

SUBDIVISIONS

SHREVEPORT SUBDIVISION	
Shreveport to Alexandria.....	122.1 MI.
BATON ROUGE SUBDIVISION	
Alexandria to North Baton Rouge.....	106.2 "
NEW ORLEANS SUBDIVISION	
North Baton Rouge to New Orleans.....	80.1 "
HOPE SUBDIVISION	
Hope to Shreveport.....	108.1 "
MINDEN SUBDIVISION	
Minden to Pineville Jct.....	115.5 "
TEXAS SUBDIVISION	
Shreveport to Dallas.....	209.2 "
Total Mileage.....	741.2 MI.

SAFETY
Is of
FIRST IMPORTANCE
in the
Discharge
of Duty

L. K. Lloyd, Trainmaster, Hope and Texas Subdivisions including Minden	Minden, La.
W. C. Dalton, Trainmaster, Shreveport, Baton Rouge, New Orleans and Minden Subdivisions, excluding Minden.....	Alexandria, La.
O. C. Burge, Asst. Trainmaster.....	Minden, La.
J. E. Norwood, Term. Trainmaster.....	Baton Rouge, La.
W. G. White, Term. Trainmaster.....	New Orleans, La.
S. T. Scott, Term. Trainmaster.....	Shreveport, La.
T. P. Martin, Traveling Engineer.....	" "
F. C. Guelfo, Chief Dispatcher.....	" "
S. S. Handley, Dispatcher.....	" "
F. J. Fava, ".....	" "
H. K. Vollrath, ".....	" "
E. F. Yancey, ".....	" "
R. U. Bird, ".....	" "

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KANSAS CITY SOUTHERN LINES

**LOUISIANA & ARKANSAS
 DIVISION**

**TIME TABLE
 NO. 42**

EFFECTIVE AT 12:01 A.M.

SUNDAY

APRIL 10, 1960

FOR EMPLOYEES ONLY

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

R. R. SUTTER,
 Supt. Transportation,
 Shreveport, La.

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

D. F. NICOLA,
 Supt. Terminal
 Baton Rouge, La.

LOUISIANA & ARKANSAS RAILWAY EMPLOYEES' HOSPITAL ASSOCIATION STAFF

DR. A. A. HEROLD, Chief Surgeon

Dr. A. A. Herold.....Chief Surgeon	Shreveport, La.	Dr. A. M. Abramson...Local Surgeon.....	Marksville, La.
" A. A. Bullock.....Consulting Surgeon	" "	" S. R. Abramson... " "	" "
" A. A. Herold, Jr...Local Surgeon	" "	" D. M. Friefeld.... " "	" "
" R. P. Bays..... " "	" "	" J. C. Roberts..... " "	New Roads, "
" E. B. Robinson, Jr.General Surgeon	" "	" J. T. Lewis.....Division Surgeon	Baton Rouge, "
" J. A. Wilkinson...Oculist	" "	" J. J. Robert.....District Surgeon	" " "
" G. J. Woolhandler.Chief Radiologist.....	" "	" W. R. Eidson....Local Surgeon	" " "
" T. M. Oxford....Orthopedist	" "	" Thos. Y. Gladney. " "	" " "
" C. R. Reed..... " "	" "	" Mortimer Silvey..Local Urologist	" " "
" E. C. St. Martin...Urologist	" "	Drs. Robert & GeheberRadiologists	" " "
" J. H. Campbell, Jr. "	" "	Dr. C. A. McHardy...Local Dentist	" " "
" C. M. Pasquier.... " "	" "	" C. A. Lorio, Jr.... " "	" " "
" I. B. Rougon.....Cons. Urologist	" "	" Myer Epstein....Local Surgeon	Gonzales, "
" R. K. Womack... " "	" "	" Paul E. Johnson.. " "	Gramercy, "
" H. M. Yearwood.. " "	" "	" J. E. Clayton.... " "	Norco, "
" W. W. Smith....Dermatologist	" "	" E. J. Alleman.... " "	" " "
" M. D. Hargrove...Consultant	" "	" Paul Landry..... " "	" " "
" W. W. McCook...Chest Surgeon	" "	" R. F. Gross..... " "	LaPlace, "
" L. W. Gorton....Cons. Oculist & Aurist..	" "	" Henry	
" K. B. Jones..... " " " "	" "	Leidenheimer, Sr..Division Surgeon	New Orleans, "
" J. F. Gavin..... " " " "	" "	" Henry	
" C. R. Gowen.....Chest Consultant	" "	Leidenheimer, Jr..Asst. to Div. Surgeon...	" " "
" P. R. Gilmer.... " "	" "	" J. L. Fischman...Urologist	" " "
" W. P. Butler.....Cons. Pathologist	" "	" L. H. desBordes..Local Eye, Ear, Nose	
" J. C. Hardin, Sr...Dentist	" "	and Throat Specialist. " " "	
" D. R. Isom.....Dental Surgeon	" "	" Guy A. Caldwell..Cons. Orthopedist	" " "
" J. C. Hardin, Jr...Dentist	" "	" John F. Nabos...Local Orthopedist	" " "
" W. C. Wilkins.... " "	" "	" F. E. LeJeune...Consulting Ear, Nose	
" T. W. Pope..... " "	" "	and Throat Specialist... " " "	
" A. J. Tomlin.... " "	" "	" E. J. Brown.....Local Dentist	" " "
" H. M. Kaffle.... " "	" "	" K. L. Douglas....(Col.) Local Dentist....	" " "
" T. M. Johnson....(Col.) Dentist	" "	" Joe Becton.....Division Surgeon	Greenville, Tex.
" Jim McKenzie...Local Surgeon	Hope, Ark.	" R. H. Fair.....Local Surgeon	" " "
" J. W. Branch.... " "	" "	" T. C. Strickland..Local Oculist & Aurist..	" " "
" J. W. Leftwich...Division Surgeon	Minden, La.	" F. M. Parker, Jr..Local Dentist	" " "
" S. F. Martin.....District Surgeon	" "	Drs. Dunlap & Dunlap.Local Surgeons	Dallas, Texas
" W. G. Banks.....Local Dentist	" "	Dr. J. L. Touchstone..Local Surgeon	" " "
" A. W. Radlach.. " "	Winnfield, "	" Robert B. Giles...Local Internist	" " "
" D. V. Donaldson..Local Surgeon	Colfax, "	" Marvin D. Bell...Local Pathologist	" " "
" C. H. McCuller... " "	Bossier City, "	" J. L. Webb.....Local Surgeon	Farmersville, Tex.
" L. E. L'Herrison.. " "	Coushatta, "	" W. C. Wright.... " "	" " "
" Joseph Bath..... " "	Campti-Clarence, "	" S. B. Longino, Jr.. " "	Sulphur Springs, Texas
(Natchitoches)		" Frank B. Wheeler. " "	Winnsboro, Tex.
" J. V. Kaufman.... " "	Campti	" T. A. Reitz..... " "	Pittsburg, "
" W. L. Murrell...Division Surgeon	Alexandria, "	" D. R. Baber..... " "	Daingerfield, "
" R. B. Wallace...District Surgeon	" "	" M. D. Steed..... " "	Hughes Springs, Texas
" E. A. Norton....Local Surgeon	" "	" Louise Wilcox.... " "	Hughes Springs, Texas
" W. B. Corley....Local Dentist	" "	" W. S. Terry.....Local Surgeon	Jefferson, Texas
" E. C. Roy, Jr...Local Surgeon	Mansura, "	" A. J. Woods..... " "	" " "
" M. C. Hawkins... " "	Moreauville, "		

OFFICIAL WATCH INSPECTORS

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

J. H. Mace Co., System Time Inspectors, Kansas City, Mo.

MARTIN & HERBERT JEWELERS.....Shreveport, La.
PARKERSON JEWELRY COMPANY.....Bossier City, La.
E. P. STEWART.....Hope, Ark.
O. C. FORMBY.....Springhill, La.
BRYAN'S JEWELRY.....Minden, La.
J. W. PERDUE.....Winnfield, La.
SCHNACK JEWELRY CO.....Alexandria, La.
GEORGE N. ADAMS.....Alexandria, La.

JOHNSON-BAILEY.....Baton Rouge, La.
GORDON'S QUALITY JEWELERS.....Baton Rouge, La.
ESTEB'S JEWELRY COMPANY.....Baton Rouge, La.
WM. FRANTZ & CO.....New Orleans, La.
DEGRUY'S JEWELERS (METAIRIE).....New Orleans, La.
H. S. WINANS & SONS.....Greenville, Tex.
GOUGH JEWELRY CO.....Dallas, Texas

SPECIAL INSTRUCTIONS

SHREVEPORT:

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

Between Franklin St. Jct., Commerce St. Jct., and South Wye Switch and/or North Wye Switch, trains and engines will be governed by K.C.S.&G-Term. timetable and rules.

Between Texas Jct., and South Wye Sw., trains and engines will be governed by K.C.S. lines rules and K.C.S. Ry. Southern Div. 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.

L&A Ry. passenger trains will use MoPac Ry. tracks and passenger station at Hope, Ark., and will be governed by KCS lines rules and MoPac Ry. special instructions while occupying MoPac Ry. facilities at that point.

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

- No. 1 is superior to No. 10
- No. 17 is superior to No. 18

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

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.

Traveling Engineer has the authority of Trainmaster.

REGISTER STATIONS

Hope, Minden, Winnfield (only for trains originating or terminating at Winnfield), Alexandria, West Yard, North Baton Rouge, Hughes Springs (only for trains originating or terminating at Hughes Springs), Hunt.

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

No. 202-1, No. 2-201, No. 3 and No. 4 will register at Minden by register ticket.

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

Rules 83-A and 83-B, addition to:

When making out register check form 227, conductors will also furnish copy to rear trainman.

SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track, except as otherwise restricted by yard limits, train orders, slow boards, slow flags, general orders, special instructions or other proper notices.		
Maximum Speed M.P.H., Diesel Operation:		
Between Louisiana Jct. and Simmesport.....	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

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
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
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 train moves onto the bridge.....	30	20
Between Shrewsbury and (KCS Jct.) New Orleans.....	45	30
MINDEN-HOPE SUBDIVISION		
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 101.....	58	45
Between MP 101 and MP 164.....	50	35
Between MP 164 and MP 193.....	58	40
Passenger trains handling freight equipment between Hope and Shreveport Union Depot will not exceed speed of 49 MPH.		
Between L&A Jct. and Shreveport Jct.....	58	45
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

SPEED RESTRICTIONS

MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS

Railroad	Crossing	At or Near Station	M.P.	Not to Exceed M.P.H.	
				Passenger	Freight
Shreveport Subdivision: Mo.Pac. Ry.	Interlocked (Automatic)	Mallin.....	678.5	30 eng. only	20 eng. only
Hope Subdivision: SLSW Ry..	Interlocked (Automatic)	Stamps.....	22.8	20 eng. only	20 eng. only
I.C. Ry.	Interlocked Gated	L. & A. Jct.	105.4	See St. L. S. W. Ry. time table and special instruc.	
L&A. Ry....		Louisiana Jct..	105.9		
Minden Subdivision: I.C. Ry.	Interlocked	Sibley.....	83.2	20	20 eng. only
T.&G. Ry. ..	Gated	Winnfield.....	148.6	20	20 eng. only
Mo.Pac. Ry.	Interlocked	Tioga.....	188.9	20	20 eng. only

(Continued on page 4)

SPEED RESTRICTIONS—Continued**MAXIMUM SPEED OF TRAINS OVER RAILROAD CROSSINGS**

Railroad	Crossing	At or Near Station	M.P.	Not to Exceed M.P.H.	
				Passenger	Freight
Baton Rouge Subdivision:					
Mo.Pac.Ry.	Gated	Alexandria.....	682.9	20	20
L.&A.Ry.					
(Yard)...	Gated	Alexandria.....	682.9	20	20
T.&P. Ry...	Gated	Mansura.....	713.2	20 eng. only	20 eng. only
I.C. Ry.....	Gated	N. Baton Rouge	787.5	20	20
New Orleans Subdivision:					
I.C. Ry....	Interlocked (Automatic)	Kenner.....	856.4	25	25
N.O.T. Co.	Rule 98. Stop.	Shrewsbury....	862.8	20	20
I.C.Ry.....	Interlocked (Automatic)	South Port.... (New Orleans)	864.	10
Texas Subdivision:					
T.&P. Ry...	Gated	Jefferson.....	T-49.3	15	15
T.&P. Ry...	Interlocked	North Jefferson	T-50.2	10	10
StLSW Ry...	Interlocked (Automatic)	Pittsburg.....	T-98.3	20	20
StLSW Ry...	Gated	Greenville....	T-170.0	10	10
GC&SF Ry.	Gated	Farmersville...	T-184.4	10	10

ALL POINTS:

Trains and engines entering, moving through, and leaving sidings and yard tracks, will not exceed **LOW SPEED**.

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.

Trains will not exceed 40 MPH passing train order signal when train orders are to be delivered.

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.

SHREVEPORT

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

All trains and engines reduce to ten (10) MPH, for engine only, over crossing Barksdale Field MP 564.0.

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.

"K.C.S. RY.:

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 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.

First class trains, both directions, will move at restricted speed between Harriet St. (station sign) and Dalzell St. (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 practicable, before

the approach of passenger trains, avoiding all delay possible."

Movements will not be made against current of traffic unless protected by flag or authorized by Yardmaster.

HOPE:

First class trains run at restricted speed between MoPac Connection Hope and Underpass MP 1.44.

CULLEN:

First class trains run at restricted speed between south storage track switch and north lead switch.

MINDEN:

First class trains run at restricted speed between Shreveport Jct., West wye switch and Minden passenger station.

Northward first class trains approach Minden passenger station at restricted speed expecting to find other passenger trains at the station.

No. 3 will head down Minden Subdivision main track from Shreveport Jct., to passenger station. Leaving passenger station will back train to Shreveport Jct., and depart on Hope Subdivision.

No. 4 will head through South wye to passenger station and back out to West wye switch.

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

WINNFIELD:

First class trains run at restricted speed between overpass MP 146.9 and T&G 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 subdiv., and between Melrose Street MP 191.6 and Pineville Jct., on Minden subdiv. (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 West Yard, Yard Office and KCS Jct.

PACKTON:

Trains and/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.

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 or 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 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.

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

When helper engine is coupled to a train on the head end, the air must be tested before leaving Lobdell 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.

CITY ORDINANCES:

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

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
Campptl	25 MPH	Sulphur Springs	12 MPH
Alexandria	15 MPH	Winnboro	20 MPH
Baton Rouge	8 MPH	Pittsburg	20 MPH
Kenner	25 MPH	Hughes Springs	10 MPH
		Jefferson	18 MPH

MISCELLANEOUS

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.

STANDARD CLOCKS:

Hope, Cullen, Minden, Winnfield, Alexandria, North Baton Rouge, West Yard, New Orleans NOUPT, Deramus Yard, Shreveport Union Depot, Hunt, Hughes Springs.

GENERAL ORDER BOOKS:

- Hope, freight office and roundhouse.
- Cullen, telegraph office and roundhouse.
- Minden, yard office and roundhouse.
- Winnfield, telegraph office and roundhouse.
- Alexandria, telegraph office and roundhouse.
- North Baton Rouge, yard office and roundhouse.
- West Yard, telegraph office and roundhouse.
- New Orleans NOUPT station and roundhouse.
- Shreveport Union Depot, Deramus yard and roundhouse.
- Hunt, telegraph office and roundhouse.
- Hughes Springs, telegraph office.

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 requires 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 and L&A-36017 and L&A-36148 are good for maximum speed.)

Trains handling foreign line steam wreckers, pile drivers, derrick cars and other heavy machinery on its own wheels, will not exceed 20 MPH.

KCS or L&A wreckers, boom down, except KCS wrecker 05, not to exceed 25 MPH.

- KCS wrecker 05 to be handled as follows:
- Between Shreveport and Hunt not to exceed..... 30 MPH
- Except, over Bridge T-49 (Cypress Creek)..... 10 MPH
- Between Shreveport and Hope..... 25 MPH
- Between Minden and Alexandria..... 25 MPH
- Except, over Red River Bridge 681.8, Alexandria..... 10 MPH
- Between Shreveport and Alexandria (Shreveport Subdiv.) 25 MPH
- Except over Red River Bridge 681.8, Alexandria..... 10 MPH
- Between Alexandria and New Orleans..... 20 MPH
- Scale Test Cars, All Subdivisions..... 35 MPH

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

ENGINES:

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

Switch engines, except general purpose engines, will not exceed 45 MPH in either forward or backward movements.

General purpose engines, series 40, 150 and 160, will not exceed 65 MPH in either forward or backward movements.

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

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.

BLOCK SIGNALS—In addition to those across Mississippi River Bridge:

Automatic Block System is in effect on New Orleans Subdivision between MP 789.9 and MP 862.6, Rules 350 and other rules applicable will govern.

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.

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, just south of Winnfield telegraph office.

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 Sw., is, into south leg of Wye and is a Spring Sw. South Wye Sw., is, into south leg of Wye.

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

FARMERSVILLE, GCSF Jct., is for GCSF connection.

YARDS: At the following stations, Rule 93 applies:

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

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, Rule "L".

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.

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SHREVEPORT SUBDIVISION—DERAMUS YARD TO ALEXANDRIA

SOUTHWARD					TIME TABLE No. 42 Effective SUNDAY, APRIL 10, 1960	Mile Post Location.	Office Code.	Hours of Telegraph Service		
SECOND CLASS			FIRST CLASS					STATIONS	Week Days	Sundays and Holidays
93 R. I. Freight	23 Manifest Freight	77 Merchandise Special	9 Passenger	1 Southern Belle						
Daily	Daily	Daily	Daily	Daily						
		Lv 5.45 PM			Operation by Signal Indica- tion Rule 400.	DERAMUS YARD .. 3.0	553.3	SY	Continuous	Continuous
		See KCS Ry. Time Table				HARRIET ST... 3.0	556.3			
						NORTH WYE SW... 0.4	559.3			
			Lv 12.20 PM		Two Main Tracks.	SHREVEPORT UNION DEPOT... 0.3	559.8			
			12.23			FRANKLIN STREET JCT... 0.4	560.1			
			12.30			COMMERCE STREET JCT... 0.3	560.5			
		Lv 6.18 PM	Ar 12.34 PM			SILVER LAKE JCT... 0.4	560.8			
				St. L. S. W. Ry. Rules		RED JUNCTION..... 0.5	561.2	St. L. S. W. Ry.	Rules	
		Lv 6.23 PM	Lv 12.38 PM			LOUISIANA JUNCTION... 7.5	561.7			
		6.34	12.46			CURTIS..... 8.3	569.2			
		6.48	12.55			ELM GROVE..... 8.0	577.5			
		7.02	1.04			NINOOK..... 8.6	585.5			
			1.11			EAST POINT..... 12.3	592.1			
		7.32	1.24		COUSHATTA..... 11.4	604.4	CO	7A-4P	Except Sun, Mon. & Hol.	
			1.37		GRAPPE'S BLUFF..... 5.9	616.8				
		8.03	1.45		CAMPTI..... 6.9	621.7	CI	7A-4P	Except Sat, Sun. & Hol.	
		8.17	1.53		CLARENCE..... 5.8	628.6	RN			
			2.11		ST. MAURICE..... 7.9	634.4				
		8.43	2.11		MONTGOMERY..... 9.2	642.3	MY	7A-4P	Except Sat, Sun. & Hol.	
		9.01	2.23		ALOHA..... 5.8	651.5				
		9.12	2.32		COLFAX..... 9.0	657.3	CF	7A-4P	Except Sat, Sun. & Hol.	
		9.28	2.43		WERDOHL..... 7.8	666.3				
		9.43	2.52		BARRETT..... 4.4	674.1				
					Mo. Pac. Crossing 0.1	678.5				
					MALLIN..... 2.0	678.6				
		9.54	3.01		PINEVILLE..... 0.8	680.6	VN	8A-5P	Except Sat, Sun. & Hol.	
Lv 7.40 AM	Lv 9.55 AM	9.58	3.02	Lv 1.17 AM	PINEVILLE JUNCTION... 0.5	681.4				
Ar 7.45 AM	Ar 10.05 AM	Ar 10.03 PM	Ar 3.05 PM	Ar 1.21 AM	ALEXANDRIA.....	681.9	AD	8A-4P 10P-6A	8A-4P 10P-6A	
Daily	Daily	Daily	Daily	Daily	128.6					
.05	.10	4.18	2.45	.04	Time on Subdivision					

No. 1 is superior to No. 10

SHREVEPORT SUBDIVISION—ALEXANDRIA TO DERAMUS YARD

Capacity of Other Tracks, Location, Water, Fuel, Stations, Turntables, Track Scales and Wyes.	Capacity of Sidings.	Station Numbers.	Distance From New Orleans.	TIME TABLE No. 42					
				Effective SUNDAY, APR. 10, 1960					
				FIRST CLASS		SECOND CLASS			
				2 Southern Belle	10 Passenger	42 Manifest Freight	94 R. L. Freight	24 Manifest Freight	
STATIONS				Daily	Daily	Daily	Daily	Daily	
				DERAMUS YARD 3.0			Ar 2.00 PM		
				HARRIET ST. 3.0			See KCS Ry. Timetable		
				NORTH WYE SW. 0.4					
				} Two Main Tracks.					
			308.4	SHREVEPORT UNION DEPOT 0.3			Ar 4.25 PM		
YARD			308.1	FRANKLIN STREET JOT. 0.4					
YARD			307.7	COMMERCE STREET JOT. 0.3					
YARD		B-108	307.4	SILVER LAKE JOT. 0.4			Lv 4.14 PM	Ar 1.15 PM	
	St. L. S. Ry.	W. Ry.	307.0	RED JUNCTION 0.5		St. L. S. W. Ry. Rules			
			306.5	LOUISIANA JUNCTION 7.5			Ar 4.10 PM	Ar 1.05 PM	
8	118	C-9	299.0	COURTIS 8.3			3.59	12.46	
12	43	C-17	290.7	ELM GROVE 8.9			3.50	12.13	
15	62	C-26	282.7	NINOOK 8.9			3.40	12.01 PM	
29		C-32	276.1	EAST POINT 12.3			3.32	11.47 AM	
52	36	C-44	263.8	COUSHATTA 11.4		s	3.18	11.29	
2		C-58	252.4	GRAPPE'S BLUFF 5.9			3.03	11.15	
51	118	C-62	246.5	CAMPTI 6.9		f	2.57	11.06	
16		C-69	239.6	CLARENCE 5.3		f	2.49	10.55	
13	49	C-75	232.8	ST. MAURICE 7.9					
19	43	C-82	225.9	MONTGOMERY 9.2		f	2.33	10.35	
15	34	C-92	216.7	ALOHA 5.8			2.23	10.22	
90	113	C-97	210.9	COOLFAX 9.0		s	2.15	10.14	
			201.9	WERDOHL 7.8			2.04	10.02	
			194.1	BARRETT 4.4			1.53	9.51	
			189.7	Mo. Pac. Crossing 0.1					
			189.6	MALLIN 2.0					
Y YARD		C-121	187.6	PINEVILLE 0.8			1.44	9.42	
YARD			186.8	PINEVILLE JUNCTION 0.5		Ar	3.04 AM	1.43	9.40
WOS YARD		194	186.3	ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
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				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
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				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
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				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
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				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
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				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
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				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
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				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
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				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	9.30 AM
				ALEXANDRIA 0.5		Lv	3.00 AM	1.40 PM	

BATON ROUGE SUBDIVISION—ALEXANDRIA TO NORTH BATON ROUGE

Copy. Other Tracks, S, T, PH, O, W, Y	SOUTHWARD			Capacity of Sidings.	Mile Post Location.	TIME TABLE No. 42 Effective SUNDAY, APR. 10, 1960	Station Numbers.	Office Calls.	NORTHWARD							
	SECOND CLASS	FIRST CLASS							FIRST CLASS		SECOND CLASS					
	77 Merchandise Special	9 Passenger	1 Southern Belle						2 Southern Belle	10 Passenger	42 Manifest Freight					
	Daily	Daily	Daily						Daily	Daily	Daily					
WOS YARD	Lv 10.18PM	Lv 3.15PM	Lv 1.31AM	681.0	ALEXANDRIA	104	AD	Ar 2.35AM	Ar 1.35PM	Ar 8.55AM						
				682.9	Mo. Pac. Crossing											
				683.1	L. & A. Crossing											
		3.20	1.34	683.1	ALEXANDRIA JOT.			2.30	1.33							
7	10.35	3.29	1.43	49	LATANIER	C-131		2.21	1.24	8.35						
21	10.51	3.39	1.53	109	BIJOU	C-141		2.11	1.14	8.21						
10	11.03	3.47	2.02	99	HESSMER	C-149	NY	2.02	1.05	8.10						
30	11.09	3.52	2.10	29	MANSURA	C-153	SU	1.56	1.00	8.04						
	Ar 11.10PM	Ar 3.53PM	Ar 2.13AM	713.5	T. & P. Crossing											
				713.5	MANSURA JOT.			Lv 1.52AM	Lv 12.58PM	Lv 8.02AM						
21	SEE T&P-L&A SUBDIVISION JOINT TIME TABLE	SEE T&P-L&A SUBDIVISION JOINT TIME TABLE	SEE T&P-L&A SUBDIVISION JOINT TIME TABLE	16	717.3	MORNAUVILLE	C-157	MO	SEE T&P-L&A SUBDIVISION JOINT TIME TABLE	SEE T&P-L&A SUBDIVISION JOINT TIME TABLE	SEE T&P-L&A SUBDIVISION JOINT TIME TABLE					
26				98	720.4	HAMBURG	C-160	HM								
				81	727.7	HYDE	C-167									
48				137	728.1	SIMMESPORT	C-168	FN								
12				46	733.2	KELLER	C-173									
				91	735.9	LETTSWORTH										
				44	742.6	BATCHLOR										
				91	750.9	MORGANZA		MC								
Y				44	760.9	NEW ROADS		JC								
				44	768.3	GLYNN										
				44	775.4	CHAMBERLIN										
42				171	779.9	LOBDELL										
				Lv 2.03AM	Lv 5.14PM	Lv 3.36AM	780.7	LOBDELL JCT.				C-226		Ar 12.30AM	Ar 11.40AM	Ar 6.10AM
							781.5	WEST JCT.				C-227				
				784.8	EAST JCT.	C-229										
		5.24	3.47	785.2	BRIDGE TOWER	C-230	X	12.20	11.30							
				787.4	BRIDGE JCT.											
Connection WOSY Yard	Ar 2.35AM	Ar 5.31PM	Ar 3.51AM	788.1	Ill. Cent. Crossing											
	Daily	Daily	Daily		NO. BATON ROUGE	C-231	B	Lv 12.15AM	Lv 11.25AM	Lv 5.40AM						
					108.2			Daily	Daily	Daily						
	4.17	2.16	2.28		Time on Subdivision			2.20	2.10	3.15						

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
 Hessmer—8A-5P, Ex. Sat., Sun., Hol.
 Mansura—8A-5P, Ex. Sat., Sun., Hol.
 Bridge Tower—Continuous
 North Baton Rouge—5A-1P—5P-1A,
 Daily

**Tracks not shown on face of
time table.**

Sta. No. Car No. Copy.
 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			Capacity of Springs	Mile Post Location	TIME TABLE No. 42 Effective SUNDAY, APR. 10, 1960	Station Numbers	Office Calls	NORTHWARD		
	SECOND CLASS	FIRST CLASS							FIRST CLASS		SECOND CLASS
	77	9	1						10	2	42
	Merchandise Special	Passenger	Southern Belle						Passenger	Southern Belle	Manifest Freight
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
WOSY YARD	Lv 2.50AM	Lv 5.31PM	Lv 3.51AM	788.1	NO. BATON ROUGE	C-231	B	Ar 11.25AM	Ar 12.15AM	Ar 5.10AM	
YARD	3.00	5.40	4.08	789.2	BATON ROUGE	C-234	S	S 11.20	S 12.10AM	5.00	
	3.15	5.50	4.14	794.7	ESSEN	C-240		11.05	11.50PM	4.50	
13				800.4	KLEINPETER	C-245					
10	3.29	5.59	4.23	802.9	BULLION	C-247		10.55	11.39	4.40	
9				805.0	PRAIRIEVILLE	C-250					
41	3.43	6.08	4.30	810.5	GONZALES	C-255	BN	f 10.48	f 11.30	4.30	
19				815.4	SOBRENTO	C-260					
	4.02	6.16	4.38	818.1	BARMEN	C-263		10.40	11.20	4.02	
YS 248	4.18	6.27	4.49	828.4	GRAMERCY	C-273	GY	10.27	11.08	3.34	
149	4.32	6.34	4.56	835.1	RESERVE	C-280	RS	10.20	11.00	3.18	
41	5.02	6.38	5.02	839.4	MONTGUT	C-284		10.16	10.53	3.07	
14		6.41	5.04	841.1	LA PLACE	C-286		f 10.14	f 10.51	3.02	
118	5.20	6.47	5.11	846.8	NORCO	C-291	NO	10.07	10.43	2.48	
	5.33	6.55	5.19	854.5	FRELLSEN	C-299		9.59	10.34	2.31	
I.C.Ry. Orleans Jct. 28				856.4	Ill. Cent. Crossing						
YARD	5.40	6.58	5.24	857.5	KENNER	C-302		9.55	10.30	2.23	
		7.08	5.32	862.6	SHREWSBURY	C-307					
Connection WOSY YARD	Ar 6.00AM	7.09	5.42	862.8	N. O. T. Crossing						
		Ar 7.10PM	Ar 5.43AM	864.4	WEST YARD	C-309	FD	9.43	10.20	Lv 2.00AM	
		7.12	5.45	865.0	K. C. S. JCT.			Lv 9.42AM	Lv 10.13PM		
		Ar 7.30PM	Ar 6.05AM		CARROLLTON AVE.	C-313		9.40	10.11		
					NEW ORLEANS	C-313		Lv 9.30AM	Lv 10.00PM		
	Daily	Daily	Daily		80.1			Daily	Daily	Daily	
	3.10	1.59	2.14		Time on Subdivision			1.55	2.15	3.10	

No. 1 is superior to No. 10

Hours of Telegraph Service
 North Baton Rouge — 5A-1P—5P-1A,
 Daily
 Gonzales—8A-5P, Ex. Sat., Sun., Hol.
 Gramercy—8A-5P, Ex. Sat., Sun., Hol.
 Reserve — 7A-4P, Ex. Sat., Sun., Hol.
 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.

Tracks not shown on face of
 time table.

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

MINDEN SUBDIVISION—MINDEN TO PINEVILLE JUNCTION

Capy. Other Tracks, S, T, PH, O, W, Y	SOUTHWARD			Capacity of Sidings.	Distance From Hope.	TIME TABLE No. 42 Effective SUNDAY, APR. 10, 1960			Office Code.	Station Numbers.	NORTHWARD		
	SECOND CLASS		FIRST CLASS			FIRST CLASS	SECOND CLASS						
	93 R. I. Freight	23 Manifest Freight	1 Southern Belle			2 Southern Belle	94 R. I. Freight	24 Manifest Freight					
	Daily	Daily	Daily			Daily	Daily	Daily					
WYTOS YARD	Lv	5.40AM			78.8	MINDEN	KN	78			Ar	8.00PM	
YMRD		5.46	Lv	10.53PM	79.2	SOUTH WYE SW					Ar	5.46AM	
			S	10.57	79.3	MINDEN PASSGR. STA.					S	5.45	
34		5.54		11.01	65 83.2	SIBLEY		83				7.47	
Connection 20		6.10		11.08	37 89.3	Ill. Cent. Crossing							
7					92.5	HEFLIN	HF	89				5.28	
		6.23		11.15	54 95.5	FRYEBURG		93				7.36	
31		6.29		11.18	33 98.1	LAWHON		96				5.21	
9		6.44	f	11.27	38 105.1	JAMESTOWN	HN	98			f	5.17	
22		7.00		11.38	35 114.3	CASTOR	S	105			f	5.09	
5					118.1	ASHLAND	ND	114				4.57	
37		7.15		11.48	33 122.2	SKIDDER		118					
7		7.30		11.57PM	33 129.8	CHESTNUT		122				4.47	
		7.38		12.02AM	36 133.4	GOLDONNA		130				6.38	
		7.48		12.10	58 138.9	COLDWATER		133				6.26	
WYOS YARD	Lv	5.55AM	S	12.24	147.8	CALVIN		139			S	4.26	
Connection		8.15			148.8	WINNFIELD	WN	148			S	4.15	
Y-8		6.17		12.37	27 157.7	T. & G. Crossing						Ar	
		6.37		12.47	46 166.5	PACKTON		157				4.30PM	
8		6.54		12.55	59 173.9	WILLIANNNA		166				5.55	
16		7.05		1.00	43 178.6	DRY PRONG	★ D	174				5.20	
9		7.28		1.11	76 188.4	BENTLEY		179				5.03	
					160.9	TIOGA		188				4.50	
YMRD	Ar	7.40AM	Ar	9.55AM	103.8	Mo. Pac. Crossing					Lv	3.04AM	
		7.40AM	Ar	1.17AM		PINEVILLE JUNCTION					Lv	2.25PM	
		Daily		Daily							Lv	4.05PM	
		1.45		2.24							Daily	Daily	
		4.15				115.5					Daily	Daily	
						Time on Subdivision					2.42	2.05	
											3.55	3.55	

Hours of Telegraph Service
 Minden—Continuous
 Hefflin—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—Continuous
 Dry Prong—8A-6P, Ex. Sun., Mon.,
 Hol.

**Tracks not shown on face of
time table.**

	Sta. No.	Mi.	Car No. Capy.
Ogden	88	87.9	8
Swift	90	90.1	11
Roy	107	107.4	88

TEXAS SUBDIVISION—SHREVEPORT TO DALLAS

Capacity of Other Tracks, Location Water, Fuel Stations, Turntables, Track Section and Wyes.	SOUTHWARD				Distance From Dallas.	TIME TABLE No. 42 Effective SUNDAY, APR. 10, 1960	Mile Post Location.	Office Calls.	NORTHWARD		Hours of Telegraph Service
	SECOND CLASS		Capacity of Sidings.	Station Numbers.					SECOND CLASS		
		53 Manifest Freight Daily							54 Manifest Freight Daily		
WTYS YARD	Lv	4.00 AM		T-223	0	DALLAS	223.1	RH	Ar	3.30 AM	Continuous
		Via G. C. & S. F. Ry.				37.8				Via G. C. & S. F. Ry.	
YARD				T-185		FARMERSVILLE	185.3				
						G. C. S. F. Crossing					
	Lv	5.30 AM			37.9	G. C. S. F. JUNCTION	185.2		Ar	1.50 AM	
11				T-178	44.6	FLOYD	178.5				
WTYSO YARD	Ar	6.20 AM		T-172	51.5	HUNT—Greenville	171.6	A	Lv	1.00 AM	Continuous
Connection	Lv	7.50 AM			52.9	St. L. S. W. Crossing	170.2		Ar	11.55 PM	
		8.17	62	T-161	62.0	CAMPBELL	161.2			11.16	
8		8.31		T-154	68.6	CUMBY	154.5			11.03	
YARD		8.42	91	T-148	74.9	BRASHEAR	147.8			10.52	
6		8.56	84	T-140	82.8	SULPHUR SPRINGS	140.3	XN		10.38	8A-5P Except Sat., Sun. & Hol.
		9.13	118	T-131	92.2	OOMO	130.7			10.22	
YARD		9.22	45	T-126	97.3	PICKTON	125.8			10.13	
		9.37	45	T-118	105.4	WINNSBORO	117.7	WO		9.58	8A-5P Except Sat., Sun. & Hol.
		9.48	19	T-111	111.8	SCROGGINS	111.3			9.47	
		9.52	22	T-108	114.6	NEWSOME	108.5			9.43	
9		9.58	88	T-105	118.0	LEESBURG	105.4			9.37	
YARD		10.11		T-98	124.8	PITTSBURG	98.3	H		9.24	8A-5P Except Sun. & Hol.
Connection		10.20	26	T-94	128.9	FAKER	94.2			9.15	
14		10.30	73	T-89	134.3	OASON	88.8			9.05	
37		10.40		T-83	140.5	DAINGERFIELD	82.6	DG		8.55	8A-5P Except Sat., Sun. & Hol.
T. & N. Ry. Conn. Yard		10.50		T-79	144.7	VEALS	78.4	V		8.47	6P-3A Daily 7A-4P Daily
TO YARD		10.55		T-76	148.8	HUGHES SPRINGS	76.3	HU		8.44	
		11.06	36	T-71	162.1	PATMAN	71.0			8.34	
15		11.12	19	T-67	155.7	AVINGER	67.4			8.28	
11		11.23	94	T-61	162.2	LASSATER	61.1			8.17	
57		11.39		T-52	170.9	BURFORD	52.2			8.01	
89		11.43		T-50	172.8	NORTH JEFFERSON	50.3			7.57	
Connection					172.9	T. & P. Crossing	50.2				
YARD		11.47 AM	16	T-49	173.8	JEFFERSON	49.3	JN		7.53	8A-5P Except Sat., Sun. & Hol.
					173.9	T. & P. Crossing	49.2				
22		12.03 PM	42	T-42	181.4	BALDWIN	41.7			7.38	
36		12.12		T-37	186.3	KARNAOK	36.8	KC		7.29	8.30A-5.30P Except Sat., Sun. & Hol.
		12.15	121	T-35	187.7	FOX	35.6			7.26	
		12.43	137	T-4	201.3	HAMMOCK	3.7			6.58	
	Ar	12.55 PM		T-0	205.0	TEXAS JCT	549.1		Lv	6.45 PM	
YARD	Via K. C. S. Ry.	Ar	554		209.2	DERAMUS YARD	553.3	SY	Lv	6.30 PM	Continuous
		Daily								Daily	
		9.15				209.2				9.00	
						Time on Subdivision					

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.			
Shipp	T- 6	T- 5.8	22	PH Gillis	T- 86	T- 85.3	32	Humble	T-126	T-123.9	25
Kelleyville	T- 54	T- 54.4	12	Eser	T-116	T-116.4	Wye 44	Thermo	T-135	T-134.7	13
Orrs	T- 63	T- 62.9	11	Winnsboro Ref'y	T-118	T-120	36				

TONNAGE RATING—LOUISIANA AND ARKANSAS DIVISION

SUBDIVISION	Direction	FROM STATION	TO STATION	Pegr. Locos.	DIESEL FREIGHT LOCOMOTIVES				
					2000	1500	3000	4000	4500
NEW ORLEANS and BATON ROUGE	North	New Orleans.....	Alexandria.....	3500	4500	9000	12000	13500	18000
		Bridge Jct.....	Lobdell.....	1450	1880	3750	5000	5625	7500
	South	Alexandria.....	New Orleans.....	3550	4500	9000	12000	13500	18000
		Lobdell.....	Bridge Jct.....	1300	1650	3300	4400	4950	6600
SHREVEPORT	North	Alexandria.....	Aloha.....	3550	4500	9000	12000	13500	18000
		Aloha.....	Shreveport.....	3200	3900	7800	10400	11700	15600
	South	Shreveport.....	Aloha.....	3200	3900	7800	10400	11700	15600
		Aloha.....	Alexandria.....	3550	4500	9000	12000	13500	18000
HOPE	North	Shreveport.....	Minden.....	1900	2630	5250	7000	7875	10500
		Minden.....	Taylor.....	2415	3080	6150	8200	9225	12300
		Taylor.....	Stamps.....	3515	5080	10160	13550	15240	20320
		Stamps.....	Hope.....	2000	3000	6000	8000	9000	12000
	South	Hope.....	Stamps.....	2000	3000	6000	8000	9000	12000
		Stamps.....	Cullen.....	2550	4550	9100	13200	13650	18200
		Cullen.....	Cotton Valley.....	2415	3080	6150	8200	9225	12300
		Cotton Valley.....	Minden.....	1850	2550	5100	6800	7650	10200
		Minden.....	Shreveport.....	1900	2850	5700	7600	8550	11400
MINDEN	North	Alexandria.....	Winnfield.....	2000	2480	4950	6600	7425	9900
		Winnfield.....	Oshkosh.....	1450	2325	4650	6200	6975	9300
		Oshkosh.....	Sibley.....	1650	2700	5400	7200	8100	10800
		Sibley.....	Minden.....	2050	4200	8400	11200	12600	16800
	South	Minden.....	Chestnut.....	1550	2250	4500	6000	6750	9000
		Chestnut.....	Winnfield.....	1900	2480	4950	6600	7425	9900
		Winnfield.....	Alexandria.....	2000	2550	5100	6800	7650	10200
TEXAS	North	Shreveport.....	Jefferson.....	1850	2100	4200	4500	6300	8400
		Jefferson.....	Hughes Springs.....	1700	1700	3390	4200	5085	6780
		Winnsboro.....	Hunt.....	1750	1580	3150	4200	4725	6300
		Hunt.....	Dallas.....	1800	1700	3400	4500	5100	6800
	South	Dallas.....	Farmersville.....	1800	1580	3150	4200	4725	6300
		Farmersville.....	Hunt.....	2200	1800	3600	5000	5400	7200
		Hunt.....	Winnsboro.....	1750	1580	3150	4200	4725	6300
		Winnsboro.....	Hughes Springs.....	1500	1450	2910	3900	4360	5820
		Hughes Springs.....	Jefferson.....	1700	1700	3390	4200	5085	6780
		Jefferson.....	Baldwin.....	2150	3000	6000	5300	9000	12000
	Baldwin.....	Shipp.....	2150	2500	5000	5300	7500	10000	
		Shipp.....	Shreveport.....	2150	4000	8000	5300	12000	16000

Fairbanks Morse Engines—60C-61A-61B-61C-62A have 1750 HP rating per unit. When one or more of these units are included in an engine, an additional 250 tons per unit will be added to tonnage shown for 1500 HP. This will apply to any subdivision.

CLASSIFICATION OF LOCOMOTIVES

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.....	21, 22, 24	52,684	210,733	318,068	E-40
" ".....	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
" ".....	40-41	63,300	253,200	253,200	E-50
" ".....	50-A-B-C-D	226,520	906,080	906,080	E-46
" ".....	51-A-B-C-D	226,110	904,440	904,440	E-46
" ".....	52-A-B-C-D	227,255	909,020	909,020	E-46
" ".....	53-A-B-C-D	226,235	904,940	904,940	E-46
" ".....	54-A-B-C-D	226,540	906,120	906,120	E-46
" ".....	55-A-B-C-D	226,720	906,880	906,880	E-46
" ".....	56-A-B-C-D	226,900	907,600	907,600	E-46
" ".....	57-A-B-C-D	226,610	906,440	906,440	E-46
" ".....	58-A-B-C-D	230,700	922,800	922,800	E-46
" ".....	59-A-B-C-D	230,250	921,000	921,000	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-A-B-C	172,903	691,612	1,037,418	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

PERMANENT ENGINE NUMBERS and MAXIMUM SPEED unless otherwise restricted

Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed	Eng. No.	Unit No.	Max. Speed
21	21	79 MPH	51	51 (a)	65 MPH	65	62 (c)	65 MPH	83	56 (d)	65 MPH
22	22	" "	52	52 (a)	" "	70	70 (a)	" "	84	57 (d)	" "
23	23	" "	53	53 (a)	" "	71 †	71 (a)	" "	85 †	58 (d)	" "
24	24	" "	54	54 (a)	" "	72	72 (a)	" "	86 †	59 (d)	" "
25	25	" "	55	55 (a)	" "	73 †	73 (a)	" "	87 †	70 (c)	" "
26	26	" "	56	56 (a)	" "	74	74 (a)	" "	88	71 (c)	" "
27	27	" "	57	57 (a)	" "	75 †	75 (a)	" "	89	72 (d)	" "
28	28	" "	58	58 (a)	" "	76	76 (a)	" "	90	73 (d)	" "
29	29	" "	59	59 (a)	" "	77	50 (d)	" "	91	74 (d)	" "
30	30 (a)	65	60	60 (a)	" "	78 †	51 (d)	" "	92	75 (d)	" "
31	31 (a)	" "	61	61 (a)	" "	79	62 (d)	" "	93	76 (d)	" "
32	32 (a)	" "	62	62 (a)	" "	80 †	63 (d)	" "	† Engines with front end connections will work as booster or control.		
33	33 (a)	" "	63	60 (c)	" "	81	64 (d)	" "			
50	50 (a)	" "	64	61 (c)	" "	82	55 (d)	" "			

K. C. S. AND L. & A. WRECKERS

Number	Location	Capacity	Cooper's Rating	Diesel Units Equipped With Boiler	Diesel Units With Steam Connection But No Boiler
01	Kansas City.....	100 Ton	E-40	21, 22, 23, 24	59-A, 59-B, 59-C
04	Pittsburg.....	120 Ton	E-48	25, 26, 27, 28, 29	70-B
03	Heavener.....	120 Ton	E-45	30-A, 30-B	71-B
05	Shreveport.....	250 Ton	E-70	31-A, 31-B	72-B, 72-C
W-1	Port Arthur.....	100 Ton	E-27	32-A, 32-B	73-B, 73-C
02	New Orleans.....	100 Ton	E-40	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.....	1	61	54
" " ".....	13	61	52
" " ".....	15	61	51
" " ".....	22, 23	61	54
" " ".....	70-79	74	44
" " ".....	364, 365	60	46
" " ".....	400, 401, 403	54	29
" " ".....	36017	54	26
" " ".....	36148	54	28
Mail-Baggage-Express.....	3	70	65
" " ".....	5	70	63
" " ".....	6	71	71
" " ".....	60-63	71	71
" " ".....	64-66	85	48
" " ".....	67	85	68
Chair-Coach, Partioned, A. C.....	230-233	75	56
" " ".....	234-238	85	52
" " ".....	239	85	62
" " ".....	245-250	85	68
Chair-Coach, A. C.....	241-244	85	61
Coach, Ice, A. C.....	350, 351, 353	82	84
" " ".....	355-358	82	84
Shower Car.....	225	60	59
Coach-Lounge, A. C.....	200-201	82	80
Parlor-Lounge, Ice, Z. C.....	500-501	83	84
Tavern-Lounge, A. C.....	44-47	85	60
Lounge-Diner, A. C.....	50-51-52	80	98
Lounge-Diner, Ice, A. C.....	53	80	97
Observation-Tavern, A. C.....	54-55	85	53
Observation-Diner, A. C.....	56	85	53
Diner, A. C.....	49	82	88
" " ".....	57-58	85	69
Sleeping Car, A. C.....	Barksdale, Mena, State Capitol, Siloam Spring, Sulphur Springs.....	83	92
" " ".....	Ancon, Chagres Job Edson, Leonor Loree, Harvey Couch, Col. Fordyce, Stuart Knott, Arthur Stilwell, Wm. Buchanan, Wm. Edenborn.....	82	86
Official Car.....	Kay See.....	85	64
" " ".....	99	84	104
" " ".....	101	77	98
" " ".....		83	105

LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS

Car Number	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
1	5 x 9	136,000	107,500	28,500
13	5 1/2 x 10	136,000	104,500	31,500
15	5 1/2 x 10	136,000	102,900	33,100
22	5 1/2 x 10	189,000	109,000	80,000
23	5 1/2 x 10	169,000	109,000	60,000
70-79	6 x 11	168,000	88,000	80,000
364	5 1/2 x 10	162,900	92,900	70,000
365	5 1/2 x 10	161,700	91,700	70,000
400	5 1/2 x 10	130,500	60,500	70,000
401	5 1/2 x 10	127,800	57,800	70,000
403	5 1/2 x 10	129,400	59,400	70,000
36017	5 1/2 x 10	121,600	51,600	70,000
36148	5 1/2 x 10	125,400	55,400	70,000

RECAPITULATION OF PASSENGER EQUIPMENT

Baggage and Express.....	22
Mail-Baggage-Express.....	11
Chair-Coach, Partioned, Air Conditioned.....	16
Chair-Coach, Air Conditioned.....	4
Coach, Ice, Air Conditioned.....	7
Coach-Lounge, Air Conditioned.....	2
Parlor-Lounge, Ice Air Conditioned.....	2
Lounge-Diner, Air Conditioned.....	3
Lounge-Diner, Ice Air Conditioned.....	1
Observation-Tavern, Air Conditioned.....	2
Observation-Diner, Air Conditioned.....	1
Diner, Air Conditioned.....	3
Tavern-Lounge, Air Conditioned.....	4
Sleeping Car, Air Conditioned.....	15
Shower Car.....	1
Official Cars.....	3
Total.....	97

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		

STOP
Damage to Freight
By Coupling Cars
NOT OVER 4 MPH

SPECIAL SAFETY RULES FOR EMPLOYEES 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 motor 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. Employees and others will not pass through nose door of units when locomotive is in motion.

THE FOLLOWING IS ALSO PROHIBITED:

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

- (a) Giving signal to move an engine or cars without first placing switch in proper position.
- (b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
- (c) Enginemen drifting down too close to switches that are to be thrown.

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.

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.

