

DIVISION OFFICERS

W. C. Foster	Superintendent	Alexandria, La.
D. L. Ringler	Master Mechanic	Ft. Worth, Tex.
S. H. Newberg	Asst. Master Mechanic	Marshall, Tex.
E. S. Pennebaker	Manager	
L. M. Ogilvie	Asst. Manager	}
Lloyd White	Terminal Trainmaster	
L. T. Cox	Road Foreman of Engines	

T.P.-M.P.T.R.R. of N.O.
New Orleans, La.

J. E. Harrell	Asst. Superintendent	Alexandria Terminal
J. H. Williams	Trainmaster	Alexandria, La.
E. R. Chaney	Road Foreman of Engines	Alexandria, La.

R. A. Hawthorne	Chief Dispatcher	Alexandria, La.
H. M. Hawthorne	Chief Dispatcher (Night)	Alexandria, La.
J. P. Kelley	Dispatcher	Alexandria, La.
V. C. Ray	Dispatcher	Alexandria, La.
O. B. Sayers	Dispatcher	Alexandria, La.
G. P. Knobloch	Dispatcher	Alexandria, La.
R. L. Mayeux	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		Miles per Hour	1 Mile In		Miles per Hour	1 Mile In	
	Mins.	Sec.		Mins.	Sec.		Mins.	Sec.
6	10	0	32	1	52	63	1	7
8	7	30	33	1	49	64	1	6
10	6	0	34	1	45	65	1	5
12	5	0	35	1	42	66	1	4
15	4	0	36	1	40	67	1	3
16	3	45	37	1	37	68	1	2
17	3	31	38	1	34	69	1	1
18	3	20	39	1	33	70	0	0
19	3	9	40	1	30	71	0	59
20	3	0	41	1	27	72	0	58
21	2	51	42	1	25	73	0	57
22	2	43	43	1	23	74	0	56
23	2	36	44	1	21	75	0	55
24	2	30	45	1	20	76	0	54
25	2	24	46	1	18	77	0	53
26	2	18	47	1	16	78	0	52
27	2	13	48	1	15	79	0	51
28	2	8	49	1	13	80	0	50
29	2	4	50	1	12	81	0	49
30	2	0	51	1	10	82	0	48
31	1	56	52	1	9			



The Texas and Pacific Railway Company

LOUISIANA DIVISION

TIME TABLE NO. 5

Effective 12:01 a. m., Sunday, DECEMBER 11, 1949

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,
W. T. LONG, JR., General Sup't Transportation,
C. F. ADAMS, Superintendent of Rules

ALEXANDRIA SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Stages	Time Table No. 5 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949	FIRST CLASS			SECOND CLASS			
			27	21	717	55	359	835	
			Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily	Mo. Pac. Red Ball Freight Daily	Sou. Pac. Mixed Daily	
STATIONS									
B 0	YARD	NEW ORLEANS	L 7 00AM	L 7 50PM					
B 1	YARD	RACE STREET JCT.	7 02	7 52			L 2 00AM	L 9 00PM	
B 10	YARD	WEST BRIDGE JCT.	L 7 45AM	L 8 37PM			L 3 01AM	L 9 59PM	
B 11	YARD	N. AVONDALE	s 7 50	s 8 42			3 15	10 15	
B 12	YARD	WAGGAMAN	7 52	8 44			3 20	10 20	
B 19	121	AMA	7 59	8 52			3 30 ³⁵⁸	10 35	
B 22	NS	D. LULING	8 02	8 55			3 34	10 41	
B 26	87	HAINVILLE	8 05	8 58			3 39	10 48	
B 31	84	D. KILLONA	8 10	9 03			3 46	10 59	
B 35	86	D. EDGARD	8 15	9 08			3 53	11 10	
B 40	125	JOHNSON	8 20	9 13			4 00	11 20	
B 46	125	D. VACHERIE	f 8 27	9 19			4 12	11 34	
B 52	158	D. ST. JAMES	8 34	9 26			4 22	11 49	
B 59	125	WINCH	8 39	9 31			4 29	12 01AM	
B 65	145	N DONALDSONVILLE	s 8 48	s 9 45			4 57 ²²	12 15	
B 68	156	MO CALL	8 52	9 50			5 10	12 20	
B 75	149	D. WHITE CASTLE	s 9 02	s 10 00			5 25	12 32	
B 82	171	DOVER	9 12	10 10			5 40	12 50 ³⁵⁸	
B 85	NS	NO. PLAQUEMINE	s 9 17	s 10 17			5 45	12 55	
B 90	YARD	N. ADDIS	s 9 30	s 10 30			6 20	1 20	
B 93	83	MERLIN	9 34	10 35			6 27	1 30	
B 97	86	LYNOX	9 38	10 39			6 38	1 40	
B 102	86	D. GROSSE TETE	f 9 45	10 45			6 40	1 50	
B 105	86	D. ROSEDALE	f 9 49	10 49			6 45	1 58	
B 109	86	D. MARINGOUIN	f 9 55	10 53			6 55	2 08	
B 114	86	LIVONIA	10 01	10 58 ³⁵⁸			7 06	2 18	
B 118	87	FORDOCHÉ	f 10 06	11 02			7 15	2 25	
B 121	86	ABAN	10 10	11 06			7 25	2 31	
B 125	88	RAVENWOOD	10 15	11 11			7 35	2 38	
B 129	92	D. MELVILLE	s 10 22	11 17			7 50	2 48	
B 134	91	SAMBO	10 29	11 24			8 01	2 58	
B 139	80	D. PALMETTO	f 10 33	11 28			8 10	3 21 ²²	
B 146	86	D. ROSA	f 10 40	11 35			8 25	3 50	
B 153	86	D. MORROWS	f 10 47	11 42			8 40	4 03	
B 157	88	NIBOT	10 52 ⁵⁴	11 47			8 55	4 13	
B 163	95E 96W	N. BUNKIE	s 11 05	s 12 01AM			9 20	4 35	
B170A	NS	T. & N. O. JCT.	11 14	12 10			9 40	4 50	L 12 20PM
B 170	99	D. CHENEYVILLE	f 11 15	12 11			9 43	4 53	12 22
B 177	87	MEEKER	11 22	12 17			10 13 ⁵⁴	5 08	12 35
B 179	48	D. LECOMPTE	s 11 24	12 19			10 23	5 12	12 39
B 182	87	LAMORIE	11 28	12 23			10 28	5 20	12 46
B 187	88	MORELAND	11 34	12 29			10 37	5 30	12 57
B 190	YARD	WILLOW GLEN	11 37	12 32	L 3 45PM		10 46	5 40	1 02
B 192	YARD	N ALEXANDRIA YARD	11 40 ⁵⁵	12 35	3 50		11 00 ²⁷ 12 01 ^{PM}	A 6 00AM	1 06
	YARD	S. P. JOT	11 43	12 38	3 54		12 12	A 1 15PM	
B 195	YARD	N. ALEXANDRIA Passenger Station	A 11 50AM	A 12 45AM	A 4 00PM		A 12 15PM		
		200.1	27 Daily	21 Daily	717 Daily		55 Daily	359 Daily	835 Daily
		Time Over Sub-Division	4.50	4.55	.15		10.15	9.00	.55

SPECIAL INSTRUCTIONS
Alexandria Subdivision

1. First-class trains will run at REDUCED SPEED between West Bridge Jct. and Wagganman, and between Willow Glen and Texmo Jct.

2. Time at New Orleans and Race Street Jct. is shown for information only. Time at Donaldsonville and Addis applies at the train order signal. Time of first-class trains Alexandria Yard applies at the end of Two Main tracks, Mile Post 192.1.

3. 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.

4. Nos. 21 and 27 may assume their schedule and leave West Bridge Jct. without clearance, but must secure clearance at Avondale.

No. 834 will secure clearance at S. P. Depot, Alexandria, before departure.

All second-class and extra trains may leave Alexandria Passenger Station without clearance. First-class trains must secure clearance Alexandria Dispatcher's office before leaving Alexandria Passenger Station.

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

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

Cheneyville is register station for Nos. 834 and 835 only.

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

Eastward trains from Thibodaux Subdivision may leave McCall without ascertaining whether all trains due, which are superior or of the same class have arrived and left.

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

7. Exception to Rule 95: Between Willow Glen and Texmo Jct.; Mo. Pac. and GCL trains when authorized by Mo. Pac. or GCL train orders may display signals for a following section without train order authority.

7 (a). Exception to Rule 97: Between Texmo Jct. and Alexandria Yard 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 block signal indication.

8. The track parallel to and immediately south of main track between west end Dover siding and Addis, Mile Post 89.9 in service as a Drill track and is designated as "South Track."

All trains and engines moving on "South Track" will approach Plaquemine Draw Bridge prepared to stop unless Home Interlocking signals are seen to indicate "Proceed."

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, etc.	Miles Post location from New Orleans	Time Table No. 5 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949	FIRST CLASS				SECOND CLASS			SPECIAL INSTRUCTIONS Alexandria Subdivision (Continued)
			22	28	718	834	54	358		
			Louisiana Eagle Passenger Daily	Louisiana Daylight 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 00AM	A 8 50PM						
FWY	.5	RACE STREET JCT.	6 42	8 30			A 4 30PM	A 5 30AM		
	10.2	WEST BRIDGE JCT.	A 5 57AM	A 7 45PM			A 3 15PM	A 4 10AM		
W	11.4	AVONDALE	s 5 55	s 7 42			3 10	3 55		
	12.6	WAGGAMAN	5 51	7 37			2 45	3 45		
	19.3	AMA	5 44	7 29			2 30	3 30	35	
	22.1	LULING	5 41	7 26			2 25	3 15		
	25.1	HAINVILLE	5 38	7 22			2 18	3 08		
	30.1	KILLONA	5 33	7 16			2 10	2 55		
	35.3	EDGARD	5 28	7 11			2 02	2 45		
	40.0	JOHNSON	5 23	7 06			1 55	2 35		
	46.3	VAOHERIE	5 17	6 58			1 45	2 20		
	53.1	ST. JAMES	5 10	6 49			1 35	2 01		
	58.4	WINOH	5 05	6 43			1 28	1 45		
WY	64.7	N DONALDSONVILLE	s 4 57	s 6 35			1 20	1 30		
	67.8	MO CALL	4 50	6 25			1 15	1 23		
	75.8	WHITE CASTLE	4 41	6 15			1 05	1 10		
	84.2	DOVER	4 31	6 03			12 54	12 50	359	
	85.4	NO. PLAQUEMINE	s 4 29	s 6 01			12 50	12 35		
FWT	90.1	N. ADDIS	s 4 20	s 5 50			12 41	12 20	AM	
	93.4	MERLIN	4 11	5 39			12 36	11 52		
	97.0	LYNOH	4 07	5 35			12 30	11 45		
	101.8	D. GROSSE TETE	4 01	5 28			12 24	11 36		
	105.1	D. ROSEDALE	3 58	5 23			12 19	11 30		
	109.3	D. MARINGOIN	3 54	5 17			12 12	11 20		
W	114.1	LIVONIA	3 49	5 11			12 05	10 58	21	
	117.9	FORDOUCHE	3 45	5 06			11 59	10 38		
	121.4	ABAN	3 41	5 01			11 54	10 33		
	125.2	BAVENWOOD	3 36	4 56			11 48	10 28		
WY	129.5	D. MELVILLE	3 30	4 48			11 43	10 20		
	134.6	SAMBO	3 25	4 43			11 35	10 12		
	138.5	D. PALMETTO	3 21	4 38			11 29	10 05		
	145.1	D. ROSA	3 15	4 30			11 19	9 55		
	152.0	D. MORBOWS	3 08	4 23			11 10	9 42		
	157.4	NIBOT	3 02	4 17			10 52	9 34	27	
FWY	163.1	N. BUNKIE	s 2 55	s 4 10			10 33	9 25		
	170.2	T. & N. O. JOT	2 41	3 56			A 9 05AM	9 12		
	171.1	D. CHENEYVILLE	2 40	3 53			9 01	9 10		
	177.0	MEEKER	2 34	3 47			8 49	10 13	55	
	178.5	D. LECOMPTÉ	2 32	3 45			8 44	10 10		
	181.4	LAMORE	2 28	3 39			8 37	10 06		
	187.2	MORELAND	2 22	3 33			8 25	9 58		
	190.4	WILLOW GLEN	2 19	3 30			A 9 30AM	8 35		
FWTY	192.1	N ALEXANDRIA YARD	2 16	3 27			8 13	9 50	L 8 30PM	
	193.8	S. P. JOT	2 13	3 23			L 8 10AM	9 07		
	194.5	N. ALEXANDRIA	L 2 10AM	L 3 20PM	L 9 20AM		L 9 05AM			
		Passenger Station								
	200.1		22 Daily	28 Daily	718 Daily	834 Daily	54 Daily	358 Daily		
		Time Over Sub-Division	4.50	5.30	.10	.55	7.25	9.00		

SPECIAL INSTRUCTIONS
Alexandria Subdivision (Continued)

8 (a). Yard engines may use the South Track' without train order or other authority the same as any other Drill track within yard limits.

Trains may use "South Track" ONLY when authorized by train orders in either of the following forms:

Example (a). "Extra 400 East has right over opposing trains on South Track Addis to Dover."

Example (b). "Extra 300 West MAY use South Track Dover to Addis."

Under train order, example (a), the train must use the south track between the points named, and other trains receiving a copy of this order may proceed on the main track on their rights or schedule.

Under example (b), the train named may use either the main track or the South Track between the points named.

8 (b). All trains and engines using "South Track" will run at REDUCED SPEED, prepared to stop short of train, engine obstruction or switch not properly lined and not exceeding 20 miles per hour.

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

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 Timetable of the Texas and Pacific Railway.

Employees of the GCL, Mo.Pac., and T. & N. O. Railroads are subject to the Rules, Timetable and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

10. Standard Clocks: New Orleans, Avondale, Donaldsonville, Addis, Melville, Eunice, Alexandria Yard and Alexandria Dispatcher's office.

OTHER PASSENGER TRAIN FLAG STOPS:

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

No. 22.
Melville and Whitecastle; to discharge passengers from Alexandria and beyond or receive passengers for Avondale and beyond.

No. 27.
Livonia; to discharge passengers from Avondale and beyond or receive passengers for Alexandria and beyond.
Lemoyne; to discharge passengers from Avondale and beyond or receive passengers for Natchitoches and beyond.

No. 28.
Lemoyne; to discharge passengers from Natchitoches and beyond or receive passengers for Avondale and beyond.
Livonia; to discharge passengers from Alexandria and beyond and receive passengers for Avondale and beyond.

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

SHREVEPORT SUB-DIVISION--Westward

Station Numbers	Car Capacity Passing Sidings	Time Table No. 5 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949		FIRST CLASS					SECOND CLASS
				21	41	27	715	717	55
				Louisiana Eagle Passenger Daily	Passenger Daily	Louisiana Daylight 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 1 05 AM	L 6 30 AM	L 12 01 PM	L 1 25 AM	L 4 15 PM	L 12 15 PM
	YARD		TEXMO JCT.	1 08	6 33	12 04	A 1 30 AM	A 4 20 PM	12 20
B 204	87		RAPIDES	1 18	6 42	12 13			12 35
B 209	80	D	BOYCE	1 25	6 50	12 19			12 45
B 213	87		ROOK	1 35	7 00	12 26			12 55
B 219	87		GALBRAITH	1 42	7 10	12 32			1 05
B 223	NS	D	CHOPIN	1 46	7 15	12 36			1 16
B 225	87		FERN	1 49	7 19	12 39			1 21
B 228	87	D	DERRY	1 54	7 24	12 43			1 27
B 236	114	D	CYPRESS	2 08	A 7 35	12 53			2 07
N 5	56	D	NATCHEZ	2 14		12 58			2 25
N 11	86E 46W	N	NATCHITOCHES	2 27		1 10			2 55
N 18	86		HYAMS	2 35		1 19			3 15
N 23	87		POWHATAN	2 41		1 25			3 25
N 30	61	D	LAKE END	2 49		1 33			3 40
N 84	86		HANNA	2 54		1 38			3 50
N 40	90		GAHAGAN	3 00		1 44			4 00
N 42	NS	D	HARMON	3 03		1 47			4 08
N 45	86		GRAND BAYOU	3 06		1 55			4 15
N 51	101		WESTDALE	3 12		2 02			4 30
N 55	71		HOWARD	3 18		2 07			4 44
N 61	87	D	CASPIANA	3 24		2 14			5 01
N 67	45	D	GAYLES	3 31		2 21			5 13
N 72	110		LUCAS	3 38		2 27			5 28
S 320	YARD	N	CUT OFF JCT.	3 53	L 10 16 AM	2 40			5 50
S 322	YARD		HOLLYWOOD YARD	3 55	10 20	2 42			A 6 00 PM
S 324	YARD		SHREVEPORT JCT.	3 59	10 25	2 46			
S 327	YARD		SHREVEPORT (Passenger Station)	4 20 4 35	A 10 45 AM	3 00 3 10			
S 324	YARD		SHREVEPORT JCT.	4 42		3 17			
S 322	YARD		HOLLYWOOD YARD	4 47		3 21			L 8 30 PM
S 320	YARD	N	CUT OFF JCT.	A 4 49 AM		A 3 23 PM			A 8 32 PM
			133.8	21 Daily	41 Daily	27 Daily	715 Daily	717 Daily	55 Daily
			Time Over Sub-Division	3.44	4.15	3.22	.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-324.1.

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): No. 40 may assume schedule and leave Shreveport without clearance, but must secure clearance at Cut Off Jct. authorized by Louisiana Division Superintendent addressed to No. 40 at Reisor care No. 43.

MoP No. 131 is authorized to assume schedule of No. 718 and MoP 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 GUL trains when so designated by Mo. Pac. or GUL 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 trains 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. 40 and 41 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;

Between Shreveport Jct. and T. S. & N. Jct., inbound first class trains are superior to outbound first class trains, except:

No. 28 outbound is superior to No. 41 inbound.

Standard Clocks:

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

Other Passenger Train Flag Stops.

- No. 27 — Boyce—to discharge passengers from regular or flag stops Bunkie and east or receive passengers for Natchitoches and beyond.
Derry, Powhatan and Armistead; to discharge passengers from Alexandria and east or receive passengers for Shreveport and beyond.
No. 41 — Zimmerman, MP B-211.7—flag stop
Lena, MP B-216.9—regular stop
Montrose, MP B-232.2—flag stop.

SHREVEPORT SUB-DIVISION—Eastward

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Location Water, Fuel, Turn-table, Wye, etc.	Mile Post Location	Time Table No. 5 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949	FIRST CLASS					SECOND CLASS
			28	40	22	716	718	54
			Louisiana Daylight Passenger Daily	Passenger Daily	Louisiana Eagle Passenger Daily	Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Red Ball Freight Daily
STATIONS								
FWTY	192.1	ALEXANDRIA YARD						
	194.5	N. ALEXANDRIA (Passenger Station) 1.2	A 3 10PM	A 9 45PM	A 1 50AM	A 1 40AM	A 8 55AM	A 9 05AM
	195.7	TEXMO JCT. 8.0	2 58	9 34	1 42	L 1 35AM	L 8 50AM	8 55
	203.7	RAPIDES. 5.7	2 49	f 9 24	1 33			8 35
	209.4	D. BOYCE. 4.5	2 41	s 9 14	1 25			8 28
	213.9	BOOK. 5.7	2 36	f 9 04	1 17			8 18
	219.6	GALBRAITH. 3.0	2 29	f 8 52	1 10			8 10
	222.6	D. OHOPIN. 2.6	2 25	s 8 46	1 06			8 05
	225.2	FERN. 4.0	2 22	8 41	1 03			8 00
	229.2	D. DERRY. 7.1	2 17	s 8 35	12 58			7 55
FWY	235.8	D. CYPRESS. 4.3	f 2 07	L 8 25PM	12 48			7 35
	4.8	D. NATCHEZ. 6.9	s 1 57		12 38			7 25
	11.7	N. NATCHITOCHES. 6.2	s 1 47		12 30			7 15
	17.9	HYAMS. 4.7	1 35		12 20			6 59
	22.6	POWHATAN. 7.3	1 25		12 15			6 53
	29.9	D. LAKE END. 4.2	1 15		12 07			6 43
	34.1	HANNA. 5.5	f 1 10		12 02AM			6 37
	39.6	GAHAGAN. 2.8	1 04		11 56			6 29
	42.4	D. HARMON. 2.4	1 01		11 53			6 25
W	44.8	GRAND BAYOU. 5.4	12 58	Via PLEASANT HILL SUBDIVISION	11 50			6 21
	50.2	WESTDALE. 6.4	12 52		11 44			6 14
	55.6	HOWARD. 5.2	12 46		11 38			6 08
	60.8	D. CASPIANA. 6.1	12 40		11 32			6 00
	68.9	D. GAYLES. 6.0	12 33		11 25			5 52
	72.9	LUCAS. 7.0	12 27		11 18			5 45
WY	320.8	N. CUT OFF JCT. 1.1	12 13	A 5 44PM	11 03			5 32
FWT	321.9	HOLLYWOOD YARD. 2.9	12 11	f 5 41	11 01			L 5 30AM
	324.8	SHREVEPORT JCT. 2.3	12 07	5 36	10 57			
	327.0	SHREVEPORT (Passenger Station) 2.2	s 12 01PM 11 50	L 5 30PM	s 10 50 10 35			
	324.8	SHREVEPORT JCT. 2.2	11 35		10 20			
FWT	321.9	HOLLYWOOD YARD. 2.9	11 30		10 15			A 4 00AM
WY	320.8	N. CUT OFF JCT. 1.1	L 11 28AM		L 10 13PM			L 3 45AM
	133.8		28 Daily	40 Daily	22 Daily	716 Daily	718 Daily	54 Daily
		Time Over Sub-Division	3.42	4.15	3.37	.05	.05	5.20

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, except No. 41, will use Texarkana Subdivision main track from TS&N Jct. to north wye switch and back around wye into Passenger Station. Outbound movement will be straight-away over main track. No. 41 will head into Shreveport Passenger Station.

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 McNeil 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 McNeil 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;

Between Shreveport Jct. and T. S. & N. Jct., inbound first class trains are superior to outbound first class trains, except: No. 28 outbound is superior to No. 41 inbound.

Other Passenger Train Flag Stops.

- No. 28 — Armistead, Powhatan and Derry; to discharge passengers from Shreveport and beyond or receive passengers for Alexandria and regular or flag stops beyond.
Boyce; to discharge passengers from Natchitoches and beyond or receive passengers for Bunkie and regular or flag stops beyond.
- No. 40 — Montrose, MP B-232.2—flag stop
Lena, MP B-216.9—regular stop
Zimmerman, MP B-211.7—flag stop.

6 Westward PLEASANT HILL SUB-DIVISION Eastward

FIRST CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 5 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949		Mile Post Location	Location—Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS	
41	40			Passenger Daily	Passenger Daily				
STATIONS									
L 7 40AM	B 238	YARD	D.....	CYPRESS	235.9	FWY	A 8 20PM		
f 7 45	B 240	NS		WEAVER	239.5		f 8 13		
s 7 58	B 246	26		PROVENCAL	246.1		s 8 02		
s 8 08	B 253	30	D.....	ROBELINE	253.0		s 7 50		
s 8 20	B 259	38	D.....	MARTHAVILLE	259.3		s 7 40		
s 8 38	B 269	29	D.....	PLEASANT HILL	268.8		s 7 23		
s 8 50	B 275	30	D.....	PELICAN	274.9		s 7 09		
s 8 58	B 279	33	D.....	OXFORD	279.0		s 7 02		
s 9 11	B 287	30	D.....	SOUTH MANSFIELD	287.4		s 6 48		
s 9 25	B 294	38	D.....	GRAND OAK	294.5		s 6 32		
s 9 39	B 302	35		GLOSTER	302.4		s 6 18		
s 9 55	B 309	NS		STONEWALL	308.8	WMP-305	s 6 05		
s 10 02	B 312	NS	D.....	KEITHVILLE	312.4		s 5 59		
A 10 12AM	B 317	NS		REISOR	318.0		L 5 50PM		
41 Daily				82.1				40 Daily	
2.32				Time Over Sub-Division				2.30	

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

Shreveport subdivision No. 41 into Cypress may assume schedule No. 41 and leave Cypress without clearance if train order signal indicates "Proceed."

No. 40 may assume schedule and leave Reisor on clearance received at Cut Off Jct. addressed to No. 40 at Reiser care No. 43.

Nos. 40 and 41 will stop on flag at Boleyn, Shamrock and Victoria.

Westward THIBODAUX SUB-DIVISION Eastward

SECOND CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 5 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949		Mile Post Location	Location—Water, Fuel, Turn-table, Wye, etc.	THIRD CLASS	
73	72			Local Daily Except Sunday	Local Daily Except Sunday				
STATIONS									
L 8 45AM	FWY	.0	N.....	DONALDSONVILLE	B 65	YARD	A 1 30PM		
L 8 55AM		2.4		GEARY	B 67	NS	A 1 15PM		
9 01		3.9		PALO ALTO	H 3	10	1 05		
9 16		6.1		KESLER	H 8	NS	12 50		
9 30		11.4	D.....	PAINCOURTVILLE	H 11	7	12 40		
9 41		14.3		MUNSONS	H 14	NS	12 30		
9 45	Y	15.4	D.....	NAPOLEONVILLE	H 15	NS	12 15		
9 50		16.8		RATLIFF	G 12	NS	12 10PM		
10 15		25.0		LABADIEVILLE	G 20	NS	11 43		
10 30		29.9		ROGER	G 25	10	11 28		
A 10 45AM	Y	33.5	D.....	THIBODAUX	G 29	YARD	A 11 15AM		
73 Daily Except Sunday				33.5				72 Daily Except Sunday	
2.00				Time Over Sub-Division				2.15	

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

Time at Donaldsonville is shown for information only.

No. 73 may assume schedule at Geary on authority of a clearance received at Donaldsonville.

Standard Clock: Donaldsonville.

Southward CHURCHPOINT SUB-DIVISION Northward

SECOND CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 5 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949		Mile Post Location	Location—Water, Fuel, Turn-table, Wye, etc.	THIRD CLASS	
85	84			Local Daily Except Sunday	Local Daily Except Sunday				
STATIONS									
L 9 00AM	FWY	163.1	N.....	BUNKIE	B 163	YARD	A 3 45PM		
9 17		8.6		EOLA	L 3	NS	3 20		
9 35		8.8		ST. LANDRY	L 9	28	3 05		
9 55		15.5		TATE COVE	L 15	NS	2 45		
10 30	Y	20.0	D.....	VILLE PLATTE	L 20	51	2 15		
10 50		26.7		LEDoux	L 27	20	1 45		
11 35		24.1	D.....	OPELOUSAS	X 23	15	1 15		
11 57		31.5		LEWISBURG	X 32	16	12 45		
A 12 10PM	Y	35.9	D.....	CHURCH POINT	X 36	23	L 12 30PM		
85 Daily Except Sunday				48.4				84 Daily Except Sunday	
3.10				Time Over Sub-Division				3.15	

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

Standard Clock: Bunkie

Southward GORDON SUB-DIVISION Northward

SECOND CLASS		Station Numbers	Car Capacity Passing Sidings	Time Table No. 5 EFFECTIVE 12:01 A. M. DECEMBER 11, 1949		Mile Post Location	Location—Water, Fuel, Turn-table, Wye, etc.	THIRD CLASS	
73	72			Local Daily Except Sunday	Local Daily Except Sunday				
STATIONS									
		10.9	V 11	NS					
		7.8	V 9	28					
		4.3	V 4	23					
	WY	129.1	D.....	MELVILLE	B 129	YARD			
				10.9					
				Time Over Sub-Division					

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

Standard Clock: Melville

THIRD CLASS		Location—Water, Fuel, Turn-table, Wye, etc.	Station Numbers	Time Table No. 5		Miles from Addis	Car Capacity Passing Sidings	THIRD CLASS		
	87			EFFECTIVE 12:01 A. M. DECEMBER 11, 1949				86		
	Local Freight Tuesday, Thursday, and Saturday			STATIONS				Local Freight Monday, Wednesday, and Friday		
L 9 00AM		FWY	B 163	N.....	BUNKIE.....	109.2	YARD	A 5 00PM		
9 20			V 42	.....	EVERGREEN.....	104.5	9	4 40	
9 40			V 38	D....	COTTONPORT.....	100.3	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	
	SEE JOINT TIME TABLE			.....	MOREAUVILLE.....	79.7	17		SEE JOINT TIME TABLE
				V 30	HAMBURG.....	76.6	103		
				V 23	HYDE.....	69.3	86		
				V 22	SIMMESPORT.....	68.9	NS		
					EDEN.....	65.6	79		
				WY D 61	TORRAS.....	60.9	NS		
				D 68	LETTSWORTH.....	57.2	54		
				D 51	BATCHELOR.....	50.3	105		
				D 42	D....	MORGANZA.....	42.0	52		
				Y D 83	D....	NEW ROADS.....	32.0	100		
				D 25	D....	GLYNN.....	24.7	52		
				D 18	D....	CHAMBERLIN.....	17.6	52		
				D 13	LOBDELL.....	12.8	100		
L 3 10PM					LOBDELL JOT.....	12.3	NS		A 10 30AM
3 30				D 10	ANCHORAGE.....	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 Tuesday, Thursday, and Saturday				109.2			86 Monday, Wednesday, and Friday		
	7.15				Time Over Sub-Division			7.30		

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

Current Joint Time Table of the Texas and Pacific Railway and the Louisiana and Arkansas Railway will govern the movement of trains between Mansura Jct., and Lobdell Jct.

Employees of the Texas and Pacific Railway are subject to the Rules and Special Instructions of the Louisiana and Arkansas Railway while occupying its tracks.

Train movements between Bunkie and Mansura Jct. and between Lobdell Jct. and Addis will be handled by L.&A. Train Dispatcher and over the signature of the L.&A. Trainmaster in accordance with Rules, Time Table and Special Instructions of the Texas and Pacific Railway Co.

Switch at Lobdell Jct. is power-operated; 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 movements 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.

TRANSPORTATION RULES

Rule 2. Amended to read: Watches that have been examined and certified to by a designated Inspector must be used by:

Road Foremen of Engines	Trainmasters	Brakemen
Signal Supervisors	Chief Dispatchers	Train Baggage-men
Asst. Signal Supervisors	Train Dispatchers	Yard Foremen
Signal Maintainers	Yardmasters	Switchmen
Telephone Maintainers	Asst. Yardmasters	Agent-Operators
Roundhouse Foremen	Conductors	Operators
Extra Gang Foremen	Enginemen	Towermen
B&B Gang Foremen	Firemen	Roadmasters
Motor Car Operators	Hostlers	Section Foremen
		Linemen

The certificate in prescribed form must be renewed and filed with the Superintendent during the month of July each year.

Rule 2 (a). Amended to read: Watches of train dispatchers and employes in train, engine and yard service, with that portion of the certificate retained by them, must be presented to a designated inspector for comparison and registration each calendar month of the year with not more than forty days between comparisons. All employes required to use certified watches must have this portion of the certificate in their possession while on duty and present it for examination when called for by an officer. When watches of employes subject to time service rules are found at any time to be thirty seconds or more from standard time, they must be set to correct time.

Rule 17. Amended to read: The standard white headlight must be displayed brightly to the front of every train by day and by night.

When a train turns out to meet another train, the standard headlight must be kept burning brightly until entire train is clear of main track; it will be dimmed while train is moving on siding entirely clear of main track, and must be extinguished when train has stopped entirely clear of main track.

It must be dimmed (except when approaching public crossings at grade):

- (1) Approaching and passing head end and rear end of trains, and engines standing or moving on adjacent tracks.
- (2) Approaching signals indicating train orders.
- (3) When standing on main track awaiting arrival of an opposing train.
- (4) When moving on sidings and other than main tracks in clear of main track.

"Winking" or "Blinking" of headlights for any purpose is prohibited.

When an engine is running backwards a white light must be displayed by night on the rear of tender.

Rule S-17 (a). Amended to read: When headlight is displayed by train on siding at meeting point, except in territory where Rules 261 to 269 inclusive (Movement of Trains by Block Signals) are in effect, opposing trains must proceed at Reduced Speed until main track is seen to be clear.

Display of headlight does not relieve engine men nor trainmen from protecting, when required, as prescribed by Rule 99.

Rule 73. Exception to: Within automatic block system limits, 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).

Rule 87. Clearance of Trains within Automatic Block System Limits. Exception to: 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.

Rule 92. Exception to: Within automatic block system limits a train may arrive at a station in advance of its schedule arriving time.

Rule 99. Exception to: When within the limits of Automatic Block System and a following passenger train is due, the flagman may return to his train when recalled if there is no train seen or heard approaching, but must leave at the point from which he returns two torpedoes on the rail on the engineman's side not less than two rail lengths apart; between sunset and sunrise and/or when conditions require additional safety for his train, he will leave a burning red fusee in addition. If when recalled, a train is seen

or heard approaching the flagman must remain displaying stop signals until the approaching train arrives.

Rule 104. Supplement to: All crossover switches must be left lined against a crossover movement when not in use, except as follows:

- (a). When a crossover enters the main track and the main track switch of the crossover is a spring switch or power-operated switch, the other switch of the crossover will be left lined and locked for the crossover.
- (b). When the crossover is one end of a siding designated for meeting or passing of trains, the inside switch of the crossover will be left lined for movement to or from the siding to the main track.

Rule 104 (e). Supplement to: A running switch must not be made with cars containing inflammables, explosives or other dangerous articles.

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.

Rule 104 (g). Amended to read: Rail sand must not be used or water allowed to run from any locomotive between signals governing movement over spring or power-operated switches.

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

- Red light with letter "S", or
- Red light over a Red light with letter "S",

Indication is: "Stop and throw switch." After switch has been thrown be governed by indication displayed by the signal.

Rule 509 (b). Amended to read: A train or engine may pass at Restricted Speed not exceeding ten miles per hour, without stopping, a Block Signal indicating "Stop, then Proceed at Restricted Speed", when designated as a "Grade" signal, expecting to find a train in the block, broken rail, obstruction or switch not properly set. (See Rule 286-A).

Rule 520. Amended to read: When a signal governing a movement in the facing point direction of a spring switch indicates "Stop" or "Stop, then Proceed at Restricted Speed", switch must be tested by hand and switch points examined and known to fit properly before proceeding.

Rule 814. Supplement to: Conductors will require a brakeman to remain on the rear of train at all times except:

- (a). When required to protect train under Rules of the Transportation Department.
- (b). When a competent employe qualified to protect train under Rules of Transportation Department takes his place.
- (c). When train is clear of main track.
- (d). When train is within yard limits unless circumstances require protection under Rules of Transportation Department.

In Louisiana. To meet requirements of Flagging Rules, a brakeman shall remain on the rear of all passenger trains at all times, except in yard limits, and in yard limits when circumstances require the protection of the train under the conditions as set forth in the Texas and Pacific Operating Rules.

Train Order, Form "S-E". Supplement to: The following form is authorized:

"No 2 Eng 900 wait at C until eight thirty 8 30 am
for Extra 600 West
No 2 take siding C for Extra 600 West"

Special Rules covering its use:

When a train is directed by train order Form S-E, (wait order) to take siding for another train, such instructions unless annulled by a subsequent train order, are in effect after the time stated in the order has expired and the superior train must approach the designated point at REDUCED SPEED prepared to stop expecting to find the inferior train on the main track between the siding switches without flag protection and must take the siding if the inferior train is at the designated point.

If the superior train arrives at the designated point after the time stated in the order has expired, and the expected train has not arrived, and the main track can be seen to be clear to the other end of the siding, the superior train may proceed without entering and using the siding.

This form of train order will not be combined with other forms of train orders.

MAXIMUM SPEEDS

All Subdivisions

	Miles per hour	
	Maximum freight train speed	Maximum freight train speed
Trains of mixed freight and passenger equipment. (Caboose are freight equipment)		
Trains of deadhead passenger equipment		
Trains handling scale test cars; conductor will keep engineer advised when such cars in train	45	
Trains handling cars equipped with arch-bar trucks, or wooden underframes (except cabooses), and not otherwise restricted	45	
Light engines in road movement, freight or passenger, and engines handling cabooses, or rider cars, and not otherwise restricted	40	
Trailing through points of a spring switch; not otherwise restricted	30	
Yard and/or road engines showing cars ahead of engine; Alexandria and Shreveport Subdivisions	20	
Avoyelles and Pleasant Hill Subdivisions	15	
All other subdivisions	12	

	Main track		All other tracks
Yard engines, running backward or forward, and/or road engines running backward, with or without cars, and not otherwise restricted.			
Alexandria and Shreveport Subdivisions.			
Steam yard engines	20	20	
Diesel yard engines	40	20	
Steam road engines	20	20	
Avoyelles and Pleasant Hill Subdivisions.			
Steam and diesel yard engines, and road engines	15	15	
All other subdivisions.			
Steam and diesel yard engines, and road engines	12	12	

	Straight Track		Curves
Trains handling steam wrecking derricks with boom in trailing position, not otherwise restricted.			
Alexandria and Shreveport Subdivisions	35	30	
Pleasant Hill Subdivision	25	15	
All other Subdivisions	18	12	

	Miles per hour	
	Passenger	Freight
Trains handling steam wrecking derricks, boom in forward position; self-propelled pile drivers, ligger-woods, Brown-hoist and other machinery of similar description; also steam pile drivers moving under own power	30	18

Between	Miles per hour	
	Passenger	Freight
Alexandria Subdivision		
West Bridge Jct.—Alexandria	65	50
Except:		
Between M.P. 120 and M.P. 129	50	
D-10 and H-3 Class Engines	50	
MoP 5200 Class Engines	50	
MoP 1200 Class Engines	45	45

Alexandria-Shreveport	Miles per hour	
	Passenger	Freight
Shreveport Subdivision		
Except: D-10 and H-2 Class Engines	50	45
Over east wye switch Cut Off Jct., M.P. 7.1	15	15

Geary-Thibodaux	Miles per hour	
	Passenger	Freight
Thibodaux Subdivision		
Except around curves Geary, just east Palo Alto and Godchaux connection	30	30
	15	15

Addis-Lobdell Jct.	Miles per hour	
	Passenger	Freight
Avoyelles Subdivision		
Longbridge-Marksville	40	25
Longbridge-Bunkie	18	18
	25	25

Melville-Gordon	Miles per hour	
	Passenger	Freight
Gordon Subdivision		
	25	25

Bunkie-Churchpoint	Miles per hour	
	Passenger	Freight
Churchpoint Subdivision		
Except:		
Around curve, M.P. 20.4, South Ville Platte	15	15
Around curves between 1550 feet north and 500 feet south Gulf Coast Lines crossing, Opelousas	15	15

Reisor-Cypress	Miles per hour	
	Passenger	Freight
Pleasant Hill Subdivision		
	40	25

RAILROAD GRADE CROSSINGS

Location	Miles per hour	
	Passenger	Freight
Alexandria Subdivision		
M.P. B-10.2.....P. B-T. & N. O. (Interlocked)		
M.P. B-114.9.....Gulf Coast Lines (Automatic Interlocked)		
M.P. B-182.....Rock Island Lines (Automatic Interlocked)		
Over all cane crossings	25	20

M.P. 3.7 Lucas Cutoff KCS Ry.	Miles per hour	
	Passenger	Freight
Shreveport Subdivision		
M.P. 5.9 Lucas Cutoff T&NO Ry. (Automatic Interlocked)		
M.P. B-325.2 (Shreveport) IC RR. (Automatic Interlocked)	20	15

RAILROAD GRADE CROSSINGS—Continued

Location	Miles per hour	
	Passenger	Freight
Avoyelles Subdivision		
M.P. D-10.6.....Gulf Coast Lines (Gate)	25	15
M.P. D-12.4.....Gulf Coast Lines (Interlocked) See Note	25	15
M.P. W-3.9.....L.&A. Ry. (Gate)	15	15
Note: Interlocking signals M.P. D-12.4 controlled by GCL Operator, Anchorage.		

M.P. L-3.6.....	Miles per hour	
	Passenger	Freight
Churchpoint Subdivision		
T. & N. O. Ry.	15	15
M.P. X-23.5.....Gulf Coast Lines (Interlocked) See note	15	15
Note: Assigned hours of Towerman 9:00 A.M. to 1:00 A.M. No towerman on duty 1:00 A.M. to 9:00 A.M.		

M.P. B-287.4.....	Miles per hour	
	Passenger	Freight
Pleasant Hill Subdivision		
K. C. S. Ry. (Interlocked) See note	25	15
M.P. B-312.9.....T. & N. O. Ry. (Automatic Interlocked)	15	15
Note: Interlocking handled by Agent South Mansfield during hours 8:00 A.M. to 12:00 Noon—1:00 P.M. to 5:00 P.M., daily except Saturdays, Sundays and Legal Holidays. When Agent not on duty, Interlocking will be handled by member of crew.		

DRAW BRIDGES

Location	Name	Miles per hour	
		Passenger	Freight
M.P. B-85.5.....	Bayou Plaquemine	25	25
M.P. 101.0.....	Bayou Grosse Tete	35	25
M.P. B-123.5.....	Melville	8	25
M.P. H-15.9.....	Bayou Lafourche—Napoleonville	5	6
Plaquemine and Melville Draw Bridges are protected by Interlocking Signals and Derails.			

CITY SPEED ORDINANCES

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

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

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SIGNALS

The maximum speed on track protected by permanent slow signals will be shown on face thereof; where two sets of figures are shown, the higher figures indicate speed of passenger trains and the lower figures the speed of all other trains.

Where a higher speed than the maximum speed defined by time-table or other special instructions for a train is shown on a permanent slow signal, the maximum speed prescribed by time-table or other special instructions will govern.

Note: The designation "Mile Post—Poles" refer to Mile Post location and number of poles beyond in the direction of next higher Mile Post.

Shreveport Sub-Division.					
Psg. Trains	Other Trains	Restriction Begins		Restriction Ends	
		Mile Post	Poles	Mile Post	Poles
40	40	B-235	4	N-1	4
25	25	N-10	5	N-11	10
50		N-13	27	N-14	12

TURN-OUTS

Kind	Miles per hour
No. 16	30
All other turn-outs	15

Location of No. 16 Turn-outs

Station	Mile Post	Number of turn-outs	Description
Alexandria Subdivision			
Waggaman	B-12.6	1	End Drill track
Johnson	B-29.4	1	East end siding
Donaldsonville	B-64.3	1	Cross-over
Shreveport Subdivision			
Cut Off Jct.	B-320.8	1	West entrance to Interlocker, Hollywood yard.

AUTOMATIC BLOCK

- 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.
- 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.

- 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.

- 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 POWER-OPERATED SWITCHESAlexandria Subdivision

Power operated switches and signals in connection therewith controlled by Operator Donaldsonville located:

- Each end crossover, west end siding Donaldsonville, M.P. 64.3
- East end siding, McCall, M.P. 67.0
- Thibodaux Subdivision connection with McCall siding, M.P. 67.0

Shreveport Subdivision

Power operated switch leading from westward main track to Mo. Pac. northward main track Texmo Jct. and signals in connection therewith controlled by T&P Train Dispatcher, Alexandria. See special instructions Shreveport subdivision.

Avoyelles Subdivision

Power operated switch Lobdell Jct. and signals in connection therewith controlled by L&A Operator, East Bridge Tower, North Baton Rouge. See special instructions Avoyelles Subdivision.

- 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.
- 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 passing over such switches.
- Except as prescribed in special instructions applicable; when a signal governing a movement over a power-operated switch indicates "Stop," except as authorized by Authority Card, Form 157, or by Rule 663, movements must not be made over switch until switch is placed in hand-throw position and engineman notified.

YARD LIMITS

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

INTERLOCKING WHISTLE SIGNAL CODECut Off Jct.

Routes to inbound main track and to Marshall	0000
Route to main track towards Natchitoches	00
Route to Yard	0

Opelousas

Main Track	0
Diverging Route	0

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

- 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 east end siding, Donaldsonville, M. P. 62.9 and west end siding, McCall, M. P. 68.5.

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.

- 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.

- 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.

- 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.

- 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.

SPRING SWITCHES

Station	Mile Post	Location		Facing Point Direction	Normal Position
		Track			
<u>Alexandria Sub-Division</u>					
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	
McCall	68.5	West end siding	Eastward	Main track	
Bunkie	144.2	West End West Siding	Eastward	Main track	
Alexandria Yard	180.2	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	192.1	End two main tracks	Westward	Westward track	
Alexandria	194.2	East end crossover	Westward	Eastward track	
Alexandria	194.3	West end crossover	Eastward	For cross-over	
Alexandria	194.3	East end passenger track	Westward	Westward 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.	334.5	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 trilled through from either leg of wye.	
McNeil St.	326.8	East Wye	Westward	For Market St. main track	
McNeil St.	326.8	West end passenger main	Eastward	Passenger Main	

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 at Hollywood Yard.)

Air brakes must be coupled and working on pile drivers, derricks, or other such machines and locomotives while being handled in trains, or by yard engines, and must not be switched with when it can be avoided.

When necessary to handle such machines or locomotives while switching, kick or drop must not be made, and they must otherwise be handled carefully to avoid damage.

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.

MARS OSCILLATING SIGNAL LIGHT

On diesel engines equipped with an oscillating signal light arranged to display either an oscillating white or red light the following will govern use of such 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.

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.

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.

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-128.3	Melville Bridge
Shreveport	M.P. B-209.3	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, Thibodaux, New Roads, Opelousas, Avoyalles and Ville Platte Branches
John F. Oser	Algiers	Local
R. G. Babin	Gretna	Local
Sidney George	Thibodaux	Local
Joseph Dechary	Plaquemine	Local
Wilbur Jewelry Co.	Church Point	Local
Bunkie Jewelry Store	Bunkie	Local
C. A. Schnack Jewelry Co.	Alexandria	Boyce to Bunkie
B. F. Griffin	Mansfield	Local
Bryan's Jewelry	Shreveport	Local
Youngblood Jewelry Co.	Shreveport	Lena to Reisor via Shreveport, Texarkana Sub-Division and Pleasant Hill Branch

SAFETY RULES GOVERNING EMPLOYES 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.

HOSPITAL

DR. CARL McCURDY, Chief Surgeon

Marshall, Texas

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. E. B. Harrison	New Orleans	Dr. F. B. Landry	Port Allen
Dr. W. D. Phillips	New Orleans	Dr. J. C. Roberts	New Roads
Dr. J. M. Lyons (Assoc.)	New Orleans	Dr. Charles A. Havard	Morrows
Dr. Dan D. Baker (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	Gratna	Dr. B. C. Blake	Lecompte
Dr. J. D. Kirn	Luling	Dr. R. B. Wallace	Alexandria
Dr. J. R. Fernandes	Edgard	Dr. Ralph Lampert	Alexandria
Dr. D. T. Martin	Donaldsonville	Dr. R. B. Wallace, Jr.	Alexandria
Dr. Percy LeBlanc (Associate)	Donaldsonville	Dr. B. N. Sewell	Boyce
Dr. J. P. Musso	White Castle	Dr. J. M. Yeager	Derry
Dr. E. A. Kleinpeter	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	Manafield
Dr. W. H. Wagley	Marionville	Dr. Jacob S. Segura (Associate)	Manafield
Dr. E. E. Merse	Meville	Dr. L. S. Huckaby	Grand Bayou
Dr. K. A. Roy	Manaura	Dr. R. S. Roy	Natchitoches
Dr. A. M. Abramson	Markville	Dr. J. G. Yearwood	Gayles
Dr. S. R. Abramson (Assoc.)	Markville	Dr. A. A. Herold	Shreveport
Dr. John S. Bailey	Church Point	Dr. A. A. Herold, Jr. (Assoc.)	"
Dr. W. R. Lastrapes	Opelousas	Dr. J. E. Heard (Assoc.)	"
Dr. W. W. Pugh	Napoleonville	Dr. N. Judson Bender (Assoc.)	"
Dr. R. B. Thompson	Ville Platte	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