

# SOUTHERN PACIFIC LINES

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TEXAS AND NEW ORLEANS RAILROAD COMPANY

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## TIME TABLE

FOR THE

## LAFAYETTE DIVISION

# 87

To Take Effect Sunday, May 7, 1939, at 12:01 A. M.

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CENTRAL STANDARD TIME

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For the government and information of employes only.

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A. D. MIMS,  
*Vice President and General Manager*

B. S. HOLLIMON,  
*Assistant General Manager*

O. C. CASTLE,  
*Superintendent of Transportation*



EASTWARD

ECHO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Echo	TIME TABLE No. 87 May 7, 1939	Distance from Algiers	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	58	244	242	2	8	6	3	5	1				243	241	57	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only				
	Local Freight	Freight	Freight	Sunset Limited	Alamo	Argonaut	Acadian	Argonaut	Sunset Limited				Freight	Freight	Local Freight						
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday									
170 WP							0.0	ECHO	251.2												
65 P							4.5	4.5 TOOMEY	246.7												
106 P							9.5	5.0 VINTON	241.7												
94 WP							14.9	5.4 EDGERLY	236.3												
79 P	See Houston Division Current Time-Table for movement						20.6	5.7 BRIMSTONE	230.6	See Houston Division Current Time-Table for movement											
66 P	between Echo and Lake Charles Yard						22.7	2.1 SULPHUR	228.5	between Lake Charles Yard and Echo											
65 P							28.2	5.5 LOCKMOOR	223.0												
I							30.0	1.8 K. O. S. CROSSING	221.2												
28 P							30.3	0.3 WEST LAKE	220.9												
I							32.1	1.8 K. O. S. CROSSING	219.1												
P							32.4	0.3 LAKE CHARLES	218.8												
I							33.2	0.8 MO. P. CROSSING	218.0												
BKWOYP Yard 170	6.00AM	3.10PM	7.30AM				33.2	0.0 TO-LAKE CHARLES YARD	218.0	3.43AM	4.47AM	5.23PM		9.30AM	7.00PM	11.40AM		Continuous	Continuous		
P							35.9	2.7 MALLARD JCT.	215.3												
103 P	6.12	3.17	7.40				38.4	2.5 CHLOE	212.8	3.36	4.40	5.15		8.58	6.10	11.25					
76 P	6.25	3.26	7.50				44.4	6.0 IOWA	206.8	3.28	4.32	5.06		8.47	5.57	11.10					
IP							45.9	1.5 (Mo. P. Crossing) IOWA JCT.	205.3									7.30 AM to 3.30 PM	7.30 AM to 3.30 PM		
107 P	6.35	3.33	8.00				49.9	4.0 LACASSINE	201.3	3.19	4.25	4.59		8.38	5.46	10.55		10.30 PM to 6.30 AM	10.30 PM to 6.30 AM		
52 WP	7.10	3.42	8.10				55.9	6.0 TO WELSH	195.3	3.10	4.16	4.51		8.27	5.35	10.40		9.00 AM to 12.30 PM	9.00 AM to 12.30 PM		
74 P	7.30	3.49	8.18				60.4	4.5 ROANOKE	190.8	3.03	4.09	4.42		8.18	5.26	10.25		1.30 PM to 6.00 PM	1.30 PM to 6.00 PM		
117 P	8.00	3.58	8.28				66.2	5.8 TO JENNINGS	185.0	3.03	4.09	4.42		8.00	5.15	10.00		1.00 AM to 5.00 PM	1.00 AM to 9.00 AM		
49 P	8.25	4.07	8.38				71.1	4.9 TO MERMENAU	180.1	2.54	4.01	4.35		7.47	5.05	9.30		3.00 PM to 5.00 PM	3.00 PM to 5.00 PM		
101 WOYP	8.48	4.17	8.48				76.5	5.4 TO MIDLAND	174.7	2.42	3.52	4.26		7.38	4.50	8.48		8.00 AM to 11.30 AM	8.00 AM to 11.30 AM		
28 P							78.6	2.1 ESTHERWOOD	172.6	2.33	3.45	4.17						11.50 AM to 1.50 PM	11.50 AM to 1.50 PM		
77 P	9.20	4.37	8.53				79.4	0.8 TORTUE	171.8	2.27	3.41	4.13		7.32	4.37	8.30		8.00 AM to 11.30 AM	8.00 AM to 11.30 AM		
I							83.6	4.2 N. O. T. & M. CROSSING	167.6									12.30 PM to 5.00 PM	12.30 PM to 5.00 PM		
52 P	10.50	4.48	9.04				84.7	1.1 TO CROWLEY	166.5	2.20	3.33	4.05		7.22	4.24	7.43		8.00 AM to 11.30 AM	Closed		
101 P	11.05	4.50	9.06				85.7	1.0 CROWLEY SIDING	165.5	2.15	3.25	4.00		7.15	4.21	7.15		12.30 PM to 5.00 PM			
127 WP	11.33AM	5.00	9.16				91.2	5.5 TO RAYNE	160.0	2.09	3.18	3.53		7.05	4.10	6.55		2.00 AM to 10.00 AM	2.00 AM to 10.00 AM		
I							91.6	0.4 O. G. & N. E. CROSSING	159.6									11.00 AM to 7.00 PM	11.00 AM to 7.00 PM		
100 P	12.10PM	5.09	9.25				98.3	4.7 DUSON	154.9	2.03	3.09	3.45		6.53	3.58	6.35		See Page 10			
57 P	12.30	5.17	9.33				101.5	5.2 SCOTT	149.7	1.57	3.02	3.39		6.43	3.48	6.20					
Yard P	12.40	5.23	9.39				104.5	3.0 WEST YARD	146.7	1.54	2.54	3.34		6.36	3.40	6.10					
Yard P BKWOTY	1.00PM	5.30PM	9.45AM				106.6	2.1 TO-R LAFAYETTE	144.6	1.50AM	2.50AM	3.30PM		6.30AM	3.30PM	6.00AM		11.00 PM to 7.00 PM	11.00 PM to 3.00 PM		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					Arrive Daily		Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily Ex. Sunday					
	58	244	242					2		3	5	1		243	241	57					
	(7.00) 10.4	(2.20) 31.4	(2.15) 32.6					(1.40) 44.4	.....Time Over Subdivision.....	(1.53) 39.0	(1.57) 37.6	(1.53) 39.0		(3.00) 24.5	(3.30) 20.9	(5.40) 12.9					
								(2.02) 36.1	.....Average Speed per Hour.....												

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72). No. 2 is Superior to No. 8.

See Page 8 for additional flag stops.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance From Lafayette	TIME TABLE No. 87 May 7, 1939	Distance From Algiers	FIRST CLASS			SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	54	56	406	244	242	8	2	6	1				3	5	241	243	405	55	53				
	Local Freight	Local Freight	Cypremort Mixed	Freight	Freight	Alamo	Sunset Limited	Argonaut	Sunset Limited				Acadian	Argonaut	Freight	Freight	Cypremort Mixed	Local Freight	Local Freight				
	Leave Tue., Thur. & Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Mon., Wed. & Fri.	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only					
BKWOTY P Yard		6.00AM		6.45PM	10.30AM		2.05PM	1.50PM	3.20AM	0.0	TO-R LAFAYETTE 3.8	144.6	3.20PM	1.45AM	2.45AM		12.50PM	4.10AM		11.30AM		11.00 PM to 7.00 PM	11.00 PM to 3.00 PM
143 P		6.15		6.53	10.38		2.11	1.56	3.26	3.8	ELKS 2.4	140.8	3.11	1.37	2.38		12.33	3.57		11.15			
72 P		6.25		7.00	10.43		2.15	2.00	3.31	6.2	BROUSSARD 5.8	188.4	3.07	1.34	2.35		12.25	3.50		11.05			
74 YP		6.45		7.10	10.52		2.22	2.07	3.38	12.0	CADE 6.5	182.6	2.59	1.27	2.28		12.10PM	3.38		10.52			
Yard IP										18.5	(N. I. & N. Crossing) TO WEST TOWER 0.5	126.1										Continuous	Continuous
Yard BKWOYP		7.30		7.30	11.03		2.36	2.17	3.49	19.0	NEW IBERIA 1.3	125.6	s 2.50	s 1.17	s 2.19		11.45AM	3.25		10.15			
Yard IP										20.3	I. St. M. & E. Crossing 10.2	124.3											
P		8.25		7.55	11.25		2.57	2.34	4.08	30.5	TO JEANERETTE 9.0	114.1	s 2.26	f 12.55	f 2.00		11.20	2.50		9.10		8.00 AM to 11.59 AM	12.59 PM to 5.00 PM
W-BYP		9.30	8.00AM	8.15	11.40		3.12	2.48	4.21	39.5	TO-R BALDWIN 4.1	105.1	f 2.11	12.42	1.48		10.55	2.32	10.15AM	8.20		8.00 AM to 11.59 AM	12.59 PM to 5.00 PM
WYP		9.50	8.15AM	8.25	11.47		3.22	2.54	4.28	43.6	TO-R FRANKLIN 5.3	101.0	s 2.05	s 12.36	f 1.42		10.46	2.23	10.00AM	7.45		7.15 AM to 12.30 PM	1.30 PM to 4.15 PM
P		10.35		8.35	11.56AM		f 3.30	3.03	4.36	48.9	TO BAYOU SALE 3.9	95.7	f 1.54	12.26	1.34		10.35	2.08		6.57		8.00 AM to 11.30 AM	12.30 PM to 5.00 PM
100 P		10.48		8.45	12.02PM		3.36	3.08	4.41	52.8	RICOHOC 5.1	91.8	1.49	12.21	1.29		10.25	2.00		6.48		8.00 AM to 11.30 AM	12.30 PM to 5.00 PM
61 P		11.30		8.57	12.13		s 3.44	3.15	4.49	57.9	TO PATTERSON 5.8	86.7	f 1.42	f 12.14	1.23		10.15	1.50		6.38		8.00 AM to 11.30 AM	12.30 PM to 5.00 PM
140 Yard OWP		11.45AM		9.10	12.25		s 3.58	3.28	5.04	63.7	TO BERWICK 0.5	80.9	s 1.27	12.05AM	1.14		10.00	1.38		6.20		8.00 AM to 11.30 AM	12.30 PM to 5.00 PM
Yard BKP							s 4.08	3.30	5.08	64.2	TO-R MORGAN CITY 1.1	80.4	s 1.24	s 11.54PM	f 1.04							11.00 AM to 7.00 PM	11.00 AM to 7.00 PM
58 Yard WYP	6.00AM	12.01PM		9.20	12.29		4.10	3.32	5.10	65.3	MORGAN CITY YARD 3.2	79.3	1.16	11.50	1.02		9.50	1.28		6.15AM	11.50AM		
75 P	6.14			9.30	12.36		4.15	3.37	5.15	68.5	RAMOS 4.9	76.1	1.12	11.45	12.58		9.40	1.10		11.40			
77 P	6.25			9.40	12.45		4.23	3.44	5.24	73.4	URSA 4.9	71.2	1.05	11.38	12.51		9.30	1.00		11.25			
78 P	6.40			9.50	12.58		4.31	3.51	5.31	78.3	GIBSON 4.9	66.3	12.58	11.32	12.45		9.08	12.45		11.10			
77 P	6.55			9.59	1.10		4.40	3.57	5.38	83.2	CHACAHOUA 6.4	61.4	12.51	11.25	12.38		8.58	12.31		10.55			
171 BKWOP	7.35			10.13	1.25		s 4.54	4.05	5.52	89.6	TO SCHRIEVER 0.9	55.0	s 12.43	s 11.15	12.30		8.45	12.20AM		10.35		Continuous	Continuous
YP										90.5	THIBODAUX JCT. 5.0	54.1											
78 P	7.55			10.28	1.35		5.03	4.13	6.01	95.5	ROUSSEAU 2.2	49.1	12.28	11.03	12.21		8.20	11.59PM		8.50			
74 P	8.10			10.34	1.40		5.06	4.16	6.04	97.7	EWING 3.1	46.9	12.25	11.00	12.18		8.10	11.50		8.40			
78 P	8.20			10.40	1.46		5.10	4.20	6.08	100.8	THERIOT 3.6	43.8	12.21	10.56	12.14		8.03	11.40		8.30			
Yard 60 BWYP	9.35			10.52	1.54		s 5.15	4.26	6.13	104.4	TO RACELAND JCT. 4.0	40.2	s 12.16	10.52	12.10		7.58	11.29		8.15		9.30 AM to 5.30 PM	11.00 PM to 7.00 AM
89 P	9.45			11.15	2.01		5.23	4.32	6.20	108.4	ROUX 4.2	36.2	12.06PM	10.47	12.05AM		7.50	11.15		7.50			
54 P	10.00			11.27	2.10		s 5.33	4.39	6.27	112.6	TO DES ALLEMANDS 3.6	32.0	f 11.59AM	10.40	11.58PM		7.42	10.51		7.30		8.00 AM to 12.01 PM	1.01 PM to 5.00 PM
75 P	10.12			11.37	2.18		5.39	4.45	6.33	116.2	VALLIER 4.5	28.4	11.54	10.36	11.54		7.33	10.36		7.05			
81 WP	10.30			11.49PM	2.27		5.45	4.52	6.38	120.7	BOUTTE 5.1	23.9	11.49	10.31	11.49		7.25	10.23		6.38			
79 P	10.40			12.01AM	2.36		5.51	5.00	6.45	125.8	SALIX 3.6	18.8	11.42	10.24	11.43		7.16	10.10		6.20			
74 P	10.50			12.10	2.45		5.56	5.05	6.50	129.4	WITHEROW 3.5	15.2	11.38	10.19	11.38		7.08	10.01		6.10			
Yard BKWOTP	11.00AM			12.30AM	3.00PM		6.02	5.10	6.56	132.9	TO-R AVONDALE 1.2	11.7	11.33	10.13	11.33		7.00AM	9.50PM		6.00AM		Continuous	Continuous
I							6.05	5.12	6.59	134.1	(T. & N. O. Crossing) WEST BRIDGE JCT. (T. & P. Crossing) 5.3	10.5	11.31	10.11	11.31							Continuous	Continuous
I							6.23PM	5.28PM	7.18AM	139.4	EAST BRIDGE JCT. 5.8	15.8	11.16AM	9.56PM	11.16PM							Continuous	Continuous

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

BKP	Arrive Tue., Thur. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	6.40PM	5.45PM	7.35AM	145.2	TO-R NEW ORLEANS (Union Station)	21.6	11.00AM	9.40PM	11.00PM						6.00 AM to 10.00 PM	6.00 AM to 10.00 PM
	54	56	406	244	242	8	2	6	144.6	ALGERS	0.0	1	3	5	241	243	405	55	53		
	(5.00)	(6.01)	(0.15)	(5.45)	(4.30)	(4.35)	(3.55)	(4.15)	...	(4.20)	(4.05)	(3.45)	(5.50)	(6.20)	(0.15)	(5.15)	(5.50)				
	13.5	10.8	16.4	23.1	29.5	31.7	37.1	34.1	...	38.1	35.4	38.7	22.7	20.9	16.4	12.4	13.5				

...Time Over Subdivision... Average Speed per Hour... Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72). No. 2 is Superior to No. 8.

Jeanerette, Franklin and Morgan City are flag stops for No. 6 for revenue passengers only. See Page 8 for additional flag stops.



4 EASTWARD		LOCKPORT SUBDIVISION				WESTWARD				
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance from Raceland Jct.	TIME TABLE No. 87		Distance from Algiers	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		106		May 7, 1939			107			
		Freight					Freight			
	Leave Daily Ex. Sunday			Arrive Daily Ex. Monday			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
OYP	7.30PM	9.7	R	LOCKPORT 4.0	49.9	1.30AM				
Spur 39 East	7.50	5.7		MATHEWS 3.7	45.9	12.45				
Yard 6 P	8.30	2.0		RACELAND 0.6	42.2	12.30				
Yard Spur 30 East	8.35	1.4		GODOCHAUX 1.4	41.6	12.06				
Yard 60 BWYP	9.00PM	0.0	TO-R	RACELAND JCT.	40.2	12.01AM	9.30AM-5.30PM 11.00PM-7.00AM	9.30AM-5.30PM 11.00PM-7.00AM		
	Arrive Daily Ex. Sunday					107				
	106									
	(1.30) 6.4	.....Time Over Subdivision.....				(1.29)	.....Average Speed per Hour.....			
						6.5				

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

EASTWARD		HOUMA SUBDIVISION				WESTWARD				
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance from Houma	TIME TABLE No. 87		Distance from Algiers	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		302		May 7, 1939			303			
		Freight					Freight			
	Leave Daily Ex. Sunday			Arrive Daily Ex. Monday			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
18 Yard WTP	9.00PM	0.0	R	HOUMA 7.0	69.5	2.45AM				
10 P	9.18PM	7.0		CENTRAL 7.5	62.5	2.20				
171 BKOWP	12.20AM	14.5	TO-R	SCHRIEVER 0.9	55.0	2.00	Continuous	Continuous		
YP	12.25	15.4		THIBODAUX JCT. 3.2	54.1	1.15				
P	12.40	18.6	R	NAPOLEONVILLE JCT. 0.6	57.3	1.05				
P	12.45AM	19.2	TO	THIBODAUX 0.6	57.9	1.00AM	8.00AM-11.00AM 12.50PM-5.00PM	Closed		
		18.6		NAPOLEONVILLE JCT. 8.9	57.3					
38 P		27.5		LABADIEVILLE 8.3	66.2					
Y		35.8		ELM HALL JCT. 1.3	74.5					
WP		37.1	TO	NAPOLEONVILLE	75.8		8.00AM-11.00AM 12.30PM-5.00PM	Closed		
	Arrive Daily Ex. Monday					303				
	302									
	(3.45) 5.1	.....Time Over Subdivision.....				(1.45)	.....Average Speed per Hour.....			
						10.9				

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

EASTWARD		CYPREMORE SUBDIVISION				WESTWARD				
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance from Baldwin	TIME TABLE No. 87		Distance from Algiers	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		406		May 7, 1939			405			
		Mixed					Mixed			
	Leave Daily			Arrive Daily			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
72 OYP	7.00AM	15.1	R	CYPREMORE 3.1	120.2	12.10PM				
23	f 7.06	12.0		FLORENCE 3.9	117.1	f 11.35AM				
13	f 7.15	8.1		GLENCOE 4.2	113.2	f 11.20				
Spur 22 East	f 7.24	3.9		CANELAND 1.5	109.0	f 11.00				
P	f 7.28	2.4	R	F. & A. JUNCTION 2.4	107.5	f 10.55				
BYP	7.45AM	0.0	TO-R	BALDWIN	105.1	10.45AM	7.15AM-12.30PM 1.30PM-4.15PM	8.00AM-10.00AM		
	Arrive Daily					405				
	406									
	(0.45) 20.1	.....Time Over Subdivision.....				(1.25)	.....Average Speed per Hour.....			
						10.6				

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

Trains will stop on flag to detrain or entrain revenue passengers at Choupique, Home Place, Ima, Rila, Cote Blanche, Hanson Canal Bridge, Ivanhoe and Alice B.

EASTWARD		MILTON SUBDIVISION				WESTWARD			
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance from F. & A. Junction	TIME TABLE No. 87		Distance from Algiers	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
				May 7, 1939					
				Arrive Daily Ex. Monday			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
Spur 12 East WYP		37.7		MILTON 4.6	145.2				
21 P		33.1		YOUNGSHVILLE 4.6	140.6				
21 P		28.5		LOZES 4.2	136.0				
Spur 8 West P		24.3		CHARLOTTE 0.2	131.8				
Spur 7 East		24.1		N.I.&N. CROSSING 3.6	131.6				
36 YP		20.5	R	DAVIDS (Midland Subdivision Crossing) 4.8	128.0				
17 WP		15.7		DUBOIN 6.6	128.2				
Spur 34 West P		9.1		PATOUTVILLE 3.0	116.6				
Spur 6 East P		6.1		MARGUERITE 3.0	118.6				
10		3.1		JULIEN 3.1	110.6				
P		0.0	R	F. & A. JUNCTION 2.4	107.5				
		2.4		BALDWIN 4.1	105.1				Via Cypremort Subdivision Baldwin to F. & A. Jct.
		6.5		FRANKLIN 0.8	101.0				Via Avondale Subdivision Sterling Jct. to Franklin and Franklin to Baldwin
YP		5.7		STERLING JCT. 1.5	101.8				
		7.2		I. St. M. & E. CROSSING 0.5	103.3				
		7.7	R	STERLING	103.8				

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



EASTWARD			MIDLAND SUBDIVISION			WESTWARD			
SECOND CLASS			Distance from New Iberia	TIME TABLE No. 87 May 7, 1939	Distance from Algiers	SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
522	520	528				527	519	521	
Salt Mine Mixed	Salt Mine Mixed	Mixed				Mixed	Salt Mine Mixed	Salt Mine Mixed	
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
			80.5	C.R.I.&P. CONNECTION	206.1				
			80.3	L.E.&W. CROSSING	205.9				
			80.1	N.O.T.&M. CROSSING	205.7				
65 KWY		8.30AM	79.5	TO-R EUNICE	205.1	2.50PM	8.00AM 11.45AM 12.45PM 5.00PM	Closed	
Spur 30 East		f 8.45	72.8	FREY	198.4	f 1.17			
21 WP		s 9.00	67.0	IOTA	192.6	s 1.05			
Spur 29 West		s 9.15	60.2	EGAN	185.8	s 12.50			
105 WOYP		s 10.00	56.8	TO MIDLAND	181.9	s 12.40	8.00AM 11.30AM 12.30PM 5.00PM	8.00AM 11.30AM 12.30PM 5.00PM	
14 P		s 10.10	52.3	MORSE	177.9	s 12.10PM			
23		f 10.20	48.8	RICEVILLE	174.4	f 11.55AM			
50		s 10.45	45.3	TO GUEYDAN	170.9	s 11.45	8.00AM 12.01PM 1.01PM-5.00PM	Closed	
27		f 11.15	37.7	MULVEY	163.3	f 11.15			
53 W		s 11.30	30.4	TO KAPLAN	156.0	s 11.00	8.00AM 12.01PM 1.01PM-5.00PM	Closed	
40		11.47AM	21.9	ABBEVILLE SIDING	147.5	10.02			
16 W		s 12.20PM	21.4	TO ABBEVILLE	147.0	s 10.00	8.00AM 12.30PM 1.30PM-5.00PM	Closed	
22		f 12.27	18.5	GROSSE ISLE	144.1	f 9.37			
33		s 1.05	15.0	(Erath Railway Crossing) ERATH	140.6	s 9.30	8.00AM 11.30AM 12.30PM 5.00PM	Closed	
17		s 1.16	12.3	DELCOBRE	137.9	s 9.05			
18		f 1.20	10.8	BOB ACRES	136.4	f 9.01			
Spur 19 East		f 1.31	8.7	POUFETTE	134.3	f 8.55			
Spur 14 East		f 1.35	7.4	LEE	133.0	f 8.51			
15		f 1.45	5.9	RYNELLA	131.5	f 8.47			
			5.4	I.&V. JUNCTION	131.0				
11	1.45PM	9.45AM	9.7	SALT MINE	135.3		8.45AM	1.15PM	
	f 2.00	f 10.00	5.4	I.&V. JUNCTION	131.0	f 8.44	f 8.20	f 12.48	
36 YP	f 2.05	f 10.05	4.8	R DAVIDS (Milton Subdivision Crossing)	130.4	f 8.42	f 8.15	f 12.45	
			0.1	N.I.&N. CROSSING	125.7				
BKWOYP Yard	2.30PM	10.20AM	0.0	TO-R NEW IBERIA	125.6	8.30AM	8.00AM	12.30PM	8.00AM 11.30AM 12.30PM 5.00PM 8.30AM 11.30AM 12.30PM 5.00PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	522	520	528			527	519	521	

(0.45) (0.35) (5.40) .....Time Over Subdivision..... (6.20) (0.45) (0.45)  
13.0 16.6 14.0 .....Average Speed per Hour..... 12.5 13.0 13.0

**Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72).**  
Except: Nos. 527 and 519 are Superior to No. 520; No. 521 is Superior to No. 522.

Trains will stop on flag to detrain or entrain revenue passengers at Avery, McIlhenny, Nunez, Haire, Maignaud and Keystone.

EASTWARD			PORT BARRE SUBDIVISION			WESTWARD			
SECOND CLASS			Distance from Lafayette (via. Breaux Bridge)	TIME TABLE No. 87 May 7, 1939	Distance from Algiers (via. Cade)	SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
604	602	603				601	603		
Mixed	Mixed	Mixed				Mixed	Mixed		
Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
10 T			29.4	PORT BARRE	173.7				
			28.7	N.O.T.&M. CROSSING	173.0				
			27.7	N.I.&N. CROSSING	172.0				
			23.2	LEONVILLE	167.5				
25			17.3	TO-R ARNAUDVILLE	161.6	8.45PM		7.20AM 12.01PM 1.01PM-4.20PM	Closed
29		9.05PM	12.8	DE CLOUET	157.1	f 8.22			
20		f 9.22	9.9	GECKO	154.2	f 8.10			
16		f 9.35	7.6	R BREAUX BRIDGE JCT. (Port Barre Subdivision Crossing)	151.9			8.00AM 12.01PM 1.01PM-5.00PM	Closed
39		9.55PM	8.2	TO BREAUX BRIDGE	151.3			8.00AM 12.01PM 1.01PM-5.00PM	Closed
	4.10AM		15.5	CLEON	158.6		4.05AM		
60	f 4.15		14.9	LENORA	158.0		f 4.00		
			12.2	NINA (N.I.&N. CROSSING)	155.3		s 3.45		
39	s 4.30		8.2	TO BREAUX BRIDGE	151.3	s 7.40	s 3.25	8.00AM 12.01PM 1.01PM-5.00PM	Closed
			7.6	R BREAUX BRIDGE JCT. (Port Barre Subdivision Crossing)	151.9			8.00AM 12.01PM 1.01PM-5.00PM	Closed
BKWOYP Yard	5.30AM		0.0	TO-R LAFAYETTE	159.5	7.00PM		11.00PM 7.00PM 11.00PM 3.00PM	
39		s 9.55PM	8.2	TO BREAUX BRIDGE	151.3		12.10AM	8.00AM 12.01PM 1.01PM-5.00PM	Closed
Spur 66 East		f 10.05	10.8	RUTH	148.7		f 11.53PM		
15		f 10.09	11.7	AZEMA	147.8		f 11.50		
26		f 10.22	14.8	PARKS	144.7		f 11.40		
14 Y		10.50	20.9	R ST. MARTINVILLE JCT.	138.6		11.20		
			21.4	TO ST. MARTINVILLE	139.1		11.15PM	8.00AM 12.30PM 1.30PM-5.00PM	Closed
14 Y		10.55PM	20.9	ST. MARTINVILLE JCT.	138.6				
73 Y			26.9	CADE	132.6				
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	604	602				601	603		

(1.20) (1.50) .....Time Over Subdivision..... (1.45) (4.50)  
11.6 12.8 .....Average Speed per Hour..... 9.9 4.0

**Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72).** Except: No. 601 is Superior to No. 602; No. 603 is Superior to No. 604.

Trains will stop on flag to detrain or entrain revenue passengers at Levert, Owen, Gauthier, Lelia, McVeigh, Anse LaButte and Lafinery.



6 EASTWARD ALEXANDRIA SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance from Lafayette	TIME TABLE No. 87 May 7, 1939		Distance from Algiers	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	834	Mixed		835	Mixed				
							Leave Daily	Arrive Daily	
Yard WOT	8.00AM	85.1	TO-R ALEXANDRIA	229.7	1.20PM	7.30AM-12.01PM 1.01PM-4.30PM	7.30AM-9.30AM		
	8.10AM	84.3	S. P. JUNCTION	228.9	1.15PM				

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

Via T. & P. Railway S. P. Junction to Cheneyville			Via T. & P. Railway Cheneyville to S. P. Junction		
		76.6	MORELAND	221.2	
		71.9	LAMORIE	216.5	
		68.5	LECOMPTE	213.1	
		66.5	MEEKER	211.1	
100 YP	s 9.05AM	60.2	TO-R CHENEYVILLE	204.8	s 12.20PM
38 P	f 9.20	55.5	HAAS	200.1	f 12.05PM
		52.2	L. E. & W. CROSSING	196.8	
60 WP	s 9.30	51.8	EOLA	196.4	s 11.50AM
P	s 9.40	48.0	GOLD DUST	192.6	s 11.28
55 P	s 9.49	45.2	BARBRECK	189.8	s 11.15
34 P	s 9.59	42.2	WHITEVILLE	186.8	s 10.59
37 P	f 10.30	35.5	GARLAND	180.1	f 10.30
39 WYP	s 10.50	27.8	WASHINGTON	172.4	s 10.10
37		22.5	LANSOM	167.1	
I		22.1	O.G. & N.E. and N.O.T. & M. Crossings	166.7	
WP	s 11.30	21.8	TO OPELOUSAS	166.4	s 9.50
81 P		20.6	OPELOUSAS SIDING	165.2	
Spur 9 East		16.6	BELLEVIEW	161.2	
38 P	s 11.50AM	13.2	TO SUNSET	157.8	s 8.25
39 P	s 12.10PM	7.0	TO CARENORO	151.6	s 7.50
32 P		3.5	MOUTON	148.1	
		0.7	PORT BARRE SUBDIVISION CROS.	145.3	
		0.4	B-R JUNCTION	145.0	
Yard BKWOTYP	12.30PM	0.0	TO-R LAFAYETTE	144.6	7.30AM
	Arrive Daily				11.00PM-7.00PM 11.00PM-3.00PM
	834			835	

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

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

Nos. 834 and 835 will stop on flag to detrain or entrain revenue passengers at Belleview, Beggs and Dubuisson.

EASTWARD DE RIDDER SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance from Lake Charles	TIME TABLE No. 87 May 7, 1939		Distance from Algiers	FIRST CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	932	Mixed		904	902				
							G.C. & S.F. Passenger	G.C. & S.F. Passenger	
Yard	6.00AM		0.0	LAKE CHARLES	218.8			12.01PM	
Yard BKWOPY	6.08		0.8	TO-R LAKE CHARLES YARD	218.0			11.47AM	
P	f 6.13		2.9	BRIDGE JUNCTION	220.1			f 11.42	
Spur 7 West	f 6.19		5.4	ARARAT	222.6			f 11.36	
Spur 20 East	f 6.31		10.6	GILLIS	227.8			f 11.24	
Spur 4 West	f 6.41		15.3	GAYTINE	232.5			f 11.14	
36 I	s 6.52		20.0	FULTON (N.O.T. & M. Crossing)	237.2			s 11.03	
20 P	s 7.10		27.0	LONGVILLE	244.2			s 10.45	
Spur 14 West	f 7.28		34.4	BANNISTER	251.6			f 10.27	
20	f 7.45		41.6	BON AMI	258.8			f 10.10	
			44.7	DE RIDDER JUNCTION (G.O. & S.F. Crossing)	261.9	9.30AM	2.20PM		
Yard BWYP	8.00AM	2.15PM	45.3	TO-R DE RIDDER	262.5	9.25AM	2.15PM	10.00AM	
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	
	932	904	902			901	903	931	

(2.0) (0.5) (0.5) .....Time Over Subdivision..... (0.5) (0.5) (2.01)  
22.6 7.2 7.2 .....Average Speed per Hour..... 7.2 7.2 22.4

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

EASTWARD LAKE ARTHUR SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance from Mallard Jct.	TIME TABLE No. 87 May 7, 1939		Distance from Algiers	FIRST CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	P	Mixed		MALLARD JCT.	215.3				
							Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
			0.0	MALLARD JCT.	215.3				
			3.1	MO. P. CROSSING	218.4				
Spur 9 West			6.9	CHALKLEY	222.2				
19			9.5	HOLMWOOD	224.8				
Spur 4 West			13.9	ROSSIGNOL	229.2				
Spur 9 West			16.0	BELL CITY	231.3				
19 P			18.7	HAYES	234.0				
Spur 13 West			19.9	SACALAIT	235.2				
Spur 3 East			20.5	PANSY	235.8				
18			22.7	NIBLETT	238.0				
19			26.1	THORNWELL	241.4				
19 WY			33.4	TO LAKE ARTHUR	248.7			8.00AM-12.01PM 1.01PM-5.00PM	

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







## SPECIAL INSTRUCTIONS

ADDITIONAL FLAG STOPS TO  
ENTRAIN OR DETRAIN REVENUE PASSENGERS

Train	At Stations	Entrain Passengers to or Beyond	Detrain Passengers from or Beyond
1	Between New Orleans and Lake Charles	El Paso and Dallas	Atlanta, Birmingham, Memphis, Florida
	Boutte, Lafourche, Donner, Gibson, Boeuf, Cade and Broussard	To stations where scheduled to stop	From stations where scheduled to stop
2	Between Lake Charles and New Orleans	Atlanta, Birmingham, Memphis, Florida	El Paso
	Jennings, Crowley, New Iberia	New Orleans	
3	Donner, Gibson, Boeuf, Broussard	To stations where scheduled to stop	From stations where scheduled to stop
	Rayne	Stations on Dallas Division	
5	Between New Orleans and Lake Charles	San Antonio	
	Between Lafayette and Lake Charles		Connecting Lines at New Orleans
	Mermentau—on Monday only		Any station
6	Between Lake Charles and New Orleans		West of San Antonio
	Welsh, Rayne, Jeanerette, Franklin, Morgan City	Stations where scheduled to stop, or to these stations	Stations where scheduled to stop, or from these stations
8	Broussard, Cade, Olivier, Adeline, Baldwin, Gibson, Donner, Ohacahoula, Lafourche, Paradis, Boutte	To stations where scheduled to stop	From stations where scheduled to stop

## GENERAL

- Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.
- A train may arrive at a station in advance of its schedule arriving time.
- When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.
- Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
- Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.

## LOCAL

## ALL SUBDIVISIONS

- Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling motor-car repairmen, water-service repairmen, operators of roadway machines and any employees who operate motor cars must use watches as prescribed by Rule 2, and must be provided with current time-table while operating motor cars and roadway machines.
- On a passenger train, when approaching a station where engines are to be changed or train is to be switched, trainman will open steam valve on rear of train one mile or more in advance and sound Communicating Signal 16(m). Before opening the valve, trainman must look forward on each side of train to observe whether employees or other persons are walking along the track, who might be scalded by the discharge of steam, and consideration must be given to selecting a location for this operation where there is the least liability of danger to employees or pedestrians, or damage to property. Steam must not be blown from train line approaching or passing over street or highway crossings.
- At Lockport, Thibodaux, Houma, Cypremort, Salt Mine, Arnaudville, St. Martinville and Cleon, schedules will be assumed by the crew assigned to or ordered for the train.
- Trains must approach Raceland Junction, Thibodaux Junction, Schriever, Franklin, Baldwin, Midland and Eunice with caution, expecting to find the main track occupied.
- Freight trains must be inspected at each water stop. When conditions are favorable, and within the judgment of the conductor and engineer it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than indicated below:  
Manifest Trains—60 miles, except may run between Lake Charles Yard and Lafayette; Lafayette and Berwick; Berwick and Avondale.  
Other Freight Trains—50 miles.

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

- Location of bulletin and circular books:  
New Orleans.....Train-order office (Union Station); I. C. Government Yard enginehouse; Yard-engine terminal, Conti and Clay Streets.  
Algiers.....Caller's office.  
Avondale.....Train-order office; Yard office; Yardmen's Locker Room; Enginehouse.  
Raceland Junction.....Train-order office.  
Schriever.....Train-order office.  
Morgan City.....Train-order office.  
Baldwin.....Train-order office.  
New Iberia.....Train-order office.  
Lafayette.....Train-order office; Enginehouse.  
Lake Charles Yard.....Train-order office.  
DeRidder.....Train-order office.  
Houston.....Train-order office, passenger station; Enginehouse, Hardy Street.

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

## NEW ORLEANS TERMINALS

22. This time-table applies to train and engine movements over Public Belt R. R. between East Bridge Junction and West Bridge Junction. Employees of the T. & N. O. R. R. Co. will be governed by rules and regulations and special instructions of the Public Belt R. R. between these points and on other tracks of the Public Belt R. R.

23. Signal 121 near intersection of Tracks 6 and 7 at west end of Avondale yard governs westward movements from either of these tracks. The switch at intersection of these tracks must, when not in use, be left for Track 7.

## AVONDALE SUBDIVISION

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

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

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

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

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

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

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

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

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

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

36. When approaching or meeting trains on opposite main track, headlight must be dimmed.

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

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

39. The siding at Avondale for passenger trains is the double-end track immediately south of passenger main track east of west switch.

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

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

42. The siding at Berwick extends from the east switch to the crossover.

43. Overlap posts are located at Rousseau and Elks, governing eastward trains.

44. The following signals, equipped with triangular number plates, have spring switches included in their control limits. When indicating STOP, in addition to complying with the provisions of Rule 509, careful inspection must be made of the spring switch, and it must be known that the route is safe for passage of trains before proceeding:  
Signal 122, Avondale—Spring switch, west end of yard.  
Signal 957, Bayou Sale—Spring switch, end of double track.  
Signal 1326, Cade—Spring switch, end of double track.

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

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

47. Wye at Thibodaux Junction must not be used by MK-5 class engines. Other engines and trains must not exceed 15 miles per hour over east leg of this wye.

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

49. Speed of 10 miles per hour must not be exceeded over Bayou Sale Spur between Bayou Sale and Clausen, and cars weighing more than 132,000 pounds gross must not be handled between these points.

50. Location of additional telephones, not shown on schedule page: Paradis; Lafourche; Donner; Boeuf; Garden City; Adeline; Sterling Jct.; Albania; Olivier; West end New Iberia yard.

51. Location of crossovers on double track between Bayou Sale and Cade:

Mile Post	Nearest Station	Mile Post	Nearest Station
97.6	Garden City	115.2	Jeanerette
100.8	Franklin	120.7	Olivier
101.6	Franklin	124.0	I St M & E Crossing
104.9	Baldwin	125.4	New Iberia
105.5	Baldwin	126.2	New Iberia
108.6	Adeline	127.3	New Iberia
110.7	Sorrell	128.6	Segura
112.7	Albania	130.9	Burke
114.0	Jeanerette	131.8	Cade

All crossovers are for backover movement.

52. Spring switches are located as follows:

Cade.....End double track, normal position for eastward track.

Bayou Sale.....End double track, normal position for westward track.

Avondale.....Switch at west end of yard connecting yard tracks with passenger main track, normal position for passenger main track.

They are designated by two targets, one hexagon shape, painted white, bearing the letters "SS"; the other a standard red target.

Trains and engines may trail through spring switches when normally set, but when a stop is made before the entire engine or cars have passed over the points, a reverse movement must not be made until switch has been set by hand. Running switches must not be made over spring switches and blow-off cocks, sanders, or injectors must not be operated, and boosters must not be started, while engines are standing on or passing over such switches.

Speed of 35 miles per hour must not be exceeded over spring switch at west end Avondale yard. Where reduction of speed over other spring switches is required it will be indicated by slow boards.

53. Be governed by the following track restrictions and impaired clearances:

Theriot .....Spur track must not be used by engines heavier than M-11 class beyond clearance point.

Lagonda .....Must not be used by engines heavier than M-11 class beyond clearance point.

Shadyside .....Tracks, except wye, must not be used by 500 class or heavier engines.

Garden City .....Trestle at extreme end of track leading to May Bros. saw mill must not be used by cars or engines. Wire over mill track at saw mill will not clear man on top of box car.

Alice C. ....Overhead conveyor over track extending between sugar refinery and the boiler house will not clear man on top of box car.

Adeline .....Spur track must not be used by engines heavier than M-6 class.

Broussard .....Broussard Lumber Yard track must not be used by engines.



**ECHO SUBDIVISION**

- 61. First-class trains may register at Lake Charles Yard by register ticket, (Form 2642). Trains may be furnished by train order, (Form R), check of trains due at Lake Charles Yard, which are superior, that have arrived or left.
- 62. Beaumont Subdivision main track, between Lake Charles Yard and Lake Charles, will be used jointly by trains of the Beaumont and DeRidder Subdivisions.
- 63. The siding at Crowley is No. 1 track, the first track south of the main track.
- 64. The siding at Lake Charles Yard is the first track north of the main track, extending from crossover opposite train-order office to crossover in vicinity of Signals 2168—2169.
- 65. Water tank at Mermentau does not afford standard clearance.
- 66. Overlap post is located at West Yard, governing westward trains.
- 67. Signal 1470 near Mile Post 147, governing eastward trains, is located to the left of main track.
- 68. When signal operator is not on duty at Iowa Junction interlocking station, signals will be set and route lined for trains of the Echo Subdivision.
- 69. Over Mermentau River drawbridge, engines doubleheading must not exceed 15 miles per hour.
- 70. Engines heavier than M-4 class must not operate beyond clearance point on N. O. T. & M. interchange track at Crowley, and must not operate beyond Avenue H crossing on Horn track at Crowley.
- 71. The following tracks must not be used by MK-5 class engines:
  - Scott.....Lumber yard spur.
  - Duson.....Barnett Gin spur.
  - Rayne.....Louisiana State Rice Mill track opposite mill; T. & P. interchange track beyond first road crossing.
  - Crowley.....Horn track; N. O. T. & M. interchange; Planters Warehouse spur.
  - Estherwood.....West End House Track.
  - Mermentau.....Wharf track; Shoemaker spur; Jeanerette Lumber Co. spur.
  - Jennings.....Spur track north of house track.
  - Welsh.....Mutual Warehouse spur; Armstrong spur.
  - Iowa.....Finley spur.
  - Chloe.....Spur track beyond first warehouse.
  - Lake Charles.....City yard tracks; West wye; Old Yard tracks 2, 3, 4 and 5.

**LOCKPORT SUBDIVISION**

- 81. Trains and engines operating between Raceland Junction and Raceland must proceed with caution, expecting to find main track or narrow-gauge tram crossings occupied.
- 82. Pipe above Celotex long and short tracks at Godchaux will not clear man on top of car.

**HOUMA SUBDIVISION**

- 83. Main track, between Schriever and Thibodaux Junction, will be used jointly by trains of the Avondale and Houma Subdivisions.
- 84. Trains originating at Thibodaux may leave without a clearance when operator is not on duty.
- 85. Trains operating via Thibodaux must obtain a clearance at that point during train-order office hours.
- 86. Trains must not exceed 15 miles per hour over east leg of wye at Thibodaux Junction, and must stop and flag over St. Mary Street at Thibodaux.
- 87. Trains handling loaded bagasse cars must not exceed 20 miles per hour between Houma and Schriever.
- 88. Cars weighing more than 169,000 pounds gross must not be handled between Thibodaux and Napoleonville.
- 89. Overhead clearance under shed at Dupont Wholesale Grocery Co., Houma, is 15 feet, 2 inches, and will not clear man on top of box car. Engines must not be permitted under this shed.
- 90. Houma Subdivision trains must obtain a clearance at Schriever.

**MILTON SUBDIVISION**

- 102. Unloading track at Youngsville must not be used by engines beyond the frog.
- 103. Youngsville Extension track between Ely Junction and Youngsville Junction must not be used by M-4 class or heavier engines.
- 104. Cars weighing more than 169,000 pounds gross must not be handled on Milton Subdivision, or between Milton and Elks.
- 105. Trains and engines operating on Long Extension between Elks and Milton must stop and protect by flag over crossing at Highway U. S. 90 near Mile Post 1. At night lighted fuseses must be used to flag highway traffic.
- 106. Normal position of gate at Midland Subdivision crossing at Davids is against traffic on Milton Subdivision. This gate must be left in normal position and locked and when so set, trains of the Midland Subdivision will not be required to stop for crossing.

**MIDLAND SUBDIVISION**

- 111. Normal position of gate at Milton Subdivision crossing at Davids is against traffic on Milton Subdivision. This gate must be left in normal position and locked and when so set, trains of the Midland Subdivision will not be required to stop for crossing.
- 112. Normal position of gate at Erath Railway Crossing at Erath is against traffic on Erath Sugar Co. Railway. This gate must be left in normal position and locked and when so set, trains of the Midland Subdivision will not be required to stop for crossing.
- 113. Midland Subdivision trains must obtain a clearance at Midland. When operator is not on duty, clearance will be left in box provided.
- 114. Trainmen and enginemen of the C. R. I. & P. Ry. must be governed by the current time-table, rules and regulations and are subject to the orders of the officers of the T. & N. O. R. R. Co. between Eunice and Mile Post 80.5.
- 115. C. R. I. & P. use the following T. & N. O. facilities at Eunice:
  - Station and facilities;
  - House track and siding;
  - Wye tracks in vicinity of Eunice Band Mill;
  - Interchange tracks with T. & P. and N. O. T. & M.;
  - Main track from a point 500 feet east of east wye switch westward 2.1 miles to point where C. R. I. & P. connecting track leaves T. & N. O. right-of-way.

All trains and engines operating within the limits of joint facilities must proceed with caution, expecting to find the main track occupied.
- 116. The following structures will not clear man on top of car:
  - Abbeville.....Warehouse over rear end of sugar loading track at Vermilion Refinery.
  - Eunice.....Roof of lumber loading shed and frame for hoisting portable platform near rear end of loading dock track, Eunice Band Mill; Log unloading derrick and wires located near rear end of log track, Eunice Band Mill.

**PORT BARRE SUBDIVISION**

- 120. Alexandria Subdivision main track, between Lafayette passenger station and B-R Junction, will be used jointly by trains of the Port Barre and Alexandria Subdivisions.
- 121. Normal position for gate at N. I. & N. R. R. crossing at Mile Post 39.4 on Port Barre Line, is against traffic on the Port Barre Subdivision. Gate must be operated before moving over the crossing and closed and locked immediately thereafter.
- 122. Normal position for gate at N. O. T. & M. R. R. crossing at Mile Post 40.4 on Port Barre Line, is against traffic on the Port Barre Subdivision. Gate must be operated before moving over the crossing and closed and locked immediately thereafter.
- 123. Trains originating at Arnaudville and St. Martinville may leave without a clearance when operator is not on duty.

- 124. Trains operating via St. Martinville or Breaux Bridge must obtain clearance during train-order office hours.
- 125. Cars weighing more than 169,000 pounds gross must not be handled between Cade and Breaux Bridge.
- 126. Cars weighing more than 132,000 pounds gross must not be handled between Breaux Bridge and Port Barre.
- 127. Trains must not exceed 10 miles per hour between Mile Posts 19 and 29 on Port Barre Line.
- 128. Guy wires supporting smoke stack at Ruth Refinery will not clear man on side or top of car.

**ALEXANDRIA SUBDIVISION**

- 142. Alexandria Subdivision main track, between Lafayette passenger station and B-R Junction, will be used jointly by trains of the Alexandria and Port Barre Subdivisions.
- 143. When signal operator is not on duty at O. G. & N. E.—N. O. T. & M. interlocking station, Opelousas, signals will be set and route lined for trains of the N. O. T. & M. and against trains of the Alexandria Subdivision.
- 144. Trains and engines must stop and protect by flag over Third Street, Alexandria.
- 145. Trains must not exceed 12 miles per hour over crossing just west of oil mill, Opelousas.
- 146. Trains must stop and protect by flag over the following street crossings at Opelousas:
  - Grolee Street, just west of section tool house;
  - Bellevue, Landry, Vine and Cherry Streets, immediately east of passenger station.
- 147. Trains switching N. O. T. & M. interchange track at Opelousas look out for cars gasoline which may be connected for unloading at Shell Petroleum Co. station located opposite this track.

**LAKE ARTHUR SUBDIVISION**

- 150. Trains and engines must stop and protect by flag over Highway Crossing, U. S. 90, near Hipple.
- 151. Normal position of gate at Mo. P. crossing at Mile Post 3.1, Lake Arthur Subdivision, is against traffic on the Lake Arthur Subdivision. Gate must be opened before moving over crossing and closed and locked immediately thereafter.
- 152. Cars weighing more than 169,000 pounds gross must not be handled on Lake Arthur Subdivision.

**DERIDDER SUBDIVISION**

- 154. Beaumont Subdivision main track, between Lake Charles Yard and Lake Charles, will be used jointly by trains of the DeRidder and Beaumont Subdivisions.
- 155. Trainmen and enginemen of the G. C. & S. F. Ry. must be governed by the current time-table, rules and regulations and are subject to the orders of the officers of the T. & N. O. R. R. Co. between DeRidder Junction and DeRidder.
- 156. Cars weighing more than 169,000 pounds gross must not be handled on DeRidder Subdivision.
- 157. No. 931, on Sunday and Legal Holidays, may leave DeRidder without a clearance when operator is not on duty.



**SPECIAL INSTRUCTIONS**

**165. INTERLOCKING WHISTLE CODE**

(Except at East Bridge Jct. and West Bridge Jct.)

- On Single Track—Main track in either direction.
- On Double Track—With current of traffic on either track.
- o On Double Track—Against current of traffic on either track.
- o — To diverging route.
- o — o — To crossover.
- o — o — o To siding or storage track.

**166. INTERLOCKING PLANTS NOT OPERATED BY SIGNAL OPERATOR**

- Yard track west end of Avondale yard.....T. & P. crossing (Cabin, normally for T. & P.)
- Rayne .....O. G. & N. E. crossing (Cabin, normally for T. & N. O.)
- Crowley .....N. O. T. & M. crossing (Cabin, normally for T. & N. O.)
- Lake Charles Yard.....Mo. Pac. crossing (Cabin, normally for T. & N. O.)
- Fulton .....N. O. T. & M. crossing (Automatic)

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

At Fulton Automatic Interlocking plant, normal position of governing signals is STOP.

Signals governing route through plant should clear when train enters approach circuit if intersecting route is not occupied. When train enters approach circuit, if signals do not clear, send member of crew to crossing to ascertain conditions. If a train on intersecting route is observed standing on approach circuit or moving away from interlocking plant, member of crew will unlock box marked "T. & N. O. RELEASE," turn knob on the release to the right as far as it will go, then permit it to run down, after which signal should assume PROCEED position.

If a train on intersecting route is observed approaching crossing, release must not be operated until such train has passed the crossing or has stopped. If member of crew at crossing cannot see a train on intersecting route and home signal fails to assume PROCEED position, he should immediately operate release as described above and, if home signal then fails to clear, train must be governed by Paragraph (c), Rule 663.

**167. LOCATION OF DRAWBRIDGES**

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

**SPEED TABLE**

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6
17	3	31	36	1	40	55	1	5
18	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

**SPEED**

171. Unless otherwise further restricted, the following is maximum speed for trains between the points named:	Passenger Trains Handled By Passenger Engine			Engines with two-wheel engine trucks in passenger service			Manifest Freight Trains when handled by MK-5 class engines and when not handling any of the restricted cars shown in Item 175.			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels.		
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour		
	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves
BETWEEN															
West Bridge Jct. and Lafayette...	55	55		45	45		40	40		35	35		25	25	20
Lafayette and Lake Charles Yard	60	60		45	45		45	45		40	40		25	25	20
Lockport and Raceland Jct.....	25	25								20	20		15	15	15
Houma and Napoleonville.....	25	25								25	25		15	15	15
Oypremort and Baldwin.....	30	30								30	30		20	20	20
F. & A. Jct. and Milton and Elks.										20	20		10	10	10
New Iberia and Salt Mine.....	35	35		35	35					20	20		15	15	15
I. & V. Jct. and Eunice.....	40	40		35	35					30	30		20	20	20
Oade and Breaux Bridge.....	25	25								20	20		15	15	15
Breaux Bridge and Port Barre....	20	20								15	15		10	10	10
Lafayette and Breaux Bridge.....	30	30								20	20		15	15	15
Breaux Bridge and Cleon.....	30	30								15	15		10	10	10
Lafayette and Cheneyville.....	45	45		40	40					30	30		20	20	20
Mallard Jct. and Lake Arthur....	25	25								20	20		15	15	15
Lake Charles Yard and DeRidder.	30	30								25	25		15	15	15

171 (a). Through corporate limits speed of trains restricted as follows:

STATION	Miles per Hour
Lake Charles	15
Welsh.....	15
Jennings.....	25
Crowley.....	15
Rayne.....	20
Lafayette.....	15
Broussard.....	25
New Iberia.....	6
Jeanerette.....	6
Franklin.....	25
Morgan City.....	15
Alexandria.....	6
Cheneyville.....	25
Washington.....	10
Opelousas.....	6
Sunset.....	6
Carenero.....	25
Abbeville.....	15

These restrictions do not apply at Welsh, Crowley and Carenero between 8:00 P. M. and 6:00 A. M.

171 (b). The speed indicated must not be exceeded at any point, by engines listed below, in any service, or when handled in tow:

30 miles per hour  
307 to 386  
481  
867 to 894

35 miles per hour  
800 to 850  
895, 896

**MAXIMUM SPEED OF ENGINES**

Yard engines in service, running forward or backward with or without cars, and road engines in service, running backward with or without cars, or when shoving cars ahead of engine..... 20 miles per hour.

Yard engines, not equipped with engine trucks, in tow in charge of messenger and under sufficient steam to lubricate, moving forward or backward, rods in place or removed..... 20 miles per hour.

Road engines in tow in charge of messenger, and under sufficient steam to lubricate:  
Moving forward or backward, rods in place..... Freight train speed.  
Moving forward or backward, main or side rods, or both, removed..... 20 miles per hour.

Road engines running forward, light, unless otherwise directed..... Freight train speed.

**LEGAL HOLIDAYS**

New Year's Day	January 1st.
Washington's Birthday	February 22nd.
Decoration Day	May 30th.
Independence Day	July 4th.
Labor Day	First Monday in September.
Thanksgiving Day	Last Thursday in November.
Christmas	December 25th.

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

173. Engines not equipped with trailer trucks, when used in passenger service, must not exceed 55 miles per hour.

174. Trains handling cars weighing more than 125,000 pounds gross must not exceed speed of 10 miles per hour between Raceland Junction and Lock-

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

175. Speed under "Manifest Freight Trains", Item 171, may be observed when not handling:

- Loaded tank cars, except tank cars of 10,000 gallons capacity or less;
- Any open-top car loaded with transformers, rail, poles or piling, twin or other multiple loads;

Any other load on open-top cars where lading projects above ends or sides of car, unless car foreman or lead inspector, after careful inspection, certifies load in good condition for fast speed;

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

Cars with arch bar type truck unless car foreman or lead inspector, after careful inspection, certifies truck in good condition for fast speed.



# SPECIAL INSTRUCTIONS

### RATINGS OF ENGINES IN FREIGHT SERVICE

Class	ENGINE NUMBERS	Manifest Rating	Drag Rating	Class	ENGINE NUMBERS	Manifest Rating	Drag Rating
E-39	205 to 209		2200	M- 6	515 to 517	4840	5500
E-40	220	2170	2470	M-10	500 to 514	5280	6000
E-41	224	1490	1690	M- 9	550 to 556	5280	6000
E-23	261 to 272		3180	M-11	560 to 565	5280	6000
A- 1	273 to 277		3450	C- 8	800 to 807		7500
A- 1	278		3400	C- 9	808 to 850		7500
T-24	307-314-319-323-333		3290	T-28	388 to 399	5280	6000
T-25	353-358-359-360-361		3600	MK-5	738 to 794	7920	9000
T-25	364	3150	3600	C-24	891		5670
T-27	377 to 379-383 to 386	3520	4020				
M- 4	410 to 413-415 to 417-419 to 433-435-436-438-439-441 to 448-450-452-454-455-457 to 459	4270	4850				
M-20	481	3640	4140				

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

PASSENGER ENGINES	
Numbers	Class
700-703	GS- 1
650-652	P-14
631-633	P-13
622-630	P- 9
610-621	P- 6
600-609	P- 5
388-399	T-28
273-278	A- 1
261-272	E-23

### TIME INSPECTORS

Sidney F. Ball, General Time Inspector, Chicago.  
 L. L. Doty, Asst. General Time Inspector, Chicago.  
 Wm. Frantz & Co., New Orleans.  
 F. P. Schoene, Algiers.  
 R. O. Besse, Sr., Morgan City.  
 I. Popkin, Franklin.  
 Geo. H. Riviere, New Iberia.  
 Imperial Jewelry Company, Lafayette.  
 M. L. Kraemer, Lake Charles.  
 C. A. Schnack Jewelry Company, Alexandria.  
 H. E. King, Jeweler, Eunice.  
 J. F. Champion's Jewelry Store, DeRidder.

### SIGNAL MAINTAINERS

Location	From Mile Post	To Mile Post
Boutte	3.7	28.8
Raceland Jct.	28.8	54.7
Schriever	54.7	79.3
Morgan City	79.3	100.3
Franklin	100.3	119.3
New Iberia	119.3	144.5
Crowley	144.9	172.9
Jennings	172.9	202.2
Lake Charles	202.2	222.0
Vinton	222.0	250.0

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

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

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

## COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
Houston	Dr. Judson L. Taylor	Chief Surgeon	Franklin	Dr. H. H. Gates	Local Surgeon	Lafayette	Dr. J. Boring Montgomery	Local Surgeon	New Orleans	Dr. S. M. Blackshear	Division Aurist
Houston	Dr. J. R. Gandy	Asst. Chief Surgeon	Franklin	Dr. O. M. Horton	Local Surgeon	Lafayette	Dr. F. E. Girard	Oculist and Aurist	Opelousas	Dr. A. B. Pavy	Local Surgeon
Abbeville	Dr. A. A. Comeaux	Examining Surgeon	Gretna	Dr. Ohas. F. Gelbke	Local Surgeon	Lafayette	Dr. L. B. Long	Oculist and Aurist	Opelousas	Dr. E. J. Petitjean	Local Oculist and Aurist
Alexandria	Dr. J. A. White	Examining Surgeon	Gretna	Dr. Carrol F. Gelbke	Local Surgeon	Lockport	Dr. J. F. Dunshie	Local Surgeon	Patterson	Dr. G. G. Aycock	Local Surgeon
Alexandria	Dr. R. E. McGill	Local Surgeon	Gueydan	Dr. G. L. Gardiner	Local Surgeon	Lockport	Dr. Guy R. Jones	Local Surgeon	Raceland	Dr. E. M. Aronovich	Local Surgeon
Algiers	Dr. A. J. Babin	Examining Surgeon	Harahan	Dr. J. S. Kopfler	Local Surgeon	Napoleonville	Dr. Chas. S. Roger	Local Surgeon	Rayne	Dr. J. P. Mauboules	Local Surgeon
Algiers	Dr. A. F. Brock	Examining Surgeon	Houma	Dr. H. P. St. Martin	Local Surgeon	New Iberia	Dr. C. C. DeGravelles	Examining Surgeon	Rayne	Dr. R. C. Webb	Local Surgeon
Algiers	Dr. Carroll F. Gelbke	Local Surgeon	Houma	Dr. T. I. St. Martin	Local Surgeon	New Iberia	Dr. J. H. Dauterive	Local Surgeon	St. Martinville	Dr. P. H. Fleming	Local Surgeon
Baton Rouge	Dr. James J. Robert	Local Surgeon	Jeanerette	Dr. J. N. Brown	Local Surgeon	New Iberia	Dr. L. B. Crawford	Local Surgeon	Sulphur	Dr. D. S. Perkins	Local Surgeon
Berwick	Dr. J. C. Berwick	Local Surgeon	Jennings	Dr. R. S. Kramer	Local Surgeon	New Iberia	Dr. P. A. LeBourgeois	{ Eye, Ear, Nose and Throat Specialist	Sulphur	Dr. A. H. Lafargue	Local Surgeon
Breaux Bridge	Dr. S. D. Yongue	Local Surgeon	Jennings	Dr. F. W. Harrell	Local Surgeon	New Iberia	Dr. J. D. Martin	{ Eye, Ear, Nose and Throat Specialist	Sulphur	Dr. R. B. Marshall	Local Surgeon
Broussard	Dr. G. R. Delaurel	Local Surgeon	Kaplan	Dr. Leo Saporito	Local Surgeon	New Orleans	Dr. H. W. Kostmayer	Division Surgeon	Thibodaux	Dr. Louis E. Meyer	Local Surgeon
Carencro	Dr. E. E. Guilbeau	Local Surgeon	Lake Arthur	Dr. W. C. Heinen	Local Surgeon	New Orleans	Dr. W. P. Bradburn	Examining Surgeon	Thibodaux	Dr. F. T. Beatrous	Local Surgeon
Crowley	Dr. J. W. Faulk	Local Surgeon	Lake Charles	Dr. T. H. Watkins	Examining Surgeon	New Orleans	Dr. Muir Bradburn	Examining Surgeon	Thibodaux	Dr. Chas. F. Barker	Local Surgeon
Crowley	Dr. H. L. Gardiner	Local Surgeon	Lake Charles	Dr. H. B. White	Local Surgeon	New Orleans	Dr. Ralph J. Christman	Examining Surgeon	Vinton	Dr. Wm. F. Brooks	Local Surgeon
Crowley	Dr. A. B. Cross	Local Oculist	Lake Charles	Dr. R. P. Howell	Local Surgeon	New Orleans	Dr. W. W. Leake	Examining Surgeon	Washington	Dr. Geo. Azar	Local Surgeon
DeRidder	Dr. S. T. Roberts	Local Surgeon	Lake Charles	Dr. O. W. Moss	Local Oculist	New Orleans	Dr. Joseph T. Scott, Jr.	Local Surgeon	Weeks	Dr. Everett T. Duncan	Local Surgeon
Duson	Dr. R. Sidney Hernandez	Local Surgeon	Lafayette	Dr. O. P. Daly	Senior Division Surgeon	New Orleans	Dr. Victor C. Smith	Division Oculist	Welsh	Dr. R. R. Arceneaux	Local Surgeon
Eunice	Dr. Harry Jenkins	Local Surgeon	Lafayette	Dr. W. J. Yongue	Examining Surgeon	New Orleans	Dr. C. A. Bahn	Division Oculist	Youngsville	Dr. Willis Dupuis	Local Surgeon
Erath	Dr. L. M. Boudreaux	Local Surgeon	Lafayette	Dr. J. O. Duhon	Local Surgeon	New Orleans	Dr. W. B. Clark	Division Oculist	Youngsville	Dr. R. O. Young	Local Surgeon

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

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

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

**R. M. Glover,**  
*Superintendent, Lafayette*

**R. F. Wills,**  
*Trainmaster, New Orleans*

**E. Hodges,**  
*Assistant Superintendent, Lafayette*

**E. T. Barry,**  
*Traveling Engineer, Lafayette*

**C. D. Kemper,**  
*Assistant Superintendent, Franklin*

**E. V. Chauvin,**  
*Chief Train Dispatcher, Lafayette*

**R. C. Cunningham,**  
*Trainmaster, Lafayette*

**O. B. Brupbacher,**  
*Chief Train Dispatcher, Lafayette*

Traveling Engineer will exercise duties of Trainmaster when on line.



# MAP OF THE LAFAYETTE DIVISION SOUTHERN PACIFIC LINES TEXAS AND NEW ORLEANS RAILROAD COMPANY

