
SAFETY
Is of
FIRST IMPORTANCE
in the
Discharge
of Duty

DISPATCHERS

F. C. Guelfo, Chief Dispatcher.....	Shreveport, La.		
F. J. Fava, Dispatcher.....	"	"	
H. K. Vollrath, "	"	"	
E. F. Yancey, "	"	"	
R. U. Bird, "	"	"	
B. J. Hall, "	"	"	
H. E. Bond, "	"	"	

**TEXAS AND PACIFIC RAILWAY
COMPANY**

—AND—

**LOUISIANA AND ARKANSAS
RAILWAY COMPANY**

**JOINT
TIME TABLE
No. 10**

**BETWEEN
MANSURA JUNCTION
AND
LOBDELL JUNCTION**

EFFECTIVE AT 12:01 A. M.

SUNDAY, JANUARY 5, 1964

FOR EMPLOYEES ONLY

TEXAS AND PACIFIC RAILWAY

J. H. Lloyd, Vice-President Operation.....St. Louis, Mo.
M. L. Smith, Asst. Vice-Pres. Operation...St. Louis, Mo.
J. A. Austin, Gen. Supt. Transportation...St. Louis, Mo.
J. M. Toler, Asst. Genl. Supt. Transpn.....St. Louis, Mo.
N. W. Derryberry, Supt. Transportation....Dallas, Tex.
W. C. Foster, Vice-President, Genl. Mgr.....Dallas, Tex.
D. T. Barksdale, Asst. General Mgr.....Ft. Worth, Tex.
J. G. Tucker, Superintendent.....Ft. Worth, Tex.
G. W. Stone, Asst. SuperintendentAlexandria, La.

LOUISIANA AND ARKANSAS RAILWAY

R. J. Blair, General Manager.....Kansas City, Mo.
R. D. Fretwell, Asst. Genl. Manager....Kansas City, Mo.
C. M. Martin, Supt. of Transportation...Shreveport, La.
R. E. Canty, Superintendent.....Shreveport, La.
W. C. Dalton, Trainmaster.....Shreveport, La.
T. P. Martin, Traveling Engineer.....Shreveport, La.
D. K. Owen, Supt. Safety and Transportation
Rules ExaminerShreveport, La.

MANSURA JCT. TO LOBDELL JCT. TEXAS AND PACIFIC RAILWAY AND LOUISIANA AND ARKANSAS RAILWAY—SUBDIVISION

SOUTHWARD										NORTHWARD					
SECOND CLASS	FIRST CLASS		L. & A. Station Numbers.	Office Calls.	Distance From Kansas City.	JOINT TIME TABLE No. 10			Capacity of Siding.	Capacity of Other Tracks and Wyes.	Distance From Addis.	T. & P. Station Numbers.	FIRST CLASS		SECOND CLASS
77 L. & A. Merchandise Special	9 L. & A. Passenger	1 L. & A. Southern Belle				Effective Sunday, Jan. 5, 1964							2 L. & A. Southern Belle	10 L. & A. Passenger	42 L. & A. Manifest Freight
Daily	Daily	Daily				STATIONS						Daily	Daily	Daily	
Lv 10.18PM	Lv 3.55PM	Lv 1.50AM	194	AD	681.9	...ALEXANDRIA...							Ar 2.40AM	Ar 1.45PM	Ar 8.35AM
				BU		...BUNKIE...					105.2	B-103			
Lv 11.10PM	Lv 4.32PM	Lv 2.30AM			713.5	...MANSURA JCT...			NS		79.5	W-3	Ar 1.52AM	Ar 1.08PM	Ar 7.45AM
11.16	4.36	2.34	C-157	MO	717.3	...MOREAUVILLE...			17	21			1.48	1.04	7.38
11.22	4.40	2.38	C-160		720.4	...HAMBURG...			97	28	72.6	V-30	1.44	1.00	7.32
11.34	4.48	2.46	C-167		727.7	...HYDE...			82		65.3	V-23	1.36	12.52	7.21
11.35	4.49	2.47	C-168	FN	728.1	...SIMMESPORT...			NS	48	64.9	V-22	1.35	12.51	7.19
11.48	4.57	2.55	C-173		733.2	...KELLER...			137	23	69.8		1.27	12.44	7.06
11.55PM	5.00	2.58			735.9	...LETTSWORTH...			46		57.1	D-58	1.23	12.41	7.00
12.08AM	5.08	3.06			742.6	...BATCHELOR...			91		50.4	D-51	1.15	12.33	6.50
12.23	5.18	3.16		MC	750.9	...MORGANZA...			44		42.1	D-42	1.05	12.23	6.37
12.53	5.29	3.28		JC	760.9	...NEW ROADS...			91	Y	32.1	D-33	12.53	12.12	6.21
1.20	5.37	3.36			768.3	...GLYNN...			44		24.7	D-25	12.45	12.04PM	6.10
1.40	5.45	3.44			775.4	...CHAMBERLIN...			44		17.6	D-18	12.37	11.56AM	6.00
2.00	5.50	3.49			779.9	...LOBDELL...			174	41	13.1	D-13	12.31	11.51	5.53
Ar 2.03AM	Ar 5.51PM	Ar 3.50AM	C-222		780.7	...LOBDELL JCT...			NS		12.3		Lv 12.30AM	Lv 11.50AM	Lv 5.50AM
				BR		...ADDIS...					0.1	B-90			
Ar 2.35AM	Ar 6.06PM	Ar 4.05AM	C-228	B	788.1	...NO. BATON ROUGE...							Lv 12.15AM	Lv 11.35AM	Lv 5.25AM
Daily	Daily	Daily											Daily	Daily	Daily
2.53	1.19	1.20				Time Over Subdivision							1.22	1.18	1.55

Northward trains are superior to trains of the same class in opposite direction, except No. 1 is superior to No. 10.

Mansura Jct. and Lobdell Jct. will not be considered as initial or terminal stations for trains on joint track Time Table.

Initial station for southward L&A trains Alexandria.
Initial station for southward T&P trains Bunkie.

Initial station for northward L&A trains North Baton Rouge.
Initial station for northward T&P trains Addis.

Southward L&A trains may assume their schedule or train order authority at Mansura Jct. and proceed without clearance card. Southward T&P trains, cleared at Bunkie over signature of L&A Dispatcher, may assume their train order authority at Mansura Jct. and proceed without clearance card.

Northward L&A or T&P trains may assume their schedule or train order authority at Lobdell Jct. and proceed without clearance card.

When a regular train is registered at Alexandria or North Baton Rouge, or when a train is identified on L&A North Baton Rouge Subdivision or the T&P-L&A joint track subdivision, it will not be required to ascertain if the same train has arrived or left Mansura Jct. or Lobdell Jct.

T&P northward trains must not leave Lobdell Jct. and T&P southward trains must not leave Mansura Jct. until it has been ascertained whether all trains due, which are superior, have arrived or left. This information must be ascertained in accordance with Rule 83(a) of Operating Rules.

Signals must not be ordered displayed to or taken down at Mansura Jct. or Lobdell Jct.

TRACK OWNERSHIP

Mansura Jct. to Hamburg—Louisiana and Arkansas Railway. Simmesport to Lettsworth—Louisiana and Arkansas Railway.
Hamburg to Simmesport—Texas and Pacific Railway Company. Lettsworth to Lobdell Jct.—Texas and Pacific Railway Company.

Dispatcher's telephone in the bridgetender's shanty at south end Atchafalaya River Bridge at Simmesport.

Communications via the radio must not be utilized by any employee in any manner that would have the effect of supplanting or modifying strict compliance with operating rules and special instructions.

Radio will not be used in the transmission of train orders directly to a train or engine, except in extreme emergencies. When so used, every precaution must be taken to prevent any misunderstanding. That part of Transportation Rule 206 covering train orders transmitted by telephone will be followed.

Operators are prohibited from advising approaching trains as to the position of their train order signals or informing them of the contents of any train orders for their train or for any other train. Train and engine crews are prohibited from requesting such information by radio.

1. Northward trains are superior to trains of the same class in opposite direction, except No. 1 is superior to No. 10.

2. Louisiana & Arkansas Railway Company employes will be governed by Operating Rules of the Kansas City Southern Lines, effective July 1, 1954, while occupying Texas and Pacific Railway tracks between Mansura Jct. and Lobdell Jct.

Texas and Pacific Railway employes will be governed by Uniform Code of Operating Rules and T&P Supplement No. 1 thereto while occupying Louisiana & Arkansas Railway tracks between Mansura Jct. and Lobdell Jct.

Within the limits of the T&P-L&A joint track territory between Mansura Jct. and Lobdell Jct., Operating Rules of the T&P or L&A Railways may only be cancelled, superseded or changed, or special instructions issued affecting the movement of trains or engines, by—

- (a) General Order signed jointly by the T&P and L&A Railway Superintendents.
- (b) By Special Instructions in Texas and Pacific-Louisiana & Arkansas Joint Time Table.

3. Two copies of all train orders and clearances affecting the movement of a train on T&P-L&A Joint Track between Mansura Jct. and Lobdell Jct. will be delivered to the engineer.

4. A restricting Train Order must not be issued under Uniform Code of Operating Rule No. 217.

5. Uniform Code of Operating Rules train order, Form Y, authorized on T&P Avoyelles Subdivision and T&P-L&A Joint Track between Mansura Jct. and Lobdell Jct. A Form Y Train Order to be effective on T&P-L&A Joint Track must specify a wait at a station on T&P-L&A Joint Track.

6. When two or more diesel units equipped with identifying numbers are coupled together and used on an extra train, the number of one unit only will be used in Train Orders and this will be the identifying engine number of the train. White classification signals prescribed by Rule 20 (a) must be displayed on all units that display an identifying number.

7. Inferior class trains, extra trains and yard engines must clear No. 1 and No. 2 at least 10 minutes.

8. Train movements between Mansura Jct. and Lobdell Jct. will be handled by L&A train dispatcher and over the signature of the L&A train dispatcher.

9. T&P extra trains will display two white lights only by day and by night.

The use of reflectorized markers is authorized on all trains between Mansura Jct. and Lobdell Jct.

10. Employes of L&A Railway are subject to instructions of the officers of the T&P Railway Company while occupying T&P tracks.

Employees of the T&P Railway are subject to instructions of the officers of the L&A Railway Company while occupying L&A tracks.

L&A Traveling Engineer has authority of Trainmaster on L&A tracks.

11. Switch at Lobdell Jct. power-operated; switch and signals in connection therewith are designated as an interlocking controlled by L&A Control Operator at Bridge Tower, North Baton Rouge. Southward movements from T&P main track to L&A connection to Mississippi River Bridge is diverging route.

Movements between Absolute Signals, Lobdell Jct., will be governed by signal indications and rules applicable to interlockings, interlocking signals and remote controlled switches.

Southward approach signal to Lobdell Jct. Interlocking located 4,000 feet north of Lobdell Jct. is non-operative; between this approach signal and the interlocking, southward trains and engines WILL NOT EXCEED 20 MPH and slower if necessary, prepared to stop at absolute signal of Interlocking.

Control Operator's telephone located in booth just south of Lobdell Jct. switch.

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

Hyde	} One Yard	Lobdell	} One Yard
Simmesport		Lobdell Jct.	

13. SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track between Mansura Jct. and Lobdell Jct. except as otherwise restricted by yard limits, specific slow orders, slow boards, slow flags, special rules, or by other proper notice.		
Maximum Speed M.P.H., Diesel Operation:		
Between Mansura Jct. and Simmesport	58	45
Between Simmesport and Lettsworth	50	30
Except: Atchafalaya River Drawbridge MP-729.2 (See Note)	10	10
Between Lettsworth and Lobdell Jct.	58	45
Miscellaneous:		
Trains handling scale test car not to exceed 35 MPH; pile drivers, derrick cars, wrecker and other heavy machinery on its own wheels not to exceed 20 MPH., except when handling KCS wreckers No. 05 and No. 06 and KCS Pile Driver-Clamshell 096, not to exceed 25 MPH.		

All Points: 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.

All steam engines deadhead in tow or for movement will not be handled in trains except on instruction from Superintendent.

Except where other restrictions require a slower speed, passenger trains will reduce speed to 50 miles per hour and freight trains will reduce speed to 35 miles per hour while meeting or passing another train occupying a siding.

Passenger trains handling freight cars must not exceed maximum speed of freight train except on authority of Superintendent.

Trains of deadhead passenger equipment will not exceed maximum freight train speed unless authorized by Superintendent.

Trains and engines entering, moving through and leaving sidings and yard tracks will not exceed low speed, 15 mph.

14. Through City Limits of following towns, speed of trains is restricted as follows, by City Ordinance:

Morganza	25 miles per hour
New Roads	15 miles per hour

15. In making deliveries Interchange Track, Lobdell Junction, Catherine Sugar Mill Crossing which intersects this track at T&P MP 13.8 will be left clear 75 feet on each side of the crossing.

16. Wooden underframe cars loaded or empty must be handled in rear of train.

17. At the street or highway crossing designated below, the following special instructions are effective:

Station	Name	T&P M.P. Location	KCS M.P. Location
New Roads, La.	Rickey St.	D-32.47	765
	Poydras Ave.	D-32.56	764 plus 27 poles
	Hwy. Nos. 30 and 90 By-Pass	D-33.08	764 plus 11 poles

Between sunset and sunrise the crossing must not be obstructed by an engine or car in switch movement until a member of the crew, displaying a lighted red fusee, takes a position on the ground at the crossing to protect the movement. If necessary, engine or car must be stopped before fouling the crossing; and a lighted red fusee must be left displayed during the time the crossing is obstructed.

(Continued on page 4)

TEXAS AND PACIFIC RAILWAY AND LOUISIANA AND ARKANSAS RAILWAY SUBDIVISION

SOUTHWARD	FREIGHT SERVICE INFORMATION ONLY	NORTHWARD
87 T. & P. Local Freight		86 T. & P. Local Freight
Monday, Wednesday and Friday	STATIONS	Tuesday, Thursday, and Saturday
	.....ALEXANDRIA.....	
Lv 9.00AM	.....BUNKIE.....	Ar 5.00PM
11.10AM	.....MANSURA JCT.....	3.00PM
3.10PM	.....LOBDELL JCT.....	10.34AM
Ar 4.15PM	.....ADDIS.....	Lv 9.30AM
	.....NO. BATON ROUGE.....	
Monday, Wednesday and Friday	THESE TRAINS HAVE NO TIME TABLE AUTHORITY	Tuesday, Thursday and Saturday

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.

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

Approximately 500 feet from each end of this bridge is a signal 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 "Draw Bridge 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 definitions 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 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.

SPECIAL RULES—Continued

These instructions apply only when making switch movements over the crossing and are applicable each time the crossing is obstructed.

18. Following signs in column provided for them on face time table indicate:

NS, no siding; PH, telephone; W, water; Y, wye; ★, mail crane.

19. Train Order Offices:

Moreauville.....	8A-5P Except.....	Saturday Sunday Holidays
Simmesport.....	8A-5P Except.....	Saturday Sunday Holidays
Morganza.....	8.45-A 5.45P Except.....	Sunday Monday Holidays
New Roads.....	7A-4P Except.....	Saturday Sunday Holidays