9.39
	9.43	3.33		97	C-114	16.8 BARRETT	674.1			2.02	9.16
						4.4 Mo. Pac. Crossing	678.5				
				20	C-119	0.1 MALLIN	678.6				
Y Yard	9.54	3.41			C-121	2.0 PINEVILLE	680.6	VN		1.54	9.07
Yard	9.58	3.42	Lv 1.34AM			0.8 PINEVILLE JUNCTION	681.4		Ar 3.04AM	1.53	9.05
WOS Yard	Ar 10.03PM	Ar 3.45PM	Ar 1.37AM		194	0.5 ALEXANDRIA	681.9	AD	Lv 3.00AM	Lv 1.50PM	Lv 9.00AM
	Daily	Daily	Daily			128.6			Daily	Daily	Daily
	4.18	2.50	.03			Time on Subdivision			.04	2.40	4.00

Refer to Minden Subdivision. Schedules of Second Class Trains Nos. 65 and 66 and R.I. Nos. 35 and 36 will operate between Pineville Jct. and Alexandria on Shreveport Subdiv. under Rule 93. As matter of information, time at Alexandria for these 4 trains listed below:

No. 65 arrive Alexandria 11:10 p.m.
No. 35 arrive Alexandria 9:30 a.m.
No. 66 leave Alexandria 6:25 a.m.
No. 36 leave Alexandria 4:00 p.m.

No. 1 is superior to No. 10

Tracks not shown on face of time table

	Station No.	Mile No.	Car Capacity
Blenheim	C-6	565.5	12
Mayers	C-12	571.5	2
Caplis	C-13	572.5	19
Taylortown	C-14	573.5	11
Magenta	C-15	574.9	7
La. Gas Co.	C-16	575.8	19
Crichton	C-35	594.6	3
Crews	C-78	638.0	9

TELEGRAPH SERVICE:

Deramus Yard—Continuous
Coushatta—7A-4P, Except Sat., Sun., Hol.
Campti, Montgomery & Colfax—7A-4P, Except Sat., Sun., Hol.
Pineville—8A-5P, Except Sat., Sun., Hol.
Alexandria—8A-4P, 10P-6A, Daily.

BATON ROUGE SUBDIVISION—Alexandria to North Baton Rouge

SOUTHWARD									NORTHWARD		
	SECOND CLASS	FIRST CLASS							FIRST CLASS		SECOND CLASS
Capy. Other Tracks, S, T, PH, O, W, Y	77 Merchandise Special	9 Passenger	1 Southern Belle	Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 44 Effective SUNDAY, JAN. 5, 1964 STATIONS	Station Numbers.	Office Calls.	2 Southern Belle	10 Passenger	42 Manifest Freight
	Daily	Daily	Daily						Daily	Daily	Daily
WOS Yard	Lv 10.18PM	Lv 3.55PM	Lv 1.50AM	.....	681.9	**ALEXANDRIA**	194	AD	An 2.40AM	An 1.45PM	An 8.35AM
						1.0					
				.....	682.9	Mo. Pac. Crossing	.....	.....			
				.....	.....	L. & A. Crossing	.....	.....			
						0.2					
.....	.....	3.58	1.54	.....	683.1	ALEXANDRIA JCT.	.....	.....	2.32	1.42	.....
						8.0					
7	10.35	4.07	2.03	49	691.1	LATANIER	C-131	.....	2.23	1.34	8.18
						9.4					
21	10.51	4.17	2.13	109	700.5	BIJOU	C-141	.....	2.13	1.24	8.04
						8.1					
10	11.03	4.26	2.22	99	708.6	HESSMER	C-149	.....	2.01	1.14	7.53
						4.2					
30	11.09	s 4.31	s 2.29	29	712.8	MANSURA	C-153	SU	s 1.56	s 1.09	7.47
						0.4					
.....	.....	.....	.....	.....	713.2	T. & P. Crossing	.....	.....	.....	.....	.....
						0.3					
.....	An 11.10PM	An 4.32PM	An 2.30AM	.....	713.5	MANSURA JCT.	.....	.....	Lv 1.52AM	Lv 1.08PM	Lv 7.45AM
						3.8					
21				16	717.3	MOREAUVILLE	C-157	MO			
						3.1					
26				98	720.4	HAMBURG	C-160	.....			
						7.3					
.....				81	727.7	HYDE	C-167	.....			
						0.4					
48				.....	728.1	SIMMESPORT	C-168	FN			
						5.1					
23				137	733.2	KELLER	C-173	.....			
						2.7					
.....				46	735.9	LETTSWORTH	.....	.....			
						6.7					
.....				91	742.6	BATCHELOR	.....	.....			
						8.3					
.....				44	750.9	MORGANZA	.....	MC			
						10.0					
Y				91	760.9	NEW ROADS	.....	JC			
						7.4					
.....				44	768.3	GLYNN	.....	.....			
						7.1					
.....				44	775.4	CHAMBERLIN	.....	.....			
						4.5					
42				171	779.9	LOBDELL	.....	.....			
						0.8					
.....	Lv 2.03AM	Lv 5.51PM	Lv 3.50AM	.....	780.7	LOBDELL JCT.	C-226	.....	An 12.30AM	An 11.50AM	An 5.50AM
						0.8					
.....	.....	.....	.....	.....	781.5	WEST JCT.	C-227	.....	.....	.....	.....
						3.3					
.....	.....	.....	.....	.....	784.8	EAST JCT.	C-229	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	BRIDGE TOWER.	.....	X	.....	.....	.....
						0.4					
.....	.....	6.01	4.00	.....	785.2	BRIDGE JCT.	C-230	.....	12.20	11.40	.....
						2.2					
.....	.....	.....	.....	.....	787.4	Ill. Cent. Crossing	.....	.....	.....	.....	.....
						0.7					
Connection WOSY Yard	An 2.35AM	An 6.06PM	An 4.05AM	.....	788.1	**NO. BATON ROUGE**	C-231	B	Lv 12.15AM	Lv 11.35AM	Lv 5.25AM
	Daily	Daily	Daily			106.2			Daily	Daily	Daily
	4.17	2.11	2.15			Time on Subdivision			2.25	2.10	3.10

Operation by Signal Indication, Opposing and Following Movements.

See T&P-L&A Subdivision Joint Time Table

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.

Hours of Telegraph Service

Alexandria—8A-4P, 10P-6A, Daily
Mansura—8A-5P, Except Sat., Sun., Hol.
Bridge Tower—Continuous
North Baton Rouge—6A-3P, Daily.

Tracks not shown on face of time table.

	Sta. No.	Mi. No.	Car Capcy.
New Belledeau	C-144	703.9	14
Port Jct.	MP	781.6	conn. Dual Control Switch.

NEW ORLEANS SUBDIVISION—NORTH BATON ROUGE TO NEW ORLEANS

Capy. Other Tracks, S, T, PH, O, W, Y	SOUTHWARD SECOND CLASS 77 Merchandise Special Daily	SOUTHWARD FIRST CLASS 9 Passenger Daily	SOUTHWARD FIRST CLASS 1 Southern Belle Daily	Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 44 Effective SUNDAY, JAN. 5, 1964 STATIONS	Station Numbers.	Office Calls.	NORTHWARD FIRST CLASS 10 Passenger Daily	NORTHWARD FIRST CLASS 2 Southern Belle Daily	NORTHWARD SECOND CLASS 42 Manifest Freight Daily
WOSY Yard	Lv 2.50AM	Lv 6.06PM	Lv 4.05AM	.....	788.1	NO. BATON ROUGE	C-231	B	Ar 11.35AM	Ar 12.15AM	Ar 4.55AM
Yard	3.00	s 6.10 6.15	s 4.10 4.20	18	789.2	1.1 BATON ROUGE 5.5	C-234	.....	s 11.30 11.25	s 12.10AM 11.59PM	4.45
.....	3.15	6.25	**4.28**	126	794.7	ESSEN	C-240	.....	11.17	11.50PM	**4.28**
13	.....	.....	.....	.....	800.4	5.7 KLEINPETER	C-245	.....	.....	.....	.....
10	3.28	6.34	4.36	40	802.9	2.5 BULLION	C-247	.....	11.08	11.39	4.01
9	.....	.....	.....	.....	805.0	2.1 PRAIRIEVILLE	C-250	.....	.....	.....	.....
41	**3.50**	f 6.42	f 4.43	115	810.5	5.5 GONZALES	C-255	BN	f 11.01	f 11.30	**3.50**
.....	.....	.....	.....	20	815.4	4.9 SORRENTO	C-260	.....	.....	.....	.....
.....	4.07	6.50	4.50	107	818.1	2.7 BARMEN	C-263	.....	10.53	11.20	3.32
YS 248	4.22	7.00	4.59	87	828.4	10.3 GRAMERCY	C-273	GY	10.42	11.08	3.16
Y 149	4.33	7.07	5.06	.....	835.1	6.7 RESERVE	C-280	RS	10.35	11.00	3.04
41	4.41	7.11	5.10	118	839.4	4.3 MONTEGUT	C-284	.....	10.31	10.53	2.55
14	.....	7.13	5.12	.....	841.1	1.7 LA PLACE	C-286	.....	10.29	10.51	2.52
118	4.55	7.19	5.18 PM	91	846.8	5.7 NORCO	C-291	NO	10.22	10.43	2.42
.....	**5.26**	7.27	**5.26**	118	854.5	7.7 FRELLSEN	C-299	.....	10.14	10.34	2.28
I.C.Ry. Orleans Jct.	.....	.....	.....	.....	856.4	1.9 Ill. Cent. Crossing	.....	.....	.....	.....	.....
28	5.40	7.31	5.30	36	857.5	1.1 KENNER	C-302	.....	10.10	10.30	2.23
Yard	.....	7.39	5.38	.....	862.6	5.1 SHREWSBURY	C-307	.....	.....	.....	.....
.....	.....	.....	.....	.....	862.8	0.2 N. O. T. Crossing	.....	.....	.....	.....	.....
Connection WOSY Yard	Ar 6.00AM	7.42	5.42	.....	864.4	1.6 WEST YARD	C-309	FD	9.59	10.20	Lv 2.00AM
.....	.....	Ar 7.43PM	Ar 5.43AM	.....	865.0	0.6 K. C. S. JCT.	.....	.....	Lv 9.57AM	Lv 10.13PM	.....
.....	.....	s 7.45	s 5.45	.....	.....	0.9 CARROLLTON AVE.	C-313	.....	s 9.55	s 10.11	.....
.....	.....	Ar 8.00PM	Ar 6.05AM	.....	.....	2.3 NEW ORLEANS	C-313	.....	Lv 9.45AM	Lv 10.00PM	.....
	Daily	Daily	Daily			80.1			Daily	Daily	Daily
	3.10	1.54	2.00			Time for Subdivision			1.50	2.15	2.55

Via NOUPTRy

No. 1 is superior to No. 10

Hours of Telegraph Service

North Baton Rouge—6A-3P, Daily
Gonzales—8A-5P, Ex. Sat., Sun., Hol.
Gramercy—8A-5P, Ex. Sat., Sun., Hol.
Reserve—7A-4P, Ex. Sun.
Norco—8A-5P, Except Sun., Hol.
West Yard—9:30A-5:30P—10P-6A, Daily

SPECIAL FIRE PREVENTION

BONNET CARRE SPILLWAY—Bridge MP 845.6

Firefighting equipment and telephones are located near each end of bridge with instructions as to use are posted inside each equipment house.

Should a fire be discovered while train is on bridge, the train will be moved to where it will not obstruct movement of firefighting equipment.

Conditional Flag Stop

Nos. 1, 2, 9 and 10 will stop on flag at Kenner for revenue passengers to or from Baton Rouge or beyond.

Tracks not shown on face of time table.

	Sta. No.	Mi. No.	Car Capy.
Duplessis	C-252	807.6	12
McElroy	C-264	820.6	48
Good Hope	C-292	848.2	Conn.
Gulf States		836.0	39
Signor	C-306	861.5	8

HOPE SUBDIVISION—SHREVEPORT TO HOPE

Capy. Other Tracks, S, T, PH, O, W, Y	SOUTHWARD SECOND CLASS 23 Freight Daily	SOUTHWARD SECOND CLASS 69 Freight Daily Ex. Sun.	SOUTHWARD FIRST CLASS 201 Southern Belle Daily	Capacity of Sidings.	Distance from Hope.	TIME TABLE No. 44 Effective SUNDAY, JAN. 5, 1964 STATIONS	Station Numbers.	Office Calls.	NORTHWARD FIRST CLASS 202 Southern Belle Daily	NORTHWARD SECOND CLASS 68 Freight Daily Ex. Sun.	NORTHWARD SECOND CLASS 24 Freight Daily
WYO Yard	Lv 11.00PM	Lv 7.30AM			0	**HOPE**	1	Q		Ar 12.35PM	Ar 9.00PM
	11.12	7.42		63	6.4	COLER	6			12.23	8.40
24	11.20	7.50			11.2	PATMOS	11			12.15	8.31
7	11.26PM	7.56		32	14.6	BAKER	15			12.07PM	8.25
Yard Connection	12.01AM	8.15			22.8	STAMPS St. L. S. W. Crossing	23	UD		11.50AM	8.05
11	12.15	8.30		63	29.1	McKAMIE	29			11.31	7.52
	12.24	8.40		69	34.1	EXPERIMENT	34			11.23	7.44
10	12.37	8.53		22	41.2	TAYLOR	41	AY		11.10	7.31
Yard	12.50	9.05			47.7	SPRINGHILL	48	RD		10.56	7.20
WO Yard	1.05	9.10		92	50.3	CULLEN	50	AU		10.50	7.12
12	1.15	9.20			55.5	SAREPTA	56			10.40	7.02
87	1.30	**9.45**		50	61.0	COTTON VALLEY	61	CA		**9.45**	6.52
	1.46	10.01		68	69.5	GRIM	69			9.17	6.37
					78.8	SHREVEPORT JUNCTION					
WYOS Yard	2.15	10.40				**MINDEN**		KN		9.00	6.20
					79.3	MINDEN PASSENGER STATION					
			Lv 5.46AM			SOUTH WYE SW			Ar 11.13PM		
	2.17	10.42	5.49		79.2	WEST WYE SW			11.11	8.38	6.08
7	2.25	10.50	5.54	12	83.4	DOYLINE	B-83		11.06	8.31	6.01
	2.32	10.57	6.00	98	86.7	GOODWILL	B-87		11.02	8.25	5.55
41	2.42	11.07	6.07	49	92.5	PRINCETON	B-93		10.56	8.15	5.45
8	2.52	11.17	6.13	85	97.3	ADNER	B-97		10.50	8.05	5.35
Yard	Ar 3.05AM	Ar 11.32AM	Ar 6.23AM		105.1	L. & A. JUNCTION	B-105		Lv 10.41PM	Lv 7.45AM	Lv 5.15PM
					105.4	Ill. Cent. Crossing					
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		105.9	L. & A. Crossing			SEE St. L. S. W. Time Table	SEE St. L. S. W. Time Table	SEE St. L. S. W. Time Table
					106.2	LOUISIANA JUNCTION					
					106.7	RED JUNCTION					
Yard	Lv 3.20AM	Lv 11.50AM	Lv 6.32AM		107.1	SILVER LAKE JUNCTION	B-108		Ar 10.34PM	Ar 7.35AM	Ar 5.05PM
						COMMERCE STREET JUNCTION			10.30		
Yard					107.8	FRANKLIN STREET JUNCTION			10.25		
Yard			Ar 6.45AM		108.1	**SHREVEPORT UNION DEPOT**			Lv 10.20PM		
						NORTH WYE SW					
	See K.C.S. Ry. Time Table	See K.C.S. Ry. Time Table				HARRIET ST. (Operation by Signal Indication Rule 400. Two Main Tracks. Via KCS Ry.)				See K.C.S. Ry. Time Table	See K.C.S. Ry. Time Table
	Ar 4.00AM	Ar 12.30PM				**DERAMUS YARD**		SY		Lv 7.00AM	Lv 4.30PM
	Daily	Daily Ex. Sun.	Daily		114.6				Daily	Daily Ex. Sun.	Daily
	5.00	5.00	.59			Time on Subdivision			.53	5.35	4.30

No. 23 is superior to No. 68

Hours of Telegraph Service

Hope—7:30A-3:30P, Ex. Sun.—9:30P-5:30A, Daily
Stamps—7:59A-4:59P, Ex. Sat., Sun., Hol.
Taylor—7A-4P, Ex. Sat., Sun., Hol.
Spg. Hill—8A-5P, Ex. Sat., Sun., Hol.
Cullen—Continuous
Cotton Valley—7A-4P, Ex. Sat., Sun., Hol.
Minden—2:30P-6:30A, Daily

Tracks not shown on face of time table

	Sta. No.	Mi. No.	Car Capy.		Sta. No.	Mi. No.	Car Capy.		Sta. No.	Mi. No.	Car Capy.
Dunwhite	1	1.6	17	D.P.C.	61-B	62.0	31	Dorcheat	72	72.0	48
Anthony	3	2.5	14	Dayson	62-B	62.3	93	Pace	74	74.1	10
Herbert	21	21.1	32	Treat	60	62.8	45	Drake	B-90	89.7	7
Lerch	30	30.1	45	Invincible	63	63.2	17	Ferguson	B-102	101.9	12
Bussey	37	37.4	10	Hortman	68	67.7	15	PH. Hinkle	B-104	104.8	Yard

MINDEN SUBDIVISION—MINDEN TO PINEVILLE JUNCTION

Capy. Other Tracks, S, T, PH, O, W, Y	SOUTHWARD SECOND CLASS 65 Manifest Freight Daily	SOUTHWARD SECOND CLASS 35 R. I. Freight Daily Ex. Mon.	SOUTHWARD FIRST CLASS 1 Southern Belle Daily	Capacity of Sidings.	Distance from Hope.	TIME TABLE No. 44 Effective SUNDAY, JAN. 5, 1964 STATIONS	Office Calls.	Station Numbers.	NORTHWARD FIRST CLASS 2 Southern Belle Daily	NORTHWARD SECOND CLASS 66 Manifest Freight Daily	NORTHWARD SECOND CLASS 36 R. I. Freight Daily Ex. Mon.
WYOS Yard	Lv 7.00PM				78.8	MINDEN	KN	78		Ar 10.40AM	
					0.4						
Yard	7.05		Lv 11.13PM		79.2	SOUTH WYE SW			Ar 5.46AM	10.35	
					0.1						
			s 11.17		79.3	MINDEN PASSENGER STATION			s 5.45		
					3.9						
34 Connection	7.15		11.22	65	83.2	SIBLEY		83	5.36	10.28	
						Ill. Cent. Crossing					
					6.1						
20	7.30		11.29	37	89.3	HEFLIN	HF	89	5.28	10.18	
					3.2						
7					92.5	FRYEBURG		93			
					3.0						
	7.43		11.36	54	95.5	LAWHON		96	5.21	10.07	
					2.6						
26	7.50		11.39	33	98.1	JAMESTOWN	HN	98	5.17	10.02	
					7.0						
	8.05		f 11.47	33	105.1	CASTOR	S	105	f 5.09	9.50	
					9.2						
22	8.20		11.58PM	35	114.3	ASHLAND	ND	114	4.57	9.32	
					7.9						
14	8.35		12.07AM	33	122.2	CHESTNUT		122	4.47	9.20	
					7.6						
	8.50		12.16	33	129.8	GOLDONNA		130	4.38	9.06	
					9.1						
	9.10		12.27	58	138.9	CALVIN		139	4.26	8.50	
					8.9						
WOS Yard	9.30	Lv 6.37AM	s 12.41		147.8	WINNFIELD	WN	148	s 4.15	8.30	Ar 5.30PM
					0.8						
Connection					148.6	Ill. Cent. Crossing					
					9.1						
Y-8	9.55	6.59	12.54	27	157.7	PACKTON		157	3.58	7.50	5.10
					8.8						
	10.10	7.30	1.04	46	166.5	WILLIANNA		166	3.45	7.30	4.55
					7.4						
8	10.23	8.10	1.12	59	173.9	DRY PRONG	D	174	3.33	7.15	4.40
					4.7						
16	10.31	8.25	1.17	43	178.6	BENTLEY		179	3.26	7.05	4.30
					9.8						
9	10.50	8.50	1.28	76	188.4	TIOGA		188	3.12	6.45	4.15
					0.5						
					188.9	Mo. Pac. Crossing					
					4.9						
Yard	Ar 11.05PM	Ar 9.25AM	Ar 1.34AM		193.8	PINEVILLE JUNCTION			Lv 3.04AM	Lv 6.30AM	Lv 4.05PM
	Daily	Daily Ex. Mon.	Daily			115.0			Daily	Daily	Daily Ex. Mon.
	4.05	2.48	2.21			Time on Subdivision			2.42	4.10	1.25

No. 65 and No. 35 are superior to No. 36

Hours of Telegraph Service

Minden—230P-630A, Daily
Heflin—8A-12N, Ex. Sat., Sun., Hol.
Jamestown—1:30P-4:30P, Except Sat., Sun., Hol.
Castor—7A-4P, Ex. Sat., Sun., Hol.
Ashland—7A-4P, Ex. Sun., Mon., Hol.
Winnfield—10A-6P—10P-6A, Daily
Dry Prong—8A-5P, Ex. Sun., Mon., Hol.

Tracks not shown on face of time table.

	Sta. No.	Mi. No.	Car Capy.
Ogden	88	87.9	8
Roy	107	107.4	83
Intl. Paper Co.	130	130.6	19
Coldwater	133	133.4	7
Carla	145	144.9	Conn

TEXAS SUBDIVISION—DERAMUS YARD TO DALLAS

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Scales and Wyes.	SOUTHWARD SECOND CLASS 53 Manifest Freight Daily	SOUTHWARD SECOND CLASS 57 Manifest Freight Daily	Capacity of Sidings.	Station Numbers.	Distance from Dallas.	TIME TABLE No. 44 Effective SUNDAY, JAN. 5, 1964 STATIONS	Mile Post Location.	Office Calls.	NORTHWARD SECOND CLASS 54 Manifest Freight Daily	NORTHWARD SECOND CLASS 58 Manifest Freight Daily	Hours of Telegraph Service
WTYS YARD	.....	Lv 4.00AM	.....	T-223	0	DALLAS	223.1	RH	.....	Ar 2.30AM	Continuous
		Via G. C. & S. F. Ry.			37.8					Via G. C. & S. F. Ry.	
YARD	.....	.....	.....	T-185	.....	FARMERSVILLE	185.3	FV	.....	.....	9.30 A.-5.30 P. 11.59 P.-759 A. Daily.
						G. C. S. F. Crossing 0.1					
.....	.....	Lv 5.30AM	.....	.....	37.9	G. C. S. F. JUNCTION	185.2	.....	.....	Ar 12.45AM	.....
						6.7					
11	.....	.....	.....	T-178	44.6	FLOYD	178.5	.....	.....	.....	.....
		Ar 6.20AM				6.9				Lv 11.55PM	11 P.-3 P. Daily
WSO YARD	Lv 7.50AM	.....	.....	T-172	51.5	**HUNT**—Greenville	171.6	A	Ar 10.50PM	.....	Except Continuous on Sunday
						1.4					
Connection	.....	.....	.....	.....	52.9	St. L. S. W. Crossing	170.2	.....	.....	.....	.....
						9.1					
.....	8.17	.....	62	T-161	62.0	CAMPBELL	161.2	.....	10.23	.....	.....
						6.6					
8	8.31	.....	.....	T-154	68.6	CUMBY	154.5	.....	10.10	.....	.....
						6.6					
.....	8.42	.....	91	T-148	75.2	BRASHEAR	147.8	.....	9.59	.....	.....
						7.5					
YARD	8.56	.....	34	T-140	82.8	SULPHUR SPRINGS	140.3	XN	9.45	.....	8A-5P Except Sat., Sun. & Hol.
						9.6					
6	9.18	.....	118	T-131	92.2	COMO	130.7	.....	9.29	.....	.....
						4.9					
.....	9.22	.....	45	T-126	97.3	PICKTON	125.8	.....	9.20	.....	.....
						8.1					
YARD	9.37	.....	45	T-118	105.4	WINNSBORO	117.7	WO	9.04	.....	8A-5P Except Sat., Sun. & Hol.
						6.4					
.....	9.48	.....	19	T-111	111.8	SCROGGINS	111.3	.....	8.53	.....	.....
						2.8					
22	9.52	.....	.....	T-108	114.6	NEWSOME	108.5	.....	8.48	.....	.....
						3.1					
9	9.58	.....	88	T-105	117.6	LEESBURG	105.4	.....	8.42	.....	.....
						7.0					
YARD Connection	10.11	.....	.....	T-98	124.6	PITTSBURG	98.3	H	8.29	.....	8A-5P Except. Sat., Sun. & Hol.
						St. L. S. W. Crossing 4.1					
.....	10.20	.....	26	T-94	128.7	FAKER	94.2	.....	8.20	.....	.....
						5.4					
14	10.30	.....	73	T-89	134.3	CASON	88.8	.....	8.10	.....	.....
						6.3					
37	10.40	.....	.....	T-83	140.5	DAINGERFIELD	82.6	DG	8.00	.....	8A-5P Except Sat., Sun. & Hol.
T. & N. Ry. Conn. Yard	10.50	.....	.....	T-79	144.7	4.2 VEALS	78.4	V	7.52	.....	430P-130A Except Sat., Sun. & Hol.
						2.1					
TO YARD	10.55	.....	.....	T-76	146.8	HUGHES SPRINGS	76.3	HU	7.49	.....	7A-4P Except Sat., Sun. & Hol.
						8.9					
12	11.12	.....	.....	T-67	155.7	AVINGER	67.4	.....	7.33	.....	.....
						6.3					
11	11.23	.....	94	T-61	161.9	LASSATER	61.1	.....	7.20	.....	.....
						8.9					
57	11.39	.....	.....	T-52	170.9	BURFORD	52.2	.....	7.01	.....	.....
						1.9					
89	11.43	.....	.....	T-50	172.8	NORTH JEFFERSON	50.3	.....	6.58	.....	.....
						0.1					
Connection	.....	.....	.....	.....	172.9	T. & P. Crossing	50.2	.....	.....	.....	.....
						0.9					
YARD	11.47AM	.....	16	T-49	173.8	JEFFERSON	49.3	JN	6.55	.....	7.30A-4.30P Except Sat., Sun. & Hol.
						7.6					
.....	12.03PM	.....	42	T-42	181.4	BALDWIN	41.7	.....	6.40	.....	.....
						4.9					
36	12.12	.....	.....	T-37	186.3	KARNACK	36 8	KC	6.31	.....	7.30A-4.30P Except Sat., Sun. & Hol.
						1.2					
.....	12.15	.....	121	T-35	187.7	FOX	35.6	.....	6.28	.....	.....
						13.6					
.....	12.43	.....	137	T-4	201.3	HAMMOCK	3.7	.....	6.02	.....	.....
						3.7	0.0 KCS				
.....	Ar 12.55PM	.....	.....	T-0	205.0	A. B. S. Rules 400 to 406 Inc. TEXAS JCT	549.1	.....	Lv 5.55PM	.....	.....
						4.2					
YARD	Ar 1.15PM		.....	554	209.2	A. B. S. Rules 400 to 406 Inc. **DERAMUS YARD** VIA KCS Ry.	553.3	SY	Lv 5.45PM		Continuous
	Daily	Daily				209.2			Daily	Daily	
	5.25	2.20				Time on Subdivision			5.05	2.35	

Tracks not shown on face of time table.

	Sta. No.	Mi. No.	Car Capy.
Blanchard Spur	T- 1	T- 0.29	23
Shipp	T- 1	T- 5.8	22
Kelleyville	T- 54	T- 54.4	12
Orrs	T- 63	T- 62.9	11
S.W. Elec.	T- 64	T- 63.3	Conn
Gillis	T- 85	T- 85.3	32
Tidewater	T-112	T-112	Wye Yard
Eser	T-116	T-116.4	Wye 44
Humble	T-126	T-123.9	25
Thermo	T-135	T-134.7	13

TONNAGE RATING

SUBDIVISION	Direction	FROM STATION	TO STATION	PSGR. ENGS. 6, 7, 11, 12, 20, 22-23	DIESEL FREIGHT ENGINES		
					1500	1750	2250
NEW ORLEANS and BATON ROUGE	North	New Orleans....	Alexandria.....	3500	4500	5000	7200
		(Except) Bridge Jct.....	Lobdell.....	1450	1880	2090	3010
	South	Alexandria.....	New Orleans....	3550	4500	5000	7200
		(Except) Lobdell.....	Bridge Jct.....	1300	1650	1900	2640
SHREVEPORT	North	Alexandria.....	Aloha.....	3550	4500	5000	7200
		Aloha.....	Shreveport.....	3200	3900	4500	6240
	South	Shreveport.....	Aloha.....	3200	3900	4500	6240
		Aloha.....	Alexandria.....	3550	4500	5000	7200
HOPE	North	Shreveport.....	Minden.....	1900	2630	3060	4210
		Minden.....	Taylor.....	2415	3080	3560	4930
		Taylor.....	Stamps.....	3515	5080	5600	8130
		Stamps.....	Hope.....	2000	3000	3490	4800
	South	Hope.....	Stamps.....	2000	3000	3490	4800
		Stamps.....	Cullen.....	2550	4550	5250	7280
		Cullen.....	Cotton Valley...	2415	3080	3570	4930
		Cotton Valley...	Minden.....	1650	2550	2950	4080
		Minden.....	Shreveport.....	1900	2850	3300	4560
MINDEN	North	Alexandria.....	Winnfield.....	2000	2480	2990	3970
		Winnfield.....	Oshkosh.....	1450	2325	2700	3720
		Oshkosh.....	Sibley.....	1659	2700	3120	4320
		Sibley.....	Minden.....	2050	4200	4850	6720
	South	Minden.....	Chestnut.....	1550	2250	2600	3600
		Chestnut.....	Winnfield.....	1900	2480	2870	3970
		Winnfield.....	Alexandria.....	2000	2550	2960	4080
TEXAS	North	Shreveport.....	Jefferson.....	1850	2100	2430	3360
		Jefferson.....	Hughes Springs.	1700	1700	1960	2720
		Hughes Springs.	Hunt.....	1750	1580	1830	2530
		Hunt.....	Dallas.....	1800	1700	1960	2720
	South	Dallas.....	Farmersville....	1800	1580	1830	2530
		Farmersville....	Hunt.....	2200	1800	2080	2880
		Hunt.....	Winnsboro.....	1750	1580	1830	2530
		Winnsboro.....	Hughes Springs.	1500	1450	1680	2320
		Hughes Springs.	Jefferson.....	1700	1700	1960	2720
		Jeffesson.....	Baldwin.....	2150	3000	3470	4800
		Baldwin.....	Shipp.....	2150	2500	2900	4000
		Shipp.....	Shreveport.....	2150	4000	4630	6500

Tonnage rating for 1100, 1200 and 1300 class engines (except engines 1120 and 1150) will be the same as shown in 1500 H.P. column.

1100, 1200 and 1300 class engines will not be operated in unison with 1500, 1750 or 2250 H.P. engines except on authority of Supt. of Machinery.

1000 H.P. Engines: 1100-1102, 1110-1112, 1121-1123, 1125, 1126, 1200-1226.
1200 H.P. Engines: 1160-1163, 1300-1315.
1500 H.P. Engines: 30, 50, 70, 80, and 90 class, 150-154, 156-161.
1750 H.P. Engines: 155, 162-165, 60 A, B & C, 61 A, B & C, 62B, 41.
2250 H.P. Engines: 100-119.

CLASSIFICATION OF ENGINES

CLASS	Unit Numbers	Tractive Power in Pounds	Weight on Drivers in Pounds	Total Weight on Loco. Loaded in Pounds	Cooper's Rating Per Unit
Diesel-Passenger	22, 24	52,684	210,733	316,098	E-40
" "	6, 7, 11, 12, 20, 23 25, 26, 27, 28, 29	55,675	222,700	334,050	E-40
" Freight	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	123,485	493,940	493,940	E-50
" "	33-A	62,050	248,200	248,200	E-50
" "	33-B	59,150	236,600	236,600	E-50
" "	41	63,300	253,200	253,200	E-50
" "	50-A-B-C	169,890	679,560	679,560	E-46
" "	51-A-B-C	169,582	678,330	678,330	E-46
" "	52-A-C	113,628	454,510	454,510	E-46
" "	53-B-C-D	169,676	678,705	678,705	E-46
" "	54-A-B-C	169,905	679,590	679,590	E-46
" "	55-A-B-C	170,004	680,160	680,160	E-46
" "	56-B-C-D	170,175	680,700	680,700	E-46
" "	57-B-C-D	169,957	679,830	679,830	E-46
" "	58-A-B-C-D	230,700	922,800	922,800	E-46
" "	59-B-C-D	172,687	690,750	690,750	E-46
" "	60-A-B-C	173,050	692,199	1,038,300	E-46
" "	61-A-B-C	172,450	689,800	1,034,700	E-46
" "	62-B	57,644	230,538	348,473	E-46
" "	70-A-B-C	179,600	718,400	718,400	E-46
" "	71-A-B-C	177,900	711,600	711,600	E-46
" "	72-A-B-C-D	230,450	921,800	921,800	E-46
" "	73-A-B-C-D	234,520	938,080	938,080	E-46
" "	74-A-B-C-D	234,550	938,200	938,200	E-46
" "	75-A-B-C-D	231,550	926,200	926,200	E-46
" "	76-A-B-C-D	239,300	957,200	957,200	E-46
" "	77-B-C	119,600	478,400	478,400	E-46
" "	78-B-C	115,250	461,100	461,100	E-46
" "	79-B	57,800	231,200	231,200	E-46
" GP-7 Gen. Pur.	150-162	60,672	243,046	243,046	E-49
" GP-9 Gen. Pur.	163-165	61,275	245,100	245,100	E-49
" GP-30 Gen. Pur.	100-119	64,500	258,000	258,000	E-52

PERMANENT ENGINE NUMBERS AND MAXIMUM SPEED UNLESS OTHERWISE RESTRICTED

Eng. No.	Unit No.	Max. Speed
6	6	79 MPH
7	7	" "
11	11	" "
12	12	" "
20‡	20	" "
22	22	" "
23‡	23	" "
24	24	" "
25‡	25	" "
26	26	" "
27	27	" "
28	28	" "
29	29	" "

Eng. No.	Unit No.	Max. Speed
30	30 (a)	65 MPH
31‡	31 (a)	" "
32‡	32 (a)	" "
33	33 (a)	" "
50	50 (a)	" "
51‡	51 (a)	" "
52‡	52 (a)	" "
54	54 (a)	" "
55	55 (a)	" "
58	58 (a)	" "
60	60 (a)	" "

Eng. No.	Unit No.	Max. Speed
61	61 (a)	65 MPH
63	60 (c)	" "
64	61 (c)	" "
70	70 (a)	" "
71‡	71 (a)	" "
72	72 (a)	" "
73‡	73 (a)	" "
74	74 (a)	" "
75‡	75 (a)	" "
76	76 (a)	" "
80‡	53 (d)	" "
83‡	56 (d)	" "

Eng. No.	Unit No.	Max. Speed
84	57 (d)	65 MPH
85‡	58 (d)	" "
86‡	59 (d)	" "
87‡	70 (c)	" "
88	71 (c)	" "
89	72 (d)	" "
90‡	73 (d)	" "
91	74 (d)	" "
92‡	75 (d)	" "
93	76 (d)	" "
100-119	100-119	" "
150-165	150-165	" "

‡Engines with front end connections will work as booster or control.

WRECKERS

Number	Location	Capacity	Cooper's Rating
01	Kansas City	100 Ton	E-40
05	Pittsburg	250 Ton	E-70
03	Heavener	120 Ton	E-45
06	Shreveport	150 Ton	E-70
W-1	Port Arthur	100 Ton	E-27

Diesel Units Equipped With Boiler	Diesel Units With Steam Connection But No Boiler
6, 7, 11, 12, 20, 22, 23, 24	59-B, 59-C
25, 26, 27, 28, 29	70-B
30-A, 30-B	71-B
31-A, 31-B	72-B, 72-C
32-A, 32-B	73-B, 73-C
33-A, 33-B	74-B, 74-C
76-B, 76-C	75-B, 75-C
77-B	

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage and Express	70-79	74	44
" " "	80-84-85	74	64
" " "	81	80	68
" " "	82	80	70
" " "	83	78	68
" " "	400, 401, 403	54	29
" " "	36017	54	26
" " "	36148	54	28
Mail-Baggage-Express	3	70	65
" " "	6	71	71
" " "	30, 31, 61, 62	71	71
" " "	67	85	68
" " "	68-69	85	48
Chair-Coach, Partitioned, A. C.	230-233	75	56
" " " "	255, 259	85	52
" " " "	245-250	85	68
Chair-Coach, A. C.	251-254, 260	85	61
Tavern-Lounge, A. C.	40, 44, 45, 47	85	60
Lounge-Diner, A. C.	50, 52	80	98
Observation-Tavern, A. C.	54-55	85	53
Diner A. C.	58-59	85	69
Sleeping Car, A. C.	Job Edson, Lonor Loree, Harvey Couch, Col. Fordyce, Stuart Knott, Arthur Stilwell, Wm. Buchanan, Wm. Edenborn	85	64
Official Car	Kay See	84	104

SPEED TABLE

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

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

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
70-79	6 x11	168,000	88,000	80,000
80	5 x 9	178,500	128,560	50,000
81	5½x10	187,400	137,400	60,000
82	5 x 9	190,000	140,040	50,000
83	5 x 9	187,000	137,000	50,000
84	5 x 9	178,800	128,820	50,000
85	5½x10	188,100	128,000	60,000
400	5½x10	130,000	60,500	70,000
401	5½x10	130,000	57,800	70,000
403	5½x10	130,000	59,400	70,000
36017	5½x10	130,000	51,600	70,000
36148	5½x10	130,000	55,400	70,000

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express	21
Mail-Baggage-Express	9
Chair-Coach, Partitioned, Air Conditioned	15
Chair-Coach, Air Conditioned	5
Lounge-Diner, Air Conditioned	2
Observation-Tavern, Air Conditioned	2
Diner, Air Conditioned	2
Tavern-Lounge, Air Conditioned	4
Sleeping Car, Air Conditioned	8
Official Cars	1
Total	69

LOUISIANA & ARKANSAS RAILWAY

CONDENSED SCHEDULES OF FAST FREIGHT AND PASSENGER TRAINS

SOUTHWARD								TIME TABLE No. 44 Effective SUNDAY, JAN. 5, 1964	NORTHWARD							
FREIGHT						PASSENGER			PASSENGER		FREIGHT					
23	69	65	53	51	77	9	1	STATIONS	2	10	42	52	54	66	68	24
Ar 4.00AM	Ar12.30PM	Lv 5.00PM	Ar 1.15PM	Lv 5.00PM	Lv 5.45PM	Lv12.55PM	Lv10.20PM	....SHREVEPORT....	Ar 6.45AM	Ar 4.30PM	Ar 1.00PM	Ar12.30PM	Lv 5.45PM	Ar12.30PM	Lv 7.00AM	Lv 4.30PM
Lv 2.15AM	Lv10.40	Lv 7.00PM	.....	.....	.....	.....	11.17PM	..... MINDEN.....	Lv 5.45AM	.....	.....	.....	.....	Lv10.40AM	Lv 9.00AM	Lv 6.20PM
12.01AM	8.15	.....	.....	.....	.....	.....	.....	.....STAMPS.....	.....	.....	.....	.....	.....	.....	11.50AM	8.05
Lv11.00PM	Lv 7.30AM	.....	.....	.....	.....	.....	.....	.....HOPE.....	.....	.....	.....	.....	.....	.....	Ar12.35PM	Ar 9.00PM
.....	.....	Lv 9.30PM	.....	1.00AM	.....	.....	12.41AM	.....WINNFIELD....	Lv 4.15AM	.....	.....	8.30AM	.....	8.30AM	.....	.....
.....	.....	.....	.....	Ar 5.30AM	.....	.....	.....	.....VIDALIA.....	.....	.....	.....	Lv 5.30AM	.....	.....	.....	.....
.....	.....	Ar11.10PM	.....	.....	10.18PM	Lv 3.55PM	1.50AM	....ALEXANDRIA....	Lv 3.00AM	1.50PM	9.00AM	.....	.....	Lv 6.25AM	.....	.....
.....	.....	.....	.....	.....	2.50AM	Lv 6.15PM	4.20AM	....BATON ROUGE...	Lv12.10AM	11.30AM	5.25AM	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	Ar 6.00AM	Ar 8.00PM	Ar 6.05AM	...NEW ORLEANS...	Lv10.00PM	Lv 9.45AM	Lv 2.00AM	.....	.....	.....	.....	.....
.....	.....	.....	11.47AM	.....	.....	.....	.....	.....JEFFERSON.....	.....	.....	.....	.....	6.55	.....	.....	.....
.....	.....	.....	10.40	.....	.....	.....	.....	...DAINGERFIELD...	.....	.....	.....	.....	8.00	.....	.....	.....
.....	.....	.....	8.56	.....	.....	.....	.....	.SULPHUR SPRINGS.	.....	.....	.....	.....	9.45	.....	.....	.....
.....	.....	.....	7.50 6.20	.....	.....	.....	.....	.....GREENVILLE.....	.....	.....	.....	.....	10.50 11.55	.....	.....	.....
.....	.....	.....	5.30	.....	.....	.....	.....	...FARMERSVILLE...	.....	.....	.....	.....	12.45AM	.....	.....	.....
.....	.....	.....	Lv 4.00AM	.....	.....	.....	.....	.....DALLAS.....	.....	.....	.....	.....	Ar 2.30AM	.....	.....	.....

PRACTICE

SAFETY

CONSTANTLY.

STOP

Damage to Freight

By Coupling Cars

NOT OVER 4 MPH

SPECIAL SAFETY RULES FOR EMPLOYES IN TRAIN ENGINE AND YARD SERVICE IN ADDITION TO RULE 510

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or car.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep a close watch for unsafe clearances.
11. 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.
12. Do not ride on footboard on forward end in direction engine is moving.
13. Do not ride on buffer plates, drawbars, brake beams, brake wheels, end ladders, and on end of car containing load that may shift.
14. Firm grip and safe foothold are essential to safety when on sillstep, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. 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 75 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of a gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear (or Calobar) goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

DIESEL LOCOMOTIVE HAZARDS

30. Enginemen and others will use hard rubber or non-metallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while Diesel Engine is running, other than idling.
36. Stepping out of side doors of moving Diesel units to platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plate should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).
38. Passage will not be made through nose door of units when locomotive is in motion, EXCEPT when equipped with safety chains and such chains are in place. Extreme caution must be exercised when making this passage.

THE FOLLOWING IS ALSO PROHIBITED:

(a) Giving signal to move an engine of cars and then crossing track in front of movement.

(b) Giving signal to move an engine or cars without first placing switch in proper position.

(c) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.

(d) Engineman drifting down too close to switches that are to be thrown.

(e) To stand on top of a box car, covered hopper, caboose or any other similar car while such car is moving under an overhead structure.

(f) Permitting any car with a defective or missing handhold to be moved or set out without first notifying all employees on the train and making wire report to the Superintendent. Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW MAN.

AS OF JANUARY 1, 1964, A MULTILEVEL OR GRADUATED SCALE OF PER DIEM IS ESTABLISHED. RATES ARE BASED ON CAR VALUES, IN SIX GROUPS, AS FOLLOWS:

GROUP	CAR VALUE	RATE PER CAR PER DAY
1	$ 1,000 and less	$2.16
2	$ 1,001 to $ 5,000	$2.79
3	$ 5,001 to $10,000	$3.58
4	$10,001 to $15,000	$4.50
5	$15,001 to $20,000	$6.15
6	Over $20,000	$7.74

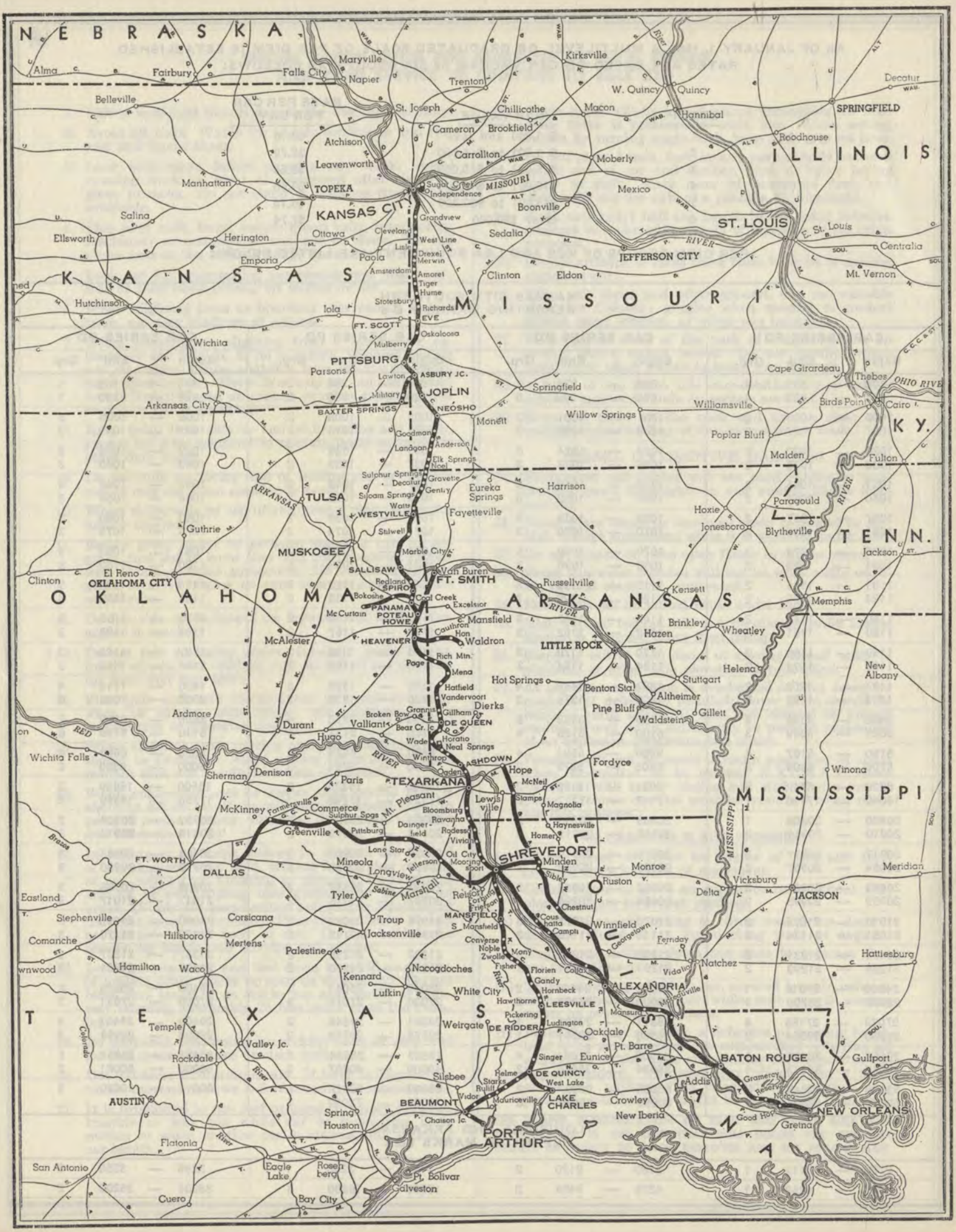
PER DIEM GROUPS OF KCS AND L&A EQUIPMENT ARE LISTED BELOW:

KANSAS CITY SOUTHERN
REPORTING MARKS K C S

CAR SERIES PD				CAR SERIES PD				CAR SERIES PD				CAR SERIES PD			
Begin	End	Grp.		Begin	End	Grp.		Begin	End	Grp.		Begin	End	Grp.	
100	599	4		800	874	3		935	935	2		936	936	1	
951	959	4		960	966	5		980	983	2		999	999	1	
1000	1000	2		1001	1001	3		1002	1005	2		1006	1006	3	
1007	1007	2		1008	1008	3		1009	1018	2		1019	1019	3	
1020	1023	2		1024	1024	3		1025	1028	2		1029	1029	3	
1030	1035	2		1036	1036	3		1037	1039	2		1040	1040	3	
1041	1045	2		1046	1046	3		1047	1048	2		1049	1049	3	
1050	1051	2		1052	1052	3		1053	1055	2		1056	1056	3	
1057	1057	2		1058	1058	3		1059	1059	2		1060	1060	3	
1061	1069	2		1070	1070	3		1071	1074	2		1075	1075	3	
1076	1078	2		1079	1080	3		1081	1082	2		1083	1083	3	
1084	1089	2		1090	1090	3		1091	1099	2		1100	1100	3	
1101	1116	2		1117	1118	3		1119	1122	2		1123	1123	3	
1124	1125	2		1126	1126	3		1127	1138	2		1139	1139	3	
1140	1141	2		1142	1142	3		1143	1158	2		1159	1159	3	
1160	1161	2		1162	1162	3		1163	1167	2		1168	1168	3	
1169	1169	2		1170	1170	3		1171	1186	2		1187	1188	3	
1189	1193	2		1194	1194	3		1195	1195	2		1196	1196	3	
1197	1202	2		1203	1499	4		1500	1599	3		1600	1714	4	
1715	1799	5		1800	1879	3		1900	1935	2		2000	2099	6	
2400	2599	4		3400	3438	3		3550	3753	4		3800	3809	2	
5025	5099	3		5100	5129	4		5130	5133	4		5140	5149	6	
5150	5167	4		5200	5599	4		5600	5674	3		5675	5699	4	
5700	5904	3		5905	5979	2		5980	5994	3		6000	6659	2	
6700	6742	3		7031	14199	2		14200	14329	3		15500	15599	2	
16048	17116	1		17117	17117	2		17121	17748	1		17750	19399	2	
20800	20809	1		20853	20896	2		20901	20901	3		20902	20909	2	
20910	20911	2		20912	20912	3		20913	20915	2		20916	20916	3	
20917	20917	2		20918	20919	3		20920	20952	2		20953	20953	3	
20954	20957	2		20958	20958	3		20959	20978	2		20979	20980	3	
20981	20981	2		20982	20982	3		20983	20987	2		20988	20988	3	
20989	20995	2		20996	20996	3		20997	21016	2		21017	21017	3	
21018	21076	2		21077	21077	3		21078	21089	2		21090	21090	3	
21091	21114	2		21115	21115	3		21116	21169	2		21170	21170	3	
21171	21231	2		21232	21232	3		21233	21236	2		21237	21237	3	
21238	21290	2		21291	21291	3		21292	21300	2		21301	21301	3	
24000	24019	1		24020	24449	2		25040	25041	1		25100	25299	2	
25300	25799	3		26000	26999	2		27000	27019	3		27020	27031	2	
27032	27186	4		28311	29193	1		29201	29345	2		29400	29461	4	
29500	29554	2		29560	29561	1		29575	29749	2		29800	29999	3	
30450	30459	1		31000	31084	4		35589	35654	1		35658	35658	2	
35665	35963	1		35964	35965	2		40000	40087	3		50000	50081	2	
52000	52045	3		55000	55097	2		60000	60017	4		60018	60022	5	
60023	60024	1		60099	60099	6		72000	72054	1					

LOUISIANA AND ARKANSAS
REPORTING MARKS L&A

2780	3119	1		3120	3120	2		3122	3255	1		3256	3355	2	
3967	4269	1		4279	9499	2		12038	16300	1		36001	36200	2	


NEBRASKA
KANSAS
MISSOURI
ILLINOIS
KY.
TENN.
OKLAHOMA
ARKANSAS
MISSISSIPPI
TEXAS
LOUISIANA
Alma
Fairbury
Falls City
Maryville
Napier
Belleville
St. Joseph
Trenton
Kirksville
W. Quincy
Quincy
Decatur
Hannibal
SPRINGFIELD
Chillicothe
Macon
Cameron
Brookfield
Roodhouse
Atchison
Leavenworth
Carrollton
Moberly
Manhattan
TOPEKA
Sugar Creek
Independence
MISSOURI
Mexico
Boonville
KANSAS CITY
Grandview
Salina
Ellsworth
Herington
Ottawa
Cleveland
West Line
Sedalia
ST. LOUIS
E. St. Louis
Centralia
Emporia
Paola
Lisle
Drexel
Merwin
JEFFERSON CITY
Mt. Vernon
Amsterdam
Amoret
Tiger
Hume
Clinton
Eldon
Hutchinson
Iola
Stotesbury
Richards
EVE
FT. SCOTT
Oskaloosa
Wichita
Mulberry
PITTSBURG
Parsons
Lawton
ASBURY JC.
Cape Girardeau
Thebes
OHIO RIVER
Springfield
Military
JOPLIN
Arkansas City
BAXTER SPRINGS
NEOSHO
Monett
Willow Springs
Williamsville
Birds Point
Cairo
Goodman
Anderson
Poplar Bluff
Landgan
Elk Springs
Noel
Malden
Fulton
Sulphur Springs
Decatur
Gravette
Eureka Springs
Harrison
Siloam Springs
Gentry
Paragould
ARKANSAS
TULSA
Watts
WESTVILLE
Fayetteville
Hoxie
Jonesboro
Blytheville
Guthrie
Stilwell
MUSKOGEE
Marble City
Jackson
Clinton
El Reno
OKLAHOMA CITY
SALLISAW
Van Buren
FT. SMITH
Redland
SPIRO
Russellville
Kensett
Bokoshe
Coal Creek
Excelsior
Memphis
PANAMA
POTEAU
HOWE
Mansfield
Brinkley
Wheatley
McCurtain
Cauthron
Hon
Waldron
Hazen
McAlester
HEAVENER
LITTLE ROCK
Rich Mtn.
Page
Mena
Helena
New Albany
Hot Springs
Benton Sta.
Stuttgart
Hatfield
Vandervoort
Altheimer
Dierks
Pine Bluff
Gillett
Ardmore
Broken Bow
Grannis
Gillham
Waldstein
Durant
Valliant
Bear Cr. Jc.
DE QUEEN
Hugo
Wade
Horatio
Neal Springs
Wichita Falls
Winthrop
ASHDOWN
Fordyce
Winona
Sherman
Denison
Ogden
Hope
Paris
TEXARKANA
McNeil
Lewisville
Stamps
Magnolia
McKinney
Farmersville
Commerce
Sulphur Spgs
Mt. Pleasant
Bloomburg
Ravanna
Haynesville
Greenville
Pittsburg
Daingerfield
Rodessa
Homer
Vivian
Lone Star
Oil City
Mooringsport
SHREVEPORT
Minden
FT. WORTH
DALLAS
Mineola
Longview
Jefferson
Monroe
Meridian
Sibley
Ruston
Vicksburg
Delta
JACKSON
Eastland
Tyler
Sabine
Marshall
Reisor
Forbing
Frierson
Chestnut
Stephenville
Corsicana
Troup
MANSFIELD
Cousbatta
Campti
Winnfield
Georgetown
Comanche
Hillsboro
Mertens
Jacksonville
S. Mansfield
Converse
Noble
Zwolle
Many
Ferriday
Palestine
Fisher
Florien
Collax
Natchez
Hattiesburg
Hamilton
Waco
Nacogdoches
Kennard
Gandy
Vidalia
Lufkin
White City
Hornbeck
ALEXANDRIA
Hawthorne
LEESVILLE
Mansura
Temple
Pickering
Weirgate
DE RIDDER
Ludington
Oakdale
Valley Jc.
Pt. Barre
Rockdale
Singer
Eunice
BATON ROUGE
Gulfport
Helme
DE QUINCY
Silsbee
Starks
West Lake
Addis
Gramercy
Reserve
Norco
AUSTIN
Ruliff
Vidor
Mauriceville
LAKE CHARLES
Crowley
BEAUMONT
New Iberia
NEW ORLEANS
Spring
Houston
Chaison Jc.
Good Hope
Gretna
PORT ARTHUR
Flatonia
San Antonio
Eagle Lake
Rosenberg
Pt. Bolivar
Galveston
Cuero
Bay City