

RBm

DIVISION OFFICERS

- G. C. KENNEDY.....Superintendent..... Kingsville, Texas.
A. F. JUDD.....Asst. Superintendent...De Quincy, La.
J. W. MARSHALL...Trainmaster, Goose
Creek District.....Kingsville, Texas.
E. N. MALONE.....Trainmaster, All
Districts.....De Quincy, La.
S. A. FONTENOT....Train Dispatcher..... De Quincy, La.
D. M. HUESTON.....Train Dispatcher.....De Quincy, La.
E. O. IVEY.....Train Dispatcher.....De Quincy, La.
H. R. MOYER.....Train Dispatcher.....De Quincy, La.
T. B. RUSSELL.....Train Dispatcher.....De Quincy, La.
D. D. SPEEG.....Train Dispatcher.....De Quincy, La.
I. WILSON.....Train Dispatcher.....De Quincy, La.

SAFETY FIRST



GULF COAST LINES

NEW ORLEANS, TEXAS & MEXICO RAILWAY
BEAUMONT, SOUR LAKE & WESTERN RAILWAY
HOUSTON NORTH SHORE RAILWAY CO.
ORANGE & NORTHWESTERN RAILROAD
NEW IBERIA & NORTHERN RAILROAD

DeQUINCY DIVISION

TIME TABLE No. 36

Effective 12:01 A. M.

SUNDAY, JULY 23, 1939

CENTRAL STANDARD TIME

Superseding Time Table No. 35, dated April 2,
1939, and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES ONLY

The Railroad Company reserves the right to vary therefrom
as circumstances may require.

H. R. SAFFORD, Senior Executive Assistant.
W. G. CHOATE, General Manager.
A. B. KELLY, Assistant General Manager.

DE QUINCY DIVISION ARBITRARY HOLDS—PASSENGER TRAINS

STATION	Train Number	Hold for Division Train	Hold Until	Hold if On Time	REMARKS
Houston	4	Kingsville 16	9:00 A. M.	40 Minutes	For passengers reported.
Houston	4	Palestine 17	8:50 A. M.	30 Minutes	For passengers reported.
Houston	4	G. C. & S. F. 5	8:50 A. M.	30 Minutes	For passengers reported.
Houston	4	M.-K.-T. 25	8:35 A. M.	15 Minutes	For 1 or 2 passengers.
Houston	4	M.-K.-T. 25	8:50 A. M.	30 Minutes	For over 2 passengers.
Kinder	3	102	3:00 P. M.	10 Minutes	For passengers reported.
Kinder	102	3	3:10 P. M.	15 Minutes	For passengers reported.
New Orleans	3	Connections	9:25 A. M.	30 Minutes	For three or more passengers for points West of Anchorage.
Beaumont	3	K. C. S. 15	5:17 P. M.	10 Minutes	For two or more revenue passengers reported.
New Orleans	9	Connections	11:00 P. M.	30 Minutes	For passengers reported.
Alexandria	101	Louisiana 101	Indefinitely		For Connection.

ANCHORAGE DISTRICT—ANCHORAGE TO DEQUINCY

Station Numbers	TIME TABLE No. 36 JULY 23, 1939		Siding Capacity in Cars	TRAINS—WESTWARD							
				FIRST CLASS				SECOND CLASS		THIRD CLASS	
				9 Passenger	3 Passenger	63 Red Ball Freight	161 Red Ball Freight	491 Local Freight	497 Local Freight		
	STATIONS			Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		
739	NEW ORLEANS			L 10.30 PM	L 8.55 AM	L 8.30 AM					
649	BATON ROUGE			L 12.30 AM	L 11.05						
647	NORTH BATON ROUGE			12.40	11.15						
644	ANCHORAGE		Yard	L 1.35 AM	L 12.05 PM	L 3.50 PM		L 7.30 PM			
	T. & P. CROSSING										
640	WESTOVER (Spur)		25	1.41	f 12.11	3.58		7.45			
631	ERWINVILLE		89	1.50	f 12.23	4.13		8.05			
622	LIVONIA		105	2.00	f 12.38	4.29		8.25			
	T. & P. CROSSING										
617	LOTTIE		98	a 2.06	f 12.47	4.39		8.55			
	DRAWBRIDGE Atchafalaya River										
610	KROTZ SPRINGS		96	2.17	s 12.58 62	4.51		9.25			
602	CORTABEAU		96	2.26	1.09	5.02		9.45			
	SOU. PAC. CROSSING										
	PORT BARRE JUNCTION										
597	PORT BARRE		Yard	2.33	s 1.17	5.15		A 10.05 PM	L 10.30 PM		
590	OPELOUSAS		95	s 2.40	s 1.26	5.29			10.50		
	SOU. PAC. CROSSING										
	T. & P. CROSSING										
584	LAWTELL		98	2.52	f 1.40	5.41			11.10		
578	SAVOY		95	3.01 10	1.55 4	5.53			11.25 PM		
	SOU. PAC. CROSSING										
570	EUNICE		Yard	s 3.13	s 2.06	6.10			12.01 AM		
	T. & P. CROSSING										
565	TYRONE		96	3.20	2.14	6.20			12.20		
559	BASILE		59	3.26	s 2.23	6.29			12.45		
553	ELTON		63	3.32	s 2.32	6.39			1.05		
549	COVERDALE		95	3.37	2.38	6.47			1.20		
	L. C. DIST. CROSSING										
544	KINDER		108	s 3.50	s 2.50	7.00 496	L 11.15 PM		2.00 10		
538	LE BLANC		95	3.58	f 2.58	7.10	11.23		2.18		
532	REAVES		95	4.04	f 3.07	7.20	11.31		2.37		
528	EDITH		58	4.11	3.14	7.30	11.39		2.55		
	SOU. PAC. CROSSING										
523	FULTON		57	4.15	f 3.18	7.35	11.44		3.05		
515	GORDON		96	4.24	3.27	7.47	11.54 PM		3.30		
511	SOMPAYRAC		57	4.30	3.32	7.54	12.01 AM		3.43		
	K. C. S. CROSSING										
508	DE QUINCY		Yard	A 4.42 AM	A 3.42 PM	A 8.15 PM	A 12.15 AM		A 3.55 AM		
				Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		
	135.9										

ANCHORAGE DISTRICT—DEQUINCY TO ANCHORAGE

Miles from Brownsville	TIME TABLE No. 36 JULY 23, 1939		Siding Capacity in Cars	TRAINS—EASTWARD													
				FIRST CLASS				SECOND CLASS		THIRD CLASS							
				10	4			62	160	496	490						
				Passenger	Passenger			Red Ball Freight	Red Ball Freight	Local Freight	Local Freight						
STATIONS				Daily	Daily			Daily	Daily	Daily Except Saturday	Daily Except Sunday						
738.9	NEW ORLEANS			A	7.45 AM	A	7.00 PM			A	6.00 AM						
649.4	BATON ROUGE				5.40		4.50										
646.7	NORTH BATON ROUGE				5.25		4.35				12.35 AM						
643.9	N	ANCHORAGE	OWT	Yard	A	4.40 AM	A	3.50 PM			A	3.00 PM		A	1.15 AM		
643.9		T. & P. CROSSING															
639.7	P	WESTOVER	(Spur)	25		4.34	f	3.35			2.35				12.50		
631.5	DP	ERWINVILLE	*Y	89		4.22	f	3.25			2.15				12.35		
622.4		LIVONIA	*W	105		4.07	f	3.10			1.47				12.10 AM		
621.1		T. & P. CROSSING															
617.2	D	LOTTIE	*	98	a	4.00	f	3.01			1.30				11.55 PM		
610.4	D	DRAWBRIDGE	Atchafalaya River	96		3.48	s	2.47			12.58				11.30		
602.4	P	KROTZ SPRINGS	*	96		3.40		2.37			12.25				11.05		
598.2		CORTABLEAU															
598.2		SOU. PAC. CROSSING															
598.2		PORT BARRE JUNCTION															
597.6	N	PORT BARRE	*WY	Yard		3.33	s	2.29			12.05 PM			A	10.30 PM		
590.7	P	OPELOUSAS		95	s	3.23	s	2.18			11.40 AM				10.15		
590.2		SOU. PAC. CROSSING															
590.1		T. & P. CROSSING															
584.2		LAWTELL	*	98		3.11	f	2.05			11.18				9.55		
576.2	P	SAVOY		95		3.01	s	1.55			10.50				9.35		
570.4		SOU. PAC. CROSSING															
570.3	N	EUNICE	OWY	Yard	s	2.46	s	1.37			10.30				9.15		
570.1		T. & P. CROSSING															
565.1	P	TYRONE		96		2.36		1.26			10.08				8.30		
559.5	D	BASILE	*	59		2.29	s	1.18			9.55				8.05		
553.6	D	ELTON	*	63		2.21	s	1.09			9.37				7.45		
548.9	P	COVERDALE		95		2.15		1.00			9.20				7.20		
544.5		L. C. DIST. CROSSING															
544.3	CS	KINDER	WY	108	s	2.00	a	12.48			9.00	A	11.45 AM		7.00		
538.2	P	LE BLANC	*	95		1.51	f	12.41			8.44		11.32		6.30		
532.3	P	REAVES	*	95		1.44	f	12.33			8.30		11.20		6.15		
526.4	P	EDITH		58		1.37		12.25			8.17		11.09		6.03		
523.1		S. P. CROSSING															
523.1	P	FULTON	*	57		1.33	f	12.21			8.10		11.01		5.57		
515.3	P	GORDON		96		1.24		12.12			7.52		10.45		5.44		
511.0	P	SOMPAYRAC		57		1.18		12.06			7.40		10.37		5.37		
508.4		K. C. S. CROSSING															
508.0	CS	DE QUINCY	OWT	Yard	L	1.14 AM	L	12.02 PM			L	7.30 AM	L	10.30 AM		L	5.30 PM
						Daily		Daily			Daily		Daily		Daily Except Saturday		Daily Except Sunday

135.9

HOUSTON DISTRICT—HOUSTON TO DEQUINCY

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Station Numbers	TIME TABLE No. 36 JULY 23, 1939		Siding Capacity in Cars	TRAINS—EASTWARD								
				FIRST CLASS				SECOND CLASS		THIRD CLASS		
				4	10			160	62		492	
				Passenger	Passenger			Red Ball Freight	Red Ball Freight		Local Freight	
STATIONS				Daily	Daily			Daily	Daily		Daily Except Sunday	
508	CS	DE QUINCY	OWT	Yard	A 11.57 AM	A 1.09 AM			A 9.00 AM	A 4.45 ⁹ AM		
		C. S. JUNCTION, LA.			11.53	1.06			8.55	4.35		
477		MAURICEVILLE, TEX.			s 11.10	f 12.21 AM				3.25		
461		BEAUMONT			s 10.43	s 11.54 PM			7.00	2.45		
		G. C. L. JUNCTION			10.37	11.49						
		G. C. & S. F. CROSSING										
		S. P. CROSSING										
459		BEAUMONT YARD	OWY	Yard	10.32	11.43 ⁶³			6.50	2.35 ¹⁶¹		A 2.30 PM
		CS. SOU. PACIFIC CROSSING										
455	P	ELIZABETH		57	10.22	11.36			6.14 ⁹	1.35		1.30
447	P	WESTBURY		98	f 10.11	11.27			5.50	1.15		12.45 PM
441	D	GRAYBURG	*	58	s 10.01 ⁴⁹⁸	11.20			5.35	12.55		11.55 AM
		SOUR LAKE JUNCTION										
442		SOUR LAKE										
		SOUR LAKE JUNCTION										
436	P	HATHAWAY		57	9.52	11.15			5.25	12.41 ⁶³		11.35
432	P	STRAIN		95	f 9.46	11.10			5.14	12.25		11.10
427	N	HULL	*	57	s 9.38	11.04			5.02	12.10 AM		10.50 ⁴⁹³
422	P	HARDIN	*	80	f 9.30	10.57			4.50	11.57 PM		10.20
		WATER TANK										
413	P	KENEFICK		98	f 9.18	10.43			4.15 ¹⁶¹	11.32		9.53
409	P	MARTHA		95	9.13	10.38			4.05	11.20		9.45
403	P	EASTGATE	*	60	f 9.07	10.32			3.54	11.05		9.33
398	D	HUFFMAN	*	80	f 9.02	10.27			3.45	10.55		9.23
392	P	HARMASTON		97	f 8.56	10.21			3.34	10.40		9.10
388	P	VICTOR		58	8.52	10.17			3.26	10.30		9.03
385	P	DYERSDALE		95	f 8.48 ⁴⁹²	10.13 ⁶²			3.18 ⁶³	10.13 ¹⁰		8.48 ⁴
381	P	SETTEGAST		56	8.44	10.09			3.10	9.50		8.32
378		GULF COAST		Yard	8.40	10.05			3.00	9.40		8.25
		NEW SOUTH YARD	OWTY	Yard					L 2.30 AM	L 9.00 PM		L 8.00 AM
372		HOUSTON		Yard	L 8.20 AM	L 9.45 PM						
					Daily	Daily			Daily	Daily		Daily Except Sunday
		139.7										
		136.5										

6 LAKE CHARLES DISTRICT—ALEXANDRIA TO LAKE CHARLES

Station Numbers	Miles from St. Louis	TIME TABLE No. 36 JULY 23, 1939		Sliding Capacity In Cars	TRAINS—WESTWARD							
					FIRST CLASS		SECOND CLASS		THIRD CLASS			
					101		161	861		891		
					Passenger			Red Ball Freight	Red Ball Freight		Local Freight	
		STATIONS			Daily			Daily	Daily		Daily Except Sunday	
C623	599.03	CS..... ALEXANDRIA.....			L 9.45 AM							
	800.28	..... TP. JUNCTION.....			9.50							
C625	801.41	OS..... ALEXANDRIA YARD. §WOT.....	Yard					L 9.30 PM	L 10.00 PM		L 4.00 AM	
C629	804.83	P..... WG. JUNCTION.....			9.59			9.40	10.15		4.15	
C634	810.75	D..... WOODWORTH.....	81	s	10.06			9.50	10.28 ⁸⁶⁰		4.40	
C636	812.22	..... VALDE ROUGE.....			10.09			9.53	10.35		4.50	
C640	815.81	..... BRINGHURST.....	82		10.13			9.58 ⁸⁶⁰	10.47		5.05	
C642	818.22	D..... FOREST HILL.....		s	10.17			10.02	10.55		5.15	
C645	831.35	..... LONG LEAF.....		s	10.22			10.07	11.07		5.30	
C647	833.76	D..... GLENMORA..... W	81	s	10.26			10.12	11.20		5.40	
C654	839.87	..... PAWNEE.....	82		10.34 ⁸⁹⁰			10.22	11.40		6.00	
C659	835.77	N..... OAKDALE..... W	82	s	10.43			10.31	11.59 PM		6.30	
	836.07	..... G. C. & S. F. CROSSING..... Y										
C665	841.28	..... WARD.....	82		10.51			10.40	12.25 AM		6.50	
C671	847.67	..... FOLEY.....	82		11.00			10.49	12.45		7.10	
C674	850.47	D..... OBERLIN.....		s	11.05			10.53	12.55		7.35	
C678	854.31	..... M SIDING.....	81		11.11			10.59	1.10		7.55	
	860.70	..... ANCHORAGE DIST. CSG.....										
C685	860.72	CS..... KINDER..... WY	95	s	11.23			A 11.10 PM	1.45		8.30 ⁸⁹⁰	
C694	870.48	D..... FENTON.....		f	11.43				2.30		8.55	
C697	873.03	..... FELDER.....	30		11.47				2.40		9.05	
	880.12	..... SOU. PACIFIC CROSSING.....			11.57 AM							
C711	885.10	..... MANCHESTER.....	72		12.08 PM				3.30		9.35	
	890.36	..... SOU. PACIFIC CROSSING.....										
C718	893.87	..... LAKE CHARLES YARD. §WY.....			12.16				A 4.30 AM		A 10.00 AM	
C720	896.30	D..... LAKE CHARLES.....	Yard		A 12.30 PM							
					Daily			Daily	Daily		Daily Except Sunday	
		97.27										

LAKE CHARLES DISTRICT—LAKE CHARLES TO ALEXANDRIA

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TIME TABLE No. 36 JULY 23, 1939		TRAINS—EASTWARD								
		FIRST CLASS			SECOND CLASS			THIRD CLASS		
		102			160	860			890	
Station Numbers	Miles from St. Louis	STATIONS	Siding Capacity in Cars	Passenger			Red Ball Freight	Red Ball Freight		Local Freight
				Daily			Daily	Daily		Daily Except Sunday
C623	599.03	CS ALEXANDRIA		A 4.30 PM						
	800.28	TP. JUNCTION		4.25						
C625	601.41	CS ALEXANDRIA YARD {WOT	Yard				A 2.30 PM	A 11.00 PM		A 1.00 PM
C629	604.63	P WG. JUNCTION		4.15			2.10	10.45		12.20 PM
C634	610.75	D WOODWORTH	81	s 4.05			1.55	10.28 ⁸⁶¹		11.55 AM
C638	612.22	VALDE ROUGE		4.01			1.51	10.10		11.45
C640	615.81	BRINGHURST	82	3.57			1.43	9.58 ¹⁶¹		11.35
C642	618.22	D FOREST HILL		s 3.54			1.39	9.42		11.25
C645	621.35	LONG LEAF		s 3.49			1.33	9.35		11.10
C647	623.76	D GLENMORA	81	s 3.45			1.28	9.30		11.00
C654	629.87	PAWNEE	82	3.35			1.15	9.15		10.34 ¹⁰¹
C659	635.77	N OAKDALE	82	s 3.28			1.05	9.05		10.01
	636.07	G. C. & S. F. CROSSING	Y							
C665	641.28	WARD	82	3.20			12.55	8.50		9.35
C671	647.67	FOLEY	82	3.13			12.44	8.35		9.15
C674	650.47	D OBERLIN		s 3.09			12.38	8.28		9.05
C678	654.21	M SIDING	81	3.03			12.30	8.20		8.50
	660.70	ANCHORAGE DIST. CSG.								
C685	660.72	CS KINDER	95	s 2.55 2.50			L 12.15 PM	8.05		8.30 ⁸⁹¹
C694	670.48	D FENTON		f 2.37				7.25		7.55
C697	673.03	FELDER	30	2.33				7.20		7.45
	680.12	SOU. PACIFIC CROSSING		2.23						
C711	688.10	MANCHESTER	72	2.12				6.50		7.15
	690.36	SOU. PACIFIC CROSSING								
C718	693.67	LAKE CHARLES YARD {WOT		2.04			L 6.30 PM			L 7.00 AM
C720	696.30	D LAKE CHARLES	Yard	L 2.00 PM						
				Daily			Daily	Daily		Daily Except Sunday

97.27

8 GOOSE CREEK DISTRICT—GOOSE CREEK TO HOUSTON

TRAINS—WESTWARD

FIRST CLASS

TIME TABLE
No. 36

JULY 23, 1939

Station Numbers	Distance from Goose Creek	STATIONS	Siding Capacity in Cars	FIRST CLASS							
				31 Passenger	33 Passenger	35 Passenger	37 Passenger	39 Passenger	41 Passenger	1 Passenger	43 Passenger
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
H 33	0.00	N..... GOOSE CREEK	Yard	L 12.01 AM	L 5.45 AM	L 6.00 AM	L 6.10 AM	L 6.50 AM	L 7.25 ³⁸ AM	L 7.30 ⁴⁰ AM	L 7.50 AM
H 32	0.78	..... PELLY (Spur)	20	f 12.05	f 5.48	f 6.03	f 6.13	f 6.53	f 7.28	f 7.33	f 7.53
H 31	2.56	D..... BAYTOWN	10	s 12.08	s 5.52	s 6.06	s 6.16	s 6.56 ³⁴	s 7.31	s 7.36	s 7.57
	2.74	..... H. O. CO. CROSSING	5	12.09 12.20 ³⁰							8.00 ⁴² 8.21 ⁶
H 30	3.14	..... S. J. SIDING	5	f 12.21	f 5.53	f 6.07	f 6.17	A 7.01 ³⁶ AM	A 7.32 AM	f 7.37	f 8.22
H 29	4.31	..... NORTH BAYTOWN	5	f 12.23	f 5.55	f 6.09	f 6.19			f 7.39	f 8.24
H 28	4.88	P..... DURHAM YARD	Y Yard	12.25 ⁶⁰	5.56	6.10	6.20			7.41	8.25
H 27	6.83	..... COADY	50	f 12.28	f 5.58	f 6.13	f 6.23			f 7.44	f 8.28
	7.39	..... LINUS		f 12.30	f 6.00	f 6.15	f 6.25			f 7.46	f 8.29
H 25	8.04	P..... McNAIR	5	f 12.32	f 6.02	f 6.17	f 6.27			f 7.48	f 8.30
	9.04	..... GARTH		f 12.35	f 6.04	f 6.19	f 6.29			f 7.50	f 8.32
	9.54	..... BUSTER		f 12.36	f 6.05	f 6.20	f 6.30			f 7.51	f 8.33
H 22	10.88	P..... HIGHLANDS	Y 50	s 12.40	s 6.08	A 6.25 AM	A 6.35 ³⁴ AM			s 7.55	s 8.37
	12.53	..... BRATTON		f 12.43	f 6.11					f 7.58	f 8.40
	13.58	..... CEDAR BLUFF		f 12.45	f 6.13					f 8.01	f 8.42
H 19	13.88	..... MANTU (Spur)	5	f 12.46	f 6.14					f 8.02	f 8.43
H 18	15.61	..... RIDLON	50	A 12.50 ³² AM	A 6.20 AM					f 8.05	A 8.46 ⁴⁴ AM
	18.03	..... OAKLEY								f 8.09	
H 14	19.57	P..... GREENS BAYOU	50							f 8.12	
	21.61	..... ABBEY								f 8.16	
	22.36	..... UNIVERSAL								f 8.18	
	23.48	..... MARTIN								f 8.20	
H 9	24.88	D..... MARKET STREET YARD	Yard							8.22	
	25.41	..... EUGENE								f 8.23	
	26.17	..... McCARTY AVENUE								A 8.25 ² AM	
	33.36	..... HOUSTON—Union Station								Handled By Bus 8.45 AM	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
33.36											

GOOSE CREEK DISTRICT—GOOSE CREEK TO HOUSTON

9

**TIME TABLE
No. 36**

JULY 23, 1939

TRAINS—WESTWARD

FIRST CLASS

Distance from Goose Creek	STATIONS	Siding Capacity in Cars	FIRST CLASS									
			5	7	13	17	45	47	49	51	19	
			Express	Passenger	Passenger	Express	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily	Daily	Daily Except Sunday	Daily		
0.00	N.....GOOSE CREEK.....	Yard	L 8.00 AM	L 9.55 AM	L 12.55 PM	L 1.40 PM	L 3.22 PM	L 3.50 ¹⁸ PM	L 4.00 PM	L 4.10 PM	L 4.35 ⁴⁸ PM	
0.78	0.78 PELLEY... (Spur)	20	8.03	f 9.58	f 12.58	1.43	f 3.25	f 3.53	f 4.03	f 4.13 ⁴⁶	f 4.38	
2.56	1.78 D.....BAYTOWN.....	10	s 8.10 ⁴²	s 10.01	s 1.01	s 1.46	s 3.30	s 3.56	s 4.06	s 4.16	s 4.41	
2.74	0.18 H. O. CO. CROSSING.....	5	8.11 ⁴³				3.31 ⁴⁶	3.57 ⁴⁶	4.07 ⁴⁶			
3.14	0.40 S. J. SIDING.....	5	8.12	f 10.06 ⁶	f 1.03	1.48	A 3.35 ¹⁸ PM	f 3.58	f 4.08	f 4.17 ⁴⁸	f 4.42	
4.31	1.17 NORTH BAYTOWN.....	5	8.14	f 10.08	f 1.06	1.51		f 4.00	f 4.10	f 4.19	f 4.44	
4.88	0.57 P.....DURHAM YARD.....	Y	8.15	10.09	1.07	1.52		4.01	4.11	4.20	4.45	
6.83	1.95 COADY.....	50	8.18	f 10.12	f 1.10	1.55		f 4.04	f 4.14	f 4.24	f 4.48 ⁵⁰	
7.39	0.56 LINUS.....		8.19	f 10.13	f 1.11	1.56		f 4.05	f 4.15	f 4.25	f 4.49	
8.04	0.65 P.....McNAIR.....	5	8.20	f 10.14	f 1.12	1.57		f 4.07	f 4.17	f 4.27	f 4.53 ⁵²	
9.04	1.00 GARTH.....		8.22	f 10.16	f 1.14	1.59		f 4.10	f 4.20	f 4.30	f 4.55	
9.54	0.50 BUSTER.....		8.23	f 10.17	f 1.15	2.00		f 4.11	f 4.21	f 4.31	f 4.56	
10.88	1.34 P.....HIGHLANDS.....	Y	s 8.27	s 10.19	s 1.18	s 2.03		A 4.15 PM	A 4.25 PM	s 4.35 ⁵⁰	s 5.00 ⁵⁴	
12.53	1.65 BRATTON.....		8.30	f 10.21	f 1.21	2.06				f 4.38	f 5.03	
13.58	1.05 CEDAR BLUFF.....		8.32	f 10.24	f 1.24	2.08				f 4.40	f 5.05	
13.88	0.30 MANTU... (Spur).....	15	8.33	f 10.25	f 1.25	2.09				f 4.41	f 5.06	
15.61	1.73 RIDLON.....	50	8.36	f 10.28	f 1.28	2.12 ¹⁴				A 4.45 ⁵⁴	f 5.09	
18.03	2.42 OAKLEY.....		8.41	f 10.32	f 1.32	2.18					f 5.13	
19.57	1.54 P.....GREENS BAYOU.....	50	8.45 ²	f 10.34	f 1.34	2.22					f 5.15	
21.61	2.04 ABBEY.....		8.49	f 10.38	f 1.38	2.26					f 5.19	
22.36	0.75 UNIVERSAL.....		8.50	f 10.39	f 1.39	2.27					f 5.20	
23.48	1.12 MARTIN.....		8.52	f 10.42	f 1.42	2.29					f 5.22	
24.88	1.40 D.....MARKET STREET YARD.....	Yard	8.55	10.45	1.45	2.32					5.24	
25.41	0.53 EUGENE.....		8.56	f 10.46	f 1.46	2.33					f 5.25 ²⁰	
26.17	0.76 McCARTY AVENUE.....		A 8.59 AM	A 10.50 ⁸ AM	A 1.50 ¹⁴ PM	A 2.35 PM					A 5.30 ²⁰ PM	
			Handled By Truck	Handled By Bus	Handled By Bus	Handled By Truck					Handled By Bus	
33.36	HOUSTON—Union Station.....		9.35 AM	11.10 AM	2.10 PM	3.00 PM					5.50 PM	
			Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily	Daily Except Sunday	Daily	
	33.36											

GOOSE CREEK DISTRICT—GOOSE CREEK TO HOUSTON

TRAINS—WESTWARD

Distance from Goose Creek	TIME TABLE No. 36 JULY 23, 1939		Siding Capacity in Cars	FIRST CLASS				SECOND CLASS	
				21	23	53	55	61	
				Passenger	Passenger	Passenger	Passenger	Red Ball Freight	
	STATIONS			Daily	Daily	Daily	Daily		Daily Except Saturday
0.00	N	GOOSE CREEK	Yard	L 7.00 PM	L 9.00 PM	L 9.50 PM	L 11.20 PM		L 7.10 PM
0.78		PELLY (Spur)	20	f 7.03	f 9.03	f 9.53	f 11.23		
2.56	D	BAYTOWN	10	s 7.06	s 9.06	s 9.58	s 11.26		7.25
2.74		H. O. CO. CROSSING	5				s 11.27 ⁵⁶		
3.14		S. J. SIDING	5	f 7.08	f 9.08	f 9.57	A 11.30 PM		7.30
4.31		NORTH BAYTOWN	5	f 7.11	f 9.11	f 9.59			
4.88	P	DURHAM YARD	Y 50	f 7.12	9.12	10.00			7.55
6.83		COADY	50	f 7.15	f 9.15	f 10.03			
7.39		LINUS		f 7.16	f 9.16	f 10.04			
8.04	P	McNAIR	5	f 7.17	f 9.17	f 10.06			
9.04		GARTH		f 7.19	f 9.19	f 10.09			
9.54		BUSTER		f 7.20	f 9.20	f 10.10			
10.88	P	HIGHLANDS	Y 50	s 7.23	s 9.23	A 10.15 PM			8.30 ²²
12.53		BRATTON		f 7.26	f 9.26				
13.56		CEDAR BLUFF		f 7.29	f 9.29				
13.88		MANTU (Spur)	5	f 7.30	f 9.30				
15.61		RIDGON	50	f 7.33	f 9.33				8.45
18.03		OAKLEY		f 7.37	f 9.37				
19.57	P	GREENSBAYOU	50	f 7.39	f 9.39				9.00
21.61		ABBEY		f 7.42	f 9.42				
22.36		UNIVERSAL		f 7.43	f 9.43				
23.48		MARTIN		f 7.45	f 9.45				
24.88	D	MARKET STREET YARD	Yard	7.48	9.48				A 9.20 PM
25.41		EUGENE		f 7.49	f 9.49				
26.17		McCARTY AVENUE		A 7.55 ²² PM	A 9.55 ²⁴ PM				
				Handled By Bus	Handled By Bus				
33.36		HOUSTON—Union Station		8.15 PM	10.15 PM				
				Daily	Daily	Daily	Daily		Daily Except Saturday
		33.36							

TRAINS—EASTWARD

FIRST CLASS

TIME TABLE
No. 36

JULY 23, 1939

Distance from Houston	STATIONS	Siding Capacity in Cars	FIRST CLASS							
			6	8	14	18	46	48	50	52
			Express	Passenger	Passenger	Express	Passenger	Passenger	Passenger	Passenger
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily
33.38	N. GOOSE CREEK	Yard	A 10.20 AM	A 11.45 AM	A 2.45 PM	A 3.50 ⁴⁷ PM	A 4.15 PM	A 4.35 ¹⁹ PM	A 5.00 PM	A 5.10 PM
32.58	PELLY (Spur)	20	10.15	f 11.41	f 2.41	3.45	f 4.13 ⁵¹	f 4.27	f 4.58	f 5.08
30.80	D. BAYTOWN	10	s 10.10	s 11.38	s 2.38	s 3.42	s 4.10 ⁴⁵	s 4.23	s 4.55	s 5.05
30.62	H. O. CO. CROSSING	5				3.40 ⁴⁶	(4.09) ¹⁸ (3.31) ⁴⁷			
30.22	S. J. SIDING	5	10.06 ⁷	f 11.36	f 2.36	3.39 ⁴⁵	f 3.23 ⁴⁹	L 4.20 ⁵¹ PM	f 4.54	f 5.04
29.05	NORTH BAYTOWN	5	10.04	f 11.33	f 2.33	3.37	f 3.19		f 4.52	f 5.02
28.48	P. DURHAM YARD	Y	10.03	11.32	2.32	3.36	3.18		4.51	5.01
26.53	COADY	50	10.00	f 11.29	f 2.29	3.33	f 3.15		f 4.48 ¹⁹	f 4.58
25.97	LINUS		9.59	f 11.28	f 2.28	3.32	f 3.13		f 4.42	f 4.55
25.32	P. McNAIR	5	9.58	f 11.27	f 2.27	3.31	f 3.11		f 4.41	f 4.53 ¹⁹
24.32	GARTH		9.56	f 11.25	f 2.25	3.29	f 3.09		f 4.39	f 4.49
23.82	BUSTER		9.55	f 11.24	f 2.24	3.28	f 3.08		f 4.38	f 4.48
22.48	P. HIGHLANDS	Y 50	s 9.53	s 11.21	s 2.21	s 3.25	L 3.05 ⁵¹ PM		L 4.35 ⁵¹ PM	L 4.45 PM
20.83	BRATTON		9.50	f 11.18	f 2.18	3.22				
19.78	CEDAR BLUFF		9.48	f 11.15	f 2.15	3.19				
19.48	MANTU (Spur)	5	9.47	f 11.14	f 2.14	3.18				
17.75	RIDLON	50	9.45	f 11.12	f 2.12 ¹⁷	3.16				
15.33	OAKLEY		9.41	f 11.08	f 2.08	3.12				
13.79	P. GREENS BAYOU	50	9.37	f 11.05	f 2.05	3.09				
11.75	ABBEY		9.33	f 11.01	f 2.01	3.06				
11.00	UNIVERSAL		9.32	f 10.59	f 1.59	3.04				
9.88	MARTIN		9.30	f 10.56	f 1.56	3.02				
8.48	D. MARKET STREET YARD	Yard	9.27	10.53	1.53	2.59				
7.95	EUGENE		9.26	f 10.52	f 1.52	2.57				
7.19	McCARTY AVENUE		L 9.25 AM	L 10.50 ⁷ AM	L 1.50 ¹³ PM	L 2.55 PM				
0.00	HOUSTON—Union Station		Handled By Truck 8.50 AM	Handled By Bus 10.30 AM	Handled By Bus 1.30 PM	Handled By Truck 2.15 PM				
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily

33.36

GOOSE CREEK DISTRICT—HOUSTON TO GOOSE CREEK

Distance from Houston	TIME TABLE No. 36 JULY 23, 1939		Siding Capacity in Cars	TRAINS—EASTWARD						
				FIRST CLASS					SECOND CLASS	
				54	20	22	24	56		60
				Passenger	Passenger	Passenger	Passenger	Passenger		Red Ball Freight
	STATIONS		Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Saturday		
33.36	N.....GOOSE CREEK.....	Yard	A 5.25 PM	A 6.25 PM	A 8.53 PM	A 10.50 PM	A 11.35 PM	A 12.45 AM		
32.58	0.78 PELLY (Spur).....	20	f 5.21	f 6.20	f 8.50	f 10.45	f 11.31			
30.80	1.78 D.....BAYTOWN.....	10	s 5.18	s 6.17	s 8.47	s 10.42	s 11.28	12.35		
30.62	0.18 H. O. CO. CROSSING.....	5					s 11.27 ⁵⁵			
30.22	0.40 S. J. SIDING.....	5	f 5.17	f 6.15	f 8.45	f 10.40	f 11.25	12.30		
29.05	1.17 NORTH BAYTOWN.....	5	f 5.14	f 6.12	f 8.42	f 10.37	f 11.22			
28.48	0.57 P.....DURHAM YARD.....	Y	Yard 5.13	6.11	8.41	10.36	11.21	12.25 ⁸¹ AM		
26.53	1.95 COADY.....	50	f 5.10	f 6.08	f 8.38	f 10.33	f 11.18			
25.97	0.56 LINUS.....		f 5.09	f 6.07	f 8.37	f 10.32	f 11.17			
25.32	0.65 P.....McNAIR.....	5	f 5.07	f 6.06	f 8.36	f 10.31	f 11.16			
24.32	1.00 GARTH.....		f 5.05	f 6.04	f 8.34	f 10.29	f 11.14			
23.82	0.50 BUSTER.....		f 5.04	f 6.03	f 8.33	f 10.28	f 11.13			
22.48	1.34 P.....HIGHLANDS.....	Y	50 s 5.00 ¹⁹	s 6.00	s 8.30 ⁶¹	s 10.25	L 11.10 PM	11.20 PM		
20.83	1.65 BRATTON.....		f 4.51	f 5.57	f 8.22	f 10.22				
19.78	1.05 CEDAR BLUFF.....		f 4.49	f 5.54	f 8.19	f 10.19				
19.48	0.30 MANTU.....	Spur	f 4.48	f 5.53	f 8.18	f 10.18				
17.75	1.73 RIDLON.....	50	L 4.45 ⁵¹ PM	f 5.51	f 8.16	f 10.16				
15.33	2.42 OAKLEY.....			f 5.47	f 8.12	f 10.12				
13.79	1.54 P.....GREEN'S BAYOU.....	50		f 5.44	f 8.09	f 10.09		10.30		
11.75	2.04 ABBEY.....			f 5.41	f 8.06	f 10.06				
11.00	0.75 UNIVERSAL.....			f 5.39	f 8.04	f 10.04				
9.88	1.12 MARTIN.....			f 5.37	f 8.02	f 10.02				
8.48	1.40 D.....MARKET STREET YARD.....	Yard		5.33	7.58	9.58		L 10.10 PM		
7.95	0.53 EUGENE.....			f 5.32	f 7.57	f 9.57				
7.19	0.76 McCARTY AVENUE.....			L 5.30 ¹⁹ PM	L 7.55 ²¹ PM	L 9.55 ²³ PM				
0.0	7.19 HOUSTON—Union Station.....			Handled By Bus 5.10 PM	Handled By Bus 7.35 PM	Handled By Bus 9.35 PM				
			Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Saturday		
	33.36									

14 NEW IBERIA DIST.—BETWEEN PORT BARRE AND SHADY SIDE

TRAINS—WESTWARD				TIME TABLE				TRAINS—EASTWARD			
THIRD CLASS		SECOND CLASS		Station Numbers	Miles from Port Barre	No. 36		Miles from Brownsville	Siding Capacity in Cars	THIRD CLASS	
499 Local Freight Daily Except Sunday		497 Local Freight Daily Except Sunday				JULY 23, 1939				496 Local Freight Daily Except Saturday	
498 Daily Except Sunday		499 Daily Except Sunday				STATIONS				499 Daily Except Saturday	
L 10.15 AM				N89	88.8	SHADYSIDE	Y	686.1			A 10.10 AM
				N86	85.7	3.1 CENTERVILLE		683.0			
10.50				N83	83.4	2.3 GARDEN CITY		680.7			9.35
11.10				N80	80.1	3.3 D. FRANKLIN	W	677.4			9.15
				N79	78.8	1.3 STERLING JCT	Y	676.1	49		
				N75	74.6	3.4 DRAW BRIDGE	Teche Bayou	671.9	60		8.40
11.45 AM				N69	69.6	0.8 DRAW BRIDGE	Teche Bayou	668.8	37		8.05
12.20 PM				N65	65.3	0.1 CHARENTON		662.7	42		
				N60	59.9	4.1 ADELINE		657.3	22		7.05
1.20				N53	53.1	5.8 D. JEANERETTE		650.5			
				N48	49.7	3.4 OLIVIER		647.1			
				N44	48.4	1.3 SOU. PACIFIC CROSSING		645.8			
				N42	47.7	0.7 SOU. PACIFIC CROSSING		645.1			
A 2.20 PM		L 6.30 PM		N44	47.4	0.3 D. NEW IBERIA	{OWY	644.8	Yard	A 2.05 AM	L 6.00 AM
		6.45		N42	44.0	3.3 MORBIHAN		641.5		1.55	
				N40	41.9	2.1 DRAW BRIDGE	Teche Bayou	638.5			
				N37	41.8	0.9 VIDA	W	637.0	40	1.40	
		7.00		N35	40.3	1.5 D. LOREAUVILLE		633.8			
				N31	37.1	3.2 WALET		631.8			
				N26	35.1	2.0 COTEAU HOLMES		627.0			
				N20	31.2	3.9 ISLE LABBE		623.2	28	12.40 AM	
		8.00		N18	20.6	4.7 SOU. PACIFIC CROSSING		617.3			
				N16	20.5	0.1 GRAND POINT		615.2	35		
				N14	18.5	2.0 CECELIA		613.0	43		
				N9	16.3	2.2 HURON		611.1	32		
				N8	14.4	1.9 BUSHVILLE		608.7	33	11.50 PM	
		9.00		N8	12.0	2.4 D. ARNAUDVILLE		605.2			
				N6	8.5	3.5 ROBIN		604.7			
				N1	8.0	0.5 BENOIT		602.5			
				N1	5.8	2.2 PECANIERE		599.0			
				N1	2.3	3.5 SOU. PACIFIC CROSSING		598.2			
				N1	1.5	0.8 PORT BARRE JCT		597.6	Yard	L 10.55 PM	
		A 9.50 PM		N1	0.0	0.6 N. PORT BARRE					
Daily Except Sunday		Daily Except Sunday				88.8				Daily Except Saturday	Daily Except Sunday

ORANGE DISTRICT—BETWEEN NEWTON AND ORANGE

TRAINS WESTWARD

TRAINS EASTWARD

TIME TABLE No. 36

JULY 23, 1939

STATIONS

SECOND CLASS		Station Numbers	Miles from Brownsville	TIME TABLE No. 36 JULY 23, 1939				Miles from Newton	Siding Capacity in Cars	SECOND CLASS	
441 Mixed	495 Local Freight			440 Mixed	494 Local Freight						
Daily Except Sunday	Daily Except Sunday									Daily Except Sunday	Daily Except Sunday
L 2.00 PM		B 528	528.4	D.....	NEWTON	YW	0.0	Yard	A 1.40 PM		
		B 518	518.6		HOWARDS		7.8				
			514.6		G. C. & S. F. CROSSING		11.8				
f 2.30		B 514	514.6		BLEAKWOOD		11.8		f 1.04		
			512.0		WATER TANK	W	14.4				
f 2.40		B 511	511.3		ADSUL		15.1		f 12.54		
s 2.50		B 508	508.0	D.....	CALL		18.4		s 12.44		
			508.6		TRAM CROSSING		19.8				
s 3.20		B 496	496.6	D.....	BESSMAY		29.8		s 12.08		
3.23		B 495	495.7		PARKER'S		30.7	48	12.05		
f 3.26		B 494	494.3		BUNA		31.6		f 12.02 PM		
f 3.34		B 491	491.9		BUNKER HILL		34.5		f 11.53 AM		
f 3.53		B 484	484.6		ROBERTSON		41.8	46	f 11.31		
f 3.57		B 483	483.1		GIST		43.3		f 11.26		
f 4.07		B 479	479.1		TEXLA		47.3		f 11.14		
			477.7		K. C. S. CROSSING		48.7				
A 4.20 PM	L 6.00 AM	477	477.7	CS.....	MAURICEVILLE	YW	48.7	39	L 11.10 AM	A 12.55 PM	
	6.20	C 482	482.9		PEVETO		53.9	38		12.40	
	6.30	C 485	485.0		BANCROFT		56.0			12.30	
		C 486	486.9		SOU. PACIFIC CROSSING		57.9				
		C 488	488.0		DOC BROWN	Y	59.0				
	6.50	C 489	489.0		ROBERTSVILLE		60.0			12.10	
	A 7.00 AM	C 490	490.5	D.....	ORANGE	OW	61.5	Yard	L 12.01 PM		
Daily Except Sunday	Daily Except Sunday								Daily Except Sunday	Daily Except Sunday	
							61.5				

1. All Eastward trains are superior to trains of the same class in the opposite direction, except:

Anchorage District: No. 491 is superior to No. 490.

Lake Charles District: No. 101 is superior to No. 102.

Goose Creek District: All Westward trains are superior to trains of the same class in the opposite direction.

2. MAXIMUM SPEED:	Passenger Trains	Freight Trains
Anchorage District:		
Between De Quincy and Lottie.....	65	50
Between Lottie and Anchorage.....	60	40
Houston District		
Grayburg and Sour Lake.....	65	50
	25	15
Lake Charles District:		
Between Alexandria Yard and W. G. Jct...	45	30
Between W. G. Junction and Kinder.....	60	45
Between Kinder and Lake Charles.....	45	30
Goose Creek District.....		
	40	20
New Iberia District:		
Between Port Barre Jet. and New Iberia..	20	20
Between New Iberia and Shadyside	10	10
Orange District		
	25	25
Crowley District		
	20	20
Erwinville District		
	10	10
Jefferson Island District		
	15	15
Dauterive District		
	10	10

3. SPEED RESTRICTIONS:		
Atchafalaya River Bridge, Mile Post 610.8...	15	15
Cortableau Bayou Bridge, Mile Post 603.0....	30	30
Opelousas, city limits	15	15
Beaumont, city limits	20	20
Houston, city limits.....	18	18
Trinity River Bridge, Mile Post 416.0.....	30	30
San Jacinto River Bridge between Cedar Bluff and Bratton	25	15
Teche Bayou Drawbridge, Mile Post 41.9.....	20	20
Teche Bayou Drawbridge, Mile Post 69.6.....	15	15
Teche Bayou Drawbridge, Mile Post 75.4.....	15	15
Hanson Canal Bridge, Mile Post 82.0.....	15	15
East End Market St. Yard.....	5	..
First Curve West Market St. Yard.....	5	..
First Curve West Eugene.....	5	..
First Curve East McCarty Ave.....	5	..

PERMANENT SLOW BOARDS:					
Mile Post	Mile Pole to	Mile Post	Pole	Speed Passenger Trains	Freight Trains
Anchorage District:					
642	24½	642	29½	50	40
Houston District:					
457	25	458	2	30	30
445	1	446	15	50	50
Lake Charles District:					
604	18	604	19	30	30
New Iberia District:					
23	22	21	20	15	15

All trains and engines will stop and send flagman ahead before proceeding over street crossings, as follows:
 Beaumont: College Street, between 8 P. M. and 7 A. M.
 Lake Charles: Westward trains at Hodges Street.
 New Iberia: Main, Hopkins, French, Iberia, Julia, Weeks, Jane and Center Streets.
 Franklin: Iberia and Willis Streets.
 Eunice on Crowley District: Opelousas Highway.
 Crowley: Avenue F.
 All trains reduce speed to 10 miles per hour over Second and Fourth street crossings. Eunice—Crowley District.
 All trains reduce speed to 15 miles per hour between 7:00 A. M. and 6 P. M. over street crossing just west of station at Oberlin.
 All trains reduce speed to 15 miles per hour over street crossing west of station at Glenmora.

Highlands: Trains will stop before proceeding over first highway East of Depot.

Baytown: Trains will stop before proceeding over San Jacinto Street at the Humble Hospital, and Main Street just north of Baytown station. The Goose Creek highway between Baytown and Pelly is protected with automatic warning signals.

All trains reduce speed to 20 miles per hour over highways at Eugene, Oakley and Goose Creek highway between Baytown and Pelly, and over highway at Pelly station.

All eastward trains reduce speed to 20 miles per hour, and westward trains to 10 miles per hour over first highway west of Goose Creek.

Trains and engines reduce speed to 10 miles per hour through No. 10 Turnouts or Crossovers and 30 miles per hour through No. 20 Turnouts or Crossovers.

Trains and engines reduce speed to 25 miles per hour between home signals of automatic interlocking plants.

Passenger trains handled by freight engines must not exceed maximum speed for freight trains.

Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

	Miles Per Hour	
	Main Line	Branch Lines
Dead engines with side rods in position, main rods disconnected	25	15
Dead engines moving backward or with part or all side rods down.....	15	10

Dead engines for movement must be inspected and have side rods in position, but in emergency may be handled with part or all side rods down on authority of the superintendent. They must be placed not less than 3 cars from engine handling train and from each other and be headed in direction of movement, except in emergency when they must be turned at first available point.

Switch engines not equipped with engine trucks must be moved tank first.

Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding 6 miles per hour to first siding to clear main track. Further movement must be authorized by the superintendent.

Trains handling self-propelling pile drivers, steam shovels, American ditchers (loaded on flat cars) yard (clam shell) cranes, four wheel rigid trucks (loaded on flat cars) scale test cars (M. C. B. trucks or four wheel rigid trucks), main line 25, branch lines 15 miles per hour.

Locomotive (clam shell) cranes (M. C. B. trucks), main line 25, branch lines 15 miles per hour. (Boom should be detached, water tanks drained and wherever practicable, rear of machines should face toward front of train.)

Steam (wrecking) derricks, wooden (wrecking) derrick cars, pile drivers, (non-self propelling) Jordan spreaders (must be headed in forward direction) and ditchers, main line 25, branch lines 15 miles per hour.

Self-propelling pile drivers 7514 and X-5062 must be handled on rear end of trains only, placing next to caboose.

When physical condition of track or machines above mentioned require, slower speed must be maintained.

4. Between North Baton Rouge and New Orleans all trains will be governed by Yazoo & Mississippi Valley Railroad Company and Illinois Central Railroad Company time tables, rules and special instructions.

Between G. C. L. Junction and C. S. Junction all trains will be governed by time table, rules and special instructions of the Kansas City Southern Railway.

Between Houston and Gulf Coast and between Double Track Junction and Gulf Coast all trains will be governed by time table, rules and special instructions of the Houston Belt and Terminal Railway Company.

Between Alexandria and T. & P. Junction all trains will be governed by Texas and Pacific time table, rules and special instructions.

5. STANDARD CLOCKS:

Anchorage, Eunice, De Quincy, Houston Union Station, New South Yard, Beaumont Yard, Alexandria, Lake Charles, Goose Creek and New Iberia.

6. TRAIN REGISTERS:

Trains 3, 4, 9 and 10 may register by register ticket at Kinder. Port Barre is register station for Trains 496, 497, 490 and only.
 491 Eunice is register station for Trains 892 and 893 only.
 WG. Junction is register station for first class trains only.
 S. J. Siding is register station for Trains 30, 38, 42, 48 and Westward First Class Trains.
 Highlands is register station for trains 32, 34, 36, 40, 44, 46, 50, 52, 54, 56, and Westward First Class Trains.
 Ridlon is register station for Trains 31, 32, 33, 36, 43, 44, 51, 54, 21 and 23 only.
 Trains not scheduled to stop at register stations may register by register ticket and omit checking train register, except when necessary to check against superior trains or ascertain whether or not signals have been displayed for following sections. These two exceptions may be taken care of by use of train order Form N.
 Conductors of trains displaying signals will register in person.

7. BULLETIN BOOKS:

Anchorage, Eunice, De Quincy, Beaumont Yard, Houston, Alexandria, Lake Charles, Goose Creek, Mauriceville and New Iberia.

8. MAIL CRANES BETWEEN STATIONS:

	Mile Post	Pole
Torbert	626	15
Blank	620	1
Bel	530	0

9. CLASS OF ENGINES TO BE USED:

Anchorage District:
 De Quincy to Kinder—Coopers rating E-52 and under.
 Kinder to Anchorage—Coopers rating E-45 and under.
 Houston District—Coopers rating E-52 and under.
 Lake Charles District:
 Alexandria to Kinder—Coopers rating E-52 and under.
 Kinder to Lake Charles—Coopers rating E-45 and under.
 Goose Creek District—Coopers rating E-35 and under.
 New Iberia District:
 Port Barre Jct. to New Iberia—Coopers rating E-45 and under.
 New Iberia to Shadyside—Coopers rating E-45 and under.
 Jefferson Island District—Coopers rating E-45 and under.
 Dauterive District—Coopers rating E-45 and under.
 Erwinville District—Coopers rating E-45 and under.
 Crowley District—Coopers rating E-45 and under.
 Orange District—E-45 and under.

10. RAILROAD CROSSINGS AT GRADE:

District	Mile Post	Other Railroad	Gated Against	Senior Line
Anchorage	643.9	T. & P.	T. & P.	T. & P. Gated
"	621.1	T. & P.	T. & P.	T. & P. Automatic Interlocked
"	598.6	S. P.	S. P.	S. P. Gated
"	590.2	S. P.	S. P.	S. P. Interlocked
"	590.1	T. & P.	T. & P.	T. & P. Interlocked
"	570.4	S. P.	S. P.	S. P. Not Gated
"	570.1	T. & P.	T. & P.	M. P. Gated
"	544.3			Not Gated
"	523.1	S. P.	S. P.	Automatic Interlocked
"	508.4	K. C. S.	K. C. S.	Automatic Interlocked
Houston	460.4	G.C.&S.F.	M. P.	Not Gated
"	460.3	S. P.	M. P.	Not Gated
"	459.3	S. P.	S. P.	Interlocked
Lake Charles	690.36	S. P.	S. P.	M. P. Gated
"	680.11	S. P.	S. P.	Interlocked
"	660.07			Not Gated
"	636.07	G.C.&S.F.	G.C.&S.F.	M. P. Gated

District	Mile Post	Other Railroad	Gated Against	Senior Line	Interlocked Not Gated
Goose Creek	30.4	H. O. Co.	H. O. Co.	H. O. Co.	Not Gated
New Iberia	49.7	S. P.	S. P.	S. P.	Interlocked
"	48.4	S. P.	S. P.	S. P.	Not Gated
"	47.7	S. P.	S. P.	S. P.	Interlocked
"	31.2	S. J. Tram	S. J. Tram	M. P.	Not Gated
"	20.6	S. P.	S. P.	M. P.	Not Gated
"	2.3	S. P.	S. P.	S. P.	Gated
Orange	B514.6	G.C.&S.F.	M. P.	G.C.&S.F.	Gated
"	B506.6	Mill Tram		M. P.	Not Gated
"	477.7	K. C. S.		K. C. S.	Interlocked
"	C486.9	S. P.		S. P.	Automatic Interlocked
Jefferson	53.6	F. & A.		F. & A.	Not Gated
Island					

Permission has been received from the Louisiana Public Service Commission to pass over the following crossings of other lines at grade without stopping when the gate at such crossings is properly set against the other Railroads and the way is known to be clear:

ANCHORAGE DISTRICT:

Anchorage, M. P. 643.9, T. & P. Railway.
 Near Port Barre, M. P. 598.6, S. P. Railway.

LAKE CHARLES DISTRICT:

Near Manchester, M. P. 690.36, S. P. Railway.
 Oakdale, M. P. 636.07, G. C. & S. F. Railway.

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

11. YARD LIMITS:

	From Mile Post	Pole	To Mile Post	Pole
Anchorage	641	28	Miss. River	0
Port Barre (Anchorage Dist.)	596	15	599	11
Port Barre (New Iberia Dist.)	0	0	2	15
Opelousas	589	13	592	2
Eunice (Anchorage Dist.)	569	9	571	28
Eunice (Crowley Dist.)	570	1	571	15
Kinder (Anchorage Dist.)	542	24	545	5
Kinder (Lake Charles Dist.)	658	24	662	1
De Quincy	507	9	510	14
Beaumont Yard	456	20	460	24
Gulf Coast	378	0	379	5
Lake Charles	690	0	696	9
Oakdale	634	15	637	0
Alexandria	599	0	604	10
Market Street Yard	8	0	10	0
Highlands	21	21	23	0
Durham Yard	28	0	33	0
New Iberia (New Iberia Dist.)	44	0	51	0
New Iberia (Jefferson Is. Dist.)	49	0	59	12
Orange	C488	0	C490	15
Mauriceville	C478	18	B478	3
Newton	B524	14	B526	12
Crowley	A590	0	A592	12

12. TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

Station	Miles from Brownsville	Trains	Nos.
Torbert	626.5	3	4
Bel	530.0	3	4
Sandune	418.6	3	4
Gratis	481.9	494	495

Station	Miles from St. Louis	Trains	Nos.
Bon Air	683.98	101	102
Woodlawn	675.98	101	102

Station	Miles from Houston	Trains
South Highlands	21.89	All Trains
Nira	12.10	All Trains
Danetta	8.01	All Trains

13. FREIGHT TRAINS HANDLING PASSENGERS:

The following local freight trains will carry passengers, stopping caboose at station platform:

- Nos. 496 and 497 between Port Barre and New Iberia.
- Nos. 498 and 499 between New Iberia and Shadyside.
- Nos. 892 and 893 between Eunice and Crowley.
- Nos. 494 and 495 between Mauriceville and Orange.

14. NORMAL POSITION OF SWITCHES:

Normal position of switch at W. G. Junction, M. P. 604.63, Lake Charles District, will be for freight route to Alexandria Yard.

15. AUTOMATIC INTERLOCKING PLANTS:

At the following locations there are no interlocking towers, crossing protected by automatic interlocking plant:

DISTRICT	MILE POST	OTHER RAILROAD
Anchorage	621.1	T. & P.
Anchorage	523.1	S. P.
Anchorage	508.4	K. C. S.
Orange	C-486.9	S. P.

Approaching trains and engines will be governed by Interlocking Signal Indications. When Home Signal indicates "stop," as per Rule 601-A, and no conflicting movement is being made, a trainman shall proceed to the crossing and operate hand release marked "Missouri Pacific" which is located in an iron box, near the crossing. If, after operating hand release, Home Signal continues to indicate "stop" train should be governed by hand signal given from the railroad crossing by a member of its own crew. Hand signals must not be given for at least one minute after release has been run down and trainman will remain at crossing until forward end of his train reaches crossing. Instruction chart is posted inside the iron box containing hand release.

16. REMOTE CONTROL SWITCHES, GOVERNED BY INTERLOCKING RULES:

- West siding switch—Kinder.
- East wye switch—Gulf Coast.

17. DRAW BRIDGES:

Anchorage District:

Atchafalaya River Bridge, M. P. 610.8, protected by interlocking signals; be governed by Interlocking Rules in connection with these signals.

New Iberia District:

All trains stop approaching the following drawbridges; and know that bridges are properly lined before moving over them:

- Teche Bayou, M. P. 41.9.
- Teche Bayou, M. P. 69.6.
- Teche Bayou, M. P. 75.4.

18. Erwinville, west switch of siding is 375 feet east of train order signal.

Krotz Springs, east switch of siding is 400 feet west of train order signal.

Port Barre, west switch of siding is 143 feet east of train order signal.

Kinder (Anchorage Dist.), east switch of siding is 1712 feet west of train order signal.

Hull, west switch of siding is 350 feet east of train order signal.

Kinder (Lake Charles Dist.), west switch of siding is 791 feet east of train order signal.

Oakdale, west switch of siding is 341 feet east of train order signal.

19. Nos. 3, 4, 9 and 10 will stop on flag at stations between Orleans Jct. and Baton Rouge to accommodate passengers to and from Opelousas and stations west at which these trains are scheduled to stop.

20. All vestibule doors of passenger equipment, except the rear end of the last coach on the stern of the boat, must be kept open and doors of coaches and sleepers must not be locked while the equipment is on the transfer boat.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:

Name	Station Number	Miles from Brownsville	Capacity
Anchorage District:			
Carey	637	637.2	3 Cars
Torbert	626	626.5	11 "
Blank	620	620.1	4 "
Sherburne	612	611.9	Tram
East Krotz Springs	611	611.2	4 Cars
McClure	605	605.8	8 "
Hazelwood	600	600.8	29 "
Tucker	599	599.5	7 "
Gibbs	596	596.0	8 "
Swords	579	579.7	6 "
Bel	530	530.0	3 "
Gouch	521	521.0	4 "
Kernan	519	519.4	8 "
Houston District:			
Airport	454	453.8	3 Cars
Del Rey	421	421.0	6 "
Sandune	418	418.6	15 "
Trinity River	416	416.3	25 "
Fullerton	411	411.1	6 "
Dunks	396	396.2	7 "
Orange District:			
Doubling Spur	B524	524.4	19 Cars
Sand Pit	B520A	520.2	8 "
Harrells	B512	512.6	4 "
Pray	B503	503.3	5 "
Quigley	B498	498.9	3 "
Buna Junction	B495	494.7	10 "
Gratis	C481	481.9	4 "
Crowley District:			
Gourney	A573	573.4	8 Cars
Rork	A574	574.8	3 "
Judd	A580	580.0	5 "
Ellis	A584	584.1	7 "
Lawson	A588	588.8	9 "
Erwinville District:			
Majors	D640A	D639.5	3 Cars
Guerins	D641	D640.6	4 "
Austerlitz	D642	D641.8	10 "
Major-Bighman	D643	D642.8	6 "
Parlange	D644	D643.5	4 "
Allon	D644A	D644.6	10 "
Lake Charles District:			
Anandale	C627	602.97	10 Cars
Pearl	C653	629.08	9 "
Guy	C667	643.70	5 "
Fords	C679	655.10	7 "
Fontenot	C688A	664.79	5 "
Edna	C690	665.96	8 "
Woodlawn	C700	675.98	20 "
England Spur	C705	680.65	5 "
Iowa Jct.	C704	680.00	30 "
Bon Air	C708	683.97	8 "
Bellevue	C711	688.05	7 "

Name	Station Number	Miles from Port Barre Jct.	Capacity
New Iberia District:			
Pola.....	N-4	3.8	15 Cars
Euphemon	N19	19.4	9 "
Patin	N21	21.6	10 "
Levert	N31A	31.1	297 "
Gondron	N38	38.1	16 "
Oubre	N39	39.3	13 "
Bronson	N39A	39.4	16 "
Tony.....	N41	41.4	10 "
Bryant.....	N46	46.7	Mill Tracks
Gajan	N52	51.7	10 "
Stewart	N55	55.0	6 "
Hope	N57	56.9	17 "
Loisel	N58	57.3	36 "
Enterprise	N59	58.9	60 "
Lauve	N60	60.7	3 "
Albania	N61	60.9	63 "
Giles	N67	67.0	15 "
O'Niell	N70	70.9	17 "
Alice "C"	N82	82.5	27 "
Jefferson Island District:			
Sumrall	B48	48.6	15 Cars
Cassie	B49	49.4	12 "
Ebro.....	B50	50.2	9 "
Ulysse	B51	50.9	18 "
Eloi	B53	53.0	10 "
Morrell	BA53	53.9	13 "
Charlotte	B54	54.7	8 "
Lelieux	B55	55.9	8 "
La Salle.....	B56	56.2	10 "
Dauterive District:			
John	A41	41.4	14 Cars
Gretchen	A42	42.3	12 "
Mestayay	A43	43.2	12 "

EXPLANATION OF CHARACTERS

a—No. 9 and 10 will stop on flag at Lottie to accomodate passengers ticketed to or from New Orleans, Baton Rouge, Beaumont, Houston and points beyond.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	
10.....	6	
15.....	4	
20.....	3	
25.....	2	24
30.....	2	
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	
65.....		55

LOUISIANA RAILROAD COMMISSION FLAGGING RULES

Order No. 1551

99. When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of the train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available, the fireman must act in his place.

A sufficient distance to insure full protection requires that the flagman shall go back to a point one-fourth of a mile from the rear of his train, where he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rails length apart; he may then return to within one-fourth mile from rear of his train, and remain there until recalled. Should a train be seen or heard approaching, he must remain until it arrives. When he comes in, he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution or signal to a following train.

The recall of a flagman is the most critical period, and where there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled.

During foggy or stormy weather, or in the vicinity of obscure curves or descending grades, or when other conditions require it, the flagman will increase the distance. When the train is flagged, the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(a) Between sunset and sunrise, the flagman shall immediately after he leaves his train, light a red fusee and carry it with him one-quarter of a mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown on the track at intervals to insure the safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine, and the engineman must stop and let him off at the first switch.

LOUISIANA LAW GOVERNING OPERATION OVER RAILROAD CROSSINGS AT GRADE

It shall be the duty of all railroad companies operating in Louisiana, as an incident to the service they perform and as a matter of safety to passengers, to require all trains to stop not less than two hundred feet before crossing the track or tracks of another railroad at grade; and if the view is obstructed trains must not proceed until a flagman is sent ahead and the way known to be clear; provided, that when a grade crossing is protected by an interlocking device, which has been approved by the Public Service Commission, trains may proceed over such crossing without stopping.

Where there is a clear and unobstructed view, trunk line trains will not be required to stop at narrow gauge cane track crossings. Gates must be set to clear trunk line trains when these cane tracks are not in use.

WATCH INSPECTORS

Houston Watch Company.....	Houston, Texas.
Tillery Jewelry Co.....	Beaumont, Texas.
E. W. Rodgers.....	De Quincy, La.
H. E. King.....	Eunice, La.
J. H. Trahan.....	Anchorage, La.
E. J. Bailey.....	Baton Rouge, La.
Wm. Frantz & Company.....	New Orleans, La.
G. L. Keene.....	Goose Creek, Texas.
Geo. H. Riviere.....	New Iberia, La.
J. W. Nelson.....	Orange, Texas.
Schnack Jewelry Co.....	Alexandria, La.
Fred Jessup.....	Lake Charles, La.

TEXAS STATE LAWS

Article 4503. Every conductor, baggage master, engineer, brakeman or other servant of such railroad corporation employed in a passenger train or at stations for passengers, shall wear upon his hat or cap a badge which shall indicate his office and the initial letter of the style of the corporation by which he is employed.

Article 4504. No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket or exercise any of the powers of his office, and no other of the said officers or servants without such badge shall have any authority to meddle or interfere with the passengers, their baggage or property.

Article 4507. A bell of at least 30 pounds weight and a steam whistle shall be placed on each locomotive engine, and the whistle shall be blown and the bell rung at a distance of 80 rods from the place where the railroad crosses any public road or street, and said bell shall be kept ringing until it shall have crossed such public road or stopped and each locomotive engine approaching a place where two lines of railway cross each other shall, before reaching such railroad crossing, be brought to a full stop; and any engineer having charge of such engine and neglecting to comply with any of the provisions of this Article shall be fined in any sum not less than Five (\$5.00) Dollars nor more than One Hundred (\$100.00) Dollars for such neglect; provided, however, that the full stop at such crossing may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, and shall keep a flagman in attendance at such crossing.

Article 6570. In forming a passenger train the baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they or any of them shall be so placed and any accident happens to life or limb, the officer or agent who so directed or knowingly suffered such arrangement, and the conductor and engineer of the train, shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

Article 1010, Sec. 9. Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admission to any coach or compartment in which they are not entitled to ride under the provisions of the Separate Coach Act, and the conductor in charge of the train shall have authority and it shall be his duty to remove from a coach any passenger not entitled to ride therein under the provisions of said Act, and upon his refusal to do so knowingly shall be guilty of a misdemeanor, and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$25.00.

Acts 1907, Page 93. If any Railway Company or any officer, agent or employee of any such Company in this State shall know-

ingly haul or carry any person or property free of charge, or give or grant to any person, firm, association of persons or corporations, a free pass, a privilege or a substitute for pay or a subterfuge which is used or which is given to be used instead of the regular fare or rate for transportation, or any authority or permit whatsoever, to travel or to pass or convey or transport any person or property free or sell any transportation for anything except money or for any greater or less rate than is charged to all persons under the same conditions over any railway or transportation line or part of line in this State, except such persons as are expressly exempted under the provisions of the Act, shall be deemed guilty of a misdemeanor, and, upon conviction, shall pay to the State of Texas the sum of \$5,000.00 for each violation of the Act, and any employee or agent of such Railway Company who shall sell any transportation for anything except money, or knowingly give, grant, issue or cause to be issued a free pass, a privilege or any substitute for or in lieu thereof, for the transportation of any person, article or thing except to such persons as are exempt under the provisions of the Act, shall be deemed guilty of a felony, and, upon conviction, shall be punished by a fine of not less than \$500.00 nor more than \$2,000.00, and may in addition thereto, in the discretion of the jury, be imprisoned in the penitentiary for a term of not less than six months nor more than two years.

A Railroad Company has the right to eject from its trains any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or pay his fare to destination; any drunken or disorderly person whose conduct is such as is calculated to operate as a serious annoyance to other passengers, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employees, who use vile or profane language in the car or who threatens to assault any passenger or train employees, whether he has paid his fare or not. In such cases such passenger or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable, by reason of age, sex, infirmity or other condition or circumstance to travel from the place of ejection to a dwelling house or town, or in case of great distance, inclement weather, darkness or other condition or circumstances, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any of such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.

The attention of all employees is called to the extracts published above.

Engineers are cautioned against any failure to comply with the law concerning whistling and bell ringing, and are instructed to use both the whistle and the bell at highways and crossings.

MISSOURI PACIFIC LINES HOSPITAL ASSOCIATION

DR. HARRY A. HAVERLAH, Chief Surgeon,
Palestine, Texas.

LOCATION OF HOSPITAL, PALESTINE, TEXAS

DISTRICT SURGEONS:

*Dr. A. Philo Howard.....Houston, Texas.
Dr. E. D. Mills.....Beaumont, Texas.
Dr. H. E. Alexander.....Beaumont, Texas.
Dr. J. N. Gardner.....Beaumont, Texas.
Dr. A. E. Douglas.....De Quincy, La.
Dr. D. Drez.....De Quincy, La.
Dr. E. L. Landry.....Opelousas, La.
Dr. H. A. King.....New Iberia, La.
Dr. J. J. Robert.....Baton Rouge, La.
Dr. J. L. Wilson.....Alexandria, La.

LOCAL SURGEONS:

*Dr. A. Philo Howard.....Houston, Texas.
*Dr. M. B. Stokes.....Houston, Texas.
*Dr. W. B. Thorning.....Houston, Texas.
*Dr. James A. Agnew.....Houston, Texas.
*Dr. N. A. Kilgore.....Houston, Texas.
*Dr. B. D. Van Werden.....Houston, Texas.
*Dr. R. L. Larsen.....Houston, Texas.
*Dr. Wm. A. Clark.....Houston, Texas.
*Dr. J. Thos. Jones.....Houston, Texas.
Dr. J. J. Devoti.....Harrisburg, Texas.
Dr. J. E. Bell.....Hardin, Texas.
Dr. Jack Bevil.....Hull, Texas.
Dr. T. O. Darby.....Sour Lake, Texas.

Dr. E. D. Mills.....Beaumont, Texas.
Dr. H. E. Alexander.....Beaumont, Texas.
Dr. J. N. Gardner.....Beaumont, Texas.
Dr. H. G. Bevil.....Beaumont, Texas.
Dr. H. S. Hall.....Newton, Texas.
Dr. W. F. McCreight.....Call, Texas.
Dr. F. W. Lawson.....Orange, Texas.
Dr. C. E. Phillips.....Orange, Texas.
Dr. A. E. Douglas.....De Quincy, La.
Dr. D. Drez.....De Quincy, La.
Drs. Buck & Buck.....Kinder, La.
Dr. W. A. Fletcher.....Elton, La.
Dr. O. L. Freeman.....Basile, La.
Dr. B. R. Reed.....Eunice, La.
Dr. Harry Jenkins.....Eunice, La.
Dr. Charles W. Lewis.....Eunice, La.
Dr. J. J. Staggs.....Eunice, La.
Dr. A. R. Morgan.....Crowley, La.
Dr. W. C. Littell.....Opelousas, La.
Dr. E. L. Landry.....Opelousas, La.
Dr. S. J. Rozas.....Opelousas, La.
Dr. L. L. Collins.....Pt. Barre, La.
Dr. Harry Karetzky.....Pt. Barre, La.
Dr. M. E. Austin.....Krots Springs, La.
Dr. F. F. Rougon.....Erwinville, La.
Dr. J. J. Robert.....Baton Rouge, La.
Dr. W. R. Eidson.....Baton Rouge, La.

Dr. Thomas Bird.....Baton Rouge, La.
Dr. P. B. Landry.....Anchorage, La.
Dr. D. W. Landess.....Anchorage, La.
Dr. Ray B. Harrison.....New Orleans, La.
Dr. Wm. D. Phillips.....New Orleans, La.
Dr. H. A. King.....New Iberia, La.
Dr. J. N. Brown.....Jeanerette, La.
Dr. Stanley G. Humphrey.....Baytown, Texas.
Dr. P. S. Russell.....Pelley, Texas.
Dr. L. A. Hankins.....Goose Creek, Texas.
Dr. C. C. McBride.....Alexandria, La.
Dr. J. A. White.....Alexandria, La.
Dr. J. A. White, Jr.....Alexandria, La.
Dr. B. F. Bremer.....Glenmora, La.
Dr. Ernest J. Cather.....Oakdale, La.
Dr. Loftus F. Gray.....Oakdale, La.

EYE, EAR, NOSE AND THROAT:

*Dr. Geo. C. Farrish.....Houston, Texas.
Dr. C. H. Hendry.....Beaumont, Texas.
Dr. E. J. Petitjean.....Opelousas, La.
Dr. L. F. Lorio.....Baton Rouge, La.
Dr. Alex R. Crebbin.....New Orleans, La.
Dr. P. A. La Bourgeois.....New Iberia, La.

RESIDENT SURGEONS:

Dr. W. P. Bordelon.....Lake Charles, La.

The Medical and Surgical Service at Houston is under the supervision of Dr. A. Philo Howard as District Surgeon. Dr. Howard is assisted in this service by the various members of his Staff, whose names are designated by a STAR and all of whose Offices are located at the HOUSTON CLINIC, 1625 MAIN STREET, HOUSTON, TEXAS, TELEPHONE NO. FAIRFAX 4331. TWENTY-FOUR HOUR A DAY TELEPHONE SERVICE IS MAINTAINED AT THE HOUSTON CLINIC.

The Office of Dr. A. Philo Howard, Houston Clinic, Houston, Texas should be notified of any patients being sent from points east of Houston to the Hospital in Palestine, in order that he might render any treatment necessary on arrival of patient in Houston.

When passengers or employees are injured, and require treatment, the nearest company surgeon will be called. When absolutely necessary outside surgeons may be called, but as far as practicable, only to give first aid. They must be so informed at the time.

If the injured person is a trespasser upon the right of way of this company, such person must be turned over to the county authorities of the county in which the injury occurs.

Hospital ambulance will meet patients at Palestine depot that are on cots, sick or injured. Do not call or wire for ambulance where patients can be carried to hospital in car. Conductors when wiring chief surgeon or dispatcher, please state whether ambulance or car will be needed.