

TABLE OF SPEEDS.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	0	31	1	56	51	1	10
8	7	30	32	1	52	52	1	9
10	6	0	33	1	49	53	1	7
12	5	0	34	1	45	54	1	6
15	4	0	35	1	42	55	1	5
16	3	45	36	1	40	56	1	4
17	3	31	37	1	37	57	1	3
18	3	20	38	1	34	58	1	2
19	3	9	39	1	33	59	1	1
20	3	0	40	1	30	60	1	0
21	2	51	41	1	27	61	0	59
22	2	43	42	1	25	62	0	58
23	2	36	43	1	23	63	0	57
24	2	30	44	1	21	64	0	56
25	2	24	45	1	20	65	0	55
26	2	18	46	1	18	67	0	54
27	2	13	47	1	16	68	0	53
28	2	8	48	1	15	69	0	52
29	2	4	49	1	13	70	0	51
30	2	0	50	1	12	75	0	48

DIVISION OFFICERS

H. L. Money.....Trainmaster.....Minden, La.
 R. Norwood.....Trainmaster.....Baton Rouge, La.
 L. B. Williams.....Trainmaster.....Baton Rouge, La.
 W. M. Daniel.....Trainmaster.....Greenville, Texas
 A. F. King.....Road Foreman of Engines.....Shreveport, La.
 B. T. Moore.....Chief Train Dispatcher.....Shreveport, La.
 E. H. Hill.....Train Dispatcher.....Shreveport, La.
 S. S. Handley.....Train Dispatcher.....Shreveport, La.
 G. H. Bland.....Train Dispatcher.....Shreveport, La.
 F. C. Guelfo.....Train Dispatcher.....Shreveport, La.
 R. B. Martin.....Transportation Inspector.....Shreveport, La.

SAFETY



FIRST

**Louisiana &
Arkansas
Railway**

TIME TABLE No. 26

TAKES EFFECT 12:01 A. M. SUNDAY

AUGUST 31, 1941

Central Standard Time

Superseding Time Table No. 25

**FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYEES ONLY**

**The railway company reserves the right to vary
therefrom as circumstances may require**

**C. E. McCARTY, General Supt. Transportation
N. JOHNSON, Superintendent**

SHREVEPORT DISTRICT—SOUTHWARD

Station Numbers	Mile Post	Capacity of tracks in cars		FIRST CLASS		SECOND CLASS				THIRD CLASS			
				Takes Effect									
				August 31, 1941									
				STATIONS		Daily		Daily		Daily		Daily	
B-108													
	0.90												
	1.79												
C-9	8.81	22	8	11 27	1 36	5 57					2 52		
C-17	17.23	58	15	11 38	1 46	6 11					3 08		
C-26	26.06	80	6	11 48	1 56	6 25					3 24	38	
C-32	32.14		36	11 57	2 04	6 37					3 38		
C-44	44.44		47	12 13	2 20	6 55					4 46		
C-56	55.85		50	12 26	2 33	7 14					5 22	2	
C-62	61.77		60	12 33	2 41	7 24					5 40		
C-69	68.69		15	12 43	2 49	7 35					5 50		
C-75	74.44		45	12 52	2 57	7 45					6 00		
C-82	82.32		50	1 01	3 12	7 58					6 15		
C-92	91.58		40	1 12	3 27	8 13					6 35		
C-97	97.41			1 20	3 35	8 23					7 15		
C-106	106.37		55	1 31	3 46	8 37					7 32		
C-114	114.18		33	1 41	3 56	8 49					7 47		
C-119	118.57		30										
C-121	120.68				4 05	9 00					7 58		
	121.45			1 50	4 06	9 05	L 6 15 AM	L 3 50 AM			8 00		
194	121.99			2 05	4 20	9 30	A 6 25 AM	A 4 00 AM			A 8 10 AM	L 12 40 PM	
	122.96												
	122.98												
	123.15												
C-131	131.15	65	8	2 19	4 31	9 47						1 10	
C-141	140.52	65	20	2 31	4 41	10 03						1 40	
C-149	148.65	65	5	2 42	4 50	10 17						2 05	
C-153	152.89	40	15	2 54	4 56	10 25						2 22	
	153.21												
C-157	157.31	26		3 00	5 01	10 34						2 32	
	160.13			A 3 04 AM	A 5 04 PM	A 10 39 PM						A 2 40 PM	
C-160	160.45	51	15		5 05								
C-167	167.91			L 3 15 AM	L 5 14 PM	L 10 54 PM					L 7 40 AM	L 2 55 PM	
C-168	168.13		60	3 16	5 15	10 55					7 41	2 56	
C-172	171.44	100		3 23	5 20	11 05					7 51	3 04	
C-177	175.76			3 29	5 24	11 13					7 58	3 13	
	176.17			A 3 30 AM	A 5 25 PM	A 11 15 PM					A 8 00 AM	A 3 15 PM	
	Distance from Shreveport U.D. 176.65			Daily	Daily	Daily	Daily	Daily	Tuesday Thursday Saturday	Daily Except Sunday	Daily Except Sunday		

SHREVEPORT DISTRICT—NORTHWARD

Station Numbers	Distances from New Orleans	Capacity of tracks in cars		FIRST CLASS		SECOND CLASS				THIRD CLASS			
				Takes Effect		2	6	42	16	94	86	36	38
				August 31, 1941		Southern Belle	Passenger	Kansas City Dallas-Red Ball Freight	Freight	R. I. Freight	T. & P. Freight	Local Freight	Local Freight
				STATIONS		Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday
	312.71	SHREVEPORT UNION DEPOT	Yard		7 00 AM	5 15 PM							
	312.12	FRANKLIN STREET JUNCTION	Yard	A	6 50 AM	5 05 PM							
		COMMERCE STREET JUNCTION	Yard										
B-108	311.42	SHREVEPORT YARD. WFST	Yard		6 48	5 02	A12 50 PM					A 5 00 AM	
		T. & P. Ry. X-ing											
	311.33	SILVER LAKE JCT.	Yard	L	6 40 AM	5 01 PM	L12 45 PM					L 4 55 AM	
	310.44	LOUISIANA JCT.	Yard	A	6 37 AM	4 58 PM	A12 40 PM					A 4 50 AM	
C-9	303.42	CURTIS	22	8	6 24	4 48	12 22					4 24	
C-17	295.00	ELM GROVE	58	15	6 13	4 37	12 09 PM					3 52	
C-26	286.17	NINOCK	80	6	6 02	4 27	11 56 AM					3 24 39	
C-32	280.09	EAST POINT		36	5 54	4 19	11 46					3 06	
C-44	267.79	COUSHATTA	47	42	5 37	4 03	11 24					2 35	
C-56	256.38	GRAPPE'S BLUFF	50		5 22 30	3 49	11 05					2 00	
C-62	250.46	CAMPTI	60	70	5 14	3 41	10 54					1 40	
C-69	243.54	CLARENCE		15	5 05	3 33	10 40					1 15	
C-75	237.79	ST. MAURICE	45	26	4 53	3 25	10 30					12 52 1	
C-82	229.91	MONTGOMERY	50	8	4 42	3 12 5	10 15					12 23	
C-92	220.65	ALOHA	40	20	4 30	2 58	9 58					12 05 AM	
C-97	214.82	COLFAX		Yard	4 22	2 50	9 48					11 50 PM	
C-106	205.86	WERDOHL	55		4 10	2 37	9 29					11 10	
C-114	198.05	BARRETT	33		4 00	2 27	9 13					10 56	
		MO. P. X-ING MALLIN	30										
C-121	191.55	PINEVILLE	Yard			2 17	9 01					10 45	
		PINEVILLE JCT.	Yard		3 50 93	2 16	9 00	A 3 05 PM	A 2 50 PM			10 43	
194	190.24	ALEXANDRIA	Yard	s	3 45	2 10	8 50	L 3 00 PM	L 2 45 PM		A 6 40 PM	L10 30 PM	
		M. P. R. R. X-ing											
	189.27												
	189.25	L. & A. X-ing											
	189.08	ALEXANDRIA JCT.											
C-131	181.08	LATANIER	65	8	3 19	1 51	8 24					6 12	
C-141	171.71	BIJOU	65	20	3 08	1 40 37	8 11					5 52	
C-149	163.58	HESSMER	65	5	2 59	1 31	7 58					5 35	
C-153	159.34	MANSURA	40	15	2 54 1	1 26	7 51					5 26	
	159.02	T. & P. X-ING											
C-157	154.92	MOREAUVILLE	26		2 48	1 21	7 45					5 16	
	152.10	HAMBURG JCT.			L 2 44 AM	L 1 17 PM	L 7 41 AM					L 5 10 PM	
C-160	151.78	HAMBURG	51	15		1 16							
C-167	144.35	LATEX JCT.			A 2 33 AM	A 1 06 PM	A 7 25 AM			A 5 20 AM	A 4 31 PM		
C-168	144.10	SIMMESPORT		60	2 32	1 05	7 24			5 19	4 30		
C-172	140.79	EDEN	100		2 26	12 57	7 15			5 09	4 20		
C-177	136.47	TORRAS			2 21	12 51	7 07			4 57	4 12		
	136.06	TORRAS JUNCTION			L 2 20 AM	L12 50 PM	L 7 05 AM			L 4 55 AM	L 4 10 PM		
		Distance from Shreveport U. D. 176.65			Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Daily Except Sunday	Daily Except Sunday	

NEW ORLEANS DISTRICT—SOUTHWARD

		TIME TABLE No. 26		Capacity of tracks in cars		FIRST CLASS		SECOND CLASS		THIRD CLASS	
		Takes Effect				1	5		77	35	37
		August 31, 1941				Southern Belle	Passenger		Kansas City Dallas-Red Ball Freight	Local Freight	Local Freight
Station Numbers	Mile Post	STATIONS		Siding	Other Tracks	Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday
		D	TORRAS JUNCTION.....W			L 3 30 AM	L 5 25 PM		L 11 15 PM		L 3 15 PM
			3.7 LETTSWORTH.....	54							
			6.9 BATCHELOR.....	105							
			8.3 MORGANZA.....	52							
			10.0 NEW ROADS.....	100							
			7.3 GLYNN.....	52							
			7.1 CHAMBERLIN.....	52							
			4.8 LOBDELL.....	100							
			0.6								
C-226		D	LOBDELL JUNCTION.....W			L 4 40 AM	L 6 25 PM		L 1 10 ² AM		L 5 00 PM
C-230	C-221.41		4.45 BRIDGE JUNCTION.....			4 52	6 34		1 30		5 25
C-231	C-222.73		1.32 N. BATON ROUGE.....PWFY		Yard	4 54 ⁴²	6 36		1 55		5 30
			0.91 I. C. R. R. X-ing.....								
C-234	C-225.38	C	1.74 BATON ROUGE.....WSP		Yard	s 5 05	s 6 45		2 10	L 7 00 AM	A 5 40 PM
C-240	C-230.67		5.29 ESSEN.....	105	4	5 12	6 52		2 24	7 15	
C-245	C-236.60		5.93 KLEINPETER.....	25							
C-247	C-238.81		2.21 BULLION.....*	50	15	5 21	7 01		2 40	7 40	
C-250	C-241.23		2.42 PRAIRIEVILLE.....*	10			f 7 04			7 47	
C-255	C-246.74	D	5.51 GONZALES.....W	91	25	f 5 31	s 7 11		3 01	8 15	
C-260	C-251.65	D	4.91 SORRENTO.....*	30	5	f 5 37	f 7 16		3 15	8 30	
C-263	C-254.49		2.84 BARMEN.....	59		5 40	7 19		3 29 ⁴²	8 36	
C-265	C-256.81		2.32 McELROY.....	44		5 43	7 22		3 36	8 42	
C-271	C-262.69		5.88 WALDECK.....		35						
C-273	C-264.81	D	2.12 GRAMERCY.....WY	16	06	5 53	7 31		3 50	10 40 ⁶	
C-277	C-268.79		3.98 GARYVILLE.....	45		5 58	7 35		3 57	10 50	
C-280	C-271.98	D	3.19 RESERVE-Reserve Co. X-ing.....Y		83	6 02	7 39		4 03	11 00 ³⁴	
C-284	C-275.87		3.89 MONTEGUT.....	47		6 07	7 44		4 10	11 20	
C-286	C-277.37	D	1.50 LA PLACE.....	14		f 6 09	f 7 47			11 28 AM	
C-291	C-283.06	D	5.69 NORCO.....	92	50	f 6 18	f 7 56		4 22	2 00 PM	
			9.52 I. C. R. R. X-ing.....								
C-302	C-293.68		1.10 KENNER.....P	50	12	6 30	8 08		4 40	2 40	
C-307	C-298.78		5.10 SHREWSBURY.....P		Yard	6 36	8 15		5 05	2 55	
			0.21 N. O. T. R. R. X-ing.....								
C-309	C-300.41		1.42 WEST YARD.....SY		Yard	6 39	8 20		5 10	3 00	
C-310	C-301.09		1.58 CARROLLTON AVENUE.....			s 6 42	f 8 23				
			0.54 HAGAN AVENUE.....WF		Yard	6 44	8 25		A 5 20 AM	A 3 10 PM	
			0.42 I. C. R. R. X-ing.....								
C-313	C-304.14		1.19 NEW ORLEANS.....		Yard				5 30 AM	3 20 PM	
			(Freight Depot Liberty Street)								
			0.20								
C-313	C-304.34		NEW ORLEANS.....		Yard	A 7 00 AM	A 8 40 PM				
			(Passenger Station, Rampart St.)								
			136.06			Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday

NEW ORLEANS DISTRICT—NORTHWARD

Station Numbers		Distances from New Orleans		Capacity of tracks in cars		TIME TABLE No. 26		FIRST CLASS		SECOND CLASS		THIRD CLASS					
						Takes Effect											
						August 31, 1941											
						STATIONS											
						Siding	Other Tracks	2	6		42	34	36				
								Southern Belle	Passenger		Kansas City Dallas-Red Ball Freight	Local Freight	Local Freight				
								Daily	Daily		Daily	Daily Except Sunday	Daily Except Sunday				
		136.06	D	-----	-----	W		A 2 20 AM	A 12 50 PM		A 7 05 AM		A 4 10 PM				
		132.38		-----	-----		54										
		125.40		-----	-----		105										
		117.17		-----	-----		52										
		107.17		-----	-----		100										
		99.84		-----	-----		52										
		92.72		-----	-----		52										
		87.98		-----	-----		100										
		87.38	D	-----	-----			A 1 10 ⁷⁷ AM	A 11 46 AM		A 5 18 AM		A 2 25 PM				
C-226		82.93		-----	-----			12 58	11 37		4 58		2 08				
C-230		81.61		-----	-----	PWFFY	Yard	12 55	11 35		4 54 ¹		2 00				
C-231		80.70		-----	-----												
		78.96	C	-----	-----	WSP	Yard	s 12 50	s 11 30		4 22	A 1 10 PM	L 1 15 PM				
C-234		73.67		-----	-----		105	4	12 38	11 20	4 12	12 56					
C-240		67.74		-----	-----		25										
C-245		65.53		-----	-----	*	50	15	12 28	11 11	3 58	12 36					
C-247		63.11		-----	-----	*	10		f 11 08			12 29					
C-250		57.60	D	-----	-----	W	91	25	s 12 19	s 11 02	3 43	12 15 PM					
C-255		52.69	D	-----	-----	*	30	5	12 13	f 10 55	3 34	11 52 AM					
C-260		49.85		-----	-----		59		12 10	10 52	3 29 ⁷⁷	11 43					
C-263		47.53		-----	-----		44		12 07 AM	10 49	3 25	11 38					
C-265		41.65		-----	-----												
C-271		39.53	D	-----	-----	WY	16	106	11 57 PM	10 40 ³⁵	3 12	11 20					
C-273		35.55		-----	-----		45		11 53	10 36	3 05	11 10					
C-277		32.36	D	-----	-----	Y		83	11 49	10 32	2 58	11 00 ³⁵					
C-280		28.47		-----	-----		47		11 45	10 28	2 51	10 46					
C-284		26.97	D	-----	-----		14		f 11 43	f 10 26	2 48	10 42					
C-286		21.28	D	-----	-----		92	50	11 35	f 10 18 ³⁴	2 36	10 18 ⁶					
C-291		11.76		-----	-----												
		10.66		-----	-----	P	50	12	11 23	10 06	2 18	8 10					
C-302		5.56		-----	-----	P	Yard		11 16	10 00	2 08	7 48					
C-307		5.35		-----	-----												
		3.93		-----	-----	SY	Yard		11 13	9 55	2 02	7 40					
C-309		2.35		-----	-----				s 11 10	f 9 52							
C-310		1.81	C	-----	-----	WF	Yard		11 08	9 50	L 1 50 AM	L 7 15 AM					
		1.39		-----	-----												
C-313		0.20		-----	-----		Yard				1 45 AM	7 00 AM					
		0.0		-----	-----		Yard		L 11 00 PM	L 9 40 AM							
		136.06		-----	-----				Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday				

NORTHERN DISTRICT—SOUTHWARD

Station Numbers		Distances from Hope		TIME TABLE No. 26 Takes Effect August 31, 1941		Capacity of tracks in cars		FIRST CLASS		SECOND CLASS							
						Siding	Other Tracks	3		15		69		65		51	93
								Shreveporter	Daily	Freight		Freight		Freight		Freight	R. I. Freight
										Daily		Daily Except Monday		Daily	Daily		
0	0	D		HOPE	FY		Yard	L 4 20 AM		L 6 30 PM	L 11 40 AM						
6	6.29		80	COLER				4 30		6 45	11 55 AM						
11	11.20		21	PATMOS	*P		f	4 37		6 56	12 05 PM						
15	14.63		39	BAKER				4 43		7 05	12 12						
23	22.83	D		STAMPS	WY		Yard	s 4 56		7 50	12 30						
				St. L. S. W. Ry X-ing													
				6.22													
29	29.05		75	McKAMIE	*		21	f 5 07		8 05	12 43						
34	33.62		79	EXPERIMENT				5 14		8 17	12 53						
41	41.06		28	TAYLOR	*PY		10	f 5 24		8 32	1 08						
48	47.71	D		SPRING HILL			37	s 5 37		8 50	1 22						
				7.74													
56	55.45		34	SAREPTA	P		3	f 5 50		9 29	1 38						
61	60.98	D		COTTON VALLEY			102	s 6 00		9 55	1 50	18					
69	69.40		85	GRIM	P			6 13		10 20	2 07						
74	73.49		40	LONG SPRINGS				6 20		10 35	2 17						
78	78.26	C		MINDEN	WFSYT		Yard	A 6 30 AM		10 50	2 27	PM	L 5 00 AM				
				0.53						1 00							
	78.79			SHREVEPORT JCT.						1 01			5 02				
83	83.13	D		SIBLEY			80			1 15			5 30				
	83.18			I. C. R. R. X-ing													
89	89.16		44	HEFLIN	P		5			1 32			5 55				
93	92.63		26	FRYEBURG						1 42			6 05				
96	95.63		62	LAWHON	PW					1 51			6 20				
98	98.01		40	JAMESTOWN	P		10			1 59			6 30				
				7.04													
105	105.05	D		CASTOR			3			2 17			6 55				
114	114.29		40	ASHLAND	P		10			2 37			7 35				
118	118.09		30	SKIDDER						2 48			7 45				
122	122.15	D		CHESTNUT			30			2 58			8 15				
125	124.76			OSHKOSH			32			3 04			8 25				
130	129.72		40	GOLDONNA	P					3 16			8 40				
				3.52													
133	133.24		43	COLDWATER						3 26			8 50				
139	138.87		80	CALVIN						3 38			9 10				
				8.90													
148	147.77	C		WINNFIELD	FWYS		Yard			4 30		A 9 40 AM	L 5 30 AM	L 1 45 AM			
	147.99			C. R. I. & P. Ry. X-ing													
	148.54			T. & G. Ry. X-ing													
				9.92													
157	157.69	D		PACKTON	Y		15			4 52			A 6 00 AM	2 17			
166	166.40		53	WILLIANNNA	P					5 12				2 37			
174	173.82	D		DRY PRONG			5			5 29				2 57			
179	178.42		51	BENTLEY	P					5 40				3 09			
188	188.45		90	TIOGA						6 03				3 34			
				0.47													
	188.92			M. P. R. R. X-ing			Yard			A 6 15 AM				A 3 50 AM			
	193.78			PINEVILLE JCT.													
				4.86													
				193.78				Daily		Daily	Daily	Daily Except Monday	Daily	Daily			

NORTHERN DISTRICT—NORTHWARD

Station Numbers	Distances from New Orleans	Capacity of tracks in cars		TIME TABLE No. 26 Takes Effect August 31, 1941 STATIONS		FIRST CLASS		SECOND CLASS						
						Siding	Other Tracks	4	18	16	68	66	52	94
								Mixed	Freight	Freight	Freight	Freight	Freight	R. I. Freight
								Daily	Daily	Daily	Daily	Daily	Daily	
0	380.38	D	Yard			A 11 50 PM	A 5 30 PM		A 3 15 AM					
6	374.09		80			11 34	5 13		2 59					
11	369.18		21			f 11 24	5 02		2 48					
15	365.75		39			11 14	4 49		2 40					
23	357.55	D	Yard			s 11 00	4 30		2 20					
						10 45								
29	351.33		75	21		f 10 30	3 52		1 50					
34	346.76		79			10 20	3 40		1 38					
41	339.32		28	10		f 10 05	3 20		1 18					
48	332.67	D	70	37		s 9 50	3 00		12 58					
56	324.93		34	3		f 9 29 15	2 10		12 28					
61	319.40	D	65	102		s 9 15	1 50 60 PM		12 13 AM					
69	310.98		85			8 54	11 10 AM		11 50 PM					
74	306.99		40			8 43	11 00		11 40					
78	302.12	C	Yard			L 8 30 PM	L 10 45 AM	A 7 30 PM	L 11 25 PM	A 1 50 PM				
	301.59							7 25		1 46				
83	297.25	D	80	80				7 13		1 36				
	297.20													
89	291.22		44	5				7 01		1 25				
93	287.75		28					6 53		1 19				
96	284.75		62					6 46		1 13				
98	282.37		40	10				6 40		1 08				
105	275.33	D	40	3				6 27		12 55				
114	266.09		40	10				6 10		12 39				
118	262.29		30					6 02		12 32				
122	258.23	D	40	30				5 54		12 25				
125	255.62			32				5 48		12 19				
130	250.66		40					5 38		12 09				
133	247.14		43					5 30		12 01 PM				
139	241.51		80					5 18		11 48 AM				
148	232.61	C	Yard					5 00		L 11 30 AM	A 10 00 AM	A 4 30 PM		
	232.39													
	231.84													
157	222.69	D	34	15				4 20		L 9 30 AM		4 08		
166	213.98		53					4 02				3 50		
174	206.56	D	75	5				3 47				3 33		
179	201.96		51					3 37				3 23		
188	191.93		90					3 15				3 01		
	191.46													
	186.60		Yard					L 3 05 PM				L 2 50 PM		
	193.78							Daily	Daily	Daily	Daily	Daily	Daily	

SOUTHWARD—MINDEN DISTRICT—NORTHWARD

SECOND CLASS		FIRST CLASS		Station Numbers	Distances from Hope	TIME TABLE No. 26		Capacity of tracks in cars		FIRST CLASS		SECOND CLASS	
69	17		3			Takes Effect		Siding	Other Tracks	4		18	68
Freight Daily	Freight Daily		Shreveporter Daily			August 31, 1941						Shreveporter Daily	Freight Daily
STATIONS													
			L 6 32 AM	78	78.26	C	MINDEN.....TFWYS 0.53	Yard		A 8 16 PM			
L 2 50 PM	L 11 30 PM		6 33		78.79		SHREVEPORT JCT..... 4.26	Yard		8 14		A 10 20 AM	A 11 09 PM
2 57	11 42		6 39	B- 83	83.05		McINTYRE..... 3.98	18		8 07		10 10	10 59
3 07	11 55 PM		6 45	B- 87	87.03		GOODVILL..... 5.68	60		8 01		10 00	10 51
3 19	12 05 AM		6 53	B- 93	92.71		PRINCETON.....P 4.74	60	16	7 53		9 46	10 39
3 29	12 14		7 00	B- 97	97.45		ADNER..... 7.72	60		7 45		9 35	10 30
A 3 45 PM	A 12 30 AM		A 7 12 AM	B-105	105.12		L. & A. JCT..... 2.01	Yard		L 7 32 PM		L 9 15 AM	L 10 15 PM
L 3 55 PM	L 12 40 AM		L 7 22 AM	B-107	107.13		SILVER LAKE JCT..... 0.02	Yard		A 7 23 PM		A 9 05 AM	A 10 05 PM
							T. & P. Ry. X-ing 0.07						
A 4 00 PM	A 12 45 AM		7 23	B-108	107.22	C	SHREVEPORT YARD.WFST 0.70	Yard		7 22		L 9 00 AM	L 10 00 PM
			A 7 25 AM	B-108	107.92		FRANKLIN STREET JCT..... 0.59	Yard		L 7 20 PM			
			7 30 AM	B-108	108.51		SHREVEPORT UNION DEPOT.....			7 15 PM			
Daily	Daily		Daily				30.25			Daily		Daily	Daily

VIDALIA DISTRICT

SOUTHWARD				TIME TABLE No. 26				NORTHWARD			
SECOND CLASS		Station Numbers	Distances from Hope	Takes Effect		Capacity of tracks in cars		SECOND CLASS			
51	Freight Daily			Siding	Other Tracks	52	Texas Fast Freight Daily				
STATIONS											
L 6 00 AM		157	157.60	D	PACKTON..... 11.74	Y	34	15	A 9 30 AM		
s 6 38		A-169	169.33	D	Mo. Pac. R. R. X-ing						
7 08		A-181	180.94	D	GEORGETOWN..... 11.60		58	105	s 9 01		
s 7 50		A-184	183.60	D	SEARCY..... 2.66		34		8 30		
			184.18	D	TROUT..... 0.91	S	34	146	s 8 23		
		A-185	184.51		Trout Creek Lbr. Co. X-ing						
7 55		A-185	184.51		GOODPINE..... 1.97			66	8 20		
s 8 15 52		A-187	186.48	D	JENA..... 8.71	WFY	42	45	s 8 15 51		
		A-195	195.19		RHINEHART..... 4.76		64	5	7 54		
			199.95		LIFT BRIDGE..... 0.05	Little R.					
		A-200	200.00	P	ARCHIE..... 9.30		55	62	7 36		
s 9 17		A-209	209.30	D	JONESVILLE..... 0.25	Y		79	s 7 11		
			209.55		LIFT BRIDGE..... 1.87	Black R.					
		A-211	211.42		WILDSVILLE..... 6.93			8	7 02		
		A-218	218.35		FROGMORE..... 6.53	P	51	5	6 45		
			224.93		Fisher Lbr. Co. X-ing						
			225.57		T. & P. Ry. X-ing						
		A-226	225.62	D	CONCORDIA JCT..... Via Mo. Pac. R. R. 8.92				L 6 27 AM		
		A-234	234.30	D	VIDALIA.....	WY			L 6 00 AM		
					76.94				Daily		

SOUTHWARD-DALLAS DISTRICT-NORTHWARD

SECOND CLASS		Station Numbers	Distances from Dallas	TIME TABLE No. 26 Takes Effect August 31, 1941		Distances from New Orleans	Capacity		SECOND CLASS	
51				STATIONS			Pass Track	Other Track	52	
Kansas City Dallas Red Ball Freight Daily								New Orleans Kansas City Red Ball Freight Daily		
L	12 10 AM	T-223	0.0	DALLAS	533.80		Yard	A	6 10 AM	
Via joint track				38.05				Via joint track		
L	2 12 AM	T-185	38.05	FARMERSVILLE	495.75	W	Yard	A	4 08 AM	
		T-178	44.96	G. C. & S. F. Xing	488.84		18	10		
		T-172	51.75	FLOYD	482.05	WFYS	Yard	L	3 25 AM	
				HUNT						
Daily				51.75				Daily		

SOUTHWARD-TEXAS DISTRICT-NORTHWARD

SECOND CLASS		Station Numbers	Distances from Dallas	TIME TABLE No. 26 Takes Effect August 31, 1941		Distances from New Orleans	Capacity		SECOND CLASS	
51				STATIONS			Pass Track	Other Track	52	
Kansas City Dallas Red Ball Freight Daily								New Orleans Kansas City Red Ball Freight Daily		
L	5 00 AM	T-172	51.75	HUNT (Greenville)	482.05	WFYS	Yard	A	2 55 AM	
		(X-172)		S. S. W. and T. & N. O. Xing						
	5 32	T-161	62.24	CAMPBELL	471.56	P	35		2 15	
	5 53	T-154	68.95	CUMBY	464.85		35	9	1 53	
	6 14	T-148	75.12	BRASHEAR	458.68		26		1 31	
	6 40	T-140	82.99	SULPHUR SPRINGS	450.81	D	43	Yard	1 05	
	7 10	T-131	92.32	COMO	441.48		44	18	12 35	
	7 30	T-126	97.58	PICKTON	436.22		31		12 17 AM	
				WINNSBORO	428.20	YW		Yard	11 52 PM	
	7 55	T-118	105.60	SCROGGINS	421.80		27		11 27	
	8 15	T-111	112.00	NEWSOME	418.91	P	27		11 18	
	8 23	T-108	114.89	LEESBURG	415.50	P	31		11 07	
	8 32	T-105	118.30	PITTSBURG	408.85	WP	34	Yard	10 50	
	8 50	T-98	124.95	FAKER	404.67		34		10 35	
	9 01	T-94	129.13	CASON	399.00	P	21	14	10 20	
	9 17	T-89	134.80	DAINGERFIELD	393.12	D	31	17	10 05	
	9 35	T-83	140.68	HUGHES SPRINGS	386.82	TWF		Yard	9 45	
	10 15	T-76	146.98	PATMAN	381.48		45		9 15	
		T-71	152.32	AVINGER	377.93	D	30	16	9 03	
	10 30	T-67	155.87	LASSATER	371.56		46		8 45	
	10 42	T-61	162.24	NEULINE	365.83		45		8 28	
	11 01	T-55	167.97	NORTH JEFFERSON	360.81	C		27	8 13	
	11 17	T-50	172.99	JEFFERSON	359.80	YW	28	26	8 09	
	11 30	T-49	174.00	BALDWIN	352.13	P	25		7 45	
	11 37	T-42	181.67	KARNACK	347.30			30	7 30	
		T-37	186.50	LEIGH	342.45	P		33	7 15	
	12 15 PM	T-32	191.35	WASKOM	332.66	D	21	26	6 44	
	12 30	T-22	201.14	LORRAINE	331.44	Y	18		6 38	
	1 01	T-21	202.39	GREENWOOD	327.02	D	34	20	6 24	
	1 06	T-21	202.39	NICHOLS	321.40	T. & P. Xing	30		6 07	
	1 22	T-17	206.78	JEWELLA	316.12	D	58		5 50	
	1 40	T-11	212.40	SHREVEPORT YARD	311.42	C		Yard	L 5 30 PM	
Daily				170.63				Daily		

SOUTHWARD—ANGOLA DISTRICT—NORTHWARD

				Mile Post	Station Numbers	TIME TABLE No. 26 Takes Effect August 31, 1941		Distance from North Baton Rouge	Capacity of tracks in cars						
						STATIONS			Siding	Other Tracks					
				181.19	D-181	D.....	ANGOLA.....	YW	41.54		Yard				
				182.45	D-182		TUNICA.....		40.28	10	5				
				187.68	D-188		PLETTENBERG.....		35.05		11				
				197.60	D-198	D.....	ST. FRANCISVILLE.....		25.13	23					
				197.79			I. C. R. R. X-ing.....		24.94						
				205.42	D-205	D.....	PALOMA.....		17.31	24	110				
				207.93	D-208		PORT HUDSON.....		14.80		4				
				209.41	D-209		BONN.....		13.32		16				
				219.83	D-220		SCOTLAND.....		2.90	70					
				220.13			I. C. R. R. X-ing.....		2.60						
				221.41	C-230		BRIDGE JUNCTION.....		1.32						
									40.22						

SPECIAL INSTRUCTIONS

3. Standard Clocks:

Hope	Hagan Avenue
Minden	Shreveport Yard
Winnfield	Shreveport Union Depot
Packton	Greenville Round House
Alexandria	Hunt
Baton Rouge	Hughes Springs

5. The time of all trains at Packton applies to the Vidalia District Junction switch.

6. No. 5 and No. 6 will stop on flag at Meade to pick up and discharge revenue passengers.

Mail Cranes Between Stations:	M. P.
Shreveport District—McDade	19.52
Northern District	37.40
Northern District	65.48
New Orleans District	C-249.67

Water Tanks Between Stations:	
Northern District	50.0
Northern District	129.00
Shreveport District	C-60.56
Shreveport District	C-75.10

72. Northward trains are superior to trains of the same class in the opposite direction, except No. 51 is superior to No. 52 between Farmersville and Hunt.

82. Between L. & A. Junction and Silver Lake Junction trains will be governed by the St. Louis Southwestern Railway Co. time-table and rules.

Between Franklin Street Junction, and Shreveport Union Depot trains will be governed by Kansas City, Shreveport and Gulf Terminal Co. time-table and rules.

Between Hamburg Junction and Latex Junction trains will be governed by T. & P. Railway Co. time-table and rules.

Between Torras Junction and Lobdell Junction trains will be governed by T. & P. Railway Co. time-table and rules.

Between Concordia Junction and Vidalia trains will be governed by Missouri Pacific Railroad Co. time-table and rules.

Between Farmersville and Dallas trains will be governed by G. C. & S. F. time-table and rules.

83(a). All trains must secure clearance card Form 163 before leaving Minden, Winnfield, Alexandria, Baton Rouge and Hagan Avenue.

Trains originating at Franklin Street Junction will secure clearance card Form 163 at Shreveport Yard.

83 (b). Train Registers:

Hope	Baton Rouge
Minden	Shreveport Yard
Winnfield	Concordia Junction
Packton	Hunt
Alexandria	
Hagan Avenue	

Nos. 3 and 4 will register at Hope by register ticket.

Nos. 1, 2, 5 and 6 will register at Hagan Avenue by register ticket.

Nos. 1, 2, 3, 4, 5 and 6 will register at Shreveport Yard by register ticket.

Freight trains other than those originating at Baton Rouge will register at Baton Rouge by register ticket.

93. Yards:

All trains will run at restricted speed between Silver Lake Junction and Franklin Street Junction.

Second and Third Class and Extra trains and Yard Engines will keep clear of Minden District Passenger trains between Shreveport Junction and Minden Passenger Station.

All trains will run at restricted speed between Shreveport Junction and switch at north end of Old Main Track, Minden.

SPECIAL INSTRUCTIONS—CONTINUED

93. Yards: (Continued)

All trains will run at restricted speed between Pineville Junction and Mile Post C-123 in Alexandria Yard.

All trains will flag the following street crossings in New Orleans Terminal:

At Hagan Avenue, Broad, Galvez, Claiborne, Magnolia, Palm, Hamilton and Cypress Streets.

Trains and Engines run at restricted speed through Greenville and Hunt Yards expecting to find main track occupied. The moving train or engine will be held responsible. Trains or engines standing or moving under obscure conditions unprotected by flagman, ample distance for safety, when superior trains overdue will be held equally responsible.

All trains stop and flag Jewella Road, Velva Street, Claiborne Avenue, Mansfield Road and Louisiana Street crossings in Shreveport Yard.

Passenger trains and Yard engines will come to a full stop Barksdale Boulevard or Highway No. 71, Bossier City flagman or switchman precede the engine or cars with stop signal. Freight trains must not exceed a speed of five (5) miles per hour over this crossing.

All trains between Shreveport Yard and Jewella register by telephone to I. C. Yard Office, and be governed by I. C. Timetable and rules.

Following rules and regulations will cover operation over Mississippi River Bridge, Baton Rouge, among others:

When trains or yard engines with cuts of cars are stalled on the bridge or approaches thereto, members of the crew will be governed by Rule 99. Flagman must immediately leave the train and proceed the required distance with sufficient fuses and flagging equipment as prescribed by the rules.

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

When helper engine is coupled to a train on the head end the air must be tested before leaving Lobdell Junction or North Baton Rouge. Air brakes will be handled by the lead engine.

Audible Signal Rule 14 (One short (o) and one long (—)) blasts of the locomotive whistle when the train is moving, is a signal for engineman on second engine of double header to cut in air and handle the brakes.

Conductors in charge of passenger trains will see that all toilets of the train are locked while train is passing over steel structure of the Mississippi River bridge. Trainmen will unlock toilets immediately after train has passed over the structure.

Yard Limits:

Hope: Mile Post 0.00 end of track to Mile Post 1.39, 2,500 feet south of south switch.

Stamps: Mile Post 20.26 to Mile Post 24.53.

Spring Hill: Mile Post 46.89, 2,500 feet north of north siding switch to Mile Post 52.50.

Cotton Valley: Mile Post 59.85 to Mile Post 62.89, 2,500 feet south of Faulks Spur.

Minden: Mile Post 75.47 to Mile Post 82.16 and Mile Post B-81.99.

Sibley: Mile Post 82.33, 2,500 feet north of north switch to Mile Post 84.20, 2,500 feet south of south siding switch.

Yard Limits (Continued)

Chestnut: Mile Post 121.16, 2,500 feet north of north siding switch to Mile Post 123.55.

Winnfield: 2,500 feet north of Mile Post 144.29 to Mile Post 153.20.

Packton: Mile Post 156.23, 2,500 feet north of north siding switch, to Mile Post 158.44, 2,500 feet south of south wye switch and Mile Post A-158.42, 2,500 feet south of south wye switch.

Alexandria: Mile Post 190.93 and C-118-57 to Mile Post C-125.

Torras: Mile Post C-173.48 to Torras Junction switch.

Baton Rouge: Lobdell Junction switch and Mile Post D-217.40, 2,500 feet north of north switch Maryland to Mile Post C-226.39.

Gramercy: Mile Post C-263.48 to Mile Post C-265.51.

Norco: Mile Post C-278.24 to Mile Post C-281.24.

New Orleans: Mile Post C-298.37 to End of track.

Shreveport: Mile Post B-103.69 and C-5.87 to and including all tracks in Shreveport Yard.

Colfax: Mile Post C-99.22 to Mile Post C-96.30.

Searcy-Trout-Goodpine-Jena: 2,500 feet north of north siding switch at Searcy to Mile Post A-187.59, 2,500 feet south of south switch of south leg of wye at Jena.

Jonesville: Mile Post A-208.39, 2,500 feet north of north wye switch at Jonesville to Mile Post A-210.37, 2,500 feet south of south end of Bridge A-209.5.

Princeton, La., 2,500 feet north of Refinery track switch to 2,500 feet south of south Passing track switch.

Farmersville: Mile Post T-184.41, 2,500 feet south of Oil Mill track switch to end of track.

Hunt-Greenville: Mile Post T172.54, 3,500 feet north of north switch Hunt to mile post T169.05, 3,500 feet south of T. & N. O. Crossing.

Sulphur Springs: Mile Post T141.61, 2,500 feet north of north switch to Mile Post T139.47, 3,500 feet south of south switch.

Winnsboro: Mile Post T118.82, 3,000 feet north of New Oil Mill Switch to Mile Post T115.71, 2,500 feet south of south switch at Eser.

Pittsburg: Mile Post T99.50, 3,300 feet north of north Log Track Switch to Mile Post T97.62, 2,500 feet south of south switch.

Daingerfield: Mile Post T82.05, 2,500 feet south of south passing track switch to Mile Post T83.32, 2,500 feet north of north passing track switch.

Hughes Springs: Mile Post T77.48, 3,500 feet north of Keasler Lbr. Co., spur switch to Mile Post T75.20, 3,500 feet south of south turn table switch.

Avinger: Mile Post T68.07, 3,000 feet north of north House Track switch to Mile Post T66.19, 3,300 feet south of Planer Track Switch.

Jefferson: Mile Post T51.16, 2,500 feet north of Ware Spur, North Jefferson, to Mile Post T48.20, 2,500 feet south of south passing track switch S. Jefferson.

Karnack: Mile Post T36.18, 2,500 feet south of south passing track switch to Mile Post T37.50, 2,500 feet north of Taylor Gin Spur switch.

SPECIAL INSTRUCTIONS—CONTINUED

Yard Limits (Continued)

Waskom: Mile Post T22.81, 2,500 feet north of north passing track switch to Mile Post T-19.86, 4,500 feet south of south I. C. R. R. passing track switch, Lorraine.

Greenwood: Mile Post T-15.5, 2,500 feet south of south passing track switch to Mile Post T-17.04, 2,500 feet north of north house track switch.

Capacity of Stem of Wye:

Minden—726 feet. Engine and ten passenger cars.

98. Junctions:

Normal position of switches at Hamburg Junction and Latex Junction, Torras Junction and Lobdell Junction will be for L. & A. main track.

Draw and Lift Bridges:

Red River Shreveport, Red River Alexandria, Atchafalaya, Simmesport, Little River M. P. A.-199.9, Black River M. P. A.-209.5, New Basin Canal, New Orleans.

Railroad Crossings at Grade:

District	M. P.	Other Railroad	Gated against	Not gated interlocked
New Orleans	C-223.64	ICRR	Gate to be left as last used by either line.	
"	C-272.18	CaneRR	-----	Not gated
"	C-292.58	ICRR	-----	Interlocked
"	C-298.99	NOTRR	-----	Not gated
"	C-302.95	I. C. R. R.	To be left as last used	
Northern	22.83	StLSW	L&ARy	-----
"	83.16	I. C. R. R.	Gate to be left as last used	
"	147.99	CRI&PRy	CRI&PRy	-----
"	148.54	T&GRy	T&GRy	-----
"	188.92	MPRR	L&ARy	-----
Minden	B-107.20	T&PRy	-----	Not gated
Shreveport	C-0.08	T&PRy	-----	Not gated
"	C-118.57	MPRR	-----	Interlocked
"	C-122.96	MPRR	MPRR	Not gated
"	C-153.21	T&PRy	Gate to be left as last used by either line.	
Vidalia	A-169.33	MPRR	L&ARy	Gated
"	A-184.18	TCLCo	TCLCo	Gated
"	A-224.93	FLCo	FLCo	Gated
"	A-225.57	T&PRy	-----	Not gated
Dallas	T-185.22	GC&SFRy	-----	Full Stop
Texas	T-170.15	SLSWRy	-----	Full Stop
"	T-169.71	T&NORy	-----	Full Stop
"	T-98.26	SLSWRy	-----	Full Stop
"	T-50.17	T&PRy	-----	Interlocked
"	T-49.16	T&PRy	-----	Full Stop
"	T-21.67	T&PRy	-----	Full Stop
"	T-14.41	T&PRy	-----	Automatic
"	West Shreveport	T&PRy	-----	Full Stop
Angola	D-220.13	ICRR	-----	Interlocked
	D-197.60	ICRR	ICRR	Gated

98 (d). Enginemen must test the air brakes at least one mile before reaching railroad crossings, junctions and before going down heavy grades and other hazardous places, and in case they do not hold, must at once signal for brakes. Such test to be made by applying the brakes with sufficient force to ascertain whether they are working properly.

99. Extract from the Regulations of the Louisiana Public Service Commission:

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals, a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available, the fireman must act in his place.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth of a mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail, not more than two rail lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or heard approaching, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to following train.

The recall of a flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must move forward a sufficient distance to insure safety, before flagman is recalled.

During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When the train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(a) Between sunset and sunrise, the flagman shall, immediately after he leaves his train, light a red fusee and carry it with him back one-quarter of a mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check following train before a flagman can get off, a lighted fusee must be thrown off the train on the track at intervals to insure safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine, and engineman must stop and let him off at the first switch.

Above Rule to be applied for the protection of trains within the State of Louisiana in addition to Rule 99.

SPECIAL INSTRUCTIONS—CONTINUED

101. Speed Restrictions:

Passenger trains will not exceed a speed of 20 miles per hour at the crossing entrance to Barksdale Field.

Except where lower speed is required:	MILES PER HOUR	
	Passenger Trains	Freight Trains
Corporate limits of Shreveport	20.	20.
Red River Bridge Shreveport draw	12.	12.
Between Louisiana Junction and MP C-27	55.	40.
Except passenger trains with Diesel Locomotive	65.	0.
On curve MP C-26 to C-26 X 5	40.	30.
Between MP C-27 and C-28 X 15	40.	30.
Over Loggy Bayou bridge MP C-29.61 Eng. only	30.	20.
Between MP C-28 X 15 and MP C-36	55.	40.
Except passenger trains with Diesel Locomotive	65.	0.
Between MP C-36 and MP C-38	40.	30.
Between MP C-38 and Pineville	55.	40.
Except passenger trains with Diesel Locomotive	65.	0.
Corporate limits of Coushatta	6.	6.
Corporate limits of Campti	25.	25.
Between MP C-47 x 10 and C-47 x 20	40.	30.
Curve MP C-51 X 0 to C-51 X 5	40.	30.
Over Saline River bridge C-74.21 Eng. only	30.	20.
MP Crossing MP C-118.57	30.	20.
Red River bridge Alexandria draw	5.	5.
Corporate limits of Alexandria	8.	8.
Between Alexandria and Torras Junction	55.	40.
Except passenger trains with Diesel Locomotive	65.	0.
Atchafalaya River bridge Simmesport	10.	10.
Mississippi River bridge between Lobdell and Bridge Junction, over steel structure	25.	25.
Northward trains over approach to bridge	25.	25.
Southward trains over approach to bridge	30.	30.
Corporate limits of Baton Rouge	8.	8.
Between Baton Rouge and Shrewsbury	60.	40.
Except passenger trains with Diesel Locomotive	70.	0.
Between Shrewsbury and New Orleans	45.	30.
Corporate limits of Kenner	25.	25.
New Basin Canal bridge New Orleans draw	5.	5.
Between Liberty street and White street New Orleans	10.	10.
Between White street and City limits New Orleans	20.	20.
Poydras Street Crossing New Orleans	5.	5.
Corporate limits of Hope	8.	8.
Third Street Crossing, Hope	5.	5.
Corporate limits of Minden	8.	8.
Corporate limits of Winnfield	8.	8.
Between Hope and Minden	50.	30.
Except between MP 71 and MP 72	35.	20.
Between Minden and MP 124	50.	35.
Between MP 124 and Alexandria	50.	30.
Between MP B-79 and L&A Junction	50.	30.
Between Packton and Concordia Jct.	40.	25.
Little River bridge M. P. A-171.8 Eng. only	20.	20.
Bridge A-196.6 Eng. only	15.	15.
Bridge A-198.0 Eng. only	15.	15.
Lift bridge Little River M. P. A-199.9 Eng. only	10.	10.
Lift bridge Black River M. P. A-209.5 Eng. only	10.	10.
Between MP T- 6 and T- 22	20.	20.
Between MP T- 22 and T- 33	25.	25.
Between MP T- 33 and T- 49	35.	35.
Between MP T- 49 and T- 93	25.	25.
Between MP T- 93 and T-116	35.	35.
Except on curves	25.	25.
Between MP T-116 and T-127	20.	20.
Between MP T-127 and T-133	35.	35.
Between MP T-133 and T-148	30.	30.
Between MP T-148 and T-156	25.	25.
Between MP T-156 and T-185	20.	20.
Cypress Bayou, Bridge T-49.0	15.	15.
Timber Trestle, Bridge T-81.9	15.	15.
Corporate limits of Greenville	10.	10.
Corporate limits of Sulphur Springs	18.	18.
Corporate limits of Winnsboro	20.	20.
Corporate limits of Pittsburg	16.	16.

101. Speed Restrictions—Continued.

Except where lower speed is required

	MILES PER HOUR	
	Passenger Trains	Freight Trains
Between Angola and Port Hudson	35.	25.
Between Port Hudson and Baton Rouge	45.	30.
Bayou Sara Creek Bridge MP D-194.31 Eng. only	10.	10.
Thompson Creek Bridge MP D-204.48 Eng. only	10.	10.
Trains being assisted by helpers	10.	10.
Over crossovers, junctions and siding switches through sidings and scale tracks	10.	10.
Engines backing up light or with cars	15.	15.
Corporate limits of Hughes Springs	10.	10.
Corporate limits of Jefferson	18.	18.
Bonnet Carre Spillway Bridge and approaches	30.	20.
Engine crew and head brakeman will look back frequently watching train and must be alert to respond to any signal that may be given from rear of train. Trainmen must be stationed on rear of train to observe and be prepared to stop train if necessary.		
Engines 559 and 560 over Bridges C-49.31 and C 102.24	25.	25.
Minden Yard north cut-off spring switch, trains or engines using	10.	10.
South Switch or South Yard spring switch	10.	10.

Train or engine moving in direction of trailing point may trail thru spring switch without stopping; if stop is made before entire train or engine has passed point of switch, backward movement must not be made until switch is properly lined. This switch may be thrown by hand and if so used switch lever should be operated slowly with uniform pressure. Running switches must not be made over spring switch. Sand must not be used while moving over this switch.

TRAINS HANDLING:

	Miles per Hour
Pile drivers, steam shovels, derricks	20.
American ditcher	20.
Yard clam shell cranes with four wheel rigid trucks loaded on flat cars	15.
Scale test cars with M.C.B. trucks	25.
Locomotive clam shell cranes with M.C.B. trucks	15.
(Locomotive clam shell booms should be detached, water tanks drained and moved whenever practicable, rear of machine should face toward front of train.)	
Steam (wrecking) derricks	20.
Jordan spreaders and ditchers	20.
Texas and Dallas Districts, American ditcher and spreader	15.
Texas and Dallas Districts, Scale Test Cars with M. C. B. trucks	20.
Texas and Dallas Districts, steam derricks, pile drivers and steam shovels:	
MP T- 6 to MP T- 22	15.
MP T- 22 to MP T-185	20.

Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

Dead engines with side rods in position, main rods disconnected, 20 miles per hour.

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of side rods down on authority of Superintendent. They must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency in which case must be turned at first available point.

SPECIAL INSTRUCTIONS—CONTINUED

Switch engines not equipped with engine trucks must be moved tank first.

Engines without full set of driving wheels, trucks or trailers may be moved at a speed not exceeding six miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

Engines must not move over Cypress River Bridge at Jefferson coupled, three cars must be placed between engines moving over this bridge.

The lift span of draw bridge over Black river at Jonesville MP A-209.5 will be opened and left open from 4:00 P. M. until 7:00 A. M. daily.

All trains will comply with Rule 98 when approaching this bridge and between 4:00 P. M. and 7:00 A. M. will not enter upon this bridge until receiving proper signal from bridge tender.

736.

Running switches must not be made when they can be avoided. When necessary they must be carefully made, conductor or engine foreman first seeing that the tracks are clear, switches are all right and hand brakes in good order. Engine must not be put through the switches or run through turnouts.

No. 51 and No. 52 will carry passengers between Winnfield and Vidalia.

729. Bulletin Books:

Hope	New Orleans Passenger Station
Minden	Shreveport Yard
Winnfield	Shreveport Union Depot
Alexandria	Vidalia
Baton Rouge	Hunt
Hagan Avenue	Greenville Roundhouse

Business tracks not shown as stations on time table:

Name	Station number	Mile Post	Cap'y cars	Switch at
Northern District:				
Frank	31	31.15	8	South end
Bussey	37	37.40	12	North end
Cullen	50	50.00	Yard	Yard
Bunker	52-A	51.87	8	North end
Gas Spur	57	56.65	9	North end
Dayson	62-B	62.31	61	North end
Faulk	62	62.42	15	North end
Treat	62-A	62.79	21	South end
Invincible	63	63.20	20	North end
Ecco	64	63.80	22	South end
Placid	65	65.10	13	South end
Couchwood	66	65.48	30	Both ends
Hortman	68	67.73	18	Both ends
Dorcheat	72	72.02	9	South end
Ogden	88	87.87	14	South end
Roy	107	107.29	65	South end
Guynes	109	109.12	4	South end

Name	Station number	Mile Post	Cap'y cars	Switch at
New Orleans District:				
New Essen	C-238	C-230.67	3	South end
Old Essen	C-239	C-231.51	6	South end
Duran	C-243	C-235.50	8	South end
Brown	C-251	C-242.82	4	South end
Duplessis	C-252	C-243.92	12	North end
Brittany	C-258	C-249.67	18	South end
Hardin	C-274	C-265.78	5	North end
Belle Point	C-282	C-274.60	5	South end
Good Hope	C-292	C-284.44	Conn.	North end
Cousins	C-300	C-292.40	6	South end
Signor	C-306	C-297.71	4	South end

Minden District:

Drake	B-89	B-89.92	9	South end
Scottsville	B-102	B-101.88	14	Both ends
Hinkle	B-104	B-104.75	Yard	Both ends

Shreveport District:

Fullilove	C-5	C-4.76	3	North end
Blenheim	C-6	C-5.51	8	North end
Mayers	C-12	C-11.53	2	North end
Arnsberg	C-13	C-12.55	7	North end
Taylorstown	C-14	C-13.51	15	Both ends
Carvel	C-15	C-14.92	7	North end
Morameal	C-15A	C-15.83	6	South end
Ia. Gas Co.	C-16	C-15.90	22	North end
McDade	C-20	C-19.52	10	North end
Atkins	C-21	C-20.73	15	North end
Poole	C-23	C-22.79	19	North end
Crichton	C-35	C-34.96	5	North end
Carroll	C-39	C-39.34	8	North end
Hammell	C-41	C-40.87	2	South end
Piermont	C-50	C-50.44	15	North end
Crews	C-78	C-78.08	6	North end
McNeeley	C-99	C-98.86	14	North end
Ravencamp	C-101	C-101.24	10	South end
Kateland	C-103	C-102.81	18	South end
Meade	C-109	C-108.71	26	North end
Tyrawley	C-112	C-112.40	5	North end
Magda	C-137	C-137.21	8	South end
New Belledeau	C-144	C-144.00	14	Both ends
Rosewood	C-164	C-163.69	10	Both ends
Wayside	C-165	C-165.37	23	North end
Glynnville	C-170	C-170.67	4	South end
Keller	C-175	C-174.40	5	North end
			3	South end

Vidalia District:

Zion	A-163	A-163.12	3	North end
Zenoria	A-172	A-172.58	5	South end
Little Creek	A-176	A-175.80	3	North end
Utility	A-205	A-204.89	8	South end
Concordia	A-226	A-225.71	27	Both ends
Sycamore	A-227	A-227.02	7	South end
Minorca	A-230	A-230.41	10	South end

Texas District:

Buncombe	T-9	T-8.62	12	South end
Flournoy	T-12	T-12.26	3	North end
Waterman	T-18	T-18.24	6	North end
Blocker	T-26	T-25.56	3	South end
Lotta	T-29	T-29.36	6	South end
Kelleyville	T-54	T-54.41	14	South end
Sarber	T-58	T-58.29	20	North end
Orrs	T-63	T-62.88	8	North end
Veals	T-79	T-78.67	25	Both ends
Eser	T-116	T-116.46	Wye	Both ends
Thermo	T-135	T-134.74	5	South end

Dallas District:

Cotton Land	T-181	T-181.34	8	South end
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Angola District:

Maryland	D-218	D-217.92	125	North end
Golan	D-181	D-181.19	14	Both ends

SPECIAL INSTRUCTIONS—CONTINUED

M. Clearances. Structures listed below will not clear man on top or side of cars.

Shreveport Spring Street Viaduct:

Track No. 1 (Main Track)-----	19 feet 10 inches
Track No. 2 -----	20 feet 2 inches
Shreveport Murphy Street Viaduct-----	21 feet 11 inches
Shreveport Kings Highway Viaduct-----	20 feet 8 inches
Mile Post T-14.41 Highway Viaduct-----	22 feet 6 inches
Jefferson Cypress River Bridge-----	21 feet 8 inches
Mile Post T-79.14 Highway Viaduct-----	22 feet 6 inches
Greenville M-K-T Mineola Division Overhead	
Trestle -----	17 feet 9 inches
Mile Post T-198-8 Clear Fork Trinity River	
Bridge -----	21 feet 6 inches

TEXAS STATE LAWS GOVERNING RAILWAY EMPLOYEES

Art. 4228. Every conductor, baggage master, engineer, brakeman or other servant of any such railroad corporation employed in a Passenger train or at a station for passengers shall wear upon his hat or cap a badge which shall indicate his office and the initial letters of the style of the corporation by which he is employed.

Art. 4229. No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket, or exercise any of the powers of his office, and no other of the said officers or servants, without such badge, shall have any authority to meddle or interfere with the passengers, their baggage or property.

Art. 4232. A bell of at least thirty pounds in weight and a steam whistle shall be placed on each locomotive engine and the whistle shall be blown and the bell rung the distance of at least eighty rods from the place where the railroad shall cross any public road or street; and that such bell shall be kept ringing until it shall have crossed such public road or stopped; and each locomotive engine approaching a place where two lines of railway cross each other shall before reaching such railway crossing, be brought to a full stop. And any engineer having charge of such engine and neglecting to comply with any of the provisions of this Act shall be fined in any sum not less than five nor more than one hundred dollars for such neglect; and the corporation operating such railway shall be liable for all damages which shall be sustained by any person by reason of any such neglect. Provided, however, that the full stop at such crossings may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, and shall keep a flagman in attendance at such crossing.

Art. 4233. In forming a passenger train, baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they or any of them, shall be so placed, and any accident happens to life or limb the officer or agent who so directed or knowingly suffered such arrangement, and the conductor and engineer of the train shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

Art. 1010 Sec. 9. Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admittance to any coach or compartment in which they are not entitled to ride under the provisions of the Separate

Coach Act and the conductor in charge of the train shall have authority and it shall be his duty to remove from a coach any passenger not entitled to ride therein under provisions of said Act and upon his refusal to do so knowingly shall be guilty of a misdemeanor and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$25.00.

Acts. 1907, Page 93. If any Railway Company or any officer, agent or employee of any such Company in this State shall knowingly haul or carry any person or property free of charge or give or grant to any person, firm, or association of persons, or corporations, a free pass, a privilege or a substitute for pay or a subterfuge which is used or which is given to be used instead of the regular fare or rate for transportation or any authority or permit whatsoever to travel or to pass or convey or transport any person or property free or sell any transportation for anything except money or for any greater or less rate than is charged to all persons under the same conditions over any railway or transportation line or part of line in this State except such persons as are expressly under the provisions of this act, shall be deemed guilty of a misdemeanor and upon conviction shall pay to the State of Texas, the sum of \$5,000.00 for each violation of the Act and an employee or agent of such Railway Company who shall sell any transportation for anything except money or knowingly give, grant, issue or cause to be issued a free pass, a privilege or and substitute for or in lieu thereof, for transportation of any person, article or thing except to such persons as are exempt under the provisions of the Act shall be deemed guilty of a felony and upon conviction shall be punished by a fine of not less than \$500.00 nor more than \$2,000.00 and may in addition thereto in the discretion of the jury be imprisoned in the penitentiary for a term of not less than six months nor more than two years.

A Railroad Company has the right to eject from its train any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or to pay his fare to destination; any drunken or disorderly person whose conduct is such as calculated to operate as a serious annoyance to other passengers, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers, or train employees, who use vile or profane language in the car or who threatens to assault any passengers or train employees, whether he has paid his fare or not. In such cases such passengers or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable by reason of age, sex, infirmity or other condition or circumstances to travel from the place of ejection to a dwelling house or town, or in case of a great distance, inclement weather, darkness or other condition or circumstances, rendering it unsafe, frightful, or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.


The attention of all employees is called to the extracts published above.

Engineers are cautioned against any failure to comply with the law concerning whistling and bell ringing and are instructed to use both the bell and whistle at highway crossings.

Composite Telephone Calls:

Hunt	— O
Campbell	— 000
Sulphur Springs	— 0000
Winnboro	00 —
Newsome	— — O
Leesburg	O O — —
Pittsburg	— — —
Veals	O O O
Hughes Springs	O O O O O
Sarber	— O —
Jefferson Tower	— —
Jefferson Station	— O O
Baldwin	O — O
Leigh	O O O O —

TONNAGE RATING

ENGINE NUMBERS 	200 to 207, inc., 90, 91, 95, 98, 99	500 to 511, inc., 800-806	490-491- 494-526	100 to 106, inc.	544, 551 to 556, inc.	561 and 562	559-560, 563 to 565, inc.
New Orleans-Shreveport District—Northward New Orleans to Alexandria Tons	2500	3500	3750	4500	5200	6000	5500
New Orleans-Shreveport District—Southward Alexandria to New Orleans Tons	2500	3500	3750	4500	5200	6000	5500
The above applies except between Lobdell and Bridge Jct. the rating is— Northward Tons	1100	1450	1700	2000	2200	2500	2300
Southward Tons	900	1200	1450	1600	1800	2200	2000
Shreveport District—Northward Alexandria to Aloha Tons	3050	4000	4250	5000	5500	5900	5700
Aloha to Shreveport Tons	2350	3200	3450	4300	4600	5000	4800
Shreveport District—Southward Shreveport to Aloha Tons	2350	3200	3450	4300	4600	5000	4800
Aloha to Alexandria Tons	3000	4000	4250	5000	5500	5900	5700
Northern District—Northward Stamps to Hope Tons	1470	1950	2200	2070	2550	3300	3100
Taylor to Stamps Tons	2000	2415	2665	3150	3500	4000	3800
Cotton Valley to Taylor Tons	1675	2000	2250	2700	3000	3550	3350
Minden to Cotton Valley Tons	570	1900	2150	2475	2750	3300	3100
Oshkosh to Minden Tons	1300	1650	1900	2385	3000	3500	3300
Winnfield to Oshkosh Tons	1150	1450	1700	2025	2500	3000	2800
Alexandria to Winnfield Tons	1375	2000	2250	2700	3000	3200	3000
Northern District—Southward Hope to Stamps Tons	1400	1850	2100	2070	2550	3300	3100
Stamps to Taylor Tons	2100	2415	2665	3150	3500	4000	3800
Taylor to Minden Tons	1400	1650	1900	2250	2650	3300	3100
Minden to Chestnut Tons	1250	1550	1800	2025	2350	2900	2700
Chestnut to Winnfield Tons	1500	1900	2150	2500	2750	3200	3000
Winnfield to Alexandria Tons	1250	2000	2250	2430	2850	3300	3100
Minden District—Northward Shreveport to Minden Tons	1700	1900	2150	2600	2850	3500	3200
Minden District—Southward Minden to Shreveport Tons	1500	1900	2150	2600	3200	3800	3500
Angola District—Northward Baton Rouge to Angola Tons	2500	2900	3150	4350	4850	5250	5050
Angola District—Southward Angola to Baton Rouge Tons	2500	2900	3150	4350	4850	5250	5050
Vidalia District—Northward Vidalia to Rhinehart Tons	2100	2415	2665	5500	5500	5900	5700
Rhinehart to Georgetown Tons	1500	1900	2150	2450	3000	3400	3200
Georgetown to Packton Tons	2225	2500	2750	3300	4000	4400	4200
Vidalia District—Southward Packton to Georgetown Tons	2225	2500	2750	3300	4000	4400	4200
Georgetown to Rhinehart Tons	1625	1900	2150	2450	3000	3400	3200
Rhinehart to Vidalia Tons	2500	3000	3250	5500	5500	5900	5700

TONNAGE RATING

ENGINE NUMBERS		172, 177, 297-392- 396	200-207, 90-91-95, 98-99	425-500- 511	490-491, 494-526, 800-806	100-106	544-556
Texas and Dallas Districts—Northward							
Shreveport to Jefferson	Tons	1000	1050	1600	1800	2100	2400
Jefferson to Hughes Springs	Tons	1000	1050	1600	1800	1900	2200
Hughes Springs to Winnsboro	Tons	665	715	1100	1300	1450	1650
Winnsboro to Hunt	Tons	1000	1050	1700	1900	2000	2500
Hunt to Dallas	Tons	900	950	1800	2000	2100	2400
Texas and Dallas Districts—Southward							
Dallas to Hunt	Tons	900	950	1800	2000	2100	2400
Hunt to Winnsboro	Tons	1000	1050	1700	1900	2000	2500
Winnsboro to Hughes Springs	Tons	650	700	1100	1150	1200	1450
Hughes Springs to Jefferson	Tons	1000	1050	1700	1800	1900	2200
Jefferson to Shreveport	Tons	1000	1050	1700	1900	2100	2500

CONNECTIONS

Hope	Missouri Pacific R. R. St. L.-S. F. Ry.	New Orleans	I. C. R. R. N. O. T. Co. M. P. R. R. La Southern Ry.	T. & P. Ry. L. & N. R. R. G. M. & O. R. R. T. & N. O. R. R. Southern Ry.
Stamps	St. L. S. W. Ry.			
Sibley	I. C. R. R. S. L. B. & S. Ry.	Shreveport	T. & P. Ry. I. C. R. R.	T. & N. O. R. R. K. C. S. Ry. St. L. S. W. Ry.
Winnfield	C. R. I. & P. Ry. T. & G. Ry.	Georgetown	Missouri Pacific R. R.	
Chestnut	L. & N. W. R. R.	Concordia Junction	Missouri Pacific R. R. T. & P. Ry.	
Alexandria	T. & P. Ry. Missouri Pacific R. R. C. R. I. & P. Ry. T. & N. O. R. R. T. & P. Ry.	Vidalia	Missouri Pacific R. R. I. C. R. R. Mississippi Central Ry.	
Torras		Farmersville	G. C. & S. F. Ry.	
Paloma	South Shore Ry.	Greenville	T. & N. O. R. R. St. L. S. W. Ry.	M.-K.-T. Ry.
Scotland	I. C. R. R.	Pittsburg	St. L. S. W. Ry.	
Baton Rouge	M. P. R. R. I. C. R. R.	Jefferson	T. & P. Ry.	
Orleans Junction	I. C. R. R.	Dallas	C. R. I. & G. Ry. F. W. & D. C. Ry. St. L.-S. F. Ry. G. C. & S. F. Ry. M.-K.-T. of Tex. Ry.	St. L. S. W. Ry. T. & P. Ry. Texas Electric Ry. T. & N. O. R. R.
Simmesport	T. & P. Ry.			

COMPANY SURGEONS

Shreveport, La.:		Campiti-Clarence, La.:		New Orleans, La.:	Continued
Dr. A. A. Herold	Chief Surgeon	Dr. Jos. Bath (of		Dr. A. R. Crebbin	Oculist
Dr. J. E. Heard	Division Surgeon	Natchitoches)	Local Surgeon	Drs. Walther & Willoughby	Urologists
Dr. P. D. Abramson	District Surgeon	Dr. J. N. Brown-Campiti	Local Surgeon	Dr. J. S. Faulk	Dentist
Dr. J. C. Willis, Sr.	Consulting Surgeon	Montgomery, La.:		Dr. G. A. Caldwell	Consulting Orthopedic Surgeon
Dr. John L. Seales	Oculist	Dr. N. M. Brian	Local Surgeon	Dr. J. T. Crebbin	Consulting Aurist and Laryngologist
Dr. J. A. Wilkinson	Aurist & Laryngologist	Colfax, La.:		Dr. Taylor Segue (Colored)	Dentist
Drs. Rougon, Stamper & Youman		Dr. J. W. Woodall	Local Surgeon	Georgetown (Rochelle, La.):	
Dr. J. R. Anderson	Urologists	Alexandria, La.:		Dr. J. W. Scott	Local Surgeon
Drs. Oxford & Reed	Roentgenologist	Dr. W. L. Murrell	Division Surgeon	Good Pine, La.:	
Dr. W. R. Mathews	Orthopedic Surgeons	Dr. R. B. Wallace	Consulting Surgeon	Dr. J. M. Kittrell	Local Surgeon
Dr. W. W. Smith	Pathologist	B. M. Wilson	Oculist & Aurist	Jonesville, La.:	
Drs. L. W. Gorton and K. B. Jones	Dermatologist	Dr. B. H. Texada	Local Surgeon	Dr. M. L. Levy	Local Surgeon
Dr. N. J. Bender	Consulting Oculists and Aurists	Dr. E. G. Cailleateau	Local Surgeon	Ferriday, La.:	
Dr. M. D. Hargrove	Local Surgeon	Dr. J. H. Landrum	Resident Surgeon	Dr. E. M. Campbell	Local Surgeon
Dr. T. J. Smith	Local Surgeon	Dr. W. B. Corley	Local Dentist	Greenville, Texas:	
Dr. S. C. Barrow	Consulting Radiologist	Bijou, La.:		Dr. W. C. Morrow	Division Surgeon
Dr. W. P. Butler	Consulting Pathologist	Dr. E. Denux	Local Surgeon	Dr. W. B. Reeves	District Surgeon
Drs. P. R. Gilmer and H. R. Harrison		Hessmer-Moreauville, La.:		Dr. T. C. Strickland	Oculist & Aurist
Dr. L. D. Roach	Chest Consultants	Dr. A. M. Abramson	Local Surgeon	Dr. Joe Beeton	Local Surgeon
Dr. J. S. Bernhard	Consulting Dentist	(Marksville)	Local Surgeon	Dr. E. P. Goode	Local Surgeon
Dr. J. C. Hardin	Local Dentist	Mansura, La.:		Dr. W. P. Phillips	Local Surgeon
Dr. J. E. Scott	Local Dentist	Dr. Kirby A. Roy	Local Surgeon	Drs. F. M. Parker, Jr. & Sr.	Local Dentists
Dr. W. H. Clark (Colored)	Local Dentist	Bordelonville, La.:		Neer and Lybrand	Ambulance Operators
Hope, Ark.:		Dr. R. J. Ducote	Local Surgeon	Dallas, Texas:	
Dr. P. B. Carrigan	Local Surgeon	Simmesport, La.:		Dr. Jay L. Touchstone	Local Surgeon
Dr. G. E. Cannon	Local Surgeon	Dr. J. W. Plauche, Jr.	Local Surgeon	Drs. Dunlap & Dunlap	Local Surgeons
Dr. Don Smith	Local Surgeon	Morganza, La.:		Dr. Robert W. Giles	Local Surgeon
Dr. A. C. Kolb	Local Surgeon	Dr. J. W. Plauche	Local Surgeon	Dr. Marvin D. Bell	Local Pathologist
Dr. Jim McKenzie	Local Surgeon	New Roads, La.:		Dr. David B. Davis	Oculist & Aurist
Stamps, Ark.:		Dr. J. C. Roberts	Local Surgeon	Farmersville, Texas:	
Dr. L. T. Strange	Local Surgeon	St. Francisville, La.:		Dr. J. D. Burt	Local Surgeon
Dr. F. E. Baker	Local Surgeon	Dr. C. C. Blakeney	Local Surgeon	Dr. W. C. Wright	Local Surgeon
Dr. A. W. Keith	Local Surgeon	Baton Rouge, La.:		Sulphur Springs, Texas:	
Taylor, Ark.:		Dr. T. Jeff McHugh	Consulting Surgeon	Dr. Earl Stirling	Local Surgeon
Dr. W. H. Horn	Local Surgeon	Dr. J. T. Lewis	Division Surgeon	Dr. Thos. H. Stevens	Local Surgeon
Springhill, La.:		Dr. J. J. Roberts	District Surgeon	Como, Texas:	
Dr. R. Butler	Local Surgeon	Dr. L. F. Lorio	Local Oculist & Aurist	Dr. T. E. McGarity	Local Surgeon
Cotton Valley, La.:		Dr. Lester J. Williams	Local Roentgenologist	Pickton, Texas:	
Dr. John Pugh	Local Surgeon	Dr. H. J. Babin	Local Dentist	Dr. R. E. Burrus	Local Surgeon
Minden, La.:		Gonzales, La.:		Winnsboro, Texas:	
Dr. J. B. Benton	Division Surgeon	Dr. Meyer Epstein	Local Surgeon	Dr. Frank B. Wheeler	Local Surgeon
Dr. B. L. Cook	District Surgeon	Sorrento, La.:		Dr. E. E. Addy	Local Surgeon
Dr. S. M. Richardson	District Surgeon	Dr. G. S. St. Amant	Local Surgeon	Pittsburg, Texas:	
Dr. S. F. Martin	District Surgeon	Gramercy, La.:		Dr. R. Y. Lacy	Local Surgeon
Dr. R. E. Smith	Oculist & Aurist	Dr. Paul E. Johnson	Local Surgeon	Dr. P. A. Reitz	Local Surgeon
Dr. W. G. Banks	Dentist	Reserve, La.:		Dr. L. H. Pitt	Local Dentist
Dr. B. A. Norman	Local Surgeon	Dr. T. Searcy Parker	Local Surgeon	Cason, Texas:	
Ashland, La.:		Norco, La.:		Dr. T. A. Russell	Local Surgeon
Dr. F. F. Wimberly (of Ringgold)	Local Surgeon	Dr. J. E. Clayton	Local Surgeon	Daingerfield, Texas:	
Winnfield, La.:		Dr. Paul Landry	Local Surgeon	Dr. D. J. Jenkins	Local Surgeon
Dr. S. C. Fittz	District Surgeon	La Place, La.:		Dr. D. R. Baber	Local Surgeon
Dr. J. F. Faith	Local Surgeon	Dr. W. F. Guilloffe	Local Surgeon	Hughes Springs, Texas:	
Dr. J. S. McClane	Dentist	Kenner, La.:		Dr. A. E. Starnes	Local Surgeon
Dry Prong, La.:		Dr. L. J. Genella	Local Surgeon	Dr. H. L. D. Jenkins	Local Surgeon
Dr. D. B. Donaldson	Local Surgeon	New Orleans, La.:		Avinger, Texas:	
Bossier City, La.:		Dr. Henry Leidenheimer	Division Surgeon	Dr. L. E. Gee	Local Surgeon
Dr. D. C. McCuller	Local Surgeon	Dr. H. B. Gessner	District Surgeon	Jefferson, Texas:	
Coushatta, La.:		Dr. R. L. Buck	Local Surgeon	Drs. Felix Peebles, Sr. & Jr.	Local Surgeons
Dr. W. T. Wilkinson	Local Surgeon	Dr. H. Leidenheimer, Jr.	Local Surgeon	Dr. W. S. Terry	Local Surgeon
		Dr. C. Gordon Johnson	Local Surgeon	Waskom, Texas:	
		Dr. Roy W. Wright	Local Surgeon	Dr. H. H. Vaughan	Local Surgeon
		Dr. C. L. Brown	Aurist	Greenwood, La.:	
				Dr. F. A. Baker	Local Surgeon

WATCH INSPECTORS

National Railway Time Service, General Inspectors

YOUNGBLOOD JEWELRY CO., Shreveport, La.
 E. P. STEWART, Hope, Ark.
 J. W. MYERS, Minden, La.
 J. W. PERDUE, Winnfield, La.

SCHNACK JEWELRY CO., Alexandria, La.
 JOHNSON-BAILEY, Baton Rouge, La.
 WM. FRANTZ & CO., New Orleans, La.
 G. A. PFAEFFLE, Greenville, Texas.

LOUISIANA & ARKANSAS RAILWAY

CONDENSED SCHEDULES OF PASSENGER AND FREIGHT TRAINS

SOUTHWARD				TIME TABLE No. 26 Takes Effect August 31, 1941 STATIONS			NORTHWARD								
FREIGHT			PASSENGER				PASSENGER			FREIGHT					
69	15	51	77				3	5	1	2	6	4	42	52	16
			L 5 35PM		L 1 15PM	L 11 00PM	-----SHREVEPORT-----	A 7 00AM	A 5 15PM		A 12 50PM				
			9 30		4 20	2 05AM	-----ALEXANDRIA-----	3 45	2 10PM		8 50				
			2 10AM		6 45	5 05	-----BATON ROUGE-----	12 50AM	11 30		4 22				
			A 5 30AM		A 8 40PM	A 7 00AM	-----NEW ORLEANS-----	L 11 00PM	L 9 40AM		L 1 45AM				
L 11 40AM	L 6 30PM			L 4 20AM			-----HOPE-----			A 11 50PM		A 11 50PM	A 3 15AM	A 5 30PM	
12 30PM	7 50			4 56			-----STAMPS-----			11 00 10 45		11 00 10 45	2 20AM	4 30PM	
2 27 2 50	10 50PM 1 00AM			6 30 6 32			-----MINDEN-----			8 30 8 16		8 30 7 30	11 25 11 09	10 45 10 20	
	4 30						-----WINNFIELD-----					5 00			
	6 25AM						-----ALEXANDRIA-----					L 3 00PM			
A 4 00PM	A 12 45AM			A 7 30AM			-----SHREVEPORT-----			L 7 15PM				L 10 00PM	L 9 00AM
		L 12 10AM					-----DALLAS-----				A 6 10AM				
		2 12					-----FARMERSVILLE-----				4 08				
		3 00 5 00					-----GREENVILLE-----				3 25 2 55				
		6 40					-----SULPHUR SPRINGS-----				1 05AM				
		8 50					-----PITTSBURG-----				10 50				
		11 37					-----JEFFERSON-----				8 09				
		2 45PM 5 35PM					-----SHREVEPORT-----				5 30PM 4 00PM				
		A 5 30AM					-----NEW ORLEANS-----				L 1 45AM				
		1 00AM					-----MINDEN-----				2 50PM 1 50				
		5 30					-----WINNFIELD-----				11 30 10 00				
		A 10 30AM					-----VIDALIA-----				L 6 00AM				

