

**LAKE CHARLES & NORTHERN RAILROAD Co.**

**LOUISIANA & PACIFIC RAILWAY Co.**

**14**  
**EMPLOYEES' TIME TABLE**  
**Effective Sunday, May 7th, 1916,**  
**12:01 A. M. "Central Time"**

For the Government and Information of Employes only, and not intended for use of the public  
These Companies reserve the right to vary from this Time Table at pleasure.

**L. H. CECIL,**  
Superintendent L. C. & N. R. R.  
General Superintendent L. & P. Ry.

**F. BUHLER,**  
Chief Dispatcher.

## SPECIAL RULES.

Clock in the Dispatcher's Office, DeRidder, is the Standard.

### SIGNS AND CHARACTERS

P—Telegraphone.  
W—Water Station.  
C—Fuel Station.

DN—Day and Night Telegraph Office.  
D—Day Telegraph Office.  
Y—Wye Track.

O—Track Scales.  
S—Regular Stop.  
F—Flag Stop.

Speed of passenger trains must not exceed thirty (30) miles per hour, and freight trains fifteen (15) miles per hour.

All trains must come to a full stop before crossing Calcasieu River Draw Bridge, and not proceed until Signaled by Bridge Tender.

At all railroad crossings, flagman must be sent ahead, and trains must not proceed until the way is known to be clear.

### WARNINGS.

All employes are hereby notified that it is dangerous to stand erect upon or to be on side of cars, while passing over, through or under the following structures:

DE RIDDER.—Conveyor between burner and Saw Mill, Hudson River Lbr. Co.

BRIDGE JUNCTION.—Over Head Draw Bridge, Calcasieu River.

All trains must register at stations shown in full-faced type. Sweetville is registering station for Nos. 2, 35 and 36 only. C. C. Junction is registering station for No. 2—No. 61 and No. 62 only.

A book of rules dated Nov. 1st, 1911, must be in the hands of all employes of the Operating Department.

Before going on duty, all employes connected with the movement of trains, must examine bulletin books in which special orders are published.

Engines backing up, with or without cars, must not exceed speed of ten (10) miles per hour.

All trains must not exceed speed of six (6) miles per hour over Calcasieu River Draw Bridge, located at Mile Post 3.2.

Bulletin books are located as follows: De Ridder, Agent's Office and Round House; Goosport, Agent's Office and Round House; L. W. Jct., Telegraph Office.

Trainmen of the Lake Charles & Northern R. R. Co., must be governed by the current time-table and rules and regulations of the Louisiana Western R. R. Co., and are subject to the orders of the officers of the Louisiana Western R. R. Co., between L. W. Junction and Lake Charles passenger station.

Trainmen of the Lake Charles & Northern R. R. Co., must be governed by the current time-table and rules and regulations of the Gulf Colorado & Santa Fe Ry. Co., and are subject to the orders of the officers of the Gulf Colorado & Santa Fe Ry. Co., between De Ridder and Nitram.

Trainmen of the Gulf Colorado & Santa Fe Ry. Co., must be governed by the current time-table and the rules and regulations of the Lake Charles & Northern Railroad Co., and are subject to the orders of the officers of the Lake Charles & Northern Railroad Co., between De Ridder Jct. and De Ridder.

### LIST OF COMPANY SURGEONS

Dr. J. D. Toy, Surgeon, DeRidder, La., L. & P. Ry.

Dr. S. O. Turner, Surgeon, DeRidder, La., L. C. & N. R. R.

Dr. J. C. Miller, Surgeon, Bon Ami, La.

Dr. M. F. Baxter, Surgeon, Longville, La.

Dr. T. H. Watkins, Surgeon, Lake Charles, La.

SOUTHWARD—De Ridder and Lake Charles.—NORTHWARD

Length of Sidings in feet, Location of Scales, Water, Fuel and Turning Stations.	Time Table No. 14.										Station Numbers	Distance from Lake Charles	FIRST CLASS			SECOND CLASS				THIRD CLASS	Length of Sidings in feet, Location of Scales, Water, Fuel and Turning Stations.			
	May 7th, 1916.												71	71.5	2	4	8	14	16	32		34	36	62
	61	35	33	31	15	11	5	3	1	Distance from Fullerton					L. C. & N. Passenger	L. C. & N. Passenger	Santa Fe No. 292 Passenger	Santa Fe No. 296 Freight	L. C. & N. Local Freight	L. C. & N. Local Freight		L. C. & N. Local Freight	L. C. & N. Local Freight	L. C. & N. Local Freight
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
	7.15 PM	11.45 AM							0.0															
									2.3															
Yard Y									6.4													Yard Y		
Yard W									8.7													Yard W		
									9.2															
									13.6															
3,200									15.2													3,200		
3,200									21.0													3,200		
									22.0													1,200		
					10.55 AM	11.45 AM	10.30 AM	3.50 PM	7.20 AM	25.5														
WCYOP Yard			8.00 AM	1.00 PM	11.00 AM	11.50 AM 12.50 PM	10.35	3.55 PM 4.00	7.25 AM 7.30	26.1	D	45	45.4	6.05 PM 5.50	10.30 AM 10.15	3.30 PM 3.20	11.10 AM 10.15	7.20 AM	11.59 AM	2.45 PM		WCYOP Yard		
						12.55 PM	10.40 AM			26.7														
Yard WOP			8.15 AM 9.10	1.15						29.8	D	42	41.7	5.40	10.04			11.40	2.25			WOP Yard		
Yard P	5.00 AM		9.25	1.28				4.21	7.51	38.1		39	38.4	5.29	9.55			11.28	2.03		9.25 AM	Yard P		
2,000 P	5.25		9.46	1.45				4.30	8.00	37.5		34	34.0	5.19	9.46			11.10	1.45		9.03	2,000 P		
Yard Y	5.35	5.00 AM	9.56	1.55				4.37	8.05	39.7		32	31.8	5.13	9.40			11.00	1.20		11.18 AM	8.55	Yard PY	
400	5.45	5.10	10.06	2.05				4.42	8.10	42.2		29	29.3	5.07	9.33			10.50	1.10		11.08	8.45	400	
										43.9														
Yard WP	6.00	5.35	10.15 AM 12.30 PM	2.25				4.53	8.20	44.5	D	27	27.0	5.00	9.27			10.40	1.00 12.01 PM		10.58	8.35	Yard WP	
Yard Y	6.05 AM							4.55		45.5		26	26.0	4.55								8.30 AM	Yard Y	
Yard P		5.55	12.50	2.45				5.05	8.32	49.4		22	22.1	4.43	9.10			10.15	1.40 AM		10.38		Yard P	
										51.5														
Yard WYOP		6.04	1.00 1.30	2.54				5.13	8.40	51.5	D	20	20.0	4.37	9.05			10.00	1.30 11.00		10.30		Yard WYOP	
2,500		6.24	1.50	3.13				5.23	8.52	56.3		15	15.2	4.23	8.52			9.25	1.40		10.11		2,500	
300		6.32	1.58	3.20				5.28	8.56	58.1		14	13.4	4.19	8.47			9.15	1.30		10.06		300	
2,000 P		6.45	2.10	3.32				5.35	9.03	61.1		11	10.4	4.13	8.40			9.03	1.18		9.54		2,000 P	
300		6.55	2.20	3.42				5.42	9.09	63.5		8	8.0	4.06	8.32			8.51	1.01		9.44		300	
2,500		7.08	2.32	4.00				5.48	9.15	66.2		5	5.3	4.00	8.26			8.40	9.50		9.32		2,500	
P		7.25	2.50	4.45				5.56	9.22	68.6		3	2.9	3.54	8.20			8.30	9.40		9.22		P	
CWYP Yard		7.30 AM	3.00 PM								D	0									9.30 AM	9.15 AM	CWYP Yard	
CWYO				5.00 PM				6.05	9.30	70.4	DN	1	1.1	3.48	8.13						8.20 AM		CWYO	
Yard								6.10 PM	9.35 AM	71.5		0	0.0	3.45 PM	8.10 AM								Yard	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		

Time Over District	3.30	3.35	.15	1.05	.05	3.39	5.15	2.03	.55
Average Speed per Hour	20.4	20.0		12.4	8.5	14.6	13.5		

Southward Trains are Superior to Trains of the Same Class in the Opposite Direction.  
EXCEPTIONS—No. 32 is Superior to Nos. 31 33, and 35.

Newton, Mile Post 6.1 and Fayette, Mile Post 23.3 are flag stops for Nos. 1, 2, 3, 4, 33 and 34.

