

TEXAS AND PACIFIC RAILWAY
AND
LOUISIANA AND ARKANSAS RAILWAY
SUBDIVISION

SOUTHWARD		FREIGHT SERVICE INFORMATION ONLY	NORTHWARD	
	803 T. & P. Local Freight		804 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.....	10.35AM	
	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	

TRACKS NOT SHOWN ON FACE OF TIME TABLE

	Sta. No.	Mile No.	Car Capy
Legonier	C-170	730.1	80

SPECIAL RULES—Continued

These instructions apply only when making switch move-
ments over the crossing and are applicable each time the cross-
ing is obstructed.

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

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

19. Train Order Offices:

Simmesport.....	8A-5P Except.....	{ Saturday Sunday Holidays
New Roads.....	7A-4P Except.....	{ Saturday Sunday Holidays

Rail test cars and MofWay on track 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 terri-
tory 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 un-
locked. (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, ex-
amine 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 Cau-
tion 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 traf-
fic 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 ap-
proaching from) are known to be working and high-
way traffic gate or gates are down.

WORK SAFELY

Each time table, from the moment it takes effect, super-
sedes the preceding time table.

SAFETY
Is of
FIRST IMPORTANCE
in the
Discharge
of Duty

DISPATCHERS

F. C. Guelfo, Chief Dispatcher.....Shreveport, La.
R. U. Bird, Dispatcher.....Shreveport, La.
B. J. Hall, Dispatcher.....Shreveport, La.
H. E. Bond, Dispatcher.....Shreveport, La.
S. R. Welch, Dispatcher.....Shreveport, La.

TEXAS AND PACIFIC RAILWAY
COMPANY

AND

LOUISIANA AND ARKANSAS
RAILWAY COMPANY

JOINT
TIME TABLE
No. 12

BETWEEN

MANSURA JUNCTION
AND

LOBDELL JUNCTION

EFFECTIVE AT 12:01 A. M.

SUNDAY, SEPTEMBER 15, 1968

FOR EMPLOYEES ONLY

TEXAS AND PACIFIC RAILWAY

J. H. Lloyd, Vice-President Operation...St. Louis, Mo.
J. M. Toler, Gen. Supt. Transportation...St. Louis, Mo.
N. W. Derryberry, Supt. Transportation...St. Louis, Mo.
K. D. Hestes, General Manager.....Houston, Tex.
L. H. Miller, Assistant General Manager..Houston, Tex.
M. G. Jackson, Superintendent.....De Quincy, La.
J. W. Berry, Trainmaster.....Alexandria, La.
J. R. Hinton, Trainmaster.....Addis, La.

LOUISIANA AND ARKANSAS RAILWAY

R. J. Blair, Vice-Pres. and Gen. Mgr...Kansas City, Mo.
R. D. Fretwell, Asst. Gen. Manager....Kansas City, Mo.
D. F. Nicola, Supt. of Transportation...Shreveport, La.
R. E. Canty, Supt. (North of Lobdell)...Shreveport, La.
J. L. Deveney, Supt. (Lobdell & South)..Baton Rouge, La.
J. Webb, Asst. Superintendent.....Shreveport, La.
T. F. Hooper, Trainmaster.....Shreveport, La.
T. P. Martin, Traveling Engineer.....Shreveport, La.
B. M. Deaver, Supt. Safety and
Rules Examiner.....Shreveport, La.

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

SOUTHWARD		L. & A. Station Numbers.	Office Calls.	Distance From Kansas City.	JOINT TIME TABLE No. 12 Effective Sunday, Sept. 15, 1968	Capacity of Sidings.	Capacity of Other Tracks and Wyes.	Distance From Addis.	T. & P. Station Numbers.	NORTHWARD	
SECOND CLASS	FIRST CLASS									FIRST CLASS	SECOND CLASS
77 L. & A. Merchandise Special	1 L. & A. Southern Belle									2 L. & A. Southern Belle	42 L. & A. Manifest Freight
Daily	Daily				STATIONS					Daily	Daily
Lv 10.18PM	Lv 3.05AM	194	AD	681.9	...ALEXANDRIA...					Ar 2.05AM	Ar 8.35AM
			BU		...BUNKIE...			105.2	B-163		
Lv 11.10PM	Lv 3.46AM			713.5	...MANSURA JCT...	NS		79.5	W-3	Ar 1.24AM	Ar 7.45AM
11.16	3.51	C-157		717.3	...MOREAUVILLE...	17	21			1.19	7.38
11.22	3.56	C-160		720.4	...HAMBURG...	97	28	72.6	V-30	1.14	7.32
11.34	4.04	C-167		727.7	...HYDE...	82		65.3	V-23	1.06	7.21
11.35	4.05	C-168	FN	728.1	...SIMMESPORT...	NS	48	64.9	V-22	1.05	7.19
11.48	4.12	C-173		733.2	...KELLER...	250	44	59.8		12.58	7.06
11.55PM	4.16			735.9	...LETTSWORTH...	46		57.1	D-58	12.54	7.00
12.08AM	4.23			742.6	...BATCHELOR...	91		50.4	D-51	12.47	6.50
12.37	4.33			750.9	...MORGANZA...	28		42.1	D-42	12.37	6.37
12.52	4.44		JC	760.9	...NEW ROADS...	91	Y	32.1	D-33	12.26	6.21
1.20	4.52			768.3	...GLYNN...	44		24.7	D-25	12.18	6.10
1.40	5.00			775.4	...CHAMBERLIN...	44		17.6	D-18	12.10	6.00
2.00	5.08			779.9	...LOBDELL...	171	41	13.1	D-13	12.01AM	5.53
Ar 2.03AM	Ar 5.10AM	C-222		780.7	...LOBDELL JCT...	NS		12.3		Lv 11.59PM	Lv 5.50AM
			BR		...ADDIS...			0	B-90		
Ar 2.35AM	Ar 5.25AM	C-228		788.1	...NO. BATON ROUGE...					Lv 11.45PM	Lv 5.25AM
Daily	Daily									Daily	Daily
2.53	1.24				Time Over Subdivision					1.25	1.55

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

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

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.

SPECIAL RULES

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

First and Second Class Trains will not carry signals between Mansura Jct. and Lobdell Jct.

2. Louisiana & Arkansas Railway Company employees 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 employees will be governed by Uniform Code of Operating Rules 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. Employees 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 on Page 4)...	10	10
Between Lettsworth and Lobdell Jct.	58	45

Trains handling Scale Test car not to exceed 35 MPH. Scale Test cars must be handled on rear of train and must not be trained next to Hydrocushion 60, high cubical box cars, large tank cars, auto loader racks and/or piggyback cars, or next to any other car 50 feet in length or longer. Pile drivers, derrick cars, wreckers and other heavy machinery on its own wheels must not be handled in excess of 20 MPH, except when handling KCS wreckers No. 05 and 06 and KCS Pile Driver-Clamshell 090, 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.

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 20 miles per hour while meeting or passing another train occupying a siding.

Passenger trains handling freight cars, except KCS 2685-2699, KCS 400 Series. L & A 36017 and 36148, 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 on 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	L&A 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)