SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

LAFAYETTE DIVISION



To Take Effect Sunday, March 8, 1942, at 12:01 A. M.

CENTRAL STANDARD TIME

For the government and information of employes only.

A. D. MIMS, Vice President and General Manager

B. S. HOLLIMON, Assistant General Manager O. C. CASTLE, Superintendent of Transportation

| 2 | | E | ASTW | VARD | | | | | EC | HO SUBDIVIS | SION | | | | | | WES | TWARD | | |
|--|----------------------------|-----------------|-----------------|----------|----------|-------------------|-----------------|-----------------|-----------------------|---|-------------------------|-----------------|-----------------|-------------------|--------------|-----------------|-----------------|----------------------------|--|--|
| cars, water ndard lants, tele- | THIRD CLASS | SECONE | CLASS | [| FI | RST CLA | ss | | | TIME TIPLE V | | | FI | RST CLASS | | SECONE | CLASS | THIRD CLASS | Train Or | der Office |
| ngs in ca letin, wa is, standa king plan es and te | 58 | 244 | 242 | | | 2 | 8 | 6 | e from | TIME TABLE No. 90 March 8, 1942 | e from | 3 | 5 | 1 | | 243 | 241 | 57 | Hours and | d Hours of perators at ingStations |
| oth of sidings in calino of bulletin, was fuel stations, stand ks, interlocking plant tables, wyes and thes. | Local Freight | Freight | Freight | | | Sunset Limited | Acadian | Argonaut | Distance from Echo | | Distance fro Algiers | Acadian | Argonaut | Sunset Limited | | Freight | Freight | Local Freight | Daily Except | Sundays and |
| Length hocation and fur clocks, turn t | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | | | Leave Daily | Leave Daily | Leave Daily | н | STATIONS | ı | Arrive Laily | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Sundays and Legal Holidays | Legal Holidays Only |
| 166 WP | | | | | | | | | 0.0 | ЕСНО | 251.2 | | | | | | | | | |
| 60 P | | | | | | | | | 4.5 | TOOMEY | 246.7 | | | | | | | | | |
| 98 P | | | | | | | | | 9.5 | VINTON 5.4 | 241.7 | | | | | | | | | |
| 86 WP | | | | | | | | , · | 14.9 | EDGERLY 5.7 | 236.3 | | | | | |] | | | |
| 74 P | | | | | | | | | 20.6 | BRIMSTONE | 230.6 | | | | | | | | | |
| 61 P | See Hou | ston Div | ision C | urrent T | ime-Tal | ole for r | noveme | nt | 22.7 | SULPHUR 5.5 | 228.5 | S | ee Hous | ton Divisio | on Current T | ime-Tab | le for 1 | novement | | |
| 63 P | | betwee | n Echo | and Lak | e Charle | es Yard | | | 28.2 | LOCKMOOR 1.8 | 223.0 | | | between I | ake Charles | Yard an | d Echo | | | |
| I | | | | | | | | | 80.0 | K. C. S. CROSSING | 221.2 | | | | | | | | | |
| 25 P | | I | | 1 | | 1 | | | 30.3 | WEST LAKE | 220.9 | | | | | | | | | |
| I | | | | | | | | | 32.1 | K. C. S. CROSSING | 219.1 | | | | | | | | | |
| P | | | | | | | | | 32.4 | LAKE CHARLES | 218.8 | | | | | | | | | |
| 1 | | | | | | | | | 33.2 | MO. P. CROSSING | 218.0 | | | | | | | | See Pa | age 10 |
| BKWOYP Y 6 | 6.004 | 3.10% | 7.304 | w | | 11.324 | 1.404 | 1.23 | 33.2 | TO-RLAKECHARLESYARD | 218.0 | 3.434 | 4.474 | 5.20PM | | 9.304 | 7.00% | 11.55# | Continuous | Continuous |
| P | | | | | | | | | 35.9 | MALLARD JCT. | 215.3 | | | | | | | | | |
| 98 P | 6.10 | 3.17 | 7.40 | 1 | | 11.38 | 1.46 | 1.29 | 38.4 | E CHLOE | 212.8 | 3.36 | 4.40 | 5.08 | | 8.58 | 6.10 | 11.38 | | |
| 74 P | 6.20 | 3.26 | 7.50 | | | 11.45 | 1.53 | 1.36 | 44.4 | TO IOWA | 206.8 | 3.28 | 4.32 | 5.01 | | 8.47 | 5.57 | 11.15 | 8.15AM to 12.15PM 1.15PM to 5.15PM | Closed |
| ı | | | | | | | | | 45.9 | (Mo. P. Crossing) IOWA JCT. | 205.3 | | | | | | | | Auto | matic |
| 103 P | 6.30 | 3.33 | 8.00 | | | 11.52 | 2.00 | 1.43 | 49.9 | LACASSINE | 201.3 | 3.19 | 4.25 | 4.54 | | 8.38 | 5.46 | 10.55 | | |
| 50 WP | 7.10 | 3.42 | 8.10 | | | s12.02PM | f 2.07 | 1.50 | 55.9 | TO WELSH | 195.3 | 3.10 | s 4.16 | s 4.46 | | 8.27 | 5.35 | 10.40 | 1.30 PM to 6.00 PM | 9.00 AM to 12.30 PM 1.30 PM to 6.00 PM |
| 76 P | 7.30 | 3.49 | 8.18 | | | 12.08 | 2.12 | 1.55 | 60.4 | ROANOKE | 190.8 | 3.03 | 4.09 | 4.38 | | 8.18 | 5.26 | 10.25 | | |
| 112 P | 8.00 | 3.58 | 8.28 | | | s12.18 | s 2.21 | s 2.05 | 66.2 | TO JENNINGS | 185.0 | s 2.54 | s 4.01 | s 4.31 | | 8.00 | 5.15 | 10.00 | Continuous | Continuous |
| .48 P | 8.25 | 4.06 | 8.38 | | | 12.25 | 2.29 | 2.14 | 71.1 | TO MERMENTAU | 180.1 | 2.44 | 3.52 | 4.22 | | 7.47 | 5.05 | 9.30 | 8.00 AM to 11.30 AM 12.30 PM to 5.00 PM | Closed |
| 96 WOYP | 8.48 | 4.15 | 8.48 | | | 12.31 | 2.35 | 2.22 | 76.5 | TO MIDLAND | 174.7 | 2.35 | 3.45 | 4.15 | | 7.38 | 4.50 | 8.48 | 8.00 AM to 11.30 AM 12.30 PM to 5.00 PM | 8.00 AM to 11.30 AM 12.30 PM to 5.00 PM |
| 26 P | | | | , | | | | | 78.6 | ESTHERWOOD 0.8 | 172.6 | | | | | | | | | |
| 74 P | 9.20 | 4.37 | 8.53 | | | 12.34 | 2.40 | 2.27 | 79.4 | TORTUE | 171.8 | 2.27 | 3.41 | 4.11 | | 7.32 | 4.37 | 8.30 | | |
| I | | | | | | | | | 83.6 | N. O. T. & M. CROSSING | 167.6 | | | | | | | | | age 10 |
| 50 P | 10.50 | 4.48 | 9.04 | | | s12.42 | s 2.51 | \$ 2.40 | 84.7 | TO CROWLEY | 166.5 | s 2.20 | s 3.33 | s 4.04 | | 7.22 | 4.24 | 7.43 | 8.00 AM to 11.30 AM 12.30 PM to 5.00 PM | Closed |
| 96 P | 11.05 | 4.50 | 9.06 | | | 12.44 | 2.53 | 2.42 | 85.7 | CROWLEY SIDING | 165.5 | 2.15 | 3.25 | 3.59 | | 7.15 | 4.21 | 7.15 | | |
| 121 WP | 11.33# | 5.00 | 9.16 | | | s12.53 | | 2.50 | 91.2 | TO RAYNE | 160.0 | 2.09 | s 3.18 | ₃ 3.52 | | 7.05 | 4.10 | 6.55 | 2.00 AM to 10.00 AM 11.00 AM to 7.00 PM | 2.00 AM to 10.00 AM 11.00 AM to 7.00 PM |
| 1 | | | | | | | | | 91.6 | O. G. & N. E. CROSSING | 159.6 | - | | | | | | | See Pa | age 10 |
| 96 P | 12.10% | 5.09 | 9.25 | | | 12.59 | 3.09 | 2.56 | 96.3 | DUSON | 154.9 | 2.03 | 3.09 | 3.44 | | 6.53 | 3.58 | 6.35 | | |
| 56 P | 12.30 | 5.17 | 9.33 | | | 1.05 | 3.15 | 3.02 | 101.5 | SCOTT | 149.7 | 1.57 | 3.02 | 3.38 | | 6.43 | 3.48 | 6.20 | | |
| 154 Yard P | 12.40 | 5.23 | 9.39 | | | 1.10 | 3.20 | 3.07 | 104.5 | WEST YARD | 146.7 | 1.54 | 2.54 | 3.34 | | 6.36 | 3.40 | 6-10 | | |
| Yard P BKWOTY | 1.00% | 5.30™ | 9.45 | | | 1.15™ | 3.30₩ | 3.154 | 106.6 | TO-R LAFAYETTE | 144.6 | 1.504 | 2.504 | 3.30% | | 6.30M | 3.35% | 6.004 | Continuous | Continuous |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Dally | | | Arrive Daily | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | | |
| | 58 | 244 | 242 | | | 2 | 8 | 6 | | | | 3 | 5 | 1 | | 243 | 241 | 57 | | |
| - | (7.09) 10.4 | (2.20) 31.4 | (2.15) 32.6 | .) | | (1.43) 42.7 | (1.50) 40.1 | (1.52) 39.3 | | Time Over Subdivision Average Speed per Hour | | (1.53) 39.0 | (1.57) 37.6 | (1.50) 40.1 | | (3.00) 24.5 | (3.25) 21.5 | (5.55) 12.4 | • | |

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72).

| | | | | EA | ASTWA | ARD | | | | Α١ | ONDALE SU | BDIV | ISIO | N | | | | WES | TWAF | RD | | | 3 |
|---|---------------------------------|----------------------------|--------------------|-----------------|-----------------|-----------------|-------------------|-----------------|-----------------|----------------------------|---|---------------|-------------------|-----------------|-----------------|---|-----------------|-----------------|--------------------|----------------------------|--------------------------------|--|---|
| cars, water ndard lants, tele- | THIRD | CLASS | | SECOND | CLASS | | FIF | RST CLAS | s | | | | FI | RST CLAS | ss | | SECOND | CLASS | | THIRD | CLASS | | |
| sidings in c bulletin, w stions, stand rlocking pla | 54 | 56 | 406 | 244 | 242 | 240 | 2 | 8 | 6 | From | TIME TABLE No. 90 | From | , ,1 | 3 | 5 | 241 | 239 | 243 | 405 | 55 | 53 | Train Or Hours and Signal Or Interlocki | der Office Hours of erators at |
| ath of sidin tion of bull fuel station ks, interlock tables, wy | Local Freight | Local Freight | Cypremort Mixed | Freight | Freight | Freight | Sunset Limited | Acadian | Argonaut | Distance Fron Lafayette | March 8, 1942 | Distance Fron | Sunset Limited | Acadian | Argonaut | Freight | Freight | Freight | Cypremort Mixed | Local Freight | Local Freight | | |
| Length location and fuel clocks, i turn tal phones. | Leave Tue., Thur. & Sat. | Leave Daily Ex. Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Dis | STATIONS | Dis | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Mon., Wed. & Fri. | Daily Except Sundays and Legal Holidays | Sundays and Legal Holidays Only |
| BKWOTY P | æ sat. | 6.00AM | | 6.45™ | 10.30AM | 5.00 | 1.25™ | 3.354 | 3.204 | 0.0 | TO-R LAFAYETTE | 144.6 | 3·20M | 1.45# | 2.45 | 3.10 | 10.00PM | 4.15 | | 11.30 | | Continuous | Continuous |
| 136 P | | 6.15 | | 6.53 | 10.38 | 5.08 | 1.31 | 3.41 | 3.26 | 8.8 | 3.8 ELKS | 140.8 | 3.11 | 1.37 | 2.38 | 2.56 | 9.45 | 4.07 | | 11.15 | | | |
| 71 P | | 6.25 | | 7.00 | 10.43 | 5.14 | 1.35 | 3.45 | 3.30 | 6.2 | BROUSSARD | 138.4 | 3.07 | 1.34 | 2.35 | 2.50 | 9.40 | 4.02 | | 11.05 | | | |
| . Р | | 6.45 | | 7.10 | 10.52 | 5.23 | 1.42 | 3.52 | 3.37 | 12.0 | CADE | 132.6 | 2.59 | 1.27 | 2.28 | 2.41 | 9.31 | 3.52 | | 10.52 | | | |
| Yard IP | | | | | | | | | | 18.5 | (N. I. &. N. Crossing) TO WEST TOWER | 126.1 | | | | | | | | | | Continuous | Continuous |
| Yard BKWOYP | | 7.30 | | 7.30 | 11.03 | 5.45 | s 1.55 | s 4.02 | s 3.47 | 19.0 | NEW IBERIA | 125.6 | \$ 2.50 | s 1.17 | s 2.19 | 2.30 | 9.20 | 3.30 | | 10.15 | | | |
| Yard IP | | | | | | | | | | 20.3 | I. St. M. & E. Crossing | 124.3 | | | | | | | | | | 8.00 AM to 11.59 AM 12.59 PM to 5.00 PM | Closed |
| P | | 8.25 | | 7.55 | 11.25 | 6.10 | \$ 2.16 | 4.19 | f 4.05 | 30.5 | TO JEANERETTE | 114.1 | s 2.26 | f12.55 | 1 2.00 | 2.10 | 9.01 | 3.01 | | 9.10 | | 8.00 AM to 11.59 AM 12.59 PM to 5.00 PM | 1.30PM to 3.30PM |
| BYP | | 9.30 | 7.004 | 8.15 | 11.40 | 6.40 | 2.28 | 4.31 | 4.17 | 39.5 | TO-R BALDWIN | 105.1 | 2.11 | 12.42 | 1.48 | 1.54 | 8.45 | 2.40 | 10·15AM | 8.20 | | 7.00 AM to 12.30 PM 1.30 PM to 4.00 PM | 7.00AM to 9.00AM |
| WYP | | 9.50 | 7.154 | 8.25 | 11.47 | 6.52 | s 2.37 | 4.38 | 1 4.24 | 43.6 | TO-R FRANKLIN | 101.0 | s 2.05 | s12.36 | f 1.42 | 1.46 | 8.35 | 2.30 | 10.00 | 7.25 | | | 12.01 AM to 4.00 PM |
| P | | 10.35 | | 8.35 | 11.56₩ | 7.10 | 2.45 | 4.46 | 4.32 | 48.9 | TO BAYOU SALE | 95.7 | 1.54 | 12.26 | 1.34 | 1.37 | 8.23 | 2.17 | | 6.50 | | 8.00 AM to 11.30 AM 12.30 PM to 5.00 PM | Closed |
| 96 P | | 10.48 | | 8.45 | 12.02 | 7.20 | 2.51 | 4.51 | 4.37 | 52.8 | RICOHOO | 91.8 | 1.49 | 12.21 | 1.29 | 1.30 | 8.15 | 2.10 | | 6.40 | | | |
| 88 P | | 11.30 | | 8.57 | 12.13 | 7.31 | 2.59 | f 4.58 | 4.44 | 57.9 | TO PATTERSON | 86.7 | 1.42 | f12.15 | 1.23 | 1.21 | 8.06 | 2.01 | | 6.30 | | 8.00 AM to 11.30AM 12.30 PM to 5.00 PM | Closed |
| 78 Yard OWP | | 11.45₩ | | 9.10 | 12.25 | 7.45 | s 3.12 | 5.10 | 4.57 | 63.8 | TO BERWICK | 81.3 | s 1.34 | 12.084 | 1.14 | 1.10 | 7.55 | 1.50 | | 6.20 | | 12.30 PM to 5.00 PM | 8.00 AMto 11.30 AM 12.30 PM to 5.00 PM |
| Yard BKP | | | | | | | 3 3.21 | 5.13 | f 5.01 | 64.5 | TO-R MORGAN CITY | 80.1 | s 1.24 | s11.59M | f 1.04 | | | | | | | Continuous | Continuous |
| Yard WYP | 6.004 | 12.01PM | | 9.20 | 12.29 | 7.55 | 3.23 | 5.15 | 5.03 | 66.8 | MORGAN CITY YARD | 79.3 | 1.16 | 11.56 | 1.02 | 1.02 | 7.45 | 1.40 | | 6.15 | 11.504 | | |
| 73 P | 6.14 | | | 9.30 | 12.36 | 8.03 | 3.28 | 5.20 | 5.08 | 68.5 | RAMOS | 76.1 | 1.12 | 11.52 | 12.58 | 12.55 | 7.36 | 1.25 | | | 11.40 | | |
| 74 P | 6.25 | | | 9.40 | 12.45 | 8.12 | 3.36 | 5.27 | 5.16 | 73.4 | URSA 4.9 | 71.2 | 1.05 | 11.45 | 12.51 | 12.45 | 7.27 | 1.16 | | | 11.25 | | |
| 75 P | 6.40 | | | 9.50 | 12.58 | 8.21 | 3.43 | 5.33 | 5.22 | 78.3 | GIBSON 4.9 | 66.8 | 12.58 | 11.39 | 12.45 | 12.37 | 7.18 | 1.08 | | | 11.10 | | |
| 74 P | 6.55 | | | 9.59 | 1.10 | 8.30 | 3.50 | 5.39 | 5.28 | 83.2 | CHACAHOULA | 61.4 | 12.51 | 11.33 | 12.38 | 12.29 | 7.10 | 12.59 | | <u> </u> | 10.55 | | |
| 184 Yard BKWO P | 7.35 | | | 10.13 | 1.25 | 8.50 | s 4.02 | s 5.49 | s 5.39 | 89.6 | TO SCHRIEVER | 55.0 | s12.43 | \$11.25 | 12.30 | 12.19 | 6.59 | 12.50 | | <u> </u> | 10.35 | Continuous | Continuous |
| YP P | | | | | | | · · | | | 90.5 | THIBODAUX JCT. | 54.1 | | | | | | | | | | | |
| 75 P | 7.55 | | | 10.28 | 1.35 | 9.05 | 4.10 | 5.57 | 5.47 | 95.5 | ROUSSEAU 2.2 | 49.1 | 12.28 | 11.12 | | 12.05 | 6.33 | 12.29 | | <u> </u> | 9.05 | | |
| 72 P | 8.10 | - | | 10.34 | 1.40 | 9.10 | 4.13 | 6.00 | 5.50 | 97.7 | EWING 3.1 | 46.9 | 12.25 | 11.09 | | 12·02PM | 6.28 | 12.25 | | <u> </u> | 8.45 | | |
| Yard 58 BWYP | 8.20 | | | 10.40 | 1.46 | 9.16 | 4.17 | 6.04 | 5.54 | 100.8 | THERIOT 3.6 TO RACELAND JOT. | 43.8 | 12.21 | 11.05 | 12.14 | 11.57M | 6.22 | 12.20 | | | 8.38 | 9.30 AN to 5.30 PM | 9.30 AM to 5.30 PM |
| 85 P | 9.25 | | | 11.00 | 1.54 | 9.25 | s 4.23 | s 6.09 | \$ 5.59 | 104.4 | ROUX | 40.2 | s12·16 | | 12.10 | 11.52 | 6.15 | 12.10M | | | 8.30 | 10.45 PM to6.45 M | 10. 4 PM to 6.45 AM |
| 53 P | 9.45 | | | 11.15 | 2.01 | 9.33 | 4.30 | 6.16 | 6.06 | 108.4 | TO DES ALLEMANDS | 36.2 | 12.06 | | 12.05 | 11.45 | 6.06 | 11.55™ | | | 8.01 | 8.00 AM to 12.01 PM 1.01 PM to 5.00 PM | Closed |
| 72 P | 10.00 | | | 11.27 | 2.10 | 9.42 9.50 | s 4.38 | 6.22 | 6.12 | 112.6 | VALLIER | 32.0 | f11.59M | | 11.58% | 11.38 | 5.58 | 11.47 | | 1 | 7.50 7.40 | 1.01 PM to 5.00 PM | Crosed |
| 76 P | 10.12 | - | | 11.49 | | 10.00 | 4.43 | 6.32 | 6.17 | 120.7 | BOUTTE | 28.4 | 11.54 | 10.43 | 11.54 | 11.30 11.23 | 5.50 5.40 | 11.37 | - | - | 7.40 | | |
| 76 P | 10.40 | | | 12.01 | | 10.00 | 4.49 | 6.38 | 6.28 | 125.8 | SALIX | 18.8 | 11.49 | 10.38 | 11.49 | 11.23 | 5.40 | 11.15 | | | 7.18 | - | |
| 72 P | 10.50 | | | 12.10 | 2.45 | 10.10 | 5.00 | 6.43 | 6.33 | 129.4 | WITHEROW | 15.2 | 11.42 | 10.32 | 11.43 | 11.15 | 5.20 | 11.15 | - | | 7.10 | | |
| Yard BKWOTP | 11.00M | | | 12.30 | | | 5.05 | 6.48 | 6.38 | 182.9 | TO-R AVONDALE | 11.7 | 11.33 | 10.23 | 11.33 | 11.00 | | 11.00PM | , | 1 | 7.00 | M Continuous | Continuous |
| 7 | | | | | 0.004 | 20.00 | | | | | (T. & N. O. Crossing) | | | | | .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,, | 5.10** | 11.00 | | | 1.50 | Continuous | Continuous |
| I | | | | | | | 5.07 | 6.50 | 6.40 | 184.1 | (T. & P. Crossing) | 10.5 | 11.31 | 10.21 | 11.31 | | | | - | | - | | |
| 11 | | | | | | | 5.23% | 7.084 | | 139.4 | EAST BRIDGE JOT. E | | 11.164 | | | | | | | | | Continuous | Continuous |
| | | | | Time at 1 | New Orlean | is (Union i | station) for | r Informat | ion Only. | | allroad Company's Current Tin | ne Table for | Train Mo | vements Be | tween Eas | t Bridge Ju | netion and | 1 New Orle | ans (Unio | n Station). | 4 | | / |
| ВКР | Arriva | | | | | | 5.45№ | 7.304 | | 145.2 | TO-R NEW ORLEANS (Union Station) | 21.6 | 11.00AN | | 11.00% | | | | ļ | 1 | - | 6.00 AM to 10.00 P | 6.00 AM to 10.00 PM |
| | Arrive Tue., Thur. & Sat. | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Dally | Arrive Daily | Arrive Daily | Arrive Daily | 144.6 | ALGIERS | 0.0 | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily Ex. Sunday | Leave Mon., Wed. | 1 | |
| | 54 | 56 | 406 | 244 | 242 | 240 | 2 | 8 | 6 |]] | |] | 1 | 3 | 5 | 241 | 239 | 243 | 405 | 55 | 53 | | |
| | (5.00) 13.5 | (6.01) 10.8 | (0.15) 16.4 | (5.45) 23.1 | (4.30) 29.5 | (5.30) 24.1 | (4.20) 33.5 | (3.55) 37.1 | (4.00) 36.3 | | Time Over Subdivision Average Speed per Hour | | (4.20) | (3.55) 37.1 | (3.45) 38.7 | (4.10) 31.9 | (4.50) 27.5 | (5.15) 25.3 | (0 15) 16.4 | (5.15) 12.4 | (4.50) 13.9 | | |
| | | | | | | Je | | | | | Trains of the Same Classiflag stops for No. 6 for re- | | | | | | | os. | | | | | |

| 4 | EASTW | /ARD | LOC | KPORT SUBDI | VISIO | ON WE | STWA | RD | | EASTV | VARD | С | YPR | EMORT SUBDIV | /ISIO | N , | WES | TWAR | D |
|---|------------|----------------------------|--------------------------------|---|--------------------------|----------------------------|--|--|--|----------------|-------------------------------------|-----------------|-----------------------------------|--|--------------------------|-----------------|----------------|--|---|
| bulletin, water bulletin, water ations, standard arlocking plants, wyes and tele- | SECON | ID CLASS | Distance from Raceland Jet. | TIME TABLE No. 90 March 8, 1942 | Distance from Algiers | SECOND CLASS | Train Or Hours and Signal Or Interlocki | der Office d Hours of perators at ng Stations | idings in cars, builletin, water tions, standard flocking plants, wyes and tele- | SE | COND CL | 406 | Distance from Baldwin | TIME TABLE No. 90 March 8, 1942 | Distance from Algiers | SECOND 405 | CLASS | Train Ord Hours and Signal Op Interlockin | der Office I Hours of erators at ng Stations |
| Length of sid location of but and fuel static clocks, interio turn tables, w | | Leave Dally Ex. Sunday | Dista | STATIONS | Dista | Arrive Daily Ex. Monday | Daily Except Sundays and Legal Holidays | Sundays and Legal Holidays Only | Length of s location of and fuel sta clocks, inter turn tables, phones. | | | Leave Daily | Distan Ba | STATIONS | Distar | Arrive Dally | | Daily Except Sundays and Legal Holidays | Sundays and Legal Holidays Only |
| OYP | | 7.30% | 9.7 | R LOCKPORT | 49.9 | 1.304 | | | 70 OYP | | _ | 6.00 | 15.1 | R CYPREMORT | 120.2 | 12.10% | | | |
| 23 | | 7.50 | 5.7 | MATHEWS | 45.9 | 12.45 | | | 21 | | | 1 6.06 | 12.0 | FLORENCE | 117.1 | 11.35M | | | |
| Yard6 P | | 8.30 | 2.0 | RACELAND | 42.2 | 12.30 | | | 12 | | | f 6.15 | 8.1 | GLENCOE | 113.2 | 11.20 | | | |
| Yard Spur 29 East | | 8.35 | 1.4 | GODOHAUX | 41.6 | 12.06 | | | Spur 6 East | | | 1 6.24 | 8.9 | CANELAND | 109.0 | f11.00 | | | |
| Yard 58 BWYP | | 9.00% | 0.0 | TO-R RACELAND JOT. | 40.2 | 12.014 | 9.30AM-5.30PM 10.45PM 6.45AM | 9.30AM-5-30PM 10.45~6.45AM | P | | | 1 6.28 | 2.4 | F. & A. JUNCTION | 107.5 | 10.55 | | | |
| | | Arrive Daily Ex. Sunday | | | | Leave Daily Ex. Monday | | | BYP | | | 6.454 | 0.0 | TO-R BALDWIN | 105.1 | 10.45# | | 7.00AM12.30PM 1.30PM-4.00PM | 7-00AN9-00AN |
| | | 106 | | | | 107 | | | | | | Arrive Daily | | | | Leave Daily | | | |
| - | | (1.30) | | Time Over Subdivision Average Speed per Hour | | (1.29) 6.5 | • | 1 | | l | | 406 | | | | 405 | | | |
| | | 6.4 | | Average Speed per Hour | | 6.5 | | | | | 1 | (0.45) | | Time Over Subdivision Average Speed per Hour | il l | (1.25) 10.6 | | | |
| | EASTW | | | uma of the Same Class in the | | WESTV | | | | | | _ | | s of the Same Class in the | | | | Rule 3- | 12). |
| 5,2,2,5,4 | SECON | D CLASS | | TIME TABLE No. 90 | | SECOND CLASS | Train Or | der Office | | EASTV | VARD | | MIL | TON SUBDIVIS | NOI | W | ESTW | ARD | |
| oth of sidings in cars, stion of bulletin, water fuel stations, standard ks, interlocking plants, a tables, wyes and telenes. | | 302 Freight | Distance from Houma | March 8, 1942 | Distance from Algiers | 303 Freight | Hours and Signal Or Interlocki | d Hours of perators at ng Stations | ings in cars, illetin, water ons, standard cking plants, yes and tele- | | | | Distance from F. & A. Junction | TIME TABLE No. 90 March 8, 1942 | e from | | | Train Ord Hours and Signal Op Interlockin | ler Office I Hours of erators at ag Stations |
| Lengt locati and fu clocks turn t | | Leave Daily Ex. Sunday | " | STATIONS | A | Arrive Daily Ex. Monday | Sundays and Legal Holidays | Legal Holidays Only | th of sid tion of bi fuel stati is, interlo tables, v | | | | Distan | | Distance fro | | | Daily Except Sundays and | Sundays and Legal Holidays |
| 24 Yard WTP | | 9.00% | 0.0 | R HOUMA | 69.5 | 2.454 | | | turn clock | l | | | 14 | STATIONS | | | | Sundays and Legal Holidays | Holidays Only |
| 8 P | | 9.18% | 7.0 | 7.0 CENTRAL | 62.5 | 2.20 | | | Spur 11 East WYP | | | | 37.7 | MILTON | 145.2 | | | | |
| 184 BKOWP Yard | | 12.15 | 14.5 | TO-R SCHRIEVER | 55.0 | 2.00 | Continuous | Continuous | 19 P | | | | 33.1 | YOUNGSVILLE | 140.6 | | | | |
| YP | | 12.20 | 15.4 | THIBODAUX JOT. | 54.1 | 1.15 | | | 19 P | | | | 28.5 | LOZES | 136.0 | | | | |
| P | | 12.35 | 18.6 | R NAPOLEONVILLE JOT. | 57.8 | 1.05 | | | Spur 7 West P | | | | 24.3 | CHARLOTTE | 131.8 | | | | |
| P | | 12.40 | 19.2 | TO THIBODAUX | 57.9 | 1.004 | 8-00AN11-59AN 12-59PN5-00PM | Closed | 90.020 | | | | 24.1 | N.I.&N. CROSSING | 131.6 | | | | |
| 30 P | | | 18.6 | NAPOLEONVILLE JOT. | 57.8 | | | | 35 YP | | | | | DAVIDS | | | | | |
| y Y | | | 27.5 | LABADIEVILLE 8.3 | 66.2 | | | | 15 WP | | | | 20.5 | R (Midland Subdivision Crossing) 4.8 DUBOIN | 128.0 | | | | |
| WP | | | 85.8 | TO NAPOLEONVILLE | 74.5 | | 8-00AN11.30AN | | Spur 142 West P | | | | 9.1 | PATOUTVILLE | 128.2 | | | | |
| | | Andre Delle | 37.1 | TO NAPOLEONVILLE | 75.8 | | 8-00AM11-30AM 12-30PM5-00PM | Closed | Spur 6 East F | | | | 6.1 | MARGUERITE | 113.6 | | | | - |
| , | | Arrive Daily Ex. Monday | | | | Leave Daily Ex. Monday | l | | 9 | | | | 3.1 | JULIEN | 110.6 | | | | |
| | | 302 | | | | 303 | | | P | <u> </u> | | | 0.0 | F.& A. JUNCTION | 107.5 | | | | |
| | | (3.40) | | Time Over Subdivision | | (1.45) | <u> </u> | | Via Cypre | ment Subdivisi | m F. & A. Jot. | to Baldwin | 2.4 | BALDWIN | 105.1 | Via Cyprem | ert Subdivisfo | n Baldwin to F. | & A. Jot. |
| | | 5.2 | | Time Over Subdivision Average Speed per Hour | | (1.45) 10.9 | | | | ondale Subdivi | sion Baldwin to to Sterling Jct. | | 6.5 | FRANKLIN | 101.0 | | | Sterling Jct. to Baldwin | |
| East | ward Train | ıs are Superi | or to Tra | ins of the Same Class in th | e Oppos | ite Direction. (S | ee Rule | S-72). | YP | 1 | | | 5.7 | STERLING JOT. | 101.8 | | | | |
| | | | | | | • | | - | | | | | 7.2 | I. St. M. & E. CROSSING | 103.3 | | | | |
| | | | | | | | | | | | | | | R STERLING | 103.8 | | | | |
| | | | | | | | | | | | | | | | | | | 7 | |
| | | | | | | | | | | l | | | | | | | | | |
| 1 | | | | | | | | | | l | | | | | | | | ı | |

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72).

| | EAST | ASTWARD MIDLAND SUBDIVISION WESTWAR | | | | | | | | | | | | STWA | RD | POR | T BARR | E SUBI | oivis | ION | WES | STWAF | 8D 5 |
|--|----------------------------|-------------------------------------|----------------------------|-----------------------------|---------------------------|----------------------|-------------------------|----------------------------|----------------------------|----------------------------|-------------------------------------|---|---|------------------------------|------------------------------|--|----------------------------------|-------------------------------|---|-------------------------------|-------------------------------|----------------------------------|---------------------------|
| ars, ard ard ars, | SEC | OND CL | ASS | | TIME TAE | BLE No. 90 | | SE | COND CL | .ASS | Train Or | der Office d Hours of | ars, ater lard nts, | SECONE | CLASS | ge (| TIME TAE | LE No. 90 | | SECONE | CLASS | Train Ore | der Office |
| letin, we clean, we stand cking plan | 522 | 520 | 528 | Distance from New Iberia | March | 8, 1942 | e from | 527 | 519 | 521 | Signal Or | erators at ng Stations | 6 - 5 - 5 | 604 | 602 | Jistance from Lafayette Breaux Bridge) | March | 8, 1942 | Distance from Alglers (via. Cade) | 601 | 603 | Signal Op Interlocki | erators at |
| of sidi n of bul si statio interlo | Salt Mine Mixed | Salt Mine Mixed | Mixed | lstane New I | | | istance fron Algiers | Mixed | Salt Mine Mixed | Salt Mine Mixed | Daily Except | Sundays and | of sid | Mixed | Mixed | istanc Lafa Breau | | | Alg (via. | Mixed | Mixed | Daily Except | Sundays and |
| Length locatio and fue clocks, turn ta | Leare Daily Ex. Sunday | Leave Dally Ex. Sunday | Leave Daily Ex. Sunday | A | STAT | IONS | A | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Sundays and Legal Holidays | Legal Holidays Only | Length o location and fuel clocks, ir turn tabl | Leave Daily Ex. Monday | Leave Daily Ex. Sunday | Di (via.) | STA | TIONS | В | Arrive Daily Ex. Sunday | Arrive Daily Ex. Monday | Sundays and Legal Holidays | Legal Holidays Only |
| | | | | 80.5 | C.R.I.&P. CC | NNECTION | 206.1 | | | | | | 10 | | | 29.4 | PORT | BARRE | 173.7 | | | | |
| | | | | 80.3 | L.E.&W. C | ROSSING | 205.9 | | | | | | | | | 28.7 | N.O.T.&M. | CROSSING | 173.0 | | | | |
| | | | | 80.1 | N.O.T.&M. | OROSSING | 205.7 | | | | | | | | | 27.7 | N.I.&N. C | ROSSING | 172.0 | | | | |
| 61 KWY | | | 8.30₩ | 79.5 | TO-R EUN | ICE | 205.1 | 2.50% | | | 3.00AM11.45AM 12.45PM5.00PM | Closed | 22 | | | 23.2 | LEON 5 | ILLE | 167.5 | | | 7.00.0010.03.00 | |
| Spur 29 East | | | 8.45 | 72.8 | 6. | EY | 198.4 | 1.17 | | | | | 20 | | 9.05№ | 17.3 | TO-R ARNAU | OVILLE | 161.6 | 8.45 | | 7-20AM12-01PM 1.01PM-4-20PM | Closed |
| 18 P | | | 9.00 | 67.0 | 107 | ΓA | 192.6 | 1.05 | | | | | 18 | | 9.22 | 12.8 | DE CI | OUET | 157.1 | 8.22 | | | |
| Spur 16 West | | | 9.15 | 60.2 | EG. | AN | 185.8 | 12.50 | | | | | 15 | | 9.35 | 9.9 | GEO | ко | 154.2 | 8.10 | | | |
| 96 WOYP | | | 10.00 | 56.3 | TO MIDL | AND | 181.9 | 12.40 | | | 8.00 AM11.30 AM 12.30 PM 5,00 PM | 8-00AM11.30AM 12-30PM5.00PM | wy | | | 7.6 | R BREAUX BR | IDGE JOT. | 151.9 | | | | |
| 12 P | | | 10.10 | 52.3 | MOF 3. | RSE | 177.9 | 12.10% | | | | | 36 | | 9.55% | 8.2 | TO BREAUX | 6 | 151.3 | | | 8.00AM12.01PM 1.01PM-5.00PM | Closed |
| 21 | | | 10.20 | 48.8 | RICEV | ILLE | 174.4 | 11.55M | | | L | | - | | 9.55 | 15.5 | CLE | | 158.6 | | | | |
| 22 | | | 10.45 | 45.3 | TO GUEY | DAN | 170.9 | 11.45 | | | 3.00AM12.01PM 1.01PM-5.00PM | Closed | 17 | | | 14.9 | 0. | 6 | 158.0 | | - | | |
| 26 | | | 11.15 | 37.7 | MUL | | 163.3 | 11.15 | | | | | - | | | | | | | | | | |
| 49 W | | | 11.30 | 30.4 | TO KAPI | LAN | 156.0 | 11.00 | | | 8.00AM12.01PM 1.01PM-5.00PM | Closed | | | | 12.2 | (N.I.&N. C) | | 155.3 | | | R.00AN12.01PM | |
| 39 | | | 11.47M | 21.9 | ABBEVILLI 0.4 | E SIDING | 147.5 | 10.02 | | | | | 36 | 12.30AM | | 8.2 | TO BREAUX | | 151.3 | 7.40 | | 3.00AM12.01PM 1.01PM-5.00PM | Closed |
| 14 | | | 12.20% | 21.4 | TO ABBEV | | 147.0 | 10.00 | | | 8.00AM 12.30PM 1.30PM-5.00PM | Closed | wx | | | 7.6 | R BREAUX BR (Port Barre Subdi | IDGE JCT. vision Crossing) | 151.9 | | ı | | |
| 20 | | | 12.27 | 18.5 | GROSSI 3. | ISLE | 144.1 | 9.37 | | | | | BKW0TYP Yard | 1.104 | | | TO-R LAFAY | 6 | 159.5 | 7.00™ | | Continuous | Continuous |
| 31 | | | 1.05 | 15.0 | TO ERA | ay Crossing) | 140.6 | 9.30 | | | 3-00AM11-30AM 12-30PM5.00PM | Closed | 36 | | 9.55№ | 8.2 | TO BREAUX | BRIDGE | 151.3 | | 12.10 | 3.00AN12.01PM 1.01PM-5.00PM | Closed |
| 15 | | | 1.16 | 12.3 | DELCAI | MBRE | 137.9 | 9.05 | | | | | Spur 52 East | | 10.05 | 10.8 | RU7 | H | 148.7 | | 11.53™ | | |
| 16 | | | 1.20 | 10.8 | BOB A | CRES | 136.4 | 9.01 | | | | | 16 | | 10.09 | 11.7 | AZE | MA | 147.8 | | 11.50 | | |
| Spur 18 East | | | 1.31 | 8.7 | POUF | ETTE | 134.3 | 8.55 | | | | | 24 | | 10.22 | 14.8 | PAR | KS | 144.7 | | 11.40 | | |
| Spur 13 East | | | 1.35 | 7.4 | LE LE | E | 133.0 | 8.51 | | | | | 14 Y | | 10.50 | 20.9 | R ST. MARTIN | VILLE JOT. | 138.6 | | 11.20 | | |
| 13 | | | 1.45 | 5.9 | RYNE | LLA | 131.5 | 8.47 | | | | | w | | 10.55™ | 21.4 | | INVILLE | 139.1 | | 11.15™ | 8-00AM11.30AM 12.30PM5.00PM | Closed |
| | | | | 5.4 | 1.&V. JUL | NOTION | 131.0 | | | | | | 14 Y | | | 20.9 | ST. MARTIN | VILLE JCT. | 138.6 | | | | |
| 11 | 1.45™ | 9.45M | - | 9.7 | SALT | MINE | 135.3 | | 8.45 | 1.159 | | | | | | 26.9 | CAI | DE | 132.6 | | | | |
| | f 2.00 | f10.00 | 1.50 | 5.4 | I.&V. JUN | NOTION | 131.0 | 8.44 | f 8.20 | f12.48 | | | | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | | |
| 30 YP | f 2.05 | 10.05 | 1.55 | 4.8 | R DAVI (Milton Subdivi | DS sion Crossing) | 180.4 | 8.42 | f 8.15 | f12.45 | | | | Ex. Monday 604 | Ex. Sunday 602 | | | | | Ex. Sunday 601 | Ex. Sunday 603 | | |
| | | | | 0.1 | N.I.&N. CH | ROSSING | 125.7 | | | | | | | (0.40) | (3.50) |] | Time Ov | r Subdivision | | (1.45) | (0.55) | , | |
| BKWOYP Ya rd | 2.309 | 10.20M | 2.10% | 0.0 | TO-R NEW IE | ERIA | 125.6 | 8.304 | 8.004 | 12.30PM | 8.00AM11.3CAM 12.30PV5.00PM | 9,30AM11.30AM 1.30PM-3,30PM | | (0.40) 12.3 | (1.50) 13.3 | | Average S | peed per Hour | | (1.45) 9.9 | (0.55) 13.3 | | ; |
| 4 | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | | | | | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | | Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. | | | | | | | | | | | |

519

521

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72).

Except: Nos. 527 and 519 are Superior to No. 520; No. 521 is Superior to No. 522.

Trains will stop on flag to detrain or entrain revenue passengers at Avery and McIlhenny.

528

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72). Except: No. 601 is Superior to No. 602 and No. 604.

| Second S | 6 E | EASTWARD | ALE | XANDRIA SUBD | IVIS | ION v | WEST | WARE |) | | EAST | WARD |) | DE | RIDDER SUBE | IVISI | ON | , | WEST | WARD | |
|--|--|---------------------|---------------------|------------------------------------|---|------------|----------|--|--|--|-----------------|-----------|-----------|--|---|--|-----------|-----------|-----------------|--|---|
| STATIONS | P.5.2.4 | SECOND CLASS | | TIME TABLE No 60 | | SECOND | CLASS | Train O | rder Office | z p z z p | SECOND CLASS | FIRST | CLASS | | TIME TARLE No. 90 | | FIRST | CLASS | SECOND CLASS | Train Or | der Offic |
| Section Part | bulletin, wat ations, standa rlocking plan , wyes and te | | nce from fayette | | nce from Igiers | | | Hours an Signal O | d Hours of perators at ingStations | sidings in ca bulletin, wal ations, stands rlocking plan , wyes and te | | | | nce from Charles | | ince from | | | | Hours and Signal Op Interlocki | Hours erators a |
| | location of and fuel sta clocks, inte turn tables, phones. | | Dista | STATIONS | Dista | Arrive | | Daily Except Sundays and Legal Holidays | Sundays and Legal Holidays Only | Length of location of and fuel staclocks, inte turn tables phones. | | Passenger | Passenger | Dista Lake | STATIONS | Diste | Arrire | | | Daily Except Sundays and Legal Holidays | Sundays an Legal Holidays Only |
| | ard WOT | 8.00 | 85.1 | TO-R ALEXANDRIA | 229.7 | 1.20% | | 7-30AN 12.01PI | 7.30AM-9.30AM | Yard | 6.004 | | | 0.0 | LAKE CHARLES | 218.8 | | | 12.01PM | | |
| T. P. P. P. P. P. P. P. | | | | S. P. JUNCTION | I | | | 1.01/12 4.30/4 | | Yard BKWOYP | | | | | TO-R LAKE CHARLES YARD | 218.0 | | | 11.47 | Continuous | Continuou |
| T. P. P. P. P. P. P. P. | | Time at S. | P. Junetio | and Alexandria for Information Onl | y. See T. & | P. Railway | Company | '8 | | P | f 6.13 | | , | 2.9 | BRIDGE JUNOTION | 220.1 | | | f11.42 | | |
| T. R. P. Railway G. P. Junction G. G. LACAGATE G. G | | | 1 | 1 | 11 | [| | | | Spur 17 West | f 6.19 | | | 5.4 | ARARAT | 222.6 | | | f11.36 | | |
| S. P. Junction 6.5. March 196. March 206. Ma | тя | Via & P. Railway | | MORELAND | | ╢. | т & P | ia Roilwox | , | 18 | f 6.31 | | | 10.6 | GILLIS | 227.8 | | | | | |
| 10 Chenyville | S. 1 | P. Junction | | 3.4 | | | Cheney | ville to | | Spur 1 West | f 6.41 | | | 15.3 | GAYTINE | 232.5 | | | 111.14 | | |
| 1 | to | Cheneyville | | 2.0 | | | s. P. J | unction | | 8 1 | s 6.52 | | | 20.0 | FULTON (N.O.T.&M. Crossing) | 237.2 | | | s11.03 | See Pa | age 10 |
| 8 P 9.00 6.5. RASS 200.1 12.05% 10.00 12.05% 10 | 00 VP | 9,05# | | 6.3 | | 12.20 | | 8-15AM12-30P | 9,00AM11.00AM | 21 P | | | | | 7.0 | | | | | | |
| | | | | 4.7 | | | | 1.30rm-0.15M | 11-00MH1-00PW | | | | | | 7.4 | | | | | | |
| 4 W 9.30 5.1.6 9.30 1.1.5 1.1.2 1. | | 5.20 | | L. E. & W. CROSSING | | -22.03. | | 1 | | 18 | | | | 41.6 | BON AMI | 258.8 | | | f10.10 | | |
| P 9-40 48-0 OOLD PUTE 10-0 11-128 | 54 WP | 9.30 | | EOLA | | 11.504 | | | | | | | | | DE RIDDER JUNCTION | | 0.20 | 0.00** | | | |
| 1 9-49 46.2 MARIEROR 180.8 11.15 | 11 P | | 48.0 | GOLD DUST | | | | | | VI BUND | | | | | 0.6 | | | | 10.00 | 8-00AN11-59AN | Closed |
| 10.30 36.5 GARLAND 10.1 10.1 10.20 10.1 10.20 10.1 10.20 10.1 10.20 10.1 10.20 10.1 10.20 10 | 54 P | 9.49 | 45.2 | BARBRECK | 189.8 | 11.15 | | | | Tard BWTP | | | | 45.8 | TO-R DE RIDDER | 262.5 | | | | 12.59PM5.COPM | Closed |
| STEP 10.50 27.6 WASTINGTON 172.4 10.10 | 1 P | 9.59 | 42.2 | WHITEVILLE | 186.8 | 10.59 | | | | | Daily | | | | | | | | | | |
| 1 | 6 P | 10.30 | 35.5 | GARLAND | 180.1 | 10.30 | | | | | 932 | 904 | 902 | | | | 901 | 903 | 931 | | |
| 1 | WYP | 10.50 | 27.8 | WASHINGTON | 172.4 | 10.10 | | | | | (2.0) | (0.5) | (0.5) | | Time Over Subdivision | | (0.5) | (0.5) | (2.01) | , | |
| ## 11.50 21.6 To OFFICIORAS SIDING 165.2 100.4 9.50 100.2 | 5 | | 22.5 | LANSOM 0.4 | 167.1 | | | | | | | | | | | | | | | | |
| S F | 1 | | 22.1 | 0.3 | 166.7 | | | 10.00PM6 00A | M 8.00AM- 4.00PM | E | astward ' | Trains a | are Supe | rior to T | rains of the Same Class | in the Op | posite Di | irection. | . (See I | ule S-7: | 2). |
| A P 11.50M 13.2 70 STUNET 107.8 8.25 STUNET 107.8 | | 11.30 | | 1.2 | 166.4 | 9.50 | | 12.59PM5.00PM | 9.00AM11-59AM | | | | | | | | | | | | |
| 11.50m 15.3 15.4 15.5 | | | | 7.4 | | | | 0.004810.0104 | 0.004410.0044 | | | | | | | | | | | | |
| P | | | | 6.2 | | | | 1.01PM-5.00PM | 11.30AN1.30PM | E | EASTW | ARD | | LAKE | E ARTHUR SUE | BDIVI | SION | | WEST | WARD |) |
| April 12.30w 0.0 To R LAFATETTE 14.6 7.30w Centimore Centimo | | 12.10% | - | 3.5 | | 7.50 | | 1.01PM-5.00PM | 1.00PM-3.00PM | 1 | | | | | | | | | | | |
| 12.30w 0.0 14.0 14.0 7.30w Centimore Cen | | | | 2.8 | | | | | - | wate wate andar Slants | | | | E. | | l a | | | | Hours and | der On l Hours |
| Say | | | | 0.3 | | | | | | letin, ns, sta king s | | | | d Jo | March 8, 1942 | ers ers | | | | Interlocki | ngStatio |
| Say | rdBKW0TYP | 12.30% | | 04 | | 7.20 | | Continuous | Continuous | f sidi | | | | tanc | | Age | | | | | I |
| R | | | | | 144.0 | | | Continuous | | fuel sks, in tabl | | | | Dis Mr | STATIONS | Dis | | | | Daily Except Sundays and | Sundays a Legal |
| Continue | | | | | | 1 | | 1 | | ture the | | | | | | | | | | Holidays | Only |
| Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72). Sour 8 West Sour 8 We | | 834 | | | | 835 | | | | P | | | | 0.0 | MALLARD JOT. | 215.3 | | | | | |
| Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72). Sour 8 West | | | | m | | (F FA) | | | | | | | | 3.1 | 3.1 | 010.4 | | | | | 7 |
| Sport a West 13.9 ROSSIGNOL 229.2 | | (4.30) 18.9 | | Average Speed per Hour | • | (0.50) | | | | | | | | | MO. P. CROSSING | 218.4 | | | | | |
| Spur 4 West 13.0 ROSSIGNOL 229.2 | | (4.30) 18.9 | | Average Speed per Hour | | 14.5 | | | | Spur 8 West | | | | | 3.8 | -1 | | | | | |
| Seuf 8 West 16.0 BELL CITY 231.3 | | | | | | | site Dir | ection. | | | | | | 6.9 | CHALKLEY 2.6 HOLMWOOD | 222.2 | | | | | |
| W 19.0 SACALART 235.2 16 22.7 NIBLETT 238.0 17 26.1 THORNWELL 241.4 17 WY 33.4 TO LAKE ARTHUR 248.7 S.COMMIZJIM Clos | | Eastward Train | s are Su | | | | site Dir | ection. | | 15 | | | - | 6.9 9.5 | CHALKLEY 2.6 HOLMWOOD 4.4 ROSSIGNOL | 222.2 | | | | | |
| 16 22.7 NIBLETT 238.0 17 26.1 THORNWELL 241.4 17 WY 33.4 TO LAKE ARTHUR 248.7 S.COMMIZJIM Clos | | Eastward Train | s are Su | | | | site Dir | ection. | | 15 Spur 4 West Spur 8 West | | | | 6.9 9.5 13.9 | CHALKLEY 2.6 HOLMWOOD 4.4 ROSSIGNOL | 222.2 224.8 229.2 | | | | - | |
| 16 | | Eastward Train | s are Su | | | | site Dir | ection. | | 15 Spur 4 West Spur 8 West | | | | 9.5 13.9 16.0 | 3.8 CHALKLEY 2.6 HOLMWOOD 4.4 ROSSIGNOL 2.1 BELL CITY HAYES 1.2 | 222.2 224.8 229.2 231.3 | | | | | |
| 17 WY 33.4 TO LAKE ARTHUR 248.7 SCOMMISSION Clos | | Eastward Train | s are Su | | | | site Dir | ection. | | Spur 4 West Spur 8 West 17 P W | | | | 6.9 9.5 13.9 16.0 18.7 19.9 | 3.8 CHALKLEY 2.2.6 HOLMWOOD 4.4 ROSSIGNOL 2.1.1 BELL TTY TAYES 1.2 SACALAIT 2.8 | 222.2 224.8 229.2 231.3 234.0 235.2 | | | | | |
| | | Eastward Train | s are Su | | | | site Dir | ection. | | Spur 4 West Spur 8 West 17 P W 16 | | | | 6.9 9.5 13.9 16.0 18.7 19.9 22.7 | 3.8 CHALKIEY CHALKIEY HOLMWOOD ROSSIGNOL BELL CITY HAYES SACALAIT 2.8 NIBLETT | 222.2 224.8 229.2 231.3 234.0 235.2 238.0 | | | | | |
| Fastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S.72) | | Eastward Train | s are Su | | | | site Dir | ection. | | 15 Spur 4 West Spur 8 West 17 P W 16 17 | | | | 6.9 9.5 13.9 16.0 18.7 19.9 22.7 26.1 | 3.8 CHALKIEY POLITY CHAIR CONTROL A44 ROSSIGNOL 2.1 BELL CITY AYES ALS SACULAIT 3.4 THORNWELL 7.3 | 222.2 224.8 229.2 231.3 234.0 235.2 238.0 241.4 | | | | 200412.03 | |
| Fastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S.72) | | Eastward Train | s are Su | | | | site Dir | ection. | | 15 Spur 4 West Spur 8 West 17 P W 16 17 | | | | 6.9 9.5 13.9 16.0 18.7 19.9 22.7 26.1 | 3.8 CHALKIEY POLITY CHOIL WOOD A44 ROSSIGNOL 2.1 BELL CITY AYES ALS SACULAIT 3.4 THORNWELL 7.3 | 222.2 224.8 229.2 231.3 234.0 235.2 238.0 241.4 | | | | S.OOAN12-01PM 1.01PM-5.COPM | Closed |
| | | Eastward Train | s are Su | | | | site Dir | ection. | | 15 Spur 4 West Spur 8 West 17 P W 16 17 | | | | 6.9 9.5 13.9 16.0 18.7 19.9 22.7 26.1 | 3.8 CHALKIEY POLITY CHOIL WOOD A44 ROSSIGNOL 2.1 BELL CITY AYES ALS SACULAIT 3.4 THORNWELL 7.3 | 222.2 224.8 229.2 231.3 234.0 235.2 238.0 241.4 | | | | 5.00AN12-01PM 1.01PM-5.00PM | Closed |

| | | TRA | CKS AND STATIC | ONS I | NOT OT | HERWISE SHOWN | N IN T | IME TA | BLE | | 7 |
|--|--|--|--|--|--|--|---|--|---|---|--|
| Avondale and Echo | Car Capacity and Direction Opening if Spur | DISTANCE PROM ALGIERS | Schriever and Napoleonville (Continued) | Car Capacity and Direction Opening if Spur | DISTANCE FROM THIBODAUX Jet. | F. & A. Jct. and Milton (Continued) | Car Capacity and Direction Opening if Spur | DISTANCE FROM F. & A. JCT. | Cade and Port Barre (Continued) | Car Capacity and Direction Opening if Spur | DISTANCE FROM CADE |
| Waggaman Willswood. Ellington. Paradis. Claft. Bowie. Libby & Blouin. Melodia. Lafourche. Huth. Donner | 14 E 26 W 7 15 E 10 48 E 19 30 E 5 E 15 E | 12.6 13.4 23.3 27.1 27.5 41.2 49.1 49.4 51.6 52.5 64.6 | Percle Little Texas Delaune Cancienne Trinity Foley Ford Bim Hall Bnola Glenwood | . 11 W 16 W 3 W 21 W 70 W 20 W 6 W 41 33 W | 16.3 17.1 18.0 18.7 19.2 19.4 20.3 21.4 22.2 23.2 | Dumesnil | 8 E 7 E 9 E 7 E 6 E E 5 E E 8 E | 1.7 4.2 4.9 6.7 7.5 8.2 10.0 10.8 13.1 13.9 14.6 16.7 17.3 | Gauthier. Marshall. Lelia. McVeigh. Wilkins. Walter. Robin Frisbie. | 10 W 12 16 12 E 9 11 5 E 14 E | 10.5 13.2 20.9 26.5 28.6 32.5 35.2 37.6 |
| Lake Bridge | 16 E 4 E 15 E 28 E | 70.0 73.3 77.5 84.4 | | | | Peebles | 13 9 W 8 W 7 E 5 E 7 W | 17.8 | Elks Jct. and Milton | Car Capacity and Direction Opening if Spur | DISTANCE FROM ELKS |
| Waveland. | 8 E 11 E 220 34 20 E 31 W Wye | 86.3 90.3 93.9 97.8 98.7 100.3 101.8 108.8 | Schriever and Colley Isle of Cuba | Car Capacity and Direction Opening if Spur | 1.8 2.5 | Roderre. Ludger. Nicholas. Numa. Norbert. Santiague. Pricks. Theo. | 6 E 6 E 6 E 7 E | 18.4 19.4 19.8 21.5 22.4 22.6 23.2 23.9 25.0 | Comeaux. J. O. Spur. Tolson. Long. Banks. Picard. | 10 W 9 W 18 W 23 13 7 E | 1.1 1.4 2.1 2.7 4.4 7.4 |
| Simino. Sorrell | 7 E 40 W 15 W 15 E 20 23 W 7 E 15 E | 110.0 110.4 112.6 112.7 120.8 121.9 123.1 128.0 | Rebecca Ellendale Southdown Judu Colley | 17 4 E 38 E 1 E 9 E | 3.8 8.2 13.3 15.2 18.0 | Adonis. Norris. Landen. Capitan. Flanders. Nita. Bermuda. | 11 13 13 7 E 7 E 14 E 6 E 6 E 6 E | 25.8 26.6 29.7 30.6 35.0 36.2 36.4 | Lafayette and Cleon | Car Capacity and Direction Opening if Spur | |
| Segura. Sliman. Phart. Burke. Gondron. Duchamp. Billeaud. | 23 W 1 E 17 E 37 11 E | 128.3 128.8 130.0 130.6 131.0 134.2 137.0 | Bayou Sale and Clausen | Car Capacity and Direction Opening if Spur | DISTANCE FROM BAYOU SALE | New Iberia and Salt Mine | Car Capacity and Direction Opening if Spur | DISTANCE FROM NEW IBERIA | Anse LaButte Lafinery Champagne Fournet | 14 W 15 E 17 W | 2.6 5.2 8.2 12.0 13.0 |
| Walroy Sadou | 17 10 E | 142.4 151.8 | Clausen | 32 E | 2.0 | Brannon | 15 E 8 E 7 E | 2.0 3.0 3.9 | Lafayette and Alexandria | Car Capacity and Direction Opening if Spur | DISTANCE FROM LAFAYETTE |
| Raceland Jct. and Jay | Car Capacity and Direction Opening if Spur | DISTANCE FROM RACELAND JCT. | Baldwin and Weeks Island | Car Capacity and Direction Opening if Spur | DISTANCE FROM BALDWIN | Bridges Emma | 18 E 17 15 E 10 | 3.9 4.2 6.1 9.0 9.5 | Torian | 9 E 15 13 | |
| Clotilda | 13 E 20 E 10 E 9 E 12 W | 7.3 9.4 10.0 11.0 12.1 14.1 | Choupique Gold Mine Home Place Rila Ivanhoe Footes | 11 8 W 28 E 4 9 W 16 E | 1.9 3.2 6.6 10.1 12.7 17.6 | I. & V. Jct. and Eunice | Car Capacity and Direction Opening if Spur | DISTANCE FROM NEW IBERIA | Guilbeaux Burleigh Naka. Veltin Macland Beggs Dubuisson. | 11 6 E 18 6 W 15 E 7 E 8 E | 2.0 4.3 5.2 9.4 14.7 18.4 19.2 31.1 32.3 38.3 |
| Schriever and Napoleonville | Car Capacity and Direction | DISTANCE FROM THIBODAUX Jet. | Gajan | 6 E 46 | 18.2 19.2 | Sandoz | 6 E 10 E 4 E 24 15 E | 9.8 13.1 13.3 17.5 19.9 | Augusta | 37 W | 46.3 |
| | Opening if Spur | | Sterling Jct. and Caffery | Car Capacity and Direction Opening if Spur | DISTANCE FROM STERLING JCT. | Rose Hill. Conti. Nunez. Haire. | 8 W 8 E 10 E | 20.1 23.8 26.6 39.1 58.1 | Maliard Jct. and Lake Arthur | Car Capacity and Direction Opening if Spur | DISTANCE FROM MALLARD JCT. |
| Acadia. Ridgefield. Naquin. Leighton. Howell. | 5 W 3 W 14 33 W 28 W | 1.4 3.6 4.4 5.5 6.2 | Caffery | 19 E | 3.2 | Maignaud Keystone | 4 E 10 E | 58.1 68.3 | Hipple | 9 E | 1.0 |
| Brule | 16 14 W 10 W 39 W 11 W | 6.8 8.0 8.5 9.0 9.5 | F. & A. Jct. and Milton | Car Capacity and Direction Opening if Spur | DISTANCE PROM F. & A. JCT. | Cade and Port Barre | Car Capacity and Direction Opening if Spur | DISTANCE FROM CADE | Lake Charles and DeRidder | Car Capacity and Direction Opening if Spur | DISTANCE FROM LAKE CHARLES |
| Himel Claustro. Claustro. Oakwood Georgia Supreme. Kittridge | . 17 E . 16 . 13 . 37 E . 68 E . 4 W | 10.8 11.3 12.6 14.0 14.8 15.9 | PrevostBodin | 53 E 5 E | 0.8 | Delacroix | 16 E 21 W 11 W 16 E | 2.9 3.9 5.9 8.0 | Belfield | 8 W 4 E 2 W 3 W 6 W | 8.0 22.1 29.0 33.1 36.2 |

SPECIAL INSTRUCTIONS

ADDITIONAL FLAG STOPS TO

| | ENTRAIN OR DETRAIN | REVENUE PASSENGE | nio |
|-------|--|---|-------------------------------------|
| Train | At Stations | Entrain Passengers to or Beyond | Detrain Passenger from or Beyond |
| 1 | Between New Orleans and Lake Charles | Houston | New Orleans |
| | Boutte, Lafourche, Donner, Gibson, Boeuf, Patterson, Baldwin, Cade and Broussard | To stations Lafayette or beyond where scheduled to stop | New Orleans |
| 2 | Between Lake Charles and New Orleans | Atlanta,Birmingham, Memphis, Florida | Houston |
| 8 | Donner, Gibson, Boeuf, Berwick and Broussard | To stations Lafayette or beyond where scheduled to stop | New Orleans |
| | Rayne | Stations on Dallas Division | |
| 5 | Between New Orleans and Lake Charles | San Antonio | |
| | Between Lafayette and Lake Charles | | Connecting Lines at New Orleans |
| | Mermentau—on Monday only | | Any station |
| 6 | Between Lake Charles and New Orleans | | Houston |

GENERAL

- 1. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.
 - 2. A train may arrive at a station in advance of its schedule arriving time.
- 3. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.
- 4. Employes are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
- 5. Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.
- 6. Rule 10 (H), revised: A metal signal painted solid green on front and back will be used to mark limit of restriction in lieu of the green metal signal with white border as prescribed in second paragraph of Rule 10 (H).
- 7. Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling motor-car repairmen, water-service repairmen, operators of roadway machines, and any employes who operate motor cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating motor cars and roadway machines.
- 8. On a passenger train when approaching a station where engines are to be changed, or train is to be switched, trainman will open steam valve on rear of train one mile or more in advance, and sound Communicating Signal 16 (m). Before opening the valve, trainman must look forward on each side of train to observe whether employes or other pedestrians are walking along the track, who might be scalded by the discharge of steam, and consideration must be given to selecting a location for this operation where there is the least possibility of danger to employes, or pedestrians, or damage to property. Steam must not be blown from train line approaching or passing over street or highway
- 9. At stations where there are two or more sidings, eastward trains must take most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order or special instructions, or the movement made under flag protection
 - 10. Engines must not be operated over the live rail of any track scale.

LOCAL ALL SUBDIVISIONS

11. Cars, gross weight in excess of limits shown, and engines heavier than class indicated must not be handled between the points named:

| Between | Cars | Class Freight | Engine Passenge |
|-------------------------------------|---------|------------------|--------------------|
| | | | |
| Avondale and Lafayette | 210,000 | MK-5 | P-13-14 |
| Lafayette and Echo | 210,000 | F-1 | P-13-14 |
| Raceland Junction and Lockport | 210,000 | C-24 | |
| Houma and Napoleonville | 210,000 | C-24 | |
| Bayou Sale and Clausen (Spur) | 169,000 | C-24 | |
| Baldwin, Cypremort and Weeks Island | 210,000 | C-9 | T-28 |
| Sterling, Milton and Elks | 169,000 | M-4 | |
| New Iberia, Salt Mine and Abbeville | 210,000 | C-24 | |
| Abbeville and Midland | 210,000 | M-6 | T-27 |
| Midland and Eunice | 210,000 | C-9 | T-28 |
| Cade and Breaux Bridge | 169,000 | M-4 | |
| Breaux Bridge and Port Barre | 132,000 | M-4 | |
| Lafayette and Cleon | 210,000 | C-9 | T-28 |
| Lafavette and Chenevville | 210,000 | C-9 | T-28 |
| Mallard Junction and Lake Arthur | 169,000 | M-4 | |
| Lake Charles Yard and DeRidder | 169,000 | M-4 | |
| 12 At Taskerst Thilledown III- | C | Cale Mine | A =====d==i11= |

12. At Lockport, Thibodaux, Houma, Cypremont, Salt Mine, Arnaudville, St. Martinville and Breaux Bridge, schedules will be assumed by the crew assigned to or ordered for the train.

13. Trains must approach Raceland Junction, Thibodaux Junction, Schriever, Franklin, Baldwin, Midland and Eunice with caution, expecting to find the

main track occupied.

14. Freight trains must be inspected at each water stop. When conditions are favorable, and within the judgment of the conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than indicated below:

rains —60 miles, except may run between Lake Charles Yard and Lafayette; Lafayette and Berwick; Manifest Trains Berwick and Avondale.

Other Freight Trains-50 miles.

Trainmen are not relieved of making inspection as prescribed by Rule 827 when stops are made at a lesser distance

15. Location of bulletin and circular books:

| New Orleans | Train-order office (Union Station); I. C. Government Yard |
|-------------|--|
| | enginehouse; Yard-engine terminal, Conti and Clay Streets. |
| | Caller's office. |
| Avondale | Train-order office; Yard office; Yardmen's Locker Room; |

Raceland Junction... ...Train-order office. Train-order office. Schriever. Morgan City... Train-order office. Baldwin Train-order office. New Iberia Train-order office.

Train-order office; Enginehouse. Lafayette.. Lake Charles Yard Train-order office. DeRidder... Train-order office.

Train-order offfice, passenger station; Enginehouse, Hardy Houston Street.

16. Trains of the Avondale, Cypremont and Milton Subdivisions, with the same conductor and engineer operating through Baldwin and/or F. & A. Junction, may be issued train orders on one subdivision that affect their movements on another, or all, of these subdivisions.

(See Pages 8, 9, 10 and 11 for additional instructions, information and speed restrictions applicable to all Subdivisions.)

NEW ORLEANS TERMINALS

- 22. This time-table applies to train and engine movements over Public Belt R. R. between East Bridge Junction and West Bridge Junction. Employes of the T. & N. O. R. R. Co. will be governed by rules and regulations and special instructions of the Public Belt R. R. between these points and on other tracks of the Public Belt R. R.
- 23. Signal 121 near intersection of Tracks 6 and 7 at west end of Avondale vard governs westward movements from either of these tracks. The switch at intersection of these tracks must, when not in use, be left for Track 7.

AVONDALE SUBDIVISION

31. Trains operating to or from New Orleans (Union Station) must register in T. & N. O. train register at that station according to their designation on Avondale Subdivision, and display indicators accordingly between East Bridge Junction and New Orleans (Union Station).

Regular trains authorized to display signals to or from East Bridge Junction will display such signals to or from New Orleans (Union Station).

First-class trains originating at New Orleans (Union Station) must obtain clearance at that point authorizing movement from East Bridge Junction,

Extra trains originating at New Orleans (Union Station) must obtain clearnce and train orders at that point authorizing movement from East Bridge

Extra trains will not be required to display white flags between New Orleans (Union Station) and East Bridge Junction

Trains checking a superior train on train register at New Orleans (Union Station), or meeting and identifying a superior train on opposite track between New Orleans (Union Station) and West Bridge Junction, will not be required to check against the same train before occupying single track west of West

32. First-class trains may register at Avondale by register ticket, (Form

33. Morgan City, Franklin and Baldwin are train-register stations only for trains that originate or terminate there.

34. Nos. 54 and 55 must obtain a clearance at Morgan City before leaving Morgan City Yard.

35. Trains meeting and identifying a superior train on opposite track between Bayou Sale and Cade, will not be required to check against the same train before passing from double to single track.

36. When approaching or meeting trains on opposite main track between East Bridge Jct. and West Bridge Jct. and between Cade and Bayou Sale, head-

37. Schedule time and train orders at Bayou Sale and Cade apply at end of

38. Main track, between Schriever and Thibodaux Junction, will be used jointly by trains of the Avondale and Houma Subdivisions.

39. The siding at Boutte extends from the west switch to the crossover.

40. Engines using curve track at Morgan City must stop and protect by flag over Federal Avenue crossing.

41. The siding at Morgan City Yard is the track on north side of main track, the west switch of which is located at the crossover just west of scale house.

42. The siding at Berwick extends from the east switch to the crossover. 43. Overlap posts are located at Rousseau and Elks, governing eastward

trains.

44. The following signals, equipped with triangular number plates, have spring switches included in their control limits. When indicating STOP, in addition to complying with the provisions of Rule 509, careful inspection must be made of the spring switch, and it must be known that the route is safe for passage of trains before proceeding:

Signal 122, Avondale—Spring switch, west end of yard. Signal 957, Bayou Sale—Spring switch, end of double track. Signal 1326, Cade—Spring switch, end of double track.

Signal 1433, Lafayette-Spring switch, east end of refinery track No. 1.

When signal operator is not on duty at I. St. M. & E. interlocking station east of New Iberia, signals will be set and route lined on both main tracks for trains of the Avondale Subdivision. Crossover at this point cannot be used when signal operator is not on duty.

46. Trains stopping at Morgan City or Berwick must stop so that no part of drawbridge interlocking system will be fouled. The circuit must, at all times, be left clear so that draw can be opened. Westward freight trains, stopping to do work or take water at Berwick, must, if necessary, head in siding to get train clear of Signal 810, and cut off engine to perform work or take water.

47. At Thibodaux Junction the west leg of wye must not be used by MK-5 class engines; east leg of wye must not be used by engines heavier than M-4

48. Trains and engines operating on Long Extension between Elks Jct. and Milton must stop and protect by flag over crossing at Highway U. S. 90 near Mile Post 1. At night lighted fusees must be used to flag highway traffic.

49. Speed of 10 miles per hour must not be exceeded over Bayou Sale Spur between Bayou Sale and Clausen. 50. Location of additional telephones, not shown on schedule page: Paradis:

Lafourche; Donner; Boeuf; Garden City; Adeline; Sterling Jct.; Albania; Olivier; West end New Iberia yard.

51. Location of crossovers on double track between Bayou Sale and Cade: Mile Post Nearest Station Mile Post Nearest Station 97.6 115.2 Garden City Jeanerette 100.8 Franklin 120.7 Olivier I St M & E Crossing 101.6 Franklin 124.0 104.9 125.4 Raldwin New Iberia 105.5 126.2 Baldwin New Iberia 108.6 Adeline 127.3 New Iberia 110.7 Sorrell 128.6 Segura

Burke

All crossovers are for backover movement,

Albania

Teanerette

112.7

SPECIAL INSTRUCTIONS

| Normal position for main track. |
|---|
| CadeEnd double track, normal position for eastward track. |
| CadeEnd double track, normal position for eastward track. Bayou SaleEnd double track, normal position for wesward track. |
| Avondale |
| They are designated by two targets one havegon shape pointed white |
| bearing the letters "SS": the other a standard red target |
| |
| when a stop is made before the entire engine or cars have passed over the points, a reverse movement must not be made until switch has been set by hand. After |
| a reverse movement must not be made until switch has been set by hand. After |
| trailing through a spring switch, a reverse movement must not be made until it is known that both points have moved to proper position as prescribed by Rule |
| known that both points have moved to proper position as prescribed by Rule |
| 104 (C). Running switches must not be made over spring switches and blow-off cocks, sanders, or injectors must not be operated and boosters must not be started, |
| while engines are standing on or passing over such switches |
| Speed of 35 miles per hour must not be exceeded over spring switch at west |
| while engines are standing on or passing over such switches. Speed of 35 miles per hour must not be exceeded over spring switch at west end Avondale yard. Where reduction of speed over other spring switches is required it will be indicated by slow boards. |
| required it will be indicated by slow boards. |
| 53. Be governed by the following track restrictions and impaired clear- ances: |
| |
| EllingtonSpur track is safe for engines and loaded cars up to cane derrick, and only for empty cars beyond |
| rick, and only for empty cars beyond. Theriot |
| class beyond clearance point |
| Ewing |
| Morgan CityTrack 6, or curve track, must not be used by engines heavier |
| Pormiels Cinders of highers haiden and Classitt to the ill and the |
| BerwickGirders of highway bridge over Glenwild track will not clear man on top of box car. |
| Lagonda Must not be used by engines heavier than M-11 class beyond |
| clearance point. |
| |
| Garden CityTrestle at extreme end of track leading to May Bros. saw mill must not be used by cars or engines. Wire over mill track at saw mill will not clear man on top of box car. Alice COverhead conveyor over track extending between sugar re- |
| Garden City |
| saw mill will not clear man on top of hox car |
| Alice COverhead conveyor over track extending between sugar re- |
| Alice COverhead conveyor over track extending between sugar re- finery and the boiler house will not clear man on top of box |
| car. |
| AdelineSpur track must not be used by engines heavier than M-6 |
| New Iberia |
| station, and Bayou track, beyond the east end of freight plat- |
| form. |
| |
| 54. Normal position for Chauvin spur track on east leg of wye, Sterling |
| 54. Normal position for Chauvin spur track on east leg of wye, Sterling Junction, is for spur track. |
| Normal position for Chauvin spur track on east leg of wye, Sterling Junction, is for spur track. Trains must not take water at Franklin except in emergency. |
| Junction, is for spur track. 55. Trains must not take water at Franklin except in emergency. |
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Spring switches are located as follows:

East switch, Refinery track No. 1, connecting with main track.

Lafayette..

LOCKPORT SUBDIVISION

80. Trains and engines operating between Raceland Junction and Raceland must proceed with caution, expecting to find main track or narrow-gauge tram

81. Pipe above Celotex long and short tracks at Godchaux, and South Coast Company's shed over new sugar track at Mathews will not clear man on top

82. The normal position for the sugar house track switch, connecting with siding Mathews, is for the sugar house track.

HOUMA SUBDIVISION

83. Main track, between Schriever and Thibodaux Junction, will be used jointly by trains of the Avondale and Houma Subdivisions.

84. Trains originating at Thibodaux and Napoleonville may leave without a clearance when operator is not on duty.

85. Trains operating via Thibodaux must obtain a clearance at that point during train-order office hours.

86. Trains must not exceed 15 miles per hour over east leg of wye at Thibodaux Junction, and must stop and flag over St. Mary Street at Thibodaux.
87. Trains handling loaded bagasse cars must not exceed 20 miles per hour between Houma and Schriever.

89. Overhead clearance under shed at Dupont Wholesale Grocery Co., Houma, is 15 feet, 2 inches, and will not clear man on top of box car. Engines must not be permitted under this shed.

90. Houma Subdivision trains must obtain a clearance at Schriever.

CYPREMORT AND MILTON SUBDIVISIONS

102. Unloading track and Celotex Co. track, Youngsville, must not be used

by engines beyond the frog.

105. Trains and engines operating on Long Extension between Elks Jct. and

Milton must stop and protect by flag over crossing at Highway U. S. 90 near Mile Post 1. At night lighted fusees must be used to flag highway traffic. 106. Normal position of gate at Midland Subdivision crossing at Davids is against traffic on Milton Subdivision. This gate must be left in normal position and locked and when so set, trains of the Midland Subdivision will not be re-

quired to stop for crossing 107. Spur tracks at Prevost and Patoutville must not be used by engines

108. No. 405 may leave Baldwin without a clearance when operator is not

on duty.
109. Normal position for Chauvin spur track on east leg of wye, Sterling Junction, is for spur track.

MIDLAND SUBDIVISION

111. Normal position of gate at Milton Subdivision crossing at Davids is against traffic on Milton Subdivision. This gate must be left in normal position and locked and when so set, trains of the Midland Subdivision will not be re-

quired to stop for crossing.

112. Normal position of gate at Erath Railway Crossing at Erath is against traffic on Erath Sugar Co. Railway. This gate must be left in normal position and locked and when so set, trains of the Midland Subdivision will not be required

to stop for crossing.

113. Midland Subdivision trains must obtain a clearance at Midland when operator is on duty.

114. Trainmen and enginemen of the C. R. I. & P. Ry. must be governed by the current time-table, rules and regulations and are subject to the orders of the officers of the T. & N. O. R. R. Co. between Eunice and Mile Post 80.5.

115. C. R. I. & P. use the following T. & N. O. facilities at Eunice:

Station and facilities: House track and siding; Wye tracks in vicinity of Eunice Band Mill;

Interchange tracks with T. & P. and N. O. T. & M.; Main track from a point 500 feet east of east wye switch westward 2.1 miles to point where C. R. I. & P. connecting track leaves T. & N. O. right-of-way.

All trains and engines operating within the limits of joint facilities must proceed with caution, expecting to find the main track oc-

cupied.

116. The following structures will not clear man on top or side of car:Warehouse over rear end of sugar loading track at Vermilion Re-Abbeville. finery.

Roof of lumber loading shed and frame for hoisting portable platform near rear end of loading dock track, Eunice Band Mill; Log unloading derrick and wires located near rear end of log track, Eunice Band Mill; Pulpwood loading platform.

118. Between the hours of 5:00 P. M. and 8:00 A. M., daily Monday to Saturday, inclusive, and between 5:00 P. M. Saturday and 8:00 A. M. Monday, trains must stop and receive signal from bridge tender before proceeding over Bayou Vermilion Drawbridge No. 21-C at Abbeville.

Speed of 6 miles per hour must not be exceeded over this bridge. 119. Trains and engines must stop and protect by flag over the following

street crossings at Eunice: Laurel Avenue, Eunice-Opelousas Highway No. 7,

Maple Avenue, Eunice-Crowley Highway No. 26.

PORT BARRE SUBDIVISION

120. Alexandria Subdivision main track, between Lafayette passenger station and B-R Junction, will be used jointly by trains of the Port Barre and Alexandria Subdivisions.

Normal position for gate at N. I. & N. R. R. crossing at Mile Post 39.4 on Port Barre Line, is against traffic on the Port Barre Subdivision. Gate must be operated before moving over the crossing and closed and locked immediately thereafter.

122. Normal position for gate at N. O. T. & M. R. R. crossing at Mile Post 40.4 on Port Barre Line, is against traffic on the Port Barre Subdivision. Gate must be operated before moving over the crossing and closed and locked immediately thereafter.

123. Trains originating at Arnaudville and St. Martinville may leave with-

out a clearance when operator is not on duty.

124. No train-order signal at St. Martinville or Breaux Bridge. Trains operating via these stations must obtain a clearance during train-order office

hours.

127. Trains must not exceed 10 miles per hour between Mile Posts 19 and 29 on Port Barre Line.

128. Guy wires supporting smoke stack at Ruth Refinery will not clear man

on side or top of car.

129. Overhead pipe above sugar house track at Levert will not clear engines, or man on top of car.

ALEXANDRIA SUBDIVISION

140. C-9 class or heavier engines must not use west leg of wye, Washington. Alexandria Subdivision main track, between Lafayette passenger station and B-R Junction, will be used jointly by trains of the Alexandria and Port Barre Subdivisions.

142. New warehouse near house track at Eola will not clear man on side

143. When signal operator is not on duty at O. G. & N. E.—N. O. T. & M. interlocking station, Opelousas, signals will be set and route lined for trains of the N. O. T. & M. and against trains of the Alexandria Subdivision.

144. Trains and engines must stop and protect by flag over Third Street,

Alexandria.
145. Trains must not exceed 12 miles per hour over crossing just west of oil mill, Opelousas.

Trains must stop and protect by flag over the following street crossings at Opelousas:

Grolee Street, just west of section tool house; Bellevue, Landry, Vine and Cherry Streets, immediately east of passenger station.

147. Trains switching N. O. T. & M. interchange track at Opelousas look out for cars gasoline which may be connected for unloading at Shell Petroleum Co. station located opposite this track.

148. Trains will not take water at Opelousas except in emergency.

149. Trains and engines must stop and protect by flag over Napoleon Avenue (Lafayette-Opelousas Highway No. 5) at Sunset.

LAKE ARTHUR SUBDIVISION

150. Trains and engines must stop and protect by flag over Highway Crossing, U. S. 90, near Hipple.

151. Normal position of gate at Mo. P. crossing at Mile Post 3.1, Lake Arthur Subdivision, is against traffic on the Lake Arthur Subdivision. Gate must be opened before moving over crossing and closed and locked immediately

thereafter.
152. Railroad crossing gate at Mo. P. crossing at M. P. 3.1 will not clear a man on side of a car.

DERIDDER SUBDIVISION

154. Beaumont Subdivision main track, between Lake Charles Yard and Lake Charles, will be used jointly by trains of the DeRidder and Beaumont Subdivisions.

155. Trainmen and enginemen of the G. C. & S. F. Ry. must be governed by the current time-table, rules and regulations and are subject to the orders of the officers of the T. & N. O. R. R. Co. between DeRidder Junction and De-

157. No. 931, on Sunday and Legal Holidays, may leave DeRidder without a clearance when operator is not on duty.

158. Distant signal between tracks at Fulton and roof over Long Bell floor-

ing plant track at ReRidder will not clear man on side or top of car.

10 INTERLOCKING WHISTLE CODE (Except at East Bridge Jct, and West Bridge Jct.) On Single Track—Main track in either direction. On Double Track—With current of traffic on either track. On Double Track-Against current of traffic on either track. To diverging route. To crossover. o To siding or storage track. INTERLOCKING PLANTS NOT OPERATED BY SIGNAL OPERATOR Yard track west end of Avondale yard..... Rayne Crowley Iowa Junction.

N. O. T. & M. crossing (Automatic) Instructions for operating Cabin Interlocking plants by member of crew, are conveniently located at each plant. As soon as movement on either route is completed through the plant, route and signals must be left in normal position.

Lake Charles Yard...

At Iowa Junction and Fulton Automatic Interlocking plants, normal position of governing signals is STOP. Signals governing route should clear when train enters approach circuit if intersecting route is not occupied. When train enters approach circuit, if signals do not clear, send member of crew to crossing to ascertain conditions. If a train on intersecting route is observed standing on approach circuit or moving away from interlocking plant, member of crew will

SPECIAL INSTRUCTIONS

unlock box marked "T. & N. O. RELEASE," turn knob on the release to the right as far as it will go, then permit it to run down, after which signal should assume PROCEED position.

If a train on intersecting route is observed approaching crossing, release must not be operated until such train has passed the crossing or has stopped.

If member of crew at crossing cannot see a train on intersecting route and home signal fails to assume PROCEED position, he should immediately operate release as described above and, if home signal then fails to clear, train must be governed by Paragraph (c), Rule 663.

| 167. | LOCATION OF DR | AWBRIDGES | |
|---|--|--|--|
| Mile Post Subdivision 32-0 Avondale 51.6 Avondale 80.5 Avondale 104.4 Avondale 180.3 Echo 13.3 Houma 14.8 Houma 8.0 Port Barre 7.9 Port Barre 27.8 Alexandria | Stream Bayou Des Allemands Bayou Lafourche Bayou Boeuf Atchafalaya River Charenton Canal Mermentau River Canal Intracoastal Canal Bayou Teche Bayou Teche Bayou Cortableau | Nearest Station Des Allemands Lafourche Boeuf Morgan City Baldwin Mermentau Southdown Houma Levert Breaux Bridge Washington | Remarks Interlocked Interlocked Interlocked Interlocked Interlocked Interlocked (Refinery spur) |
| 11.9 Midland 21.5 Midland 57.5 Midland 19.9 Lake Arthur 2.0 DeRidder | Bayou Carlin Bayou Vermilion Bayou Plaquemine Bayou Lacassine Calcasieu River | Delcambre Abbeville Maignaud Sacalait Bridge Junction | |

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 | 1 Mi | le in | Miles | | le in | Miles | 1 Mile | in |
|---|-------------|---------|----------|----------------|------|----------|-------------|--------|----------|
| | Per Hour | Min. | Sec. | per Hour | Min. | Sec. | per Hour | Min. | Sec. |
| | 6 8 | 10 7 | 0 30 | 30 31 | 2 | 0 56 | 49 50 | 1 | 13 12 |
| | 10 | 6 | 0 | 32 | i | 52 | 51 | i | 10 |
| | 12 15 | 4 | 0 | 33 34 35 | 1 | 49 45 | 52 53 | 1 | 7 |
| | 16 17 | 3 | 45 31 | 36 | 1 | 42 40 | 54 55 | 1 | 6 5 |
| | 18 19 | 3 | 20 | 37 38 | 1 | 37 34 | 56 57 | 1 | 4 3 |
| | 20 21 | 3 | 0 51 | 39 40 | 1 | 33 | 58 59 | Î | 2 |
| | 22 23 | 2 2 | 43 36 | 41 42 | î | 27 25 | 60 65 | i | 55 |
| | 24 25 | 2 2 | 30 | 43 | 1 | 23 | 70 | ő | 51 |
| | 26 | 2 | 24 18 | 44 45 | 1 | 21 20 | 75 80 | 0 | 48 45 |
| | 27 28 | 2 2 | 13 8 | 46 47 | 1 | 18 16 | 85 90 | 0 | 42 40 |
| | 29 | 2 | 4 | 48 | 1 | 15 | 95 100 | 0 | 38 36 |

SPEED

| 171. Unless otherwise further restricted, the fol- lowing is maximum speed for trains between the points named: | Passenger with Trains two-wheel Handled Edgine trucks in passenger Engine trucks in the passenger Engine Truc | | | | n r | Manifest Freight Trains when handled by MK-5 class engines and when not handling any of the restricted cars shown in Item 175. Miles per Hour | | | Freight di and sh Mixed di | | | Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels. Miles per Hour | | s, steam nes, pile est cars, similar seels. | speed of trains ro-indicated must not stretched as follows: be exceeded at any per Hour point, by engines ward with or without cars, and road engines in service, Lake O Harles 15 Welsh 15 Jennings 25 Jervice, or when ing cars ahead of engine | |
|---|--|-------------|------------|----------|-------------|---|----------|-------------|----------------------------------|----------|-------------|--|----------|---|---|--|
| BETWEEN | Straight | Unprotected | Protected | Straight | Unprotected | Protected Curres | Straight | Unprotected | Protected Curves | Straight | Unprotected | Protected | Straight | Unprotected | Protected | Rayne 20 Lafayette 15 Broussard 25 New Iberla 6 Jeanerette 6 Jeanerette 6 Franklin 25 Franklin 25 |
| West Bridge Jct. and Lafayette | 60 | 60 | | 45 | 45 | ĺ | 45 | 45 | | 35 | 35 | | 25 | 25 | 20 | Alexandría . 6 867 to 894 |
| Lafayette and Lake Charles Yard. | 60 | 60 | | 45 | 45 | 202 | 45 | 45 | | 40 | 40 | | 25 | 25 | -20 | Washington. 10 under sufficient steam to lubricate: |
| Lockport and Raceland Jct | 25 | 25 | | | | - AT | | | | 20 | 20 | | 15 | 15 | 15 | |
| Houma and Napoleonville | 25 | 25 | _z_ | | | m | | | - 2 | 25 | 25 | _×_ | 15 | 15 | 15 | Stunset |
| Cypremort and Baldwin | 30 | 30 | _ER_ | | | 0 | | | ER. | 30 | 30 | ER. | 20 | 18 | 18 | do not apply at 826, 829, 831, 832, |
| F. &A. Jct. and Davids | | | _0_ | | | SI | | | 0 | 15 | 15 | _v | 10 | 10 | 10 | and Carencro be- 8:00 P. M. 896. Road engines running forward, light, unless other- wise directed |
| Davids, Milton and Elks | | | e | | | ONO | | | - 8- | 10 | 10 | -5- | 10 | 10 | 10 | and 6:00 A. M. |
| New Iberia and Salt Mine | 35 | 35 | _8 _8 | 35 | 35 | ED | | | - g | 20 | 20 | -g | 15 | 15 | 15 | 40 miles per hour |
| I. & V. Jct. and Eunice | 40 | 40 | Y_ | 3 | 35 | PE | | | -K | 30 | 30 | - IV | 20 | 18 | 18 | 800, 801, 802, 805, 806, 808, 800, 812 LEGAL HOLIDAYS |
| Cade and Breaux Bridge | 25 | 25 | <u>m</u> _ | | | | | | - m | 20 | 20 | _ <u>m</u> _ | 15 | 15 | 15 | 814 815 816 817 |
| Breaux Bridge and Port Barre | 20 | 20 | _&_ | | | _ IAI | | | - § - | 15 | 15 | _w_ | 10 | 10 | 10 | 818, 821, 822, 823, New Year's DayJanuary 1st. |
| Lafayette and Breaux Bridge | 30 | 30 | SI | | | _F_ | | | SL | 20 | 20 | -ñ- | 15 | 15 | 15 | 824, 825, 827, 828, 930, 833, 834, 835 Decoration Day |
| Breaux Bridge and Cleon | 30 | 30 | | | | _H_ | | | | 15 | 15 | | 10 | 10 | 10 | 814, 815, 816, 817, 818, 821, 822, 823, 824, 825, 827, 828, 824, 825, 827, 828, 824, 825, 827, 828, 824, 825, 827, 828, 824, 825, 827, 829, 824, 825, 827, 829, 824, 824, 824, 824, 824, 824, 824, 824 |
| Lafayette and Cheneyville | 45 | 45 | | 40 | 40 | IIG. | | | | 0 | 30 | | 20 | 18 | 18 | 841, 842, 843, 844, Sado 847, 840, 840, 840, 840, 840, 840, 840, 840 |
| Mallard Jct. and Lake Arthur | 25 | 25 | | | | RE | | | | 20 | 20 | | 15 | 15 | 15 | |
| Lake Charles Yard and DeRidder. | 30 | 30 | | | | _== | | - | | 25 | 2 | | 15 | 15 | 15 | |

172. Trains must not exceed 15 miles per hour through crossovers, junctions and other diverging switches, 25 miles per hour over drawbridges and 45 miles per hour over railroad crossings at grade, not otherwise further restricted.

A speed of 20 miles per hour must not be exceeded between distant signals and through the limits of Automatic Interlocking plant at Fulton.

- 173. Engines not equipped with trailer trucks, when used in passenger service, must not exceed 55 miles per hour.
- 174. Trains handling cars weighing more than 125,000 pounds gross must not exceed speed of 10 miles per hour between Raceland Junction and Lock-

port; F. & A. Junction and Milton; Milton and Elks; Breaux Bridge and Port Barre; Breaux Bridge and Cleon; Mallard Junction and Lake Arthur.

175. Speed under "Manifest Freight Trains", Item 171, may be observed

Loaded tank cars, except tank cars of 10,000 gallons capacity or less when not containing gasoline, naphtha, or other highly inflammable commodities: Any open-top car loaded with transformers, rail, poles or piling, twin or

Any other open-top cars where lading projects above ends or sides of car,

unless car foreman or lead inspector, after careful inspection, certifies load in good condition for fast speed;

Machines on own wheels such as cranes, derricks, ditching machines, or any other car restricted by rule or special instructions;

Cars with arch bar type trucks.

176. Passenger trains not exceed 30 MPH, and freight and mixed trains 25 MPH between Cheneyville and Eola.

C-9 class engines, not exceed 25 MPH between MP 56.4 and LE&W crossing Eola, and 10 MPH over draw span Bayou Cortableau Bridge, Washington.

SPECIAL INSTRUCTIONS

| | RATINGS OF ENGINES IN FREIGHT SERVICE | | | | | | | | | |
|-------|---------------------------------------|--------------------|----------------|-------|-------------------|--------------------|----------------|--|--|--|
| Class | ENGINE NUMBERS | Manifest Rating | Drag Rating | Class | ENGINE NUMBERS | Manifest Rating | Drag Rating | | | |
| E-39 | 205 to 209 | | 2200 | M-17 | 495 | 4000 | 4500 | | | |
| E-40 | 220 | 2170 | 2470 | M-19 | 498 | 4270 | 4850 | | | |
| E-41 | 224 | 1490 | 1690 | M- 6 | 515 to 517 | 4840 | 5500 | | | |
| E-23 | 261 to 272 | | 3180 | M-10 | 500 to 514 | | 6000 | | | |
| A- 1 | 273 to 277 | | 3450 | M- 9 | 550 to 556 | | 6000 | | | |
| A- 1 | 278 | | 3400 | M-11 | 560 to 565 | 5280 | 6000 | | | |
| T-24 | | | 3290 | C- 8 | 800 to 807 | | 7500 | | | |
| T-25 | | | 3600 | C- 9 | 808 to 850 | | 7500 | | | |
| T-25 | 364 | 3150 | 3600 | T-28 | 388 to 399 | | 6000 | | | |
| T-27 | 377 to 379-383 to 386 | | 4020 | MK-5 | 738 to 794 | | 9000 | | | |
| M- 4 | 410 to 413-415 to 417- | | | C-24 | 891 | | 5670 | | | |
| | 419 to 433-435-436 | | | ll . | | | | | | |
| | 438-439-441 to 448 | | | | | | | | | |
| | 450-452-454-455-457 | | | li | | | | | | |
| | to 459 | 4270 | 4850 | | | | | | | |
| M-20 | 481 | 3640 | 4140 | | | | | | | |

These ratings represent maximum loading of engines behind tender expressed in units of 1,000 lbs. (ms).

| PASSENGER | RENGINES |
|-----------|----------|
| Numbers | Class |
| 700-707 | GS- 1 |
| 650-652 | P-14 |
| 631-633 | P-13 |
| 622-630 | P- 9 |
| 610-621 | P- 6 |
| 600-609 | P- 5 |
| 388-399 | T-28 |
| 273-278 | A- 1 |
| 261-272 | E-23 |
| | |

TIME INSPECTORS

| Sidney F. Ball, General Time Inspector, Chicago. L. L. Doty, Asst. General Time Inspector, Chicago. | Location | From Mile Post | To Mile Post | | |
|--|--------------|----------------------|--------------------|--|--|
| Wm. Frantz & Co., New Orleans, F. P. Schoene, Algiers. | Boutte | 7.5 | 28.8 | | |
| Moses George, Thibodaux. | Raceland Jct | | 53.2 | | |
| R. O. Besse, Sr., Morgan City. | Schriever | 53.2 | 79.2 | | |
| I. Popkin, Franklin. | Morgan City | 79.2 | 95.3 | | |
| Geo. H. Riviere, New Iberia. | Franklin | 95.3 | 108.6 | | |
| P. Krauss, Inc., Lafayette. | New Iberia | 103.6 | 125.8 | | |
| Mr. Fred Jessup, Lake Charles. | Lafayette | 125.8 | 144.9 | | |
| C. S. Carstens, Alexandria. | Crowley | 144.9 | 172.9 | | |
| Pecot and Verges, Jewelers, Eunice. | Jennings | 172.9 | 202.2 | | |
| J. F. Champion's Jewelry Store, DeRidder. | Lake Charles | | 222.0 | | |
| ,, omm.p.o ,,, | Vinton | 222.0 | 250.0 | | |

11

SIGNAL MAINTAINERS

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car.

Total Weight

| Nominai | | rotai weight |
|-------------|---------|-----------------|
| Capacity | Journal | Car and Content |
| 40,000 lbs. | 3%x 7 | 66,000 lbs. |
| 60,000 " | 41/4x 8 | 103,000 '' |
| 80,000 '' | 5 x 9 | 136,000 " |
| 100,000 "" | 51/2×10 | 169,000 ** |
| 140,000 ** | 6 x11 | 210,000 |

Except: Hart Convertible Type Ballast cars, load limit must not exceed 90,000 pounds.

COMPANY SURGEONS

| • | | | | | | | | | | | | |
|---|---|--|---|---|---|---|--|--|--|--|---|---|
| ľ | LOCATION | NAME | TITLE | LOCATION | NAME | TITLE | LOCATION | NAME | TITLE | LOCATION | NAME | TITLE |
| | Houston Abbeville Alexandria Alziers Alziers Baton Rouge Berwick Bereux Bridge Garencro Chenesville Crowley Crowley Crowley Crowley Duson Ebunke Couley Crowley Ebunke Crowley Ebunke Ebunke Ebunke Ebunke Ebunke | Dr. Judson L. Taylor Dr. J. R. Gandy Dr. A. R. Gandy Dr. A. R. Gomeaux Dr. A. R. McGill Dr. E. E. McGill Dr. E. E. Gill Dr. Carroll F. Gelbke Dr. James J. Robert Dr. J. C. Berwick Dr. S. Dr. Carroll F. Gelbke Dr. J. C. Berwick Dr. S. Dr. Carroll Dr. S. C. Guilbeau Dr. Adrian B. Cairns Dr. J. W. Faulk Dr. H. L. Gardiner Dr. A. B. Cross Dr. R. Sidney Hernandez Dr. Adrian B. Cairns Dr. R. Sidney Hernandez Dr. Adrian B. Cairns Dr. R. Sidney Hernandez Dr. Adrian B. Cairns Dr. L. M. Boudreaux Dr. L. M. Boudreaux Dr. L. M. Horton | Asst. Chief Surgeon Examining Surgeon Local Surgeon | Gretna Gretna Gueydan Harahan Houma Houma Houma Houma Jeanerette Jennings Jennings Lake Charles Lakae Charles Lakae Charles Lakae Charles Lafayette Lafayette Lafayette | Dr. A. C. Kappel. Dr. Chas. F. Gelbke. Dr. Chas. F. Gelbke. Dr. Ch. G. L. Gardiner. Dr. J. S. Kopfer. Dr. J. S. Kopfer. Dr. J. S. Kopfer. Dr. J. S. Martin. Dr. T. I. St. Martin. Dr. T. I. St. Martin. Dr. Chas. D. Brunt. Dr. J. N. Villen. Dr. R. S. Kramer. Dr. F. W. Harrell. Dr. Leo Saporito. Dr. W. C. Heinen. Dr. T. H. Wukkins. Dr. H. B. White. Dr. H. W. Wikins. Dr. H. W. J. Yongue. Dr. Walter Moss. Dr. W. J. Yongue. Dr. J. O Duhon. Dr. Henry Voorhies. Dr. J. Bo Uphon. | Examining Surgeon Examining Surgeon Local Surgeon Examining Surgeon Examining Surgeon | Lockport Morgan City Morgan City Napoleonville New Iberia New Iberia New Deria New Deria New Deria New Orleans | Dr. L. B. Long. Dr. Guy R. Jones Dr. A. J. Fortinberry Dr. Russell Brownell. Dr. Chas. S. Roger Dr. C. C. DeGravelles Dr. Chas. S. Roger Dr. C. L. BeGravelles Dr. H. J. Dauterive Dr. H. Dauterive Dr. H. Dauterive Dr. H. Dauterive Dr. P. A. LeBourgeois Dr. J. D. Martin Dr. W. P. Bradburn Dr. Mulr Bradburn Dr. Mulr Bradburn Dr. Raiph J. Christman Dr. Ernest Gell. Dr. J. F. Dunn Dr. J. F. Dunn Dr. J. F. Dunn Dr. J. Gr. J. F. Dunn Dr. O. V. Perrier Dr. Victor C. Smith Dr. V. B. Clark Dr. W. B. Clark Dr. W. B. Clark Dr. W. B. Clark | Local Surgeon Local Surgeon Local Surgeon Local Surgeon Examining Surgeon Local Surgeon Local Surgeon Division Surgeon Examining Surgeon Examining Surgeon Examining Surgeon Examining Surgeon Examining Surgeon Local Surgeon Loc | Opelousas Opelousas Paradis Paradis Patterson Raceland Rayne St. Martinville Sulphur Sulphur Sulphur Thibodaux Vinton Washington Weeks Welsh | Dr. Wm. C. Littell Dr. E. J. Pettijean Dr. G. D. Rackley Dr. G. D. Rackley Dr. D. J. Geracl Dr. G. G. Aycock Dr. G. G. Aycock Dr. G. G. Aycock Dr. P. H. Flemins Dr. R. B. Marshall Dr. A. H. Lafargue Dr. R. B. Marshall Dr. L. A Guldry Dr. F. T. Beatrous Dr. F. Barker Dr. Chas. F. Barker Dr. G. A. Barker Dr. G. A. Barker Dr. G. G. Barker Dr. G. G. Barker Dr. G. G. G. Barker Dr. G. | Local Oculist and Aurist Local Coulist and Aurist Local Surgeon |

General Hospital-

Southern Pacific Hospital, Thomas Street, between James and Paschal Streets, Houston

Touro Infirmary, 3516 Prytania Street, New Orleans. Illinois Central Hospital, (Colored Only), New Orleans. Lafayette Sanitarium, 820 St. John Street, Lafayette, La.

When Persons Other Than Employes and Passengers Are Injured on the Company's Lines They Should Be Turned Over to Their Friends or to the City or Parish Authorities

R. M. Glover, Superintendent, Lafayette

R. F. Williams, Trainmaster, Lafayette

E. T. Barry, Traveling Engineer, Lafayette Assistant Superintendent, Lafayette

E. W. Torian, Trainmaster, Lafayette

E. V. Chauvin, Chief Train Dispatcher, Lafayette F. W. Hopkins, Assistant Superintendent, New Orleans

R. F. Wills, Trainmaster, New Orleans

O. B. Brupbacher, Chief Train Dispatcher, Lafayette

Traveling Engineer will exercise duties of Trainmaster when on line,

