

## DIVISION OFFICERS

G. R. FRENCH	Superintendent	Alexandria, La.
E. E. Long	Master Mechanic	Ft. Worth, Tex.
J. H. Webb	Asst. Master Mechanic	Marshall, Tex.
E. S. PENNEBAKER,	Manager	} T.P.-M.P.T.R.R. of N.O. New Orleans, La.
L. M. OGILVIE,	Asst. Manager	
LLOYD WHITE,	Terminal Trainmaster	
L. T. COX,	Road Foreman of Engines	

J. E. Harrell	Asst. Superintendent	Alexandria Terminal
T. J. Higgins	Road Foreman of Engines	Alexandria, La.

R. A. Hawthorne	Chief Dispatcher	Alexandria, La.
R. V. Tims	Chief Dispatcher (Night)	Alexandria, La.
H. M. Hawthorne	Dispatcher	Alexandria, La.
O. B. Sayers	Dispatcher	Alexandria, La.
V. C. Ray	Dispatcher	Alexandria, La.
G. P. Knobloch	Dispatcher	Alexandria, La.

### 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		

**SAFETY**  **FIRST**

## The Texas and Pacific Railway Company

## LOUISIANA DIVISION

# TIME TABLE NO. 1

Effective 12:01 a. m., Sunday, August 15, 1948

## CENTRAL TIME

SUPERSEDING PREVIOUS TIME TABLES

FOR THE INFORMATION AND GOVERNMENT  
OF EMPLOYEES ONLY

The Railway Company Reserves the Right to Vary Therefrom as  
Circumstances May Require

L. C. PORTER, Vice-President—Operation,  
R. C. PARKER, Assistant Vice-President—Operation,  
B. C. JAMES, Assistant Vice-President,  
W. T. LONG, JR., General Sup't Transportation,  
C. F. ADAMS, Sup't of Rules and Safety,  
J. P. KELLEY, Train Rules Examiner.

## ALEXANDRIA SUB-DIVISION—Westward

Station Number	Car Capacity Pushing Sidings	Time Table No. 1 EFFECTIVE 12:01 A. M. AUGUST 15, 1948	FIRST CLASS				SECOND CLASS		
			23	715	21	717	55	359	835
			Passenger Daily	Mo. Pac. Passenger Daily	Louisiana Limited Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily	Mo. Pac. Red Ball Freight Daily	Sou. Pac. Mixed Daily
B 0	YARD	NEW ORLEANS	L 4 45PM	L 8 30PM	L 11 00PM				
B 1	YARD	RACE STREET JCT.	4 47	8 32	11 02		L 2 00AM	L 9 00PM	
B 10	YARD	WEST BRIDGE JCT.	L 5 30PM	L 9 22PM	L 11 52PM		L 3 01AM	L 9 59PM	
B 11	YARD	N. AVONDALE	s 5 35	s 9 25	s 11 55		3 15	10 15	
B 12	YARD	WAGGAMAN	5 37	9 28	11 57		3 20	10 20	
B 19	121	AMA	5 44	9 36	12 04AM		3 30 <sup>358</sup>	10 36	
B 22	NS	D. LULING	5 47	9 39	12 07		3 34	10 43	
B 26	87	HAINVILLE	5 51	9 43	12 11		3 39	10 53	
B 31	84	D. KILLONA	5 56	9 48	12 16		3 47	11 05	
B 35	86	N. EDGARD	6 01	9 53	12 21		3 55	11 16	
B 40	125	JOHNSON	6 06	9 58	12 26		4 03	11 27	
B 46	125	D. VACHERIE	f 6 13	10 05	12 32		4 15	11 43	
B 52	158	D. ST. JAMES	6 20	10 13	12 40		4 25	12 01AM	
B 59	125	WINCH	6 25	10 19	12 45		4 37	12 15	
B 65	145	N DONALDSONVILLE	s 6 37	f 10 30	s 12 55		4 50	12 30	
B 68	NS	MO CALL	6 42	10 34	1 00		4 57	12 40	
B 75	NS	D. WHITE CASTLE	s 6 51	f 10 43	s 1 09		5 07	12 55	
B 79	NS	D. BAYOU GOULA	6 56	10 48	1 14		5 12	1 00	
B 82	NS	DOVER	6 59	10 51	1 17		5 16	1 05	
B 85	NS	NO. PLAQUEMINE	s 7 09	f 11 00	s 1 27		5 25	1 15	
B 90	YARD	N. ADDIS	s 7 20	f 11 13	s 1 38 <sup>359</sup>		6 10	1 38 <sup>21</sup>	
B 93	83	MERLIN	7 24	11 18	1 43		6 17	1 45	
B 97	86	LYNCH	7 29	11 23	1 48		6 27	1 55	
B 102	86	D. GROSSE TETE	f 7 35	11 28	1 53		6 37	2 05	
B 105	86	D. ROSEDALE	f 7 40	11 32	1 57		6 45	2 13	
B 109	86	D. MARINGOUIN	f 7 48	11 37 <sup>358</sup>	2 02		6 55	2 23	
B 114	86	LIVONIA	f 7 55	11 42	2 07		7 06	2 33	
B 118	87	FORDOUCHE	f 8 00	11 47	2 12		7 15	2 41	
B 121	86	ABAN	8 05	11 51	2 16		7 25	2 50	
B 125	88	RAVENWOOD	8 10	11 56	2 21		7 35	3 00	
B 129	92	N. MELVILLE	s 8 18	f 12 02AM	2 26		7 50	3 10	
B 134	91	SAMBO	8 25	12 09	2 32		8 01	3 43 <sup>26</sup>	
B 139	80	D. PALMETTO	f 8 30	12 14	2 37		8 10	4 12 <sup>716</sup>	
B 146	86	D. ROSA	8 38	12 21	2 44		8 38 <sup>24</sup>	4 25	
B 153	86	D. MORROWS	f 8 46	12 28	2 51		9 00	4 38	
B 157	88	NIBOT	8 53	12 34	2 56		9 10	4 48	
B 163	95E 96W	N. BUNKIE	s 9 10	f 12 45	s 3 10 <sup>26</sup>		9 30	5 01	
B170A	NS	T. & N. O. JCT.	9 19	12 55	3 18		9 42	5 11	
B 170	99	D. CHENEYVILLE	s 9 20 <sup>358</sup>	12 57	3 19		9 53 <sup>54</sup>	5 13	
B 177	87	MEEKER	9 28	1 04	3 26 <sup>716</sup>		10 09	5 23	
B 179	48	D. LECOMPTÉ	s 9 32	1 07	3 28		10 13	5 25	
B 182	87	LAMORIE	9 37	1 12	3 32		10 22	5 31	
B 187	88	MORELAND	9 43	1 18	3 38		10 40	5 43	
B 190	YARD	WILLOW GLEN	9 46	1 22	3 41	L 3 50PM	10 50	5 48	
B 192	YARD	N ALEXANDRIA YARD	9 49	1 25	3 44	3 53	11 00	6 00AM	
	YARD	S. P. JCT.	9 52	1 28	3 47	3 56	12 01PM	1 06	
B 195	YARD	N. ALEXANDRIA Passenger Station	A 10 00PM	A 1 35AM	A 4 00AM	A 4 00PM	A 12 15PM	A 1 15PM	
		200.1	23 Daily	715 Daily	21 Daily	717 Daily	55 Daily	359 Daily	835 Daily
		Time Over Sub-Division	5.15	5.05	5.00	.10	10.15	9.00	.55

Time at New Orleans and Race Street Jct. is shown for information only.

Employees of the Texas and Pacific Railway are subject to the Rules, Time Table and Special Instructions of the Public Belt Railroad of the City of New Orleans between Race Street Jct. and West Bridge Jct.

Employees of the Texas and Pacific Railway are subject to the instructions of the officers of the Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans while occupying its tracks.

Employees of the Texas Pacific-Missouri Pacific Terminal Railroad of New Orleans will be governed by the Rules of the Transportation Department and Time Table of the Texas and Pacific Railway.

Nos. 21, 23 and 715 may assume their schedule and leave West Bridge Jct. without clearance card but must secure a clearance card at Avondale.

Avondale is train order office for westward trains ONLY.

Alexandria yard is train order office for westward trains originating that point only, but is train order office for all eastward trains.

Race Street Jct. is register station for second class and inferior trains only.

Cheneyville is register station for No. 834 and 835 only.

All trains, except those originating and terminating at Avondale, Addis and Alexandria Yard will register at these stations by register ticket.

Time at Donaldsonville applies at train order signal.

Time at Addis applies at train order signal.

Time of first-class trains at Alexandria Yard applies to the end of two main tracks, M.P. 192.0.

OTHER PASSENGER TRAIN  
FLAG STOPS

Trains	Stations	M.P.
23	LeMoyen	148.6

No. 21; Melville to discharge passengers from Avondale and beyond or to receive passengers for Alexandria and beyond.

Train 23 stop at Rosa to discharge passengers from points Melville and east.

No. 715 Vacherie and St. James to discharge passengers from Avondale, New Orleans or beyond.

Eastward trains are superior to trains of the same class in opposite direction; except No. 21 is superior to all Eastward Trains.

# ALEXANDRIA SUB-DIVISION—Eastward

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Location—Water, Fuel, Turn-table, Vya. sb.	Mile Post Location from New Orleans	Time Table No. 1 EFFECTIVE 12:01 A. M. AUGUST 15, 1948	FIRST CLASS				SECOND CLASS			
			26	716	24	718	834	54	358	
			Louisiana Limited Passenger Daily	Mo. Pac. Passenger Daily	Passenger Daily	Mo. Pac. Passenger Daily	Sou. Pac. Mixed Daily	Red Ball Freight Daily	Mo. Pac. Red Ball Freight Daily	
STATIONS										
	.0	NEW ORLEANS	A 7 15AM	A 7 59AM	A 1 00PM					
FWY	.5	RACE STREET JCT.	7 05	7 47	12 47PM			A 4 30PM	A 5 30AM	
	10.2	WEST BRIDGE JCT.	A 6 15AM	A 6 57AM	A 11 57AM			A 3 15PM	A 4 10AM	
W	11.2	AVONDALE	s 6 13	s 6 55	s 11 55			3 10	3 55	
	12.3	WAGGAMAN	6 10	6 52	11 50			2 50	3 45	
	19.3	AMA	6 03	6 45	11 43			2 35	3 30	55
	22.1	LULING	6 00	6 42	11 40			2 30	3 15	
	25.8	HAINVILLE	5 56	6 38	11 36			2 24	3 08	
	30.7	KILLONA	5 51	6 33	11 31			2 15	2 55	
	35.3	EDGARD	5 46	6 28	11 26			2 06	2 45	
	40.0	JOHNSON	5 41	6 22	11 21			1 58	2 35	
	46.3	VACHERIE	5 35	6 15	s 11 13			1 47	2 20	
	53.1	ST. JAMES	5 28	6 08	11 04			1 33	2 01	
	58.3	WINOCH	5 23	6 02	10 58			1 22	1 45	
WY	64.7	N DONALDSONVILLE	s 5 16	f 5 55	s 10 50			1 12	1 25	
	68.1	MO CALL	5 11	5 49	10 39			1 02	1 10	
	75.3	WHITE CASTLE	5 03	f 5 41	s 10 30			12 51	1 00	
	79.1	BAYOU GOULA	4 58	5 36	10 23			12 44	12 50	
	81.6	DOVER	4 55	5 33	10 20			12 39	12 45	
	85.4	PLAQUEMINE	s 4 50	f 5 28	s 10 15			12 32	12 37	
FWT	90.1	ADDIS	s 4 40	f 5 18	s 10 05			12 22	12 25	
	92.9	MERLIN	4 30	5 09	9 53			12 15	12 10	
	97.2	LYNOH	4 25	5 04	9 48			12 09	12 03AM	
	101.1	GROSSE TETE	4 20	4 58	f 9 42			12 01PM	11 56	
	104.5	ROSEDALE	4 16	4 54	f 9 36			11 55	11 50	
	109.4	MARINGOUIN	4 11	4 49	f 9 29			11 48	11 37 715	
W	114.3	LIVONIA	4 06	4 44	f 9 22			11 40	11 15	
	118.1	FORDOCHÉ	4 02	4 39	s 9 17			11 33	11 05	
	121.4	ABAN	3 59	4 35	9 12			11 28	10 58	
	125.5	EAVERNWOOD	3 54	4 30	f 9 07			11 22	10 47	
WY	128.9	MELVILLE	3 49	f 4 23	s 8 58			11 15	10 40	
	134.1	SAMBO	3 43 359	4 17	8 52			11 07	10 30	
	138.6	PALMETTO	3 38	4 12 359	f 8 47			10 59	10 20	
	145.2	ROSA	3 31	4 05	f 8 38 55			10 48	10 10	
	152.1	MORROWS	3 24	3 54	f 8 29			10 37	10 00	
	157.4	NIBOT	3 18	3 49	8 22			10 30	9 52	
FWY	163.0	BUNKIE	s 3 10 21	f 3 42	s 8 15			10 20	9 42	
	170.2	T. & N. O. JOT	3 01	3 34	7 57		A 9 05AM	9 54	9 23	
	171.1	CHENEYVILLE	3 00	3 33	s 7 55		9 01	9 53 55	9 20 23	
	176.9	MEEKER	2 54	3 26 21	7 47		8 49	9 40	9 00	
	178.5	LECOMPTÉ	2 52	3 18	s 7 45		8 44	9 37	8 57	
	181.6	LAMORIE	2 48	3 14	7 38		8 37	9 33	8 51	
	187.2	MORELAND	2 42	3 08	7 32		8 25	9 25	8 43	
	190.3	WILLOW GLEN	2 39	3 04	7 29	A 9 30AM	8 18	9 18	8 35	
FWTY	192.0	N ALEXANDRIA YARD	2 36	3 01	7 26	9 26	8 13	9 15 8 30	L 8 30PM	
	193.8	S. P. JOT	2 33	2 58	7 23	9 23	L 8 10AM	8 17		
	194.5	ALEXANDRIA Passenger Station	L 2 30AM	L 2 55AM	L 7 20AM	L 9 20AM		L 8 15AM		
		200.1	26 Daily	716 Daily	24 Daily	718 Daily	834 Daily	54 Daily	358 Daily	
		Time Over Sub-Division	4.45	5.04	5.40	.10	.55	8.15	9.00	

First class trains will run at REDUCED SPEED between West Bridge Jct. and Waggaman and between Willow Glen and Texmo Jct.

Second class and inferior trains and engines may run ahead of overdue first class trains between West Bridge Jct. and Waggaman and between Texmo Jct. and Alexandria yard without train order authority, but will not occupy the main tracks within these limits when it is known a first class train will be delayed.

Employees of the G. C. L., Mo. Pac. and Sou. Pac. Railroads are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway Company while occupying its tracks.

Exception to Rule 95: Between Texmo Jct. and Willow Glen Mo. Pac. and GOL trains when so designated by Mo. Pac. or GOL train orders may display signals for a following section without train order authority from the Superintendent.

Exception to Rule 97: Between Alexandria yard and Texmo Jct. trains may run extra with the current of traffic without train order authority; and between Alexandria yard and Willow Glen may run extra without train order authority as authorized by automatic block signal indication.

All second class and extra trains may leave Alexandria passenger station without clearance card. First class trains must secure clearance card at Alexandria Dispatcher's office before leaving Alexandria passenger station.

GCL No. 102 is authorized to assume the schedule of No. 717 Willow Glen to Alexandria without clearance card.

Train No. 834 will secure clearance card at S. P. depot before departure.

**STANDARD CLOCKS:**

- New Orleans
- Avondale
- Donaldsonville
- Addis
- Melville
- Bunkie
- Alexandria Yard
- Alexandria

**OTHER PASSENGER TRAIN**

FLAG STOPS		
Trains	Stations	M.P.
24	LeMoyen	148.6

No. 26; Melville and White Castle to discharge passengers from Alexandria and beyond or receive passengers for Avondale and beyond.

No. 24 stop at points east of Addis to discharge passengers from scheduled stops west of Addis.

No. 716 ——— St. James and Vacherie to receive passengers for Avondale, New Orleans and beyond.

## SHREVEPORT SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Sidings	Time Table No. 1 EFFECTIVE 12:01 A. M. AUGUST 15, 1948		FIRST CLASS					SECOND CLASS	
				21	27	23	715	717	55	
				Louisiana Limited Passenger Daily	Passenger Daily	Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily	
STATIONS										
B 192	YARD	ALEXANDRIA YARD								
B 195	YARD	N	ALEXANDRIA (Passenger Station)	L 4 15AM	L 7 35AM	L 10 15PM	L 1 55AM	L 4 15PM	L 12 15PM	
	YARD	TEXMO JOT		4 18	7 38	10 18	A 2 00AM	A 4 20PM	12 20	
B 204	87	RAPIDES		4 27	7 47 <sup>54</sup>	10 27			12 38	
B 209	80	D	BOYOE	4 33	7 57	10 34			12 50	
B 213	87	ROCK		4 39	8 07	10 42			1 01	
B 219	87	GALBRAITH		4 46	8 17	10 49			1 15	
B 229	NS	D	CHOPIN	4 50	8 22	10 53			1 25	
B 225	87	FERN		4 53	8 26	10 56			1 30	
B 228	87	D	DERRY	4 57	8 33	11 00			1 40	
B 236	114	D	CYPRESS	5 06	8 45AM	11 15			2 10	
N 5	56	D	NATCHEZ	5 11		11 21			2 22	
N 11	(86E 46W)	N	NATCHITOCHES	5 25 <sup>24</sup>		11 35			2 35	
N 18	86	HYAMS		5 33		11 44			3 00	
N 23	87	POWHATAN		5 38		11 49			3 12	
N 30	61	D	LAKE END	5 46		11 57			3 35	
N 34	86	HANNA		5 51 <sup>54</sup>		12 02AM			3 45	
N 40	90	GABAGAN		5 57		12 08			4 00	
N 42	NS	D	HARMON	6 00		12 12			4 08	
N 45	86	GRAND BAYOU		6 03		12 23 <sup>26</sup>			4 15	
N 51	101	WESTDALE		6 10		12 35			4 30	
N 55	71	HOWARD		6 15		12 40			4 44	
N 61	87	D	OASPIANA	6 22		12 47			5 01	
N 67	45	D	GAYLES	6 30		12 54			5 13	
N 72	110	LUCAS		6 37		1 00			5 28	
S 320	YARD	N	CUT OFF JCT.	6 52	L 11 39AM	1 15			5 50	
S 322	YARD	HOLLYWOOD YARD		6 54	11 41	1 17			A 6 00PM	
S 324	YARD	SHREVEPORT JCT.		6 58	11 45	1 21				
S 327	YARD	SHREVEPORT (Passenger Station)		S 7 15 7 35	S 12 01 PM 2 45/20	S 1 35 1 50				
S 324	YARD	SHREVEPORT JCT.		7 42	2 53	1 57				
S 322	YARD	HOLLYWOOD YARD		7 46	2 59	2 01			L 8 30PM	
S 320	YARD	N	CUT OFF JCT.	A 7 48AM	A 3 01PM	A 2 03AM			A 8 32PM	
133.8				21 Daily	27 Daily	23 Daily	715 Daily	717 Daily	55 Daily	
Time Over Sub-Division				3.33	7.26	3.48	.05	.05	8.17	

## SPECIAL INSTRUCTIONS

## Shreveport Sub-Division

First Class trains will run at Reduced Speed between Texmo Jct. and Willow Glen.

Time Eastward trains Texmo Jct. applies at connection to Mo. Pac. southward main track; time westward trains Texmo Jct. applies at connection to Mo. Pac. northward main track.

Time at Shreveport Jct. applies at end of two main tracks, M.P. B-324.4.

First Class trains must secure clearance card at Alexandria Dispatchers office before leaving Alexandria Passenger station; all second class and extra trains may leave Alexandria Passenger station without clearance card.

Exception to Rule 83 (a): Mo. Pac. No. 101 is authorized to assume schedule of No. 718 and Mo. Pac. No. 103 is authorized to assume schedule of No. 716 Texmo Jct. to Alexandria without clearance card.

Exception to Rule 95: Between Texmo Jct. and Willow Glen Mo. Pac. and GCL trains when so designated by Mo. Pac. or GCL train orders may display signals for a following section without train order authority from the Superintendent.

Exception to Rule 97: Between Alexandria Yard and Texmo Jct. trains may run extra with the current of traffic without train order authority.

Between Texmo Jct. and Alexandria Yard second class and inferior trains and engines may run ahead of overdue first class without train order authority, but will not enter these limits when it is known a first class train will be delayed.

Alexandria is register station for first class trains only.

Cypress is register station for Nos. 20, 23, and 27 only.

Shreveport (passenger station) is register station for first class trains only.

All trains will register at Cut Off Jct. by register ticket, except those originating and terminating that point.

Interlocking Rules govern movement within Home Signal limits Texmo Jct.; all signals controlled by T&P Train Dispatcher, Alexandria.

When a signal Texmo Jct. displays a Red light with letter "S" indication is: "Stop and throw switch." After switch or switches have been thrown for intended movement train or engine will be governed by indication displayed by the signal. Hand throw switches Texmo Jct. must not be thrown for an intended movement when signal governing movement does not display a Red light with letter "S."

When a train or engine finds a "stop" indication displayed for a route to be used a member of crew must communicate by telephone with T&P Train Dispatcher and authority to proceed may be given by telephone; before proceeding it must be known the route is properly lined for the movement.

East end crossover, Mile Post 195.7, Texmo Jct. electrically locked.

Eastward trains are superior to trains of the same class in opposite direction, except:

No. 21 is superior to all trains;

No. 23 is superior to Nos. 20 and 24.

Between Shreveport Jct. and T. S. & N. Jct., inbound first class trains are superior to outbound first class trains, except: Nos. 21 and 23 outbound are superior to No. 24 inbound; No. 26 outbound is superior to No. 23 inbound; and No. 27 outbound is superior to No. 20 inbound.

## Standard Clocks:

Hollywood yard.  
Cut Off Jct.  
Alexandria yard.  
Alexandria.

## Other Passenger Train Flag Stops.

Trains	Stations	Mile Post
20-24-27	Zimmerman	B-211.7
20-27	Montrose	B-232-2
24	Armistead	N-37.3

Nos. 20-27. Lena, M.P. B-216.9. Regular Stop.

# SHREVEPORT SUB-DIVISION--Eastward

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Location Water, Road, Turn-table, Wye, etc.	Miles from New Orleans	Time Table No. 1 EFFECTIVE 12:01 A. M. AUGUST 15, 1948		FIRST CLASS					SECOND CLASS	
		STATIONS		24	20	26	716	718		54
				Passenger Daily	Passenger Daily	Louisiana Limited Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily		Red Ball Freight Daily
FWTY	192.0	ALEXANDRIA YARD								
	194.5	N	ALEXANDRIA (Passenger Station)	A 7 00AM	A 9 00PM	A 2 20AM	A 2 15AM	A 9 05AM		A 8 15AM
	195.7		TEXMO JCT	6 50	8 50	2 14	L 2 10AM	L 9 00AM		8 05
	203.7		RAPIDES	6 40	f 8 41	2 04				7 47 27
	208.8	D	BOYCE	s 6 30	s 8 31	1 58				7 29
	213.9		ROCK	6 22	f 8 24	1 52				7 21
	219.6		GALBRAITH	6 15	f 8 14	1 45				7 12
	222.7	D	CHOPIN	f 6 10	s 8 09	1 41				7 07
	225.2		FERN	6 05	8 04	1 38				7 02
	228.4	D	DEERY	f 6 00	s 7 57	1 34				6 57
FWY	235.9	D	CYPRESS	s 5 50	L 7 45PM	1 24				6 47
			4.5							
	5.0	D	NATCHEZ	s 5 40		1 14				6 37
	10.8	N	NATCHITOCHES	s 5 25 21		s 1 05				6 29
	17.6		HYAMS	5 08		12 53				6 13
	23.0		POWHATAN	f 5 02		12 48				6 07
	30.0	D	LAKE END	f 4 52		12 40				5 57
	33.7		HANNA	f 4 46		12 35				5 51 21
	40.0		GAHAGAN	f 4 39		12 29				5 29
	42.2	D	HARMON	f 4 35		12 26				5 25
W	45.2		GRAND BAYOU	f 4 31		12 23 23				5 21
	50.7		WESTDALE	4 24		12 17				5 14
	55.2		HOWARD	4 19		12 12				5 08
	61.1	D	OASPIANA	f 4 12		12 05AM				5 00
	67.0	D	GAYLES	f 4 05		11 58				4 52
	72.3		LUCAS	3 59		11 52				4 45
WY	320.8	N	CUT OFF JCT.	3 43	A 4 36PM	11 37				4 32
FWT	321.9		HOLLYWOOD YARD	f 3 41	f 4 34	11 35				L 4 30AM
	324.4		SHREVEPORT JOT	3 37	4 27	11 31				
	326.6		SHREVEPORT (Passenger Station)	s 3 30 3 15	s 4 20 12 20 27	s 11 25 11 10				
	324.4		SHREVEPORT JOT	3 01	12 06	10 55				
FWT	321.9		HOLLYWOOD YARD	f 2 57	f 12 02PM	10 51				A 3 30AM
WY	320.8	N	CUT OFF JCT.	L 2 55AM	L 11 59AM	L 10 50PM				L 3 25AM
			133.8	24 Daily	20 Daily	26 Daily	716 Daily	718 Daily		54 Daily
			Time Over Sub-Division	4.05	9.01	3.30	05	.05		4.50

### SPECIAL INSTRUCTIONS

Between Shreveport Jct. and Shreveport (Passenger Station.)

All trains and engines move at Reduced Speed (proceed prepared to stop short of train or obstruction) between Shreveport Jct. and Mile Post 1, Texarkana Sub-Division, and Shreveport (Passenger station).

Should a train or engine find automatic block signals 325.3 or 325.4 at Texas Ave. displaying "Stop and proceed" the train or engine must not obstruct the crossing until it is known crossing flashers are operating. Flasher signals may be set in operation manually by using push button located on signal mast on each side of crossing. Push button must be held down until engine or car moves onto and obstructs the crossing.

Inbound first class trains will use Texarkana Sub-Division main track from TS&N Jct. to North Wye switch and back around wye into Passenger station. Outbound movement will be straightaway over main track.

Between Shreveport Jct. and Shreveport (Passenger station) second and inferior class, extra trains and engines may run ahead of overdue first class trains without train order authority, but will not enter these limits when it is known a first class train will thereby be delayed.

Second and inferior class, extra trains and engines will not foul main track between Shreveport Jct. and Shreveport (Passenger station) on the time of first class trains without permission from Train Dispatcher, Alexandria.

Second and inferior class, extra trains and engines, including yard engines of foreign lines making interchange movements, will not foul automatic block circuits, or main track between Shreveport Jct. and McNell Street, or block circuit north of North Wye switch until it has been ascertained all overdue first class trains have arrived and departed.

Dispatchers telephones located as follows:  
End two main tracks, Shreveport Jct.  
East end yard tracks, Shreveport Jct.  
Between IC and KCS Interchange connections, near Culpepper Street.

TS&N Jct.  
West end Passenger Shed near McNell Street.

City telephone 1000 feet north of North Wye switch, Texarkana Sub-Division.

Employees of the I.C., K.C.S., L&A., and Mo. Pac. Railroads are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

Eastward trains are superior to trains of the same class in opposite direction; except:

No. 21 is superior to all trains;

No. 23 is superior to Nos. 20 and 24.

Between Shreveport Jct. and T. S. & N. Jct., inbound first class trains are superior to outbound first class trains, except: Nos. 21 and 23 outbound are superior to No. 24 inbound; No. 26 outbound is superior to No. 23 inbound; and No. 27 outbound is superior to No. 20 inbound.

#### Other Passenger Train Flag Stops.

No. 21 \_\_\_\_\_ Gahagan: to discharge passengers from Addis and beyond.

No. 23 \_\_\_\_\_ Zimmerman: to discharge passengers from Alexandria and points east and to receive passengers for Natchitoches and points beyond where scheduled to stop or flag.  
Chopin: to discharge passengers from points east of Alexandria.

No. 26 \_\_\_\_\_ Gahagan: to receive passengers for Addis or beyond.

			FIRST CLASS		Station Numbers	Car Capacity Passing Sidings	Pleasant Hill Branch		Miles from New Orleans	Location—Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS	
			27				Time Table No. 1				20	
			Passenger Daily				EFFECTIVE 12:01 A. M.				Passenger Daily	
					AUGUST 15, 1948		STATIONS					
			L 8 55AM	B 236	YARD	D.....	CYPRESS.....	235.9	FWY	A 7 40PM		
			L 9 00	B 240	NS	.....	WEAVER.....	239.5		L 7 29		
			S 9 12	B 246	26	.....	PROVENAL.....	246.1		S 7 17		
			S 9 25	B 253	39	D.....	ROBELINE.....	253.0		S 7 02		
			S 9 38	B 259	38	D.....	MARTHAVILLE.....	259.3		S 6 47		
			S 10 00	B 269	29	D.....	PLEASANT HILL.....	268.8		S 6 27		
			S 10 10	B 275	30	D.....	PELICAN.....	274.9		S 6 11		
			S 10 18	B 279	33	D.....	OXFORD.....	279.0		S 6 03		
			S 10 32	B 287	30	D.....	SOUTH MANSFIELD.....	287.4		S 5 47		
			S 10 50	B 294	38	D.....	GRAND OAK.....	294.5		S 5 28		
			S 11 05	B 302	35	.....	GLOSTER.....	302.4		S 5 13		
			S 11 20	B 309	NS	.....	STONEWALL.....	308.8	W-MP305	S 4 58		
			S 11 27	B 312	NS	D.....	KEITHVILLE.....	312.4		S 4 52		
			A 11 35AM	B 317	NS	.....	REISOR.....	318.0		L 4 42PM		
			27 Daily				82.1			20 Daily		
			2.40				Time Over Sub-Division			2.58		

OTHER PASSENGER TRAIN  
FLAG STOPS

Trains	Stations	Mile Post
20-27	Victoria	248.4
20-27	Shamrock	254.7
20-27	Boleyn	262.2

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

ALEXANDRIA SUB-DIVISION  
Westward Eastward

SECOND CLASS				Ville Platte Branch				THIRD CLASS	
85		Location Water, Fuel, Turn-table, Wye, etc.	Miles from Bunkie	Time Table No. 1				84	
Local Daily Except Sunday				EFFECTIVE 12:01 A. M.		Station Numbers		Local Daily Except Sunday	
		AUGUST 15, 1948		Car Capacity Passing Sidings					
		STATIONS							
L 10 00AM	FWY	.0	N.....	BUNKIE.....	B 163	YARD	A 2 00PM		
10 16		4.2	.....	EOLA.....	L 3	NS	1 40		
10 35		9.4	.....	ST. LANDRY.....	L 9	28	1 20		
11 05		16.1	.....	TATE COVE.....	L 15	NS	12 50		
A 11 30AM	Y	20.6	D.....	VILLE PLATTE.....	L 20	51	L 12 30PM		
85				20.6			84		
Daily Except Sunday							Daily Except Sunday		
1.30				Time Over Sub-Division			1.30		

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

STANDARD CLOCK:

Bunkie

ALEXANDRIA SUB-DIVISION  
Southward Northward

SECOND CLASS				Opelousas Branch				SECOND CLASS	
91		Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Melville	Time Table No. 1				90	
Local Daily Except Sunday				EFFECTIVE 12:01 A. M.		Station Numbers		Local Daily Except Sunday	
		AUGUST 15, 1948		Car Capacity Passing Sidings					
		STATIONS							
			10.9	.....	GORDON SPUR.....	V 11	NS		
			7.8	.....	BAYOU CURRENT.....	V 9	28		
			4.3	.....	ELBA.....	V 4	23		
L 6 30PM	FWY	.0	N.....	MELVILLE.....	B 129	YARD	A 5 10PM		
7 00		7.2	.....	WILLIAMSON.....	X 7	17	4 35		
7 35		15.1	.....	PORT BARRE.....	X 15	18	4 05		
8 10	W	24.1	D.....	OPELOUSAS.....	X 23	15	3 30		
8 40		31.5	.....	LEWISBURG.....	X 32	16	2 50		
A 9 05PM	Y	36.0	D.....	CHURCH POINT.....	X 36	23	L 2 30PM		
91			46.9				90		
Daily Except Sunday							Daily Except Sunday		
2.35			Time Over Sub-Division				2.40		

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

STANDARD CLOCK:

Melville

**Southward**

**ALEXANDRIA SUB-DIVISION**

**Northward**

THIRD CLASS		SECOND CLASS	FIRST CLASS		Location—Water, Fuel, Turn-table, Wye, etc.	Station Numbers	AVOYELLES AND NEW ROADS BRANCHES		Miles from Addis	Car Capacity Passing Sliding	FIRST CLASS		SECOND CLASS	THIRD CLASS	
87	437	477	405	401			Time Table No. 1				402	406	442	436	86
Local Freight Tuesday, Thursday, and Saturday	L. & A. Freight Daily Except Sunday	L. & A. Freight Daily	L. & A. Passenger Daily	L. & A. Passenger Daily			EFFECTIVE 12:01 A. M. AUGUST 15, 1948				L. & A. Passenger Daily	L. & A. Passenger Daily	L. & A. Freight Daily	L. & A. Freight Daily Except Sunday	Local Freight Monday, Wednesday, and Friday
STATIONS															
L 9 00AM					FWY	B 183	N.....	BUNKIE.....	109.2	YARD					A 5 00PM
9 20						V 42	.....	EVERGREEN.....	104.6	9					4 40
9 40						V 38	D.....	COTTONPORT.....	100.8	27					4 20
9 55						W 1	.....	LONGBRIDGE.....	97.0	12					4 05
10 05						W 3	.....	MANSURA JOT.....	94.0	NS					3 48
10 15						W 4	D.....	MANSURA.....	93.5	13					3 45
10 45						W 9	D.....	MARKSVILLE.....	88.8	14					3 30
11 05						W 4	D.....	MANSURA.....	84.1	13					3 05
A 11 10AM						W 3	.....	MANSURA JOT.....	83.6	NS					L 3 00PM

**VIA LOUISIANA AND ARKANSAS RAILWAY  
BETWEEN MANSURA JCT. AND HAMBURG**

L 11 35AM	L 2 01PM	L 11 04PM	L 7 13PM	L 3 16AM	.....	V 30	D.....	HAMBURG.....	76.6	51	A 2 24AM	A 10 52AM	A 7 41AM	A 8 33PM	A 2 35PM
11 49	2 19 86	11 18	7 21	3 24	.....	V 23	.....	HYDE.....	69.3	92	2 16	10 44	7 26	8 08	2 19 437
A 11 50AM	A 2 21PM	A 11 19PM	A 7 22PM	A 3 25AM	.....	.....	.....	LATEX JCT.....	69.2	NS	L 2 15AM	L 10 43AM	L 7 25AM	L 8 05PM	L 2 05PM
					.....	Y V 22	D.....	SIMMESPORT.....	68.9	NS					

**VIA LOUISIANA AND ARKANSAS RAILWAY  
BETWEEN TORRAS JCT. AND SIMMESPORT**

L 12 30PM	L 2 56PM	L 11 40PM	L 7 40PM	L 3 38AM	WY	D 61	N.....	TORRAS JOT.....	60.9	NS	A 2 01AM	A 10 27AM	A 7 05AM	A 7 05PM	A 1 30PM
12 38	3 04	11 47	7 45	3 43	.....	D 58	.....	LETTSWORTH.....	57.2	54	1 56	10 22	6 50	6 55	1 15
12 50	3 21	12 01AM	7 53	3 51	.....	D 51	.....	BATCHELOB.....	50.3	105	1 48	10 14	6 38	6 40	12 55
1 20	3 40	12 15	8 02	4 00	.....	D 42	D.....	MORGANZA.....	42.0	52	1 39	10 04	6 23	6 22	12 30PM
2 00	4 15	12 33	8 13	4 13	Y	D 33	D.....	NEW ROADS.....	32.0	100	1 28	9 52	6 05	6 02	11 40
2 25	4 35	12 46	8 22	4 21	.....	D 25	D.....	GLYNN.....	24.7	52	1 19	9 43	5 50	5 42	10 55
2 50	4 55	1 10 402	8 31	4 29	.....	D 18	D.....	CHAMBERLIN.....	17.6	52	1 10 477	9 34	5 38	5 25	10 40
3 05	5 15 436	1 43	8 37	4 34	.....	D 13	.....	LOBDELL.....	12.8	100	1 04	9 28	5 30	5 15 437	10 30
3 10	A 5 20PM	A 1 46AM	A 8 38PM	A 4 35AM	.....	.....	NO.	LOBDELL JOT.....	12.3	NS	L 1 03AM	L 9 27AM	L 5 25AM	L 5 10PM	10 25
3 30					.....	D 10	.....	ANOORAGE.....	9.9	22					10 15
3 40					.....	D 8	D.....	PORT ALLEN.....	7.8	35					10 00
A 4 15PM					FWT	B 90	N.....	ADDIS.....	0	YARD					L 9 30AM

87	437	477	405	401			109.2			402	406	442	436	86
Tuesday, Thursday, and Saturday	Daily Except Sunday	Daily	Daily	Daily						Daily	Daily	Daily	Daily Except Sunday	Monday, Wednesday, and Friday
7.15	3.19	2.42	1.25	1.19			Time Over Sub-Division			1.21	1.25	2.16	3.23	7.30

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

Employees of the L. & A. Railway are subject to the Rules, Time Table and Special Instructions of the Texas and Pacific Railway while occupying its tracks. Employees of the Texas and Pacific Railway are subject to the rules, Time Table and Special Instructions of the Louisiana and Arkansas Railway while occupying its tracks.

Train movements between Bunkie and Mansura Jct., between Hamburg and Latex Jct., and between Torras Jct. and Addis, will be handled by L. & A. Dispatcher and over signature of the L. & A. Trainmaster, in accordance with the Rules, Time Table and Special Instructions of the Texas and Pacific Railway Company. Normal position switches at Latex Jct. and Torras Jct. will be for L. & A. Main track.

Exception to Rule 83 (a). When train order signal Lobdell Jct. indicates proceed L. & A. No. 2 may assume schedule No. 402; L. & A. No. 6 may assume schedule No. 406; L. & A. No. 36 may assume schedule No. 436 and L. & A. No. 42 may assume schedule No. 442 and leave Lobdell Jct. without clearance card.

When train order signal Hamburg indicates proceed L. & A. No. 1 may assume schedule No. 401; L. & A. No. 5 may assume schedule No. 405; L. & A. No. 37 may assume schedule No. 437 and L. & A. No. 77 may assume schedule No. 477 and leave Hamburg without clearance card.

Switch at Lobdell Jct. is power-operated, to be governed by special instructions and signal indications. Southward movement from T&P main track to L&A connection to Mississippi River Bridge is diverging route. Interlocking Rules govern movement within Home signal limits Lobdell Jct. Power-operated switch and all signals Lobdell Jct., controlled by L&A Operator, East Bridge Tower, North Baton Rouge.

When a train or engine finds a "stop" indication displayed for a route to be used a member of crew must communicate by telephone with L&A Operator, East Bridge Tower and authority to proceed may be given by telephone; before proceeding it must be known the route is properly lined for the movement.

Telephone located in booth just southeast of Lobdell Jct. switch. Southward trains and engines will not exceed speed of 20 miles per hour between southward approach signal located 4000 feet north of Lobdell Jct. switch and Lobdell Jct.

SECOND CLASS		Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Donaldsonville	Thibodaux Branch		Station Numbers	Car Capacity Passing Sidings	SECOND CLASS	
	73			Time Table No. 1 EFFECTIVE 12:01 A. M. AUGUST 15, 1948				72	
	Local Daily Except Sunday			STATIONS				Local Daily Except Sunday	
	L 11 15PM	FWY	.0	N....	DONALDSONVILLE	B 65	YARD	A 9 45PM	
	L 11 30PM		2.4		GEARY	B 67	NS	A 9 30PM	
	11 45		3.9		PALO ALTO	H 3	10	9 15	
	12 01AM		8.1		KESSLER	H 8	NS	9 00	
	12 20		11.4	D....	PAINCOURTVILLE	H 11	7	8 50	
	12 40		14.3		MUNSONS	H 14	NS	8 40	
	12 50	Y	15.4	D....	NAPOLEONVILLE	H 15	NS	8 35	
	12 55		16.6		BATLIFF	G 12	NS	8 30	
	1 35		25.0		LABADIEVILLE	G 20	NS	8 00	
	1 55		29.9		ROGER	G 25	10	7 50	
	A 2 10AM	Y	33.5	D....	THIBODAUX	G 29	YARD	L 7 30PM	
	73 Daily Except Sunday				33.5			72 Daily Except Sunday	
	1.55				Time Over Sub-Division			2.15	

Thibodaux Branch Trains will keep ENTIRELY OUT OF THE WAY of all trains on Main Tracks between Donaldsonville and Geary. Time at Donaldsonville is Shown for Information Only.

No. 73 may assume schedule at Geary on clearance card received at Donaldsonville.  
Standard Clock: Donaldsonville.

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

### HOSPITAL

DR. CARL McCURDY, Chief Surgeon

Marshall, Texas

### LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. R. E. Harrison	New Orleans	Dr. J. C. Roberts	New Roads
Dr. W. D. Phillips	New Orleans	Dr. Charles A. Havard	Morrows
Dr. J. M. Lyons (Assoc.)	New Orleans	Dr. H. C. Jones	Bunkie
Dr. Floyd M. Hindelang	McDonoghville	Dr. H. A. McConnell (Assoc.)	Bunkie
Dr. Jos. V. Gregoratti (Assoc.)	McDonoghville, La.	Dr. M. J. Hair	Lecompte
Dr. C. F. Gelbke	Gretna	Dr. B. C. Blake	Lecompte
Dr. J. D. Kirn	Luling	Dr. R. B. Wallace	Alexandria
Dr. J. R. Fernandez	Edgard	Dr. Ralph Lampert	Alexandria
Dr. D. T. Martin	Donaldsonville	Dr. R. B. Wallace, Jr.	Alexandria
Dr. Percy LeBlanc (Associate)	Donaldsonville	(Associate)	Alexandria
Dr. J. P. Musso	White Castle	Dr. B. N. Sewell	Boyce
Dr. L. E. Meyer	Thibodaux	Dr. E. E. Jordan	Robeline
Dr. Eugene Holloway	Plaquemine	Dr. H. M. Prothro	Pleasant Hill
Dr. J. R. Spedale	Plaquemine	Dr. H. P. Curtis	Mansfield
Dr. W. H. Wagley	Maringouin	Dr. Jacob S. Segura (Associate)	Mansfield
Dr. E. E. Merse	Melville	Dr. F. O. Brinkley	Gloster
Dr. K. A. Roy	Mansura	Dr. L. S. Huckaby	Grand Bayou
Dr. A. M. Abramson	Marksville	Dr. R. S. Roy	Natchitoches
Dr. John S. Bailey	Church Point	Dr. J. G. Yearwood	Gayles
Dr. W. R. Lastrapes	Opelousas	Dr. A. A. Herold	Shreveport
Dr. W. W. Pugh	Napoleonville	Dr. J. E. Heard (Assoc.)	"
Dr. R. B. Thompson	Ville Platte	Dr. N. Judson Bender (Assoc.)	"
Dr. P. B. Landry	Port Allen	Dr. Paul D. Abramson (Assoc.)	"

### OCULISTS

Dr. C. L. Brown (Ear, Nose & Throat)	New Orleans
Dr. Wm. B. Clark (Eyes only)	New Orleans
Dr. Shelley R. Gaines (Assoc. eyes only)	New Orleans
Dr. Ben Fendler	Alexandria
Dr. J. A. Wilkinson	Shreveport
Dr. T. E. Fuller	Texarkana



# Special Instructions

## ALL SUB-DIVISIONS

**Exception to Rule 87: Clearance of Trains within Automatic Block System Limits.** At meeting points, second-class and inferior trains must clear the main track not less than five minutes before the leaving time of a first-class train. At meeting points between other trains, the inferior train must clear the main track before the leaving time of the superior train.

Extra trains may run ahead of second class trains, without train order authority until overtaken and will then, unless otherwise provided, arrange for the second class train to pass promptly.

When so instructed by proper authority an extra train will clear the time of a following second class train as required by Rule 87 (b).

**Exception to Rule 92: Within Automatic Block System limits** a train may arrive at a station in advance of its schedule arriving time.

Road foreman of Engines has the authority of Trainmaster.

Where flag stops are shown train will stop for revenue passengers only. (Exception to these instructions is made to trains Nos. 20, 27, 23 and 24 at Hollywood Yard.)

Passenger cars and occupied outfit cars must not be "kicked" or "dropped" against other cars. Other cars must not be "kicked" or "dropped" into a track on which occupied passenger or outfit cars are standing.

A running switch must not be made with cars containing inflammables, explosives or other dangerous articles.

Train and yardmen must not switch with locomotives without first ascertaining that air brakes are released, reverse lever in proper position and cylinder cocks open.

Outfit and wooden underframe cars, loaded or empty, must be handled in rear of all trains.

Water and fuel oil cranes equipped with switch locks must be kept locked when not in use.

Freight Trains and yard engines with freight cars will not use passenger tracks, Alexandria and Shreveport.

### AUTOMATIC BLOCK

1. Automatic Block Signal Rules effective:  
Westbridge Jct. to Texmo Jct., M.P. B-196-2.  
Cut Off Jct. to Mile Post 71.3, east of Lucas.  
Shreveport (Passenger Station M.P. B-327-3) to Cut Off Jct.

2. Certain color light Block Signals, with or without Number Plates, in addition to displaying aspects, provided by Rules, may display the following aspects and indications:

ASPECTS	INDICATIONS
Yellow over Yellow.	Proceed prepared to stop at second signal.
Red over Lunar White, or Red over Red over Lunar White.	Proceed at Restricted Speed without stopping expecting to find route occupied and prepared to stop short of obstruction.

3. Certain color light Block Signals, equipped with Number Plates, which govern the approach to a Block signal located at a diverging route power-operated switch may display the following aspect and indication:

ASPECT	INDICATION
Red over Yellow.	Proceed preparing to enter diverging route at next signal.

4. Exception to Rule 287: When a color light Block Signal displays:

Red light with letter "S", or  
Red over Red light with letter "S":  
Indication is: "Stop and throw switch." After switch has been thrown be governed by indication displayed by the signal.

5. A train or engine entering the main track, or passing from two main tracks to single track at a spring switch not protected by block signals or block indicator signals must, when necessary, protect the movement.

### SPECIAL INSTRUCTIONS GOVERNING THE MOVEMENT OF TRAINS AND ENGINES BY BLOCK SIGNALS

1. In the following designated territory trains and engines will be governed by block signals whose indications will supersede the superiority of trains as provided for in Rules 261 to 269 inclusive:

**Between West Bridge Jct. and Avondale.**

**Between end two main tracks Donaldsonville, M. P. 64.8 and east end siding Donaldsonville, M. P. 62.9.**

**Between Willow Glen and end of two main tracks Alexandria Yard, Mile Post B-192.0.**

**Between east end siding Lucas and Cut Off Jct. Interlocking.**

2. When permission to proceed is given as provided in Rule 265, all power-operated switches located in the block governed by that signal must be examined and points known to fit properly before proceeding over such switches.

3. When permission is given to a conductor or engine foreman by telephone under Rule 267, the conductor or engine foreman must repeat to the train dispatcher or operator the track or tracks to be used, working limit on such track or tracks and the time limit and receive the response "OK" and the time before such permission is acted on.

4. Exception to Rules 266, 266 (a) and 266 (b):

(a). Between West Bridge Jct. and Avondale, engines may enter the main track at a handthrow switch where there is no signal to authorize the movement and use the main track without permission of the Train Dispatcher, but must clear first-class trains sufficiently in advance to avoid delay by block or interlocking signals, and must give way to other trains as promptly as possible.

(b). These exceptions to rule do not modify observance of Rules 104, 511 and 513.

5. Eastward trains or engines moving from Alexandria Yard through crossover at Mile Post B-191.0 or end of Drill track Mile Post B-190.4 will not obstruct main track until operator Alexandria yard has been notified by a member of crew and proper signal indication displayed.

### STREET AND HIGHWAY CROSSING SIGNALS

Flashing-light and wig-wag signals located at street and highway crossings protect main track movements only. Before permitting train, engine or cars to pass over such crossings on auxiliary tracks, movements must be protected by flagman. Reverse movements, or forward movements after making reverse movements must be protected by flagman on both main and auxiliary tracks.

Flashing-light and wig-wag signals on two main tracks at Claiborne Avenue, Mansfield Road and Malcolm Street crossings between Shreveport Jct. and Hollywood Yard are operated by trains and engines moving with the current of traffic only. Trains and engines moving against the current of traffic must protect these crossings before passing over.

Flashing-light signals controlled by watchman located in tower at Jackson Street govern movement of street traffic at crossings of Lee, Washington, Murray, Jackson, Madison and Monroe streets and Park Ave., City of Alexandria.

Approach of trains and engines on either main track is indicated to watchman by lights on chart located in tower and signals are operated by watchman when these indications are shown. Switching movements must not be made or cars shoved over street crossings Alexandria until it is known by member of crew in position to observe same that flashing light signals are operating or that crossing is otherwise protected.

Trains and engines using other than main tracks over these street crossings, or doing switching on either main track, must signal watchman by operating toggle switch located in box on side case. Toggle switch must be placed in the "ON" position before movement is started and must remain in this position until crossing is cleared, whereupon it must be restored to "OFF" position. Watchman will operate signals while switch is in "ON" position.

Circuits are so arranged that approach of an eastward train or engine on eastward track is not indicated in tower when either the east switch of No. 4 track or switch leading to Old Mo. Pac. yard, just west of Monroe Street, is open, if necessary to make an eastward movement over Monroe Street while either these switches are open, the toggle switch at Monroe Street must be operated. Circuits are so arranged that approach of a westward train or engine on westward track is not indicated in tower when switches to Team or House track located west and east of Madison Street crossing are open. If necessary to make westward movement over Madison or Monroe, or an eastward movement over Madison or Park Avenue crossing on westward track while either of these switches are open, the toggle switch at crossing to be used must be operated.

Trains or engines moving west from passenger station tracks must not obstruct Park Avenue until a member of crew has signaled watchman by operating push button located on post under umbrella shed, near west end of passenger station. The sounding of engine bell on eastbound passenger or other trains or engines moving out of passenger tracks will be signal for towerman to operate flashing light signals on Jackson Street crossing.

## LOUISIANA DIVISION

## Special Instructions

## ALL SUB-DIVISIONS

MAXIMUM SPEEDSAlexandria Sub-Division

Between	Miles per hour	
	Passenger	Freight
West Bridge Jct.—Alexandria.....	65	50
Except:		
Between M.P. 68 and M.P. 64.8—Eastward Track	60	
Between M.P. 120 and M.P. 129.....	50	
D-10 and H-2 class engines.....	50	
Mo. Pac. 5200 class engines.....	50	
Mo. Pac. 1200 class engines.....	45	45
Geary-Thibodaux, except around curves at Geary, just east Palo Alto, and Godchaux connection.....	30	30
Around curves, Geary, just east Palo Alto and Godchaux connection.....	15	15
Addis—Lobdell Jct.....	40	25
Lobdell Jct.—Torrax Jct.....	55	40
Except:		
Freight Diesel Engines Lobdell Jct.—Torrax.....	45	45
Latex Jct.—Hamburg.....	60	35
Except:		
Freight Diesel Engines Latex Jct.—Hamburg.....	45	45
Mansura Jct.—Marksville—Longbridge.....	30	18
Longbridge—Bunkie.....	30	25
Melville—Gordon Spur.....	30	25
Melville—M.P. 20 Opelousas Branch.....	30	18
M.P. 20 Opelousas Branch—Church Point.....	30	25
Bunkie—Ville Platte.....	30	25

Shreveport Sub-Division

Alexandria-Shreveport via Natchitoches.....	55	45
Except:		
Over East wye switch, Cut Off Jct. M.P. 7.1.....	15	15
D-10 and H-2 class engines.....	50	50
Reisor-Cypress via Pleasant Hill Branch.....	40	25

RAILROAD GRADE CROSSINGAlexandria Sub-Division

Location	Miles per hour	
	Passenger	Freight
M.P. B-10.2.....P. B. T. & N. O. (Interlocked)		
M.P. B-114.9.....Gulf Coast Lines (Automatic Interlocked)		
M.P. 182.4.....C.R.I.&P. Ry. (Automatic Interlocked)		

Avoyelles and New Roads Branches

M.P. D-10.6.....Gulf Coast Lines (Gate)	25	15
M.P. D-12.4.....Gulf Coast Lines (Interlocked)	25	15
Signals controlled by Operator Gulf Coast Lines.		
M.P. W-3.9.....L. & A. Ry. (Gate)	25	15

Opelousas Branch

M.P. X-23.5.....T. & N. O. Ry. & G. C. L.	25	15
Interlocked: Assigned hours of Towerman from 9:00 A.M. to 5:00 P.M. daily. No Towerman on duty from 5:00 P.M. to 9:00 A.M.		

Ville Platte Branch

M.P. L-3.6.....T. & N. O. Ry.....	25	15
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Shreveport Sub-Division

M.P. B-211.5.....J. A. Bentley Lbr. Co. (Interlocked)		
M.P. 3.7 Lucas Cut-off...K. C. S. Ry. (Automatic Interlocked)		
M.P. 5.9 Lucas Cut-off...T.&N.O.Ry (Automatic Interlocked)		
M.P. B-325.2.....I.C. RR (Automatic Interlocked)	20	15
(Shreveport)		

Pleasant Hill Branch

M.P. B-287.4.....K. C. S. Ry. (Interlocked)	25	15
M.P. B-312.9.....T. & N. O. Ry. (Automatic Interlocked)	15	15

A maximum speed of 25 miles per hour for passenger trains and 20 miles per hour for freight trains will not be exceeded over cane crossings.

Trains of mixed freight and passenger equipment will not exceed maximum freight train speed; cabooses are considered freight equipment. Trains of deadhead passenger equipment will not exceed maximum freight train speed unless authorized.

Trains handling cars loaded with crude oil will not exceed maximum speed 40 miles per hour, and when handling scale test cars will not exceed a maximum speed of 45 miles per hour. Conductor keep engineer advised when crude oil or scale test car in train.

Trains handling cars equipped with arch bar trucks or wooden underframes (except cabooses) will not exceed maximum speed of 45 miles per hour, but all speed restrictions of less than 45 miles per hour must be complied with.

Trains handling Steam Wrecking Derricks Boom in forward position, self-propelled pile drivers, Ledgerwood, Brown hoists, and other machinery of similar description, also steam pile drivers moving under their own power, must not exceed maximum speed of 30 miles per hour on straight track, and 18 miles per hour on curves.

Light engines in road movement, either freight or passenger, and engines handling cabooses or rider cars only, not otherwise restricted by time-table or special instructions, will not exceed a maximum speed of 40 miles per hour.

Yard engines in service, running forward or backward with or without cars, and road engines in service running backward with or without cars or when shoving cars ahead of engine, must not exceed maximum speed of 20 miles per hour, except on New Roads, Avoyelles, Pleasant Hill Branches 15 miles per hour, and 12 miles per hour over all other branch lines.

DRAW BRIDGES

Location	Name	Miles per hour	
		Passenger	Freight
M.P. B-85.5.....	Bayou Plaquemine	25	25
M.P. B-101.1.....	Grosse Tete Bayou	35	25
M.P. B-123.5.....	Melville	35	25
M.P. H-15.9.....	Bayou Lafourche—Napoleonville	6	6

Plaquemine, Grosse Tete, and Melville Draw Bridges are protected by Interlocking Plant Signals and Derails.

STEAM WRECKING DERRICKS WITH BOOM INTRAILING POSITION

	Miles per hour	
	Straight Track	Curves
West Bridge Jct. to Cut Off Jct. via Natchitoches.....	35	30
Addis-Torrax.....	25	15
Cypress to Reisor, via Pleasant Hill.....	25	15
Other Sub-divisions and branch lines.....	18	12

CITY SPEED ORDINANCESAlexandria and Shreveport Sub-Divisions

Station	Miles per hour	Station	Miles per hour
White Castle.....	12	Shreveport.....	20
Plaquemine.....	25	Thibodaux.....	15
Bunkie.....	45	New Roads.....	15
Cheneyville.....	35	Morganza.....	25
Lecompte.....	45	Ville Platte.....	6
Alexandria.....	40	Pleasant Hill.....	6
Natchitoches.....	30	Grand Cane.....	25

Unless otherwise protected, all street crossing Opelousas and Shreveport must be protected by flagman before any engine or car is permitted to pass over same.

No. 16 TURN OUTSMaximum Speed 30 Miles Per Hour

Station	Mile Post	Number of Turn-outs	Description
<u>Alexandria Sub-Division</u>			
Waggaman.....	B-12.3	1	End Drill Track
Johnson.....	B-29.4	1	East End Siding
Donaldsonville.....	B-64.3	1	Crossover
Donaldsonville.....	B-64.8	1	Crossover
Addis.....	B-39.3	1	End two main tracks

Shreveport Sub-Division

Cut Off Jct.....	B-320.3	1	West Entrance to Interlocker—Hollywood Yard
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15 miles per hour must not be exceeded entering or leaving other turn-outs.

## Special Instructions

### ALL SUB-DIVISIONS

#### SPRING SWITCHES

Station	Mile Post	Location Track	Facing Point Direction	Normal Position
<b>Alexandria Sub-Division</b>				
Waggaman	12.3	End drill track	Eastward	Main track
Johnson	39.4	East end siding	Westward	Main track
St. James	52.4	East end siding	Westward	Main track
Donaldsonville	62.9	East end siding	Westward	Main track
Addis	89.3	End two main tracks	Eastward	Eastward track
Bunkie	164.2	West End West Siding	Eastward	Main track
Alexandria Yard	190.3	GCL connection	Eastward	Main track
Alexandria Yard	190.4	End of drill track	Westward	Main track
Alexandria Yard	191.0	East end crossover	Westward	Main track
Alexandria Yard	192.0	End two main tracks	Westward	Westward track
Alexandria	194.3	East end crossover	Westward	Eastward Main track
Alexandria	194.3	West end crossover	Eastward	For cross-over
Alexandria	194.3	East end passenger track	Westward	Westward Main track

#### Shreveport Sub-Division

Alexandria	194.6	West end passenger track	Eastward	Passenger track
Texmo Jct.	195.3	End two main tracks	Eastward	Eastward track
Texmo Jct.	195.3	Mo. Pac. Southward Main track	Westward	Main track
Lucas	1.2	West end siding	Eastward	Main track
Hollywood Yard	322.3	End drill track No. 1	Outbound	Inbound Main track
Shreveport Jct.	324.5	End two main tracks	Outbound	Outbound Main track
TS&N Jct.	326.5	West Wye	Eastward	For movement to Texarkana Sub-Division main track.
TS&N Jct.	T-0.5	North Wye	Southward	Must be lined as necessary for facing point movements. May be left as used and trailed through from either leg of wye.
McNeill St.	326.8	East Wye	Westward	For Market St. main track
McNeill St.	326.9	West end passenger main	Eastward	Passenger Main

Maximum speed trains or engines moving in the training point direction through a spring switch 30 Miles Per Hour unless otherwise restricted.

When a signal governing a movement in facing point direction of spring switch indicates "Stop" or "Stop and Proceed" switch must be tested by hand and switch points examined and known to fit properly before proceeding.

Rail sand must not be used or water allowed to run from any locomotive between signals governing movement over spring switches.

#### SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES

##### Alexandria Sub-Division

Power-operated switch at each end crossover west end siding Donaldsonville, M.P. 64.3 and at crossover end Two Main Tracks Donaldsonville, M.P. 64.8 and the signals in connection therewith controlled by operator Donaldsonville.

##### Shreveport Sub-Division

Power-operated switch leading from westward main track to Mo. Pac. North ward main track Texmo Jct. and signals in connection therewith controlled by T&P Train Dispatcher, Alexandria.

1. Should a train or engine approach a power-operated switch and find it not lined for the movement to be made, a member of crew must communicate with train dispatcher or operator.

2. If permission is given to proceed, all power operated switches located in the block governed by that signal must be examined and points known to fit properly before proceeding over such switches.

3. When a signal governing a movement over a power-operated switch indicates "STOP," except as authorized by Authority Card, Form 157 and Rule 653, movements must not be made over switch until switch is placed in hand throw position and engineman notified.

4. Rail sand must not be used or water allowed to run from any locomotive between signals governing movements over power-operated switches.

#### INTERLOCKING WHISTLE SIGNAL CODE

<u>Cut Off Jct.</u>	
Route to inbound main track and to Marshall	0000
Route to main track towards Natchitoches	00 --
Route to Yard	0 --

#### Opelousas

Main Track	--
Diverging Route	0 --

#### YARD LIMITS

##### Alexandria and Shreveport Sub-Divisions

New Orleans } One Yard	Melville	Kreso	} One Yard
Mile Post 13.0	Simmessport	Cut Off Jct.	
Donaldsonville	Bunkie	Shreveport	
Torras	Cypress	Agurs	
Plaquemine	} One Yard	Willow Glen	} One Yard
Indian Village Branch		Alexandria Yard	
Addis		Texmo Jct.	
Lobdell	} One Yard		
Lobdell Jct.			

#### FIRE PROTECTION

1. Loose fire-bricks removed from fire pan must be retained in the boot underneath the fire pan while engine is running and when removed must be cooled to avoid fire.

2. Engines standing without fire must have safety valve in oil tank closed and oil not allowed to run into the pan or underneath the engine.

#### STRUCTURES THAT WILL NOT CLEAR A MAN ON TOP OR SIDE OF CAR

Sub-Division	Location	Structure
Alexandria	Plaquemine	Train shed
Alexandria	M.P. B-125.3	Melville Bridge
Shreveport	M.P. B-209.8	Bridge
Shreveport	Shreveport	Bridge 326.1 Anna Street

All employees are cautioned when switching cotton platforms, station platforms and industry tracks as a number of platforms and buildings at various places will not clear a man on top or side of cars.

#### TIME SERVICE

##### NATIONAL RAILWAY TIME SERVICE COMPANY

Chicago, Ill.

##### LOCAL WATCH INSPECTORS

NAME	HEADQUARTERS	TERRITORY
Wm. Frantz Co.	New Orleans	New Orleans to Bunkie, Thibodeaux, New Roads, Opelousas, Avoyelles and Ville Platte Branches.
Babins Jewelers	Algiers	Local.
R. G. Babin	Gretna	Local.
Sidney George	Thibodaux	Local.
Joseph Dechary	Plaquemine	Local.
Willburs Jewelry Co.	Church Point	Local.
Bunkie Jewelry Store	Bunkie	Local.
C. A. Schnack Jewelry Co.	Alexandria	Boyce to Bunkie.
E. P. Griffin	Mansfield	Local.
Bryan's Jewelry	Shreveport	Local.
Youngblood Jewelry Co.	Shreveport	Lena to Reisor via Shreveport, Texarkana Sub-Division and Pleasant Hill Branch.

## LOUISIANA DIVISION

# Special Instructions

### ALL SUB-DIVISIONS

## MARS OSCILLATING SIGNAL LIGHT

T&P passenger diesel engines 2000 to 2007, inclusive, and Mo. Pac. passenger diesel engines 7005 to 7013, inclusive, are equipped with Mars Oscillating Signal Light just above the standard headlight, and arranged to display either an oscillating white or red light.

The following will govern the use of the oscillating signal light:

Mars oscillating signal light will be displayed between hours of sunset and sunrise and during daylight hours when weather conditions, such as fog, rain, snow, sand, etc. would impair vision and obscure the observance of an approaching train. Oscillating white light will be displayed except when the display of oscillating red light is required by these special instructions.

When a train becomes disabled or makes a sudden stop due to unusual occurrence, or when an adjacent track is obstructed, or there is possibility of adjacent track being obstructed, if oscillating red light is not displayed automatically, enginemen must immediately display it by manual operation, and then extinguish standard headlight.

A train on adjacent track must stop before passing red oscillating light, ascertain the cause and be governed by conditions.

When protection of front of train is required, enginemen will immediately display oscillating red light, then extinguish standard headlight.

When occupying main track in meeting an opposing train, oscillating red light will be displayed and the standard headlight will be extinguished. Oscillating red light may be extinguished after, or when the switch has been set for the opposing train to enter siding. When the oscillating red light is extinguished, standard headlight must be displayed dim as required by Rule 17, paragraph (b).

Enginemen finding oscillating red light displayed by an opposing train must stop before passing red light, ascertain the cause and be governed by conditions.

Display of red oscillating light does not relieve enginemen or trainmen from protecting front of train when required by Rule 99, nor from the protection of adjacent tracks when required by Rule 102.

If red oscillating light has been displayed automatically and the necessity for its display no longer exists, enginemen must extinguish it.

When standing at terminals and use of oscillating red light is not required, it must be extinguished.

## SAFETY RULES GOVERNING EMPLOYEES IN TRAIN, ENGINE, AND YARD SERVICE

The Company requires that every precaution be taken to prevent injuries to employes or others

The following is prohibited:

- (1) Going between moving cars or engines to couple, uncouple or adjust air hose, stop air leaks, or operate knuckle lock pins.
- (2) Lining or adjusting draw bars or opening draw bar knuckles with hand or foot while cars or engines are in motion.
- (3) Alighting from or boarding a moving engine or car from a position between the rails, or a rapidly moving train or engine.
- (4) Riding on foot board of engine between engine and cars when pushing cars, or when coupling engine to cars.
- (5) Riding on ends or inside of cars containing loads which are liable to shift from impact when coupling is made or during ordinary train movement.
- (6) Riding on draw bars, ladders, hand holds, or any other appurtenance on the facing ends of cars when such cars are being pushed.
- (7) (a) Giving signal to move an engine or 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 engine.  
(d) Enginemen drifting down too close to switches that are to be thrown.
- (8) Staking or poling out cars when practicable to avoid it. When done, employe should follow the push pole.
- (9) Permitting any car with a defective or missing hand hold to be moved or set out without first notifying all employes on the train and making wire report to the Superintendent.
- (10) Pushing cars or backing engines over public crossing at grade without signal from member of crew on leading car, rear of engine tank, or on crossing. Crossings must be approached prepared to stop.
- (11) Leaving cars standing on tracks too near street or highway crossings. Cars must be left at least sixty (60) feet away from crossing where possible.
- (12) Hanging dope pails on hand holds, door guides, or side or end ladders of cars.
- (13) Hanging squirt hose over or through locomotive hand holds, or in gangways between engine and tender, except where brackets have been provided to retain in such a position it will not be mistaken for a hand hold.
- (14) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (15) Opening blow off or cylinder cocks near a building, street, highway, or in any location where escaping steam and water may cause injury or inconvenience to persons or damage to property. Starting and shutting off injectors on engines which have overflow pipes outside of ash pan without first ascertaining that no one is near or liable to injury.
- (16) Riding on locomotive (footboards, pilots, or elsewhere) or on cars or trains in yards by employes whose duties do not require them to do so unless authorized by proper authority.
- (17) Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.