

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. 38

Effective 12:01 A. M.

SUNDAY, AUGUST 18, 1940

CENTRAL STANDARD TIME

Superseding Time Table No. 37, dated March 10,
1940, 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	102		3:25 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.
New Orleans	9	Connections	10:30 P. M.	30 Minutes	For passengers reported.
Alexandria	101	Louisiana 101	Indefinitely		For Connection.

EXPLANATION OF CHARACTERS:

CS—Continuous Train Order Office.
 LS—Limited Train Order Office (Hours of Service specified by Bulletin Order).
 P—Telephone Communication Only.
 TP—Telegraph or Telephone Office; not a Train Order Office.

EXPLANATION OF STOPS:

s—Regular Stop.
f—Stop on signal for passengers, mail, baggage and express.
a—No. 9 and 10 will stop on flag at Lottie to accommodate passengers ticketed to or from New Orleans, Baton Rouge, Beaumont, Houston and points beyond.
 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.

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

ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employes—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their

first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.


10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific Lines enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time or to regain time wherever necessary and possible.


 General Manager.

ANCHORAGE DISTRICT—ANCHORAGE TO DEQUINCY

Station Numbers	TIME TABLE No. 38 AUGUST 18, 1940		Siding Capacity in Cars	TRAINS—WESTWARD							
				FIRST CLASS			SECOND CLASS		THIRD CLASS		
				9	3		63	161		491	497
				Passenger	Passenger		Red Ball Freight	Red Ball Freight		Local Freight	Local Freight
STATIONS				Daily	Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday	
739	NEW ORLEANS	} Via N. & M.Y. and Ill. Central		10.00 PM	8.55 AM		8.30 AM				
849	BATON ROUGE			{ 12.01 AM	{ 11.05 AM						
647	NORTH BATON ROUGE			12.20	11.25 AM						
644	LS ANCHORAGE	\$ OWT	Yard	1.05 ⁴⁹⁰ AM	12.05 PM		3.50 ⁴ PM		7.30 PM		
	T. & P. CROSSING										
640	P WESTOVER	(Spur)	25	1.11	f 12.11		3.58		7.45		
631	LS ERWINVILLE	* Y	89	1.20	f 12.23		4.13		8.05		
622	LIVONIA	* W	105	1.30	f 12.38		4.29		8.25		
	T. & P. CROSSING										
617	LS LOTTIE	*	98	a 1.36	f 12.47		4.39		8.55		
	DRAWBRIDGE	Atchafalaya River									
610	LS KROTZ SPRINGS	*	96	1.47	s 12.56 ⁶²		4.51		9.25		
602	P CORTABLEAU		96	1.56	1.09		5.02		9.45		
	SOU. PAC. CROSSING										
	PORT BARRE JUNCTION										
597	LS PORT BARRE	* YW	Yard	2.03	s 1.17		5.15		10.05 PM	10.30 ⁴⁹⁶ PM	
590	TP OPELOUSAS		95	s 2.10	s 1.26		5.29			10.50	
	SOU. PAC. CROSSING										
	T. & P. CROSSING										
584	LAWTELL	*	98	2.22	f 1.40		5.41			11.10	
576	P SAVOY		95	2.31	1.55 ⁴		5.53			11.25 PM	
	SOU. PAC. CROSSING										
570	LS EUNICE	\$ OWY	Yard	s 2.46 ¹⁰	s 2.06		6.10			12.01 AM	
	T. & P. CROSSING										
565	P TYRONE		96	2.53	2.14		6.20			12.20	
559	LS BASILE	*	59	2.59	s 2.23		6.29			12.45	
553	LS ELTON	*	63	3.05	s 2.32		6.39			1.05	
549	P COVERDALE		95	3.10	2.38		6.47			1.20	
	L. C. DIST. CROSSING										
544	OS KINDER	WY	108	s 3.20	s 2.50		7.00 ⁴⁹⁶	11.15 PM		2.00 ¹⁰	
538	P LE BLANC	*	95	3.28	f 2.58		7.10	11.23		2.18	
532	P REAVES	*	95	3.35	f 3.07		7.20	11.31		2.37	
526	P EDITH		58	3.42	3.14		7.30	11.39		2.55	
	SOU. PAC. CROSSING										
523	P FULTON	*	57	3.47	3.18		7.35	11.44		3.05	
515	P GORDON		96	3.57	3.27		7.47	11.54 PM		3.30	
	K. C. S. CROSSING										
508	OS DE QUINCY	\$ OWT	Yard	4.12 AM	3.42 PM		8.15 PM	12.15 AM		3.55 AM	
				Daily	Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday	

135.9

ANCHORAGE DISTRICT—DEQUINCY TO ANCHORAGE

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Miles from Brownsville	TIME TABLE		TRAINS—EASTWARD							
	No. 38		FIRST CLASS				SECOND CLASS		THIRD CLASS	
	AUGUST 18, 1940		10	4			62	160	496	490
	STATIONS		Passenger	Passenger			Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
		Daily	Daily			Daily	Daily	Daily Except Saturday	Daily Except Sunday	
738.9	NEW ORLEANS	7.45 AM	7.00 PM			6.00 AM				
649.4	BATON ROUGE	5.40	4.50							
646.7	NORTH BATON ROUGE	5.20	4.30			12.35 AM				
643.9	ANCHORAGE	4.40 AM	3.50 PM			3.00 PM			12.55 AM	
643.9	T. & P. CROSSING									
639.7	WESTOVER (Spur)	4.34	3.35			2.35			12.40	
631.5	ERWINVILLE	4.22	3.25			2.15			12.25	
622.4	LIVONIA	4.07	3.10			1.47			12.10 AM	
621.1	T. & P. CROSSING									
617.2	LOTTIE	4.00	3.01			1.30			11.55 PM	
	DRAWBRIDGE Atchafalaya River									
610.4	KROTZ SPRINGS	3.48	2.47			12.58			11.30	
602.4	CORTABLEAU	3.40	2.37			12.25			11.05	
	SOU. PAC. CROSSING									
598.2	PORT BARRE JUNCTION									
597.6	PORT BARRE	3.33	2.29			12.05 PM		10.30 PM	10.45 PM	
590.7	OPELOUSAS	3.23	2.18			11.40 AM		10.15		
590.2	SOU. PAC. CROSSING									
590.1	T. & P. CROSSING									
584.2	LAWPELL	3.11	2.05			11.18		9.55		
576.2	SAVOY	3.01	1.55			10.50		9.35		
570.4	SOU. PAC. CROSSING									
570.3	EUNICE	2.46	1.37			10.30		9.15		
570.1	T. & P. CROSSING									
565.1	TYRONE	2.36	1.26			10.08		8.30		
559.5	BASILE	2.29	1.18			9.55		8.05		
553.6	ELTON	2.21	1.09			9.37		7.45		
548.9	COVERDALE	2.15	1.00			9.20		7.20		
544.5	L. C. DIST. CROSSING									
544.3	KINDER	2.00	12.48			9.00	11.45 AM	7.00		
538.2	LE BLANC	1.51	12.41			8.44	11.32	6.30		
532.3	REAVES	1.44	12.33			8.30	11.20	6.15		
526.4	EDITH	1.37	12.25			8.17	11.09	6.03		
523.1	S. P. CROSSING									
523.1	FULTON	1.33	12.21			8.10	11.01	5.57		
515.3	GORDON	1.24	12.12			7.52	10.45	5.44		
508.4	K. O. S. CROSSING									
508.0	DE QUINCY	1.14 AM	12.02 PM			7.30 AM	10.30 AM	5.30 PM		
		Daily	Daily			Daily	Daily	Daily Except Saturday	Daily Except Sunday	
	135.9									

HOUSTON DISTRICT—DEQUINCY TO HOUSTON

TRAINS—WESTWARD

Station Numbers	Miles from Brownsville	TIME TABLE No. 38 AUGUST 18, 1940		Siding Capacity in Cars	FIRST CLASS			SECOND CLASS		THIRD CLASS
					9	3		161	63	493
					Passenger	Passenger		Red Ball Freight	Red Ball Freight	Local Freight
		STATIONS			Daily	Daily		Daily	Daily	Daily Except Sunday
508	508.0	CS DEQUINCY \$OWT	Yard		4.17 AM	3.47 PM		12.35 AM	9.15 PM	
	507.3	C. S. JUNCTION, LA.			4.19	3.49		12.40	9.20	
477	477.7	MAURICEVILLE, TEX.			f 5.01	s 4.32			10.25	
461	461.0	BEAUMONT			s 5.32	s 5.07		2.25	11.05	
	460.8	G. O. L. JUNCTION								
	460.4	G. O. & S. P. CROSSING								
	460.3	S. P. CROSSING								
459	459.6	BEAUMONT YARD \$OWY	Yard		5.38	5.13		2.35 ⁶²	11.43 ¹⁰	9.00 AM
	459.3	OS. SOU. PACIFIC CROSSING								
455	455.1	P. ELIZABETH	57		5.44	5.19		2.45	11.55 PM	9.20
447	447.6	P. WESTBURY	96		5.54 ¹⁶⁰	f 5.28		2.59	12.08 AM	9.35
441	441.3	LS. GRAYBURG *	58		6.02	s 5.37		3.11	12.27	10.01 ⁴
	440.8	SOURLAKE JUNCTION								
442	442.4	SOURLAKE								
	440.8	SOURLAKE JUNCTION								
436	436.8	P. HATHAWAY	57		6.07	5.42		3.20	12.41 ⁶²	10.20
432	432.6	P. STRAIN	95		6.12	f 5.47		3.27	12.55	10.35
427	427.2	LS. HULL *	57		6.18	s 5.54		3.36	1.10	10.50 ⁴⁹²
422	422.4	P. HARDIN *	80		6.23	f 6.00		3.44	1.24	11.15
	416.3	P. WATER TANK								
413	413.6	P. KENEPIOK	98		6.35	f 6.11		4.15 ¹⁶⁰	1.47	11.45
409	409.0	P. MARTHA	95		6.40	6.17		4.27	2.05	11.59 AM
403	403.1	P. EASTGATE *	60		6.46	f 6.24		4.40	2.22	12.15 PM
398	398.8	LS. HUFFMAN *	80		6.51	f 6.31		4.48	2.35	12.35
392	392.8	P. HARMASTON	97		6.59	f 6.39		5.02	2.50	1.00
388	388.6	P. VICTOR	58		7.04	6.47		5.11	3.00	1.20
385	385.0	P. DYERDALE	95		7.09	f 6.53		5.19	3.18 ¹⁶⁰	1.35
381	381.6	P. SETTEGAST	56		7.14	6.58		5.26	3.35	1.55
378	378.0	GULF COAST	Yard		7.20	7.05		5.35	3.50	2.10
		NEW SOUTH YARD. OWTY	Yard					6.20 AM	4.30 AM	3.00 PM
372	371.5	HOUSTON			7.40 AM	7.25 PM				
					Daily	Daily		Daily	Daily	Daily Except Sunday
		139.7								
		136.5								

HOUSTON DISTRICT—HOUSTON TO DEQUINCY

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Station Numbers	TIME TABLE No. 38 AUGUST 18, 1940		Sliding 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 DEQUINCY § OWT	Yard	11.57 AM	1.09 AM		9.00 AM	4.45 AM			
	0.7 C. S. JUNCTION, LA.		11.53	1.06		8.55	4.40			
477	29.5 MAURICEVILLE, TEX.	VIA K.C.S. Ry.	s 11.10	f 12.21 AM			3.25			
461	16.7 BEAUMONT		s 10.43	s 11.54 PM		7.00	2.45			
	0.2									
	G. C. L. JUNCTION		10.37	11.49						
	0.4 G. C. & S. F. CROSSING									
	0.7 S. P. CROSSING									
459	0.3 BEAUMONT YARD § OWY	Yard	10.32	11.43 ⁶³		6.50	2.35 ¹⁶¹		2.30 PM	
	4.2 CS. SOU. PACIFIC CROSSING									
455	7.5 P. ELIZABETH	57	10.22	11.36		6.14	1.35		1.30	
447	6.3 P. WESTBURY	96	f 10.11	11.27		5.54 ⁹	1.15		12.45 PM	
441	0.5 LS GRAYBURG *	58	s 10.01 ⁴⁹⁸	11.20		5.35	12.55		11.55 AM	
	1.6 SOUR LAKE JUNCTION									
442	1.5 SOUR LAKE									
	4.0 SOUR LAKE JUNCTION									
436	4.2 P. HATHAWAY	57	9.52	11.15		5.25	12.41 ⁶³		11.35	
432	5.4 P. STRAIN	95	f 9.46	11.10		5.14	12.25		11.10	
427	4.8 LS HULL *	57	s 9.38	11.04		5.02	12.10 AM		10.50 ⁴⁹⁸	
422	6.1 P. HARDIN *	80	f 9.30	10.57		4.50	11.57 PM		10.20	
	2.7 P. WATER TANK									
413	4.6 P. KENEFICK	98	f 9.18	10.43		4.15 ¹⁶¹	11.32		9.53	
409	5.9 P. MARTHA	95	9.13	10.38		4.05	11.20		9.45	
403	4.3 P. EASTGATE *	60	f 9.07	10.32		3.54	11.05		9.33	
398	6.0 LS HUFFMAN *	80	f 9.02	10.27		3.45	10.55		9.23	
392	4.2 P. HARMASTON	97	f 8.56	10.21		3.34	10.40		9.10	
388	3.6 P. VICTOR	58	8.52	10.17		3.28	10.30		9.03	
385	3.4 P. DYERDALE	95	f 8.48 ⁴⁹²	10.13 ⁶²		3.18 ⁶³	10.13 ¹⁰		8.48 ⁴	
381	3.6 P. SETTEGAST	56	8.44	10.09		3.10	9.50		8.32	
378	9.7 YARD GULF COAST	Yard	8.40	10.05		3.00	9.40		8.25	
	6.5 NEW SOUTHWYARD § OWTY	Yard				2.30 AM	9.00 PM		8.00 AM	
372	6.5 HOUSTON	VIA H.B.&T. Ry.	8.20 AM	9.45 PM						
				Daily	Daily		Daily	Daily		Daily Except Sunday
	139.7									
	138.5									

LAKE CHARLES DISTRICT—ALEXANDRIA TO LAKE CHARLES

Station Numbers	Miles from St. Louis	TIME TABLE No. 38 AUGUST 18, 1940		Siding Capacity in Cars	TRAINS—WESTWARD						
					FIRST CLASS		SECOND CLASS		THIRD CLASS		
					101 Passenger		161 Red Ball Freight	861 Red Ball Freight		891 Local Freight	
STATIONS					Daily		Daily	Daily		Daily Except Sunday	
C623	599.03	OS.....	ALEXANDRIA.....		9.25 AM						
	800.26		TP. JUNCTION.....		9.30						
C625	801.41	OS.....	ALEXANDRIA YARD. \$WOT	Yard			9.30 PM	10.00 PM			4.00 AM
C629	804.63	P.....	WG. JUNCTION.....		9.39		9.40	10.15			4.15
C634	810.75	LS.....	WOODWORTH.....	81 s	9.47		9.50	10.28			4.40
C636	812.22		VALDE ROUGE.....		9.49		9.53	10.35			4.50
C640	815.81		BRINGHURST.....	82	9.53		9.58	10.47			5.05
C642	818.22	LS.....	FOREST HILL.....	s	9.57		10.02	10.55			5.15
C645	831.35	TP.....	LONG LEAF.....	s	10.01		10.07	11.07			5.30
C647	823.76	LS.....	GLENMORA.....	W 81 s	10.09		10.12	11.20			5.40
C654	829.87		PAWNEE.....	82	10.17 ⁸⁹⁰		10.22	11.40			6.00
C659	835.77	LS.....	OAKDALE.....	W 82 s	10.26		10.31	11.59 ⁸⁶⁰ PM			6.30
	836.07		G. C. & S. F. CROSSING...Y								
C665	841.28		WARD.....	82	10.35		10.40	12.25 AM			6.50
C671	847.67		FOLEY.....	82	10.42		10.49	12.45			7.10
C674	850.47	LS.....	OBERLIN.....	s	10.47		10.53	12.55			7.35
C678	854.21		M SIDING.....	81	10.52		10.59	1.10			7.55
	860.70		ANCHORAGE DIST. CSG.....								
C685	860.72	OS.....	KINDER.....	WY 95 s	10.59		11.10 ⁸⁶⁰ PM	1.45			8.30 ⁸⁹⁰
C694	870.48	LS.....	FENTON.....	f	11.15			2.30			8.55
C697	873.03		FELDER.....	30	11.19			2.40			9.05
	880.12		SOU. PACIFIC CROSSING.....		11.27						
C711	888.10		MANCHESTER.....	72	11.36			3.30			9.35
	890.36		SOU. PACIFIC CROSSING.....								
C718	893.87		LAKE CHARLES YARD. \$WUY		11.44			4.30 AM			10.00 AM
C720	896.30	LS.....	LAKE CHARLES.....	Yard	11.59 AM						
					Daily		Daily	Daily			Daily Except Sunday

97.27

LAKE CHARLES DISTRICT—LAKE CHARLES TO ALEXANDRIA

7

Station Numbers	Miles from St. Louis	TIME TABLE No. 38 AUGUST 18, 1940		Siding Capacity in Cars	TRAINS—EASTWARD				
					FIRST CLASS		SECOND CLASS		THIRD CLASS
					102 Passenger		160 Red Ball Freight	860 Red Ball Freight	890 Local Freight
STATIONS				Daily	Daily	Daily	Daily Except Sunday		
C623	599.03	CS	ALEXANDRIA		4.45 PM				
	600.26		TP. JUNCTION		4.40				
C625	601.41	CS	ALEXANDRIA YARD. \$WOT	Yard		2.30 PM	2.00 AM	1.00 PM	
C629	604.83	P	WG. JUNCTION		4.30	2.10	1.30	12.20 PM	
C634	610.75	LS	WOODWORTH	81 s	4.20	1.55	1.10	11.55 AM	
C636	612.23		VALDE ROUGE		4.15	1.51	1.01	11.45	
C640	615.81		BRINGHURST	82	4.11	1.43	12.50	11.35	
C642	618.22	LS	FOREST HILL	s	4.07	1.39	12.42	11.25	
C645	621.35	TP	LONG LEAF	s	4.02	1.33	12.35	11.05	
C647	623.76	LS	GLENMORA	W 81 s	3.58	1.28	12.30	10.45	
C654	629.87		PAWNEE	82	3.50	1.15	12.15 AM	10.17 ¹⁰¹	
C659	635.77	LS	OAKDALE	W 82 s	3.43	1.05	11.59 PM	10.01	
	636.07		G. C. & S. F. CROSSING	Y					
C665	641.28		WARD	82	3.35	12.55	11.47	9.35	
C671	647.67		FOLEY	82	3.28	12.44	11.38	9.15	
C674	650.47	LS	OBERLIN	s	3.24	12.38	11.33	9.05	
C678	654.21		M SIDING	51	3.18	12.30	11.25	8.50	
	660.70		ANCHORAGE DIST. CSG.						
C685	660.72	CS	KINDER	WY 95 s	3.10	12.15 PM	11.10 ¹⁶¹	8.30 ⁸⁹¹	
C694	670.48	LS	FENTON	f	2.47		10.25	7.55	
C697	673.03		FELDER	30	2.43		10.20	7.45	
	680.12		SOU. PACIFIC CROSSING		2.35				
C711	688.10		MANCHESTER	72	2.27		9.50	7.15	
	690.36		SOU. PACIFIC CROSSING						
C718	693.67		LAKE CHARLES YARD. \$WOT		2.19		9.30 PM	7.00 AM	
C720	696.30	LS	LAKE CHARLES	Yard	2.15 PM				
					Daily	Daily	Daily	Daily Except Sunday	

97.27

TRAINS—WESTWARD

FIRST CLASS

Station Numbers	Distance from Goose Creek	TIME TABLE No. 38 AUGUST 18, 1940		Siding Capacity in Cars	FIRST CLASS								
					31	33	35	37	39	41	1	5	
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Express	Passenger	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily		
H 33	0.00	LS	GOOSE CREEK	Yard	12.01 AM	5.45 AM	6.00 AM	6.10 AM	6.45 AM	7.20 ³⁸ AM	7.30 AM	7.40 AM	
H 32	0.78		PELLY (Spur)	20	f 12.05	f 5.48	f 6.03	f 6.13	f 6.48	f 7.23	7.33	f 7.43	
H 31	2.56		BAYTOWN	10	s 12.08	s 5.52	s 6.06	s 6.16	s 6.51	s 7.26 ⁴⁰ s	7.36 ⁴⁰ s	s 7.46 ⁴⁰ s	
	2.74		H. O. CROSSING	5	(12.09 12.20 ³⁰)	s 5.53	s 6.07	s 6.17	6.54 ³⁴ 6.54 ³⁶ AM	7.30 AM	7.37	7.47	
H 30	3.14		S. J. SIDING	5	f 12.21	f 5.54	f 6.08	f 6.18			7.38	f 7.48	
H 29	4.31		NORTH BAYTOWN	5	f 12.23	f 5.56	f 6.10	f 6.20			7.40	f 7.50	
H 28	4.88	P	DURHAM YARD	Y	Yard 12.25 ⁶⁰	5.57	6.11	6.21			7.41	7.51	
H 27	6.83		COADY	50	f 12.28	f 5.59	f 6.13	f 6.23			7.43	f 7.53	
	7.39		LINUS		f 12.30	f 6.00	f 6.15	f 6.25			7.44	f 7.54	
H 25	8.04	P	McNAIR	5	f 12.32	f 6.02	f 6.17	f 6.27			7.45	f 7.55	
	9.04		GARTH		f 12.35	f 6.04	f 6.19	f 6.29			7.47	f 7.57	
	9.54		BUSTER		f 12.36	f 6.05	f 6.20	f 6.30			7.48	f 7.58	
H 23	10.88	P	HIGHLANDS	Y	50 s 12.40	s 6.08	6.25 AM	6.35 ³⁴ AM			s 7.52	s 8.02	
	12.53		BRATTON		f 12.43	f 6.11					7.54	f 8.04	
	13.58		CEDAR BLUFF		f 12.45	f 6.13					7.56	f 8.06	
H 19	13.88		MANTU		f 12.46	f 6.14					7.57	f 8.07	
H 18	15.61		RIDLON	50	12.50 ³² AM	6.20 AM					7.59	f 8.09	
	18.03		OAKLEY								8.03	f 8.13	
H 14	19.57	P	GREENS BAYOU	50							8.05	f 8.15	
	21.61		ABBEY								8.08	f 8.18	
	22.36		UNIVERSAL								8.09	f 8.19	
	23.48		MARTIN								8.11	f 8.21	
H 9	24.88		MARKET STREET YARD	Yard							8.20 AM	8.25	
	25.41		EUGENE									f 8.26	
	26.17		MCCARTY AVENUE									8.27 ² AM	
											Handled by Auto Railer	Handled By Bus	
	33.36		HOUSTON—Union Station								8.45 AM	8.50 AM	
					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

33.36

GOOSE CREEK DISTRICT—GOOSE CREEK TO HOUSTON

**TIME TABLE
No. 38**

AUGUST 18, 1940

TRAINS—WESTWARD

FIRST CLASS

Distance from Goose Creek	STATIONS	Siding Capacity in Cars	SMART									
			43	7	13	17	45	47	49	51	19	
			Passenger	Passenger	Express	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily	Daily	Daily
0.00	LS GOOSE CREEK	Yard	8.05 ⁴⁰ AM	9.50 AM	12.40 PM	12.55 PM	3.22 PM	3.50 PM	4.00 PM	4.10 PM	4.35 ⁴⁸ PM	
0.78	PELLY (Spur)	20 f	8.08 f	9.53 f	12.43 f	12.58 f	3.25 f	3.53 f	4.03 f	4.13 ⁴⁶ f	4.38 f	
2.56	BAYTOWN	10 s	8.12 s	9.56 s	12.46 s	1.01 s	3.30 s	3.58 s	4.06 s	4.15 s	4.41 s	
2.74	H. O. CROSSING	5 s	8.20 ⁴² s	9.57 s	12.47 s	1.02 s	3.34 ^{18 46} PM	3.57 ⁴⁶ s	4.07 ⁴⁶ s	4.16 ⁴⁸ s	4.42 s	
3.14	S. J. SIDING	5 f	8.21 f	9.58 f	12.48 f	1.03 f		3.58 f	4.08 f	4.17 f	4.43 f	
4.31	NORTH BAYTOWN	5 f	8.23 f	10.01 f	12.50 f	1.06 f		4.00 f	4.10 f	4.19 f	4.45 f	
4.88	P DURHAM YARD	Y Yard	8.24	10.07 ⁶	12.51	1.07		4.01	4.11	4.20	4.46	
6.83	COADY	50 f	8.27 f	10.12 f	12.53 f	1.10 f		4.04 f	4.14 f	4.24 f	4.48 ⁵⁰ f	
7.39	LINUS	f	8.28 f	10.13 f	12.54 f	1.11 f		4.05 f	4.15 f	4.25 f	4.49 f	
8.04	P McNAIR	5 f	8.29 f	10.14 f	12.55 f	1.12 f		4.07 f	4.17 f	4.27 f	4.53 ⁵² f	
9.04	GARTH	f	8.30 f	10.16 f	12.57 f	1.14 f		4.10 f	4.20 f	4.30 f	4.55 f	
9.54	BUSTER	f	8.31 f	10.17 f	12.58 f	1.15 f		4.11 f	4.21 f	4.31 f	4.56 f	
10.88	P HIGHLANDS	Y 50 s	8.35 s	10.19 s	1.01 s	1.18 s		4.15 PM	4.25 PM	4.35 ⁵⁰ s	5.00 ⁵⁴ s	
12.53	BRATTON	f	8.37 f	10.21 f	1.04 f	1.21 f				4.38 f	5.03 f	
13.58	CEDAR BLUFF	f	8.39 f	10.24 f	1.06 f	1.24 f				4.40 f	5.05 f	
13.88	MANTU	f	8.40 f	10.25 f	1.07 f	1.25 f				4.41 f	5.06 f	
15.61	RIDLON	50 f	8.45 ⁴⁴ AM	10.28 f	1.10 f	1.28 f				4.45 ⁵⁴ PM	5.09 f	
18.03	OAKLEY	f	10.32	1.14	1.32						5.13 f	
19.57	P GREENS BAYOU	50 f	10.34	1.16	1.34						5.15 f	
21.61	ABBEY	f	10.38	1.19	1.38						5.19 f	
22.36	UNIVERSAL	f	10.39	1.20	1.39						5.20 f	
23.48	MARTIN	f	10.42	1.22	1.42						5.22 f	
24.88	MARKET STREET YARD	Yard	10.45	1.25 PM	1.45						5.24 f	
25.41	EUGENE	f	10.46		1.46						5.25 ²⁰ f	
26.17	McCARTY AVENUE	f	10.50 ⁸ AM		1.50 ¹⁴ PM						5.30 ²⁰ PM	
33.36	HOUSTON—Union Station		Handled By Bus 11.10 AM	Handled by Auto Railer 1.55 PM	Handled By Bus 2.10 PM						Handled By Bus 5.50 PM	
			Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily	Daily	Daily	
	33.36											

**TIME TABLE
No. 38**

AUGUST 18, 1940

TRAINS—WESTWARD

FIRST CLASS

SECOND CLASS

Distance from Goose Creek	STATIONS	Siding Capacity in Cars	FIRST CLASS				SECOND CLASS
			21	23	53	55	61
			Passenger	Passenger	Passenger	Passenger	Red Ball Freight
			Daily	Daily	Daily	Daily	Daily Except Saturday
0.00	LS GOOSE CREEK	Yard	7.00 PM	9.00 PM	9.50 PM	11.20 PM	7.10 PM
0.78	0.78 PELLY (Spur)	20 f	7.03 f	9.03 f	9.53 f	11.23	
2.56	1.78 BAYTOWN	10 s	7.06 s	9.06 s	9.56 s	11.26	7.25
2.74	0.18 H.O. CROSSING	5 s	7.07 s	9.07 s	9.57	11.27 ⁵⁶ PM	
3.14	0.40 S. J. SIDING	5 f	7.08 f	9.08 f	9.58		7.30
4.31	0.17 NORTH BAYTOWN	5 f	7.11 f	9.11 f	10.00		
4.88	0.67 DURHAM YARD	Y Yard	7.12	9.12	10.01		7.55
6.83	1.95 COADY	50 f	7.15 f	9.15 f	10.03		
7.39	0.66 LINUS	f	7.16 f	9.16 f	10.04		
8.04	0.65 McNAIR	5 f	7.17 f	9.17 f	10.06		
9.04	1.00 GARTH	f	7.19 f	9.19 f	10.09		
9.54	0.50 BUSTER	f	7.20 f	9.20 f	10.10		
10.88	1.34 HIGHLANDS	Y 50 s	7.23 s	9.23	10.15 PM		8.30 ²²
12.53	1.65 BRATTON	f	7.26 f	9.26			
13.58	1.05 CEDAR BLUFF	f	7.29 f	9.29			
13.88	0.30 MARTU	f	7.30 f	9.30			
15.61	1.73 RIDLON	50 f	7.33 f	9.33			8.45
18.03	2.42 OAKLEY	f	7.37 f	9.37			
19.57	1.54 GREENS BAYOU	50 f	7.39 f	9.39			9.00
21.61	2.04 ABBEY	f	7.42 f	9.42			
22.36	0.76 UNIVERSAL	f	7.43 f	9.43			
23.48	1.12 MARTIN	f	7.45 f	9.45			
24.88	1.40 MARKET STREET YARD	Yard	7.48	9.48			9.20 PM
25.41	0.63 EUGENE	f	7.49 f	9.49			
26.17	0.76 McCARTY AVENUE		7.55 ²² PM	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						

GOOSE CREEK DISTRICT—HOUSTON TO GOOSE CREEK

Station Numbers	Distance from Houston	TIME TABLE No. 38 AUGUST 18, 1940	Siding Capacity in Cars	EMBAUT TRAINS—EASTWARD									
				FIRST CLASS									
				30	32	34	36	38	40	42	44	2	
STATIONS				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
H 33	33.36	LS GOOSE CREEK.....	Yard	12.30 AM	1.22 AM	7.05 AM	7.10 AM	7.15 ⁴¹ AM	8.00 ⁴³ AM	8.30 AM			9.30 AM
H 32	32.58	..... PELLY ... (Spur)	20	f 12.25	f 1.19	f 6.59	f 7.04	f 7.09	f 7.55	f 8.25			f 9.25
H 31	30.80	..... BAYTOWN	10	s 12.21	s 1.16	s 6.56	s 7.01	s 7.06	s 7.50 ⁴¹	s 8.21			s 9.22
	30.62	..... H. O. CROSSING	5	<u>12.20</u> ³¹ AM	s 1.15	s <u>6.54</u> ³⁹	s <u>7.00</u> ³⁹	s 7.05 AM	s 7.17	s <u>8.20</u> ⁴³ AM			s 9.21
H 30	30.22	..... S. J. SIDING	5		f 1.14	f 6.53	f 6.59		f 7.16				f 9.20
H 29	29.05	..... NORTH BAYTOWN	5		f 1.11	f 6.50	f 6.57		f 7.14				f 9.17
H 28	28.48	P DURHAM YARD.....	Y		1.10	6.48	6.56		7.13				9.16
H 27	26.53	..... COADY	50		f 1.07	f 6.45	f 6.54		f 7.10				f 9.13
	25.97	..... LINUS			f 1.06	f 6.43	f 6.53		f 7.08				f 9.12
H 25	25.32	P McNAIR.....	5		f 1.05	f 6.41	f 6.51		f 7.06				f 9.11
	24.32	..... GARTH			f 1.03	f 6.39	f 6.49		f 7.04				f 9.09
	23.82	..... BUSTER			f 1.02	f 6.38	f 6.48		f 7.03				f 9.08
H 22	22.48	P HIGHLANDS.....	Y 50		s 12.59	<u>6.35</u> ³⁷ AM	s 6.45		<u>7.00</u> AM			<u>8.55</u> AM	s 9.05
	20.83	..... BRATTON			f 12.56		f 6.36					f 8.52	f 9.02
	19.78	..... CEDAR BLUFF			f 12.54		f 6.34					f 8.49	f 8.59
H 19	19.48	..... MANTU			f 12.53		f 6.33					f 8.48	f 8.58
H 18	17.75	..... RIDLON	50		<u>12.50</u> ³¹ AM		<u>6.30</u> AM					<u>8.46</u> ⁴³ AM	f 8.56
	15.33	..... OAKLEY											f 8.48
H 14	13.79	P GREENS BAYOU	50										f 8.45
	11.75	..... ABBEY											f 8.38
	11.00	..... UNIVERSAL											f 8.36
	9.88	..... MARTIN											f 8.34
H 9	8.48	..... MARKET STREET YARD.....	Yard										8.32
	7.95	..... EUGENE											f 8.30
	7.19	..... McCARTY AVENUE											<u>8.27</u> ⁵ AM
	0.00	..... HOUSTON—Union Station.....											Handled By Bus 8.05 AM
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		33.36											

**TIME TABLE
No. 38**

AUGUST 18, 1940

TRAINS—EASTWARD

FIRST CLASS

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	Daily Except Saturday and Sunday	Daily	
33.36	LS GOOSE CREEK	Yard	10.20 AM	11.45 AM	2.45 PM	3.40 PM	4.20 PM	4.35 ¹⁹ PM	5.00 PM	5.10 PM
32.58	0.78 PELLEY (Spur)	20	10.15	f 11.41	f 2.41	3.38	f 4.13 ⁵¹	f 4.27	f 4.58	f 5.08
30.80	1.78 BAYTOWN	10	s 10.12	s 11.38	s 2.38	s 3.35	s 4.10 ⁴⁵	s 4.23	s 4.55	s 5.05
30.62	0.18 H. O. CROSSING	5	s 10.11	s 11.37	s 2.37	s 3.34 ⁴⁶	s 4.09 ¹⁸ 3.31 ⁴⁷	s 4.20 ⁵¹	s 4.54	s 5.04
30.22	0.40 S. J. SIDING	5	10.10	f 11.36	f 2.36	3.33	f 3.23 ⁴⁹		f 4.53	f 5.03
29.05	1.17 NORTH BAYTOWN	5	10.08	f 11.33	f 2.33	3.29	f 3.19		f 4.51	f 5.01
28.48	0.57 P DURHAM YARD	Y	10.07 ⁷	11.32	2.32	3.28	3.18		4.50	5.00
26.53	1.95 COADY	50	10.03	f 11.29	f 2.29	3.25	f 3.15		f 4.48 ¹⁹	f 4.58
25.97	0.56 LINUS		10.02	f 11.28	f 2.28	3.23	f 3.13		f 4.42	f 4.55
25.32	0.65 P McNAIR	5	10.01	f 11.27	f 2.27	3.21	f 3.11		f 4.41	f 4.53 ¹⁹
24.32	1.00 GARTH		9.59	f 11.25	f 2.25	3.19	f 3.09		f 4.39	f 4.49
23.82	0.50 BUSTER		9.58	f 11.24	f 2.24	3.18	f 3.08		f 4.38	f 4.48
22.48	1.34 P HIGHLANDS	Y	9.53	s 11.21	s 2.21	s 3.15	3.05 PM		4.35 ⁵¹	4.45 PM
20.83	1.65 BRATTON		9.47	f 11.18	f 2.18	3.12				
19.78	1.05 CEDAR BLUFF		9.45	f 11.15	f 2.15	3.10				
19.48	0.30 MANTU		9.44	f 11.14	f 2.14	3.09				
17.75	1.73 RIDLON	50	9.42	f 11.12	f 2.12	3.07				
15.33	2.42 OAKLEY		9.38	f 11.08	f 2.08	3.03				
13.79	1.54 P GREENS BAYOU	50	9.35	f 11.05	f 2.05	3.01				
11.75	2.04 ABBEY		9.31	f 11.01	f 2.01	2.57				
11.00	0.75 UNIVERSAL		9.30	f 10.59	f 1.59	2.56				
9.88	1.12 MARTIN		9.27	f 10.56	f 1.56	2.53				
8.48	1.40 MARKET STREET YARD	Yard	9.25 AM	10.53	1.53	2.50 PM				
7.95	0.53 EUGENE			f 10.52	f 1.52					
7.19	0.76 McCARTY AVENUE			10.50 ⁷ AM	1.50 ¹⁷ PM					
	7.19									
0.00	HOUSTON—Union Station		Handled by Auto Railer 9.00 AM	Handled By Bus 10.30 AM	Handled By Bus 1.30 PM	Handled by Auto Railer 2.15 PM				
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily
	33.36									

GOOSE CREEK DISTRICT—HOUSTON TO GOOSE CREEK

TIME TABLE

No. 38

AUGUST 18, 1940

TRAINS—EASTWARD

FIRST CLASS

SECOND CLASS

Distance from Houston	STATIONS	Siding Capacity in Cars	FIRST CLASS					SECOND CLASS
			54	20	22	24	56	60
			Passenger	Passenger	Passenger	Passenger	Passenger	Red Ball Freight
			Daily	Daily	Daily	Daily	Daily	Daily Except Saturday
33.38	LS GOOSE CREEK	Yard	5.25 PM	6.25 PM	8.53 PM	10.50 PM	11.35 PM	12.45 AM
32.58	0.75 PELLY (Spur)	20	f 5.21	f 6.20	f 8.50	f 10.45	f 11.31	
30.80	1.75 BAYTOWN	10	s 5.18	s 6.17	s 8.47	s 10.42	s 11.28	12.35
30.62	0.15 H. O. CROSSING	5	s 5.17	s 6.16	s 8.46	s 10.41	s 11.27	65
30.22	0.40 S. J. SIDING	5	f 5.16	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 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	1.09 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	61 s 8.30	61 s 10.25	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		4.48	f 5.53	f 8.18	f 10.18		
17.75	1.73 RIDLON	50	4.45 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 GREENS 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 MARKET STREET YARD	Yard		5.33	7.58	9.58		10.10 PM
7.95	0.53 EUGENE			f 5.32	f 7.57	f 9.57		
7.19	0.76 McCARTY AVENUE			5.30 PM	7.55 PM	9.55 PM		
	7.19							
0.0	HOUSTON—Union Station			Handled By Bus 5.10 PM	Handled By Bus 7.35 PM	Handled By Bus 9.35 PM		
			Daily	Daily	Daily	Daily	Daily	Daily Except Saturday
	33.36							

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

TRAINS—WESTWARD				Station Numbers	Miles from Port Barre	TIME TABLE		Miles from Brownsville	Siding Capacity in Cars	TRAINS—EASTWARD			
THIRD CLASS		SECOND CLASS				No. 38				THIRD CLASS			
499 Local Freight Daily Except Sunday		497 Local Freight Daily Except Sunday				AUGUST 18, 1940				496 Local Freight Daily Except Saturday	498 Local Freight Daily Except Sunday		
STATIONS													
10.15 ⁴⁹⁸ AM				N89	88.8	SHADYSIDE	Y	686.1			10.10 ⁴⁹⁹ AM		
				N86	85.7	CENTERVILLE		683.0					
10.50				N83	83.4	GARDEN CITY		680.7			9.35		
11.10				N80	80.1	FRANKLIN	W	677.4			9.15		
				N79	78.8	STERLING JCT	Y	676.1	49				
					75.4	DRAW BRIDGE	Teche Bayou						
11.45 AM				N75	74.6	OAKLAWN		671.9	60		8.40		
					69.6	DRAW BRIDGE	Teche Bayou						
12.20 PM				N69	69.4	CHARENTON		666.8	37		8.05		
				N65	65.3	ADELINE		662.7	42				
1.20				N60	59.9	JEANERETTE	LS	657.3	22		7.05		
				N53	53.1	OLIVIER		650.5					
					49.7	SOU. PACIFIC CROSSING		647.1					
					48.4	SOU. PACIFIC CROSSING		645.8					
					47.7	SOU. PACIFIC CROSSING		645.1					
2.20 PM		6.30 PM		N48	47.4	NEW IBERIA	\$OWY	644.8	Yard	2.05 AM	6.00 AM		
		6.45		N44	44.0	MORBIHAN		641.5		1.55			
					41.9	DRAW BRIDGE	Teche Bayou						
				N42	41.8	VIDA	W	638.5					
		7.00		N40	40.3	LOREAUVILLE	LS	637.0	40	1.40			
				N37	37.1	WALET		633.8					
				N35	35.1	COTEAU HOLMES		631.8					
				N31	31.2	ISLE LABBE		627.9					
		8.00		N26	26.5	PARKS	W	623.2	28	12.40 AM			
					20.6	SOU. PACIFIC CROSSING		617.3					
				N20	20.5	GRAND POINT		617.3					
				N18	18.5	CECELIA		615.2	35				
				N16	16.3	HURON		613.0	43				
				N14	14.4	BUSHVILLE		611.1	32				
		9.00		N12	12.0	ARNAUDVILLE	LS	608.7	33	11.50 PM			
				N 9	8.5	ROBIN		605.2					
				N 8	8.0	BENOIT		604.7					
				N 6	5.8	PECANIERE		602.5					
					2.3	SOU. PACIFIC CROSSING		599.0					
				N 1	1.5	PORT BARRE JCT		598.2					
		9.50 PM			0.0	PORT BARRE	LS	597.6	Yard	10.55 PM			
Daily Except Sunday		Daily Except Sunday								Daily Except Saturday	Daily Except Sunday		
88.8													

TRAINS WESTWARD

TIME TABLE

TRAINS EASTWARD

No. 38

AUGUST 18, 1940

SECOND CLASS		Station Numbers	Miles from Brownsville	STATIONS		Miles from Newton	Siding Capacity in Cars	SECOND CLASS	
441 Mixed	495 Local Freight			LS	YW			440 Mixed	494 Local Freight
Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	Daily Except Sunday
2.00 PM		B 526	526.4	LS	NEWTON	0.0	Yard	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	14.4	W		
f 2.40		B 511	511.3		ADSUL	15.1		f 12.54	
s 2.50		B 508	508.0	LS	CALL	18.4		s 12.44	
			506.6		TRAM CROSSING	19.8			
s 3.20		B 496	496.6	LS	BESSMAY	29.8		s 12.08	
		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			
4.20 PM	6.00 AM	477	477.7	CS	MAURICEVILLE	48.7	39	11.10 AM	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	59.0	Y		
	6.50	C 489	489.0		ROBERTSVILLE	60.0			12.10
	7.00 AM	C 490	490.5	LS	ORANGE	61.5	Yard		12.01 PM
Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	Daily Except Sunday
						61.5			

CROWLEY DISTRICT—BETWEEN EUNICE AND CROWLEY

TRAINS—WESTWARD				Miles from Brownsville	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS—EASTWARD			
THIRD CLASS					No. 38					THIRD CLASS			
893 Local Freight					AUGUST 18, 1940					892 Local Freight			
			Daily Except Sunday		STATIONS								
			11.30 AM	570.3	LS	EUNICE	OWY	570	YARD				
			f 11.55 AM	577.9		^{7.6} MOWATA		A 578				f 6.50	
			f 12.15 PM	582.4		^{4.5} MAXIE		A 582	32			f 6.30	
			12.50 PM	592.3		^{9.9} CROWLEY	WY	A 592	YARD			6.00 AM	
			Daily Except Sunday			22.0						Daily Except Sunday	

ERWINVILLE DISTRICT—BETWEEN ERWINVILLE JUNCTION AND MIX

TRAINS—WESTWARD				Miles from Brownsville	TIME TABLE			Station Numbers	Siding Capacity in Cars	TRAINS—EASTWARD			
					No. 38								
					AUGUST 18, 1940								
					STATIONS								
				632.4	LS	ERWINVILLE JCT	Y	632					
				636.6		^{4.2} LAKE LAND	W	D 636					
				637.4		^{0.8} CELINA		D 637					
				637.8		^{0.4} OAKLAND		D 638					
				638.5		^{0.7} KNAPP		D 639					
				644.0		^{6.4} MIX		D 645					
						12.5							

WESTWARD EASTWARD
JEFFERSON ISLAND DISTRICT
BETWEEN NEW IBERIA AND JEFFERSON ISLAND

Station Numbers	Miles from Port Barre	TIME TABLE		Miles from Brownsville	Siding Capacity in Cars
		No. 38			
		AUGUST 18, 1940			
		STATIONS			
48	47.4	NEW IBERIA		644.5	Yard
B56	56.2	^{8.8} WYE	Y	653.3	
B57	57.8	^{1.6} JEFFERSON ISLAND		654.9	Yard
		10.4			

WESTWARD EASTWARD
DAUTERIVE DISTRICT
BETWEEN LOREAUVILLE AND CAROLINE

Station Numbers	Miles from Port Barre	TIME TABLE		Miles from Brownsville	Siding Capacity in Cars
		No. 38			
		AUGUST 18, 1940			
		STATIONS			
40	40.3	LOREAUVILLE		637.0	
A44	44.0	^{3.7} CAROLINE		640.7	19
		3.7			

SPECIAL INSTRUCTIONS

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, except:

- No. 56 is superior to No. 31.
- No. 34 is superior to Nos. 41, 1 and 5.
- No. 38 is superior to Nos. 41, 1 and 5.
- No. 36 is superior to Nos. 41, 1 and 5.
- No. 6 is superior to No. 7.
- No. 48 is superior to No. 19.
- No. 22 is superior to No. 23.
- No. 24 is superior to No. 55.

2. MAXIMUM SPEED:

	Passenger Trains	Freight Trains
Anchorage District:		
Between De Quincy and Lottie.....	65	50
Between Lottie and Anchorage.....	60	40
Houston District	65	50
Grayburg and Sour Lake	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
Auto-Railer	45	
New Iberia District:		
Between Port Barre Jct. 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
Cortabean 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	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.

Lake Charles Yard: Time as shown on Time Table and in train orders Lake Charles yard will apply at track known as Park Track which is opposite yard office—West Switch Mile Post 694.0—East Switch Mile Post 693 Pole 17.

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

Where maximum speed will permit locomotives in either freight or passenger service may be operated at the following speeds:

GCL and I-GN Locomotives:	Miles Per Hour	
	Passenger Trains	Freight Trains
301 to 319	50	50
320	65	65
321	50	50
322	65	65
323 to 332	50	50
333	65	65
334 to 338	50	50
339	65	65
341	50	50
342 to 343	65	65
344 to 346	50	50
347 to 348	65	65
349	50	50
350 to 351	65	65
352 to 360	50	50
361 to 389	65	65
941 to 948	35	35
1011 to 1040	55	55
1051 to 1073	55	55
1101 to 1125	63	63
1151 to 1161	80	80
Missouri Pacific Locomotives:		
5201 to 5207	55	55
5501 to 5540	80	80
6401 to 6444	80	80
6501 to 6521	70	70
6601 to 6629	80	80

	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.....	25	10

(Continued on page 18.)

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.

I.G.N. Scale test car X-5121 is equipped with Engine tender trucks and when handled next to cabooses maximum freight train speed may be made.

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 cabooses.

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 491 only.

Eunice is register station for Trains 892 and 893 only.

WG. Junction is register station for first class trains only.

H. O. Crossing 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.

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
Torbart	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-40 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	Interlocked
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.	S. P.	Automatic Interlocked
"	508.4	K. C. S.	K. C. S.	K. C. S.	Automatic Interlocked
Houston	460.4	G.C.&S.F.	M. P.	M. P.	Not Gated
"	460.3	S. P.	M. P.	M. P.	Not Gated
"	459.3	S. P.	S. P.	S. P.	Interlocked
Lake Charles	690.36	S. P.	S. P.	M. P.	Gated
"	680.11	S. P.	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
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	M. P.	M. P.	Not Gated
"	20.6	S. P.	M. 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.	M. P.	Not Gated
"	477.7	K. C. S.	K. C. S.	K. C. S.	Interlocked
"	C486.9	S. P.	S. P.	S. P.	Automatic Interlocked
Jefferson Island	53.6	F. & A.	F. & A.	F. & A.	Not Gated

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.

(Continued on page 19.)

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
Ragley ..	520.9	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. LOCATION OF SIGNALS AND SWITCHES:

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.

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 "
Couch ..	521	521.0	4 "
Kernan ..	519	519.4	8 "
Sompayrac ..	511	511.0	3 "
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 "

(Continued on page 20)

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:

	Station Number	Miles from St. Louis	Capacity
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 "

New Iberia District:

	Station Number	Miles from Port Barre Jct.	Capacity
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 "
Mestayer	A43	43.2	12 "

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. 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.
Dr. A. S. Witherington.....De Quincy, La.
Dr. L. D. Bishop.....De Quincy, La.
Dr. Gordon 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. M. 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.....Krotz Springs, La.
Dr. F. F. Rougon.....Erwinville, La.
Dr. J. J. Robert.....Baton Rouge, La.

Dr. W. R. Eldson.....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. Sam B. Lyons.....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.