ASSISTANT SUPERINTENDENTS

L. L. PHIPPS ..... Lafayette
J. FLEISSNER ..... Lafayette

TRAINMASTERS

G. A. GREBLO ..... Beaumont
G. A. TONCHEFF ..... Beaumont
T. J. EARLE ..... Lake Charles
C. N. McMURREY ..... Lafayette
J. L. SPRINGFIELD ..... Lafayette
J. W. BOUDREAUX ..... New Orleans
W. P. FAUCHEUX ..... New Orleans

ASSISTANT TRAINMASTERS

W. F. LANFORD ..... Baytown
W. J. STEWARD ..... Beaumont
H. P. MARONGE ..... New Orleans
H. L. McDOWELL ..... New Orleans

ROAD FOREMEN OF ENGINES

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

ASSISTANT ROAD FOREMAN OF ENGINES

D. F. SLOVER ..... Lafayette

SENIOR CHIEF TRAIN DISPATCHER

L. F. McCLARD ..... Houston

CHIEF TRAIN DISPATCHER

W. R. WHITTINGTON ..... Houston

TERMINAL SUPERINTENDENT

R. L. CONNER ..... New Orleans

ASSISTANT TO SUPERINTENDENT

J. L. SPIVEY ..... Lafayette

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

125

EFFECTIVE SUNDAY, APRIL 27, 1975
AT 12:01 A. M.
CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

D. R. KIRK,
General Manager.

R. D. KREBS,
C. H. NELSON,
J. D. RAMSEY,
Assistant General Managers.

J. J. WILLIS,
General Superintendent of Transportation.

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

E. F. WINTERROWD,
Superintendent.

EASTWARD

THIRD CLASS		SECOND CLASS			FIRST CLASS
68	58	48	244	242	2
Local Freight	Local Freight	Freight	Freight	Freight	Psgr.
Lv. Mon., Wed., Fri.	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Lv. Sun., Tues., Thur.
					AM 10.30
AM 7.00		PM 5.30	AM 11.30	AM 4.30	
7.10		5.35	11.40	4.40	10.45
7.59		5.45	AM 11.55	4.55	**10.54**
8.53		5.51	PM 12.05	5.05	10.58
9.01		5.57	12.15	5.15	11.03
10.10		6.15	12.45	**5.40**	11.19
10.25		6.22	12.55	5.47	11.26
10.40		6.26	1.01	5.52	11.30
10.58		6.32	**1.11**	6.01	11.34
11.25		6.40	1.17	6.10	11.39
AM 11.49		6.52	1.30	6.24	11.49
PM **12.47**		6.59	1.37	6.31	AM 11.54
1.15 PM		**7.30**	1.59	**7.05**	PM s**12.20**
		7.50	2.25	7.25	12.30
		7.59	2.35	7.34	12.40
		8.20	2.55	7.59	12.54
		8.23	2.58	8.02	12.57
		8.35	3.15	8.10	1.04
		8.49	3.35	8.25	1.15
		8.56	3.45	8.35	1.20
		9.03	3.54	8.45	1.25
		9.14	4.10	8.59	1.34
					s 1.50
	AM 6.00	9.45	4.40	9.45	1.54
	6.20	9.59	5.00	**10.10**	2.05
	6.44	10.06	5.09	**10.18**	2.11
	7.00	10.14	**5.27**	10.28	2.18
	7.10	10.20	5.33	10.35	2.22
	7.30	10.30	5.45	10.45	2.28
	7.50	10.40	5.55	10.55	2.34
	8.23	10.49	6.05	11.03	2.39
	8.59	11.02	6.20	11.15	2.49
	9.26	11.05	6.25	11.19	2.52
	9.56	11.23	6.35	11.27	2.57
	10.11	11.30	6.45	11.35	3.02
	10.20	11.37	6.55	11.42	3.07
	AM 10.35	PM 11.50	PM 7.10	AM 11.59	PM 3.10
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	Station Number
1.1	A-PB **HOUSTON** BKPQ	76102
357.4	TO-R 5.0 **ENGLEWOOD** BKIYPQ (2 Main Tracks)	76100
356.8	TO-R 0.6 **TOWER 87** IPQ (2 Main Tracks)	79007
349.9	6.9 **FAUNA** IP 10735	79014
345.4	Yd Lmts 4.5 **SHELDON** P 2504	79018
340.7	4.7 **CROSBY** P 2488	79024
326.8	Yd Lmts TO-R 13.9 **DAYTON** BKIPQ 13130	79039
320.8	Yd Lmts 6.0 **LIBERTY** P 3481	79207
317.6	3.2 **AMES** P 2545	79211
313.4	4.2 **RAYWOOD** P 3123	79216
308.3	TO 5.1 **DEVERS** P 11643	79221
297.9	10.4 **NOME** P 2248	79232
293.0	4.9 **CHINA** P 3156	79239
280.2	Yard Limits TO-R 12.8 **BEAUMONT** BKIYPQ 11800	79250
277.0	Yard Limits 3.2 **TOWER 31** IP	79505
271.7	5.3 **CONNELL** IP 10800	79507
257.9	Yard Limits TO 13.8 **ORANGE SIDING** BP	79523
256.6	Yard Limits 1.4 **ORANGE** P	79530
251.4	Yd Lmts TO-R 5.2 **ECHO** BKPQ 7589	90000
241.7	9.7 **VINTON** P 2207	90021
236.5	5.2 **EDGERLY** P 2869	90027
230.7	5.8 **BRIMSTONE** P 9478	90034
222.8	Yard Limits 7.9 **LOCKMOOR** IP	90045
218.8	Yard Limits 4.0 **LAKE CHARLES** IP	90200
217.2	Yard Limits TO-R 1.6 **LAKE CHARLES YARD** BKIYPQ 11400	90250
215.3	2.4 **MALLARD JCT.** P	90410
207.2	8.1 **IOWA** 3501	90611
201.4	5.8 **LACASSINE** P 2090	90617
195.3	6.1 **WELSH** P 1237	90624
191.4	3.9 **ROANOKE** P 9947	90631
185.2	Yd Lmts TO 6.2 **JENNINGS** PQ 3055	90637
180.1	5.1 **MERMENTAU** P 2284	90642
174.8	Yd Lmts TO 5.3 **MIDLAND** YP 4420	91000
166.5	Yd Lmts TO 8.3 **CROWLEY** IP 3227	91320
164.9	Yd Lmts 1.6 **CROWLEY SIDING** P 10690	91340
160.0	TO 4.9 **RAYNE** P 2277	91345
155.1	4.9 **DUSON** P 2567	91351
149.7	5.4 **SCOTT** P 2656	91358
147.1	Yd Lmts TO-R 2.6 **LAFAYETTE YARD** BKYPQ	91362
	(215.9)	
	ADDITIONAL STATIONS See Page 3	

Automatic Block Signal System

WESTWARD

FIRST CLASS	SECOND CLASS			THIRD CLASS	
1	47	243	241	57	69
Psgr.	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 s 9.30					
	AM 6.40	AM 9.30	PM 2.30		AM 11.25
9.03	6.30	9.10	2.15		11.10
8.53	6.16	8.59	2.03		**10.54**
8.46	6.07	**8.53**	1.56		10.30
8.40	6.01	8.45	1.49		10.01
8.26	**5.40**	8.25	1.30		9.40
8.18	5.23	8.13	1.21		8.40
8.13	5.16	8.08	1.17		8.25
8.09	5.09	8.02	**1.11**		8.15
8.04	5.02	7.55	1.05		8.05
7.52	4.47	7.40	12.53		7.50
7.46	4.40	7.30	**12.47**		7.35
s **7.30**	4.20	**7.05**	**12.20**		7.10 AM
7.10	3.39	6.47	12.04 PM		
7.05	3.31	6.40	11.57 AM		
6.51	3.13	6.23	11.39		
6.48	3.10	6.20	11.35		
6.41	3.01	6.10	11.25		
6.30	2.44	5.57	11.10		
6.25	2.36	5.50	11.03		
6.19	2.28	5.42	10.55		
6.10	2.13	5.30	10.40		
s 6.05					
5.53	2.03	5.20	10.30	AM 10.55	
5.40	1.42	5.03	**10.10**	10.35	
5.34	1.34	4.55	9.55	**10.18**	
5.27	1.25	4.45	9.44	10.01	
5.22	1.19	4.40	**9.38**	**9.38**	
5.14	1.10	4.28	9.30	9.20	
5.07	1.02	4.20	9.20	8.35	
5.01	12.55	4.12	9.13	**8.23**	
4.52	12.42	4.01	**8.59**	7.38	
4.49	12.39	3.59	8.54	7.15	
4.43	12.28	3.50	8.44	6.55	
4.38	12.21	3.43	8.36	6.35	
4.33	12.15	3.36	8.30	6.27	
4.30 PM	12.05 AM	3.30 AM	8.20 AM	6.10 AM	
Lv. Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.	Lv. Tues., Thur., Sat.
1	47	243	241	57	69

BAYTOWN BRANCH

STATIONS

FACILITIES AND LENGTH OF SIDINGS IN FEET

EASTWARD Mile Post Location		WESTWARD Station Number
22.2	Yd Lmts TO-R **BAYTOWN** BKPQ	79130
16.0	Yd Lmts R 6.2 **ELDON**	79118
0.0	Yd Lmts TO-R 16.0 **DAYTON** BKIPQ 13130	79039
	(22.2)	

SABINE BRANCH

STATIONS

FACILITIES AND LENGTH OF SIDINGS IN FEET

EASTWARD Mile Post Location		WESTWARD Station Number	Distance
280.2	Yd Lmts TO-R **BEAUMONT** BKIYPQ 11800	79250	18.5
12.7	Yd Lmts 18.5 **WEST PORT ARTHUR** Y	79360	0.0
	(18.5)		

ROCKLAND BRANCH

STATIONS

FACILITIES AND LENGTH OF SIDINGS IN FEET

EASTWARD THIRD CLASS 102 A. & N.R. Freight Leave Daily	EASTWARD THIRD CLASS 160 Local Freight Lv. Tues., Thur., Sat.	Mile Post Location		Station Number	WESTWARD THIRD CLASS 101 A. & N.R. Freight Arrive Daily	WESTWARD THIRD CLASS 159 Local Freight Ar. Mon., Wed., Fri.
AM 8.45	AM 6.00	118.2	YdLmts. ABS TO-R **LUFKIN** BKYPQ	78200	AM 11.20	AM 11.55
8.55	6.10	120.1	1.9 R **PROSSER** IP	78404	11.10	11.45
9.20	6.20	5.0	Yd Lmts 2.5 **HERTY**	79490	10.55	11.35
9.35 AM	6.30	132.1	Yd Lmts R 3.5 **DUNAGAN**	79487	9.45 AM	11.10
	8.50	84.6	47.5 **WOODVILLE**	79461		8.50
	10.30	54.6	30.0 **KOUNTZE**	79430		7.15
	11.00 AM	40.1	14.5 **LOEB JCT.** P	79412		6.40 AM

SEE Special Instructions, Rule 812, for train movements between Santa Fe Jct. and Loeb Jct..

	AM 11.30	30.5	Yard Limits **SANTA FE JCT.**	79405		AM 6.05
	12.15 PM	280.2	1.3 TO-R **BEAUMONT** BKIYPQ 11800	79250		6.00 AM
Arrive Daily	Ar. Tues., Thur., Sat.		(110.7)		Leave Daily	Lv. Mon., Wed., Fri.
102	160				101	159

LAKE ARTHUR BRANCH

STATIONS

FACILITIES AND LENGTH OF SIDINGS IN FEET

EASTWARD Mile Post Location		Station Number	WESTWARD Distance
217.2	Yard Limits BKIYPQ 11400 TO-R **LAKE CHARLES YARD**	90250	35.3
33.4	35.3 **LAKE ARTHUR**	90545	0.0
	(35.3)		

ADDITIONAL STATIONS

Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Lafayette Line	
	353.2	Dawes	79010
33-E	303.3	Felicia (spur)	79226
41	284.0	Amelia	79245
17 P	265.5	Bobsher	79514
114 P	263.0	Tulane	79517
23-E	258.8	Francis (spur)	79521
11-E	231.5	Stegall (spur)	90032
38	228.4	Sulphur	90037
20 IP	220.9	West Lake	90050
50	213.0	Chloe	90605
W	205.5	Iowa Jct. (M. P. Conn.)	.....
24	172.6	Estherwood	91305
41	171.9	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	
	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	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
17	94.1	Colmesneil	79466
8-W	87.6	Doucette (spur)	79463
12-W	76.9	Hillister (spur)	79457
15	72.7	Warren	79454
17-W	64.8	Village Mills (spur)	79450
		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 THIRD CLASS 520 Freight Lv. Daily Ex. Sun.	EASTWARD SECOND CLASS 528 Local Freight Lv. Daily Ex. Sun.	Mile Post Location	MIDLAND BRANCH STATIONS FACILITIES AND LENGTH OF SIDINGS IN FEET	Station Number	WESTWARD SECOND CLASS 519 Freight Ar. Daily Ex. Sun.	WESTWARD SECOND CLASS 527 Local Freight Ar. Daily Ex. Sun.
	AM 8.00	79.4	Yd Lmts TO-R EUNICE BYP	91230		PM 1.50
	8.20	67.0	12.4 IOTA 750	91213		12.05 PM
	9.15	56.4	Yd Lmts TO 10.6 MIDLAND YP 4420	91000		11.40 AM
	9.38	45.3	TO 11.1 GUEYDAN P 800	91112		10.55
	10.16	30.0	Yd Lmts 15.3 KAPLAN P 2050	91127		**10.16**
	10.45	21.5	Yd Lmts TO 8.5 ABBEVILLE P 1600	91138		9.44
	AM 11.25	14.9	6.6 ERATH 1000	91152		9.19
AM 10.00	PM 12.10	5.4	Yard Limits R 9.5 I. & V. JUNCTION	91906	AM 6.20	8.46
		4.8	0.6 DAVIDS Y	91904		
10.20	12.50	0.0	Yard Limits 4.8 NEW IBERIA BKYP	91840	6.05	8.35
10.25 AM	12.55 PM	126.1	TO-R 0.5 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**

EAST-WARD	YOUNGSVILLE BRANCH STATIONS FACILITIES AND LENGTH OF SIDINGS IN FEET	Station Number	WEST-WARD
Mile Post Location			Distance
33.1	YOUNGSVILLE	91935	14.7
20.5	Yd. Lmts. 12.6 DAVIDS Y	91904	2.1
18.4	Yd. Lmts. 2.1 PESSON	91917	0.0
	(14.7)		

EAST-WARD	SALT MINE BRANCH STATIONS FACILITIES AND LENGTH OF SIDINGS IN FEET	Station Number	WEST-WARD
Mile Post Location			Distance
5.4	Yard Limits I. & V. JUNCTION	91906	0.0
9.8	Yard Limits 4.4 SALT MINE	91914	4.4
	(4.4)		

ADDITIONAL STATIONS

Capacity in cars and Direction of entry into Spurs	Mile Post	NAME	Station Number
		Midland Branch	
27-E	60.1	Egan (spur)	91205
8-W	52.4	Morse (spur)	91105
10-E	26.5	Nunez (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

EASTWARD

THIRD CLASS	SECOND CLASS				FIRST CLASS	Mile Post Location	STATIONS — FACILITIES AND LENGTH OF SIDINGS IN FEET	Station Number
56	240	244	242	48	2			
Local Freight	Freight	Freight	Freight	Freight	Psgr.			
Lv. Daily Ex. Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Sun., Tues., Thur.			
AM 6.00	PM 8.30	PM 8.10	PM 12.30	AM 12.30	PM 3.10	147.1	Yd Lmts BKYPQ TO-R **LAFAYETTE YARD**	91362
6.10	8.40	8.20	12.40	12.40	s 3.30	144.5	2.6 BKP R **LAFAYETTE** 2885	91700
6.42	8.50	8.26	12.45	12.45	3.35	140.8	3.7 P **ELKS** 6411	91804
6.50	8.55	8.31	12.50	12.50	3.38	138.4	Yd Lmts 2.4 P **BROUSSARD** 1666	91806
7.05	9.05	8.39	12.58	**1.01**	3.44	132.1	6.3 P **CADE** 8127	91815
7.23	9.29	8.49	1.07	1.10	3.50	126.1	Yd Lmts 6.0 IPQ TO-R **WEST TOWER** 6633	91821
					s 4.00	125.6	0.5 BKYP **NEW IBERIA**	91840
8.20	**9.49**	9.09	1.28	1.30	4.18	112.5	13.1 P **JEANERETTE SIDING** 6084	92043
9.15	**10.25**	**9.18**	1.39	1.40	4.26	105.1	Yd Lmts 7.4 BKPQ TO **BALDWIN** 10003	92050
					4.31	101.0	Yd Lmts 4.1 P **FRANKLIN**	92240
9.57	10.45	9.29	1.54	1.55	4.38	95.6	Yd Lmts 5.4 P TO **BAYOU SALE** 6112	92270
10.25	11.05	**9.49**	2.11	2.11	4.52	81.8	13.8 **BERWICK** 9432	92416
10.45 AM	11.09	9.53	2.15	2.14	4.55	80.1	Yd Lmts 1.7 BKPQ TO-R **MORGAN CITY**	92419
	11.25	10.03	**2.37**	2.25	5.05	71.2	8.9 P **URSA** 3495	92437
	PM 11.48	10.26	2.59	2.45	5.23	55.0	Yd Lmts 16.2 BKPQ TO **SCHRIEVER** 7760	92455
	AM 12.05	**10.45**	3.25	3.04	5.42	40.2	Yd Lmts 14.8 BYPQ TO **RACELAND JCT.** 10828	92712
	12.20	11.01	3.40	3.15	5.52	31.6	8.6 P **DES ALLEMANDS** 2477	92810
	12.35	11.10	3.52	3.28	6.00	24.2	Yd Lmts 7.4 P **BOUTTE** 5068	92826
	1.00	11.17	3.59	3.35	6.06	18.9	5.3 IP **SALIX** 5780	92833
	1.25 AM	11.30 PM	4.10 PM	3.50 AM	6.14	11.3	Yd Lmts 7.6 BKIPQ TO-R **AVONDALE**	92840
					6.16 PM	10.5	Yd Lmts 0.8 I R **WEST BRIDGE JCT.**	92872

Automatic Block Signal System — A-PB

WESTWARD

FIRST CLASS	SECOND CLASS				THIRD CLASS
1	241	47	239	243	55
Psgr.	Freight	Freight	Freight	Freight	Local Freight
Ar. Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun.
PM 4.30	AM 8.00	PM 10.50	PM 11.40	AM 1.30	AM 10.55
s 4.25	7.46	10.41	11.30	1.20	10.45
4.04	7.41	10.36	11.20	1.15	10.35
4.00	7.37	10.31	11.15	1.10	10.15
3.53	7.30	10.21	11.05	**1.01**	9.50
3.47	**7.23**	10.10	10.55	12.53	9.20
s 3.45					
3.23	7.04	**9.49**	10.35	12.24	**8.20**
3.15	6.55	**9.18**	**10.25**	12.13 AM	8.00
3.09					
3.04	6.42	8.52	10.04	11.58 PM	7.00
2.50	**6.27**	8.30	**9.49**	11.41	**6.27**
2.46	6.25	8.25	9.43	11.38	6.15 AM
2.37	6.15	8.13	9.30	**11.25**	
2.21	5.57	7.50	9.10	11.05	
2.06	5.40	7.19	8.50	**10.45**	
1.56	5.29	7.05	8.35	10.30	
1.48	5.20	6.50	8.25	10.20	
1.42	5.10	6.40	8.10	10.10	
1.34	5.00 AM	6.30 PM	8.00 PM	10.00 PM	
1.29 PM					

Time at New Orleans Union Passenger Station and East Bridge Jct. for information only. See current timetables and Rules of Operating Departments for movements as follows: NOUPT Railroad between Southport and NOUPT Station; I.C.G.RR. between East Bridge Jct. and Southport; and New Orleans Public Belt Railroad between West Bridge Jct. and East Bridge Jct. and between East Bridge Jct. and Cotton Warehouse.

					PM 6.31		5.3 EAST BRIDGE JCT. TWI TKS	92874	PM 1.13
					s 7.00 PM		R 5.8 BKP NEW ORLEANS UPT STATION	92900	1.00 PM
Ar. Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Sun., Tues., Thur.		(136.9)		Lv. Mon., Wed., Fri.
56	240	244	242	48	2				1

Leave Daily	Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun.
241	47	239	243	55

EASTWARD

SECOND CLASS		Mile Post Location	CYPREMORT BRANCH — STATIONS — FACILITIES AND LENGTH OF SIDINGS IN FEET	Station Number
408	406			
Freight	Freight			
Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.			
PM 2.55	AM 8.30	18.8	Yd Lmts R **WEEKS**	92135
3.50 PM	9.15 AM	0.0	Yd Lmts 18.8 BKPQ TO-R **BALDWIN** 10003	92050
Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.		(18.8)	
408	406			

WESTWARD

SECOND CLASS	
405	407
Freight	Freight
Ar. Daily Ex. Sun.	Ar. Daily Ex. Sun.
AM 5.25	PM 2.25
4.30 AM	1.30 PM
Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.
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.

ALEXANDRIA BRANCH

STATIONS

FACILITIES AND LENGTH OF SIDINGS IN FEET

EAST-WARD SECOND CLASS 840 Freight Leave Daily	Mile Post Location		STATIONS	Station Number	WEST-WARD SECOND CLASS 841 Freight Arrive Daily
AM 8.00	85.1	Yard Limits	TO-R ALEXANDRIA BP	91680	PM 12.50
8.05 AM	84.3	Yard Limits	0.8 S. P. JUNCTION		12.45 PM

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

AM 8.50	60.1		TO CHENEYVILLE P	91660	PM 12.05
10.20	21.9	Yard Limits	38.2 TO OPELOUSAS IP	91630	10.30
10.25	20.8	Yard Limits	1.1 OPELOUSAS SIDING P 2656	91627	10.25
	0.5	Yard Limits ABS	20.3 ALEX JCT.	91370	
11.25 AM	147.1	Yard Limits ABS	1.8 TO-R LAFAYETTE YARD BKYPQ	91362	9.30 AM
Arrive Daily			(86.9)		Leave Daily
840					841

ST. MARTINVILLE BRANCH

STATIONS

FACILITIES AND LENGTH OF SIDINGS IN FEET

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

HOUMA BRANCH

14.5	Yd Lmts	HOUMA P	92519	14.5
0.0	Yd Lmts TO-R	14.5 SCHRIEVER BKPQ 7760	92455	0.0
		(14.5)		

NAPOLEONVILLE BRANCH

55.0	Yd Lmts TO-R	SCHRIEVER BKPQ 7760	92455	21.2
3.2		4.1 NAPOLEONVILLE JCT.	92605	17.1
20.3		17.1 ELM HALL JCT.	92641	0.0
		(21.2)		

LOCKPORT BRANCH

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

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
6-E	130.04	Ara (spur)	91817
15-W	120.9	Olivier (spur)	92007
17	116.2	Patoutville	92012
P	114.2	Jeanerette	92020
R P	109.98	N.I.&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	54.2	Thibodaux Jct.	92460
66 Yd. Limits P	28.4	Vallier	92815
P	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 Yd. Limits	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	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 Junction within Yard Limits Baldwin-Franklin.

		Alexandria Branch	
14-W Yard Limits	53.2	Carboco (spur)	91648
15 Yd. Limits	51.9	Eola	91646
14	32.4	Beggs	91639
8	27.6	Washington	91637
34	22.7	Lansom	91634
9-E	19.2	Veltin (spur)	91623
12	13.3	Sunset	91617
34	7.1	Carencro	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
36-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	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.

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

RULE M. Fourth paragraph is revised to read:

"Employes are prohibited from getting on roof of cars except when necessary to make repairs."

Fifth paragraph of Rule M is cancelled in its entirety.

DEFINITIONS

HOLIDAYS are revised 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.
Veterans' Day, Fourth Monday in October.
Thanksgiving Day, Fourth Thursday in November.
Christmas Day, December 25.

RESTRICTED SPEED is revised to read:

"Proceed prepared to stop short of train, obstruction, stop signal, or switch not properly lined and look out for broken rail, not exceeding twenty miles per hour."

RULE 3. First paragraph is revised to read:

"Conductors, yard-engine foremen, engineers and outside hostlers must compare their watches with a standard clock before commencing each day's work. Conductors and yard-engine foremen must, when practicable, compare time with their engineers before starting each trip or each day's work. At the first opportunity other members of the crew must compare time with the conductor, yard-engine foreman or engineer."

RULE 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.

RULE 10-H and 15. On the following branches: Baytown, 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 track at the end of restriction.

RULE 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 restriction 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(l). 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(l).

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

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

RULE 21. First paragraph is revised to read:

"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, Rockland Branch and between I.&V. Junction and New Iberia (Midland Branch).

RULE 101. When member of crew has reason to believe train has passed over defect in track or roadbed that may interfere with safe train movement, the following precautions must be taken:

(1) Train stopped immediately and inspection made to ensure train is safe to proceed.

(2) Train Dispatcher and opposing or following trains must be immediately notified of condition encountered. Train Dispatcher must, if means are available, afford protection for opposing and/or following trains until advised that reported defect has been inspected by Maintenance of Way forces.

(3) To provide such protection, Train Dispatcher will arrange to stop train movements over the reported defect, except when crew that reports the defect indicates conditions allow, movement through the location may be authorized at restricted speed.

(4) If Train Dispatcher cannot be contacted or if Train Dispatcher cannot afford appropriate protection, crew of train first encountering defect must afford protection.

RULE 102. Additional paragraph added:

"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 201 and 221-A. Train orders will be issued by authority and over the initials of the Senior Chief Train Dispatcher. OK'd clearances must bear initials of Senior Chief Train Dispatcher.

RULE 211 and Form "N" Train Order:

When operators advance a train at a station under Rule 211, Example (3), the following wording must be used:

"This is S.P. operator (station). I have a Form 'N' train order to advance (train) on main track until (time)."

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

When indication governs movement to track other than main track, movement must be made with caution.

RULE 285. First paragraph under Name and Aspect, is revised to read:

"Trains exceeding medium speed must reduce to medium speed before engine reaches the signal if advance view of signal permits."

RULE 286. First paragraph under Name and Aspect, is revised to read:

"Trains exceeding medium speed must reduce to medium speed before engine reaches the signal if advance view of signal permits."

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

"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 of 3 minutes has operated, after which signal should display proceed indication if block is clear.

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 to read:

"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 controlled siding, permission must be obtained from train dispatcher or operator, who must be notified when work completed and lock-box 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.

REPORTING OF HOT BOXES

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 and Signal Supervisor, Lafayette; General Manager - Amtrak - San Francisco (when Amtrak passenger train is involved) 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.)

RULE 705 AND 829. HOT BOX DETECTORS

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must keep a vigilant lookout for light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available. Absence of white light indicates system is inoperative and must be promptly reported to Train Dispatcher.

Actuation of hot box detector requires train to be immediately stopped for inspection. To accomplish this without causing journal to seize from the brake application, dynamic brake must be used when practicable. When working power and hot box detector has been actuated, brakes should be applied with an initial reduction, reducing power and applying dynamic brake as soon as possible consistent with good train handling, adding to the reduction as may be necessary to complete the stop.

When indication of hot bearing is shown 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 bearing between detector and a point 20 miles beyond detector.

Instructions follow for operations of hot box detectors when stopped by illuminated letter, flashing white light, or rotating red beacon actuated by hot bearing. Location and type detector listed in instructions under Subdivision.

TYPE A: RULE 705. LETTER "H" INDICATOR WITH DIGITAL READOUT.

When letter "H" is illuminated or it is known hot bearing has been detected by crew member observing the flashing white light at scanner site, train must be brought to immediate stop and inspection made to determine that it is safe to proceed. Where possible, inspection must be made before passing over switches or structures. After inspection, train must not exceed 15 MPH from point of inspection until stop is made at location of readout indicator 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.

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.

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.

TYPE B: RULE 829. LIGHT INDICATOR ARRAY

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

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.

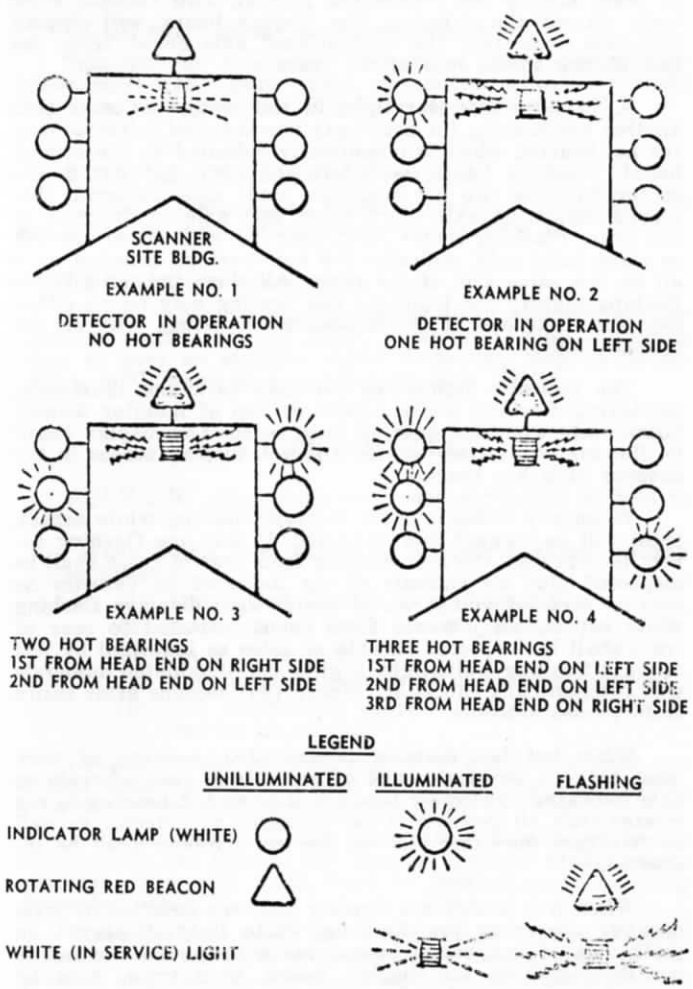
Revolving red beacon at top center of indicator array will be normally dark except when a hot bearing has been detected, beacon will be actuated.

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.

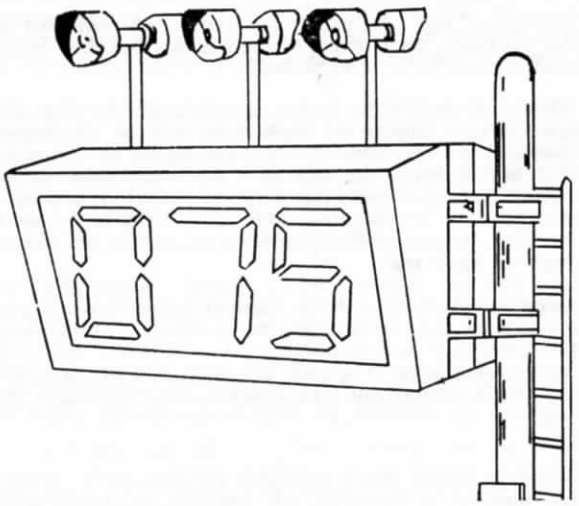
Crew members must keep vigilant look-out when passing these locations, and if hot bearing is detected, train must be stopped promptly, and inspection made to locate car with hot bearing. In addition, truck of car with hot bearing will be sprayed with fluorescent dye marker for identification. All bearings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

HOT BOX BEARING DETECTOR INDICATOR ARRAY



TYPE C: RULE 829. MONITOR DISPLAY BOARD WITH INDICATOR LIGHTS.



A Monitor Display Board and hot box indicator lights, as shown in the above diagram, are mounted on a signal mast at side of track. 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 bearing to the rear of the train.

A flashing indicator light in the center indicates that another hot bearing (or bearings) was detected subsequent to the hot bearing which is numerically indicated on the display board. Flashing lights, both left and right but not in the center, indicate two hot bearings, 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 bearings detected were all on the same side of the train. All three indicator lights flashing signify the indicated hot bearing may be on either side and that one of the subsequent bearings 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 bearing is detected. The display board is illuminated as train passes and will display zeroes in the absence of a hot bearing.

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.

When it is known hot bearing has been detected by crew member observing the flashing white light displayed on track side of instrument house, and a numerical readout is not displayed on the display board, then train must be stopped promptly and all bearings of train must be inspected.

TYPE D: RULE 829. REMOTE READOUT BY RECORDER AT TERMINAL.

Readout is by recorder located at nearby terminal as shown under each subdivision of Special Instructions.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing.

Crew members must keep a vigilant lookout for light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available. Train must be stopped promptly and when means of communication is available, crew member must contact employe at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined, inspection must be made of all bearings.

RULE 744. Revised to read:

"When an absolute signal displays stop indication, train or engine must stop. Except as provided in Rule 745, train or engine, after stopping, must wait ten minutes and if no train or engine is seen or heard approaching, flagman must be sent ahead and train or engine may follow, keeping at least one-half mile behind flagman until flagman reaches next signal displaying proceed indication (green aspect), or reaches opposite end of A-PB."

Add new **A-PB** Rule:

"**RULE 745.** When an absolute signal displays stop indication, and it is known that indication is caused by a portion of train standing on the main track, an engine, with or without cars, after stopping, may proceed at restricted speed to couple to train or cars, provided intervening track is seen to be clear to point where cars or train is standing."

RULE 765. The first sentence is revised to read:
"When necessary to perform switching moves requiring more than one reverse and one normal movement over any main track or controlled siding switch and track is unoccupied, member of crew must request, and train dispatcher will designate, work limits and clock time limit that must not be exceeded."

RULE 776(a). When a member of crew examines switch to see that points are in proper position for movement, examination must be made on the ground.

RULE 781. White light which may appear on side of signal housings adjacent to switch is maintainers call light, but when train has been stopped by an absolute signal and white light is observed burning, member of crew will communicate with train dispatcher except when a train is closely approaching.

GENERAL REGULATIONS

RULE 804. ADD:

"Employes are, unless authorized by an officer of the Company, forbidden to have in their possession while on the property firearms, concealed or otherwise, or any other weapon considered dangerous."

RULE 810. ADD:
"Continued failure by employes to protect their employment shall be sufficient cause for dismissal."

RULE 822. Additional paragraph added:

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

Ninth paragraph is revised to read:

"When necessary to climb through cars, employes may, when practicable, cross only through those standing cars equipped with end platforms or over the body of an empty flat car. They must not place any part of their body between coupler horn and end sill regardless of whether car is equipped with standard draft gear arrangement, sliding sill arrangement or end-of-car cushioning device. Crossing through moving equipment is prohibited."

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.

During inspection by trainmen, any roller bearing found with one cap screw loose or missing and hot box detector has not been activated and check with tempilstik reveals no overheated condition, train may proceed to the next terminal where car must be set out.

Under the same circumstances, when two or more roller bearing cap screws are found loose or missing, train may proceed with caution to the first available track where car must be set out.

When setting out cars with hot boxes, except roller bearing, packing must be removed from box, fire extinguished and packing left in safe location. Avoid leaving cars near wooden 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 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 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:

"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, wheels 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. Revised to read:

"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'."

"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."

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.

The method of transmitting information between head end and rear end of train as required in preceding paragraph will be, for example:

APPROACHING

Engineer—"SP Extra 9200 West. | Hot box detector on right (or left). Wide load detector on right (or left). Dragging equipment detector on right (or left). Person inspecting train on right (or left)."

Conductor—"SP Extra 9200 West—(Repeat)."

AFTER PASSING

Conductor—"Highball the _____, SP Extra 9200 West."*
Engineer—"Highball the _____, SP Extra 9200 West."*

* Stop or other appropriate response if detector or person inspecting train so indicates.

RULE 961. Second paragraph added:

"Except for emergency situations, train and engine crews must avoid using radio transmitter when within 500 feet from or beyond Hot Box Detector scanner site."

RULE 962. First sentence modified:

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

RULE 963(d) is revised to read:

"Train dispatcher communicating direct with engineer or conductor, after assured train is stopped, may authorize train to pass an absolute signal displaying stop indication within CTC limits as prescribed by Rule 776."

AIR BRAKE RULES

RULE 2-B. 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.

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.

RULE 12. Additional paragraphs added:

"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, employes 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 employes 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 22. First paragraph is revised to read:

"All trains, except for run-through and unit run-through trains covered in Rule 22-B, must be given inspection and test as specified in this rule at points:

(1) Where a train is originally made up (Initial Terminal).

(2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged.

(3) Where train is received in interchange."

RULE 22-B. Add:

"Air Brake Tests on Run-Through and Unit Run-Through Trains.

Each RUN-THROUGH TRAIN must be given inspection and test as prescribed by Rule 22 at points: (1) Where train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged.

Each UNIT RUN-THROUGH TRAIN must be given inspection and test as prescribed by Rule 22 at points: (1) Where train is originally made up and where it is reassembled after being broken up; (2) and once during each round-trip cycle at designated points.

At these designated points inspection and tests must be made to determine the piston travel of a body-mounted 10-inch brake cylinder does not exceed 10 inches; and piston travel on all other brakes must not exceed the nominal travel specified by more than 2 inches or exceed the maximum travel specified by the badge plate or stencil on the car.

At a point where a block of one or more cars is added to a run-through train or a unit run-through train after the train is originally made up, cars must be inspected and tested as prescribed by Rule 22. At a point other than a terminal where a block is added inspection and tests must be made as prescribed by Rule 24-C.

Inspection and tests made under Rule 22 must be recorded at the time they are performed by completing FRA Form F-6180-48 in duplicate. This form must be signed by employe responsible for the inspection and tests. One copy of the form shall be kept in the cab of the engine until the train arrives at its final terminal. In the event of change of head-end power between terminals, engineer must insure that this form accompanies train.

At locations where the crew of one carrier takes over control and operation of a run-through train or unit run-through train from the crew of another carrier, the receiving carrier shall inspect and test the train to determine that:

(1) The cab of the engine contains a completed FRA Form F-6180-48.

(2) Brake pipe leakage does not exceed 5 pounds per minute.

(3) Brakes apply and release on the rear car from a 20-pound service brake pipe pressure reduction.

If the cab of the engine does not contain a completed Form F-6180-48, the train must be inspected and tested as prescribed by Rule 22 before it proceeds."

RULE 23. The following series of cars are equipped with ABDEL brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty. This feature is fully automatic on these series and requires no action on part of engineer:

SP	595500 - 595624	Cradle flats
SP	337600 - 337699	Gondolas
SP	354400 - 355099	Gondolas
SP	464000 - 464899	Hoppers
SSW	80300 - 80349	Gondolas (wood chip)

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.

RULE 33. The note set off by asterisk is revised to read:

"***Loaded** cars with empty-load brakes (ABEL or ABDEL) are to be considered the equivalent of one and one-half (1½) cars in determining tons per operative brake."

MISCELLANEOUS

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.

FOLLOWING WILL GOVERN HANDLING OF FLAMMABLE COMPRESSED GAS (FCG):

Tank cars containing flammable compressed gas (FCG) shall not be cut off when in motion. No car moving under its own momentum shall be allowed to couple to a car containing flammable compressed gas (FCG). During switching operations, cars must not be coupled with more force than necessary to complete the coupling.

Trains handling flammable compressed gas (FCG) will be identified by alpha "K" as the last letter in train indication.

At Echo, trains handling flammable compressed gas (FCG) must be given a rolling inspection by outbound train crew unless otherwise instructed.

When necessary to set out a car of flammable compressed gas (FCG), hand brake must be applied. Where track is not protected by derail, rail skate or rail skid, car must be chained to the rail.

When handling cars containing flammable compressed gas (FCG) in local or switching moves, work should be arranged to minimize handling of these cars. To the extent practicable, when gathering or distributing cars containing flammable compressed gas (FCG), cars should be separated and isolated on separate track, properly secured until switching has been completed.

When picking up cars containing flammable compressed gas (FCG) at plants, interchange points or other locations, unless otherwise provided, trainmen or switchmen will make inspection to determine cars have no obvious leaks and that hand brakes, air brakes and trucks are in safe condition for movement. Cars that are not in safe condition for movement will not be handled. Immediate report must be made to the train dispatcher or yardmaster, where applicable, from first available means of communication, when car containing flammable compressed gas (FCG) has been set out or has not been picked up. Report should include car number, location, commodity, and reason car cannot be moved.

At locations specified in instructions under Subdivisions, trains handling cars containing flammable compressed gas (FCG) will stop and entire train must be inspected from both sides to determine that there is no obvious leakage of flammable compressed gas (FCG) and that there is no other unsafe condition of equipment before proceeding.

Trains handling cars containing flammable compressed gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed. Such trains are further restricted to speeds shown at locations specified in instructions under Subdivisions.

When necessary to provide helper engine for trains handling cars containing flammable compressed gas (FCG), helper engine must be placed in accordance with helper service instructions and there must be a proper separation of the helper engine from cars containing flammable compressed gas (FCG).

Unless specifically authorized by train identification, trains or cuts of cars with cars containing flammable compressed gas (FCG) must not exceed 8,000 tons. Beaumont-Cotton Belt Connection handling flammable compressed gas (FCG) between Beaumont and Lufkin must not exceed 125 cars. Trains handling flammable compressed Gas (FCG) between Houston and Avondale must not exceed 150 cars.

Following are shipping names of FLAMMABLE COMPRESSED GAS (FCG):

Standard Transportation Classification Code	Shipping Name
2813210	Acetylene Gas
	Acetelyene
2813425	Argon-Hydrogen Gas Mixture
2813430	Argon-Methane Gas Mixture
	Methane
2818960	Butadiene from Alcohol
2911985	Butadiene from Petroleum
	Butadiene, Inhibited
2911931	Butane, Impure, for further refining
2912110	Butane Gas, Liquefied
	Butane
2912122	Butane (Butylene) Gas, Liquefied
2813990	Compressed Gases, NEC, OT Poison
	Compressed Gases, NOS
	Fluorine
	Tetrafluoroethylene, Inhibited
2912130	Coal Gas
2813929	Carbon Dioxide - Propylene Oxide Mixture
2813932	Carbon Monoxide
2899887	Compounds of Fluids, Intembseng Starting
	Engine Starting Fluids
2818224	Dimethyl Ether (Methyl or Wood Ethers)
2813980	Dispersant Gases, NEC, Flammable
2813934	Dimethylamine, Anhydrous
	Monomethylamine, Anhydrous
	Trimethylamine, Anhydrous
2813944	Ethylene Oxide - Dichlorodi-fluoromethane
	Ethylene
2912120	Ethylene, Liquid (Bicarburetted Hydrogen)
	Ethene
2813984	Fluoroethane Gases, Flammable
	Difluoroethane
	Difluoromonochloroethane
2813460	Hydrogen Gas
	Hydrogen
	Hydrogen, Liquefied
2813946	Hydrogen, Sulfide
2813940	Helium - Butane Gas Mixture
2813942	Helium - Isobutane Gas Mixture
2813992	Hydrocarbon Gas, NEC
	Hydrocarbon Gas, Liquefied and Nonliquefied
	Liquefied Hydrocarbon Gas
	Methylacetylene - Propadiene, Stabilized
2814175	Isobutane F Further Refinery Processing
	Isobutylene
2812112	Isobutane Gas, Liquefied
2912190	Liquefied Petroleum Gas, NEC, Compressed
	Liquefied Petroleum Gas
2818947	Methyl Chloride
	Methyl Chloride - Methylene Chloride Mixture
2813950	Methyl Mercaptan Gas
	Methyl Mercaptan
2813954	Nitrogen - Hydrogen Gas Mixture
2912111	Propane Gas, Liquefied
	Propane
	Cyclopropane
2912131	Pintsch Gas

Standard Transportation Classification Code	Shipping Name
2813978	Refrigerants, NEC, Liquid Flammable
2813964	Trifluorochloroethylene Gas Trifluorochloroethylene
2813966	Vinyl Chloride (Chloroethene) Vinyl Chloride Vinyl Fluoride Inhibited
2818280	Vinyl Methyl Ether (Methyl Vinyl Ether) Vinyl Methyl Ether Inhibited

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
Mallard Jct. 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	300,000
Sterling Junction and Sterling	300,000
Weeks and Baldwin	300,000
Houma and Schriever	263,000
Thibodaux Jct. and Glenwood	251,000
Colley and Houma	210,000
Jay and Raceland Jct.	300,000
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.

Trains handling either loaded or empty bulkhead flats (FB) are restricted to maximum speed of 55 MPH.

PC 598500 through PC 598999 Gondolas are restricted to forty-five (45) MPH, whether loaded or empty.

Certain USAX and DODX flat cars in following series must not be handled on head end of train, and are restricted to movement on rear of train and behind any helper engines.

USAX 38016-38665, 39095-39199
DODX 38016-38665, 39095-39199

Restricted cars will be indicated on conductor's wheel report at terminals. When cars listed in above series are picked up at locations other than terminal, they must be entrained on rear of train and behind any helper engine, unless it is determined that cars are not restricted.

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 classification are descriptive of the engines as follows:

1st letter—Builder: A—Alco; 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
C—S.S.W. ownership
E—S.P. Equipment Co. and leased S.P.T. Co.
S—S.P. Equipment Co. owned and leased to S.S.W. Ry.
No letter indicates road switcher type

MAXIMUM SPEED FOR ENGINES LENGTH OF DIESEL UNITS (Between Pulling Face of Couplers)

Classification	Engine Numbers	Maximum Speed	Length (Feet)
AS600	1000-1002	70	69
ES406	1004	45	44
AS407	1025	60	44
ES408	1100-1128	65	44
ES408B	1150-1153	65	44
ES409E	1190-1199	65	44
AS409	1200-1281	60	45
ES410E	1300-1337	65	45
ES615	1400-1442	70	61
AS410	1792-1842	60	45
ES410	1904	60	44
ES412C	2250-2261, 2289-2293	65	44
ES412	2262-2288	65	44
ES412E	2294-2316	65	44
FS412	2350-2394	60	46
AS415	2400-2409	65	54
ES415	2450-2480, 2493-2510, 2523-2578, 2591-2759	65	45
ES415C	2481-2492, 2511-2522, 2579-2590	65	45
AS418	2900-2936	70	57
AS618	2952-2970	70	58
ES620	2971-2976	65	69
EP418	3001-3010	70	56
EP624	3021-3035	70	66
AS624	3100-3102	70	67
AS628	3110-3136	70	69
AS630	3140-3153	70	69
EP418E	3186-3187	70	56
EP430	3197-3199	70	63
EP636	3200-3209	70	71
EF418E	3300-3416, 3730-3774, 3816-3818	70	56
EF418	3458-3640, 3653-3727	70	56
EF418C	3642-3652	70	56
EF418S	3808-3811	70	56
EF618	3827-3964	70	61
AS420	4000-4009	70	57
EF420C	4030-4048	70	56
EF420	4050-4087	70	56
EF420E	4100-4101	70	56
EF420S	4134-4141	70	56
EF618E	4300-4451	70	61
EF423C	5000-5009	70	56

Classification	Engine Numbers	Maximum Speed	Length (Feet)
EF423	5010-5017	70	56
GS407	5100-5103	55	37
EF623	5300-5325	70	66
EF425C	6500-6519, 6680-6681	70	56
EF425	6520-6679	70	56
GF425	6700-6767	70	60
GF425E	6800	70	60
EF625	6900-6928	70	61
EF625E	6950-6953	70	61
GF428	7025-7028	70	60
GF628	7150-7159	70	67
EF430C	7600-7607	70	59
GF630	7900-7936	70	67
EF630	8300-8306, 8350-8356	70	69
EF630	8400-8488	70	66
GF633	8585-8796	70	67
EF636	8800-8963, 8982-9051, 9069-9151, 9166-9260, 9302-9370	70	71
EF636C	8964-8981, 9052-9068, 9152-9165, 9261-9301, 9371-9409	70	71
EF642	9500-9505	70	67
EF850B	9900-9902	70	88
GF850	9950-9952	70	84
	Amtrak Locomotives:		
EP415A	SP Model F7, 110-123	70	51
EP415B	SP Model F7, 160-164	70	50
	BN Models F7A, F7B, 100-107, 150-154	70	..
	BN Model F3B, 155-156	70	..
	BN & UP Models E8A, E9A, 325-352, 411-433	70	70
	BN & UP Models F8B, E9B, 370-374, 453-470	70	70
EP630A	Model SDP40F, 500-649	70	72
	Any locomotive 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.

When on the head end of train or running light, engines operated in multiple unit control and engineer is operating units from other than leading control cab 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.

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.

1. When only AS 415, AS 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, AS 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, AS 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, AS 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.

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 PAGES 14 AND 15, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT AS SHOWN on Page 16 and OTHER MAXIMUM SPEEDS appearing on Page 16 and TONNAGE RATING TABLE appearing on Pages 30 and 31 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	Passenger Trains	Light Engines, Freight and Mixed Trains
BETWEEN	MPH	MPH
Tower 87 and West Bridge Jct	70	55
Baytown and Eldon	20	20
Eldon and Dayton	30	30
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
Mallard Jct. 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 Jct.and Elm Hall Jct	25	25
Lockport and Raceland Jct	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	20
Bobsher spur	20
West Lake, Industrial lead from K.C.S. Crossing to Lone Star Cement Company	20 tanget 15 curves
Harbor, Lake Charles Harbor Spur	25
Connection from Alex Jct. to Alexandria Branch main track, Lafayette Yard	10
Connection between B-R Jct. 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	55	25
Scale test cars, except:	40	30
SP MW 2024	55	40
NBS-1 (Handle not more than 20 cars ahead of caboose)	55	40
Cars with arch bar trucks	40	30
Relief outfits with steam derrick	35*#	25*
Locomotive Cranes; except as noted below:		
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 and 5848	35*	20*
SP MW 5479		
With boom disconnected, light end forward	20*	15
With boom disconnected, heavy end forward	45	25*
SSW 96405		
With boom disconnected, light end forward	20*	20*
With boom disconnected, heavy end forward	45*	20*
With boom disconnected, either end forward and removable counterweight properly positioned	40*	20*
Jordan Spreaders:		
(With exception of SP MW 8001) Running backward	25	20
Moving forward (prepared for travel)	35	35

*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 96404 and 96405 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 96404 and 96405 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 7140, 5846, 5850, SSW MW 96005 and SSW MW 96006 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.

#Maximum speed for relief crane SP MW 5847 is 25 MPH.

Trains handling loaded tank cars 33 feet in length, 10,000 gallons capacity, must not exceed speed of 15 MPH on the following branches:

Baytown Branch	Cypremort Branch
Rockland Branch	Alexandria Branch
Lake Arthur Branch	St. Martinville Branch
Midland Branch	Houma Branch
Youngsville Branch	Napoleonville Branch
Salt Mine Branch	Lockport Branch

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.	—	55
Logs loaded on flat or logging cars, except:	—	25
On curves	—	20
Through truss bridges and passing stations	—	15

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼" in length must not exceed 10 MPH. When flat spots are not in excess of 3¼" long such cars may be operated at maximum authorized speeds.

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

HELPER SERVICE

When helper engine is placed behind caboose, not more than two six-axle operating units totaling not more than 179,400 pounds tractive effort or not more than two four-axle operating units totaling not more than 135,600 pounds tractive effort 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.

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 K.C.S. MP C-766. For movements between Langham Road and Connell, see Pages 22 and 23.

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

Time at Loeb Jct. applies at junction with the A.T.&S.F. Ry. Co..

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

Siding Crowley is first track south of main track.

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

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

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 take 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 Senior Chief Train Dispatcher before leaving Tower 87.

Trains 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.

K.C.S. 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.

S.P. clearance and register Rules will not apply to M.P. westward trains leaving Beaumont at Langham Road on M.P. trackage or M.P. eastward trains leaving Tower 31 on K.C.S. trackage.

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 a clearance.

RULE 82-A, 95, 96 and 220. A clearance authorizing a regular train including sections received at Englewood, Tower 87, or Lafayette Yard, does not authorize movement beyond Echo.

Regular trains including sections may be authorized at Echo by a clearance bearing green signals or no signals as the case may be which must bear OK'd time and initials of the Senior Chief Train Dispatcher or wire failure as prescribed by Rule 221-A.

Regular trains including sections must not leave Echo until the schedule or sections of corresponding number has arrived or a copy of the annulment of such schedule or sections up to the originating station has been received. Third paragraph of Rule 220 will not apply.

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 K.C.S. 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	Trains directed by train order.
Beaumont	Trains originating or terminating.
Lake Charles Yard	Trains originating or terminating.
I. & V. Junction	Nos. 519 and 527.
Lufkin	Trains originating or terminating. Conductors of trains originating or terminating at Prosser will register at Lufkin and indicate arrival or departure time which applies at Prosser, by showing "Prosser" in parenthesis above time.
Prosser	Trains directed by train order.

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

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.
Echo	First-class trains.
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 eastward trains from Rockland Branch and westward extra trains terminating 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
	Houston (Lafayette Line)	352.70
351.00	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
17.75	Eldon	12.50

West MP		East MP
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
	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 must be made with caution in accordance with Rules and Regulations and Special Instructions governing movements on other than main track.

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	*A.T.&S.F.
Sabine Branch	
West Port Arthur	*S.P.

*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.

Lake Arthur Branch	
MP 3.1, east of Mallard Jct.	S.P.
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

Bayou Lacassine, MP 19.89, Lake Arthur Branch.

#Bayou Plaquemine, MP 57.73 between Midland and Iota.

Bayou Vermillion, MP 21.47, 0.1 mile west of Abbeville.

Bayou Carlin, MP 11.89, 0.4 mile east of Delcambre.

#Gates installed protecting drawbridge 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
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
*Baytown	Airhart Drive
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. 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.

Engines, 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.

Lake Charles: Bunker Road, MP 215.8. To facilitate switching moves in siding over crossing, KEY RELEASE device is located on south side of gate mechanism housing located on south side of track. Before entering crossing if gates are not operating they may be started manually by inserting switch key in KEY RELEASE and turn SLOWLY one complete turn to the right which will cause gates to operate for one minute.

When switching movements are made in siding over crossing crew must know that gates are down or flag protection provided for vehicular traffic before entering crossing.

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

Station	Location
Welsh	State Highway 99
Midland	State Highway 91
Rayne	Adams Street
Rayne	Polk Street
Eldon (Cedar Point Industrial Spur)	F.M. 565
Warren MP 72.7	State Highway 1943
West Port Arthur	State Highway 87

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.

Eldon: Engines must not operate over track scale inside J. M. Huber Corporation plant.

RULE 104. Normal position of rigid switches at junctions:

Station		Normal Position
Loeb Jct.	A.T.&S.F.	A.T.&S.F.
Dunagan	A.&N.R. RR.	S.P.
Mallard Jct.	Lake Arthur Branch	Lafayette Line
Midland	Midland Branch	Lafayette Line
Davids	Midland Branch	Midland Branch
Davids	Youngsville Branch	Youngsville Branch
I.&V. Junction	Midland Branch	Midland Branch

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. Fifth paragraph does not apply at Echo, or to westward trains at Dayton and Beaumont, or to 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 Siding	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.

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 time table 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.&N.R. RR.. Time required for lock to function — 3 mins..

Mallard Jct..

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 Yard	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.

K.C.S. Crossing: On spur between Guffey and Chaison, no operator on duty. Normally lined for K.C.S..

(K.C.S. Crossing) Port Arthur MP 1.1: No operator on duty. Normally lined for K.C.S.. Push-botton controller and instructions for operation located at crossing.

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

(K.C.S. Crossing) Lockmoor MP 222.81: No operator on duty. Normally lined for S.P..

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

(K.C.S. Crossing) West Lake MP 221.24: No operator on duty. Normally lined for S.P..

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.

(K.C.S. Crossing) Lake Charles MP 219.10: No operator on duty; normally lined for S.P. main track movement. Hand-operated switch with pipe connected derail 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 S.P..

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

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

West Tower: See special instructions Avondale Subdivision.

RULE 680. AUTOMATIC INTERLOCKING

M.P. Crossing MP 259.3 Lafayette Line.

M.P. Crossing MP 205.28 Lafayette Line.

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

RULE 705.

TYPE A. 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

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 Train-Order 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 Train-Order 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.

At Echo, outbound crew will make read-out of information on hot bearing panel. If no outbound crew on duty, inbound crew will make read-out.

RULE 829. Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder At Mechanical Facility	Direction
351.3	East of Englewood	D	Englewood	Westward
273.9	East of Beaumont	D	Beaumont	Westward
288.3	West of Beaumont	D	Beaumont	Eastward
26.8	(Sabine Branch) East of Beaumont	D	Beaumont	Westward
224.4	West of Lake Charles Yard	D	Lake Charles Yard	Eastward
210.0	East of Lake Charles Yard	D	Lake Charles Yard	Westward
177.4	Mermentau - Midland	C		Eastward and Westward
153.1	West of Lafayette Yard	D	Lafayette Yard	Eastward

(Refer to "Hot Box Detectors", All Subdivisions)

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Detectors installed at following locations:

Mile Post	Location
	Lafayette Line
①315.5	Between Ames and Raywood
①309.5	Between Raywood and Devers
①253.7	Between Orange and Echo
①246.6	Between Echo and Vinton
①225.8	Between Brimstone and Lockmoor
①175.5	Between Midland and Mermentau
	Baytown Branch
② 8.62	Between Dayton and Eldon
②12.66	Between Dayton and Eldon

①Indicators 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.

②Indicators will apply to trains in both directions and are mounted on post adjacent to track. 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.

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

Trains operating on A.T.&S.F. Track between Santa Fe Jct. and Loeb Jct. will be governed by current A.T.&S.F. Southern Division Timetable.

Southern Pacific Transportation Company Rules and Regulations of the Transportation Department and Timetable Bulletins will apply except as modified below:

1. Temporary slow signals (yellow flag, disc or light) will be displayed not less than two miles, when practicable, in advance of locations where a reduction in speed is required, or where Form U train orders require trains to stop.

   Temporary resume speed signals (green disc) will be displayed to indicate the end of such areas.

   When temporary slow signals are displayed, trains must not exceed speed specified by train order or special instructions until rear of train has passed temporary resume speed signal or train has cleared the restricted limits.

   When temporary slow signals are displayed and train has not been restricted by train order or special instructions, two miles beyond the temporary slow signal, train will proceed prepared to stop short of a flagman, obstruction, temporary stop signals or men and ma-

chines fouling track, not exceeding 10 miles per hour for a distance of two miles or until rear of train has passed a temporary resume speed signal.

Temporary stop signals (red flag, disc or light) will be displayed at locations where trains must stop as required by Form U, Example (1), train order. Trains must not pass temporary stop signals until notified by foreman or supervisor in charge. When so notified, trains must not exceed the speed specified by such foreman or supervisor through the restricted area.

When temporary stop signals are displayed, and train does not have a Form U, Example (1), train order, train must stop and not proceed until authorized by proper authority.

2. Form U, Stop and Speed Limit Train Orders.

(1) Eight naught one 8 01 A M until five naught one 5 01 P M between 15 poles west of M P 10 and M P 11 between D and E track is impassable stop and do not enter these limits until notified that track is passable.

Trains and engines must stop, and not pass, temporary stop signal until notified by foreman or supervisor in charge that track is passable. The foreman or supervisor in charge must specify the speed permitted through the limits specified.

(2) Eight naught one 8 01 A M until five naught one 5 01 P M approach (gang No. _____) between 15 poles west of M P 10 and M P 11 between D and E prepared to stop short of men and machines fouling track until proper proceed signal received or notified verbally by (title and name of employe in charge and gang number) that track is clear of men and machines.

Trains and engines, within the limits of this order, must approach gangs prepared to stop, and stop short of men and machines occupying or fouling track. If proper proceed signal, given with yellow flag or yellow light, is received; or, if notified verbally by employe named in the order that track is clear of men and machines, train or engine is released from requirement of moving prepared to stop short of men and machines.

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 Senior Chief Train Dispatcher of that division.

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

RULE 825. Cars may be left on siding Sheldon without permission from or notice to Chief Train Dispatcher.

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

Westward trains handling Beaumont-Cotton Belt connection must stop and train inspection made before leaving Village Mills, MP 64.8 and MP 103.

MISCELLANEOUS

BETWEEN LANGHAM ROAD BEAUMONT AND CONNELL

Two main tracks between Langham Road MP 282.4 and end of two main tracks K.C.S. 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 movements in either direction.

Single track between end of Two Main Tracks K.C.S. 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 K.C.S. 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 Rule 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 S.P. 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 A.T.&S.F. Connection. Normal position for S.P..

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 A.T.&S.F. and S.P. equipped with gate. Normal position lined for A.T.&S.F. and S.P. 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 K.C.S. 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 train 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 K.C.S., 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.

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 apsect 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.

Rockland Branch

When average weight of cars in trains, other than locals or switchers, is more than sixty tons per car, do not handle any cars which weigh less than fifty tons within five cars of engine.

IMPAIRED CLEARANCE

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

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
	Rockland Branch		
103.92	East of Dolan	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

SPECIAL INSTRUCTIONS—LAFAYETTE SUBDIVISION

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 caboose of train covers crossing.

Iowa: Trains handling cars loaded with flammable compressed gas (FCG) as listed on pages 13 and 14 must not exceed 30 MPH through Iowa, between MP 205.7 and MP 207.7.

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

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 Vermillion, 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
	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.

RULE 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 Jct. but must obtain clearance OK'd by Senior 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 Jct. to New Orleans UPT Station according to designation on Avondale Subdivision.

RULE 81, 512 and 513. Trains and engines must contact train dispatcher before fouling main track at Garden City MP 97.9, Sterling Junction MP 101.7, N.I.&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 a 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.
N.I.&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	Lafayette Yard	142.99
4.02	Lafayette Yard (Alexandria Branch)	
3.17	Lafayette Yard (St. Martinville Branch)	
139.00	Broussard	136.69
128.77	New Iberia (Avondale Line)	121.07
107.12	Baldwin-Franklin	100.23
1.10	Baldwin (Cypremort Branch)	
	Weeks	17.00
97.50	Bayou Sale	94.80
82.76	Morgan City	77.00
56.54	Schriever (Avondale Line)	53.02
3.00	Schriever (Houma Branch)	
	Schriever (Napoleonville Branch)	1.39
42.70	Raceland Jct. (Avondale Line)	39.52
1.98	Raceland Jct. (Lockport Branch)	
29.56	Vallier MP 28.40	27.90
24.97	Boutte	22.66
17.77	Avondale	
53.47	Eola	51.38
24.97	Opelousas	18.00
	Houma-Southdown Siding	12.18
	Lockport	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

Station		
Avondale Line		
Olivier, MP 120.80	Orange Grove Ref.	See Note.
Jeanerette, MP 113.90	Provost Lumber Co.	See Note.
Jeanerette, MP 113.70	Jefferys Spur	See Note.
M.P. Crossing	0.5 mile west of Sterling (Sterling Junction-Sterling Spur)	See Note.
Alexandria Branch		
MP 52.2 (T.&P.)		See Note.
St. Martinville Branch		
Breaux Bridge	MP 19.2	See Note.

NOTE: Crossings 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
Sterling Junction (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

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

Houma Branch

Schriever — State Highway 20

Napoleonville Branch

Thibodaux — Saint Mary Street Crossing
Napoleonville Jct. — 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	Jefferson Street
Lafayette	Mudd Avenue
New Iberia	Center Street
Jeanerette	Canal Street
Zacarter	U. S. Highway 90
Schriever	Main Project Road

Lafayette—La. Highway 182 (Carencro Crossing): Eastward movements from main track or Track No. 1 after stopping for automatic block signals east end Lafayette Yard must not enter Carencro Crossing until it is known that automatic crossing gates are down for movement or flag protection is provided.

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.

Lafayette—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 enginemen 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
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—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.

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
S.P. Junction	T.&P.	T.&P.
Cheneyville	T.&P.	T.&P.
Alex Jct.	Alexandria Branch	Avondale Line
B-R Jct.	St. Martinville Branch	Avondale Line
N.I.&N. Jct. MP 109.98	Avondale Line	Avondale Line
Schriever	Houma Branch	Avondale Line
Napoleonville Jct.	Thibodaux Spur	Napoleonville Branch

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 104-D. Boutte (Monsanto Chemical Plant), running switches must not be made inside plant.

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 has 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 S.P. train-order office for eastward trains only. Joint S.P.-T.P. light-type train-order signal located directly opposite depot on south side of track will not be designated by letters "TO" on mast. When flashing red light is displayed it indicates "Stop", when flashing green light is displayed it indicates "Proceed". Operator must advise train dispatcher that train-order signal is displaying "Stop" indication for eastward trains before copying train order for a train in that direction.

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-1309
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.

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 derails 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 S.P. 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 movements 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

RULE 705.

TYPE A. Hot box detector system in service at following locations:

MP 36.26 Between Raceland Jct. and Des Allemands

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.	

RULE 829. Location and type detector system as follows:

MP	Location	Type	Location of Type D Recorder At Mechanical Facility	Direction
138.9	East of Lafayette Yard	D	Lafayette Yard	Westward
3.8	(Alexandria Branch) West of Lafayette Yard	D	Lafayette Yard	Eastward
110.0	Jeanerette Siding - Baldwin	B		Eastward and Westward
76.1	Morgan City - Ursa	C		Eastward and Westward

(Refer to "Hot Box Detectors", All Subdivisions)

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

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.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between MP 12.4 and MP 10.5, Avondale:

Absolute signals at MP 12.4, 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.

Electric Switch Locks located as follows:

Avondale.....Switch to freight station tracks.

Automatic Crossing Gate: Avondale. Eastward movements after stopping for A-PB Signal MP 12.4 must know that automatic crossing gates are down or flag protection provided for vehicular traffic before entering Joe Louis Crossing.

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.

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 and 1500 feet after passing through 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

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 1, 2A, 2B, 3, 4, 5, 5A, 5B, 6A, 6B, 6C, 6D, 7, 9, 9A, 9B, 10, 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 1, 2A, 2B, 3, 4, 5, 5A, 5B, 6A, 6B, 6C, 6D, 7, 9, 9A, 9B, 10, 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
ES 415, EP 415 A & B, EF 418, ES 615	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.
All engines	Pelican State Lime Co. Spur MP 74.43	Beyond buildings on these tracks.

NOTE: Restrictions on ES 415 and EF 418 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.

Levert: 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)

ENGINE NUMBERS	Houston and Echo	Baytown and Sabine Branches	Beaumont and Warren	Warren to Colmesneil	Doucette to Warren	Lufkin to Dunagan	MP 103 to Lufkin	Colmesneil to MP 103	MP 103 to MP 97.0	Dunagan to MP 103	MP 97.0 to Doucette	Echo and Avondale	Lake Arthur Branch
1100—1153; 1190—1281	1750	2700	2700	1440	1440	1440	1440	1000	1000	1550	1140	2700	2700
1300—1337; 1904	2050	2640	2640	1685	1685	1685	1685	1175	1175	1825	1340	2640	2640
1792—1842	2325	3500	3500	1940	1940	1940	1940	1350	1350	2075	1530	3500	3500
2250—2316; 2350—2394	2460	3500	3500	2030	2030	2030	2030	1425	1425	2200	1615	3500	3500
2400—2409; 2450—2759	3600	4550	4540	2980	2980	2980	2980	2100	2100	3215	2380	4540	4540
2900—2936	3231	4512	4512	2667	2667	1808	1808	1808	1808	2126	2126	4512	4512
2952—2976	5795	7315	7315	4795	4795	4795	4795	3380	3380	5175	3836	7315	7315
3021—3035; 3100—3102	5615	7260	7260	4760	4760	4760	4760	3355	3355	5125	3825	6480	6480
3200—3209	8640	10915	10915	7155	7155	7155	7155	5045	5045	7725	5725	10900	——
3300—3818; 3186—3187; 3001—3010; 1400—1442	4200	5300	5300	3475	3475	3475	3475	2450	2450	3750	2780	5300	5300
3827—3964; 4300—4451	4200	5300	5300	3475	3475	3475	3475	2450	2450	3750	2780	5300	5300
4000—4009; 4030—4141	4800	6057	6057	3971	3971	3976	3976	2800	2800	4286	3127	6057	6057
5000—5017	5395	6940	6940	4550	4550	4550	4550	3205	3205	4910	3640	6810	6810
5300—5325	5520	6940	6940	4450	4450	4450	4450	3205	3205	4910	3640	6965	——
6500—6681; 6700—6767; 6800	6250	7570	7570	6570	6570	6570	6570	5250	5250	4650	4760	7570	7570
6900—6928; 6950—6953	6250	7525	7525	4930	4930	4930	4930	3475	3475	5325	3945	7570	——
7025—7028; 7150—7159; 7900—7936	6720	8480	8480	5560	5560	5560	5560	3920	3920	6000	4450	8480	8480
7600—7607; 8300—8488; 3197—3199	7180	9060	9060	5940	5940	5940	5940	4185	4185	6410	4750	9065	9060
8585—8796	8640	9960	9960	6530	6530	6530	6530	4605	4605	7050	5225	10900	——
8800—9409	12010	10915	10915	7155	7155	7155	7155	5045	5045	7725	5725	15160	——
9500—9505	10080	12000	12000	8340	8340	8340	8340	5880	5880	9000	6670	12000	——
9900—9902; 9950—9952	9620	12000	12000	9900	9900	9900	9900	6980	6980	10685	7920	12135	——
3110—3136; 3140—3153#	——	——	——	——	——	——	——	——	——	——	——	——	——

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 3110 to 3136 and 3140 to 3153 are restricted from road service, but may be handled "dead in tow" or "dead in consist" at freight train speeds, except engines 3116, 3123, 3124, 3125 and 3126 are restricted to 25 MPH.

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

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
1100—1153; 1190—1281	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700	2700
1300—1337; 1904	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640	2640
1792—1842	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500
2250—2316; 2350—2394	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500	3500
2400—2409; 2450—2759	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540	4540
2900—2936	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512	4512
2952—2976	7315	——	——	——	——	——	——	7315	7315	7315	——	——	——
3021—3035; 3100—3102	6480	——	——	——	——	——	——	6480	6480	6480	——	——	——
3200—3209	10900	——	——	——	——	——	——	10900	10900	10900	——	——	——
3300—3818; 3186—3187; 3001—3010; 1400—1442	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300	5300
3827—3964; 4300—4451	5300	——	——	——	——	——	——	5300	5300	5300	——	——	——
4000—4009; 4030—4141	6057	6057	——	6057	6057	6057	6057	6057	6057	6057	6057	6057	6057
5000—5017	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810	6810
5300—5325	6965	——	——	——	——	——	——	6965	6965	6965	——	——	——
6500—6681; 6700—6767; 6800	7570	7570	7570	7570	②7570	7570	7570	7570	7570	7570	7570	7570	7570
6900—6928; 6950—6953	7570	——	——	——	——	——	——	7570	7570	7570	——	——	——
7025—7028; 7150—7159; 7900—7936	8480	8480	8480	8480	①8480	8480	8480	8480	8480	8480	8480	8480	8480
7600—7607; 8300—8488; 3197—3199	9065	9065	9065	——	①9065	9065	9065	9065	9065	9065	9065	9065	9065
8585—8796	10900	——	——	——	——	——	——	10900	10900	10900	——	——	——
8800—9409	15160	——	——	——	——	——	——	15160	15160	15160	——	——	——
9500—9505	12000	——	——	——	——	——	——	12000	12000	12000	——	——	——
9900—9902; 9950—9952	12135	——	——	——	——	——	——	12135	12135	12135	——	——	——
3110—3136; 3140—3153#	——	——	——	——	——	——	——	——	——	——	——	——	——

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.

#Engines 3110 to 3136 and 3140 to 3153 are restricted from road service, but may be handled "dead in tow" or "dead in consist" at freight train speeds, except engines 3116, 3123, 3124, 3125 and 3126 are restricted to 25 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