

DIVISION OFFICERS

T. E. Albright **Superintendent** **Alexandria, La.**
 E. E. Long **Master Mechanic** **Ft. Worth, Tex.**
 J. H. Judd **Asst. Master Mechanic** **Marshall, Tex.**

E. S. Pennebaker, **Manager**
 L. M. Ogilvie, **Asst. Manager**
 Lloyd White, **Terminal Trainmaster**

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

J. E. Harrell **Asst. Superintendent** **Alexandria Terminal**
 R. H. Blassingame **Trainmaster** **Alexandria, La.**
 R. G. Brill **Trainmaster** **Shreveport, La.**
 C. H. Reynolds **Road Foreman of Engines** **Alexandria, La.**

R. A. Hawthorne **Chief Dispatcher** **Alexandria, La.**
 V. C. Ray **Chief Dispatcher (Night)** **Alexandria, La.**
 C. J. Dupont **Dispatcher** **Alexandria, La.**
 W. J. Davis **Dispatcher** **Alexandria, La.**
 H. M. Hawthorne **Dispatcher** **Alexandria, La.**
 R. J. Mouton **Dispatcher** **Alexandria, La.**
 R. L. Mayeux **Dispatcher** **Alexandria, La.**
 L. B. Rabalais **Dispatcher** **Alexandria, La.**
 B. J. Williams **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. 8

Effective 12:01 a. m., Sunday, JUNE 21, 1953

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

Westward-ALEXANDRIA SUB-DIVISION-Eastward

FIRST CLASS				Station Numbers	Car Capacity Passing Stages	Time Table No. 8 EFFECTIVE 12:01 A. M. JUNE 21, 1953	Mile Post location from New Orleans	Location—Water, Fuel, Turn-table, Wys, etc.	FIRST CLASS		
717	21	27	22						28	718	
Mo. Pac. Passenger Daily	Louisiana Eagle Passenger Daily	Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily						Louisiana Daylight Passenger Daily	Mo. Pac. Passenger Daily	
	L 7 50PM	L 7 35AM	B 0	YARD	.... NEW ORLEANS....	.0		A 7 10AM	A 8 50PM	
	7 52	7 37	B 1	YARD	.. RACE STREET JCT..	.5	{FWY {DO-DW	6 57	8 30		
	L 8 35PM	L 8 20AM	B 10	YARD	.. WEST BRIDGE JCT..	10.2		A 6 12AM	A 7 45PM		
	s 8 40	s 8 25	B 11	YARD	OTO.. AVONDALE.....	11.4	W	s 6 10	s 7 42		
	8 42	8 27	B 12	YARD	.... WAGGAMAN.....	12.6		6 08	7 37	
	8 49	8 34	B 19	121	.... AMA.....	19.3		6 01	7 29	
	8 52	8 37	B 22	NS	LTO... LULING.....	22.1		5 58	7 26		
	8 55	8 40	B 26	87	.... HAHNVILLE.....	25.1		5 55	7 22	
	9 00	8 45	B 31	84	.... KILLONA.....	30.1		5 50	7 16	
	9 05	8 50	B 35	86	LTO... EDGARD.....	35.3		5 45	7 11		
	9 10	8 55	B 40	125	.... JOHNSON.....	40.0		5 40	7 06	
	9 16	t 9 02	B 46	125	LTO... VACHERIE.....	46.3		5 34	f 6 58		
	9 23	9 09	B 52	158	LTO... ST. JAMES.....	53.1		5 27	6 49		
	9 28	9 14	B 59	125	.... WINCH.....	58.4		5 22	6 43	
	s 9 38	s 9 23	B 65	145	OTO.. DONALDSONVILLE.	64.7	Y	s 5 15	s 6 35		
	9 42	9 27	B 68	156	.... MC CALL.....	67.8		5 09	6 25	
	s 9 52	s 9 37	B 75	149	LTO WHITE CASTLE....	75.8		5 00	s 6 15		
	10 02	9 47	B 82	171	.... DOVER.....	84.2		4 51	6 03	
	s 10 08	s 9 52	B 85	NS	LTO.. PLAQUEMINE.....	85.4		s 4 49	s 6 01		
	s 10 20	s 10 05	B 90	YARD	OTO.... ADDIS.....	90.1	{DO-DW Y	s 4 40	s 5 50		
	10 25	10 09	B 93	83	.... MERLIN.....	93.4		4 32	5 39	
	10 29	10 13	B 97	86	.... LYNCH.....	97.0		4 28	5 35	
	10 35	f 10 20	B 102	86	LTO.. GROSSE TETE....	101.8		4 23	f 5 28		
	10 38	f 10 24	B 105	86	LTO... ROSEDALE.....	105.1		4 20	f 5 23		
	10 42	f 10 30	B 109	86	LTO.. MARINGOUIN....	109.3		4 16	f 5 17		
	10 47	10 36	B 114	86	.... LIVONIA.....	114.1		4 11	5 11	
	10 52	f 10 41	B 118	87	.... FORDOHE.....	119.1		4 06	f 5 03	
	10 59	10 49	B 125	89	.... RAVENWOOD.....	124.9		4 00	4 56	
	11 05	s 10 57	B 129	92	LTO... MELVILLE.....	129.5		3 54	s 4 48		
	11 10	11 04	B 134	91	.... SAMBO.....	134.6		3 49	4 43	
	11 14	f 11 03	B 139	80	LTO... PALMETTO.....	138.5		3 45	f 4 38		
	11 20	f 11 15	B 146	86	LTO... ROSA.....	145.1		3 39	f 4 30		
	11 27	f 11 22	B 153	86	LTO... MORROWS.....	152.0		3 32	f 4 23		
	11 32	11 27	B 157	88	.... NIBOT.....	157.4		3 27	4 17	
	s 11 45	s 11 40	B 163	95E 96W	OTO... BUNKIE.....	163.1	DW-Y	s 3 20	s 4 10		
	11 53	11 49	B170A	NS	.... T. & N. O. JCT....	170.2		3 09	3 56	
	11 55	f 11 50	B 170	99	LTO.. CHENEYVILLE....	171.1		3 08	s 3 53		
	12 01AM	11 57	B 177	87	.... MEEKER.....	177.0		3 02	3 47	
	12 03	s 11 59	B 179	48	LTO... LECOMPTE.....	178.5		3 00	s 3 45		
	12 06	12 03PM	B 182	87	.... LAMORIE.....	181.4		2 57	3 39	
	12 12	12 09	B 187	88	.... MORELAND.....	187.2		2 51	3 33	
	L 3 50PM	12 15	B 190	YARD	.... WILLOW GLEN....	190.4		2 47	3 30	A 9 30AM
	3 53	12 18	B 192	YARD	OTO.. ALEXANDRIA YARD	192.1	{FWTY {DO-DW	2 45	3 27	9 26	
	3 56	12 21		YARD	.... S. P. JCT.....	193.8		2 42	3 23	9 23
	A 4 00PM	A 12 30AM	B 195	YARD	LTO.. ALEXANDRIA.. Passenger Station	194.5		L 2 40AM	L 3 20PM	L 9 20AM	
	717 Daily	21 Daily	27 Daily		200.1			22 Daily	28 Daily	718 Daily	
	.10	4.40	4.50		Time Over Sub-Division			4.30	5.30	.10	

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

See pages 10 and 11 for Alexandria Subdivision Special Instructions.

Westward--SHREVEPORT SUB-DIVISION--Eastward

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FIRST CLASS				Station Number	Car Capacity Passing Slings	Time Table No. 8 EFFECTIVE 12:01 A. M. JUNE 21, 1953		Mile Post Location	Location Water, Fuel, Turn-table, Wye, etc.	FIRST CLASS					
717	715	27	21			STATIONS				28	22	716	718		
Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily	Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily			Louisiana Daylight Passenger Daily	Louisiana Eagle Passenger Daily			Mo. Pac. Passenger Daily	Mo. Pac. Passenger Daily				
				B 192	YARD	...ALEXANDRIA YARD...		192.1	FWTY						
L 4 15PM	L 4 30AM	L 12 35PM	A 12 50AM	B 195	YARD	LTO ...ALEXANDRIA... (Passenger Station)	Two Main Tracks	194.5	.....	A 3 10PM	A 2 20AM	A 1 40AM	A 8 55AM	
A 4 20PM	A 4 34AM	12 38	12 52	.....	YARD	.....TEXMO JOT....		195.7	.....	2 58	2 15	L 1 30AM	L 8 45AM
		12 47	1 01	B 204	87	.....RAPIDES.....		203.7	.....	2 49	2 06		
		12 53	1 08	B 209	80	LTO ...BOYOE.....		209.4	.....	2 41	1 59			
		1 00	1 13	B 213	87	.....ROCK.....		213.9	.....	2 36	1 54		
		1 06	1 20	B 219	87	.....GALBRAITH.....		219.8	.....	2 29	1 47		
		1 13	1 27	B 225	87	.....FERN.....		225.2	.....	2 20	1 40		
		1 18	1 32	B 228	87	.....DERRY.....		229.2	.....	2 15	1 32		
		f 1 28	1 40	B 236	114	LTO ...OYRESS.....		235.8	.....	f 2 05	1 16			
		f 1 33	1 45	N 5	56	LTO ...NATCHEZ.....		4.8	.....	s 1 57	1 11			
		s 1 45	s 1 59	N 11	(86V 46W)	LTO ...NATCHITOCHES.....		11.7	.....	s 1 45	s 1 02			
		1 55	2 07	N 18	86	.....HYAMS.....		17.9	.....	1 30	12 50		
		2 01	2 12	N 23	87	.....POWHATAN.....		22.6	.....	1 24	12 45		
		2 10	2 20	N 30	61	LTO ...LAKE END.....		29.9	.....	1 16	12 37			
		f 2 15	2 25	N 34	86	.....HANNA.....		34.1	.....	f 1 11	12 32		
		2 23	2 31	N 40	90	.....GAHAGAN.....		39.6	.....	1 05	12 26		
		2 29	2 37	N 45	86	.....GRAND BAYOU.....		44.8	.....	12 59	12 20		
		2 35	2 43	N 51	101	.....WESTDALE.....		50.2	.....	12 53	12 14		
		2 47	2 55	N 61	87	LTO ...CASPIANA.....		60.8	.....	12 41	12 02AM			
		2 54	3 02	N 67	45	LTO ...GAYLES.....		66.9	.....	12 34	11 55			
		3 01	3 09	N 72	110	.....LUCAS.....		72.9	.....	12 27	11 48		
		3 11	3 18	S 320	YARD	OTO ...CUT OFF JCT....	Two Main Tracks	320.8	Y	12 18	11 39				
		3 13	3 20	S 322	YARD	.....HOLLYWOOD YARD.....		321.9	{ DO-DW T	12 16	11 37			
		3 19	3 25	S 324	YARD	.....SHREVEPORT JOT.....		324.8	.....	12 11	11 32		
		s 3 35 3 45	s 3 35 3 50	S 327	YARD	.....SHREVEPORT... (Passenger Station)		327.0	.....	s 12 05PM 11 55	s 11 25 11 10		
		3 51	3 56	S 324	YARD	.....SHREVEPORT JOT.....	Two Main Tracks	324.8	.....	11 40	10 57		
		3 56	4 01	S 322	YARD	.....HOLLYWOOD YARD.....		321.9	{ T DO-DW Y	11 35	10 52			
		A 3 58PM	A 4 03AM	S 320	YARD	OTO ...CUT OFF JCT....		320.8	.....	L 11 33AM	L 10 50PM			
717 Daily	715 Daily	27 Daily	21 Daily			133.8				28 Daily	22 Daily	716 Daily	718 Daily		
.05	.05	3.23	3.13			Time Over Sub-Division				3.38	3.30	.10	.10		

Eastward trains are superior to trains of the same class in opposite direction, except, between Shreveport Jct. and T. S. & N. Jct., inbound first class trains are superior to outbound first class trains.

See Page 11 for Shreveport Subdivision Special Instructions.

OTHER PASSENGER TRAIN FLAG STOPS

- No. 27.....Boyce to discharge passengers from Bunkle and beyond, or receive passengers for Natchitoches and beyond.
Derry, Powhatan; to discharge passengers from Alexandria and beyond, or receive passengers for Shreveport and beyond.
- No. 28.....Powhatan and Derry; to discharge passengers from Shreveport and beyond, or receive passengers for Alexandria and beyond.
Boyce; to discharge passengers from Natchitoches and beyond, or receive passengers for Bunkle and beyond.

4 Westward PLEASANT HILL SUB-DIVISION Eastward

Station Numbers	Car Capacity Passing Sidings	Time Table No. 8 EFFECTIVE 12:01 A. M. JUNE 21, 1953		Mile Post Location	Location—Water, Fuel, Turn-table, Wye, etc.
		STATIONS			
B 236	YARD	LTO	CYPRESS	235.9	
B 240	NS		WEAVER	239.5	
B 246	26		PROVENCAL	246.1	
B 253	39	LTO	ROBELINE	253.0	
B 259	38	LTO	MARTHAVILLE	259.3	
B 269	29	LTO	PLEASANT HILL	268.8	
B 275	30		PELICAN	274.9	
B 279	33	LTO	OXFORD	279.0	
B 287	30	LTO	SOUTH MANSFIELD	287.4	
B 294	38	LTO	GRAND CANE	294.5	
B 302	35		GLOSTER	302.4	
B 309	NS		STONEWALL	308.8	
B 312	NS	LTO	KETHVILLE	312.4	
B 317	NS		REISOE	318.0	
		82.1			
		Time Over Sub-Division			

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

Westward THIBODAUX SUB-DIVISION Eastward

SECOND CLASS		Location—Water, Fuel, Turn-table, Wye, etc.	Miles from Donaldsonville	Time Table No. 8 EFFECTIVE 12:01 A. M. JUNE 21, 1953		Station Numbers	Car Capacity Passing Sidings	THIRD CLASS	
73				72					
Local Daily Except Sunday		Local Daily Except Sunday		STATIONS				Local Daily Except Sunday	
L 8 45AM	Y		0	OTO	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 8	10		1 05
9 16			8.1		KESSLER	H 8	NS		12 50
9 30			11.4	LTO	PAINCOURTVILLE	H 11	7		12 40
9 41			14.3		MUNSONS	H 14	NS		12 30
9 45			15.4	LTO	NAPOLEONVILLE	H 15	NS		12 15
9 50			16.6		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		33.6	LTO	THIBODAUX	G 29	YARD	L	11 15AM
73				33.5				72	
Daily Except Sunday								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		Location—Water, Fuel, Turn-table, Wye, etc.	Mile Post Location	Time Table No. 8 EFFECTIVE 12:01 A. M. JUNE 21, 1953		Station Numbers	Car Capacity Passing Sidings	THIRD CLASS	
85				84					
Local Daily Except Sunday		Local Daily Except Sunday		STATIONS				Local Daily Except Sunday	
L 9 00AM	(DW)	Y	163.1	OTO	BUNKIE	B 163	YARD	A	3 45PM
9 17			3.6		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			20.0	LTO	VILLE PLATTE	L 20	51		2 15
10 50			26.7		LEDOUX	L 27	20		1 45
11 35			24.1		OPELOUSAS	X 23	15		1 15
11 57			31.5		LEWISBURG	X 32	16		12 45
A 12 10PM	Y		35.9		CHURCH POINT	X 36	23	L	12 30PM
85				48.4				84	
Daily Except Sunday								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

THIRD CLASS		Location—Water, Fuel, Turn-table, Wye, etc.	Station Numbers	Time Table No. 8		Miles from Addis	Car Capacity Passing Sidings	THIRD CLASS				
87				EFFECTIVE 12:01 A. M.				86				
Local Freight Tuesday, Thursday, and Saturday				JUNE 21, 1953				Local Freight Monday, Wednesday, and Friday				
				STATIONS								
L 9 00AM	{ Y DW	B 163	OTO... BUNKIE.....	109.2	YARD	A 5 00PM						
9 20		V 42	..... EVERGREEN.....	104.5	9	4 40						
9 40		V 38	LTO. 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	LTO... MANSURA.....	98.5	13	3 45						
10 45		W 9	LTO. MARKSVILLE.....	88.8	14	3 30						
11 05		W 4	LTO... 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.....	69.8	86						
			V 22	..... SIMMESPORT.....	68.9	NS						
				..... EDEN.....	65.6	79						
			D 61	..... TORRAS.....	60.9	NS						
			D 58	..... LETTSWORTH.....	57.2	54						
			D 51	..... BATCHELOR.....	50.3	105						
			D 42	..... MORGANZA.....	42.0	52						
			Y D 33	..... NEW ROADS.....	32.0	100						
			D 25	..... GLYNN.....	24.7	52						
			D 18	..... CHAMBERLIN.....	17.6	52						
			D 13	..... LOBDELL.....	12.8	100						
L 3 10PM				..... LOBDELL JOT.....	12.8	NS		A 10 30AM				
3 30		D 10	..... ANCHORAGE.....	9.9	22	10 15						
3 40		D 8	LTO. PORT ALLEN.....	7.8	35	10 00						
A 4 15PM	{ DW-DO T }	B 90	OTO... 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.

LOUISIANA DIVISION

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

ABBREVIATIONS

The following letters placed before the figure on a schedule indicate:

- g—Regular Stop
f—Flag stop to receive or discharge traffic.

The following letters placed to left in station column of timetable indicate:

- CTO—Continuous day and night train order office
LTO—Train order office of limited hours.

The following letters placed in column provided in timetable indicate:

- NS—No siding
W—Water station
DW—Diesel water station
F—Fuel oil station
DO—Diesel oil station
T—Turn-table
Y—Wye

Form "Y" Train Order is authorized on all subdivisions except Avoyelles Subdivision.

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.

The use of rear view mirrors on diesel engines for the following purposes is prohibited:

- To observe hand signals
- To observe indication of fixed signal
- To maintain lookout ahead when operating control compartment is on trailing end of a diesel engine.

TRAIN ORDER OFFICES

Continuous day and night train order offices, designated CTO on the time table, are open seven days per week.

Train Order offices of limited hours, designated LTO on the time table, are open from 8:00 AM to 5:00 PM Monday to Friday, inclusive, except:

Plaquemine	9:00 P.M. to 6:00 A.M.	Daily
Rosedale	8:30 A.M. to 5:30 P.M.	
Maringouin	8:30 A.M. to 5:30 P.M.	
Melville	7:00 A.M. to 4:00 P.M.	
Cheneyville	9:00 A.M. to 6:00 P.M.	Daily
Alexandria	9:00 A.M. to 5:00 P.M.	Daily
	12:01 A.M. to 8:00 A.M.	Daily
Boyce	7:30 A.M. to 4:30 P.M.	
Cypress	9:00 A.M. to 6:00 P.M.	
Natchez	7:00 A.M. to 4:00 P.M.	
Natchitoches	7:45 A.M. to 3:45 P.M.	Daily
	11:45 P.M. to 7:45 A.M.	Daily
Robeline	7:30 A.M. to 4:30 P.M.	
Sou. Mansfield	9:00 A.M. to 6:00 P.M.	
Mansura	7:00 A.M. to 4:00 P.M.	
Marskville	7:00 A.M. to 4:00 P.M.	

YARD LIMITS

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

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 --
	<u>Opelousas</u>
Main Track	0 --
Diverging Route	0 --

SPECIAL SAFETY RULES

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

Special attention is called to Uniform Code of Operating Rule No. 510, which is amended to read as follows: Employes must provide themselves with a copy, be conversant with and comply with Safety Rules issued in separate book or other form.

Employes Must Not:

Go between moving cars or engines to uncouple, open, close or adjust knuckles or couplers, or to make adjustments of, or to operate other appliances. (If lever is inoperative and it is necessary to adjust knuckles by other means, proper understanding must be had and full protection afforded before doing so.)

Step in front of moving cars or engines to adjust knuckles.

Go between cars for any purpose without protection or knowing that cars are not coming in from either end of track
Use feet to change the alignment of drawbars.

Remove any of the appliances of an engine or cars for convenience in switching which would endanger the safety of themselves or others, or follow other dangerous practices.

Ride upon coupler, end sills, end sill handholds or pilot beams of locomotives.

Step upon or alight from footboard on forward end in direction of an engine in motion.

Ride on footboard on forward end in direction engine is moving.

Ride on engine pilots.

Ride on buffer plates, drawbars, brake beams, brake wheels, end ladders and on end of car containing load that may shift.

Stand near the end of freight cars, except when operating hand brakes or backup hose.

Sit on footboard or pilot of engine when engine is standing still.

In addition to Rule 510, the following is prohibited:

- Giving signal to move an engine or cars and then crossing track in front of movement.
- (a) Giving signal to move an engine or cars without first placing switch in proper position.
(b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
(c) Engineman drifting down too close to switches that are to be thrown.
- 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.
- Hanging dope palls on hand holds, door guides, or side or end ladder of cars.
- Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

OPERATING RULES

Rule 3. Amended to read: Standard clocks must bear sign "Standard Clock" and their locations will be shown in special instructions.

Where standard clocks are available, watches of train dispatchers, conductors, engineers, hostlers and engine foremen must be compared with a standard clock before commencing each day's work or trip. If a register station for a train, conductors and engineers of trains must register on train register the time watches are compared.

Conductors, engineers, hostlers, engine foremen and train-order operators, whose duties preclude access to a standard clock, must obtain time from train dispatcher, or compare and regulate their watches daily with those of conductors and engineers who have standard time and have registered as provided.

When practicable, conductors or engine foremen, and engineers will also compare time with each other and with trainmen, or yardmen, and firemen before commencing each day's work or trip.

Rule 6. Amended to read: General orders will be numbered consecutively beginning with January 1st of each year; will be issued and cancelled by the Superintendent or other designated officer, and will expire with the calendar year. They supersede any rule or special instructions with which they conflict.

Train, engine and yard employes, train dispatchers, and other employes whose duties require, must familiarize themselves with general orders and other notices before commencement of each trip or day's work. If a register station for a train, conductors and engineers of trains must record information on train register indicating that they have read and understand general orders. Location of general orders will be designated by special instructions.

Special instructions in timetable, or when issued in pamphlet form, supersede any rule with which they conflict.

Rule 10 (g). Supplement to: Yellow and green reflector signals as provided by Temporary Speed Restriction Chart, page 130, Uniform Code of Operating Rules, may be used both by day and by night in lieu of signs by day and signs and lights by night.

Rule 12 (J). Supplement to: Five (5) minute yellow fuses may be used for giving hand signals as prescribed by this rule, except yellow fuses must not be used by trainmen or yardmen for giving hand signals within interlocking limits.

Rule 20 (a). Extra trains handled by diesel engines will display two white lights only, by day and by night, in the places provided for that purpose on the front of the engine. The display of two white flags in addition is not required.

Sou. Pac. trains between T.&N.O. Jct. and S.P. Jct. being handled by engines equipped with train indicators may be operated as an extra train without the display of two white flags on front of engine.

In lieu thereof, such engines will display proper designation on train indicators (illuminated by night) and in addition two white lights by day and by night.

Rule 103. Supplement to: Cars must not be left standing too near street or highway crossings. When practicable, cars must be left at least seventy five (75) feet away from crossings.

When a train or cut of cars is parted to clear a public crossing at grade; in addition to a trainman, when practicable, protecting the crossing against trains or engines approaching on adjacent tracks, the crossing must be cleared not less than 75 feet on each side.

Rule 103 (a). Paragraph (9) amended to read: Before switching occupied passenger equipment or occupied outfit cars, see that brake pipe connections are made, angle cocks opened between the cars and brake system charged.

(Continued)

Operating Rules—continued

Rule 104 (c). Exception to: Any member of train or engine crew may examine a remote control switch, see that switch is properly lined and that switch points fit properly; such member of crew must remain at switch until leading wheels pass over switch.

Rule 206. 5th paragraph amended to read: Except when being used on a work train extra, the number of operating control unit of a diesel engine must be displayed and this number will be the identifying number of the engine and will be the engine number used in train orders; numbers on other units may be displayed but such numbers will not be used in train orders.

When a diesel engine with more than one control compartment unit is used on a work train extra, the numbers of all control compartment units may be displayed but the number of only one of the control compartment units will be used in train orders relating to such work train extra. When a diesel engine consisting of more than one unit is used on a work train extra, white train signals (two white lights only) as provided by Rule 20 (a) and special instructions must be displayed on all units equipped to display such signals.

Rule 508 (1). Exception to: A fireman who for any reason is permanently restricted to service as a fireman must not operate an engine except while working in hostler service. Engineers must not permit a permanently restricted fireman to operate an engine in their charge.

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

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

Special rules governing:

When a superior 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 Restricted 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 must not be combined with any other form of order and contain only the one waiting point.

RADIO RULES

The use of radio communication in any manner by any employe to supersede the requirement of complying with any rule of the Uniform Code of Operating Rules, Supplements Thereto, or Special Instructions Supplementing Uniform Code of Operating Rules, is prohibited.

The use of radio communications to transmit train orders, or any part of contents of train orders, is prohibited except as follows:

1. Train dispatcher may transmit a train order by use of radio communication direct to an operator, or direct to a conductor or engineer as provided in Rule 206 (b).
2. Radio communication may be used by an operator to relay a train order as provided in Rule 206 (c) to another operator, or to relay direct to a conductor or engineer a train order addressed to their train at a station not a train order office or at which the office is closed.

LOUISIANA DIVISION

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

MAXIMUM SPEEDS

All Subdivisions

	Miles per hour	
	Maximum freight train speed	Maximum freight train speed
Trains of mixed freight and passenger equipment. (Cabooses 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	
Engines (yard or road service) shoving cars ahead of engine:		
Alexandria and Shreveport subdivisions	20	
All other subdivisions	15	
Engines in yard service, with or without cars, and not otherwise restricted:		
Alexandria and Shreveport subdivisions	Main track 40	All other tracks 20
All other subdivisions	15	15

Diesel engines, series 1500 and 2000, and foreign line diesel engines of similar constructions, when running with operating control compartment not on leading end, and not otherwise restricted	40	20
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	Straight Track		Curves
	35	30	
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	

Trains handling steam wrecking derricks, boom in forward position; self-propelled pile drivers, Hdggerwoods, Brown-hoist and other machinery of similar description; also steam pile drivers moving under own power	30	18
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Between	Alexandria Subdivision	Miles per hour	
		Passenger	Freight
West Bridge Jct.—Alexandria		65	50
Except:			
MoP 5200 Class Engines		50	
MoP 1200 Class Engines		45	45

Shreveport Subdivision

Alexandria-Shreveport	55	45
Over east wye switch Cut Off Jct., M.P. 7.1	15	15

Thibodaux Subdivision

Geary-Thibodaux	30	30
Except around curves Geary, just east Palo Alto and Godchaux connection	15	15
Over all cane crossings	25	20

Avoyelles Subdivision

Addis-Lobdell Jct.	40	25
Longbridge-Marksville	18	18
Longbridge-Bunkle	25	25

Gordon Subdivision

Melville-Gordon	25	25
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Churchpoint Subdivision

Bunkle-Churchpoint	25	25
Except:		
Around curve, M.P. 20.4, South Ville Platte	15	15
Around curves between 1850 feet north and 500 feet south Gulf Coast Lines crossing, Opelousas	15	15

Pleasant Hill Subdivision

Relsor-Cypress	40	25
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RAILROAD GRADE CROSSINGS

Location	Alexandria Subdivision	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. B-182	Rock Island Lines (Automatic Interlocked)		

Shreveport Subdivision

M.P. 3.7 Lucas Cutoff KCS Ry.	(Automatic Interlocked)		
M.P. 6.9 Lucas Cutoff T&N O Ry.	(Automatic Interlocked)		
M.P. B-325.2 (Shreveport) IC RR.	(Automatic Interlocked)	20	15

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.

Churchpoint Subdivision

M.P. L-3.6	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.

Pleasant Hill Subdivision

M.P. B-287.4	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 when on duty; when not on duty interlocking will be handled by member of crew.

DRAW BRIDGES

Location	Name	Miles per hour	
		Passenger	Freight
M.P. B-35.5	Bayou Plaquemine	25	25
M.P. 101.0	Bayou Grosse Tete	50	50
M.P. B-123.5	Melville	25	25
M.P. B-15.9	Bayou Lafourche—Napoleonville	5	5

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	25	Natchitoches	30
Plaquemine	25	Shreveport	20
Bunkle	20	Thibodaux	15
Cheneyville	35	Ville Platte	5
Lecompte	45	Pleasant Hill	5
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

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.

Miles per Hour		Restriction Begins Mile Post	Restriction Poles	Restriction Ends Mile Post	Ends Poles
Psg. Trains	Other Trains				
40	40	B-235	4	N-1	4
25	25	N-10	5	N-11	6

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-220.8	1	West entrance to Interlocker, Hollywood yard.
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SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

AUTOMATIC BLOCK SYSTEM

Automatic Block System and Rules in effect:
West Bridge Jct. to Texmo Jct. M.P. 196.2.

M. P. 71.3, east of Lucas, to Shreveport Passenger Station, M.P. 327.3.

1. Alexandria: When Absolute Signal governing eastward movements from east end Passenger Main and track No. 1½ to Westward Main Track indicates "Stop" and no train or engine is observed approaching on Westward Main Track a member of crew will operate release push button located on side of signal, then wait 2 minutes for signal to clear. If signal fails to clear, movement to westward main track may be made only under flag protection.

Eastward Block Signal 194.4, just east of Murry Street governs movement through crossover from westward main track to eastward main track just east of Murry Street. When this signal displays "Stop, then Proceed" a movement must not be made to, or the eastward main track obstructed except under flag protection.

Eastward Two Unit Block Signal 194.8, located just west of Monroe Street, governs movement eastward on eastward main track and also through crossover just east of Monroe Street to Westward main track. When switches of this crossover are lined for crossover movement and no train or engine is approaching on westward main track, signal will display indication provided by Rule 286 (Red over Yellow). If, when switches are lined for a crossover movement, this signal displays "Stop, then Proceed" movement to westward main track must not be made except under flag protection.

LIMITS OF CONTROL OPERATORS

Location	Between
West Bridge Jct.	West Bridge Jct. and Avondale.
Donaldsonville	East end siding Donaldsonville and west end siding McCall.
Alexandria Yard	Willow Glen and end Two Main tracks, M.P. 192.1, Alexandria Yard.
Cut Off Jct.	East end siding Lucas and Cut Off Jct. Interlocking.

SPECIAL INSTRUCTIONS GOVERNING ELECTRICALLY LOCKED HAND-OPERATED SWITCHES

1. To Leave Main Track: Necessary for engine or car occupy short track section directly ahead of switch points; remove switch lock from main track switch, and when indicator lamp on top of electric lock mechanism lights, press foot pedal to release throw lever, and then the switch stand operating switch and the stand operating the derail may be operated the same as any ground-throw switch stand.

2. To Enter Main Track From a Track Equipped with an Electrically-locked Derail: Remove switch lock from derail stand and with lock removed wait approximately three minutes for lamp in top of electric lock mechanism to light; when lighted, press foot pedal to release throw lever and throw derail off rail, then the main track switch stand may be operated the same as any other ground-throw switch stand.

When entering the main track, the derail must be thrown from rail before attempting to operate the main track switch stand.

3. To Enter Main Track From Passing Siding Not Protected by Derails: Remove switch lock from stand, and if no train is approaching, the indicator lamp in top of electric lock mechanism should light; and switch may be operated at once. If indicator lamp does not light when lock is removed, wait at least three minutes for an approaching train to pass.

4. To enter main track at a crossover equipped with electric locks, the inside switch of the crossover must be operated first, or in the same manner as an electrically locked derail.

5. Switch locks must be replaced in hasps of electrically locked switches and derails when not in use.

6. If after waiting three minutes by watch for an indicator lamp to light as provided in paragraphs 2 and 3, and lamp does not light, try foot pedal to ascertain if indicator lamp is burned out and the switch is unlocked.

SPECIAL INSTRUCTIONS GOVERNING 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 for both opposing and following movements on the same track, as provided for by Rules 400 to 406, inclusive.

Between:

West Bridge Jct. and Avondale.

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

Willow Glen and end Two Main Tracks, Alexandria yard, M.P. 192.1.

East end siding Lucas and Cut Off Jct. Interlocking.

2. Between West Bridge Jct. and Avondale, engines may enter the main track at a hand-operated switch without authority from control operator. Engines entering the main track within these limits without authority from control operator, or having entered these limits on signal indication at other than a hand-operated switch, must not occupy the main track when it is known a first-class train will be delayed and must give way to other trains promptly. This does not modify observance of Rule 104 (15).

3. Eastward trains or engines from Alexandria Yard must not obstruct main track at end of Drill track MP 190.4 until control operator Alexandria Yard has been notified by a member of crew and proper signal indication displayed.

4. Ballast discers, rail oilers, weed burners, weed mowers and other uninsulated roadway work machines must not occupy, work or make movements on main track on authority of block signal indications alone when within territory where block signal indications, superseding the superiority of trains, govern the movement of trains and engines. Such machines may only occupy, work or make movements on main track within the above territory when granted working limits on track or tracks to be used, and a time limit, as prescribed by Rules Governing Movement of Trains and Engines by Block Signals.

SPECIAL INSTRUCTIONS GOVERNING POWER-OPERATED SWITCHES

Alexandria 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.

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.

SPRING SWITCHES

Station	Mile Post	Track	Facing Point Direction	Normal Position
Alexandria Sub-Division				
Waggaman	12.8	End drill track	Eastward	Main track
Johnson	29.4	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	Westward	Main track
Addis	91.0	West end west siding	Eastward	Main 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	192.1	End two main tracks	Westward	Westward track
Alexandria	194.3	East end crossover	Westward	Eastward track
Alexandria	194.3	West end crossover	Eastward	For cross-over
Alexandria	194.8	East end passenger track	Westward	Westward track

(Continued on page 10.)

LOUISIANA DIVISION

SPECIAL INSTRUCTIONS

SPRING SWITCHES—Continued.Shreveport Sub-Division

Alexandria	194.0	West end passenger track	Eastward	Main 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	222.3	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.
McNeil St.	326.8	East Wye	Westward	For Market St. main track
McNeil St.	326.8	West end passenger main	Eastward	Passenger Main

Spring switches must be lined for intended move before attempting to move track machines such as rail olers, ballast discar machines, burro cranes or any roadway equipment through them where the weight of such equipment is less than weight of an empty freight car.

A member of train or yard crew riding caboose or rear car in cut should observe spring switches after passing through them in trailing point direction to see if points move or if any indication of switch being in damaged condition, and if such condition noticed, make report accordingly.

STREET AND HIGHWAY CROSSING SIGNALS

Within operating limits of automatic public crossing signals, switches must not be left open nor cars left standing in circuit longer than necessary, thereby causing excessive operation of the crossing signal.

Flashing-light and wig-wag signals on two main tracks at Chalborne 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.

Flasher light signals in operation, McNeil St. Crossing, Shreveport, will operate automatically on approach of inbound trains from clearance point of wye and main track, and on outbound movement freight main line, but will discontinue operating on expiration of three and one-half (3½) minutes. For westward movement on passenger tracks Nos. 1 and 2, operate push button located on post either at extreme west end or half-way of passenger shed and be governed by indication of dwarf signals located to right of these tracks, immediately east of McNeil Street.

Indications:

Yellow: Flasher lights operating, proceed.

Red: Flasher lights not operating, protect crossing by flag.

The above two signals are not Block Indicators.

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.

ALEXANDRIA SUBDIVISION

1. First-class trains must run at Restricted Speed between West Bridge Jct. and Waggaman, 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 train order signal. Time of first-class trains Alexandria Yard applies at end of Two Main Tracks, M.P. 192.1.

3. Avondale is train order office for westward trains only. Alexandria Yard is train order office for westward trains originating that point and 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.

GCL No. 102 may assume clearance of No. 717 at Willow Glen without clearance.

Extra trains may leave Alexandria Passenger Station without clearance.

First-class trains must secure clearance Alexandria Dispatchers office before leaving Alexandria Passenger Station.

5. Race Street Jct. is register station only for trains originating and terminating that station.

Cheneyville is register station for Sou. Pacific trains 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 that all superior trains due have arrived and left.

6. Extra trains and engines may run ahead of first-class trains between West Bridge Jct. and Waggaman, 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.

8. Between Texmo Jct. and Alexandria Yard trains may run extra with the current of traffic without clearance or train orders; and between Alexandria Yard and Willow Glen may run extra without a clearance.

9. The track parallel to and immediately south of main track between west end Dover siding and Addis, M.P. 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 Drawbridge prepared to stop unless Absolute Interlocking signals are seen to be displaying a proceed indication.

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

Trains may use "South Track" Only under the following conditions:

(1) Between west end Dover siding and M.P. 86, just west Myrtle Grove, to do work within these limits.

(2) When authorized by train order 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 800 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.

9 (b). All trains and engines using "South Track" must run at Restricted Speed and not exceeding 20 miles per hour.

(Continued on page 11.)

SPECIAL INSTRUCTIONS

ALEXANDRIA SUBDIVISION—Continued.

10. Employees of the Texas and Pacific Railway are subject to the Rules, Timetable and Special Instructions of the Public Belt Railroad 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 timetable of the Texas 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.

11. Standard Clocks: New Orleans, Race St. Jct., Avondale, Donaldsonville, Addis, Bunkie, Alexandria Yard and Alexandria Dispatcher's office.

OTHER PASSENGER TRAIN FLAG STOPS

- No. 21.....Melville: to discharge passengers from New Orleans 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.
 No. 28.....Livonia; to discharge passengers from Alexandria and beyond, or receive passengers for Avondale and beyond.

SHREVEPORT SUBDIVISION

1. First-class trains must run at Restricted Speed between Texmo Jct. and Willow Glen.

2. 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. 324.4.

3. MoP No. 103 may assume schedule of No. 716 and MoP No. 131 may assume schedule No. 718 at Texmo Jct. without clearance.

Extra trains may leave Alexandria Passenger Station without clearance.

First-class trains must secure clearance Alexandria Dispatcher's office before leaving Alexandria Passenger Station.

4. Alexandria and Shreveport Passenger Stations are register stations for first-class trains only.

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

5. Extra trains and engines may run ahead of overdue first-class trains between Texmo Jct. and Alexandria Yard 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.

6. Exception to Rule 95: Between Texmo Jct. and Alexandria Yard Mo. Pac. trains when authorized by Mo. Pac. train orders may display signals for a following section without train order authority.

7. Between Texmo Jct. and Alexandria Yard trains may run extra with the current of traffic without clearance or train orders.

8. Interlocking Rules govern movements within Absolute signal limits Texmo Jct.; all signals controlled by T&P Train Dispatcher, Alexandria.

When a signal Texmo Jct. displays indication "Stop, Open the Switch" per Rule 292-A; after switch or switches have been thrown for intended movement, train or engine will then be governed by indication displayed by the signal. Hand-operated switches Texmo Jct. must not be thrown for a movement when signal governing movement does not display indication per Rule 292-A.

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.

(Continued.)

SHREVEPORT SUBDIVISION—Continued.

9. T&P-IC RR Crossing, MP B-325.2, Shreveport: For Movement of Trains or Engines on T&P route. Absolute signals normally display "Stop" changing to a proceed indication on the approach of a train or engine after a period of thirty (30) seconds if no train or engine is using the crossing on the IC route.

If a train or engine on the T&P route, after receiving a proceed indication does not enter Interlocking Limits within a period of three (3) minutes, the Absolute Signal governing use of T&P route will automatically change to "Stop" indication and then can only be cleared for a movement on T&P route by an engine or car stopping on a short releasing track section immediately in advance of T&P Absolute Signal. After a period of approximately thirty (30) seconds, if IC route over crossing is not being used, Absolute Signal will again change to a proceed indication.

Length of releasing track sections in advance of Absolute Signals:

West of crossing—150 feet.
 East of Crossing—210 feet.

10. Movements between Shreveport Jct. and Shreveport Passenger Station: All trains and engines must run at Restricted Speed between Shreveport Jct., M.P. 1 Texarkana Subdivision, and Shreveport Passenger Station.

Inbound first-class trains will use Texarkana Subdivision main track from TS&N Jct. to north wye switch and back around wye into Shreveport Passenger Station. Outbound first-class train movements will be straight-away on main track.

Between Shreveport Jct. and Shreveport Passenger Station extra trains and engines may run ahead of first-class trains 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.

Extra trains and engines will not foul main track between Shreveport Jct. and Shreveport Passenger Station on the time of a first-class train without permission from Train Dispatcher.

Extra trains and engines, including yard engines of foreign lines making interchange movements, will not foul automatic block system circuits on TS&N wye, or north of north wye switch until it has been ascertained all overdue first-class trains have arrived and left.

Dispatchers telephones located:

End two main tracks, Shreveport Jct.

East end yard tracks, Shreveport Jct.

Between IC and KCS Interchange connections, near Culpeper St.

West end Passenger Shed near McNeil Street.

City telephone located 1000 feet north of north wye switch.

Should a train or engine find 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. Flashers 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 obstructs the crossing.

11. Employees of the IC, KCS, L&A and MoP railroads are subject to the Rules, timetable and Special Instructions of the Texas and Pacific Railway while occupying its tracks.

12. Standard Clocks: Alexandria yard, Alexandria Dispatcher's office, Cut Off Jct. and Hollywood yard.

LOUISIANA DIVISION

WESTWARD					RED BALL FREIGHT SCHEDULES, DAILY EFFECTIVE 12:01 A. M. JUNE 21, 1953		EASTWARD									
			835 T&NO	359 MoP	55	STATIONS					54	358 MoP	834 T&NO			
				L 9 00 PM	L 2 00 AM	NEW ORLEANS	A 4 30 PM	A 5 30 AM								
					10 15 PM	3 15 AM	AVONDALE	3 10 PM	3 55 AM							
				L 12 20 PM		T. & N. O. JCT.							A 9 05 AM			
				A 6 00 AM	11 00 AM 12 01 PM	ALEXANDRIA YARD	9 50 AM 9 20 AM	L 8 30 PM								
				A 1 15 PM		S. P. JCT.							L 8 10 AM			
					A 6 00 PM	HOLLYWOOD YARD	L 5 30 AM									
			835	359	55		54	358	834							

Trains shown on this page have no timetable authority.

GENERAL ORDER STATIONS

New Orleans Baggage Room	Alexandria Roundhouse
New Orleans Race St Yard	Alexandria Dispatchers Office
New Orleans Roundhouse	Cut Off Jct.
Donaldsonville	Hollywood Yard
Addis	Hollywood Roundhouse
Bunkie	Marshall Train Order Office
Alexandria Yard	

HOSPITAL

DR. CARL McCURDY, Chief Surgeon

Marshall, Texas

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. R. B. Harrison	New Orleans	Dr. W. W. Pugh	Napoleonville
Dr. J. M. Lyons	New Orleans	Dr. E. B. Thompson	Ville Platte
Dr. Dan D. Baker	New Orleans	Dr. F. B. Landry	Port Allen
Dr. M. D. Paine	New Orleans	Dr. J. C. Roberts	New Roads
Dr. J. V. Gregoratti	Gretna	Dr. Charles A. Havard	Morrows
Dr. A. A. Massony	Westwego	Dr. H. A. McConnell	Bunkie
Dr. J. J. Massony	Westwego	Dr. J. G. Dupree (Assoc.)	Bunkie
Dr. M. G. Huff	Luling	Dr. M. J. Hair	Leocompte
Dr. J. R. Fernandes	Edgard	Dr. E. C. Blake	Leocompte
Dr. S. R. Campbell	St. James-Vacherie	Dr. E. B. Wallace	Alexandria
Dr. Percy LeBlanc	Donaldsonville	Dr. Ralph Lampert	Alexandria
Dr. J. P. Musso	White Castle	Dr. E. B. Wallace, Jr.	Alexandria
Dr. E. A. Kleinpeter	Thibodaux	(Associate)	
Dr. Eugene Holloway	Plaquemine	Dr. J. M. Yeager	Derry
Dr. J. R. Spedale	Plaquemine	Dr. E. E. Jordan	Robeline
Dr. E. L. Majors	Rosedale	Dr. H. M. Prothro	Pleasant Hill
Dr. E. E. Merse	Melville	Dr. H. P. Curtis	Mansfield
Dr. K. A. Roy	Mansura	Dr. D. L. Moseley (Assoc.)	Mansfield
Dr. A. M. Abramson	Marksville	Dr. L. S. Huckaby	Grand Bayou
Dr. S. R. Abramson (Assoc.)	Marksville	Dr. R. S. Roy	Natchitoches
Dr. John S. Bailey	Church Point	Dr. A. A. Herold	Shreveport
Dr. Fred J. Mayer	Opelousas	Dr. A. A. Herold, Jr. (Assoc.)	"
		Dr. Paul D. Abramson (Assoc.)	"

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-208.8	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, Thibodaux, New Roads, Opelousas, Avoyelles and Ville Platte Branches.
John F. Oser	Algiers	Local.
R. G. Babin	Gretna	Local.
Sidney George	Thibodaux	Local.
Joseph Decharry	Plaquemine	Local.
Bunkie Jewelry Store	Bunkie	Local.
Geo. N. Adams	Alexandria	Local.
C. A. Schnack Jewelry Co.	Alexandria	Boyce to Bunkie.
Bryan's Jewelry	Shreveport	Local.
Youngblood Jewelry Co.	Shreveport	Lena to Reisor via Shreveport, Texarkana Sub-Division and Pleasant Hill Branch.

OCULISTS

Dr. C. L. Brown (Eye, Ear, Nose & Throat)	New Orleans
Dr. Wm. B. Clark (Eyes only)	New Orleans
Dr. Shelley R. Gaines (Assoc. eyes only)	New Orleans
Dr. E. M. Wilson	Alexandria
Dr. J. A. Wilkinson	Shreveport