

SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

LAFAYETTE DIVISION

90

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

EASTWARD

ECHO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water clocks, interlocking plants, turn tables, ways and tele-grams.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Echo	TIME TABLE No. 90 March 8, 1942	Distance from Algiers	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	58	244	242	2	8	6	3	5	1				243	241	57	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only				
	Local Freight	Freight	Freight	Sunset Limited	Acadian	Argonaut	Acadian	Argonaut	Sunset Limited				Freight	Freight	Local Freight						
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday									
166 WP							0.0	ECHO	251.2												
60 P							4.5	4.5 TOOMEY	246.7												
98 P							9.5	5.0 VINTON	241.7												
86 WP							14.9	5.4 EDGERLY	236.3												
74 P							20.6	5.7 BRIMSTONE	230.6												
61 P							22.7	2.1 SULPHUR	228.5												
63 P							28.2	5.5 LOCKMOOR	223.0												
I							30.0	1.8 K. O. S. CROSSING	221.2												
25 P							30.3	0.3 WEST LAKE	220.9												
I							32.1	1.8 K. O. S. CROSSING	219.1												
P							32.4	0.3 LAKE CHARLES	218.8												
I							33.2	0.8 MO. P. CROSSING	218.0												
BRWOYP							33.2	0.0 TO-RLAKECHARLESYARD	218.0	3:43AM	4:47AM	5:20PM	9:30AM	7:00PM	11:55AM		Continuous	Continuous			
6	6:00AM	3:10PM	7:30AM				35.9	2.7 MALLARD JCT.	215.3												
P							38.4	2.5 CHLOE	212.8	3:36	4:40	5:08	8:58	6:10	11:38		8:15AM to 12:15PM 1:15PM to 5:15PM	Closed			
98 P	6:10	3:17	7:40				44.4	6.0 TO IOWA	206.8	3:28	4:32	5:01	8:47	5:57	11:15		Automatic				
74 P	6:20	3:26	7:50				45.9	1.5 (Mo. P. Crossing) IOWA JCT.	205.8												
I							49.9	4.0 LACASSINE	201.3	3:19	4:25	4:54	8:38	5:46	10:55						
103 P	6:30	3:33	8:00				55.9	6.0 TO WELSH	195.3	3:10	4:16	4:46	8:27	5:35	10:40		9:00 AM to 12:30 PM 1:30 PM to 6:00 PM	9:00 AM to 12:30 PM 1:30 PM to 6:00 PM			
50 WP	7:10	3:42	8:10				60.4	4.5 ROANOKE	190.8	3:03	4:09	4:38	8:18	5:26	10:25						
76 P	7:30	3:49	8:18				66.2	5.8 TO JENNINGS	185.0	2:54	4:01	4:31	8:00	5:15	10:00		Continuous	Continuous			
112 P	8:00	3:58	8:28				71.1	4.9 TO MERMENAU	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			
48 P	8:25	4:06	8:38				76.5	5.4 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			
96 WOYP	8:48	4:15	8:48				78.6	2.1 ESTHERWOOD	172.6												
26 P							79.4	0.8 TORTUE	171.8	2:27	3:41	4:11	7:32	4:37	8:30						
74 P	9:20	4:37	8:53				83.6	4.2 N. O. T. & M. CROSSING	167.6												
I							84.7	1.1 TO CROWLEY	166.5	2:20	3:33	4:04	7:22	4:24	7:43		8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	Closed			
50 P	10:50	4:48	9:04				85.7	1.0 CROWLEY SIDING	165.5	2:15	3:25	3:59	7:15	4:21	7:15						
96 P	11:05	4:50	9:06				91.2	5.5 TO RAYNE	160.0	2:09	3:18	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			
121 WP	11:33AM	5:00	9:16				91.6	0.4 O. G. & N. E. CROSSING	159.6												
I							96.3	4.7 DUSON	154.9	2:03	3:09	3:44	6:53	3:58	6:35						
96 P	12:10PM	5:09	9:25				101.5	5.2 SCOTT	149.7	1:57	3:02	3:38	6:43	3:48	6:20						
56 P	12:30	5:17	9:33				104.5	3.0 WEST YARD	146.7	1:54	2:54	3:34	6:36	3:40	6:10						
154 Yard P	12:40	5:23	9:39				106.6	2.1 (TO-R LAFAYETTE	144.6	1:50AM	2:50AM	3:30PM	6:30AM	3:35PM	6:00AM		Continuous	Continuous			
Yard P BRWOTY	1:00PM	5:30PM	9:45AM																		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday						
	58	244	242							3	5	1	243	241	57						
	(7.09) 10.4	(2.20) 31.4	(2.15) 32.6							(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).

See Page 8 for additional flag stops.

EASTWARD

AVONDALE SUBDIVISION

WESTWARD

Length of sidings, in cars, location of bulletin, water and fuel stations, standard time tables, ways and tele-phones.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance From Lafayette	TIME TABLE No. 90		Distance From Algiers	FIRST CLASS			SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	54	56	406	244	242	240	2	8	6		March 8, 1942			1	3	5	241	239	243	405	55	53	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Local Freight	Local Freight	Cypremort Mixed	Freight	Freight	Freight	Sunset Limited	Acadian	Argonaut		STATIONS			Sunset Limited	Acadian	Argonaut	Freight	Freight	Freight	Cypremort Mixed	Local Freight	Local Freight		
	Leave Tue., Thur. & Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		TO-R LAFAYETTE	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed. & Fri.		
BKWOY IP		6:00AM		6:45PM	10:30AM	5:00AM	1:25PM	3:35AM	3:20AM	0.0	TO-R LAFAYETTE	144.6	3:20PM	1:45AM	2:45AM	3:10PM	10:00PM	4:15AM		11:30AM		Continuous	Continuous	
186 P		6:15		6:53	10:38	5:08	1:31	3:41	3:26	8.8	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				
P		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 BKWOY IP		7:30		7:30	11:03	5:45	* 1:55	* 4:02	* 3:47	19.0	NEW IBERIA	126.6	* 2:50	* 1:17	* 2:19	2:30	9:20	3:30		10:15				
Yard IP										20.3	I. St. M. & E. Crossing	124.8											Closed	
P		8:25		7:55	11:25	6:10	* 2:16	4:19	4:05	30.5	TO JEANERETTE	114.1	* 2:26	12:55	2:00	2:10	9:01	3:01		9:10		8:00 AM to 11:59 AM 12:59 PM to 5:00 PM	1:30 PM to 3:30 PM	
W		9:30	7:00AM	8:15	11:40	6:40	2:28	4:31	4:17	39.5	TO-R BALDWIN	106.1	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	7:00 AM to 9:00 AM	
BYP		9:50	7:15AM	8:25	11:47	6:52	* 2:37	4:38	4:24	43.6	TO-R FRANKLIN	101.0	* 2:05	* 12:36	1:42	1:46	8:35	2:30	10:00AM	7:25		12:01 AM to 4:00 PM	12:01 AM to 4:00 PM	
P		10:35		8:35	11:56AM	7:10	2:45	4:46	4:32	48.9	TO BAYOU SALE	96.7	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	12:02PM	7:20	2:51	4:51	4:37	52.8	RICOHOOC	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	4:58	4:44	57.9	TO PATTERSON	86.7	1:42	12:15	1:23	1:21	8:06	2:01		6:30		8:00 AM to 11:30 AM 12:30 PM to 5:00 PM	Closed	
78 Yard OWP		11:45AM		9:10	12:25	7:45	* 3:12	5:10	4:57	63.3	TO BEHIOK	81.3	* 1:34	12:08AM	1:14	1:10	7:55	1:50		6:20		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	
Yard BKP							* 3:21	5:13	5:01	64.5	TO-R MORGAN CITY	80.1	* 1:24	* 11:59PM	1:04							Continuous	Continuous	
88 Yard WYP		6:00AM	12:01PM	9:20	12:29	7:55	3:23	5:15	5:03	66.3	MORGAN CITY YARD	79.3	1:16	11:56	1:02	1:02	7:45	1:40		6:15AM	11:50AM			
78 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	71.2	1:05	11:45	12:51	12:45	7:27	1:16		11:25				
P		6:40		9:50	12:58	8:21	3:43	5:33	5:22	78.3	GIBSON	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	CHACAROULA	61.4	12:51	11:33	12:48	12:29	7:10	12:59		10:55				
184 Yard BKWOY IP		7:35		10:13	1:25	8:50	* 4:02	* 5:49	* 5:39	89.6	TO SCHRIEVER	56.0	* 12:43	* 11:25	12:30	12:19	6:59	12:50		10:35		Continuous	Continuous	
YP										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	49.1	12:28	11:12	12:21	12:05	6:33	12:29		9:05				
72 P		8:10		10:34	1:40	9:10	4:13	6:00	5:50	97.7	EWING	46.9	12:25	11:09	12:18	12:02PM	6:28	12:25		8:45				
74 P		8:20		10:40	1:46	9:16	4:17	6:04	5:54	100.8	THERIOT	43.8	12:21	11:05	12:14	11:57AM	6:22	12:20		8:38				
Yard 58 BWYP		9:25		11:00	1:54	9:25	* 4:23	* 6:09	* 5:59	104.4	TO RACELAND JCT.	40.2	* 12:16	* 11:00	12:10	11:52	6:15	12:10AM		8:30		9:30 AM to 5:30 PM 10:45 PM to 6:45 AM	9:30 AM to 5:30 PM 10:45 PM to 6:45 AM	
85 P		9:45		11:15	2:01	9:33	4:30	6:16	6:06	108.4	ROUX	36.2	12:06PM	10:52	12:05AM	11:45	6:06	11:55PM		8:01				
53 P		10:00		11:27	2:10	9:42	* 4:38	6:22	6:12	112.6	TO DES ALLEMANS	32.0	* 11:59AM	10:47	11:58PM	11:38	5:58	11:47		7:50		8:00 AM to 12:01 PM 1:01 PM to 5:00 PM	Closed	
72 P		10:12		11:37	2:18	9:50	4:43	6:27	6:17	116.2	VALLIER	28.4	11:54	10:43	11:54	11:30	5:50	11:37		7:40				
76 P		10:30		11:49PM	2:27	10:00	4:49	6:32	6:22	120.7	BOUITE	23.9	11:49	10:38	11:49	11:23	5:40	11:23		7:30				
76 P		10:40		12:01AM	2:36	10:10	4:56	6:38	6:28	126.8	SALIX	18.8	11:42	10:32	11:43	11:15	5:30	11:15		7:18				
72 P		10:50		12:10	2:45	10:19	5:00	6:43	6:33	129.4	WITHEROW	16.2	11:38	10:28	11:38	11:08	5:20	11:08		7:10				
Yard BKWOY IP		11:00AM		12:30AM	3:00PM	10:30AM	5:05	6:48	6:38	132.9	TO-R AVONDALE	11.7	11:33	10:23	11:33	11:00AM	5:10PM	11:00PM		7:00AM		Continuous	Continuous	
I							5:07	6:50	6:40	134.1	(T. & N. O. Crossing) WEST BRIDGE JCT. (T. & P. Crossing)	10.6	11:31	10:21	11:31							Continuous	Continuous	
I							5:23PM	7:08AM	6:58AM	139.4	EAST BRIDGE JCT.	16.8	11:16AM	10:06PM	11:16PM							Continuous	Continuous	

Time at New Orleans (Union Station) for Information Only. See I. C. Railroad Company's Current Time Table for Train Movements Between East Bridge Junction and New Orleans (Union Station).

BKP	Arrive Tue., Thur. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	TO-R NEW ORLEANS (Union Station)	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Mon., Wed. & Fri.
	54	56	406	244	242	240	2	8	6	144.6	1	3	5	241	239	243	405	55	53
	(5.00) 13.5	(6.01) 10.8	(0.15) 18.4	(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) 33.5	(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

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72).
Jeanerette, Franklin and Morgan City are flag stops for No. 6 for revenue passengers only. See Page 8 for additional flag stops.

4 EASTWARD		LOCKPORT SUBDIVISION		WESTWARD			
SECOND CLASS		Distance from Raceland Jct.	TIME TABLE No. 90		Distance from Algiers	SECOND CLASS	
106			March 8, 1942			107	
Freight		STATIONS		Freight		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
Leave Daily Ex. Sunday				Arrive Daily Ex. Monday		Daily Except Sundays and Legal Holidays	
Arrive Daily Ex. Sunday				Leave Daily Ex. Monday		Sundays and Legal Holidays Only	
OYP	7:30 ^{PM}	9.7	R LOCKPORT	49.9	1:30 ^{AM}		
	7:50	5.7	4.0 MATHEWS	45.9	12:45		
Yard 6 P	8:30	2.0	RACELAND	42.2	12:30		
Yard Spur 29 East	8:35	1.4	0.6 GODCHAUX	41.6	12:06		
Yard 58 BWYP	9:00 ^{PM}	0.0	1.4 TO-R RACELAND JCT.	40.2	12:01 ^{AM}	9:30AM-5:30PM 10:45PM-4:00AM	9:30AM-5:30PM 10:45PM-4:00AM
	106				107		
(1.30) 6.4		Time Over Subdivision		(1.29) 6.5		Average Speed per Hour	

EASTWARD		CYPREMORE SUBDIVISION		WESTWARD			
SECOND CLASS		Distance from Baldwin	TIME TABLE No. 90		Distance from Algiers	SECOND CLASS	
406			March 8, 1942			405	
Mixed		STATIONS		Mixed		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
Leave Daily				Arrive Daily		Daily Except Sundays and Legal Holidays	
Arrive Daily				Leave Daily		Sundays and Legal Holidays Only	
70 OYP	6:00 ^{AM}	16.1	R CYPREMORE	120.2	12:10 ^{PM}		
21	6:06	12.0	8.1 FLORENCE	117.1	11:35 ^{AM}		
12	6:15	8.1	3.9 GLENGOUE	113.2	11:20		
Spur 6 East	6:24	3.9	4.2 CANELAND	109.0	11:00		
P	6:28	2.4	1.5 F. & A. JUNCTION	107.5	10:55		
BYP	6:45 ^{AM}	0.0	2.4 TO-R BALDWIN	105.1	10:45 ^{AM}	7:00AM-12:30PM 1:30PM-4:00PM	7:00AM-9:00AM
	406				405		
(0.45) 20.1		Time Over Subdivision		(1.25) 10.5		Average Speed per Hour	

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

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

Trains will stop on flag to detain or entrain revenue passengers at Choupique, Home Place and Rila.

EASTWARD		HOUMA SUBDIVISION		WESTWARD			
SECOND CLASS		Distance from Houma	TIME TABLE No. 90		Distance from Algiers	SECOND CLASS	
302			March 8, 1942			303	
Freight		STATIONS		Freight		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
Leave Daily Ex. Sunday				Arrive Daily Ex. Monday		Daily Except Sundays and Legal Holidays	
Arrive Daily Ex. Monday				Leave Daily Ex. Monday		Sundays and Legal Holidays Only	
24 Yard WTP	9:00 ^{PM}	0.0	R HOUMA	69.5	2:45 ^{AM}		
8 P	9:18 ^{PM}	7.0	7.0 CENTRAL	62.5	2:20		
184 BKWP Yard	12:15 ^{AM}	14.5	TO-R SCHRIEVER	55.0	2:00	Continuous	Continuous
YP	12:20	15.4	0.9 THIBODAUX JCT.	54.1	1:15		
P	12:35	18.6	R NAPOLEONVILLE JCT.	57.3	1:05		
P	12:40 ^{AM}	19.2	0.6 THIBODAUX	57.9	1:00 ^{AM}	9:00AM-11:59AM 12:00PM-5:00PM	Closed
		18.6	0.9 NAPOLEONVILLE JCT.	57.3			
30 P		27.5	8.9 LABADIEVILLE	66.2			
Y		35.8	8.3 ELM HALL JCT.	74.5			
WP		37.1	1.3 TO NAPOLEONVILLE	75.8		9:00AM-11:30AM 12:30PM-5:00PM	Closed
	302				303		
(3.40) 5.2		Time Over Subdivision		(1.45) 10.9		Average Speed per Hour	

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

EASTWARD		MILTON SUBDIVISION		WESTWARD			
SECOND CLASS		Distance from F. & A. Junction	TIME TABLE No. 90		Distance from Algiers	SECOND CLASS	
			March 8, 1942				
		STATIONS				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
				Arrive Daily		Daily Except Sundays and Legal Holidays	
				Leave Daily		Sundays and Legal Holidays Only	
Spur 11 East WTP		37.7	MILTON	145.2			
19 P		33.1	4.6 YOUNGVILLE	140.6			
19 P		28.5	4.6 LOZES	136.0			
Spur 7 West P Spur 6 East		24.3	4.2 CHARLOTTE	131.8			
		24.1	0.2 N.I.&N. CROSSING	131.6			
30 YP		20.5	8.4 DAVIDS	128.0			
15 WP		15.7	R (Midland Subdivision Crossing)	123.2			
Spur 142 West P		9.1	4.8 DUBOIN	116.6			
Spur 6 East F		6.1	3.0 PATOUTVILLE	113.6			
9		3.1	3.0 MARQUERITE	110.6			
P		0.0	3.1 JULIEN	107.5			
		2.4	8.1 F. & A. JUNCTION	105.1			
		2.4	2.4 BALDWIN	105.1			
		6.5	6.4 FRANKLIN	101.0			
YP		5.7	0.3 STERLING JCT.	101.8			
		7.2	1.5 I. St. M. & E. CROSSING	103.3			
		7.7	0.5 R STERLING	103.8			

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

EASTWARD			MIDLAND SUBDIVISION			WESTWARD			
SECOND CLASS			Distance from New Iberia	TIME TABLE No. 90 March 8, 1942	Distance from Algiers	SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
522	520	528				527	519	521	
Salt Mine Mixed	Salt Mine Mixed	Mixed				Mixed	Salt Mine Mixed	Salt Mine Mixed	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
STATIONS			STATIONS			STATIONS			
			80.5	C.R.I.&P. CONNECTION	206.1				
			80.3	L.E.&W. CROSSING	205.9				
			80.1	N.O.T.&M. CROSSING	205.7				
61 K W Y		8:30 AM	79.5	TO-R EUNICE	205.1	2:50 PM			
Spur 29 East		8:45	72.8	FREY	198.4	1:17			
18 P		9:00	67.0	IOTA	182.6	1:05			
Spur 16 West		9:15	60.2	EGAN	185.8	12:50			
96 W O Y P		10:00	56.3	TO MIDLAND	181.9	12:40			
12 P		10:10	52.8	MORSE	177.9	12:10 PM			
21		10:20	48.8	RICEVILLE	174.4	11:55 AM			
22		10:45	45.3	TO GUEYDAN	170.9	11:45			
26		11:15	37.7	MULVEY	163.3	11:15			
49 W		11:30	30.4	TO KAPLAN	156.0	11:00			
39		11:47 AM	21.9	ABBEVILLE SIDING	147.5	10:02			
14		12:20 PM	21.4	TO ABBEVILLE	147.0	10:00			
20		12:27	18.5	GROSSE ISLE	144.1	9:37			
31		1:05	15.0	TO (Erath Railway Crossing) ERATH	140.6	9:30			
15		1:16	12.8	DELCAMBRE	137.9	9:05			
16		1:20	10.8	BOB ACRES	136.4	9:01			
Spur 18 East		1:31	8.7	POUFETTE	134.3	8:55			
Spur 13 East		1:35	7.4	LEE	133.0	8:51			
13		1:45	5.9	RYNELLA	131.5	8:47			
			5.4	I.&V. JUNCTION	131.0				
11	1:45 PM	9:45 AM	9.7	SALT MINE	135.3	8:45 AM	1:15 PM		
30 Y P	2:00	10:00	1:50	I.&V. JUNCTION	131.0	8:44	8:20	12:48	
	2:05	10:05	1:55	R DAVIDS (Milton Subdivision Crossing)	180.4	8:42	8:15	12:45	
BKWOYF Yard	2:30 PM	10:20 AM	2:10 PM	N.I.&N. CROSSING	125.7				
	2:30 PM	10:20 AM	2:10 PM	TO-R NEW IBERIA	125.6	8:30 AM	8:00 AM	12:30 PM	
	522	520	528			527	519	521	

EASTWARD			PORT BARRE SUBDIVISION			WESTWARD 5		
SECOND CLASS			Distance from (via. Breaux Bridge)	TIME TABLE No. 90 March 8, 1942	Distance from (via. Cade)	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
604	602	601				603		
Mixed	Mixed	Mixed				Mixed		
Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
STATIONS			STATIONS			STATIONS		
			29.4	PORT BARRE	173.7			
			28.7	N.O.T.&M. CROSSING	173.0			
			27.7	N.I.&N. CROSSING	172.0			
			23.2	LEONVILLE	167.5			
			17.3	TO-R ARNAUDVILLE	161.6	8:45 PM		Closed
			12.8	DE CLOUET	157.1	8:22		
			9.9	GEOKO	154.2	8:10		
W Y			7.6	R BREAUX BRIDGE JCT. (Port Barre Subdivision Crossing)	151.9			
			8.2	TO BREAUX BRIDGE	151.3			Closed
			15.5	CLEON	158.6			
			14.9	LENORA	158.0			
			12.2	NINA (N.I.&N. CROSSING)	155.3			
			8.2	TO BREAUX BRIDGE	151.3	7:40		Closed
W Y			7.6	R BREAUX BRIDGE JCT. (Port Barre Subdivision Crossing)	151.9			
BKWOYF Yard	1:10 AM		0.0	TO-R LAFAYETTE	159.5	7:00 PM		Continuous
			8.2	TO BREAUX BRIDGE	151.3	12:10 AM		Closed
Spur 52 East		10:05	10.8	RUTH	148.7	11:53 PM		
16		10:09	11.7	AZEMA	147.8	11:50		
24		10:22	14.8	PARKS	144.7	11:40		
14 Y		10:50	20.9	R ST. MARTINVILLE JCT.	138.6	11:20		
W		10:55 PM	21.4	TO ST. MARTINVILLE	139.1	11:15 PM		Closed
14 Y			20.9	ST. MARTINVILLE JCT.	138.6			
			26.9	CADE	132.6			
Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
604	602			601	603			
(0.40) 12.3	(1.50) 13.3	Time Over Subdivision		(1.45) 9.9	(0.55) 13.3	Average Speed per Hour		

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.

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.

6 EASTWARD ALEXANDRIA SUBDIVISION WESTWARD

Length of riding in cars, location of ballast, water and fuel stations, standard time tables, ways and tele-phones.	SECOND CLASS		Distance from Lafayette	TIME TABLE No. 90 March 8, 1942		Distance from Algiers	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	834	Mixed		Arrive Daily	835		Mixed	Daily Except Sundays and Legal Holidays		
								Sundays and Legal Holidays Only		
Yard WOT	8:00AM	85.1	TO-R ALEXANDRIA 0.8	229.7	1:20PM	7:30AM-12:30PM 1:01PM-4:30PM	7:30AM-9:30AM			
	8:10AM	84.3	S. P. JUNCTION 7.1	228.9	1:15PM					

Time at S. P. Junction and Alexandria for information only. See T. & P. Railway Company's Current Time Table for Train Movements Between Cheneyville and S. P. Junction.

Via T. & P. Railway S. P. Junction to Cheneyville		76.8	MORELAND	221.2	Via T. & P. Railway Cheneyville to S. P. Junction	
100 YP	9:05AM	60.2	4.7 LAMORIE	216.5	12:20PM	8:15AM-12:30PM 1:30PM-5:15PM
85 P	9:20	55.5	3.4 LECOMPTE	213.1	12:05PM	
		68.5	2.0 MEEKER	211.1		
		66.5				
54 WP	9:30	51.8	TO-R CHENEYVILLE 4.7	204.8	11:50AM	
11 P	9:40	48.0	3.8 HAAS	200.1	11:28	
54 P	9:49	45.2	0.4 L. E. & W. CROSSING	196.8	11:15	
31 P	9:59	42.2	0.4 EOLA	196.4	10:59	
36 P	10:30	35.5	3.8 GOLD DUST	192.6	10:30	
36 WYP	10:50	27.8	3.0 BARBRECK	189.8	10:10	
		22.5	6.7 WHITEVILLE	186.8		
		22.1	7.7 GARLAND	180.1		
I		22.1	7.7 WASHINGTON	172.4		
WP	11:30	21.8	5.3 LANSOM	167.1		
75 P	20.6	20.6	0.4 O.G. & N.E. and N.O.T. & M. Crossings	166.7	9:50	8:30AM-1:00PM 12:00PM-5:00PM
34 P	11:50AM	13.2	0.3 TO OPELOUSAS	166.4	8:25	8:30AM-12:01PM 1:01PM-5:00PM
87 P	12:10PM	7.0	1.2 OPELOUSAS SIDING	165.2	7:50	8:30AM-12:01PM 1:01PM-5:00PM
80 P		3.5	7.4 TO SUNSET	157.8		
		0.7	6.2 TO CAENORO	151.6		
		0.4	3.5 MOUTON	148.1		
		0.0	2.8 PORT BARRE SUBDIVISION CROS.	145.3		
		0.0	0.3 B-R JUNCTION	145.0		
Yard BKWOTYP	12:30PM	0.0	0.4 TO-R LAFAYETTE	144.6	7:30AM	Continuous
	Arrive Daily				Leave Daily	
	834				835	

(4.30)Time Over Subdivision..... (5.50)
18.9Average Speed per Hour..... 14.5

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

EASTWARD DE RIDDER SUBDIVISION WESTWARD

Length of riding in cars, location of ballast, water and fuel stations, standard time tables, ways and tele-phones.	SECOND CLASS		Distance from Lake Charles	TIME TABLE No. 90 March 8, 1942		Distance from Algiers	FIRST CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	932	Mixed		904	G.C.&S.F. Passenger		902	G.C.&S.F. Passenger		Daily Except Sundays and Legal Holidays	
										Sundays and Legal Holidays Only	
Yard	6:00AM		0.0	LAKE CHARLES	218.8			12:01PM			
Yard BKWOTYP	6:08		0.8	TO-R LAKE CHARLES YARD	218.0			11:47AM	Continuous		
P	6:13		2.9	2.1 BRIDGE JUNCTION	220.1			11:42			
Spur 17 West	6:19		5.4	2.5 ARARAT	222.6			11:36			
18	6:31		10.6	5.2 GILLIS	227.8			11:24			
Spur 1 West	6:41		15.3	4.7 GAYTINE	232.5			11:14			
8	6:52		20.0	4.7 FULTON (N.O.T. & M. Crossing)	237.2			11:03	See Page 10		
21	7:10		27.0	7.0 LONGVILLE	244.2			10:45			
Spur 38 West	7:28		34.4	7.4 BANNISTER	251.6			10:27			
18	7:45		41.6	7.2 BON AMI	258.8			10:10			
				3.1 DE RIDDER JUNCTION (G.C.&S.F. Crossing)	261.9						
Yard BWYP	8:00AM		45.3	0.6 TO-R DE RIDDER	262.5			10:00AM	8:00AM-1:00PM 12:30PM-5:00PM		
	Arrive Daily							9:30AM			
	932							2:20PM			
								9:25AM			
								2:15PM			
								10:00AM			
	(2.0)	(0.5)	(0.5)Time Over Subdivision.....			(0.5)	(0.5)	(2.01)		
	22.6	7.2	7.2Average Speed per Hour.....			7.2	7.2	22.4		

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

EASTWARD LAKE ARTHUR SUBDIVISION WESTWARD

Length of riding in cars, location of ballast, water and fuel stations, standard time tables, ways and tele-phones.	SECOND CLASS		Distance from Mallard Jct.	TIME TABLE No. 90 March 8, 1942		Distance from Algiers	FIRST CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	P	Mixed		MALLARD JCT.	MO. P. CROSSING		CHALKLEY	Daily Except Sundays and Legal Holidays		
								Sundays and Legal Holidays Only		
P			0.0	MALLARD JCT.	215.3					
			3.1	3.1 MO. P. CROSSING	218.4					
Spur 8 West			6.9	3.8 CHALKLEY	222.2					
15			9.5	2.6 HOLMWOOD	224.8					
Spur 4 West			13.9	4.4 ROSSIGNOL	229.2					
Spur 8 West			16.0	2.1 BELL CITY	231.3					
17 P			18.7	2.7 HAYES	234.0					
W			19.9	1.2 SACALAIT	235.2					
16			22.7	2.3 NIBLETT	238.0					
17			26.1	3.4 THORNWELL	241.4					
17 WY			33.4	7.3 TO LAKE ARTHUR	248.7			8:00AM-12:01PM 1:01PM-5:00PM	Closed	

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

SPECIAL INSTRUCTIONS

ADDITIONAL FLAG STOPS TO
ENTRAIN OR DETRAIN REVENUE PASSENGERS

Train	At Stations	Entrain Passengers to or Beyond	Detrain Passengers 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
	Mormentau—on Monday only		Any station
6	Between Lake Charles and New Orleans		Houston

GENERAL

- 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.
- A train may arrive at a station in advance of its schedule arriving time.
- 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.
- Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
- Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.
- 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).
- Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling motor-car repairmen, water-service repairmen, operators of roadway machines, and any employees 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.
- 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 employees 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 employees, or pedestrians, or damage to property. Steam must not be blown from train line approaching or passing over street or highway crossings.
- 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.
- 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 Engine	
		Freight	Passenger
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, Cypremont 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	C-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
Lafayette and Cheneyville	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 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:

Manifest Trains—60 miles, except may run between Lake Charles Yard and Lafayette; Lafayette and Berwick; 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.
Algiers.....	Caller's office.
Avondale.....	Train-order office; Yard office; Yardmen's Locker Room; Enginehouse.
Raceland Junction.....	Train-order office.
Schriever.....	Train-order office.
Morgan City.....	Train-order office.
Baldwin.....	Train-order office.
New Iberia.....	Train-order office.
Lafayette.....	Train-order office; Enginehouse.
Lake Charles Yard.....	Train-order office.
DeRidder.....	Train-order office.
Houston.....	Train-order office, passenger station; Enginehouse, Hardy 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. Employees 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 yard 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 clearance and train orders at that point authorizing movement from East Bridge Junction.

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 Bridge Junction.

32. First-class trains may register at Avondale by register ticket, (Form 2642).

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, headlight must be dimmed.

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

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.

45. 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 class.

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 fuses 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	Garden City	115.2	Jeanerette
100.8	Franklin	120.7	Olivier
101.6	Franklin	124.0	I St M & E Crossing
104.9	Baldwin	125.4	New Iberia
105.5	Baldwin	126.2	New Iberia
108.6	Adeline	127.3	New Iberia
110.7	Sorrell	128.6	Segura
112.7	Albania	130.9	Burke
114.0	Jeanerette		

All crossovers are for backover movement.

SPECIAL INSTRUCTIONS

52. Spring switches are located as follows:
 Lafayette.....East switch, Refinery track No. 1, connecting with main track.
 Normal position for main track.
 Cade.....End double track, normal position for eastward track.
 Bayou Sale.....End double track, normal position for westward track.
 Avondale.....Switch at west end of yard connecting yard tracks with passenger main track, normal position for passenger main track.
 They are designated by two targets, one hexagon shape, painted white, bearing the letters "SS"; the other a standard red target.
 Trains and engines may trail through spring switches when normally set, but 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 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 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 end Avondale yard. Where reduction of speed over other spring switches is required it will be indicated by slow boards.
 53. Be governed by the following track restrictions and impaired clearances:
 Ellington.....Spur track is safe for engines and loaded cars up to cane derick, and only for empty cars beyond.
 TheriotSpur track must not be used by engines heavier than M-11 class beyond clearance point.
 Ewing.....Toups spur track must not be used by MK-5 class engines.
 Morgan City.....Track 6, or curve track, must not be used by engines heavier than M-11 class.
 Berwick.....Girders of highway bridge over Glenwild track will not clear man on top of box car.
 LagondaMust not be used by engines heavier than M-11 class beyond clearance point.
 ShadysideTracks, except wye, must not be used by M-9 class or heavier engines.
 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 C.Overhead conveyor over track extending between sugar refinery 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 class.
 New IberiaMK-5 class engines must not use house track back of freight station, and Bayou track, beyond the east end of freight platform.
 54. Normal position for Chauvin spur track on east leg of wye, Sterling Junction, is for spur track.
 55. Trains must not take water at Franklin except in emergency.

ECHO SUBDIVISION

60. First-class trains may register at Lake Charles Yard by register ticket, (Form 2642). Trains may be furnished by train order, (Form R), check of trains due at Lake Charles Yard, which are superior, that have arrived or left.
 61. Beaumont Subdivision main track, between Lake Charles Yard and Lake Charles, will be used jointly by trains of the Beaumont and DeRidder Subdivisions.
 62. The siding at West Yard is the first track south of main track, extending from cross-over switch at MP 147.5 to cross-over switch at MP 146.
 63. The siding at Crowley is No. 1 track, the first track south of the main track.
 64. The siding at Lake Charles Yard is the first track north of the main track, extending from crossover opposite train-order office to crossover in vicinity of Signals 2168—2169.
 66. Overlap post is located at West Yard, governing westward trains.
 67. Signal 1470 near Mile Post 147, governing eastward trains, is located to the left of main track.
 70. Engines heavier than M-4 class must not operate beyond clearance point on N. O. T. & M. interchange track at Crowley, and must not operate beyond Avenue H crossing on Horn track at Crowley.
 71. The following tracks must not be used by MK-5 class engines:
 Scott.....Lumber yard spur.
 Duson.....Barnett Gin spur.
 Rayne.....Louisiana State Rice Mill track opposite mill; T. & P. interchange track beyond first road crossing.
 Crowley.....Horn track; NOT&M interchange; Planters Warehouse spur.
 Estherwood.....West End House Track.
 Midland.....Mill track.
 Mermentau.....Wharf track.
 Jennings.....Spur track north of house track.
 Welsh.....Mutual Warehouse spur; Armstrong spur.
 Iowa.....Finley spur.
 Chloe.....Spur track beyond first warehouse.
 Lake Charles.....City yard tracks; West wye; Old Yard tracks 2, 3, 4 and 5.

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 crossings occupied.
 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 of car.
 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 baggage 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 Jet. and Milton must stop and protect by flag over crossing at Highway U. S. 90 near Mile Post 1. At night lighted fuses 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 required to stop for crossing.
 107. Spur tracks at Prevost and Patoutville must not be used by engines heavier than M-4 class.
 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 required 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 occupied.
 116. The following structures will not clear man on top or side of car:
 Abbeville.....Warehouse over rear end of sugar loading track at Vermilion Refinery.
 Eunice.....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.
 121. 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 without 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.
 141. 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 of car.
 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.
 146. 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 DeRidder.
 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 flooring plant track at ReRidder will not clear man on side or top of car.

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	5280	6000
A- 1	273 to 277		3450	M- 9	550 to 556	5280	6000
T-24	307-314-319-323-333		3290	M-11	560 to 565	5280	6000
T-25	353-358-359-360-361		3600	C- 8	800 to 807		7500
T-25	364	3150	3600	C- 9	808 to 850		7500
T-27	377 to 379-383 to 386	3520	4020	T-28	388 to 399	5280	6000
M- 4	410 to 413-415 to 417-419 to 433-435-436-438-439-441 to 448-450-452-454-455-457 to 459			MK-5	738 to 794	7920	9000
M-20	481	4270	4850	C-24	891		5670
		3640	4140				

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

PASSENGER ENGINES

Numbers	Class
700-707	GS- 1
650-652	P-14
681-683	P-13
622-630	P- 9
610-621	P- 6
600-609	P- 5
388-390	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.
 Wm. Frantz & Co., New Orleans.
 F. P. Schoene, Algiers.
 Moses George, Thibodaux.
 R. O. Besse, Sr., Morgan City.
 J. Popkin, Franklin.
 Geo. H. Riviere, New Iberia.
 P. Krauss, Inc., Lafayette.
 Mr. Fred Jessup, Lake Charles.
 C. S. Carstens, Alexandria.
 Pecot and Verges, Jewelers, Eunice.
 J. F. Champion's Jewelry Store, DeRidder.

SIGNAL MAINTAINERS

Location	From Mile Post	To Mile Post
Boutte.....	7.5	28.8
Raceland Jct.....	28.8	53.2
Schiever.....	53.2	79.2
Morgan City.....	79.2	95.3
Franklin.....	95.3	108.6
New Iberia.....	108.6	125.8
Lafayette.....	125.8	144.9
Crowley.....	144.9	172.9
Jennings.....	172.9	202.2
Lake Charles.....	202.2	222.0
Vinton.....	222.0	250.0

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.

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "

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

COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
Houston	Dr. Judson L. Taylor	Chief Surgeon	Franklin	Dr. A. O. Kappel	Local Surgeon	Lafayette	Dr. L. B. Long	Oculist and Aurist	Opelousas	Dr. Wm. C. Littell	Local Surgeon
Houston	Dr. J. R. Gandy	Asst. Chief Surgeon	Gretna	Dr. Chas. F. Gelbke	Examining Surgeon	Lockport	Dr. Guy R. Jones	Local Surgeon	Opelousas	Dr. E. J. Petitjean	Local Oculist and Aurist
Abbeville	Dr. A. A. Comeaux	Examining Surgeon	Gretna	Dr. Carrol F. Gelbke	Examining Surgeon	Morgan City	Dr. A. J. Fortinberry	Local Surgeon	Opelousas	Dr. G. D. Rackley	Local Surgeon
Alexandria	Dr. R. E. McGill	Local Surgeon	Guerdan	Dr. G. L. Gardiner	Local Surgeon	Morgan City	Dr. Russell Brownell	Local Surgeon	Paradis	Dr. D. J. Geraci	Local Surgeon
Algiers	Dr. E. B. Gill	Local Surgeon	Hannah	Dr. J. S. Kopfer	Local Surgeon	Nazcoeville	Dr. Chas. S. Roger	Local Surgeon	Patterson	Dr. G. G. Aycock	Local Surgeon
Algiers	Dr. Carroll F. Gelbke	Examining Surgeon	Houma	Dr. H. P. St. Martin	Local Surgeon	New Iberia	Dr. C. C. DeGravelles	Examining Surgeon	Raceland	Dr. T. B. Ayo	Local Surgeon
Baton Rouge	Dr. James J. Robert	Local Surgeon	Houma	Dr. T. I. St. Martin	Local Surgeon	New Iberia	Dr. H. J. Dauterive	Local Surgeon	Raceland	Dr. E. C. Webb	Local Surgeon
Berwick	Dr. J. C. Berwick	Local Surgeon	Iota	Dr. Chas. D. Brunt	Local Surgeon	New Iberia	Dr. L. E. Crawford	Local Surgeon	St. Martinville	Dr. F. H. Fleming	Local Surgeon
Breaux Bridge	Dr. S. D. Yonque	Local Surgeon	Jeanerette	Dr. F. P. Perrett	Local Surgeon	New Iberia	Dr. P. A. LeBourgeois	Eye, Ear, Nose and Throat Specialist	Sulphur	Dr. A. H. Lafargue	Local Surgeon
Bunkie	Dr. Adrian B. Cairns	Local Surgeon	Jeanerette	Dr. L. N. Villien	Local Surgeon	New Iberia	Dr. J. D. Martin	Local Surgeon	Sulphur	Dr. E. B. Marshall	Local Surgeon
Carcenero	Dr. E. E. Guilbeau	Local Surgeon	Jennings	Dr. R. S. Kramer	Local Surgeon	New Orleans	Dr. W. P. Bradburn	Examining Surgeon	Sunset	Dr. L. A. Guldry	Local Surgeon
Cheneville	Dr. Adrian B. Cairns	Local Surgeon	Jennings	Dr. F. W. Harvell	Local Surgeon	New Orleans	Dr. Mulr Bradburn	Examining Surgeon	Thibodaux	Dr. F. T. Beatrous	Oculist
Crowley	Dr. J. W. Faulk	Local Surgeon	Kaplan	Dr. Leo Saporito	Local Surgeon	New Orleans	Dr. Ralph J. Christman	Examining Surgeon	Thibodaux	Dr. Chas. F. Barker	Local Surgeon
Crowley	Dr. H. L. Gardiner	Local Surgeon	Lake Arthur	Dr. W. C. Heinen	Local Surgeon	New Orleans	Dr. Ernest Celli	Examining Surgeon	Vinton	Dr. Wm. F. Brooks	Local Surgeon
Crowley	Dr. A. B. Cross	Local Oculist	Lake Charles	Dr. T. H. Watkins	Examining Surgeon	New Orleans	Dr. W. R. Brewster	Examining Surgeon	Washington	Dr. Geo. Azar	Local Surgeon
Crowley	Dr. Bansom A. Nockton, Jr.	Local Surgeon	Lake Charles	Dr. H. B. White	Local Surgeon	New Orleans	Dr. J. F. Dunn	Local Surgeon	Weeks	Dr. W. M. Morgan	Local Surgeon
DeRidder	Dr. S. T. Roberts	Local Surgeon	Lake Charles	Dr. O. W. Moss	Local Oculist	New Orleans	Dr. O. V. Ferrier	Local Surgeon	Welsh	Dr. E. E. Arceaux	Local Surgeon
Duson	Dr. R. Sidney Hernandez	Local Surgeon	Lafayette	Dr. Walter Moss	Local Surgeon	New Orleans	Dr. Joseph T. Scott, Jr.	Local Surgeon	Youngsville	Dr. R. K. Comeaux	Local Surgeon
Eola	Dr. Adrian B. Cairns	Local Surgeon	Lafayette	Dr. W. J. Yonque	Division Surgeon	New Orleans	Dr. Victor C. Smith	Division Oculist			
Eunice	Dr. Harry Jenkins	Local Surgeon	Lafayette	Dr. J. O. Dunon	Examining Surgeon	New Orleans	Dr. C. A. Bahn	Division Oculist			
Erath	Dr. L. M. Boudreaux	Local Surgeon	Lafayette	Dr. Henry Voorhies	Examining Surgeon	New Orleans	Dr. W. B. Clark	Division Oculist			
Franklin	Dr. C. M. Horton	Local Surgeon	Lafayette	Dr. J. Borin Montgomery	Local Surgeon	New Orleans	Dr. S. M. Blackshear	Division Aurist			
			Lafayette	Dr. Paul Kurzweg	Local Surgeon						

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

Emergency Hospitals—
 Touros 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 Employees 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

E. Hodges,
Assistant Superintendent, Lafayette

F. W. Hopkins,
Assistant Superintendent, New Orleans

R. F. Williams,
Trainmaster, Lafayette

E. W. Torian,
Trainmaster, Lafayette

R. F. Wills,
Trainmaster, New Orleans

E. T. Barry,
Traveling Engineer, Lafayette

E. V. Chauvin,
Chief Train Dispatcher, Lafayette

O. B. Brupbacher,
Chief Train Dispatcher, Lafayette

Traveling Engineer will exercise duties of Trainmaster when on line.

