

DIVISION OFFICERS

G. C. KENNEDY.....Superintendent.....Kingsville, Texas
A. F. JUDD.....Asst. Superintendent..De Quincy, La.
J. T. DAVIS..... Trainmaster all Sub-
divisions except
Goose Creek
SubdivisionDe Quincy, La.
J. W. MARSHALL.... Trainmaster, Goose
Creek Subdiv.....Kingsville, Texas
E. N. MALONE.....Trainmaster.....De Quincy, La.
D. M. HUESTON.... Trainmaster.....De Quincy, La.
E. ELLIOTT.....Dispatcher.....De Quincy, La.
W. W. EDMISTEN.... Dispatcher.....De Quincy, La.
S. A. FONTENOT.... Dispatcher.....De Quincy, La.
E. O. IVEY.....Dispatcher.....De Quincy, La.
H. R. MOYER.....Dispatcher.....De Quincy, La.
T. B. RUSSELL.....Dispatcher.....De Quincy, La.
D. D. SPEEG.....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
MISSOURI PACIFIC RAILROAD

DeQUINCY DIVISION

TIME-TABLE No. 41

Effective 12:01 A. M.

SUNDAY, FEBRUARY 8, 1942

CENTRAL STANDARD TIME

Superseding Time-Table No. 40, dated October 12,
1941, and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
No. 3 DATED FEBRUARY 8, 1942.

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.

E. SULLIVAN, Gen'l Superintendent Transportation.

L. A. GREGORY, Ass't Gen'l Supt. Transportation.

DE QUINCY DIVISION ARBITRARY HOLDS—PASSENGER TRAINS

STATION	Train Number	Hold for Division Train	Hold Until	Hold if On Time	REMARKS
Houston	4	Palestine 25	10:00 A. M.	20 Minutes	When passengers reported. When passengers reported. When three or more passengers for points West of Anchorage reported. When passengers reported. For Connection.
Kinder	102	3	2:45 P. M.	15 Minutes	
New Orleans	3	All Connections	9:00 A. M.	30 Minutes	
New Orleans	9	All Connections	10:40 P. M.	15 Minutes	
Alexandria	101	Louisiana 101	Indefinitely		

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.
 O—Fuel Oil.
 W—Water.
 Y—Wye Track.
 T—Turntable.
 §—Track Scales.
 *—Mail Crane.
 Register Stations are shown in full-faced type.

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.
 b—No. 9 and 10 will stop on flag at Elton to accommodate passengers tickets to or from New Orleans, Baton Rouge, 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

STATIONS NOT SHOWN IN TIME-TABLE WILL BE SERVED BY TRAINS INDICATED BELOW

Station	Miles from Brownsville	Train Numbers
Anchorage Subdiv.:		
Torbert	626.5	3 4
Bel	530.0	3 4
Ragley	520.9	3 4
Houston Subdiv.:		
Sandune	418.6	3 4
Orange Subdiv.:		
Gratis	481.9	494 495
Lake Charles Subdiv.:		
	Miles from St. Louis	Train Numbers
Bon Air	683.98	101 102
Woodlawn	675.98	101 102
Goose Creek Subdiv.:		
	Miles from Houston	Train Numbers
South Highlands	21.89	All Trains
Nira	12.10	All Trains
Danetta	8.01	All Trains

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 SUBDIVISION—ANCHORAGE TO DEQUINCY

Station Numbers	Brownsville Miles from	TIME-TABLE No. 41 FEBRUARY, 8, 1942	TRAINS WESTWARD						
			FIRST CLASS			SECOND CLASS		THIRD CLASS	
			9 Passenger Daily	3 Passenger Daily		63 Red Ball Freight Daily	161 Red Ball Freight Daily	491 Local Freight Daily Except Sunday	497 Local Freight Daily Except Sunday
739	738.9	NEW ORLEANS	10 25 PM	8 30 AM		8 30 AM			
649	649.4	BATON ROUGE	12 35 AM	10 40 AM					
647	646.7	NORTH BATON ROUGE	12 45	11 00 AM					
644	643.9	LS ANCHORAGE	1 30 AM	11 40 AM		3 30 PM		7 30 PM	
		T. & P. CROSSING							
640	639.7	P WESTOVER (Spur)	1 36	11 46		3 37		7 45	
631	631.5	LS ERWINVILLE	1 45	11 57 AM		3 50		8 05	
622	622.4	LIVONIA	1 55	12 10 PM		4 11		8 25	
		T. & P. CROSSING							
617	617.2	LS LOTTIE	2 01	12 19		4 30		8 55	
		DRAWBRIDGE (Atchafalaya River)							
610	610.4	LS KROTZ SPRINGS	2 12	12 31		4 45		9 25	
602	602.4	P CORTABEAU	2 21	12 41		4 58		9 45	
		SOU. PAC. CROSSING							
	598.2	PORT BARRE JUNCTION							
597	597.6	LS PORT BARRE	2 27	12 47		5 15		10 05 PM	10 30 PM
590	590.7	TP OPELOUSAS	2 34	12 58		5 29			10 50
		SOU. PAC. CROSSING							
		T. & P. CROSSING							
584	584.2	LAWTELL	2 47	1 12		5 41			11 10
576	578.2	P SAVOY	2 56	1 22		5 53			11 25 PM
		SOU. PAC. CROSSING							
570	570.3	LS EUNICE	3 08	1 35		6 10			12 01 AM
		T. & P. CROSSING							
565	565.1	P TYRONE	3 15	1 43		6 20			12 20
559	559.5	LS BASILE	3 21	1 52		6 29			12 45
553	553.6	LS ELTON	3 27	2 01		6 39			1 05
549	548.9	P COVERDALE	3 32	2 12		6 47			1 20
		L. C. SUBDIV. CROSSING							
544	544.3	CS KINDER	3 47	2 30		7 00	11 15 PM		1 39
538	538.2	P LE BLANC	3 55	2 38		7 10	11 23		2 18
532	532.3	LS REAVES	4 02	2 47		7 20	11 31		2 37
526	526.4	P EDITH	4 09	2 55		7 30	11 39		2 55
		SOU. PAC. CROSSING							
523	523.1	P FULTON	4 14	2 59		7 35	11 44		3 05
515	515.3	P GORDON	4 24	3 08		7 47	11 54 PM		3 30
		K. C. S. CROSSING							
508	508.0	CS DE QUINCY	4 38 AM	3 22 PM		8 15 PM	12 15 AM		3 55 AM
		L. C. SUBDIV. CROSSING							
	135.0		Daily	Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday

ANCHORAGE SUBDIVISION—DEQUINCY TO ANCHORAGE

Miles from Brownsville	TIME-TABLE No. 41 FEBRUARY, 8, 1942		Siding Capacity in Cars	TRAINS EASTWARD									
	STATIONS			FIRST CLASS				SECOND CLASS			THIRD CLASS		
				10	4			62	160		496	490	
				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 25 AM	8 00 PM			6 00 AM					
649.4	BATON ROUGE		} Vis Y. & M. V. and Ill. Cent.	5 25	5 50								
646.7	NORTH BATON ROUGE			5 05	5 30			12 35 AM					
643.9	LS	ANCHORAGE	OWT	Yard	4 25 AM	4 50			3 00 PM			12 55 AM	
643.9		T. & P. CROSSING											
639.7	P	WESTOVER	(Spur)	25	4 10	f 4 34		2 35				12 40	
631.5	LS	ERWINVILLE	*Y	89	4 00	f 4 23		2 15				12 25	
622.4		LIVONIA		105	3 47	f 4 11	63	1 47				12 10 AM	
621.1		T. & P. CROSSING											
617.2	LS	LOTTIE		95	a 3 39	f 4 01		1 30				11 55 PM	
		DRAWBRIDGE											
610.4	LS	KROTZ SPRINGS		96	3 27	s 3 48		1 01				11 30	
602.4	P	CORTABEAU		96	3 19	3 39		12 41	3			11 05	
		SOU. PAC. CROSSING											
598.2		PORT BARRE JUNCTION											
597.6	LS	PORT BARRE	* WY	Yard	3 12	s 3 30		12 05 PM			10 30 ⁴⁹⁷ PM	10 45 PM	
590.7	TP	OPELOUSAS		95	s 3 01	s 3 20		11 40 AM			10 15		
590.2		SOU. PAC. CROSSING											
590.1		T. & P. CROSSING											
584.2		LAWTELL		98	2 47	g f 3 08		11 18			9 55		
578.2	P	SAVOY		95	2 34	2 59		10 50			9 35		
570.4		SOU. PAC. CROSSING											
570.3	LS	EUNICE	OWY	Yard	a 2 25	s 2 48		10 30			9 15		
570.1		T. & P. CROSSING											
565.1	P	TYRONE		96	2 15	2 38		10 08			8 30		
559.5	LS	BASILE	*	59	2 08	s 2 30		9 55			8 05		
553.6	LS	ELTON	*	63	b 2 00	s 2 21		9 37			7 45		
548.9	P	COVERDALE		95	1 54	2 12	3	9 20			7 20		
544.5		L. C. SUBDIV. CROSSING											
544.3	CS	KINDER	WY	108	s 1 39 ⁴⁹⁷	s 1 56		9 00	11 45 AM		7 00 ⁶³		
538.2	P	LE BLANC	*	95	1 30	f 1 49		8 44	11 32		6 30		
532.3	LS	REAVES	*	95	1 23	f 1 41		8 30	11 20		6 15		
526.4	P	EDITH		58	1 16	1 32		8 17	11 09		6 03		
523.1		S. P. CROSSING											
523.1	P	FULTON	*	57	1 12	1 28		8 10	11 01		5 57		
515.3	P	GORDON		93	1 03	1 19		7 52	10 45		5 44		
508.4		K. C. S. CROSSING											
508.0	CS	DE QUINCY	OWT	Yard	12 53 AM	1 09 PM		7 30 AM	10 30 AM		5 30 PM		
		185.9			Daily	Daily		Daily	Daily		Daily Except Saturday	Daily Except Sunday	

HOUSTON SUBDIVISION — DEQUINCY TO HOUSTON

Station Numbers	Miles from Brownsville	TIME-TABLE No. 41 FEBRUARY, 8, 1942	TRAINS WESTWARD						
			FIRST CLASS			SECOND CLASS		THIRD CLASS	
			9 Passenger	3 Passenger		161 Red Ball Freight	63 Red Ball Freight	493 Freight Local	
		STATIONS	Daily	Daily		Daily	Daily	Daily Except Sunday	
508	508.0	CS..... DE QUINCY..... §OWT	4 43 ⁶² AM	3 27 PM		12 35 AM	9 15 PM		
	507.3	..... C. S. JUNCTION, LA.....	4 45	3 29		12 40	9 20	
477	477.7	..... MAURICEVILLE, TEX. {	5 27	4 12		10 25		
461	461.0	..... BEAUMONT..... } Via K. C. S. By	5 55	4 42				
		..... G. O. L. JUNCTION.....						
	460.4	..... G. O. & S. F. CROSSING.....						
	460.3	..... S. P. CROSSING.....						
459	459.6	..... BEAUMONT YARD... §OWY	6 06	4 53		2 35 ⁶²	11 25 ¹⁰	9 00 AM
	459.3	CS. SOU. PACIFIC CROSSING...							
455	455.1	P..... ELIZABETH.....	6 12 ¹⁶⁰	4 59		2 45	11 40	9 20	
447	447.6	P..... WESTBURY.....	6 21	5 08		2 59	11 55 PM	9 35	
441	441.3	LS..... GRAYBURG..... *	6 29	5 17		3 11	12 15 AM	10 01	
436	436.8	P..... HATHAWAY.....	6 34	5 22		3 20	12 41 ⁶²	10 20	
432	432.6	P..... STRAIN.....	6 39	5 27		3 27	12 55	10 35	
427	427.2	LS..... HULL..... *	6 45	5 34		3 36	1 10	10 58 ⁴⁹²	
422	422.4	P..... HARDIN..... *	6 50	5 40		3 44	1 24	11 15	
	416.3	P..... WATER TANK.....							
413	413.6	P..... KENEFLOK.....	7 01	5 51		4 15 ¹⁶⁰	1 47	11 45	
409	409.0	P..... MARTHA.....	7 06	5 57		4 27	2 05	11 59 AM	
403	403.1	P..... EASTGATE..... *	7 12	6 04		4 40	2 22	12 15 PM	
398	398.8	LS..... HUFFMAN..... *	7 17	6 11		4 48	2 35	12 35	
392	392.8	P..... HARMASTON.....	7 24	6 20		5 02	2 50	1 00	
388	388.6	P..... VICTOR.....	7 29	6 25		5 11	3 00	1 20	
385	385.0	P..... DYERSDALE.....	7 34	6 32		5 19	3 18 ¹⁶⁰	1 35	
381	381.6	P..... SETTEGAST.....	7 39	6 38		5 26	3 35	1 55	
378	378.0	P..... GULF COAST.....	7 45	6 45		5 35	3 50	2 10	
		..... NEW SOUTH YARD.OWTY {				6 20 AM	4 30 AM	3 00 PM
372	371.8	..... HOUSTON..... } Via H. B. & T. By	8 05 AM	7 05 PM				
		Freight 139.7	Daily	Daily		Daily	Daily	Daily Except Sunday	
		Passenger 136.2							

HOUSTON SUBDIVISION—HOUSTON TO DEQUINCY

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Siding Capacity in Cars	Miles from Brownsville	TIME-TABLE No. 41 FEBRUARY 8, 1942		TRAINS EASTWARD							
				FIRST CLASS				SECOND CLASS			THIRD CLASS
				4 Passenger	10 Passenger	160 Red Ball Freight	62 Red Ball Freight	492 Local Freight			
STATIONS		Daily	Daily	Daily	Daily	Daily Except Sunday					
Yard	508.0	CS DE QUINCY § OWT	1 04 PM	12 48 AM	9 00 AM	4 43 ⁹ AM					
	507.3	0.7 C. S. JUNCTION, LA. {	1 01	12 45	8 55	4 40					
	477.7	29.6 MAURICEVILLE, TEX. {	12 21 PM	12 02 AM		3 25					
	461.0	16.7 BEAUMONT {	11 54 AM	11 35 PM	7 00	2 45					
		0.2 Via K. C. S. Ry.	11 49	11 31							
	480.8	G. C. L. JUNCTION	11 48	11 30							
	480.4	0.4 G. C. & S. F. CROSSING									
	480.3	0.7 S. P. CROSSING									
Yard	459.6	0.3 BEAUMONT YARD § OWY	11 43	11 25 ⁶³	6 50	2 35 ¹⁶¹	2 30 PM				
	459.3	4.2 CS. SOU. PACIFIC CROSSING									
	57	7.5 ELIZABETH	11 37	11 18	6 12 ⁹	1 35	1 30				
	96	6.3 WESTBURY	11 29	11 10	5 50	1 15	12 45 PM				
	58	4.5 GRAYBURG	11 21	11 03	5 35	12 55	11 55 AM				
	57	4.2 HATHAWAY	11 12	10 58	5 25	12 41 ⁶³	11 35				
	95	5.4 STRAIN	11 06	10 53	5 14	12 25	11 20				
	57	4.8 HULL	10 58 ⁴⁹²	10 47	5 02	12 10 AM	10 58 ⁴⁹³				
	80	6.1 HARDIN	10 50	10 40	4 50	11 57 PM	10 20				
	416.3	2.7 WATER TANK									
	96	4.6 KENDRICK	10 38	10 28	4 15 ¹⁶¹	11 32	9 53				
	95	5.9 MARtha	10 33	10 23	4 05	11 20	9 45				
	60	4.3 EASTGATE	10 27	10 17	3 54	11 05	9 33				
	80	6.0 HUFFMAN	10 22	10 12	3 45	10 55	9 23				
	97	4.2 HARMASTON	10 16	10 06	3 34	10 40	9 10				
	58	3.6 VICTOR	10 12	10 02	3 26	10 30	9 03				
	95	3.4 DYERSDALE	10 08	9 58	3 13 ⁶³	10 20	8 48				
	56	3.6 SETTEGAST	10 04	9 54	3 10	10 10	8 35				
Yard	378.0	3.6 GULF COAST	10 00	9 50 ⁶²	3 00	9 50 ¹⁰	8 25				
Yard		9.7 NEW SOUTH YARD...OWTY {			2 30 AM	9 00 PM	8 00 AM				
	371.8	6.2 HOUSTON {	9 40 AM	9 30 PM							
		Via H. B. & T. Ry.									
		Freight 139.7 Passenger 136.2	Daily	Daily	Daily	Daily	Daily Except Sunday				

6 LAKE CHARLES SUBDIVISION—WILLOW GLEN TO LAKE CHARLES

Station Numbers	Miles from St. Louis	TIME-TABLE No. 41 FEBRUARY 8, 1942		TRAINS—WESTWARD								
				FIRST CLASS			SECOND CLASS		THIRD CLASS			
				101			161	861		891		
			Passenger				Red Ball Freight	Red Ball Freight			Local Freight	
			Daily				Daily	Daily			Daily Except Sunday	
C623	599.03	OS.....	ALEXANDRIA.....	10 15 AM								
			2.38									
C625	601.41	OS.....	ALEXANDRIA YARD. \$WOT	10 21			9 30 PM	10 00 PM			4 00 AM	
			1.70									
	603.11		WILLOW GLEN.....	10 25								
			1.52									
C629	604.63	P.....	WG JUNCTION.....	10 30			9 40	10 15			4 15	
			6.12									
C634	610.75	LS.....	WOODWORTH.....	10 39			9 50	10 28			4 40	
			1.47									
C636	612.22		VALDE ROUGE.....	10 42			9 53	10 35			4 50	
			3.59									
C640	616.81	CS.....	BRINGHURST..... Y	10 49			9 58	10 47			5 05	
			2.41									
C642	618.23	LS.....	FOREST HILL.....	10 54 ⁸⁹⁰			10 02	10 55			5 15	
			3.13									
C645	621.35	TP.....	LONG LEAF.....	10 58			10 07	11 07			5 30	
			2.41									
C647	623.76	LS.....	GLENMORA..... W	11 06			10 12	11 20			5 40	
			6.11									
C654	629.87		PAWNEE.....	11 14			10 22	11 40			6 00	
			5.90									
C659	635.77	CS.....	OAKDALE..... W	11 23			10 31	11 59 ⁸⁶⁰ PM			6 30	
			0.30									
	636.07		G. C. & S. F. CROSSING... Y									
			5.21									
C665	641.28		WARD.....	11 30			10 40	12 25 AM			6 50	
			6.39									
C671	647.67		FOLEY.....	11 37			10 49	12 45			7 10	
			2.80									
C674	650.47	LS.....	OBERLIN.....	11 42			10 53	12 55			7 35	
			3.74									
C678	654.21		M SIDING.....	11 47			10 59	1 10			7 55	
			6.49									
	680.70		ANCHORAGE SUBDIV. CSG...									
			0.02									
C685	680.72	CS.....	KINDER..... WY	11 54 AM			11 10 ⁸⁶⁰ PM	1 45			8 30 ⁸⁹⁰	
			9.76									
C694	670.48	LS.....	FENTON.....	12 15 PM				2 30			8 55	
			9.64									
	680.12		SOU. PACIFIC CROSSING.....	12 26								
			7.98									
C711	688.10		MANCHESTER.....	12 35				3 30			9 35	
			2.26									
	690.36		SOU. PACIFIC CROSSING.....									
			3.31									
C718	693.67		LAKE CHARLES YARD. \$WOT	12 44				4 30 AM			10 00 AM	
			2.63									
C720	696.30	LS.....	LAKE CHARLES.....	12 59 PM								
			97.27									
				Daily			Daily	Daily			Daily Except Sunday	

LAKE CHARLES SUBDIVISION—LAKE CHARLES TO WILLOW GLEN 7

Siding Capacity in Cars		Miles from St. Louis		TIME-TABLE No. 41 FEBRUARY 9, 1942		TRAINS EASTWARD							
						FIRST CLASS			SECOND CLASS		THIRD CLASS		
						102			160	860		890	
						Passenger			Red Ball Freight	Red Ball Freight		Local Freight	
		STATIONS		Daily			Daily	Daily			Daily Except Sunday		
	599.03	CS	ALEXANDRIA	4 25 PM									
			2.38										
Yard	601.41	CS	ALEXANDRIA YARD \$WOT	4 10			2 30 PM	2 00 AM			1 00 PM		
			1.70										
	603.11		WILLOW GLEN	4 06									
			1.52										
	604.03	P	WG JUNCTION	3 58			2 10	1 30			12 20 PM		
			6.12										
81	610.75	LS	WOODWORTH	3 48			1 55	1 10			11 55 AM		
			1.47										
	612.22		VALDE ROUGE	3 43			1 51	1 01			11 45		
			3.59										
82	615.81	CS	BRINGHURST	3 39			1 43	12 50			11 35		
			2.41										
40	618.22	LS	FOREST HILL	3 32			1 39	12 42			10 54 ¹⁰¹		
			3.13										
	621.35	TP	LONG LEAF	3 27			1 33	12 35			10 40		
			2.41										
81	623.76	LS	GLENMORA	3 22			1 28	12 30			10 30		
			6.11										
82	629.87		PAWNEE	3 12			1 15	12 15 AM			10 15		
			5.90										
82	635.77	CS	OAKDALE	3 05			1 05	11 59 ⁸⁶¹ PM			10 01		
			0.30										
	636.07		G. C. & S. F. CROSSING										
			5.21										
82	641.28		WARD	2 55			12 55	11 47			9 35		
			6.39										
82	647.67		FOLEY	2 48			12 44	11 38			9 15		
			2.80										
	650.47	LS	OBERLIN	2 44			12 38	11 33			9 05		
			3.74										
81	654.21		M SIDING	2 38			12 30	11 25			8 50		
			6.49										
	660.70		ANCHORAGE SUBDIV. CSG.										
			0.02										
95	660.72	CS	KINDER	2 30			12 15 PM	11 10 ¹⁶¹			8 30 ⁸⁹¹		
			9.76										
	670.48	LS	FENTON	2 05				10 25			7 55		
			9.64										
	680.12		SOU. PACIFIC CROSSING	1 53									
			7.98										
72	688.10		MANCHESTER	1 44				9 50			7 15		
			2.26										
	690.36		SOU. PACIFIC CROSSING										
			3.31										
47	693.67		LAKE CHARLES YARD \$WOT	1 35				9 30 PM			7 00 AM		
			2.63										
Yard	696.30	LS	LAKE CHARLES	1 30 PM									
			97.27										
				Daily			Daily	Daily			Daily Except Sunday		

Station Numbers	Distance from Goose Creek	TIME-TABLE No. 41 FEBRUARY 8, 1942	TRAINS WESTWARD									
			FIRST CLASS									
			31	33	35	1	5	37	39			
			Passenger	Passenger	Passenger	Passenger	Express	Passenger	Passenger			
		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
H 33	0.00	LS GOOSE CREEK	12 01 AM	5 45 AM	5 55 AM	6 55 AM	7 10 ²⁶ AM	7 20 AM	8 05 AM			
H 32	0.78	..... PELLY (Spur).....	t 12 04	t 5 48	t 5 58	t 6 58 ³⁴	7 13	t 7 23	8 08			
H 31	2.56	..... BAYTOWN	s 12 08	s 5 52	s 6 02	s 7 03 ³⁶	7 17	s 7 27	8 12			
	2.74	..... H. O. CROSSING	{ 12 09 } { 12 20 } ³⁰	s 5 53	s 6 03	s 7 05	7 18 ²⁸	s 7 30 ³⁸	8 15			
H 30	3.14	..... S. J. SIDING	t 12 21	t 5 54	t 6 04	t 7 06	7 19	t 7 33	8 17 ⁴⁰			
H 29	4.31	..... NORTH BAYTOWN	t 12 23	t 5 57	t 6 07	t 7 13 ³⁸	7 23	t 7 40 AM	8 20			
H 28	4.88	P DURHAM YARD Y	12 25 ⁶⁰	5 59	6 09	7 15	7 25		8 22			
H 27	6.83	..... COADY	t 12 28	t 6 02	t 6 12	t 7 18	7 28		8 25			
H 25	8.04	..... McNAIR	t 12 30	t 6 05	t 6 15	t 7 20	7 31		8 27			
H 22	10.88	P HIGHLANDS Y	s 12 36	s 6 08	6 20 AM	s 7 27	s 7 37		8 43 ²			
H 18	15.61	..... RIDLON	12 45 AM	6 20 AM		t 7 38	7 48		8 50 AM			
H 14	19.57	P GREENS BAYOU				t 7 43	7 58					
H 9	24.88	LS MARKET STREET YARD				t 7 53	8 03 AM					
	26.17	P McCARTY AVENUE				8.00 AM						
						Handled By Bus	Handled By Auto Railer					
	33.36	..... HOUSTON—Union Station				8 20 AM	8 25 AM					
			Daily	Daily	Daily	Daily	Daily	Daily	Daily			
	33.36		Daily	Daily	Daily	Daily	Daily	Daily	Daily			

GOOSE CREEK SUBDIVISION—GOOSE CREEK TO HOUSTON

9

Siding Capacity in Cars	Distance from Goose Creek	TIME-TABLE No. 41 FEBRUARY 8, 1942	TRAINS WESTWARD						
			FIRST CLASS						
			7 Passenger	13 Express	17 Passenger	41 Passenger	43 Passenger	45 Passenger	47 Passenger
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily
Yard	0.00	LS GOOSE CREEK	9 45 AM	12 01 PM	1 15 PM	3 15	3.30 PM	3 50 PM	4 10 PM
20	0.78	..... PELLY (Spur) 0.78	f 9 48	12 05	f 1 19	f 3 17	f 3 35 ¹⁸	f 3 54	f 4 16 ⁴⁴
10	2.56	..... BAY TOWN	s 10 00	s 12 10	s 1 23	s 3 24	s 3 39	s 4 00	s 4 20
5	2.74	..... H. O. CROSSING	s 10 02	12 11	s 1 24	s 3 25 ¹⁸	3.40 PM	s 4 02	s 4 22 ⁴⁶
5	3.14	..... S. J. SIDING	f 10 03	12 12	f 1 25	f 3 26		f 4 04	f 4 23
5	4.31	..... NORTH BAYTOWN	f 10 06	12 16	f 1 28	3 40 PM		f 4 10 ⁴⁶	f 4 26
Yard	4.88	P DURHAM YARD Y	10 08	12 18	1 30			4 12	4 28
50	6.83	..... COADY	f 10 11	12 21	f 1 33			f 4 15	f 4 31
5	8.04	..... McNAIR	f 10 13	12 23	f 1 35			f 4 17	f 4 33
50	10.88	P HIGHLANDS Y	s 10 20	s 12 30	s 1 41			4 23 PM	4 37 ⁴⁸ PM
50	15.01	..... RIDLON	f 10 30	12 40	f 1 51				
50	19.57	P GREENS BAYOU	f 10 38	12 47	f 1 59				
Yard	24.88	LS MARKET STREET YARD	10 48	1 00 PM	2 09				
	26.17	P McCARTY AVENUE	10 52 ⁸ AM		2 15 ¹⁸				
			Handled By Bus	Handled by Auto Railer	Handled By Bus				
	33.36	..... HOUSTON—Union Station	11 10 AM	1 25 PM	2 35 PM				
			Daily	Daily	Daily	Daily	Daily	Daily Except Saturday and Sunday	Daily

10 GOOSE CREEK SUBDIVISION—GOOSE CREEK TO HOUSTON

Station Numbers	Distance from Goose Creek	TIME-TABLE No. 41 FEBRUARY 8, 1942		TRAINS WESTWARD						
				FIRST CLASS					SECOND CLASS	
				19	49	21	23	51	61	
		Passenger	Passenger	Passenger	Passenger	Passenger	Red Ball Freight			
		Daily	Daily	Daily	Daily	Daily	Daily			
STATIONS										
H 33	0.00	LS	GOOSE CREEK	4 20 PM	4 30 PM	7 00 PM	9 00 ²² PM	11 20 PM	7 10 PM	
H 32	0.78		PELLY (Spur)	f 4 24	f 4 37 ⁴⁶	f 7 04	f 9 04	f 11 24		
H 31	2.56		BAYTOWN	s 4 33 ⁴⁶	s 4 45	s 7 08	s 9 08	s 11 28 ²⁴	7 25	
	2.74		H.O. CROSSING	s 4 35	s 4 46	s 7 09	s 9 09	s 11 30		
H 30	3.14		S. J. SIDING	f 4 37	f 4 47	f 7 10	f 9 10	f 11 31		
H 29	4.31		NORTH BAYTOWN	f 4 40	f 4 50	f 7 13	f 9 13	11 35 PM		
H 28	4.88	P	DURHAM YARD	Y 4 42	4 51 ⁴⁸	7 15	9 15			
H 27	6.83		COADY	f 4 45 ⁴⁸	f 4 55 ⁵⁰	f 7 18	f 9 18			
H 25	8.04		McNAIR	f 4 51 ⁵⁰	f 4 58	f 7 20	f 9 20			
H 22	10.88	P	HIGHLANDS	Y s 4 55	5.04	s 7 26	s 9 26		8 30 ²²	
H 18	15.61		RIDLON	f 5 05	5 15 ⁵² PM	f 7 36	f 9 36		8 45	
H 14	19.57	P	GREENSBAYOU	f 5 12		f 7 42	f 9 42		9 00	
H 9	24.88	LS	MARKET STREET YARD	5 22		f 7 52	f 9 52		9 20 PM	
	26.17	P	McCARTY AVENUE	5 25 PM		7 55 ²² PM	9 55 PM			
				Handled By Bus		Handled By Bus	Handled By Bus			
	33.36		HOUSTON—Union Station	5 45 PM		8 15 PM	10 15 PM			
				Daily	Daily	Daily	Daily	Daily	Daily	
			83.86							

GOOSE CREEK SUBDIVISION—HOUSTON TO GOOSE CREEK

TIME-TABLE

No. 41

FEBRUARY 8, 1942

TRAINS EASTWARD

FIRST CLASS

Siding Capacity in Cars	Distance from Houston	STATIONS	FIRST CLASS							
			30	32	34	36	38	40	2	
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Yard	33.36	LS.....GOOSE CREEK.....	12 30 AM	1 25 AM	7 00 AM	7 10 ⁵ AM	8 00 AM	8 30 AM	9 10 AM	
20	32.58	.....PELLEY...(Spur).....	f 12 25	f 1 21	f 6 58 ¹	f 7 08	f 7 55	f 8 25	f 9 03	
10	30.80	.....BAYTOWN.....	s 12 21	s 1 17	s 6 48	s 7 03 ¹	s 7 52	s 8 22	s 8 59	
5	30.62	.....H. O. CROSSING.....	s 12 20 ³¹	s 1 16	s 6 47	s 7 01	s (7 50⁵¹ / 7 17³⁷)	8 20	s 8 58	
5	30.22	.....S. J. SIDING.....	f 12 13	f 1 15	f 6 46	f 7 00	f 7 16	8 17 ³⁹	f 8 57	
5	29.05	.....NORTH BAYTOWN.....	12 10 AM	f 1 12	f 6 43	f 6 58	f 7 13 ¹	<u>8 10 AM</u>	f 8 55	
Yard	28.48	P DURHAM YARD Y		1 10	6 41	6 56	7 11		8 53	
50	26.53	.....COADY.....		f 1 07	f 6 38	f 6 53	f 7 08		f 8 50	
5	25.32	.....McNAIR.....		f 1 05	f 6 36	f 6 51	f 7 06		f 8 48	
50	22.48	P.....HIGHLANDS.....Y		s <u>12 50 AM</u>	<u>6 30 AM</u>	s 6 45	<u>7 00 AM</u>		s 8 43 ³⁹	
50	17.75	.....RIDLON.....				<u>6 30 AM</u>			f 8 33	
50	13.79	P.....GREENS BAYOU.....							f 8 25	
Yard	8.48	LS.. MARKET STREET YARD.....							8 15	
	7.19	P McCARTY AVENUE							8 10 AM	
	0.00	.....HOUSTON—Union Station.....							Handled By Bus 7 45 AM	
		33.36	Daily	Daily	Daily	Daily	Daily	Daily	Daily	

12 GOOSE CREEK SUBDIVISION—HOUSTON TO GOOSE CREEK

Station Numbers	Distance from Houston	TIME-TABLE No. 41 FEBRUARY 8, 1942	TRAINS EASTWARD						
			FIRST CLASS						
			42 Passenger	6 Express	8 Passenger	14 Express	18 Passenger	44 Passenger	46 Passenger
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily
H 33	33.36	LS.....GOOSE CREEK.....		10 15 AM	11 50 AM	3 05 PM	3 40 PM	4 20 PM	4 40 PM
H 32	32.58	.....PELLY...(Spur).....		10 05	f 11 46	3 00	f 3 35 ⁴³	f 4 16 ⁴⁷	f 4 37 ⁴⁹
H 31	30.80	.....BAYTOWN.....	s 10 00 ⁷	s 11 42	s 2 53	s 3 27	s 4 12	s 4 33 ¹⁹	
	30.62	.....H. O. CROSSING.....	s 9 56	s 11 41	2 51	s 3 25 ⁴¹	4 10 PM	{ 4 39 ⁴⁷	
H 30	30.22	.....S. J. SIDING.....		9 55	f 11 40	2 50	f 3 22	4 15	
H 29	29.05	.....NORTH BAYTOWN.....		9 53	f 11 38	2 48	f 3 19	4 10 ⁴⁵	
H 28	28.48	P.....DURHAM YARD.....Y		9 51	11 36	2 46	3 17		
H 27	26.53	.....COADY.....		9 48	f 11 32	2 43	f 3 14		
H 25	25.32	.....McNAIR.....		9 46	f 11 29	2 40	f 3 11		
H 22	22.48	P.....HIGHLANDS.....Y	9 05 AM	s 9 40	s 11 23	s 2 33	{ 3 05 }		
H 18	17.75	.....RIDLON.....	8 55 AM	9 28	f 11 13	2 23	f 2 39		
H 14	13.79	P.....GREENS BAYOU.....		9 20	f 11 05	2 15	f 2 33		
H 9	8.48	LS.....MARKET STREET YARD.....		9 10 AM	10 55	2 05 PM	2 23		
	7.19	P.....McCARTY AVENUE.....			10 52 ⁷ AM		2 20 ¹⁷ PM		
	0.00	.....HOUSTON—Union Station.....		Handled By Auto Railer 8 45 AM	Handled By Bus 1 030 AM	Handled By Auto Railer 1 40 PM	Handled By Bus 2 00 PM		
	33.36		Daily	Daily	Daily	Daily	Daily	Daily	Daily

GOOSE CREEK SUBDIVISION—HOUSTON TO GOOSE CREEK

13

**TIME-TABLE
No. 41**

FEBRUARY 8, 1942

TRAINS EASTWARD

FIRST CLASS

SECOND CLASS

Siding Capacity in Cars	Distance from Houston	STATIONS	FIRST CLASS						SECOND CLASS	
			48	50	52	20	22	24	60	
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Red Ball Freight	
		Daily Except Saturday and Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
Yard	33.36	LS GOOSE CREEK	5 05	5 15 PM	5 50 PM	6 30 PM	9 00 ²³ PM	11 35 PM		12 45 AM
	0.78	PELLY (Spur)	f 5 02	f 5 12	f 5 45	f 6 22	f 8 55	f 11 32		
20	32.58	BAYTOWN	s 4 58	s 5 08	s 5 41	s 6 18	s 8 48	s 11 28 ⁵¹		12 35
10	30.80	H. O. CROSSING	s 4 57	s 5 07	s 5 40	s 6 17	s 8 47	s 11 27		
5	30.62	S. J. SIDING	f 4 56	f 5 06	f 5 39	f 6 16	f 8 46	f 11 26		12 30
5	30.22	NORTH BAYTOWN	f 4 53	f 5 03	f 5 36	f 6 13	f 8 43	f 11 23		
5	29.05	DURHAM YARD	Y 4 51 ⁴⁹	5 01	5 35	6 11	8 41	11 21		12 25 ³¹ AM
Yard	28.48	COADY	f 4 45 ¹⁹	f 4 55 ⁴⁹	f 5 32	f 6 08	f 8 38	f 11 18		
50	26.53	McNAIR	f 4 41	f 4 51 ¹⁹	f 5 30	f 6 05	f 8 36	f 11 16		
5	25.32	HIGHLANDS	Y 4 37 ⁴⁷ PM	4 45 PM	5 24	s 5 59	s 8 30 ⁶¹	(s 11 10) (10 48)		11 20 PM
50	22.48	RIDLON			5 15 ⁴⁹ PM	f 5 49	f 8 20	10 38		11 00
50	17.75	GREENS BAYOU				f 5 44	f 8 13	f 10 30		10 45
50	13.79	MARKET STREET YARD				5 34	8 03	10 20		10 30 PM
Yard	8.48	McCARTY AVENUE				5 30 PM	8 00 ²¹ PM	10 15 PM		
	7.19	HOUSTON—Union Station				Handled By Bus 5 10 PM	Handled By Bus 7 40 PM	Handled By Bus 9 45 PM		
	0.0		Daily Except Saturday and Sunday	Daily	Daily	Daily	Daily	Daily		Daily
	33.36									

14 NEW IBERIA SUBDIVISION—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. 41					THIRD CLASS				
499 Local Freight Daily Except Sunday		497 Local Freight Daily Except Sunday				FEBRUARY 8, 1942					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							
				N75	74.6	DRAW BRIDGE	Teche Bayou	671.9							
11 45 AM				N69	69.4	CHARENTON	Teche Bayou	666.8			8 40				
12 20 PM				N65	65.3	ADELINE		662.7			8 05				
1 20				N60	59.9	JEANERETTE	LS	657.3			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	SOWY	644.8	Yard	2 05 AM	6 00 AM				
				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		617.2							
				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		88.8						Except Daily Saturday		Daily Except Sunday			

ORANGE SUBDIVISION—BETWEEN NEWTON AND ORANGE

15

TRAINS WESTWARD				Station Numbers	Miles from Brownsville	TIME-TABLE		Miles from Newton	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS						No. 41				SECOND CLASS	
441 Mixed		495 Local Freight				FEBRUARY 8, 1942				440 Mixed		494 Local Freight
Daily Except Sunday		Daily Except Sunday		STATIONS		Daily Except Sunday		Daily Except Sunday			
	3 10 PM			B 526	526.4	LS	NEWTON	0.0	Yard	2 55 PM	
				B 518	518.6		HOWARDS	7.8			
					514.6		G. C. & S. F. CROSSING	11.8			
f	3 40			B 514	514.6		BLEAKWOOD	11.8	f	2 23	
f	3 50			B 511	511.3		ADSUL	15.1	f	2 11	
s	4 00			B 508	508.0	LS	CALL	18.4	s	2 00	
					506.6		TRAM CROSSING	19.8			
s	4 30			B 496	496.8	LS	BESSMAY	29.8	s	1 27	
	4 33			B 495	495.7		PARKER'S	30.7	48	1 24	
f	4 36			B 494	494.3		BUNA	31.6	f	1 21	
f	4 44			B 491	491.9		BUNKER HILL	34.5	f	1 12	
f	5 03			B 484	484.6		ROBERTSON	41.8	46	f 12 51	
f	5 07			B 483	483.1		GIST	43.3	f	12 46	
f	5 17			B 479	479.1		TEXLA	47.3	f	12 34	
					477.7		K. C. S. CROSSING	48.7			
	5 30 PM	6 00 AM		477	477.7	CS	MAURICEVILLE	48.7	Yard	12 30 PM	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					61.5			Daily Except Sunday	Daily Except Sunday

16 CROWLEY SUBDIVISION—BETWEEN EUNICE AND CROWLEY

TRAINS WESTWARD				Miles from Brownsville	TIME-TABLE		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
THIRD CLASS					No. 41				THIRD CLASS			
			893 Local Freight		FEBRUARY 8, 1942							
			Daily Except Sunday		STATIONS					Daily Except Sunday		
			11 30 AM	570.3	LS	EUNICE	OWY	570	YARD	7 20 AM		
			11 55 AM	577.9		^{7.6} MOWATA		A 578		6 50		
			12 15 PM	582.4		^{4.5} MAXIE		A 582	32	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 SUBDIVISION—BETWEEN ERWINVILLE JUNCTION AND MIX

TRAINS WESTWARD				Miles from Brownsville	TIME-TABLE		Station Numbers	Siding Capacity in Cars	TRAINS EASTWARD			
					No. 41							
					FEBRUARY 8, 1942							
					STATIONS							
				632.4	LS	ERWINVILLE JCT.	Y	632				
				636.6		^{4.2} LAKELAND	W	D 636				
				637.4		^{0.8} CELINA		D 637				
				637.8		^{0.4} OAKLAND		D 638				
				638.5		^{0.7} KNAPP		D 639				
				644.9		^{6.4} MIX		D 645				
						12.5						

JEFFERSON ISLAND SUBDIVISION

BETWEEN NEW IBERIA AND JEFFERSON ISLAND

WESTWARD

EASTWARD

Station Numbers	Miles from Port Barre	TIME-TABLE		Miles from Brownsville	Siding Capacity in Cars
		No. 41			
		FEBRUARY 8, 1942			
		STATIONS			
48	47.4	NEW IBERIA		644.5	Yard
B56	56.2	^{8.8} WYE	Y	653.3	
B57	57.8	^{1.5} JEFFERSON ISLAND		654.9	Yard
		10.4			

DAUTERIVE SUBDIVISION

BETWEEN LOREAUVILLE AND CAROLINE

WESTWARD

EASTWARD

Station Numbers	Miles from Port Barre	TIME-TABLE		Miles from Brownsville	Siding Capacity in Cars
		No. 41			
		FEBRUARY 8, 1942			
		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 Subdivision: No. 491 is superior to No. 490.

Goose Creek Subdivision: All Westward trains are superior to trains of the same class in the opposite direction, except:

No. 34 is superior to Nos. 1, 5, 37 and 39.

No. 36 is superior to Nos. 1, 5, 37 and 39.

No. 38 is superior to No. 39.

No. 14 is superior to Nos. 41, 43, 45, 47, 19 and 49.

No. 18 is superior to Nos. 45, 47, 19 and 49.

No. 22 is superior to No. 23.

2. MAXIMUM SPEED:

	Miles Per Hour	
	Passenger Trains	Freight Trains
Anchorage Subdivision:		
Between De Quincy and Lottie.....	65	50
Between Lottie and Anchorage.....	60	45
Houston Subdivision.....	65	50
Lake Charles Subdivision:		
Between Alexandria Yard and WG Jct. . .	45	30
Between WG Junction and Lake Charles	60	45
Goose Creek Subdivision	40	20
Auto-Railer	45	
New Iberia Subdivision:		
Between Port Barre Jct. and New Iberia..	20	20
Between New Iberia and Shadyside	10	10
Orange Subdivision	25	25
Crowley Subdivision	20	20
Erwinville Subdivision	10	10
Jefferson Island Subdivision	15	15
Dauterive Subdivision	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....	10	10
Teche Bayou Drawbridge, Mile Post 75.4....	10	10
Hanson Canal Bridge, Mile Post 82.0.....	10	10
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 SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS.

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

All trains reduce speed to 10 miles per hour over Second and Fourth street crossing, Eunice—Crowley Subdivision.

All trains reduce speed to 25 miles per hour between 7:00 A. M. and 6 P. M. over street crossing just west of station at Oberlin.

Yard Engines will not exceed 6 miles per hour on wharves and aprons of docks at Lake Charles.

All trains and engines reduce speed to 5 miles per hour over Hodges Street, Lake Charles.

All trains reduce speed to 15 miles per hour over street crossing west of station at Glenmora.

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.

All main track switches are number ten turnouts or less except the following, which are number twenty turnouts:

West End Old Main Track Beaumont Yard.
West Siding Switch Kinder, Anchorage Subdivision.
Main Track WG Junction.

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	35	25
Dead engines moving backward or with part or all side rods down.....	15	10

Diesel engines dead in tow: 9200 series—Maximum speed, 35 miles per hour.

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked; and must be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

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 caboose 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 caboose.

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

MISSOURI PACIFIC LINES EMPLOYEES 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. E. L. Landry.....New Iberia, 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. 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. C. Littell.....Opelousas, La.
Dr. Ladiolas Lazero.....Opelousas, La.
Dr. L. L. Collins.....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. 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. E. L. Landry.....New Iberia, La.
Dr. H. A. King.....New Iberia, La.
Dr. F. P. Perrett.....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. G. D. Rackley.....Orange, 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.