

TIME IS IMPORTANT
Take TIME To Be SAFE

ASSISTANT SUPERINTENDENT

C. W. RUSH Lafayette

TRAINMASTERS

C. T. STRONG Beaumont
 C. N. McMURREY Lake Charles
 W. HEFFNER Lafayette
 W. P. FAUCHEUX New Orleans

ASSISTANT TRAINMASTERS

W. F. LANFORD Baytown
 E. V. ARNOLD Beaumont
 R. L. NOBLES New Orleans

ROAD FOREMEN OF ENGINES

L. G. SMITH Beaumont
 F. V. LANDRY Lafayette

SENIOR CHIEF TRAIN DISPATCHER

L. F. McCLARD Houston

CHIEF TRAIN DISPATCHER

W. R. WHITTINGTON Houston

TERMINAL SUPERINTENDENT

L. L. PHIPPS New Orleans

J. A. CHIHAL Amtrak
 Train Service San Antonio

R. S. HUTCHESON Amtrak
 Engine Service San Antonio

RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foreman's Response

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP _____ AND MP _____ S.P. TRAIN ORDER NO. _____. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT _____ M.P.H."

Engineer's Response

"THIS IS ENGINEER S.P. TRAIN _____. I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. _____ BETWEEN MP _____ AND MP _____ AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows: S.P. TRAIN NO. _____, O.K. ON ORDER NO. _____

SOUTHERN PACIFIC TRANSPORTATION COMPANY



LAFAYETTE DIVISION TIMETABLE 123

EFFECTIVE SUNDAY, JUNE 11, 1972

AT 12:01 A. M.

CENTRAL STANDARD TIME

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

D. R. KIRK,
General Manager.

**C. H. NELSON,
 J. D. RAMSEY,
 L. R. SMITH,**
Assistant General Managers.

J. J. WILLIS,
*General Superintendent of
 Transportation.*

D. J. BROWN,
*Assistant General Superintendent of
 Transportation.*

E. F. WINTERROWD,
Superintendent.

EASTWARD

WESTWARD

THIRD CLASS		SECOND CLASS			FIRST CLASS	Mile Post Location
68	58	48	244	242	2	
Local Freight	Local Freight	Freight	Freight	Freight	Psg.	
Lv. Mon. Wed., Fri.	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Lv. Sun., Tues., Thur.	
					AM 10.35	1.1
AM 7.00		PM 5.30	AM 11.30	AM 4.30		357.4
7.10		5.35	11.40	4.40	10.49	356.8
7.59		5.45	11.55	4.55	10.58	349.9
8.45		5.51	12.05	5.05	11.02	345.4
9.01		5.57	12.15	5.15	11.07	340.7
10.10		6.15	12.45	5.40	11.21	326.8
10.25		6.22	12.55	5.47	11.28	320.8
10.40		6.26	1.01	5.52	11.31	317.6
10.58		6.32	1.11	6.01	11.35	313.4
11.25		6.40	1.17	6.10	11.40	308.3
AM 11.49		6.52	1.30	6.24	11.49	297.9
PM 12.47		6.57	1.37	6.31	11.54	293.0
1.15		7.17	1.59	7.05	12.20	280.2
		7.50	2.25	7.25	12.34	277.0
		7.59	2.35	7.34	12.40	271.7
		8.20	2.55	7.59	12.53	257.9
		8.23	2.58	8.02	12.56	256.6
		8.35	3.15	8.10	1.02	251.4
		8.49	3.35	8.25	1.12	241.7
		8.56	3.45	8.35	1.17	236.5
		9.02	3.54	8.45	1.22	230.7
		9.14	4.10	8.59	1.31	222.8
					1.45	218.8
AM 6.00		9.45	4.40	9.45	1.50	217.2
						215.3
		6.20	9.59	5.00	10.10	207.2
		6.44	10.06	5.09	10.18	201.4
		7.00	10.14	5.19	10.28	195.3
		7.10	10.20	5.25	10.35	191.4
		7.30	10.30	5.45	10.45	185.2
		7.50	10.40	5.55	10.55	180.1
		8.23	10.49	6.05	11.03	174.8
		8.59	11.02	6.20	11.15	166.5
		9.26	11.05	6.25	11.19	164.9
		9.56	11.23	6.35	11.27	160.0
		10.11	11.30	6.45	11.35	155.1
		10.20	11.37	6.55	11.42	149.7
		10.35	11.50	7.10	11.59	147.1
Ar. Mon. Wed., Fri.	Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun., Tues., Thur.	
68	58	48	244	242	2	

Mile Post Location

STATIONS
FACILITIES AND LENGTH OF SIDINGS IN FEET

APB	R	HOUSTON	BKPQ
TO-R	ENGLWOOD	5.0	BKIYPQ
TO-R	TOWER 87	0.6	IPQ
	FAUNA	8.9	IP
Yd Lmts	SHELDON	4.5	P
	CROSBY	4.7	P
Yd Lmts	DAYTON	13.9	IPQ
Yd Lmts	LIBERTY	6.0	P
	AMES	3.2	P
	RAYWOOD	4.2	P
TO	DEVERS	5.1	P
	NOME	10.4	P
	CHINA	4.9	P
Yd Lmts	BEAUMONT	12.8	BKIYPQ
	TOWER 31	3.2	IP
	CONNELL	5.3	IP
Yd Lmts	ORANGE SIDING	13.8	P
TO	ORANGE	1.4	BP
Yd Lmts	ECHO	5.2	BKPQ
	VINTON	9.7	P
	EDGERLY	5.2	P
	BRIMSTONE	5.8	P
Yd Lmts	LOCKMOOR	7.9	IP
	LAKE CHARLES	4.0	IP
Yd Lmts	LAKE CHARLES YD.	1.6	BKIYPQ
	MALLARD JCT.	2.4	P
	IOWA	8.1	3501
	LACASSINE	5.8	2090
	WELSH	6.1	1570
	ROANOKE	3.9	9947
Yd Lmts	JENNINGS	6.2	PQ
TO	MERMENTAU	5.1	P
Yd Lmts	MIDLAND	5.3	YP
TO	CROWLEY	8.3	IP
Yd Lmts	CROWLEY SIDING	1.6	P
TO	RAYNE	4.9	P
	DUSON	4.9	P
	SCOTT	5.4	P
Yd Lmts	LAFAYETTE YARD	2.6	BKIYPQ
	(215.9)		

ADDITIONAL STATIONS
See Page 3

Station Number

FIRST CLASS	SECOND CLASS			THIRD CLASS	
1	243	241	47	57	69
Psg.	Freight	Freight	Freight	Local Freight	Local Freight
Ar. Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.	Ar. Tues., Thur., Sat.
PM 9.25					
76102					
76100	AM 8.30	PM 2.30	AM 5.30		AM 11.25
79007	8.57	8.10	2.15	5.10	11.10
79014	8.47	7.59	2.03	4.55	10.58
79018	8.40	7.53	1.56	4.46	10.30
79024	8.33	7.45	1.49	4.40	10.01
79039	8.23	7.25	1.30	4.20	9.40
79207	8.15	7.13	1.21	4.11	8.40
79211	8.10	7.08	1.17	4.05	8.25
79216	8.04	7.02	1.11	3.59	8.15
79221	7.57	6.55	1.05	3.52	8.05
79232	7.43	6.40	12.53	3.37	7.50
79239	7.36	6.31	12.47	3.30	7.35
79250	s 7.17	6.05	12.20	3.10	7.10
79505	7.04	5.47	12.04	2.28	
79507	6.58	5.40	11.57	2.20	
79523	6.44	5.23	11.39	2.02	
79530	6.41	5.20	11.35	1.59	
90000	6.32	5.10	11.25	1.50	
90021	6.22	4.57	11.10	1.34	
90027	6.17	4.50	11.03	1.27	
90034	6.11	4.42	10.55	1.20	
90045	6.03	4.30	10.40	1.08	
90200	s 5.58				
90250	5.45	4.20	10.30	12.58	AM 10.55
90410					
90611	5.32	4.03	10.10	12.37	10.35
90617	5.26	3.55	9.55	12.29	10.18
90624	5.19	3.45	9.44	12.20	10.01
90631	5.14	3.40	9.38	12.14	9.38
90637	5.06	3.28	9.30	12.05	9.20
90642	4.59	3.20	9.20	11.57	8.35
91000	4.53	3.12	9.13	11.50	8.23
91320	4.44	3.01	8.59	11.37	7.38
91340	4.41	2.59	8.54	11.34	7.15
91345	4.36	2.50	8.44	11.23	6.55
91351	4.31	2.43	8.36	11.16	6.35
91358	4.25	2.36	8.30	11.10	6.27
91362	4.22	2.30	8.20	11.00	6.10
	PM	AM	AM	PM	AM
	Lv. Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Lv. Tues., Thur., Sat.
1	243	241	47	57	69

EASTWARD		Mile Post Location	BAYTOWN BRANCH		Station Number	WESTWARD		Mile Post Location	SABINE BRANCH		Station Number	Distance
THIRD CLASS			STATIONS			SECOND CLASS			STATIONS			
190 Freight			FACILITIES AND LENGTH OF SIDINGS IN FEET			189 Freight			FACILITIES AND LENGTH OF SIDINGS IN FEET			
PM 8.00	22.2	Yd Lmts TO-R	BAYTOWN	BKYPQ	79130	PM 7.30		Yd Lmts TO-R	BEAUMONT	BKIYPQ 11800	79250	18.5
8.30	18.0	Yd Lmts R	ELDON		79118	6.45	280.2	Yd Lmts TO-R	BEAUMONT	18.5 PY	79360	0.0
9.45 PM	0.0	Yd Lmts TO-R	DAYTON	BKIYPQ 13130	79039	5.15 PM	12.7	Yd Lmts TO-R	WEST PORT ARTHUR			
Ar. Daily Ex. Sat.			(22.2)			Lv. Daily Ex. Sat.			(18.5)			
190						189						

EASTWARD			Mile Post Location	ROCKLAND BRANCH		Station Number	WESTWARD		
THIRD CLASS				STATIONS			THIRD CLASS		
102 A & NR Freight				FACILITIES AND LENGTH OF SIDINGS IN FEET			159 Local Freight		
AM 8.45	AM 6.00	118.2	Yd Lmts TO-R	LUFKIN	BKIYPQ	78200	AM 11.20	AM 11.55	
8.55	6.10	120.1	Yd Lmts R	PROSSER	IP	78404	11.10	11.45	
9.20	6.20		Yd Lmts R	HERTY		79490	10.55	11.35	
9.35 AM	6.30	132.1	Yd Lmts R	DUNAGAN		79487	9.45 AM	11.10	
	10.30	54.6	TO	KOUNTZE		79430		7.15	
	11.00 AM	40.1		LOEB JCT.	P	79412		6.40 AM	

See AT&SF Railway Company Current Timetable, Special Instructions and rules for train movements between Santa Fe Jct. and Loeb Jct.

	AM 11.30	30.5	Yd Lmts TO-R	SANTA FE JCT.		79405	AM 6.05	
	12.15 PM	280.2	Yd Lmts TO-R	BEAUMONT	BKIYPQ 11800	79250	6.00 AM	
Arrive Daily	Ar. Tues., Thur., Sat.			(110.7)			Lv. Mon., Wed., Fri.	
102							159	

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
Lafayette Line			
33-E	P 353.2	Dawes	79010
41	P 303.3	Felicia (spur)	79226
17	P 265.5	Amelia	79245
114	P 263.0	Bobsher	79514
23-E	P 258.8	Tulane	79517
11-E	P 231.5	Francis (spur)	79521
38	P 228.4	Stegall (spur)	90032
20	IP 220.9	Sulphur	90037
50	P 213.0	West Lake	90050
24	P 172.6	Chloe	90605
41	P 171.9	Estherwood	91305
		Tortue	91310
Baytown Branch			
18	13.0	Mont Belvieu	79115
	5.23	East Baytown	79119

NOTE: East Baytown is station on Cedar Point Industrial Spur.

Sabine Branch			
P	25.5	Guffey	79305
	25.5	Chaison	79320
6-W	23.9	Gladys (spur)	79342
15-E	21.3	Viterbo (spur)	79347
11-E	16.0	Port Acres (spur)	79351
73-W	14.0	Williams (spur)	79354
Yd. Limits	P 3.1	Port Arthur	79380

NOTE: Chaison is on spur track 3.3 miles from Guffey.

Rockland Branch			
W	129.3	Buck Creek (spur)	79484
23	126.9	Huntington	79482
39	114.3	Zavalla	79478
33	109.2	Dolan	79475
10-W	105.8	Martin (spur)	79473
17	94.1	Colmesneil	79466
8-W	87.6	Doucette (spur)	79463
24	84.6	Woodville	79461
12-W	76.9	Hillister (spur)	79457
15	72.7	Warren	79454
17-W	64.8	Village Mills (spur)	79450

DeRidder Branch			
Yard Limits	43.7	DeRidder Jct.	90363
10-E	25.8	Longville (spur)	90347
8	I 18.2	Fulton	90330
18	9.5	Gillis	90316
3-E	7.0	Belfield (spur)	90313
4-W	4.5	Ararat (spur)	90309

Lake Arthur Branch			
Yard Limits	P 215.3	Mallard Jct.	90410
E Yard Limits	4.1	Harbor (spur)	90510
22	9.5	Holmwood	90515
9-W	16.1	Bell City (spur)	90525
17	18.7	Hayes	90528
16-W	22.7	Niblett (spur)	90533
20-E	26.4	Thornwell (spur)	90538

EASTWARD		Mile Post Location	DE RIDDER BRANCH		Station Number	WESTWARD	
THIRD CLASS			STATIONS			THIRD CLASS	
44.3		Yard Limits	DE RIDDER		90370	45.6	
217.2		Yd Lmts TO-R	LAKE CHARLES YARD	BKIYPQ 11400	90250	0.0	
			(45.6)				
		LAKE ARTHUR BRANCH					
217.2		Yard Limits TO-R	LAKE CHARLES YARD	BKIYPQ 11400	90250	35.3	
33.4			LAKE ARTHUR		90545	0.0	
			(35.3)				

EASTWARD		Mile Post Location	MIDLAND BRANCH		Station Number	WESTWARD	
THIRD CLASS	SECOND CLASS		STATIONS			SECOND CLASS	
520 Freight	528 Local Freight		FACILITIES AND LENGTH OF SIDINGS IN FEET			519 Freight	527 Local Freight
Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.					Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.
	AM 8.30	79.4	Yd Lmts TO-R	EUNICE BYP	91230		PM 1.50
	8.56	67.0		12.4 IOTA 750	91213		12.05 PM
	10.00	56.4	Yd Lmts TO	10.6 MIDLAND 4420	91000		11.40 AM
	10.55	45.3	TO	11.1 GUEYDAN 800 P	91112		10.55
	11.26	30.0	Yd Lmts	15.3 KAPLAN 2050 P	91127		10.16
	AM 11.40	21.5	Yd Lmts TO	8.5 ABBEVILLE 1600 P	91138		9.44
	PM 12.10	14.9		6.6 ERATH 1000 P	91152		9.19
AM 10.00	12.37	5.4	Yard Limits	9.5 R I. & V JUNCTION	91906	AM 6.20	8.46
		4.8		0.6 DAVIDS Y	91904		
10.20	1.10	0.0	Yard Limits	4.8 NEW IBERIA BKYP	91840	6.05	8.35
10.25 AM	1.15 PM	126.1		0.5 TO-R WEST TOWER IPQ 6633	91821	6.00 AM	8.30 AM
Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.			(79.9)		Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.
520	528					519	527

EASTWARD	YOUNGVILLE BRANCH	Station Number	WESTWARD
Mile Post Location	STATIONS		Distance
FACILITIES AND LENGTH OF SIDINGS IN FEET			
33.1	YOUNGVILLE	91935	14.7
	12.6 DAVIDS	91904	2.1
20.5	2.1 PESSON	91917	0.0
18.4	(14.7)		

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
Midland Branch			
27-E	78.3	Celer	91228
60.1	60.1	Egan (spur)	91205
8-W	52.4	Morse (spur)	91105
10-E	26.5	Nunes (spur)	91131
15	20.0	Youngs	91141
19	18.3	Grosse Isle	91145
23-E	15.9	West Erath (spur)	91149
14	12.2	Delcambre	91158
Salt Mine Branch			
8	9.4	Avery	91912
15-W	9.1	McIlhenny (spur)	91910
15	6.2	Emma	91908
15-E	2.1	Brannon (spur)	91902
Youngsville Branch			
17-E	28.5	Lozes (spur)	91928
1-E	24.2	Charlotte (spur)	91924

EASTWARD	SALT MINE BRANCH	Station Number	WESTWARD
Mile Post Location	STATIONS		Distance
FACILITIES AND LENGTH OF SIDINGS IN FEET			
5.4	I & V JUNCTION	91906	0.0
	4.4 SALT MINE	91914	4.4
9.8	(4.4)		

EASTWARD						Mile Post Location	STATIONS	Station Number	WESTWARD					
THIRD CLASS	SECOND CLASS			FIRST CLASS	Psgr.				FIRST CLASS	SECOND CLASS			THIRD CLASS	
56	240	244	242	48					2	1	241	47	239	243
Local Freight	Freight	Freight	Freight	Freight	Psgr.	Ar. Mon., Wed., Fri.	Ar. Mon., Wed., Fri.	Freight	Freight	Freight	Freight	Local Freight		
Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun., Tues., Thur.			Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	
AM 6.00	PM 8.30	PM 8.10	PM 12.30	AM 12.30	PM 3.05	147.1	TO-R LAFAYETTE YARD 2.6 BKYPQ 2885	91362	PM 4.22	AM 8.00	PM 10.10	PM 11.40	AM 1.30	AM 10.55
6.10	8.40	8.20	12.40	12.40	s 3.25	144.5	R LAFAYETTE 3.7 P 6411	91700	s 4.17	7.46	10.00	11.30	1.20	10.45
6.42	8.50	8.26	12.45	12.45	3.29	140.8	Yd Lmts 2.4 P 1666	91804	3.59	7.41	9.55	11.20	1.15	10.35
6.50	8.55	8.31	12.50	12.50	3.32	138.4	TO R BROSSARD 6.3 P 6127	91806	3.55	7.37	9.50	11.15	1.10	10.15
7.05	9.05	8.39	12.58	1.01	3.38	132.1	Yd Lmts 6.0 IPO 6633	91815	3.48	7.30	9.40	11.05	1.01	9.50
7.23	9.29	8.49	1.07	1.10	3.44	126.1	TO WEST TOWER 0.5 BKYP	91821	3.42	7.23	9.29	10.55	12.53	9.20
					s 3.50	125.6	Yd Lmts 13.1 P 6084	91840	s 3.40					
8.20	9.49	9.09	1.28	1.30	4.08	112.5	JEANERETTE SIDING 7.4 BKPO 10003	92043	3.20	7.03	9.09	10.35	12.24	8.20
9.15	10.25	9.18	1.39	1.40	4.16	105.1	TO BALDWIN 4.1 P 6112	92050	3.12	6.55	8.55	10.25	12.13 AM	8.00
					4.21	101.0	Yd Lmts 4.1 P 6112	92240	3.06					
9.57	10.45	9.29	1.54	1.55	4.28	95.6	TO FRANKLIN 13.8 P 9432	92270	3.01	6.42	8.35	10.04	11.58 PM	7.00
10.25	11.05	9.49	2.11	2.11	4.42	81.8	Yd Lmts 1.7 BKYP	92416	2.47	6.27	8.14	9.49	11.41	6.27
10.45 AM	11.09	9.53	2.15	2.14	4.45	80.1	TO-R MORGAN CITY 8.9 P 3495	92419	2.43	6.25	8.10	9.43	11.38	6.15 AM
	11.25	10.03	2.35	2.25	4.55	71.2	Yd Lmts 16.2 BKPO 7760	92437	2.35	6.15	7.58	9.30	11.25	
	PM 11.48	10.26	2.59	2.45	5.13	55.0	TO SCHRIEVER 14.8 BYPO 10828	92455	2.19	5.57	7.35	9.10	11.05	
	AM 12.05	10.45	3.25	3.04	5.32	40.2	Yd Lmts 8.6 P 2477	92712	2.04	5.41	7.13	8.50	10.45	
	12.20	11.01	3.40	3.15	5.42	31.6	TO RACELAND JCT. 7.4 P 5068	92810	1.54	5.29	7.01	8.35	10.30	
	12.35	11.10	3.52	3.28	5.50	24.2	Yd Lmts 5.3 IP 5780	92826	1.46	5.20	6.50	8.25	10.20	
	1.00	11.17	3.59	3.35	5.56	18.9	TO SALIX 7.6 BKIPQ	92833	1.40	5.10	6.40	8.10	10.10	
	1.25 AM	11.30 PM	4.10 PM	3.50 AM	6.04	11.3	TO-R AVONDALE	92840	1.32	5.00 AM	6.30 PM	8.00 PM	10.00 PM	
					6.06 PM	10.5	WEST BRIDGE JCT.	92872	1.29 PM					

Time at New Orleans Union Passenger Station and East Bridge Junction for information only. See current timetables and Rules of Operating Departments for movements as follows: NOUPT Railroad between Southport and NOUPT Station; IC Railroad between East Bridge Junction and Southport; and New Orleans Public Belt Railroad between West Bridge Junction and East Bridge Junction and between East Bridge Junction and Julia St. Yard.

Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun., Tues., Thur.	PM 6.21 s 7.00 PM	5.3 EAST BRIDGE JCT. 1.13 PM	92874	PM 1.13 1.00 PM	Lv. Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.
56	240	244	242	48	2		R NEW ORLEANS UPT STA. 5.8 BKBP (136.9)	92900		1	241	47	239	243	55

EASTWARD		Mile Post Location	STATIONS	Station Number	WESTWARD	
SECOND CLASS					SECOND CLASS	
408	406				405	407
Freight	Freight	Freight	Freight			
Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.			Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.	
PM 2.55	AM 8.30	18.8	R WEEKS	AM 5.25	PM 2.25	
3.50 PM	9.15 AM	0.0	Yd Lmts TO-R BALDWIN 18.8 BKPO 10003	4.30 AM	1.30 PM	
Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.		(18.8)	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	
408	406			405	407	

ADDITIONAL STATIONS
See Page 6.

RULE S-72. Exceptions: No. 405 is superior to Nos. 406 and 408. No. 407 is superior to No. 408.

EAST-WARD	ALEXANDRIA BRANCH				WEST-WARD
THIRD CLASS	Mile Post Location	STATIONS		Station Number	SECOND CLASS
840		STATIONS			841
Freight		FACILITIES AND LENGTH OF SIDINGS IN FEET			Freight
Leave Daily					Arrive Daily
PM 4.00	85.1	Yard Limits	TO-R ALEXANDRIA P	91680	PM 12.10
4.06 PM	84.3		0.8		S. P. JUNCTION

See T. & P. Railway Company's Current Timetable Special Instructions and Rules for Train Movements Between Cheneyville and S. P. Junction.

PM 4.50	60.1	TO	CHENEYVILLE P	91660	AM 11.15
6.15	21.9	Yard Limits	TO OPELOUSAS IP	91630	9.50
			38.2		
6.24	20.8	Yard Limits	ALEX JCT. 20.3	91370	9.41
			1.8 BKYPQ		
7.05 PM	0.5	Yard Limits	TO-R LAFAYETTE YARD (86.9)	91362	9.00 AM
Arrive Daily	147.1				
840					841

ADDITIONAL STATIONS			
Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
Avondale Line			
Yard Limits.....	145.3	Alex Jct.....	91370
Yard Limits.....	145.1	B-R Jct.....	91700
36 Yard Limits.....	137.0	Billeaud.....	91808
15-W.....	120.9	Olivier..... (spur)	92007
17.....	116.2	Patoutville.....	92012
P.....	114.2	Jeanerette.....	92020
12-E.....	112.8	Albania..... (spur)	92042
R P.....	109.98	NI&N Jct.....	
Yard Limits P.....	101.7	Sterling Junction.....	92210
32..... R P.....	97.9	Garden City.....	92265
	95.7	Cabot.....	92320
	95.7	North Bend.....	92330
15-E.....	90.5	Calumet..... (spur)	92405
5-W.....	86.8	Patterson..... (spur)	92409
27-E.....	84.4	Lagonda..... (spur)	92412
E..... P.....	74.4	Ramos..... (spur)	92429
P.....	73.3	Boeuf.....	92434
20.....	69.2	Zacarter.....	92440
13-E.....	64.5	Donner..... (spur)	92445
Yard Limits P.....	54.2	Thibodaux Jct.....	92460
66 Yd. Limits P.....	28.4	Vallier.....	92815
	27.6	Paradis.....	92821
Yard Limits.....	1.3	Algiers.....	92898

NOTE: North Bend is on spur 4.3 miles from Bayou Sale.
Cabot is on spur 4.4 miles from Bayou Sale.

Cypremort Branch			
15-W.....	18.2	Gajan..... (spur)	92134
7-E.....	14.9	Cypremort..... (spur)	92125
45-W.....	13.1	United..... (spur)	92119
9-W.....	12.3	Ivanhoe..... (spur)	92117
21.....	11.1	Florence..... (spur)	92115
15-W.....	8.2	Glencoe..... (spur)	92110
11-W.....	5.8	Achee..... (spur)	92067
	3.2	Caffery.....	92220
	1.6	Sterling.....	92215

NOTE: Sterling and Caffery are stations on spur 2.0 and 3.2 miles, respectively, from Sterling Jct. within Yard Limits Baldwin-Franklin.

Alexandria Branch			
14-W Yard Limits.....	53.2	Carboco..... (spur)	91648
Yard Limits P.....	51.9	Eola.....	91646
14.....	32.4	Beggs.....	91639
8.....	27.6	Washington.....	91637
34.....	22.7	Lansom.....	91634
9-E.....	19.2	Vallin..... (spur)	91623
12.....	13.3	Sunset.....	91617
34..... P.....	7.1	Carenro.....	91611

St. Martinville Branch			
40.....	5.3	Anse LaButte.....	91708
15..... P.....	18.7	Breaux Bridge.....	91711
40-W.....	8.1	Levert..... (spur)	91725
7-W.....	15.7	Ruth..... (spur)	91715

Houma Branch			
18.....	17.0	Colley.....	92525
35-E Yard Limits.....	13.4	Southdown..... (spur)	92517
53 Yard Limits.....	12.7	Southdown Siding.....	92515
21-E.....	2.6	Magnolia..... (spur)	92505

NOTE: Colley is on spur 2.5 Miles from Houma.

Napoleonville Branch			
Yard Limits. P.....	54.2	Thibodaux Jct.....	92460
	3.8	Thibodaux.....	92610
13.....	4.4	Naquin.....	92613
17-W.....	5.5	Leighton..... (spur)	92617
30.....	12.0	Labadieville.....	92624
75-E.....	14.8	Supreme..... (spur)	92627
14.....	22.9	Glenwood.....	92655

NOTE: Thibodaux is on spur 0.6 mile from Napoleonville Jct.
Glenwood is on spur 2.6 Miles from Elm Hall Jct.

Lockport Branch			
16.....	13.7	Jay.....	92740
33.....	5.5	Mathews.....	92725
Yard Limits.....	1.9	Raceland.....	92718
Yard Limits.....	1.4	Godchaux.....	92715

NOTE: Jay is on spur 3.8 Miles from Lockport.

EAST-WARD	ST. MARTINVILLE BRANCH				WEST-WARD
Mile Post Location	STATIONS		Station Number	Distance	
FACILITIES AND LENGTH OF SIDINGS IN FEET					
5.7	ST. MARTINVILLE P		91730	22.9	
0.3	Yard Limits	ABS	20.9	91368	2.0
			B-R JCT.		
147.1	Yard Limits	ABS	2.0 BKYPQ	91362	0.0
			TO-R LAFAYETTE YARD		
(22.9)					

HOUMA BRANCH					
14.5	Yd Lmts	HOUMA P	92519	14.5	
0.1	Yd Lmts	TO-R	14.5 BKYPQ	92455	0.0
			SCHRIEVER 7760		
(14.5)					

NAPOLEONVILLE BRANCH					
55.0	Yd Lmts	SCHRIEVER BKYPQ	92455	21.2	
3.2	TO-R	4.1	7760	92605	17.1
20.3		17.1	92641	0.0	
(21.2)					

LOCKPORT BRANCH					
9.9	Yd Lmts	LOCKPORT P	92729	9.6	
0.1	Yd Lmts	TO-R	9.6 BYPQ	92712	0.0
			RACELAND JCT. 10828		
(9.6)					

RULE A. Employes must have copy of Rules and Regulations of the Transportation Department, effective January 1, 1969.

List of holidays under definition of Holidays on Page 10 of the Rules and Regulations of the Transportation Department is changed to read:

New-Year's Day, January 1,
Washington's Birthday, third Monday in February,
Decoration Day, last Monday in May,
Independence Day, July 4,
Labor Day, first Monday in September,
Thanksgiving Day, fourth Thursday in November,
Christmas Day, December 25.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow flags, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H and 15. On the following branches: Baytown, DeRidder, Lake Arthur, Midland, St. Martinville, Youngsville, Salt Mine, Cypremort, Napoleonville, Houma and Lockport yellow flag will be displayed one-half mile from point of restriction and when a torpedo is exploded in vicinity of yellow flag displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red flag that may be displayed one-half mile beyond torpedo and yellow flag.

A green flag will be displayed to right of each track at limits of the restriction.

RULES 10-I AND FORM Y TRAIN ORDER. A train or engine within limits of a Form Y Train Order at effective time of order must not proceed unless orally authorized by foreman in charge of work, or a proceed signal with green flag or light is received.

Where the term "Foreman" is used in these Rules, Timetable Bulletins, Special Instructions and Form Y Train Orders, it will also apply to Southern Pacific employe in charge of work.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches.

Second paragraph only cancelled and the following will govern:

"Speed signs that prescribe reduction in speed will be located two miles from initial point of restriction, and where used to authorize increase in speed will be located at point where higher speed commences. Speed may be increased as soon as rear of train has passed speed sign. Where such signs are not used to authorize an increase in speed, limit of restrictions will be shown in timetable."

Certain signs have the words "SPRING SWITCH" "TURNOUT" or "DRAWBRIDGE" above and below the figures. Such signs indicate the speed that must not be exceeded while the entire train is passing over the spring switch, turnout or drawbridge, two miles beyond the speed sign.

RULE 14(1). In some locations where two or more road crossings are in close proximity, standard whistle sign bearing letter "X" may have sign beneath it showing number of crossings involved and whistle must be sounded for each crossing in compliance with engine whistle signal 14(1).

RULE 19. Markers will not be displayed on the following branches:

Sabine Branch	Cypremort Branch
DeRidder Branch	Houma Branch
Lake Arthur Branch	Napoleonville Branch
St. Martinville Branch	Lockport Branch

RULE 21. First paragraph is revised as follows:

"Trains must be identified by engine number on lead unit when practicable. Only the number designated for identification will be continuously illuminated when engine is so equipped."

RULE S-72. Eastward trains are superior to trains of the same class in the opposite direction, except as shown on Page 5.

RULE 97. Within A-PB and Interlocking limits trains may run extra without train-order authority, but must obtain clearance before commencement of trip, if at an open train-order office.

RULE 99-C. Will apply on branches, except:

Alexandria Branch,
between Lufkin and Dunagan (Rockland Branch) and
between I&V Junction and New Iberia (Midland Branch).

RULE 101. If any member of crew has reason to believe train has passed over defect in track or roadbed, train dispatcher and opposing or following trains must be immediately notified of condition encountered from first available means of communication. If means of communication is not immediately available, or if train dispatcher cannot afford appropriate protection, train involved must afford protection.

RULE 102. Additional paragraph added as follows:

"At any time a train with a helper engine has emergency application of air brakes for any cause, before proceeding an inspection of train must be made on both sides to determine all wheels are on rail and no damage or defects in track exist which will interfere with safe movement of train."

Third paragraph is revised as follows:

"At any time a train in motion has emergency application of air brakes for any cause, before proceeding an inspection of train must be made on both sides to determine all wheels are on rail and no damage or defects in track exist which will interfere with safe movement of train."

RULE 103-A. When a train or engine is standing on any track to be met or passed by a train or engine and a public crossing at grade is to be opened to permit traffic to cross, the opening must, if practicable, clear crossing by 100 feet each side and member of crew must, if practicable, protect the open crossing against movement of trains or engines on adjoining tracks and when coupling up.

RULE 104-A. When inside switches are not equipped with hooks or locks, it will not be necessary to otherwise secure them or to render a report.

RULE 105. Capacity of sidings indicates length of train in feet that can be accommodated between fouling points.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULE 290-A. Indication, is revised to read as follows:

"Indication: PROCEED WITHOUT STOPPING NOT EXCEEDING RESTRICTED SPEED PREPARED TO STOP SHORT OF NEXT HOME SIGNAL."

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM KEY RELEASES

Where automatic signal protection is provided for movements from an adjacent-track to main track, "Key Releases", with time-release feature, may be installed on signal case near fouling point to clear signal on one track when control circuit of the other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time release has operated, after which signal should display proceed indication if block is clear.

Trains required to enter siding where signals are arranged as above must not pass home signal until after switch has been lined for the siding.

RULE 507. On single track within yard limits, when an automatic block signal displays stop indication, engines, after stopping, may proceed at restricted speed under the following conditions:

- (1) When a preceding train is seen in the block, and intervening track is seen to be clear.
- (2) When view of track is clear to end of block.
- (3) After waiting five minutes and no train or engine is seen or heard approaching.

FORMS OF TRAIN ORDERS

FORM G. Second paragraph example (3) is revised as follows:

This order must not be issued while an order form "H", example (9) is in effect, and must not be combined with any other form of order.

FORM P. Delete example (4).

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track or through a crossover to a main track, until block indicator indicates "block clear", on opposite track. Within CTC or interlocking limits before lock-box door is opened to enter main track or siding, permission must be obtained from train dispatcher or operator, who must be notified when work completed and lock box door closed and locked.

After lock-box door is opened, lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked".

Lock lever must not be returned to lock position until all movements over the switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked.

When block indicators indicate "block occupied", instructions posted inside lock-box must be complied with if movement is to be made to a main track while approach circuit is occupied by another train or engine, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above, except that the removal of the switch lock has the same effect as opening the lock-box door. Instead of being equipped with an "UNLOCKED" indicator, these locks may have a pilot light that indicates by illumination when lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of electric lock. It is to be used only in case of electrical or mechanical failure as indicated by failure of time-release to function after several minutes. When necessary, break seal and push button to operate emergency lock release. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

RULE 705. HOT BOX DETECTORS

Hot box detector system in service at following locations:

MP 312.6	Between Raywood and Devers
MP 256.1	Between Orange and Echo
MP 245.7	Between Echo and Vinton
MP 36.26	Between Raceland Jct. and Des Allemands

Trains will be governed by letter type indicators as follows:

When letter "H" is displayed it is an indication of hot bearing and train must immediately reduce speed to not exceeding 15 MPH and stop at hot bearing panel and be governed by instructions posted inside case.

When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system and following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit. Dispatcher phone located near "W" indicator.

White light displayed on track side of detector instrument house indicates system is operative; white light flashing indicates train has hot bearing and instructions applying to letter "H" must be complied with. When white light is not displayed, it indicates system is not operating properly, in which case train dispatcher must be notified from first point of communication.

When "H" indicator indicates a hot journal on train and there is no count shown on hot bearing detector and/or red light below readout marked "Locator Out of Service" is illuminated or when digital readout indicator displays a false indication such as a duplication of numbers or the numbers displayed exceed the number of axles in trains, then all journals of train must be inspected.

When hot box detector is activated, member of crew must make a physical count of axles from rear of train to axle indicated by digital readout and when hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

When indication of hot bearing is shown on hot bearing read-out panel at more than one hot box detector system indicating the same car or cars, and hot bearing is not located, car or cars will be set out after receiving second indication.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received on any hot box detector system and car is not set out.

Report all cases where train passes over detector without an indication having been displayed, but developing a hot box between detector and a point 20 miles beyond detector.

When hot box detectors are actuated, following information must be reported at next office in telegraph message form addressed jointly to Chief Train Dispatcher, Houston; Superintendent, Master Mechanic and Signal Supervisor, Lafayette, identifying by Symbol H.B.

1. Date and time actuated, and MP location.
2. Train identification.
3. Car number and location in train.
4. Box location (1, 2, 3 or 4 from trailing end of car in direction of movement, north or south side.)
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.)

GENERAL REGULATIONS

RULE 822. Additional paragraph added as follows:

"When train is starting, stopping, or moving slowly, employes on train must maintain a secure position to avoid personal injury from possible slack action."

RULE 824. At terminals where Special Instructions require application of hand brakes on freight trains, outgoing crews may release surplus hand brakes but must know that the required number of hand brakes are not released until road engine is coupled and brake system charged.

RULE 827. Back-up movements must not be made for purpose of making inspection. When necessary to make back-up movement under other conditions, extreme care must be exercised to be sure all brakes are released and minimum necessary power used in starting and shoving trains.

When setting out cars with hot boxes, packing must be removed from box, fire extinguished and packing left in safe location. Avoid leaving cars near wood structures. If evidence of fire on car, responsible employe, using member of train crew if necessary, should be left in charge, with fire extinguisher or other fire-fighting material.

RULE 829. Hot box detectors governing:

Westward trains, MP 352.1, east of Englewood.

Westward trains, MP 273.9, east of Connell.

Eastward trains, MP 288.3, west of Beaumont.

Westward trains, MP 26.8, (Sabine Branch) east of Beaumont.

Eastward trains, MP 224.4, west of Lake Charles Yard.

Westward trains, MP 210.0, east of Lake Charles Yard.

Eastward trains, MP 153.1, west of Lafayette Yard.

Westward trains, MP 138.9, east of Lafayette Yard.

Eastward trains, MP 3.8, (Alexandria Branch) west of Lafayette Yard.

Crew members on rear of trains must observe white light on track side of detector instrument house adjacent to track.

White light flashing indicates hot bearing and train must stop and if communications available, crew will communicate with employe in charge of hot box recorder at Mechanical facility at Englewood for detector at MP 352.1 and Mechanical facility at Beaumont, for detectors located at MP 273.9, MP 288.3 and MP 26.8, (Sabine Branch), and Mechanical facility at Lake Charles Yard for detectors located at MP 224.4 and MP 210.0, and Mechanical facility, Lafayette Yard for detectors located at MP 153.1, 138.9 and MP 3.8 (Alexandria Branch) to determine location of hot bearing.

If location cannot be determined, inspection must be made of all bearings, both sides of train. If white light is not burning, crew will notify train dispatcher from first point of communication. If hot box detector is actuated, also be governed by last paragraph, Items 1 through 5 as shown under RULE 705 "Hot Box Detectors".

RULE 872. When crew is changed at Lafayette Yard and Lafayette, but consist remains intact enginemen will consider engines as being supplied with fuel and sand.

RULE 875. Automatic flashing light signals on crossings at following locations are equipped with yellow indicator light on mast above signal case. Yellow light when flashing indicates crossing protection is operating properly.

So far as practicable, crew members must observe indicator light and if not flashing or not illuminated, will make report to train dispatcher from first available point of communication.

Sabine Branch — MP 14.97

Alexandria Branch — MP 13.18

Alexandria Branch — MP 32.13

Youngsville Branch — MP 24.25

Midland Branch — MP 174.74

RULE 883. Engines must not be left on grades unless protected in descending direction by derail or spur track switch lined for diverging track. Air brakes must be applied and hand brake on each unit of consist must be applied.

First sentence in first paragraph revised to read as follows:

When an engine is left without an employe in charge, it must, when practicable, be placed on track affording protection against entry to main track; hand brakes must be fully applied, wheel secured with blocking chain, or if not available, other suitable blocking material, reverse lever removed from control stand, generator field switch "OFF", engine isolated and cab doors locked.

If an engine not equipped with hand brakes or with inoperative hand brakes is left without an employe in charge, that part of RULE 883 pertaining to hand brakes will not apply, but other provisions of RULE 883 must be complied with and in addition engine must be left coupled to other equipment on which hand brakes are fully applied.

RULE 958. First paragraph revised to read as follows:

"Employes shall identify the radio station from which they are calling by prefacing their call with the railroad name, for example: "SP Caboose Train Second 802 calling SP Engine Second 802, over" and to answer a call, announce, for example: "This is SP Caboose, Train Second 802, over."

Second paragraph is revised to read as follows:

"Radio station must be identified at the end of each transmission which exceeds three minutes, except that, in event of continued exchange of communications, identification shall be made at the end of each 15-minute period if the exchange continues without substantial interruption."

RULE 962. First sentence modified as follows:

Radio communication systems may be used in lieu of hand, flag or lamp signals prescribed by Rule 12.

AIR BRAKE RULES

RULE 2B. First sentence second paragraph revised to read:

"When going from power to dynamic braking proceed as follows:

- (1) Assure that throttle is in idle position.
- (2) Move selector lever to 'off' position.
- (3) Pause 10 seconds.
- (4) Move selector lever to 'B' or braking position.
- (5) Use throttle to control strength of dynamic braking as needed."

Dynamic brake on head end of freight trains must not exceed three 8-axle units, four 6-axle units, six 4-axle units, or any combination thereof which totals 24 axles, except dynamic brake on EF415A, EP415A, EF415B, and EP415B classes is limited to five units.

If the maximum 24-axle limit cannot be adhered to due to units in the consist not having dynamic brake cutout switches, then such units must be isolated prior to using dynamic brake.

When dynamic brake and automatic air brakes are used together, the independent brake valve handle must be depressed and held in release position a sufficient time to ensure engine brakes are released.

It is important that engineers adhere strictly to the provisions of 2nd paragraph of Air Brake Rule 2-B which specifies that ten seconds should elapse after throttle is placed in idle position before making any move to initiate dynamic braking.

Tests have shown that if the selector lever is moved to braking position without pausing for the prescribed time interval, extremely high lateral wheel forces together with adverse train run-in action can result due to the rapid build-up of dynamic brake effort which is induced by residual motor magnetic flux. The ten-second pause permits this flux to dissipate as is necessary for proper control.

RULE 12. Additional paragraphs added as follows:

"When cars are set out equipped with AB or ABD air brake equipment and a sufficient number of hand brakes are applied brake pipe pressure must be depleted by opening angle cock. This method of securing cars is applicable to cars equipped with AB air brake equipment or cars equipped with the latest type of air brake equipment, the ABD valve.

"Any time an angle cock is closed in the train where the brake pipe pressure is lower than it is elsewhere, the resultant equalization will raise the brake pipe pressure at that point sufficient to release the AB or ABD valve. Equalizing the air in the brake pipe will cause release of brakes throughout the cars, therefore, it is imperative that when cars are set out, regardless of the air brake equipment, a sufficient number of hand brakes must be applied and brake pipe pressure completely depleted by opening angle cock and leaving the angle cock in open position."

RULE 13. Second paragraph revised to read:

"In case the trouble cannot be corrected or complete air failure occurs from any cause, train must not be moved. Train dispatcher must be promptly notified."

Sixth paragraph revised to read:

"Should the compressor or main reservoir on the lead engine fail the train must be stopped, automatic brakes left applied, dead-engine feature cut in and control of the brakes transferred to the second engine. The train must not be moved beyond the next point where an engine with suitable air equipment can be placed in the lead."

Seventh paragraph cancelled in its entirety.

RULE 22. When two or more trains or engines are working at locations where Mechanical Department forces are not on duty, employees must not couple air hoses or go on, under or between cars for the purpose of making repairs until a member of the crew has notified employees on other trains or engines in the immediate vicinity and yardmaster, where assigned, that work is about to be performed and complete understanding had to prevent movement on the affected track.

RULE 26. When temperature is 32 degrees above zero or less, air brake system on locomotive must be blown out before coupling to train, as follows:

Place automatic brake valve handle in running position, then open angle cock at rear of locomotive, move brake valve handle suddenly to release position, causing heavy flow of air throughout the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train after locomotive has been coupled thereto, blow out air brake pipe hoses on head end of train as follows:

After making brake pipe reduction, close angle cocks between second and third cars, uncouple air hose; close angle cocks between first car and locomotive, uncouple air hose; then recouple hoses and reopen all angle cocks. During this test engineer must drain condensation from drain cocks on air compressor intercooler and aftercooler, main reservoir, control reservoir, dirt collectors, air filters, and strainers on lead unit.

MISCELLANEOUS

If means of communication is available, engineer must inform conductor and helper engineer, if any, when approaching hot box detector, dragging equipment detector, excess dimension load detector or person making rolling inspection of his train. Crews on helper engine and on rear end of train must acknowledge and advise engineer of indications displayed in addition to taking appropriate action in accordance with applicable rules and special instructions.

When trains are stopped by hot box detectors, dragging and/or derailed equipment detectors at locations where

bridges, trestles, etc. are not provided with walkways train may be moved slowly ahead a sufficient distance to permit inspection.

When trains or engines meet or pass in vicinity of public crossings at grade, they must take such additional measures as may be necessary to know that every reasonable effort is made to avoid vehicular accidents.

At interlockings protecting railroad crossings at grade, individual cars, short cuts of cars or engines must not be cut off nor left within interlocking limits in such a way as to foul any part of the crossing frogs.

Cars less than 30-ft. in length must not be left standing on main track in automatic block signal territory and/or within CTC limits nor on CTC sidings unless coupled to another car to prevent possibility of short wheel base car occupying dead section of track.

1. When only AS 415, AF 420, ES 412 and ES 415 units are used in engine consist, not more than two units may be on the line when making a reverse movement with cars or train and must be located adjacent to the train.

2. When operating with mixed engine consist, where dynamic brake is required, not more than two AS 415, AF 420 and ES 415 units will be used.

- A. If one unit is used, it will be placed as the second unit.
- B. If two units are used, units must be placed as the second and third units in consist.
- C. A road unit must be coupled against the train.
- D. If necessary to make a reverse move with cars or train, lead unit must be isolated.

3. ES 412 class unit will not be used in mixed consist per item 2 account not equipped with #24 MU wire.

4. If necessary to operate with more than two AS 415, AF 420, ES 412 and ES 415 class units in consist (including pick up of units from outlying points), these units must be placed in the lead. Under these conditions, if reverse move is made with cars or train, all units ahead of the two rear units in these classes will be isolated.

5. AS 415, AF 420, ES 412 and ES 415 class units must not be used in swing or cut-in helper service. No more than two of these units can be used as helper on rear end of train behind or immediately ahead of caboose.

6. Extreme caution must be used during dynamic braking or when making reverse moves to prevent jackknifing and track damage.

HELPER SERVICE:

When helper engine is placed behind caboose, not more than two operating units or 4000 operative horsepower will be used.

When helper engine is placed immediately ahead of caboose a combination of not more than 18 axles will be used.

Helper engines consisting of more than 12 axles must not be placed directly behind 80 ft. or longer trailer flatcars.

When helper engine is placed directly ahead of caboose, additional helper must not be coupled behind caboose. Helper engines must be separated by at least 20 cars.

Air will be cut in on all helper engines, and engines must not be coupled or uncoupled while train is in motion.

When helper engine is shoving on ascending grade, throttle must be reduced as train speed reduces, then throttle regulated so that amperage will be approximately the same as indicated before train speed reduction.

Any time a train with a helper engine has emergency application of air brakes for any cause, before proceeding an inspection of train must be made on both sides to determine all wheels are on rail and no damage or defects in track exist which will interfere with safe movement of train.

Cars gross weight in excess of limits shown must not be handled between the points named:

BETWEEN	Maximum Load Limits
Houston and Avondale	300,000
Avondale and Algiers	300,000
Cheneyville and Opelousas	251,000
Opelousas and Lafayette Yard	300,000
Baytown and Dayton	300,000
Lufkin and Beaumont	300,000***
Guffey and Chaison	300,000
Beaumont and Port Arthur	300,000
DeRidder and Lake Charles Yard	210,000
Mallard Junction and Lake Arthur	210,000
Eunice and Midland	251,000*
Midland and I & V Junction	251,000
I&V Junction and New Iberia	300,000
Salt Mine and I & V Junction	300,000
Youngsville and Pesson	251,000
Sterling and Caffery	251,000
Sterling Jct. and Sterling	300,000
Weeks and Baldwin	300,000
Houma and Schriever	251,000
Thibodaux Jct. and Glenwood	251,000
Colley and Houma	210,000
Jay and Mathews	210,000
Mathews and Raceland Jct.	263,000
Lafayette Yard and Breaux Bridge	251,000
Breaux Bridge and St. Martinville	230,000**

Where maximum load limit shown is 300,000 lbs. or 263,000 lbs., gross loads of 526,000 lbs. may be handled on eight (8) axle tank cars with a maximum of three (3) tank cars coupled together when load limit of car is not exceeded.

Where Maximum Load Limit shown is 300,000 lbs. or 263,000 lbs., gross loads of 395,000 lbs. may be handled on six (6) axle tank cars when load limit of car is not exceeded.

Where Maximum Load Limit shown is 300,000 lbs., gross loads of 315,000 lbs. may be handled on four (4) axle tank cars when load limit of car is not exceeded.

*When cars with gross weight of more than 210,000 pounds are handled, speed of trains must not exceed 15 MPH over bridges 56.70, 57.46 and 57.73.

**Loads of more than 169,000 lbs. not to exceed 230,000 lbs. must be spaced not less than two empty cars from engine or any load. Speed must not exceed 6 MPH over Drawbridge 8.1 serving Levert St. John Sugar Mill.

***Unless otherwise restricted maximum speed of trains handling cars with gross weight in excess of 281,000 lbs. over Neches River Bridge, 103.92, is 10 MPH.

****Where Maximum Load Limit shown is 300,000 lbs., or 263,000 lbs. gross loads of 395,000 lbs. may be handled on six (6) axle tank cars when load limit of car is not exceeded.

*****Where Maximum Load Limit shown is 300,000 lbs., gross loads of 315,000 lbs. may be handled on four (4) axle tank cars when load limit of car is not exceeded.

Maximum load limit on spur between Patoutville and Patoutville Sugar Refinery must not exceed 251,000 pounds gross load.

Following series of cars must not be handled on head end of train, but must be handled on or near rear end of train: USAX or DODX 38016 to 38665, 39095 to 39199

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in SPEED RESTRICTIONS FOR TRAINS AND TONNAGE RATING TABLES.

Nominal classifications are descriptive of the engines as follows:

1st letter Builder: A—Alco; B—BLH; E—EMD; F—Fairbanks-Morse; G—GE.
 2nd letter Type of service: F—Freight, P—Passenger, S—Switcher.
 1st number Number of axles.
 2nd and 3rd numbers. Horsepower (100).
 Last letter Style of unit: A—Car body type with control cab. B—No control cab. No letter indicates road switcher type.

**MAXIMUM SPEED FOR ENGINES
LENGTH OF DIESEL UNITS**

(Between Pulling Face of Couplers)

Nominal Class	Length in Feet	Maximum Speed	Nonimal Class	Length in Feet	Maximum Speed
AF420	57	#70	AS418	57	#70
AF624	67	#70	AS616	57	#65
AF628	70	#70	AS618	58	#70
AF630	70	#70	BS410	49	60
AF640	60	#70	BS412	46	60
AS407	45	60	BS615	58	#35*
AS409	46	#60	BS615B	58	35
AS410	46	60	BS616	58	#35
AS416	57	#65	BS616B	58	35
EF415	56	#70	EP624A	70	#75
EF415A	51	#70	EP636	71	70
EF415B	50	70	ES406	44	45
EF418	56	#70	ES408	44	#65
EF418A	51	#70	ES408B	44	65
EF418B	50	70	ES409	44	#65
EF418E-1	56	70	ES410	44	60
EF420	56	#70	ES412	44	#65
EF423	56	#70	ES415	45	65
EF425	56	#70	ES415C	45	65
EF430C	59	#70	ES615	61	#55
EF618	61	#70	ES615	61	#70①
EF623	66	70	FS412	49	#60
EF625	61	#70	FP624	66	#70
EF630	66	#70	GF425	60	#70
EF636	66	#70	GF428	60	70
EF636C	66	70	GF628	67	70
EF642	66	70	GF630	67	70
EF850B	88	70	GF633	67	70
EP415AC	55	#70	GF850A	84	#70
EP415B	50	75	GS407	37	#55
EP418	56	#70	RDC		#75
EP620A	71	#75			
EP620B	70	75			

Any engine not listed..... 35

Foreign line's engine operating over Southern Pacific Transportation Company trackage will not exceed maximum speed prescribed in above table for engines of the same type.

① applies to engines 2715, 2723-2742.

*Except when operating on branch lines speed restricted to 30 MPH and on all lines with less than 90 lb. rail must not exceed 25 MPH.

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement, must not exceed 30 MPH.

##When operated in multiple unit control on head end of train or running light and engineer is in other than lead unit in direction of movement, must not exceed 30 MPH.

F and P Class engines when moving without cars must, when possible, be operated from cab in direction of movement, except for short direct movements.

Car Body Type engines operated with engineer in other than the lead unit in direction of movement must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the Chief Train Dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

All diesel units being towed in trains may be moved with engine shut down and, unless conditions make it desirable, such as movement of a disabled unit, a messenger will not be required. All diesel units towed in trains should have doors unlocked.

Maximum speed of trains handling engines in tow must not exceed speed for that engine.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

Diesel units in tow, weighing 150,000 lbs. or more equipped with 24RL or 26L brake equipment may be handled in any convenient location in train.

Diesel units in tow, weighing 150,000 lbs. or more and equipped with either 14EL, 6DS, 6BL, or 6SL brake equipment, must be located not more than five cars from head end of train to assure brakes release after brake application actuated near rear of train.

Diesel units weighing less than 150,000 lbs. must be placed near rear of train.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES APPEARING ON PAGE 11, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT AS SHOWN BELOW** and **OTHER MAXIMUM SPEEDS** appearing on Page 13 and **TONNAGE RATING TABLE** appearing on Pages 26 and 27 for all Subdivisions, and other maximum speeds appearing in Special Instructions of each Subdivision. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

**NOTE: PROTECTED CURVES—
SPEED SIGNS GOVERN**

BETWEEN	Passenger Trains and Light Engines	Freight and Mixed Trains
	MPH	MPH
Tower 87 and West Bridge Junction.....	70	60
Baytown and Dayton.....	20	20
Prosser and MP 4.00 (A & N R R R Co.).....	30	30
MP 4.00 and MP 5.71 (A & N R R R Co.).....	15	15
MP 5.71 and Dunagan (A & N R R R Co.).....	30	30
Dunagan and Loeb Jct.....	30	30
Beaumont and Guffey.....	15	15
Guffey and Port Arthur.....	40	40
DeRidder and Fulton.....	25	25
Fulton and MP 2.26.....	20	20
Mallard Junction and Lake Arthur.....	30	30
Eunice and Midland.....	40	40
Midland and New Iberia (Midland Branch).....	35	35
Salt Mine and I & V Junction.....	15	15
Youngsville and Pesson.....	25	25
Alex Jct. and MP 32 (Alexandria Branch).....	25	25
MP 32 and MP 52 (Alexandria Branch).....	35	35
MP 52 and Cheneyville (Alexandria Branch).....	25	25
B-R Jct. and Breaux Bridge MP 18.7.....	25	25
Breaux Bridge MP 18.7 and St. Martinville.....	20	20
Baldwin and MP 9.50 (Cypremort Branch).....	25	25
MP 9.50 and MP 15.00 (Cypremort Branch).....	30	30
MP 15.00 and Weeks (Cypremort Branch).....	20	20
Houma and Schriever.....	30	30
Thibodaux Junction and Elm Hall Jct.....	25	25
Lockport and Raceland Junction.....	25	25

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms, or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

When moving against current of traffic, and movement is not protected by block signals, speed of passenger trains

must not exceed 59 MPH, and speed of freight trains and light engines must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:.....	15
Through slip switches (including tangent).....	10
Through turnouts on other than sidings.....	10
On branches.....	10
Fauna, Dayton, Devers, Connell, Echo, Brimstone, Roanoke, Crowley Siding, Jeanerette Siding, Baldwin, Bayou Sale, entering, leaving and through sidings.....	25
Cedar Point Industrial Spur, Eldon.....	30
Bobsher spur.....	20
West Lake, Industrial lead from KCS Crossing to Lone Star Cement Company.....	20 tangent 15 curves
Harbor, Lake Charles Harbor Spur.....	25
Connection from Alex Junction to Alexandria Branch main track, Lafayette Yard.....	10
Connection between B-R Junction and St. Martinville Branch main track, Lafayette Yard.....	10
Patoutville spur.....	25
Cabot spur, Bayou Sale.....	15
Southdown Sugar Company spur, MP 13.3, (Houma Branch).....	6
Between Colley and Houma (Houma Branch).....	20
Between MP 8.80 and Jay (Lockport Branch).....	20
Monsanto Chemical Company tracks, Boutte.....	10
Between Avondale and Algiers.....	20

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACK TOWER 87 AND AVONDALE	MPH OTHER MAIN TRACKS
Twin or multiple loads.....	60	25
Scale test cars, except:.....	40	30
SP MW 2024 may be operated at freight train speed for territory in which operated.		
Cars with arch bar trucks.....	40	30
Relief outfits with steam derrick.....	35*	25*
Locomotive cranes:		
With boom disconnected, light end forward.....	20*	20*
With boom in place, either end forward.....	25*	25*
With boom disconnected, heavy end forward.....	45*	20*
Except SP MW 5858.....	35*	20*
SP MW 5595.....	30*	20*

*On curves where authorized speed is more than 15 MPH speed must be reduced 5 MPH less than shown on speed signs.

Locomotive Crane Pile Drivers SP MW 4088, 5479, 5852, 5899, SSW 96403 and SSW 96404 are to be handled in trains as locomotive cranes except they must always move with boom disconnected.

Unless specifically authorized by Superintendent, SP MW 4088, 5479, 5852, 5899, SSW 96403 and SSW 96404 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing more than 210,000 lbs.

Maximum speed permitted with relief outfits with relief cranes SP MW 5846, 5847, 5850, 5851, and 7032 is 45 MPH

on main track, Tower 87 to Avondale. On curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

Jordan Spreaders or Jordan Spreader Ditchers may move forward (prepared for travel) without a restriction and must not exceed 25 MPH when moving backward.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment, with caboose.....	65	—
Passenger trains, with caboose.....	65	—
Engine and caboose only, except:..... must not exceed speed for same engine running light.	—	65
Logs loaded on flat or logging cars, except:.....	—	25
On curves.....	—	20
Through truss bridges and passing stations.....	—	15

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3/4" in length must not exceed 10 MPH. When flat spots are not in excess of 3/4" long such cars may be operated at maximum authorized speeds.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains, except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up by passenger trains at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

SPECIAL INSTRUCTIONS—LAFAYETTE SUBDIVISION

For movements within yard limits Houston, also see Special Instructions, Houston Terminals, Houston Division.

Trains of the Rockland Branch will be governed by current timetable and special instructions of Houston Division as to movements between Lufkin and Prosser.

BEAUMONT: Two main tracks extend between Langham Road and KCS MP C-766. For movements between Langham Road and Connell, see page 18.

RULE 5. Siding Beaumont is first track south of main track No. 2.

Time at Loeb Jct. applies at junction with the AT&SF Ry. Co.

Siding Lake Charles Yard is first track south of main track.

Siding Crowley is first track south of main track.

RULES 20 and 21. Rockland Branch trains will display signals between Santa Fe Jct. and Loeb Jct. according to designation on Rockland Branch.

SP trains between Beaumont and Tower 31 will display classification lights or green signals authorized on SP.

AIR BRAKE RULE 24-B. ECHO AND LAFAYETTE YARD: Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 31. Lake Charles: City ordinance prohibits sounding of engine whistle except where there is imminent danger of an accident. In observing this ordinance, engineer should sound whistle if in his judgment an accident may be prevented.

RULE S-71. Between Prosser and Lufkin there is no superiority of trains on main track and between these points trains and engines must move with caution.

RULE 82-A. Eastward first-class trains originating at Houston may assume the schedule or section, as ordered, displaying signals if required, as instructed by train dispatcher or yardmaster, without clearance, but must obtain

clearance OK'd by Chief Train Dispatcher before leaving Tower 87.

Train originating Beaumont may receive clearance and train orders at yard office. Non-restricting train orders for westward trains except first class may be received at yard office. Clearance and train orders will be sent via pneumatic tube by train-order operator.

KCS and M.P. train orders, clearances, or requirements of train register Rules will not be required between Beaumont and Tower 31.

Eastward first-class trains and extra passenger trains operating through Lafayette Yard must obtain clearance and train orders at Lafayette Yard; such clearance and train orders to be delivered to the relieving conductor and engineer at Lafayette, as prescribed by Rule 220.

SP clearance, and register Rules will not apply to M.P. westward trains Beaumont.

Rockland Branch extra trains originating at Prosser must obtain clearance and train orders from train-order office at Lufkin.

Crew arriving Dunagan on No. 102 may assume the schedule of No. 101 and leave without a clearance.

Crew arriving I&V Junction on No. 519 may assume the schedule of No. 520 and leave without clearance.

RULE 83. Eastward trains may identify westward trains between Houston and Tower 87 to be applied at end of two main tracks. Rule 14(k) will apply.

Inferior trains may identify superior trains on two main tracks between Langham Road and KCS MP C-766 Beaumont, to be applied at end of two main tracks and at Connell. Rule 14 (k) will apply.

RULE 83-A. At following stations, only trains indicated will register:

- Englewood.....Trains originating or terminating.
- Tower 87.....First-class trains.
- Dayton.....Trains originating or terminating.
- Eldon.....No. 190 and trains directed by train order.
- Beaumont.....Trains originating or terminating.
- Lake Charles Yard.....Trains originating or terminating.
- I&V Junction.....Nos. 519 and 527.

Dunagan: Train register located in A.&N.R. telephone booth.

SPECIAL INSTRUCTIONS—LAFAYETTE SUBDIVISION

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Tower 87 First-class trains.
Dayton Trains originating or terminating.
Lafayette Yard First-class trains.

Trains originating or terminating Beaumont will register by ticket leaving with yard clerk, who will deliver to train-order operator via pneumatic tube; except trains No. 160, No. 59 and trains from Sabine Branch will throw off register ticket at train order office.

Unless directed by train order to do so, extra trains originating or terminating at Dunagan need not register. Conductor will fill out register ticket and deliver to train-order operator at Lufkin.

Midland Branch eastward trains arriving West Tower may register by ticket, leaving same with waybills at New Iberia Freight Station.

RULE 93. Yard limits are established at the following stations:

West MP	East MP
351.00	Houston (Lafayette Line) 352.70
	Sheldon 342.50
330.10	Dayton (Lafayette Line) 325.17
2.52	Dayton (Baytown Branch)
322.50	Liberty 320.00
283.05	Beaumont (Lafayette Line) 275.62
	Beaumont (Sabine Branch) 23.44
262.00	Orange 254.64
253.36	Echo 249.84
	Baytown 21.92
16.50	Eldon 12.50
117.16	Lufkin (Houston Division) 120.84
	Lufkin (Rockland Branch) 2.73
3.48	Herty 5.71
7.87	Dunagan 131.57
13.29	Port Arthur-West Port Arthur
223.60	Lake Charles Yard (Lafayette Line) 214.54
2.26	Lake Charles Yard (DeRidder Branch)
	DeRidder 42.42
	Lake Charles Yard (Lake Arthur Branch) 4.75
187.04	Jennings 183.41
176.41	Midland (Lafayette Line) 171.19
57.42	Midland (Midland Branch) 55.15
168.67	Crowley 163.57
148.69	Lafayette Yard 142.99
	Eunice 77.85
31.36	Kaplan 29.71
22.37	Abbeville 20.39
5.77	I&V Junction-Davids 4.35
	(Youngsville Branch) End of Branch
	(Salt Mine Branch) End of Branch
2.14	New Iberia (Midland Branch)

Beaumont: Between Santa Fe Jct. and Beaumont, and between South Street and Crockett Street, Beaumont, there is no main track. Between these points all tracks are yard tracks. All movements will be made in accordance with Rule 93.

Lake Charles Yard: Trains moving on main track between Lake Charles Yard and Mallard Jct., in either direction, will be governed by block signals, indications of which will supersede the superiority of trains. When signals indicate stop, movements will be made in accordance with Rules 507, 512 and/or 513 as the case may be.

RULE 95. Sections of eastward first-class trains may be authorized at Tower 87 by clearance bearing words "Green signals" or "No signals".

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

NORMAL POSITION OF GATES AT CROSSINGS

Location	Normal Position
Rockland Branch	
Kountze	*AT&SF
Sabine Branch	
West Port Arthur	*SP

*Movements may be made over crossing without stopping when gate is set against movements on intersecting track, not to exceed six (6) miles per hour.

DeRidder Branch

DeRidder Jct., MP 43.9	AT&SF
Lake Charles, MP 1.01 (KCS Ry.)	See Note
Lake Charles, MP 0.89 (M.P. RR)	See Note
Lake Charles, MP 0.86 (KCS Ry.)	See Note

Lake Arthur Branch

MP 3.1, east of Mallard Jct.	SP
MP 3.7, east of Mallard Jct.	M.P.

Midland Branch

Eunice	*M.P.
Davids	Midland Branch

*If gate is locked and M.P. movement is seen to be stopped, or after waiting three (3) minutes for movement to come into view, time release pushbutton may be operated and gate will unlock in approximately five minutes. Indicator provided at gate to show occupancy of train on approach circuit of M.P.

Youngsville Branch

MP 24.1, west of Davids	See Note
Davids	Midland Branch

NOTE: Crossing protected by "Stop" signs.

DRAWBRIDGES NOT INTERLOCKED

Calcasieu River, MP 2.04, DeRidder Branch.
Bayou Lacassine, MP 19.89, Lake Arthur Branch.
*Bayou Plaquemine, MP 57.73 between Midland and Iota.
Bayou Vermilion, MP 21.47, 0.1 mile west of Abbeville.
Bayou Carlin, MP 11.89, 0.4 mile east of Delcambre.

*Gates installed protecting drawbridge MP 57.73. Normal position for rail traffic. Trains must approach drawbridge 57.73 with caution, prepared to stop before reaching gates. If gates in normal position movements may be made without stopping not exceeding 10 MPH. If gates against rail traffic movements must not be made until it has been determined that bridge is in proper position and running rails on each end of bridge are in place.

RULE 103-A. For train, engine and switching movements over following crossings, a member of crew must take position at crossing to afford protection to traffic while movement is being made:

Dawes	Houston Lighting & Power Spur	U. S. Highway 90
Liberty	Sand Pit Spur	U. S. Highway 90
Baytown	West End of Yard	Airhart Drive
Orange	Chemical Row Lead	Western Ave.
Port Arthur Old Main Track		Thomas Boulevard
Port Arthur Old Main Track		Sixteenth Street
Sulphur	Old Siding over Huntington Street crossing	
West Lake	Spur leading to Mathieson Chemical Plant	
		over old U. S. Highway 90
Jennings	Foster Spur, U. S. Highway 90	
Crowley	Parkerson Ave. (Ice House Track)	
Midland Branch		
Gueydan	Republic Rice Mill, State Highway 14	
Abbeville	(Westward Trains) State Street	

Port Arthur: Trains and engines must approach west gate road crossing leading into Texaco Refinery with caution.

For all switching movements over this crossing member of crew must take position at crossing to afford protection to traffic while movement is being made.

Orange: In making switching moves to the DuPont Plant engine or cars should be stopped clear of road crossing near entrance of the plant before proceeding.

Listed below are locations and tracks where movements do not actuate automatic crossing warning signals. When movements are made over these crossings on tracks listed, member of crew must take position at crossing to afford protection to vehicular traffic:

Lafayette Line

Dayton	Main Street	House Track
Liberty	San Jacinto Street	North Industrial Track
Liberty	Travis Street	House Track
Liberty	Main Street	House Track
Liberty	Bowie Street	Siding
Devers	Road crossing	South Industrial Track

Rockland Branch

Zavalla	State Highway	Team Track
Colmesneil	Road Crossing	Spur

AUTOMATIC CROSSING GATES

Following crossings protected by gates. Crews of trains or engines making stop, reverse movements, switching movements, or from yard track over crossings, must know that gates are down or flag protection provided for vehicular traffic before entering crossing:

Station	Location
*Dayton	State Highway 321
Kountze	State Highway 326
**Lake Charles	Kirkman Street
Lake Charles	Enterprise Boulevard
Jennings	Main Street
Crowley	Avenue F

*To facilitate switching moves over this crossing Key Release devices are located near gates. Before entering crossing if gates are not down, gates must be lowered manually by inserting switch key in Key-Release and turn SLOWLY one complete turn to the right which will lower gates for one minute.

**MAIN TRACK: Time out circuits located 350 feet from crossing and cars must not be left within 350 feet of crossing.

NORTH TRACK: Approach circuits located 500 feet either side of crossing. Cars must not be left within 500 feet of crossing.

SOUTH TRACKS: Tracks not equipped with approach circuits for westward movement.

Engine with or without cars making movements on any of these tracks approaching Kirkman Street must not enter crossing unless gate is down or protection afforded.

To facilitate switching moves over these crossings Key-Release devices are located near gates. Before entering crossing if gates are not down, gates must be lowered manually by inserting switch key in Key-Release and turn SLOWLY one complete turn to the right which will lower gates for one minute.

Beaumont:

Langham Road protected by automatic crossing gates. Crews of trains or engines making stop, reverse movements or switching movements over crossing must know gates are down or flag protection provided for vehicular traffic before entering crossing.

Crockett Street crossing is protected by gates, flasher and bell warning signals. These signals are not controlled by approach circuits. Warning signals will not operate for movement until leading wheels have passed insulated joints (painted yellow) immediately each side of crossing, or by

operating KEY CONTROL. Trains and engines must stop short of insulated joints, and before movement over crossing is commenced, member of crew must insert switch key in either of four boxes marked "KEY CONTROL" located on both sides of the tracks and both sides of the crossing, making one complete turn, SLOWLY, which operates flasher and bell signals for 60 seconds. If train or engine movement does not occupy crossing circuit within 60 seconds, KEY CONTROL must again be operated.

Lake Charles: Engines, with or without cars, moving on any track except main track, must not exceed 6 MPH approaching and entering Enterprise Boulevard crossing, and must not enter or occupy this crossing unless gate is down or protection afforded.

Automatic Flashing Crossing Signal: Equipped with Key-Release feature located as follows:

Station	Location
West Pt. Arthur	State Highway 87
Welsh	State Highway 99
Midland	State Highway 91
Rayne	Adams Street
Rayne	Polk Street

To facilitate switching moves over these crossings Key-Release devices are located near flashing light signals. Before entering crossing if flashing light signals are not flashing they may be started manually by inserting switch key in Key-Release and turn SLOWLY one complete turn to right which will cause flashing light to operate one minute.

Eldon: Dwarf-type signal installed south side of Rice Farm Road within U. S. Steel Plant. Signal is inter-connected with crossing protection device, and will display red aspect. When flasher light signals protecting vehicular traffic begin functioning, signal will display green aspect.

When signal displays red aspect, member of crew must take position at crossing to afford protection to traffic while movement is being made.

RULE 104. Normal position of rigid switches at junctions:

Station	Normal Position
Loeb Jct.	AT&SF AT&SF
Dunagan	A&NR Railroad SP
Mallard Jct.	Lake Arthur Branch Lafayette Line
Midland	Midland Branch Lafayette Line
Daids	Midland Branch Midland Branch
Daids	Youngsville Branch Youngsville Branch

RULE 104-A. DeRidder: Switch targets from initial switch MP 43.80 to end of main track have been painted yellow and switch locks replaced with hooks. This exception does not apply to any derail switches located within these limits.

Lake Arthur: Switch targets from initial switch MP 33.34 to end of main track have been painted yellow and switch locks replaced with hooks. This exception does not apply to any derail switches located within these limits.

Salt Mine: Switch targets from initial switch MP 9.57 to end of main track have been painted yellow and switch locks replaced with hooks. This exception does not apply to any derail switches located within these limits.

RULE 208. Dayton, Beaumont and Lake Charles Yard; Fifth paragraph does not apply to westward trains at Dayton and Beaumont or eastward trains at Lake Charles Yard. When train order signal remains in stop position and has not been operated as prescribed by Rule 211, train may proceed without stopping, but must not pass fouling point of switch at which an opposing train may enter siding until it is known train orders received do not restrict train at that station.

RULE 221. Following are train-order offices only as indicated:

Englewood	Trains originating
Tower 87	Eastward trains
Orange	Trains originating

Joint S.P. and M.P. Light type train order signal located adjacent to Passenger Station, Beaumont.

Top unit governs S.P. trains.
Lower unit governs M.P. trains only and will display flashing Red or flashing Green.

Light will not be displayed in train-order signal Kountze except when train-order operator on duty.

Unit for display of flashing white light installed at the following location:

Station	Location	Direction
Lake Charles Yard	On train-order signal	Westward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

Midland Branch trains must obtain clearance at Midland when train-order operator on duty.

Light will not be displayed in train-order signals at Gueydan and Abbeville, except when train-order operator on duty.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-3510	Spring switches, Fauna	P-3487
P-3292	Spring switch, west end siding, Dayton	
P-3084	Spring switches, Devers	P-3065
	Spring switch, East end yard, Lufkin	P-1203
P-2524	Spring switches, Echo	P-2507
P-2320	Spring switches, Brimstone	P-2299
	Spring switch, east end siding, Lake Charles Yard	P-2155
P-1924	Spring switches, Roanoke	P-1905
P-1756	Spring switch, west end siding, Midland	
P-1660	Spring switches, Crowley Siding	P-1639
P-1482	Spring switch, west end yard, Lafayette Yard	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time-Release
Fauna —East end siding	3 mins.
Dayton —West end siding	3 mins.
Devers —West and east end siding	3 mins.
Lufkin —East end yard	3 mins.
Echo —West and east end siding	3 mins.
Brimstone—West and east end siding	3 mins.
Lake Charles Yard —East end siding	3 mins.
Roanoke —West and east end siding	3 mins.
Midland. —West end siding	3 mins.
Crowley Siding —West and east end siding	3 mins.
Lafayette Yard —West end yard	3 mins.

Electric Switch locks are located as follows:
Prosser: West end of two tracks connecting with A&NR Railroad. Time required for lock to function — 3 mins.
Mallard Junction

RULE 516. Overlap posts are located as follows:

Brimstone	MP 230.70	governing eastward trains
West Lake	MP 220.90	governing westward trains
Lake Charles Yd.	MP 216.01	governing eastward trains
Chloe	MP 212.27	governing westward trains
Scott	MP 149.85	governing eastward trains
Lafayette Yard	MP 147.44	governing westward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Fauna	West and east end siding Main Track
Dayton	West end siding Main Track
Devers	West and east end siding Main Track
Brimstone	West and east end siding Main Track
Lake Charles Yard	East end siding Main Track
Roanoke	West and east end siding Main Track
Midland	West end siding Main Track
Crowley Siding	West and east end siding Main Track
Lafayette Yard	West end yard Main Track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Echo	—West and east end siding Main Track
Lufkin	—East end yard Main Track

RULE 605. INTERLOCKING

Tower 87—Fauna: Interlocking limits on main track extend from eastward interlocking signals at fouling point, end of two main tracks west of Tower 87, to westward interlocking signals at fouling point west end of siding Fauna.

Dual control switch equipped with crank located at west end crossover, MP 355, Englewood.

Dual control switch equipped with selector lever and hand-throw lever located at east end crossover, MP 355, Englewood. Spurs at MP 351.65, MP 353.23 and MP 352.57 are equipped with electric switch locks.

Telephones for communication with operator are located in vicinity of each outlying interlocking signal and electric switch lock boxes.

Dayton. East switch of siding power operated; switch and signals controlled by operator located in train-order office.

KCS Crossing. On spur between Guffey and Chaison, no operator on duty. Normally lined for KCS.

(KCS Crossing) Port Arthur MP 1.1. No operator on duty. Normally lined for KCS.

Sabine River MP 250.2: Governs movement over Sabine River Drawbridge.

(KCS Crossing) Lockmoor MP 222.81: No operator on duty. Normally lined for SP.

Button release for making reverse movement on SP after forward movement has been made through interlocking limits and before reaching end of control circuit is located in box stencilled "SP", equipped with switch lock, on pipe stand, north side of SP main track, near crossing.

For proper display of signal indication for making reverse movement, button release must be depressed. Instructions posted inside of box door.

(KCS Crossing) West Lake MP 221.24: No operator on duty. Normally lined for SP.

When signal displays stop indication and no train or engine approaching on conflicting route, member of crew may operate Key-Release by inserting switch key and turning SLOWLY one complete turn to right. If signal does not clear after time release has functioned, Rule 663 (c) will govern.

Calcasieu River MP 220.9: Governs movement over Calcasieu River Drawbridge.

(KCS Crossing) Lake Charles MP 219.10: No operator on duty; normally lined for SP main track movement. Hand-operated switch with pipe connected derailed to Ball Park Track opens within interlocking limits; dwarf signal located at fouling point. Block indicator located at switch.

(M.P. Crossing) Lake Charles Yard MP 217.97: No operator on duty. Normally lined for SP.

Mermentau River MP 180.3: Governs movement over Mermentau River Drawbridge.

(M.P. Crossing) MP 167.57:
No operator on duty. Normally lined for SP.

West Tower: See special instructions Avondale Sub-division.

RULE 680. AUTOMATIC INTERLOCKING

M.P. Crossing MP 259.3 Lafayette Line.
M.P. Crossing MP 205.28 Lafayette Line.
Fulton, MP 19.2 (DeRidder Branch) M.P. Crossing.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	2524	Echo	Proceed on main track to east end siding.
S	2524	Echo	Enter siding.
M	2507	Echo	Proceed on main track to West end siding.
S	2507	Echo	Enter siding.

HOT BOX DETECTORS

Illum. Letter	Mile Post	Approaching	Location of Readout
EASTWARD TRAINS			
H	309.6	Devers	East end siding, Devers.
W	312.6	Raywood.	
H	253.7	Echo	Near Telegraph Office, Echo.
W	257.2	Orange.	
WESTWARD TRAINS			
H	315.5	Ames	Near road crossing, Ames.
W	311.7	Raywood.	
H	248.3	Echo	Near Telegraph Office, Echo.
W	244.7	Echo.	

When letter "H" is illuminated, trains must stop and inspect train before passing over drawbridge 250.20, Sabine River, Echo.

Refer to Rule 705 All Subdivisions.

RULE 812. Beaumont: AT&SF Railway Company rules require that a member of crew of Rockland Branch trains secure permission from Control Operator, Beaumont before fouling or entering AT&SF main track at Loeb Jct. or Santa Fe Jct. and for movement on main track between these points.

Trains and engines using tracks of Angelina and Neches River Railroad between Prosser and Dunagan will be governed by Rules and Regulations of the Transportation Department of the Southern Pacific Transportation Company, its Lafayette Division timetable, timetable bulletins and by train orders issued over initials of Chief Train Dispatcher of that division.

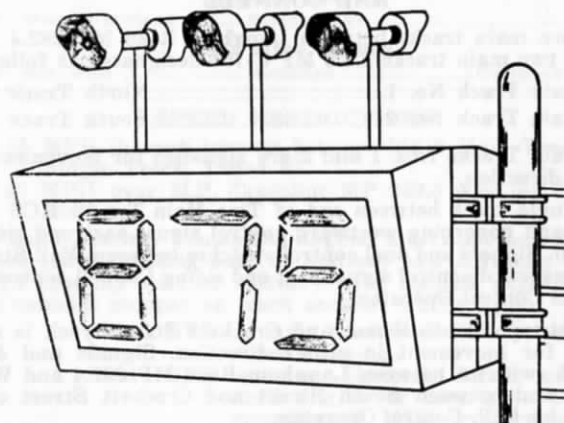
Eunice: Old main track between CRI&P connection and east yard limit sign will be used jointly by trains and engines of SP and CRI&P under provisions of Rule 93.

RULE 827. DOLAN, MP 109.2. Eastward trains handling Cotton Belt-Beaumont connection must stop and train inspection made before leaving Dolan.

VILLAGE MILLS, MP 64.8. Westward trains handling Beaumont-Cotton Belt connection must stop and train inspection made before leaving Village Mills.

RULE 829: Hot box detector installed at following location:

MP	Direction	Scanner Site: Location
177.4	West and East	Between Mermentau and Midland



A Monitor Display Board and hot box indicator lights, as shown in the above diagram, are mounted on a signal mast on the north side of main track MP 177.40. As train passes the detector, the right or left indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of train having the overheated journal. Two seconds after train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot box to the rear of the train.

A flashing indicator light in the center indicates that another hot box (or hot boxes) was detected subsequent to the hot box which is numerically indicated on the display board. Flashing lights, both left and right but not in the center, indicate two hot boxes, same axle, numerals displayed indicating axle count from that axle to the rear of the train. Flashing center light, together with either the left or right light only, indicates the hot boxes detected were all on the same side of the train. All three indicator lights flashing signify the indicated hot box may be on either side and that one of the subsequent boxes was on the opposite side.

The indicator lights are normally dark and illuminate, displaying flashing white aspect on top of monitor display board, only when hot box is detected. The display board is illuminated as train passes and will display zeroes in the absence of a hot box.

When any indicator light displays flashing white aspect, train will be stopped and inspected. If only one flashing aspect is indicated, the axle number from rear of train shall be inspected plus all journals of car indicated by detector as well as each adjoining car. If center light displays flashing white aspect, all journals from count indicated to rear of train shall be inspected on side or sides as indicated by left or right flashing white light. Lights and illuminated numerals will automatically cancel out ninety (90) seconds after entire train passes detector.

When hot box detector is activated, member of crew must make a physical count of axles from rear of train to axle indicated by display board and when hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

White light displayed on track side of detector instrument house indicates system is operative. White light flashing indicates train has hot bearing and instructions pertaining to indicator light on Monitor Display Board must be complied with. When white light is not displayed, it indicates system is not operating properly, in which case train dispatcher must be notified from first point of communication.

If hot box detector is actuated, also be governed by last paragraph, items 1 through 5 as shown under Rule 705, Hot Box Detector, on Page 8, Special Instructions, All Subdivisions.

MISCELLANEOUS

BETWEEN LANGHAM ROAD BEAUMONT AND CONNELL

Two main tracks between Langham Road MP 282.4 and end of two main tracks KCS MP C-766 designated as follows:

Main Track No. 1.....North Track
Main Track No. 2.....South Track

Main Tracks Nos. 1 and 2 are signalled for movement in either direction.

Single track between end of Two Main Tracks KCS MP C-766 and governing westward control signal east end siding Connell. Signals and dual control switches between Wall Street and Westward control signal east end siding Connell controlled by KCS Control Operator.

Between South Street and Crockett Street track is signalled for movement in either direction. Signals and dual control switches between Langham Road MP 282.4 and Wall Street and between South Street and Crockett Street controlled by M.P. Control Operator.

Movements between Langham Road MP 282.4 and Beaumont, South Street and Crockett Street and between eastward control signals Tower 31 and westward control signal east end siding Connell will be governed by Rules 605 thru 670.

When switching is to be done over dual control switches in South Track at West End Siding, Beaumont, Rules 608, 771, and 772 will apply, and selector lever on West Switch of Siding, Beaumont, must be placed in hand position, which will automatically lock the switches of the two crossovers.

Interlocking signal near South Street governing westward movements on SP Trackage—equipped with triangular plate bearing letter "P" and when stop indication is displayed trains in addition to complying with Rule 663 must also comply with Rules 306 and 535.

Spring switch located near South Street AT&SF Connection. Normal position for SP.

Telephones located in vicinity of each signal for communicating with Control Operator.

Movements through crossovers and turnouts must not exceed 15 MPH.

Movements between Interstate Highway 10 overpass and Wall Street must not exceed 20 MPH.

Movements between Wall Street and Tower 31 must run at restricted speed not exceeding 20 MPH.

Movements through connecting track Tower 31 must not exceed 20 MPH.

Connell: Control Operator must be contacted to release electric switch lock at hand operated switch.

Crossing MP 279.2 with AT&SF and SP equipped with gate. Normal position lined for AT&SF and SP between South Street and Crockett Street. Gate equipped with electric lock. Control Operator must be contacted to release electric lock before gate can be operated, then be governed by instructions posted at gate.

When signals do not display desired indication and cause is not apparent member of crew must immediately communicate with Control Operator.

Movements between Beaumont and Tower 31 will be made in accordance with signal indication which supersedes the superiority of trains. Movements will be governed by Southern Pacific Transportation Company Rules and Regulations of the Transportation Department except the following Uniform Code of Operating Rules of the M. P. and KCS Operating Rules will apply:

Signal System in effect between Beaumont and Tower 31:

Aspect	Name	Indication
Green or Green over Red	Clear	Proceed
Red over Green or Red over Green over Red	Diverging Clear	Proceed on diverging route at prescribed speed through turnout.
Yellow or Yellow over Red or Yellow over Red over Red	Approach	Proceed immediately reducing speed 20 MPH or slower if necessary prepared to stop before leading wheels pass next signal.
Red over Yellow or Red over Yellow over Red	Diverging Approach	Proceed via diverging route not exceeding 20 MPH, through turnout prepared to stop before leading wheels pass next signal.
Lunar or Lunar over Red or Red over Lunar or Red over Red over Lunar	Low	Proceed at low speed to next signal or where signal governs movement onto non-signalled track until entire trains is thru the turnout.
Red over Red or Red over Red over Red	Stop	Stop

When signal displays stop indication and cause is not apparent, member of crew must immediately communicate with Control Operator, and upon advice "there are no opposing trains in block", movement may be made at low speed to the next signal, after examination of switch points are made and found to fit up properly.

Restricted Speed—Proceed prepared to stop short of a train, engine, obstruction or switch not properly lined.

Low Speed—A speed that will permit stopping short of train, engine, obstruction or switch not properly lined and looking out for broken rail, but not exceeding 15 MPH.

Absolute Signal—A block or interlocking signal designated by "A" marker, or by the absence of a number plate.

Fusee—When an unattended burning fusee is found burning on or near the track, train must stop and extinguish fusee then proceed at restricted speed for one-half mile.

Within yard limits of KCS trains and engines must not exceed restricted speed and main track may be used without protecting against first and inferior class, extra trains and engines.

Dragging and/or derailed equipment detectors and indicators installed at the following locations:

Mile Post	Location
315.5	Between Ames and Raywood
309.5	Between Raywood and Devers
253.7	Between Orange and Echo
246.6	Between Echo and Vinton
225.8	Between Brimstone and Lockmoor
175.5	Between Midland and Mermentau

Indicators will apply to trains in both directions and are mounted on posts on north side of track near detectors. Normal indication dark. When indicator is activated blue indicator lights will be displayed in both directions, and when illuminated enginemen or trainmen will stop train and make inspection of train and track advising train dispatcher promptly.

Sheldon. Pulpwood that is shifted and creates an impairment destined to Southland Paper Company must not be set out in siding at Sheldon or Crosby or runaround at Southland Paper Company.

Cars with shifted loads must be set out towards Southland Paper Company's plant on riverside, or house track, Crosby.

Entrance to Southland Paper Company's plant protected by gates equipped with railroad locks and crews must close and lock gates after performing switching in plant.

Bobsher. Gulf States Utilities Company lead has gate south of Round Bunch Road which must be left closed and locked when work completed.

Orange. Special light type signal which may display red or green aspect installed approximately 90 feet inside plant entrance at Firestone Tire and Rubber Company. Display of red aspect indicates an emergency condition and plant must not be entered, and plant representative must be contacted. Display of green aspect indicates normal condition exists and plant may be entered. Absence of light must be regarded same as red aspect and crew should contact Plant Protection Department for clearance to enter operating area. If, after entering plant, an emergency condition arises, crew will be governed by instructions of plant representative.

Orange: Movements over track scales Gulf Spencer Plant, Chemical Row, must not exceed five (5) MPH. Air brakes must not be set while cars are moving over scales.

Williams. MP 14.0 Sabine Branch: Special light type signal installed on loading shed and new platform at Sinclair-Koppers Company, Tracks 1064, 1065 and 1066. Display of red aspect indicates loading platforms are in lowered position and cars must not be coupled into nor moved while light illuminated. When loading platforms are in raised position, light is extinguished; however, before coupling into cars inspection must be made to insure loading equipment is clear.

Special light type signal installed at tank loading racks, Tracks 1061, 1063 and 1067. Display of red aspect indicates tank cars connected and cars must not be coupled into or moved while light is illuminated.

Port Arthur: Revolving red light installed by Texas Company, Port Arthur, on pole at main entrance east end Southern Pacific Yard.

Switch to light is located on gate post near Guard House, West Gate. Southern Pacific crews who will move cars east of road crossing at Guard House must start light operating before cars are handled into tracks east of crossing. After movements are completed, light must be cut off.

When light is operating, Texas Company employes will not kick or shove cars into tracks until Southern Pacific employes are notified.

Crowley: All classes of engines except single "F" or "S" class units must not operate beyond Parkerson Ave. on Horn Track.

IMPAIRED CLEARANCE

Williams. MP 14.0 Sabine Branch: Pipe arrangement west side loading track, Sinclair-Koppers Company, does not provide proper clearance.

Martin. MP 106.2 Rockland Branch: Loading platform has movable apron which when in position for loading cars will not clear high car or man on top or side of car.

Sulphur. MP 228.5: Sand bin located on old siding will not clear man on side of car.

Erath: Movements into sugar warehouse and molasses track, Erath Sugar Co., must not be made unless it is determined that cane derrick is positioned and secured to clear movement.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION
Lafayette Line		
343.77	East of Sheldon	San Jacinto River Bridge Overhead & Side
321.98	West of Liberty	Trinity River Bridge Overhead & Side
250.00	Echo	Sabine River Bridge Overhead & Side
220.6	West Lake	Drawbridge 220.62 Overhead & Side
218.8	Lake Charles	Depot Umbrella Shed Overhead & Side
205.5	East of Iowa	Highway Overpass Overhead & Side
186.2	West of Jennings	Highway Overpass Overhead & Side
180.2	Mermentau	Drawbridge 180.26 Side
163.1	East of Crowley Siding	Highway Overpass Overhead & Side
146.0	Lafayette Yard	Signal Bridge 1460 Side

MP	LOCATION	DESCRIPTION
Rockland Branch		
103.92	West of Rockland	Neches River Bridge Overhead & Side
Lake Arthur Branch		
3.1	M.P. Crossing	Gate Mast Side
19.8	East of Hayes	Drawbridge 19.89 Side
Midland Branch		
57.7	West of Midland	Bridge 57.73 Side
Salt Mine Branch		
9.6	Salt Mine	Buildings Overhead & Side

SPEED RESTRICTIONS

25 MPH through turnout between No. 2 Main Track and Single Track, Tower 87.

45 MPH over M.P. Crossing MP 259.3 west of Orange Siding.

Lake Charles: Trains and engines must approach Hodges Street (first crossing east of station) and Kirkman Street (third crossing east of station) with caution expecting to find vehicles stopped on track account traffic light.

15 MPH on main track over Enterprise Boulevard crossing.

10 MPH entering Shattuck Street crossing until engine or cars have covered crossing; 20 MPH until caboos of train covers crossing.

Lafayette Yard: 25 MPH between west switch and Carencro highway.

Fulton MP 19.2 (DeRidder Branch): 20 MPH between interlocking signals M.P. Crossing.

Trains and engines must not exceed speed shown over drawbridges as follows:

Location	MPH
Lafayette Line	
Sabine River, MP 250.00	35
Calcasieu River, MP 220.62	35
Mermentau River, MP 180.26	35
Midland Branch	
Bayou Plaquemine, MP 57.73	10
Bayou Vermilion, MP 21.47	25
Bayou Carlin, MP 11.89	25

*Through corporate limits listed below, speed of trains restricted as follows:

West MP	Station	East MP	MPH
Lafayette Line			
327.6	Dayton	324.2	30
324.2	Liberty	319.9	30
285.1	Beaumont	277.6	20
258.5	Orange	253.3	15
242.9	Vinton	240.2	25
229.5	Sulphur	227.9	25
219.7	Lake Charles	217.5	20
207.7	Iowa	205.7	45
196.0	Welsh	193.5	25
187.1	Jennings	183.1	25
167.3	Crowley	165.8	30
160.8	Rayne	159.3	30
146.3	Lafayette	143.1	25
DeRidder Branch			
2.0	Lake Charles	—	20
St. Martinville Branch			
—	Lafayette	1.85	25
Midland Branch			
80.42	Eunice	78.63	25
21.75	Abbeville	19.99	15
1.64	New Iberia	—	15

*City Ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—AVONDALE SUBDIVISION

RULE 5. Morgan City: Time applies at Signals 796 and 797.

RULES 20, 20-A, 21, 82-A and 83-B. Westward trains leaving New Orleans UPT Station will display identification signals for train for which crew is ordered and need not obtain clearance at West Bridge Junction but must obtain clearance OK'd by Chief Train Dispatcher before leaving Avondale.

Westward trains with crews operating through Avondale will display identification signals for which crew is ordered, unless otherwise instructed by train order operator, Avondale, and conductor will prepare register ticket accordingly.

Eastward trains will display signals from West Bridge Junction to New Orleans UPT Station according to designation on Avondale Subdivision.

RULES 81, 512 and 513. Trains and engines must contact train dispatcher before fouling main track at Garden City MP 97.9, Sterling Jct. MP 101.7, NI&N Jct. MP 109.98 and Olivier MP 120.9.

RULE 82-A. Eastward first-class trains and extra passenger trains operating through Lafayette Yard must obtain clearance and train orders at Lafayette Yard; such clearance and train orders to be delivered to the relieving conductor and engineer at Lafayette, as prescribed by Rule 220.

Conductor and engineer of westward first-class trains and extra passenger trains operating through Lafayette Yard will deliver all train orders and instructions held to the relieving conductor and engineer at Lafayette, as prescribed by Rule 220.

Crew arriving Weeks on No. 405 may assume the schedule of No. 406 and crew arriving Weeks on No. 407 may assume the schedule of No. 408 and leave without clearance.

RULE 83-A. At following stations, only trains indicated will register:

Lafayette..... First class and extra passenger trains.
West Tower..... Trains originating and terminating on Avondale Subdivision.
NI&N Jct. MP 109.98 Trains directed by train order.
Garden City MP 97.9 Trains directed by train order.
Morgan City..... Trains originating or terminating.

Trains operating to or from New Orleans UPT Station must register on NOUPT Train Register at that station.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Lafayette Yard..... First-class trains.
West Tower..... Trains originating and terminating.
Avondale..... First-class trains and trains with crews operated through Avondale.

RULE 93. Yard limits are established at the following stations:

West MP	East MP
148.69	142.99
4.02	
3.17	
139.00	136.69
128.77	121.07
107.12	100.23
1.10	
97.50	94.80
82.76	77.00
56.54	53.02

West MP	East MP
3.00	
	1.39
42.70	39.52
1.98	
29.56	27.90
24.97	22.66
17.77	
53.47	51.38
24.97	18.00
	12.18
	8.50

Trains moving on main track between Lafayette Yard and B-R Jct., in either direction, will be governed by block signals, indications of which will supersede the superiority of trains. When signals indicate stop, movements will be made in accordance with Rules 507, 512 and/or 513 as the case may be.

Time release located on Block Signal 1453 governing movements from Alexandria Branch, and on Block Signal 1451 governing movements from St. Martinville Branch. After complying with provisions of Rule 513 and switch is lined for movement if signal does not immediately display proceed indication, train must wait three (3) minutes, after which signal will display yellow aspect if no train or engine is occupying block.

RULE 95. Sections of westward first-class trains may be authorized at Avondale by clearance bearing the words "green signals" or "no signals".

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

NORMAL POSITION OF GATES AT CROSSINGS

Station	Normal Position
Avondale Line	
Olivier, MP 120.80	Orange Grove Ref. See Note
Jeanerette, MP 113.90	Provost Lumber Co. M.P.
Jeanerette, MP 113.70	Jefferys Spur M.P.
Albania, MP 112.70	Delgado Refinery M.P.
M.P. Crossing	0.5 mile west of Sterling M.P.

NOTE: Crossing protected by "Stop" Signs.

Alexandria Branch

MP 52.2 (T&P)..... See Note

St. Martinville Branch

Breaux Bridge..... MP 19.2..... See Note

NOTE: Crossing protected by "Stop" Signs.

DRAWBRIDGES NOT INTERLOCKED

Houma Branch

Intracoastal Canal, MP 14.82

St. Martinville Branch

Bayou Teche, MP 8.0..... Levert Sugar Co. Spur.

RULE 103-A. For train, engine and switching movements over following crossings, a member of crew must take position at crossing to afford protection to traffic while movement is being made:

Avondale Line

New Iberia	U. S. Highway 90
Power House Spur.....	U. S. Highway 90
Olivier (spur).....	U. S. Highway 90
Jeanerette (spur).....	U. S. Highway 90
Albania (spur).....	U. S. Highway 90
Sterling Jct. (Sterling spur).....	U. S. Highway 90
Garden City (spur).....	U. S. Highway 90
Lagonda (spur).....	U. S. Highway 90
Morgan City.....	Federal Avenue
Pelican State Lime Company Spur MP 74.43.....	U. S. Highway 90

Alexandria Branch

Alexandria Third Street crossing.
Opelousas Grolee and Guidry Streets west of Freight Station; Bellevue and Cherry Streets east of Freight Station.

Houma Branch

Schriever State Highway 20

Napoleonville Branch

Thibodaux Saint Mary Street Crossing
Napoleonville Junction Street and Highway crossings

Automatic Crossing Gates: Following crossings protected by gates with control circuits located within short distance of crossing. Crews of trains or engines making stop, reverse movements, switching movements, or from yard tracks over crossing, must know that gates are down or flag protection provided for vehicular traffic before entering crossing:

Station	Location
Lafayette.....	Mudd Avenue
Lafayette.....	Jefferson Street
New Iberia.....	Center Street
Jeanerette.....	Canal Street
Zacarter.....	U. S. Highway 90

Lafayette—LeRosen Street: Crews of trains or engines making stop, reverse movements or switching movements over crossing must know gates are down or flag protection provided for vehicular traffic before entering crossing.

Control circuits for gates on City Track and Trappey Lead are located 50 ft. each side of crossing.

Key control located on west side of crossing, north side of main track, has been provided for lowering gates to protect switching movements on main track.

Johnston Street: Crews of trains or engines making stop, reverse movements or switching movements over crossing must know gates are down or flag protection provided for vehicular traffic before entering crossing.

Eastward movements on main track stopping within 70 feet west of Johnston Street must proceed slowly until gates are down. White marker post has been placed south side of main track 70 feet west of Johnston Street for use by engine-men when making stop on eastward passenger trains.

Time-out circuit has been provided on siding, and is located 100 feet west of Johnston Street. Cars must not be left standing on siding between time-out circuit and fouling point east end of siding.

Baldwin—State Highway 83: Switching movements must not enter this crossing unless gates are down or flag protection provided nor exceed 12 MPH on main track or siding approaching this crossing and cars must not be left between Signal 1052 and relay box 330 feet west of crossing.

Movements from Cypremort Branch must not enter this crossing unless gates are down or flag protection provided.

Key-Releases are located near each gate for use to lower gates when necessary.

Automatic Flashing Crossing Signals: Equipped with Key-Release feature are located as follows:

Station	Location
Lafayette.....	Simcoe Street
New Iberia.....	Hopkins Street
Bayou Sale.....	State Highway 317

To facilitate switching moves over these crossings, Key-Release device is located near flashing light signals. Before entering crossing if flashing light signals are not flashing they may be started manually by inserting switch key in Key-Release and turn SLOWLY one complete turn to right which will cause flashing lights to operate for one minute.

St. Martinville Branch

St. Martinville State Highway 31
Control circuit extends from derail 50 feet east of crossing to point 100 feet west of crossing. Signals are actuated when derail is lined for movement. If signal not operating member of crew must provide flag protection for vehicular traffic.

New Iberia: Flashing lights, Hopkins Street, protecting movement on former Eastward Main Track, equipped with time-out device. Movements occupying control circuit in excess of 75 seconds must not enter crossing unless flashing lights are operated by use of Key-Release located on either automatic warning device, or member of crew provides flag protection for vehicular traffic.

Houma Branch

Houma. La. Highway 3040 on Sawmill Spur protected by cantilever signals with control circuit located near crossing. Crews of trains or engines making stop, reverse or switching movements over crossing must know that signals are operating or flag protection provided for vehicular traffic before entering crossing.

Cars must not be left standing within 185 feet of east side of La. Highway 3040.

RULE 104. Normal position of rigid switches at junctions and certain other locations:

Station	Normal Position
SP Junction.....	T&P
Cheneyville.....	T&P
Alex Junction.....	Alexandria Branch
B-R Junction.....	St. Martinsville Branch
NI&N Jct.....	Avondale Line
MP 109.98.....	Avondale Line
Schriever.....	Houma Branch
Napoleonville Jct.....	Thibodaux Spur

Boutte: Normal position of switches within Monsanto Chemical Company Plant is for lead track.

Houma: Normal position of switch to Ashland extension is for Ashland extension.

RULE 104-A. Weeks: Switch targets from initial switch MP 18.43 to end of main track have been painted yellow and switch locks replaced with hooks. This exception does not apply to any derail switches located within these limits.

RULE 208. Fifth paragraph will not apply to westward trains at West Tower. Train order restricting movement of a westward train at that station may be delivered while train is moving but operator must not clear interlocking signal at leaving end of siding until train has stopped or restriction expired.

RULE 211. Berwick-Morgan City: When Form "N" train order is held by operator, eastward trains restricted at Berwick upon receiving verbal authority from operator Morgan City, may proceed on main track to train-order office to receive orders.

RULE 221. Unit for display of flashing white light installed at the following locations:

Station	Location	Direction
Morgan City	Signal 792	Westward
Baldwin	Signal 1069	Eastward
Raceland Jct.	Signal 421	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

Avondale is train-order office only for westward trains.

Cheneyville is an open train-order office only between 8:00 AM and 5:00 PM daily, except Saturdays, Sundays and Holidays.

Light will not be displayed in train-order signal at Opelousas, except when train-order operator is on duty.

RULE 306. Following block signals, equipped with triangular plate bearing letter "P", have included in their control limits some special protective device. Absolute signals are listed as "P-A":

Eastward Signal	Protection	Westward Signal
	Spring switch, east end yard, Lafayette Yard	P-1459
P-1326	Spring switches, Cade	P-1313
P-1132	Spring switches, Jeanerette Siding	P-1119
P-1070	Spring switches, Baldwin	P-1051
P-968	Spring switches, Bayou Sale	P-957
P-826	Spring switches, Berwick	P-809
P-422	Spring switches, Raceland Jct.	P-401
	Spring switch, east end siding, Salix	P-183
P-A	Spring switches, Avondale	P-A

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases	Time Release
Lafayette Yard east end yard	3 mins.
Cade west and east end siding	3 mins.
Jeanerette Siding west and east end siding	3 mins.
Baldwin west and east end siding	3 mins.
Bayou Sale west and east end siding	3 mins.
Berwick west end siding	3 mins.
Raceland Jct. west and east end siding	3 mins.

Special Signals—Morgan City: Unit for display of flashing white light is installed on south side of Signal Bridge 797. This signal may display a flashing white light in each direction when a train is occupying west approach between ABS 835 west of siding Berwick, and Fourth Street, Morgan City.

The only purpose of display of flashing white light is to give information to yard crews that a train is approaching from the west.

Display or non-display of flashing white light does not relieve trainmen and enginemen from compliance with Rule 81 or Rule 513 before entering or fouling main track and will confer no authority for movement of train or engine.

RULE 507. Lafayette (Alexandria and St. Martinville Branches): When automatic block signals display stop indication, east end Lafayette Yard for westward trains and automatic block signal Alex Jct. or B-R Jct. display stop indication for eastward trains, trains after stopping may proceed at restricted speed under the following conditions:

1. When a preceding train is seen in the block, and intervening track is seen to be clear.
2. After waiting five minutes and no train or engine is seen or heard approaching.

RULE 516. Overlap post located as follows:

Elks.....MP 140.55.....governing eastward trains

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Cade	West and east end siding Main track
Jeanerette Siding	West and east end siding Main track
Baldwin	West and east end siding Main track
Bayou Sale	West and east end siding Main track
Berwick	West end siding Main track
Raceland Jct.	West and east end siding Main track
Salix	East end siding Main track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Lafayette Yard	East end yard Main track
Berwick	East end siding Main track
Avondale	West and east end yard Main track

RULE 605. INTERLOCKING

West Tower: Interlocking limits on main track extend from signal located 12 feet west of west switch of siding (MP 127.6) to signals on both tracks located 330 feet east of M.P. Crossing (MP 126.1); and on other than main track, from dwarf signal near fouling point west end of siding to connection with main track and from dwarf signal near fouling point east end of siding to signals located on both tracks 330 feet east of M.P. Crossing.

Hand-operated switch from M.P. connection to main track is equipped with electric switch lock controlled by operator. Interlocking signal at fouling point governs movement to main track.

Charenton Canal MP 104.1: Governs movement over Charenton Canal Drawbridge.

Atchafalaya River MP 80.5: Governs movement over Atchafalaya River Drawbridge.

Trains stopping at Berwick or Morgan City must stop so that no part of drawbridge interlocking limits will be fouled. The circuit must at all times be left clear so that draw span can be opened. Westward trains stopping to do work must clear Signal 810.

Boeuf MP 73.3: Governs movement over Bayou Boeuf Drawbridge.

Lafourche MP 51.6: Governs movement over Bayou Lafourche Drawbridge.

Des Allemands MP 32.5: Governs movement over Bayou Des Allemands Drawbridge.

Salix—Avondale: Interlocking limits on main track extend from eastward interlocking signals at fouling point east end of siding Salix to westward interlocking signals at west end of Avondale yard.

Electric switch locks are located as follows:

Cyanamid spur, MP 16.8 Both ends of run-around track.
Avondale.....Switch to freight station tracks.

Telephones for communication with operators are located in vicinity of each interlocking signal and electric switch lock box.

Cyanamid Spur MP 16.8: Interlocking signals, switches and derrails governing entrance to and movements on connection track with Texas and Pacific Railway to serve American Cyanamid Company and which opens off east end of Cyanamid Spur Run-Around Track at MP 16.8 are controlled by operator of the Texas and Pacific Railway at Avondale.

Telephone for communication with operator is located on east side of concrete instrument house at T&P main track switch; door is equipped with SP switch lock.

RULE 680. AUTOMATIC INTERLOCKING

Opelousas: MP 22.1 M.P. and T&P Crossings.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	196	Salix	Proceed on main track to beginning of interlocking.
S	196	Salix	Enter siding.
M	183	Salix	Proceed on main track to west end of siding.
S	183	Salix	Enter siding.

HOT BOX DETECTORS

Illum. Letter	Mile Post	Approaching	Location of Readout
EASTWARD TRAINS			
H	34.1	Des Allemands	Signal 324.
W	38.4	Des Allemands	
WESTWARD TRAINS			
H	38.3	Raceland Jct.	Signal 421.
W	35.7	Raceland Jct.	

Refer to Rule 705 All Subdivisions.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between MP 12.2 and MP 10.5, Avondale:

Absolute signals at MP 12.2, MP 11.3 and MP 10.6 govern eastward movement.

Absolute signals at MP 10.5 and MP 11.3 govern westward movement.

When absolute signal indicates stop, movement will be made in accordance with Rule 507.

Where no absolute signal governs entrance to main track, movement may be made as provided in Rules 512 and 513.

RULE 812. Texas and Pacific Railway Company's rules require conductors to call the Texas and Pacific dispatcher from S.P. Junction to secure permission to enter T&P main track.

RULE 829: Hot box detectors installed at following locations: Scanner Site:

MP	Direction	Location
110.0	West and East	Jeanerette Siding—Baldwin
76.1	West and East	Morgan City—Ursa

Detector instrument house is equipped with indicator array consisting of white lights and revolving red beacon.

White light at top center of indicator array will be continuously displayed except when a hot bearing has been detected at which time light will start flashing. Absence of white light must be promptly reported to train dispatcher.

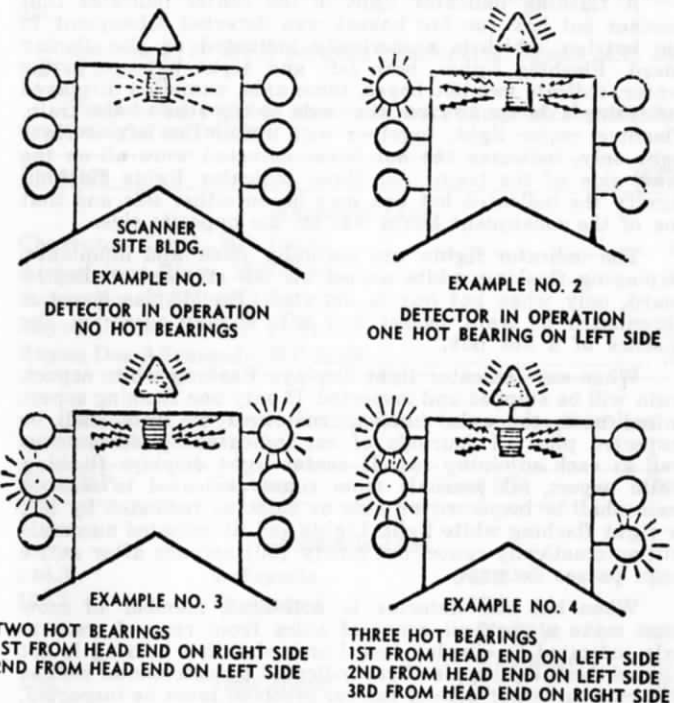
Revolving red beacon at top center of indicator array will be normally dark except when a hot bearing has been detected, beacon will be actuated.

Three vertical white lights are located on each side of indicator array. Lights on right side will be displayed for hot bearings on right side of train and lights on left side will indicate hot bearings on left side of train, in direction of movement. Top light indicates first hot bearing, second light indicates second hot bearing, and third light indicates third hot bearing. Lights will indicate a maximum of three hot bearings on each train.

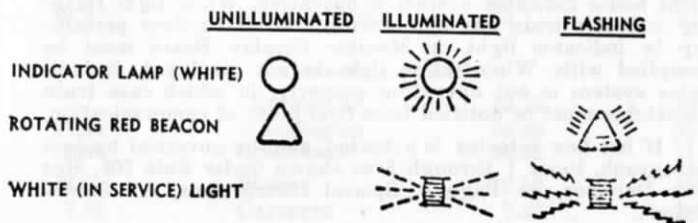
Crew members must keep vigilant look-out when passing these locations and if hot bearing is detected train will be stopped promptly and inspection made to locate car with hot bearing. In addition truck of car with hot bearing will be sprayed with fluorescent dye marker for identification. All journals on car marked as well as car ahead must be inspected.

When indicator array indicates hot bearing on train and no dye marker is observed all journals of train must be inspected.

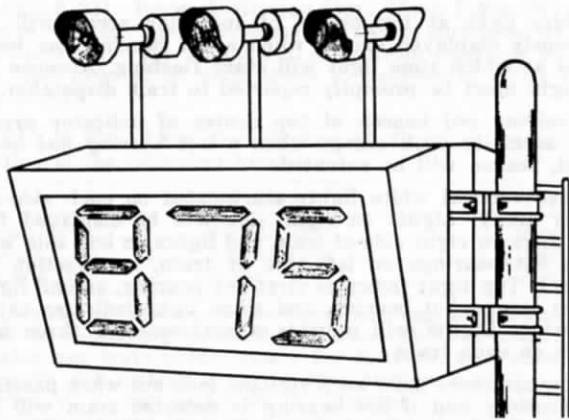
HOT BOX BEARING DETECTOR INDICATOR ARRAY



LEGEND



If hot box detector is actuated also be governed by last paragraph items 1 through 5 as shown under RULE 705 HOT BOX DETECTOR on Page 8, Special Instructions, All Subdivisions.



A Monitor Display Board and hot box indicator lights, as shown in the above diagram, are mounted on a signal mast on the south side of track MP 76.1. As train passes the detector, the right or left indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of train having the overheated journal. Two seconds after train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot box to the rear of the train.

A flashing indicator light in the center indicates that another hot box (or hot boxes) was detected subsequent to the hot box which is numerically indicated on the display board. Flashing lights, both left and right but not in the center, indicate two hot boxes, same axle, numerals displayed indicating axle count from that axle to the rear of the train. Flashing center light, together with either the left or right light only, indicates the hot boxes detected were all on the same side of the train. All three indicator lights flashing signify the indicated hot box may be on either side and that one of the subsequent boxes was on the opposite side.

The indicator lights are normally dark and illuminate, displaying flashing white aspect on top of monitor display board, only when hot box is detected. The display board is illuminated as train passes and will display zeroes in the absence of a hot box.

When any indicator light displays flashing white aspect, train will be stopped and inspected. If only one flashing aspect is indicated, the axle number from rear of train shall be inspected plus all journals of car indicated by detector as well as each adjoining car. If center light displays flashing white aspect, all journals from count indicated to rear of train shall be inspected on side or sides as indicated by left or right flashing white light. Lights and illuminated numerals will automatically cancel out ninety (90) seconds after entire train passes detector.

When hot box detector is activated, member of crew must make a physical count of axles from rear of train to axle indicated by display board and when hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

White light displayed on track side of detector instrument house indicates system is operative. White light flashing indicates train has hot bearing and instructions pertaining to indicator light on Monitor Display Board must be complied with. When white light is not displayed, it indicates system is not operating properly, in which case train dispatcher must be notified from first point of communication.

If hot box detector is actuated, also be governed by last paragraph, items 1 through 5 as shown under Rule 705, Hot Box Detector, on Page 8, Special Instructions, All Subdivisions.

AIR BRAKE RULES

RULE 60. On yard engines handling transfer trains using dynamic brakes, before entering or leaving turnout or

crossover on descending grade, Mississippi River Bridge, dynamic braking force must be reduced to one-half of the maximum amperes, 500 feet before engine reaches turnout or crossover and, if necessary, automatic brakes applied sufficiently so that speed of 15 MPH or allowable speed will not be exceeded until entire movement is clear of turnout or crossover.

Transfer trains using pusher engine must be stopped on descending grade clear of signal governing movements through turnout or crossover where pusher engine will be detached.

MISCELLANEOUS

Dragging and/or derailed equipment indicator in service at following locations:

Detector	Indicator	Location
MP 76.1	MP 76.1*	Between Morgan City and Ursa
MP 34.1	MP 34.1	Between Raceland Jct. and Des Allemands
	MP 33.1	Between Raceland Jct. and Des Allemands
	MP 32.2	Between Raceland Jct. and Des Allemands

Indicators will apply to trains in both directions and are mounted on post adjacent to track (*Indicator mounted on mast of Hot Box Detector Display Board at MP 76.1). Normal indication dark. When indicator is activated by detector, red revolving lights will be displayed in both directions and when illuminated enginemen or trainmen will stop train and make inspection of train and track, advising train dispatcher promptly.

Location of telephones not shown on schedule page:

Atchafalaya River Drawbridge
 MP 66.5
 MP 46.5
 MP 35.8
 MP 21.0

Ruth: MP 15.7, St. Martinville Branch, gates equipped with switch lock over spur track must be closed and locked after use.

Lockport Branch main track between Raceland Jct. and switch to track leading to Raceland and Field Track up to crossover may be used by all classes of engines.

North Bend—Columbian Carbon Company Plant

Special light type signal installed at switch to tracks Nos. 1 and 2, protects movable platform across these tracks. Switch located on light support must be turned on to illuminate light. If platform is raised, light will display green aspect, and track may be entered. If light does not burn when switch is turned on, loading foreman must be contacted for permission to enter tracks.

North Bend—Cabot Corporation Plant

Special light type signal protecting hopper track installed on shed at bin No. 1. When light displays red aspect, track must not be entered or cars disturbed, without first obtaining permission from loading foreman. When light displays green aspect, track may be entered without permission of loading foreman.

Boutte—Monsanto Chemical Company Plant

Loading tracks numbers 5A, 5B, 9A, 9B, 10A and 10B protected by derails located in vicinity of light type signals. Derails not affected by operation of light type signals. Loading foreman must be contacted to remove derails when necessary to perform switching on these tracks.

Tracks 2A, 2B, 3, 5A, 5B, 9A, 9B, 10A and 10B protected by special light type signals (in addition to derails on tracks 5A, 5B, 9A, 9B, 10A and 10B) which may display yellow or red aspect.

When signal displays red aspect track must not be entered. When signal displays yellow aspect tracks may be entered only with permission of loading foreman.

Absence of light or signal must be regarded same as red aspect.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Track
EF 415 A & B, EP 415 A & B, EF 418 A & B, ES 615, AS 616 and P	Elks..... Long extension beyond clearance point.
"	Cade..... House Track.
"	New Iberia..... House Track back of freight station, Bayou Track beyond east end of freight platform.
"	Franklin..... Refinery Spur.
"	Garden City..... All tracks, except main track.
"	Cabot..... Spur.
"	Lagonda..... Spur beyond clearance point.
"	Morgan City..... Track 6 or Curve Track.
"	Vallier..... Texaco Spur beyond clearance point.
All engines	Ivanhoe..... Beyond clearance point of track serving Texaco. Cars will be considered placed when left on spur leading from main track.
"	Houma..... Under shed at Dupont Wholesale Grocery Company.
"	Pelican State Lime Co. Spur MP 74.43..... Beyond buildings on these tracks.

NOTE: Restrictions on F Class engines listed above pertain to multiple units only, and do not restrict this class engine when operating as a single unit.

TRACK RESTRICTIONS

Thibodaux (Napoleonville Branch): Cars or engines must not go inside of building at Thompson Machinery Company.

IMPAIRED CLEARANCES

Pelican State Lime Company Spur, MP 74.43: Pelican State Lime Company Tracks Nos. 1, 2 and 3, have impaired overhead and side clearances. Sheds on Track No. 1 will not clear man on top of car.

Carboco: Overhead hopper at Columbian Carbon Company will not clear man on top of car.

Carencro: Coal bin, gravel bin and building located on old siding will not clear man on side of car.

Lever: Overhead pipe above sugar house track will not clear engines or man on top of car.

Drawbridge 8.0 does not provide standard overhead and side clearance.

Colley: When loading pipe at syrup loading spout is in position for loading cars it does not provide proper clearance.

Houma: Shed at Dupont Wholesale Grocery Company will not clear man on top of car.

Drawbridge 14.82 does not provide standard overhead and side clearance.

Southdown: Concrete platforms adjacent to sugar house will not clear man on side of car.

Mathews: Shed over sugar house, South Coast Company, will not clear man on top of car.

Weeks: Electric car puller located between Tracks 1 and 2 Morton Salt Co. Plant will not clear man on side of car.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION
Avondale Line		
80.4	Morgan City.....	Drawbridge 80.46..... Overhead & Side
77.4	East of Morgan City.....	Highway Overpass..... Overhead & Side
73.3	West of Ursa.....	Drawbridge 73.31..... Side
32.0	Des Allemands.....	Drawbridge 32.05..... Side
Alexandria Branch		
27.8	Washington.....	Bridge 27.81..... Overhead & Side

SPEED RESTRICTIONS

Lafayette Yard: 25 MPH between west switch and Carencro highway.

Avondale: 35 MPH between west switch and West Bridge Jct.

Opelousas: 20 MPH between interlocking signals M.P. and T&P Crossings.

Trains and engines must not exceed speed shown over drawbridges as follows:

Location	MPH
Avondale Line	
Charenton Canal, MP 104.07.....	35
Atchafalaya River, MP 80.46.....	35
Bayou Boeuf, MP 73.31.....	35
Bayou Lafourche, MP 51.64.....	35
Bayou Des Allemands, MP 32.05.....	35

*Through corporate limits listed below, speed of trains restricted as follows:

West MP	Station	East MP	MPH
Avondale Line			
146.3	Lafayette	143.1	25
138.7	Broussard	137.9	
		Freight	25
		Passenger	40
126.7	New Iberia	123.0	15
115.2	Jeanerette	113.3	25
101.6	Franklin	100.9	25
80.5	Morgan City	79.7	25
Alexandria Branch			
	Cheneyville	59.75	30
27.84	Washington	26.98	25
22.80	Opelousas	20.21	15
14.0	Sunset	12.50	15
7.33	Carencro	5.95	25
1.12	Lafayette		25

*City Ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

ENGINE NUMBERS	Houston and Echo	Baytown and Sabine Branches	Beaumont and Warren	Warren to Colmesneil	Doucette to Warren	Lufkin to Dunagan	Rockland to Lufkin	Colmesneil to Rockland	Rockland to MP 97.0	Dunagan to Rockland	MP 97.0 to Doucette	Echo and Avondale	De Ridder Branch	Lake Arthur Branch
304 to 355.....	2900	3730	3730	2410	2410	2410	2410	1690	1690	2600	1920	3730	3730	3730
600 to 725.....	4200	5300	5300	3475	3475	3475	3475	2450	2450	3750	2780	5300	5300	5300
1100 to 1281.....	1750	2700	2700	1440	1440	1440	1440	1000	1000	1550	1140	2700	2700	2700
1300 to 1325.....	2050	2640	2640	1685	1685	1685	1685	1175	1175	1825	1340	2640	2640	2640
1729 to 1869.....	2325	3500	3500	1940	1940	1940	1940	1350	1350	2075	1530	3500	3500	3500
1904 to 1953.....	2050	2640	2640	1685	1685	1685	1685	1175	1175	1825	1340	2640	2640	2640
2100 to 2394.....	2460	3500	3500	2030	2030	2030	2030	1425	1425	2200	1615	3500	3500	3500
2400 to 2679.....	3600	4550	4550	2980	2980	2980	2980	2100	2100	3215	2380	4540	4540	4540
2700 to 2742.....	2900	3730	3730	2810	2810	2810	2810	1715	1715	2600	1920	3730	3730	3730
2856 to 2885.....	5610	6500	6500	4625	4625	4625	4625	3200	3200	5000	3690	6500	6500	6500
2900 to 2936.....	3231	4512	4512	2667	2667	1808	1808	1808	1808	2126	2126	4512	4512	4512
2950 to 3010.....	5795	7315	7315	4795	4795	4795	4795	3380	3380	5125	3825	7315	7315	7315
3020 to 3035.....	5615	7260	7260	4760	4760	4760	4760	3355	3355	5175	3825	7260	7260	7260
3200 to 3209.....	8640	10915	10915	7155	7155	7155	7155	5045	5045	7725	5725	10900	10900	6480
3300 to 3799.....	4200	5300	5300	3475	3475	3475	3475	2450	2450	3750	2780	5300	5300	5300
3800 to 3966, 4300 to 4352.....	4800	6057	6057	3971	3971	3976	3976	2800	2800	4286	3127	6057	6057	6057
4000 to 4087.....	5395	6940	6940	4550	4550	4550	4550	3205	3205	4910	3640	6940	6940	6940
5000 to 5017.....	5560	6415	6415	4450	4450	4450	4450	3205	3205	4910	3640	6415	6415	6415
5150 to 5162.....	4550	5850	5850	3475	3475	3475	3475	2630	2630	4050	2980	5850	5850	5850
5218 to 5220, 5253 to 5278.....	5520	6940	6940	4450	4450	4450	4450	3205	3205	4910	3640	6940	6940	6940
5300 to 5325.....	2900	3730	3730	2410	2410	2410	2410	1690	1690	2600	1920	3730	3730	3730
6349 to 6462.....	6250	7570	7570	4930	4930	4930	4930	3475	3475	5325	3945	7570	7570	7570
6500 to 6767.....	6250	7525	7525	4930	4930	4930	4930	3475	3475	5325	3945	7525	7525	7525
6900 to 6928.....	6720	8480	8480	5560	5560	5560	5560	3920	3920	6000	4445	8480	8480	8480
7025 to 7028.....	6720	8480	8480	5560	5560	5560	5560	3920	3920	6000	4445	8480	8480	8480
7100 to 7128.....	7180	9060	9060	5940	5940	5940	5940	4185	4185	6410	4750	9060	9060	9060
7150 to 7159.....	7180	9060	9060	5940	5940	5940	5940	4185	4185	6410	4750	9060	9060	9060
7600 to 7607.....	7180	9060	9060	5940	5940	5940	5940	4185	4185	6410	4750	9060	9060	9060
7800 to 7814.....	7180	9060	9060	5940	5940	5940	5940	4185	4185	6410	4750	9060	9060	9060
7900 to 7936.....	6720	9060	9060	5940	5940	5940	5940	4185	4185	6410	4750	9060	9060	9060
8104 to 8303.....	2900	3730	3730	2410	2410	2410	2410	1690	1690	2600	1920	3730	3730	3730
8400 to 8488.....	7180	9060	9060	5940	5940	5940	5940	4185	4185	6410	4750	9060	9060	9060
8600 to 8767.....	8640	9960	9960	6530	6530	6530	6530	4605	4605	7050	5225	9960	9960	9960
8800 to 9240.....	12010	10915	10915	7155	7155	7155	7155	5045	5045	7725	5725	15160	15160	15160
9500 to 9502.....	10080	12000	12000	8340	8340	8340	8340	5880	5880	9000	6670	12000	12000	12000
9800 to 9802.....	12010	12000	12000	7920	7920	7920	7920	5885	5885	8350	6335	15160	15160	15160
9900 to 9902, 9950 to 9952.....	9620	12000	12000	9900	9900	9900	9900	6980	6980	10685	7920	12135	12135	12135

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

ENGINE NUMBERS	Lafayette Yard and Opelousas	Opelousas and Cheneyville	Lafayette Yard and Breaux Bridge	Breaux Bridge and St. Martinville	Pesson and Youngsville	Midland and Eunice	I & V Junction and Midland	I & V Junction and Salt Mine	New Iberia and I & V Junction	Baldwin and Weeks	Houma and Colley, MP 17.0	Schriever and Houma	Napoleonville Br. and Lockport Br. Inc. Jay
304 to 355	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730
600 to 725	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300
1100 to 1281	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
1300 to 1325	2640	2640	2640	2640	2640	2640	2640	2620	2640	2640	2640	2640	2640
1729 to 1869	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500
1904 to 1953	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640
2100 to 2391	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500
2400 to 2679	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540
2700 to 2742	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730
2856 to 2885	6500	6500	6500	6500	6500	6500	6500	6500	6500	6500	6500	6500	6500
2900 to 2936	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512
2950 to 3010	7315	7315	7315	7315	7315	7315	7315	7315	7315	7315	7315	7315	7315
3020 to 3035	6480	6480	6480	6480	6480	6480	6480	6480	6480	6480	6480	6480	6480
3200 to 3209	10900	10900	10900	10900	10900	10900	10900	10900	10900	10900	10900	10900	10900
3300 to 3799	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300
3800 to 3966, 4300 to 4352	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300
4000 to 4087	6057	6057	6057	6057	6057	6057	6057	6057	6057	6057	6057	6057	6057
5000 to 5017	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810
5150 to 5162	6415	6415	6415	6415	6415	6415	6415	6415	6415	6415	6415	6415	6415
5218 to 5220, 5253 to 5278	5850	5850	5850	5850	5850	5850	5850	5850	5850	5850	5850	5850	5850
5300 to 5325	6965	6965	6965	6965	6965	6965	6965	6965	6965	6965	6965	6965	6965
6349 to 6462	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730
6500 to 6767	7570	7570	7570	7570	7570	7570	7570	7570	7570	7570	7570	7570	7570
6900 to 6928	7570	7570	7570	7570	7570	7570	7570	7570	7570	7570	7570	7570	7570
7025 to 7028	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480
7100 to 7128	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065
7150 to 7159	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480
7600 to 7607	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065
7800 to 7814	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065
7900 to 7936	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480	8480
8104 to 8303	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730	3730
8400 to 8488	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065	9065
8600 to 8767	10900	10900	10900	10900	10900	10900	10900	10900	10900	10900	10900	10900	10900
8800 to 9240	15160	15160	15160	15160	15160	15160	15160	15160	15160	15160	15160	15160	15160
9500 to 9502	12000	12000	12000	12000	12000	12000	12000	12000	12000	12000	12000	12000	12000
9800 to 9802	15160	15160	15160	15160	15160	15160	15160	15160	15160	15160	15160	15160	15160
9900 to 9902, 9950 to 9952	12135	12135	12135	12135	12135	12135	12135	12135	12135	12135	12135	12135	12135

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

Engines listed to operate between Houma and Colley may also operate on Southdown Spur MP 13.3.

① Restricted to 20 MPH.

② Engines 6700 to 6767 restricted to 20 MPH.

SPEED TABLE

TIME PER MILE *	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6