

## DIVISION OFFICERS

A. F. JUDD.....	Superintendent	...Kingsville, Texas
R. JOHNSON.....	Ass't Superintendent	De Quincy, La.
W. L. FAGAN.....	Trainmaster, Anchorage, Lake Charles, New Iberia, Jefferson Island, Dauterive, Erwinville and Crowley Subdivs.....	De Quincy, La.
J. W. MARSHALL.....	Trainmaster, Houston and Orange Sub- divs.....	De Quincy, La.
H. D. FENNER.....	Ass't Trainmaster Lake Charles to Kinder, Inclusive....	Lake Charles, La.
F. E. TURNER.....	Ass't Trainmaster	...Anchorage, La.
E. N. MALONE.....	Trainmaster	...De Quincy, La.
D. M. HUESTON.....	Night Chief Dispatcher.....	De Quincy, La.
M. H. CUNNINGHAM.....	Dispatcher.....	De Quincy, La.
S. A. FONTENOT.....	Dispatcher.....	De Quincy, La.
J. L. GILL.....	Dispatcher.....	De Quincy, La.
F. B. HUTCHINS.....	Dispatcher.....	De Quincy, La.
E. O. IVEY.....	Dispatcher.....	De Quincy, La.
M. F. MARTIN.....	Dispatcher.....	De Quincy, La.
D. D. SPEEG.....	Dispatcher.....	De Quincy, La.
G. B. THOMPSON.....	Dispatcher.....	De Quincy, La.
F. M. WATTS.....	Dispatcher.....	De Quincy, La.
P. J. BIGGAN.....	Road Foreman of Engines.....	De Quincy, La.

SAFETY FIRST



# GULF COAST LINES

NEW ORLEANS, TEXAS & MEXICO RAILWAY  
BEAUMONT, SOUR LAKE & WESTERN RAILWAY  
ORANGE & NORTHWESTERN RAILROAD  
NEW IBERIA & NORTHERN RAILROAD  
MISSOURI PACIFIC RAILROAD

## DeQUINCY DIVISION

(Except Goose Creek Subdiv.)

## TIME-TABLE

# No. 57

Effective 12:01 A. M.

TUESDAY, SEPTEMBER 2, 1947

CENTRAL STANDARD TIME

Superseding Time-Table No. 56, dated February 16,  
1947, and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO  
CARRY COPY OF SPECIAL INSTRUCTIONS  
No. 7, DATED JANUARY 23, 1944

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

F. E. BATES, Senior Executive Assistant.  
A. B. KELLY, General Manager.  
L. A. GREGORY, Assistant General Manager.  
C. W. PACE, General Superintendent Transportation.  
C. A. FINK, Ass't General Supt. Transportation.  
E. W. HARGRAVE, Ass't General Supt. Transportation.

**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.

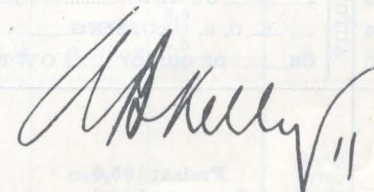
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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 whenever necessary and possible.



General Manager.

ANCHORAGE SUBDIV.—M. P. JCT. TO DEQUINCY

TRAINS WESTWARD

Station Numbers	Miles from Brownsville	TIME-TABLE NO. 57 SEPTEMBER 2, 1947	FIRST CLASS		SECOND CLASS				THIRD CLASS
			9	3	79	491	63	361	497
			Passenger	Passenger	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight	Local Freight
		<b>STATIONS</b>	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday
739	740.2	NEW ORLEANS.....	9 45 PM	8 10 AM					
648	650.7	BATON ROUGE.....	{ 11 55 PM	{ 10 20					
647	648.0	NORTH BATON ROUGE.....	{ 12 05 AM	{ 10 30					
			12 20	10 45					
647.0		P. M. P. JCT. ....	12 25 AM	10 50 AM					
646.4		EAST JCT. ....	12 28	10 53					
643.1		P. WEST JCT. ....	12 36	11 01					
642.8		T. & P. CROSSING							
644	643.9	ANCHORAGE YD. & OWT			3 00 AM	6 00 AM	2 00 PM		
641.5		CS. ANCHORAGE..... Y	s 12 42 AM	s 11 07 AM	3 05 AM	6 05 AM	2 05 PM		
640	639.7	P. WESTOVER.....	12 45	f 11 10	3 10	6 10	2 10		
631	631.5	LS. ERWINVILLE..... *Y	12 54	f 11 19	3 23	6 25	2 30 62		
622	622.4	P. LIVONIA..... *W	1 04	f 11 31	3 57 10	6 45	2 45		
621.1		T. & P. CROSSING							
617	617.2	LS. LOTTIE..... *	a 1 10	s 11 40	4 20	7 00	3 25 4		
610	610.4	LS. KROTZ SPRINGS.....	1 22	s 11 54 AM	4 40	7 15	3 50		
602	602.4	P. CORTABLEAU.....	1 32	12 05 PM	4 55	7 35	4 05		
597	597.6	LS. PORT BARRE..... * YW	1 39	s 12 12 62	5 20	8 00 AM	4 20	3 20 10 AM	
590	590.7	TP. OPELOUSAS.....	s 1 49	s 12 20	5 35		4 35	3 35	
590.2		T&NO CROSSING							
590.1		T. & P. CROSSING							
584	584.2	P. LAWTELL.....	2 08	f 12 35	5 50		4 50	3 50	
576	576.2	P. SAVOY.....	2 18	12 45	6 05		5 02	4 05	
570.4		T&NO CROSSING							
570	570.3	CS. EUNICE..... \$ OWY	s 2 27 10	s 12 56	6 30		5 20	4 20	
565	565.1	P. TYRONE.....	2 37	1 02	6 40		5 30	4 35	
559	559.5	LS. BASILE..... *	a 2 44	s 1 09	6 50		5 40	4 55	
553	553.6	LS. ELTON..... *	a 2 51	s 1 23 4	7 00		5 50	5 15	
549	548.9	P. COVERDALE.....	2 56	1 29	7 10		5 58	5 30	
544.5		L. C. SUBDIV. CROSSING.....							
544	544.5	CS. KINDER..... Y	s 3 05	s 1 45	7 50		6 20	10 05 PM	5 40
544.3		P. KD SIDING..... W	3 07	2 00	7 51 496		6 30 78	10 10	6 05
538	538.2	P. LE BLANC..... *	3 14	f 2 10	8 00		6 40	10 25	6 15
532	532.3	LS. REAVES..... *	3 21	f 2 19	8 20 62		6 50	10 35	6 30
523	523.2	P. FULTON.....	3 32	2 29	8 35		7 05	10 50	6 48 496
523.1		T&NO CROSSING							
515	515.3	P. GORDON.....	3 45	2 40	8 50		7 15	11 01	7 15
508.4		K. C. S. CROSSING.....							
508	508.0	CS. DE QUINCY..... \$ OWT	3 55 AM	2 55 PM	9 05 AM		7 30 PM	11 15 PM	7 30 62 AM
		Freight 135.9 Passenger 140.0	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday

# ANCHORAGE SUBDIV.—DEQUINCY TO M. P. JCT.

Miles from Brownsville	<h2 style="margin: 0;">TIME-TABLE NO. 57</h2> <p style="margin: 0;">SEPTEMBER 2, 1947</p>		Siding Capacity in Cars	TRAINS EASTWARD							
				FIRST CLASS		SECOND CLASS			THIRD CLASS		
				10	4	62	360	78	496	490	
				Passenger	Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Except Sunday
740.2	NEW ORLEANS	89.5		7 20 AM	7 05 PM						
650.7	BATON ROUGE	2.7		5 10	4 55						
648.0	NORTH BATON ROUGE	1.0	Way & M. V. and Ill. Cent.	5 00	4 45						
				4 43	4 23						
647.0	M. P. JCT.	0.6		4 40 AM	4 20 PM						
646.4	EAST JCT.	3.3	Lat. State Bridge	4 37	4 17						
643.1	WEST JCT.	0.3		4 29	4 09						
642.8	T. & P. CROSSING	1.3									
643.9	ANCHORAGE YD. & OWT	2.3	Yard			3 00 PM		10 10 PM			10 30 AM
641.5	CS ANCHORAGE	1.8	Y	s 4 23 AM	s 4 03 PM	2 55 PM		10 00 PM			10 20 AM
639.7	P. WESTOVER	8.2	23	4 18	f 3 55	2 50		9 55			10 15
631.5	ERWINVILLE	9.1	*Y 87	4 08	f 3 44	2 30 <sup>63</sup>		9 35			10 01
622.4	LIVONIA	1.3	*W 103	3 57 <sup>79</sup>	f 3 33	1 45		9 15			9 45
621.1	T. & P. CROSSING	3.9									
617.2	LS LOTTIE	6.3	95	a 3 50	s 3 25 <sup>63</sup>	1 30		9 08			9 20
	DRAWBRIDGE	0.5	f Atchafalaya River								
610.4	LS KROTZ SPRINGS	8.0	94	3 36	s 3 06	1 05		8 43			9 00
602.4	P. CORTABLEAU	4.2	94	3 27	2 57	12 42		8 30			8 45
598.2	PORT BARRE JCT.	0.6									
597.6	LS PORT BARRE	6.9	*WY 94	3 20 <sup>497</sup>	s 2 49	12 12 <sup>3</sup> PM		8 22		11 59 AM	8 30 AM
590.7	TP OPELOUSAS	0.5	93	s 3 07	s 2 39	11 40 AM		8 10		11 30	
590.2	T&NO CROSSING	0.1									
590.1	T. & P. CROSSING	5.9									
584.2	P. LAWTELL	8.0	96	2 47	f 2 19	11 18		7 56		11 00	
578.2	P. SAVOY	5.8	93	2 37	2 08	10 50		7 43		10 30	
570.4	T&NO CROSSING	0.1									
570.3	CS EUNICE	5.2	125	s 2 27 <sup>9</sup>	s 1 57	10 30		7 32		10 15	
565.1	P. TYRONE	5.6	94	2 14	1 42	10 08		7 17		9 50	
559.5	LS BASILE	5.9	* 57	a 2 08	s 1 34	9 55		7 07		9 40	
553.6	LS ELTON	4.7	* 61	a 2 01	s 1 23 <sup>3</sup>	9 37		6 57		9 20	
548.9	P. COVERDALE	4.4	93	1 55	1 16	9 20		6 48		9 00	
544.5	L. C. SUBDIV. CROSSING	0.0									
544.5	CS KINDER	0.2	Y 106	s 1 50	s 1 10	9 10	11 10 AM	6 35		8 40	
544.3	P. KD SIDING	6.1	* 93	1 38	12 52	9 00	11 09	6 30 <sup>63</sup>		7 51 <sup>79</sup>	
538.2	P. LE BLANC	5.9	* 93	1 32	f 12 45	8 35	10 58	6 18		7 25	
532.3	LS REAVES	9.1	* 93	1 26	f 12 38	8 20 <sup>79</sup>	10 49	6 10		7 05	
523.2	P. FULTON	0.1	120	1 17	12 28	7 57	10 32	5 55		6 48 <sup>497</sup>	
523.1	T&NO CROSSING	7.8									
515.3	P. GORDON	6.9	94	1 09	12 19	7 45	10 20	5 40		6 20	
508.4	K. C. S. CROSSING	0.4									
508.0	CS DE QUINCY	0.4	Yard	1 00 AM	12 10 PM	7 30 <sup>497</sup> AM	10 00 AM	5 25 PM		6 00 AM	
Freight 135.9 Passenger 140.0				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

Station Numbers	Miles from Brownsville	TIME-TABLE NO. 57 SEPTEMBER 2, 1947	TRAINS WESTWARD						
			FIRST CLASS		SECOND CLASS			THIRD CLASS	
			9 Passenger	3 Passenger	79 Red Ball Freight	63 Red Ball Freight	361 Red Ball Freight	493 Local Freight	
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
508	508.0	CS DE QUINCY...\$OWT	4 05 AM	3 05 PM	9 40 AM	8 30 PM	11 45 PM		
	507.3	0.7 CS JUNCTION, LA...							
477	477.7	29.6 MAURICEVILLE, TEX.	f 4 10	s 3 10					
461	461.0	16.7 BEAUMONT	s { 5 15	s { 4 15					
		0.2 Via K.C.S. By	s { 5 25	s { 4 25					
	460.8	G. C. L. JUNCTION	5 26 AM	4 26 PM	11 35 AM	10 30 PM	1 45 AM		
	460.4	0.4 G. C. & S. F. CROSSING							
	460.3	0.01 T&NO CROSSING							
459	459.6	0.7 BEAUMONT YARD...\$OWY	5 31	4 33	11 50	10 50	2 15 62	7 00 AM	
	459.3	0.3 CS T&NO CROSSING (Tower 74)							
	457.9	1.4 WY SIDING	5 42	4 41	11 58 AM	11 23 10	2 20	7 10	
455	455.1	2.8 P ELIZABETH	5 50 360	4 50	12 07 PM	11 35	2 30	7 20	
447	447.6	7.5 P WESTBURY	5 58	f 4 58	12 20 492	11 48	2 45	7 35	
441	441.3	6.3 CS GRAYBURG	6 07	s 5 07	12 35	11 58 PM	3 00	8 30	
436	436.8	4.5 P HATHAWAY	6 13	5 13	12 55 78	12 07 AM	3 10	8 45	
432	432.6	4.2 P STRAIN	6 18	f 5 18	1 10	12 27 62	3 18	9 00	
427	427.2	5.4 CS HULL	a 6 23	s 5 24	1 27	12 40	3 28	9 51 4	
422	422.4	4.8 LS HARDIN	6 31	f 5 33	1 43	12 55	3 35	10 30 492	
	416.3	6.1 P WATER TANK...W							
413	413.6	2.7 P KENEFLOK	6 41	f 5 43	2 20	1 35	3 55	11 01	
409	409.0	4.6 P MARTHA	6 46	5 48	2 36	1 50	4 05 360	11 15	
403	403.1	5.9 P EASTGATE	6 52	f 5 54	2 47	2 05	4 18	11 30	
398	398.8	4.3 CS HUFFMAN	6 57	f 6 00	3 05	2 20	4 25	11 47 78 AM	
392	392.8	6.0 P HARMASTON	7 05	f 6 07	3 23	2 40	4 38	12 05 PM	
388	388.6	4.2 P VICTOR	7 09	6 11	3 31	2 50	4 45	12 30	
385	385.0	3.6 P DYERSDALE	7 14	f 6 15	3 48	3 18 360	4 51	12 55	
378	378.0	7.0 CS GULF COAST	7 25 AM	6 24 PM	4 10 PM	3 45 AM	5 10 AM	1 15 PM	
		9.7 NEW SOUTH YARD...OWTY			5 00 PM	4 30 AM	6 00 AM	2 00 PM	
372	371.8	6.2 HOUSTON (Union Station)...	7 45 AM	6 45 PM					
		Via H.B.&T. By							
		Freight 139.7 Passenger 136.2	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	

HOUSTON SUBDIV.—GULF COAST TO DEQUINCY

TIME-TABLE  
NO. 57

SEPTEMBER 2, 1947

TRAINS EASTWARD

Siding Capacity in Cars	Miles from Brownsville	STATIONS	FIRST CLASS		SECOND CLASS			THIRD CLASS	
			4	10	360	78	62	492	
			Passenger	Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		
Yard	508.0	CS DE QUINCY §OWT	11 59 AM	12 55 AM	9 00 AM	4 40 PM	4 15 AM		
	507.3	OS JUNCTION, LA. 0.7	11 56	12 52					
	477.7	MAURICEVILLE, TEX. 29.6	11 15	12 10 AM					
	461.0	BEAUMONT 16.7	10 50	11 45 PM					
		0.2	10 40	11 34					
	460.8	G. C. L. JUNCTION 0.4	10 39 AM	11 33 PM	6 50 AM	2 10 PM	2 25 AM		
	460.4	G. C. & S. F. CROSSING 0.01							
	460.3	T&NO CROSSING 0.7							
Yard	459.6	BEAUMONT YARD §OWY 0.3	10 34	11 25	6 40	2 00	2 15 <sup>361</sup>	1 15 PM	
	459.3	CS T&NO CROSSING (Tower 74) 1.4							
152	457.9	WY SIDING 2.8	10 32	11 23 <sup>63</sup>	6 10	1 35	1 45	12 45	
102	455.1	P ELIZABETH 7.5	10 25	11 14	5 50 <sup>9</sup>	1 25	1 35	12 35	
108	447.6	P WESTBURY 6.3	10 17	11 06	5 17	1 14	1 15	12 20 <sup>79</sup>	
102	441.3	LS GRAYBURG 4.5	10 09	10 59	5 07	1 03	12 55	11 45 AM	
101	436.8	P HATHAWAY 4.2	10 02	10 54	4 59	12 55 <sup>79</sup>	12 41	11 18	
108	432.6	P STRAIN 5.4	9 57	10 50	4 52	12 49	12 27 <sup>63</sup>	11 08	
101	427.2	CS HULL 4.8	9 51 <sup>493</sup>	10 42	4 43	12 42	12 10 AM	10 58	
102	422.4	LS HARDIN 6.1	9 41	10 37	4 35	12 35	11 57 PM	10 30 <sup>493</sup>	
	416.3	P WATER TANK W 2.7							
109	413.6	P KENEFICK 4.6	9 31	10 27	4 15	12 13	11 30	10 05	
108	409.0	P MARTHA 5.9	9 26	10 22	4 05 <sup>361</sup>	12 04 PM	11 20	9 57	
106	403.1	P EASTGATE 4.3	9 19	10 16	3 54	11 54 AM	11 05	9 47	
101	398.8	LS HUFFMAN 6.0	9 14	10 12	3 45	11 47 <sup>493</sup>	10 55	9 35	
109	392.8	P HARMASTON 4.2	9 05	10 05	3 34	11 37	10 40	9 25	
56	388.6	P VICTOR 3.6	9 01	10 01	3 26	11 31	10 30	9 16	
110	385.0	P DYERSDALE 7.0	8 57	9 57	3 18 <sup>63</sup>	11 26	10 20	9 10	
Yard	378.0	CS GULF COAST 9.7	8 50 <sup>492</sup>	9 50 <sup>62</sup>	3 00 AM	11 15 AM	9 50 <sup>10</sup>	8 50 <sup>4</sup>	
Yard		NEW SOUTH YARD §OWTY 6.2			2 30 AM	10 30 AM	9 00 PM	8 00 AM	
	371.8	HOUSTON (Union Station) Via H.B.&T. Ry.	8 30 AM	9 30 PM					
		Freight 139.7	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
		Passenger 136.2							

# 6 LAKE CHARLES SUBDIV.—ALEXANDRIA YARD TO LAKE CHARLES

Miles from St. Louis	TIME-TABLE NO. 57 SEPTEMBER 2, 1947		TRAINS WESTWARD							
			FIRST CLASS		SECOND CLASS			THIRD CLASS		
			101 Passenger		361 Red Ball Freight	869 Red Ball Freight			891 Local Freight	
STATIONS			Daily		Daily	Daily			Daily Except Sunday	
599.03	CS	ALEXANDRIA		10 15 AM						
601.41	CS	ALEXANDRIA YARD \$WOT	Yard	Via T. & P. Ry.	8 00 PM	11 30 PM			4 10 AM	
603.11		WILLOW GLEN		10 25 AM	8 05	11 35			4 15	
604.63	P	WG JUNCTION		10 30	8 10	11 45			4 25	
610.75	CS	WOODWORTH	81	10 38	8 25	11 58 PM			4 40	
612.22	P	VALDE ROUGE		10 40	8 30	12 05 AM			4 50	
615.81	LS	BRINGHURST	Y 82	f 10 48	8 37	12 17			5 05	
618.22	LS	FOREST HILL	40	s 10 52	8 42	12 22			5 15	
621.35	TP	LONG LEAF		s 10 57	8 49	12 27			5 30	
623.76	LS	GLENMORA	W 81	s 11 05 <sup>890</sup>	8 56	12 40 <sup>860</sup>			5 40	
629.87	P	PAVNEE	115	11 15	9 06	1 00			6 00	
635.77	CS	OAKDALE	W 115	s 11 22	9 20	1 30			6 30	
636.07		G. C. & S. F. CROSSING								
641.28	P	WARD	115	11 32	9 29	2 20			6 50	
647.67	P	FOLEY	115	11 40	9 39	2 40			7 10	
650.47	LS	OBERLIN		s 11 44	9 44	2 50			7 35	
654.21	P	M SIDING	112	11 48 <sup>860</sup>	9 51	3 05			7 55	
660.67	P	AR SIDING	112	11 55 AM	10 01	4 30			8 30 <sup>890</sup>	
660.69		ANCHORAGE SUBDIV. CSG								
660.72	CS	KINDER	WY	s 12 05 PM	10 02 PM	4 35			8 35	
670.48	LS	FENTON		f 12 18		5 15			8 55	
680.10		IOWA JCT. (T&NO Crossing)		12 29						
688.10	P	MANCHESTER	72	12 50 <sup>102</sup>		6 15			9 35	
690.36		T&NO CROSSING								
693.67		LAKE CHARLES YARD \$WOY	75	12 59		7 00 <sup>890</sup> AM			10 00 AM	
696.30	LS	LAKE CHARLES	Yard	1 15 PM						
		97.27		Daily	Daily	Daily			Daily Except Sunday	

No. 101 has no time table superiority between east wye switch Lake Charles Yard and Lake Charles and will move between these points at restricted speed.

# LAKE CHARLES SUBDIVISION—LAKE CHARLES TO ALEXANDRIA YARD 7

Station Numbers	Miles from St. Louis	TIME-TABLE NO. 57 SEPTEMBER 2, 1947		Siding Capacity in Cars	TRAINS EASTWARD					
					FIRST CLASS		SECOND CLASS		THIRD CLASS	
					102 Passenger	Daily	360 Red Ball Freight	860 Red Ball Freight	890 Local Freight	Daily Except Sunday
STATIONS					Daily	Daily	Daily		Daily Except Sunday	
C623	599.03	CS	ALEXANDRIA		3 40 PM					
C625	601.41	CS	ALEXANDRIA YARD, \$WOT	Yard	Via T. & P. Ry.	2 30 PM	2 00 AM			12 40 PM
	603.11		WILLOW GLEN		3 30 PM	2 00	1 50			12 30
C629	604.63	P	WG JUNCTION		3 20	1 50	1 45			12 15
C634	610.75	CS	WOODWORTH	81	3 09	1 32	1 30			12 01 PM
C636	612.22	P	VALDEROUGE		3 06	1 27	1 10			11 50 AM
C640	615.81	LS	BRINGHURST	Y 82	3 01	1 20	1 01			11 40
C642	618.22	LS	FOREST HILL	40	2 56	1 10	12 55			11 30
C645	621.35	TP	LONG LEAF		2 51	1 02	12 45			11 20
C647	623.76	LS	GLENMORA	W 81	2 47	12 55	12 40 <sup>869</sup>			11 05 <sup>101</sup>
C654	629.87		PAWNEE	115	2 37	12 40	12 15 AM			10 15
C659	635.77	CS	OAKDALE	W 115	2 30	12 25	11 59 PM			10 01
	636.07		G. C. & S. F. CROSSING							
C665	641.28	P	WARD	115	2 17	12 12	11 47			9 35
C671	647.67	P	FOLLEY	115	2 09	12 02 PM	11 38			9 15
C674	650.47	LS	OBBERLIN	a	2 05	11 56 AM	11 33			9 05
C678	654.21	P	M SIDING	112	1 59	11 48 <sup>101</sup>	11 25			8 50
	660.67	P	AR SIDING	112	1 52	11 20	11 10			8 30 <sup>891</sup>
	660.69		ANCHORAGE SUBDIV. CSG.							
C685	660.72	CS	KINDER	WY	1 50 1 35	11 15 AM	11 05			8 25
C694	670.48	LS	FENTON	f	1 14		10 25			7 55
	680.10		IOWA JCT. (T&NO Crossing)		1 02					
C711	688.10		MANCHESTER	72	12 50 <sup>101</sup>		9 50			7 15
	690.36		T&NO CROSSING							
C718	693.67		LAKE CHARLES YARD \$WOY	75	12 42		9 30 PM			7 00 <sup>869</sup>
C720	696.30	LS	LAKE CHARLES	Yard	12 35 PM					
					Daily	Daily	Daily			Daily Except Sunday



# 8 NEW IBERIA SUBDIV.—BETWEEN PORT BARRE AND SHADY SIDE

## TRAINS WESTWARD

SECOND CLASS

**497**  
Local  
Freight  
Daily  
Except  
Sunday

Station  
Numbers

Miles from  
Port Barre

## TIME-TABLE

### NO. 57

SEPTEMBER 2, 1947

#### STATIONS

Siding  
Capacity  
in  
Cars

## TRAINS EASTWARD

THIRD CLASS

**496**  
Local  
Freight  
Daily  
Except  
Sunday

			N89	88.0	SHADY SIDE.....	Y		
			N86	84.9	.....			
			N83	82.6	.....			
			N80	79.3	LS .....	W		
			N79	78.0	.....			
				74.4	.....			
			N75	73.8	.....			
				68.5	.....			
			N69	68.4	.....			
			N65	64.3	.....			
			N60	59.1	LS .....			
			N53	52.4	.....			
				49.5	.....			
				48.2	.....			
				47.5	.....			
		6 30 PM	N48	47.2	LS .....	Yard	2 05 AM	
		6 45	N44	44.1	.....		1 55	
				40.6	.....			
			N42	40.5	.....			
		7 00	N40	39.1	LS .....	40	1 40	
			N37	36.0	.....			
			N35	34.0	.....			
			N31	30.1	P .....			
		8 00	N26	25.4	P .....	W 28	12 40 AM	
				19.7	.....			
			N20	19.6	.....			
			N18	17.6	.....			
			N14	13.5	.....			
		9 00	N12	11.3	LS .....	20	11 50 PM	
			N 1	0.6	.....			
		9 50 PM		0.0	LS .....	Yard	10 55 PM	
		Daily Except Sunday					Daily Except Sunday	
					88.0			

## JEFFERSON ISLAND SUBDIV.

BETWEEN NEW IBERIA AND JEFFERSON ISLAND

### WESTWARD

### EASTWARD

Station Numbers	Miles from Port Barre	TIME-TABLE NO. 57 SEPTEMBER 2, 1947	Miles from Brownsville	Siding Capacity in Cars
		STATIONS		
48	47.2	..... NEW IBERIA .....	644.5	Yard
B56	56.0	..... WYE .....	653.3	Y
B57	57.1	..... JEFFERSON ISLAND .....	654.9	Yard
		9.9		

## DAUTERIVE SUBDIV.

BETWEEN LOREAUVILLE AND CAROLINE

### WESTWARD

### EASTWARD

Station Numbers	Miles from Port Barre	TIME-TABLE NO. 57 SEPTEMBER 2, 1947	Miles from Brownsville	Siding Capacity in Cars
		STATIONS		
40	39.1	..... LOREAUVILLE .....	637.0	
A44	43.9	..... CAROLINE .....	640.7	19
		3.8		

ORANGE SUBDIV.—BETWEEN NEWTON AND ORANGE

9

TRAINS WESTWARD				Station Numbers	Miles from Brownsville	TIME-TABLE NO. 57			Miles from Newton	Siding Capacity in Cars	TRAINS EASTWARD		
SECOND CLASS		441 Local Freight	495 Local Freight			NO. 57					SECOND CLASS		494 Local Freight
SEPTEMBER 2, 1947						STATIONS		THIRD CLASS					
Daily Except Sunday	Daily	Daily Except Sunday	Daily				Daily Except Sunday	Daily	Daily Except Sunday	Daily			
1 40 PM				B 526	526.4	LS	NEWTON	YW	0.0	Yard	12 40 PM		
				B 518	518.8		HOWARDS		7.8				
					514.6		G. C. & S. F. CROSSING		11.8				
2 40				B 514	514.5		BLEAKWOOD		11.9		11 35 AM		
3 10				B 508	508.0	LS	CALL		18.4		11 05		
					506.6		TRAM CROSSING		19.8				
3 40				B 496	496.6		BESSMAY		29.8		10 30		
				B 494	494.3		BUNA		31.6				
				B 491	491.9		BUNKER HILL		34.5				
				B 484	484.6		ROBERTSON		41.8	46			
4 30				B 483	483.1		GIST		43.3		9 30		
				B 479	479.1		TEXLA		47.3				
					477.7		K. C. S. CROSSING		48.7				
5 00 PM	6 00 AM			477	477.6	LS	MAURICEVILLE	OYW	48.8	Yard	9 00 AM		12 55 PM
	6 20			C 482	482.9		PEVETO		53.9	38			12 40
				C 485	485.0		BANCROFT		56.0				
				C 486	486.9		T&NO CROSSING		57.9				
				C 488	488.0		DOC BROWN	Y	59.0				
	7 00 AM			C 490	490.5	LS	ORANGE	\$ W	61.5	Yard			12 01 PM
Daily Except Sunday	Daily	Daily Except Sunday	Daily				61.5			Daily Except Sunday	Daily	Daily Except Sunday	Daily

CROWLEY SUBDIV.

BETWEEN EUNICE AND CROWLEY

WESTWARD

EASTWARD

SECOND CLASS	Miles from Brownsville	TIME-TABLE NO. 57			Station Numbers	Siding Capacity in Cars	THIRD CLASS
893 Local Freight		SEPTEMBER 2, 1947					892 Local Freight
Daily Except Sunday		STATIONS					Daily Except Sunday
6 00 AM	570.3	LS	EUNICE	OWY	570	YARD	11 55 AM
6 25	577.9		MOWATA		A 578		11 25
6 45	582.4		MAXIE		A 582		11 05
7 30 AM	592.3		CROWLEY	WY	A 592	YARD	10 30 AM
Daily Except Sunday			22.0				Daily Except Sunday

ERWINVILLE SUBDIV.

BETWEEN ERWINVILLE JCT. AND MIX

WESTWARD

EASTWARD

Miles from Brownsville	TIME-TABLE NO. 57			Station Numbers	Siding Capacity in Cars	
SEPTEMBER 2, 1947			STATIONS			
632.4	LS	ERWINVILLE JCT.	Y	632		
636.6		LAKELAND	W	D 636		
637.4		CELINA		D 637		
637.8		OAKLAND		D 638		
638.5		KNAPP		D 639		
644.9		MIX		D 645		
			12.5			

**1. All eastward trains are superior to trains of the same class in the opposite direction.**

**2. MAXIMUM SPEED:**

	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>ANCHORAGE SUBDIV.:</b>		
Between De Quincy and M.P. 514	65	50
Between M.P. 514 and M.P. 543 Pole 5	70	50
Between M.P. 543 Pole 5 and Krotz Springs	59	49
Between Krotz Springs and Lottie	45	45
Between Lottie and Anchorage Yard	59	45
Between Anchorage and West Jct.	45	35
Between East Jct. and M.P. Jct.	15	15
<b>HOUSTON SUBDIV.:</b>		
Between Grayburg and Sour Lake	65	50
	10	10
<b>LAKE CHARLES SUBDIV.:</b>		
Between Willow Glen and WG Jct.	45	30
Between WG Jct. and Kinder	60	45
Between Kinder and Lake Charles	59	45
<b>NEW IBERIA SUBDIV.:</b>		
Between Port Barre Jct. and New Iberia	20	20
Between New Iberia and Shadyside	15	15
<b>ORANGE SUBDIV.:</b>		
Between Newton and Orange	20	20
<b>CROWLEY SUBDIV.:</b>		
	20	20
<b>ERWINVILLE SUBDIV.:</b>		
	10	10
<b>JEFFERSON ISLAND SUBDIV.:</b>		
	15	15
<b>DAUTERIVE SUBDIV.:</b>		
	10	10

**3. SPEED RESTRICTIONS:**

Engines running light in forward movement with or without caboose or rider. 45 45  
(Where maximum speed is less, such restrictions will be observed)

**ANCHORAGE SUBDIV.:**

Atchafalaya River Bridge, Mile Post 610.8	15	15
Opelousas, city limits	15	15

**HOUSTON SUBDIV.:**

Beaumont, city limits	20	20
Houston, city limits	18	18

**LAKE CHARLES SUBDIV.:**

<b>Lake Charles:</b>		
Hodge Street Crossing	5	5
Wharves and Aprons of Docks		5

**CROWLEY SUBDIV.:**

<b>Eunice:</b>		
Second and Fourth Street Crossings	10	10

**NEW IBERIA SUBDIV.:**

Teche Bayou Drawbridge, Mile Post 41.9	20	20
Teche Bayou Drawbridge, Mile Post 69.7	15	15
Teche Bayou Drawbridge, Mile Post 75.4	15	15
Hanson Canal Bridge, Mile Post 82.0	15	15

Trains must not exceed 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 15 or No. 20 turnouts or crossovers.

All main track switches are No. 10 turnouts or less except the following, which are No. 20 turnouts:

East switch WY siding.	West wye switch Anchorage.
West switch WY siding.	West Jct.
West switch KD siding.	
Main track WG Jct.	

Permanent Speed Restrictions: Location of track and permissible speed—each location protected by permanent speed restrictions and resume speed signs.

Mile Post	Pole to	Mile Post	Pole	Miles Per Hour Passenger Trains	Freight Trains
<b>ANCHORAGE SUBDIV.:</b>					
519	5	519	14	65	50
642	24 1/2	642	29 1/2	50	40
<b>HOUSTON SUBDIV.:</b>					
457	22	458	29	30	20
445	1	446	15	50	50
<b>LAKE CHARLES SUBDIV.:</b>					
604	18	604	19	30	30
<b>NEW IBERIA SUBDIV.:</b>					
21	20	23	22	15	15

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

	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>GCL and I-G-N Engines:</b>		
301 to 319	50	50
Except 310	61	61
320, 322, 333 and 339	65	65
321, 323 to 332	50	50
334 to 338	50	50
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	45	45
1011 to 1030	40	40
Except 1011, 1013, 1016, 1018, 1019, 1020, 1022, 1023, 1024, 1025, 1026, 1028, 1030	55	55
1031 to 1040	40	40
Except 1031, 1032, 1033, 1034, 1035, 1037, 1038, 1039, 1040	53	53
1051 to 1073	53	53
Except 1055, 1056, 1057, 1066, 1067, 1068, 1073	40	40
1101 to 1125	63	63
1151 to 1161	80	80
Diesel 7007 to 7009 and 7012	98	98
<b>Missouri Pacific Engines:</b>		
1 to 173	60	60
1201 to 1280	63	63
1401 to 1571	63	63
5201 to 5207	55	55
5502 to 5540	80	80
6401 to 6444	80	80
6501 to 6521	70	70
6601 to 6629	80	80

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

Scale test car X-5121 when placed in train next ahead of caboose may be handled at maximum train speed.

	Maximum Speed Miles Per Hour
Dead engines moving backward or with part or all side rods down .....	15
Dead engines with all main rods, side rods, and pistons in position, valve blocked to cover ports, port plugs and cylinder cocks removed on disabled side .....	15
Movement of engines with front drivers blocked ..	20
Dead engines with side rods in position, main rods disconnected .....	35
Dead engines with all side rods, main rods, and pistons in position, cylinder head removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front cylinder ..	40
Trains handling self propelled pile drivers, steam shovels, steam "Wrecking" derricks, derrick cars, Jordan spreaders and spreader ditchers, scale test cars (Non-Self-Propelling) .....	25
Trains handling self propelling American Ditchers, American ditchers (loaded on flat cars) Locomotive (Clam shell) cranes (Boom should be detached, water tanks drained and wherever practicable rear of machine should face toward front of train), Yard Clam shell) and "Burro" cranes (Loaded on flat cars) .....	20
Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling wrecking cranes, pile drivers, Jordan spreaders or spreader ditchers must be restricted to five miles per hour less than maximum speed.	
Diesel engines (switch) for movement dead in tow or under their own power, 800 series .....	30
Diesel engines (switch) for movement dead in tow or under their own power, 4100, 4101, 9000, 9100 and 9200 Series .....	35
Diesel engines (Road) including engines 4102 and 4103 dead in tow may be handled at maximum permissible speed.	
Motor cars moving dead in tow .....	50

Dead engines for movement must be inspected and have all side rods in position, but may, in emergency, be handled with part or all of side rods down on authority of 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, in which case must be turned at first available point. Engines moving dead in train must be in charge of locomotive fireman acting as messenger. Switch engines not equipped with engine trucks either dead in tow, or under steam in road movement, must be moved tender forward.

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

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 Superintendent.

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

Self-propelling pile drivers X-7515 and X-5062 must be handled on rear of trains only, placing next ahead of caboose.

## ARBITRARY HOLDS—PASSENGER TRAINS

STATION	Train Number	Hold for		Hold Until	Hold if On Time	REMARKS
		Division	Train			
New Orleans.....	3	All connections		8:20 A.M.	10 minutes	When three or more passengers for points west of Anchorage are reported. For connection. For passengers and mail. For connection. For passengers reported. For passengers reported.
Alexandria.....	101	Louisiana.....	101	Indefinitely		
Kinder.....	102	De Quincy... 3 and 4		2:20 P.M.	30 Minutes	
Kinder.....	3	De Quincy.....	101	2:55 P.M.	1 hour	
Houston.....	4	Kingsville.....	16			
		and GCSF.....	5	8:40 A.M.	10 minutes	
Houston.....	10	BRI Zephyr.....	3	9:45 P.M.	15 minutes	

### 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 face type.

### EXPLANATION OF STOPS

- s—Regular stop.
  - f—Stop on signal for passengers, mail, baggage and express.
  - a—Stop on signal to receive or discharge revenue passengers.
- Nos. 3, 4, 9 and 10 will stop on signal at stations between Orleans Jct. and Baton Rouge for 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
70.....		51

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

Station	Miles from Brownsville	Train Numbers	
<b>Anchorage Subdiv.:</b>			
Torbert.....	626.5	3	4
Bel.....	530.0	3	4
Ragley.....	520.9	3	4
<b>Houston Subdiv.:</b>			
Sandune.....	418.6	3	4
<b>Lake Charles Subdiv.:</b>			
	Miles from St. Louis		
Bellevue.....	688.05	101	102
Bon Air.....	683.98	101	102
Woodlawn.....	675.98	101	102

# MISSOURI PACIFIC LINES EMPLOYEES HOSPITAL ASSOCIATION

## HOSPITAL, PALESTINE, TEXAS

DR. H. A. HAVERLAH, Chief Surgeon.

### 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. J. J. Robert.....Baton Rouge, La

### LOCAL SURGEONS:

\*Dr. A. Philo Howard.....Houston, Texas.  
 \*Dr. M. B. Stokes.....Houston, Texas.  
 \*Dr. A. L. W. Tackaberry.....Houston, Texas.  
 \*Dr. J. Thos. Jones.....Houston, Texas.  
 \*Dr. F. E. McAlister.....Houston, Texas  
 \*Dr. Carl F. Shaffer.....Houston, Texas  
 \*Dr. N. A. Kilgore.....Houston, Texas  
 \*Dr. W. M. Palm.....Houston, Texas  
 Dr. J. J. Devoti.....Harrisburg, Texas  
 Dr. A. L. Delaney.....Liberty, Texas  
 Dr. Don. P. Schulz.....Liberty, Texas  
 Dr. L. R. Lancaster.....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. Mims Morgan.....Crowley, La.  
 Dr. W. F. McCreight.....Call, Texas.  
 Dr. F. W. Lawson.....Orange, Texas  
 Dr. C. E. Phillips.....Orange, Texas.  
 Dr. Oliver Seastrunk.....Orange, Texas  
 Dr. A. E. Douglas.....De Quincy, La.  
 Dr. D. Drez.....De Quincy, La.  
 Dr. Gordon Buck.....Kinder, La.  
 Dr. W. A. Fletcher.....Elton, La.  
 Dr. O. L. Freeman.....Basile, La.  
 Dr. James T. Thompson.....Eunice, La.  
 Dr. Charles W. Lewis.....Eunice, La.  
 Dr. A. R. Morgan.....Crowley, La.  
 Dr. S. J. Rozas.....Opelousas, La.  
 Dr. F. F. Rougon.....Erwinville, La  
 Dr. J. J. Robert.....Baton Rouge, La.  
 Dr. W. R. Eidson.....Baton Rouge, La.  
 Dr. John T. Lewis.....Baton Rouge, La.  
 Dr. John McKowen.....Baton Rouge, La.  
 Dr. P. B. Landry.....Anchorage, La  
 Dr. Ray B. Harrison.....New Orleans, La  
 Dr. Wm. D. Phillips.....New Orleans, La  
 Dr. E. L. Landry.....New Iberia, La.  
 Dd. L. M. Villren.....Jeannette, La.  
 Dr. W. G. McBride.....Alexandria, La.  
 Dr. M. B. Pearce.....Alexandria, La.  
 Dr. H. H. Hardy, Jr.....Alexandria, La.

### EYE, EAR, NOSE AND THROAT:

\*Dr. Geo. C. Farrish.....Houston, Texas.  
 Dr. Sam B. Lyons.....Beaumont, Texas.  
 Dr. Courtland P. Smith.....Baton Rouge, La.  
 Dr. T. O. Woolley.....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.  
 Dr. Fred C. Winn.....Crowley, La.  
 Dr. A. B. Cross.....Eunice, La.

## MISSOURI PACIFIC RAILROAD HOSPITAL ASSOCIATION

### RESIDENT SURGEONS

Dr. J. A. White.....Alexandria, La.  
 Dr. Thos. H. Watkins.....Lake Charles, La.

### LOCAL SURGEONS

Dr. W. M. McBride.....Alexandria, La.  
 Dr. M. B. Pearce.....Alexandria, La.  
 Dr. H. H. Hardy.....Alexandria, La.  
 Dr. B. F. Bremer.....Glenmora, La.  
 Dr. W. R. Hargrove.....Oakdale, La.  
 Dr. M. V. Hargrove.....Oakdale, La.  
 Dr. Walter Moss.....Lake Charles, La.  
 Dr. O. W. Moss.....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 who are on cots, sick or injured, at Palestine depot. Do not call or wire for ambulance where patients can be carried to hospital in car. Conductors when wiring chief surgeon or dispatcher, will state whether ambulance or car will be needed.