

DIVISION OFFICERS

A. F. JUDD.....	Superintendent.....	Kingsville, Texas
D. T. BARKSDALE.....	Ass't Supt.....	De Quincy, La.
W. WICKER.....	Superintendent Houston Terminal (M. P. Lines).....	Houston, Texas
M. H. CUNNINGHAM.....	Trainmaster Anchorage, Lake Charles, New Iberia, Jefferson Island, Erwinville and Crowley Subdivs.....	De Quincy, La.
J. W. MARSHALL.....	Trainmaster, Houston and Orange Sub- divs.....	De Quincy, La.
J. F. HUBBARD.....	Ass't Trainmaster, Lake Charles to Kinder, Inclusive.....	Lake Charles, La.
F. E. TURNER.....	Ass't Trainmaster.....	Anchorage, La.
R. L. CUSTER.....	Road Foreman of Engines.....	De Quincy, La.
E. N. MALONE.....	Division Trainmaster.....	De Quincy, La.
D. M. HUESTON.....	Night Chief Dispatcher.....	De Quincy, La.
S. A. FONTENOT.....	Dispatcher.....	De Quincy, La.
F. B. HUTCHINS.....	Dispatcher.....	De Quincy, La.
E. O. IVEY.....	Dispatcher.....	De Quincy, La.
J. C. MARTIN.....	Dispatcher.....	De Quincy, La.
R. L. SOILEAU.....	Dispatcher.....	De Quincy, La.
G. B. THOMPSON.....	Dispatcher.....	De Quincy, La.
F. M. WATTS.....	Dispatcher.....	De Quincy, La.
J. A. WEATHERLY.....	Dispatcher.....	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 Baytown Subdiv.)

TIMETABLE

No. 63

Effective 12:01 A. M.

SUNDAY, SEPTEMBER 14, 1952

CENTRAL STANDARD TIME

Superseding Timetable No. 62, dated January 6, 1952
and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
No. 9, DATED MAY 1, 1950.

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

R. P. HART, Chief Operating Officer

L. A. GREGORY, Ass't Chief Operating Officer
and General Superintendent
Transportation.

S. HAMMER, General Manager

E. C. SHEFFIELD, Ass't General Manager

E. W. HARGRAVE, Ass't General Superintendent
Transportation.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with an instructions which imperil the safety of the train or involve a violation of the rules.

Where safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs, or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.


RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first by habitually conforming to the rules in the daily performance of his own duties; second by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatchers must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.


General Manager

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:

ATTENTION TRAIN AND ENGINE CREWS

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 employees 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 engineers 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.

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.

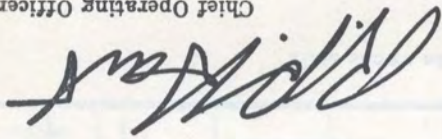
5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employees—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

Chief Operating Officer



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

TIMETABLE
NO. 63

SEPTEMBER 14, 1952

TRAINS WESTWARD

Station Numbers	Miles from Brownsville	STATIONS	FIRST CLASS		SECOND CLASS				THIRD CLASS
			9	3	79	369	63	361	491
			Passenger	Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
739	740.2	NEW ORLEANS.....	10 10 PM	8 35 AM			3 00 AM		
648	650.7	BATON ROUGE.....	12 10 AM	10 35					
647	648.0	NORTH BATON ROUGE.....	12 20	10 45					
		.....	12 35 AM	11 00 AM			9 50 AM		
647.0		P..... M. P. JCT.....	12 40 AM	11 05 AM					
646.4		..... EAST JCT.....	12 43	11 08					
648.1		P..... WEST JCT.....	12 51	11 16					
642.8		T. & P. CROSSING.....							
644	643.9	ANCHORAGE YD. DOWT			4 00 AM		2 00 PM		6 00 AM
641.5		OS... ANCHORAGE..... Y	s 12 57	s 11 22 62	4 18 AM		2 10 PM		6 10 AM
631	631.5	LS... ERWINVILLE..... *Y	1 09	f 11 34	4 35		2 30 490		6 35
622	622.4	P..... LIVONIA..... *W	1 20	f 11 46	4 50		2 47		6 55
621.1		T. & P. CROSSING.....							
617	617.2	LS... LOTTIE.....	a 1 26	s 11 53 AM	5 01		2 54		7 30
610	610.4	LS... KROTZ SPRINGS.....	1 39	s 12 07 PM	5 20		3 31 4		8 00
602	602.4	P..... CORTABLEAU.....	1 49	12 17 490	5 32		3 43		8 20
597	597.6	CS... PORT BARRE..... *YW	f 1 56	s 12 24	5 50		3 59		8 40
590	590.7	TP... OPELOUSAS.....	s 2 06	s 12 32	6 05		4 25		9 05 62
590.2		T&NO CROSSING.....							
590.1		T. & P. CROSSING.....							
584	584.2	P... LAWTELL.....	2 18	12 46	6 20		4 40		9 20
576	576.2	P... SAVOY.....	2 31 10	12 55	6 32		4 53		9 35
570.4		T&NO CROSSING.....							
570	570.3	CS... EUNIOE..... § OWY	s 2 52	s 1 06	6 50		5 10		10 01 490
565	565.1	P... TYRONE.....	3 00	1 13	7 02		5 21		10 45
559	559.5	LS... BASILE..... *	a 3 07	s 1 20	7 10		5 49 78		11 00
553	553.6	LS... ELTON..... *	a 3 14	s 1 28	7 19		6 15		11 30
549	548.9	P... OOVERDALE.....	3 19	1 40 4	7 37 62		6 23		11 45 AM
544.5		L. C. SUBDIV. CROSSING.....							
544	544.5	OS... KINDER..... Y	s 3 35	s 1 55	7 50	2 05 PM	6 30	10 05 PM	12 30 PM
544.3		P... KD SIDING..... W	3 37	1 57	8 05	2 10	6 35	10 10	12 35
538	538.2	P... LE BLANC..... *	3 43	2 07	8 13 490	2 20	6 42	10 20	1 09 4
532	532.3	LS... REAVES..... *	3 49	a 2 14	8 21	2 30	6 50	10 30	1 30
523	523.2	P... FULTON.....	3 59	2 26	8 37	2 45	7 05	10 43	1 50
523.1		T&NO CROSSING.....							
515	515.3	P... GORDON.....	4 09	2 37	9 10 360	3 05	7 15	11 05 370	2 10
508.4		K. C. S. CROSSING.....							
508	508.0	CS... DE QUINCY..... § DOWT	4 25 AM	2 45 PM	9 30 AM	3 30 PM	7 30 PM	11 20 PM	2 30 PM
		Freight 135.9	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
		Passenger 140.0							

Time shown at Anchorage Yard is for information only.

ANCHORAGE SUBDIV.—DEQUINCY TO M. P. JCT. 3

TRAINS EASTWARD

Miles from Brownsville			STATIONS		Sliding Capacity In Cars	FIRST CLASS		SECOND CLASS		THIRD CLASS		
			SEPTEMBER 14, 1952			Passenger	Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight
740.2	NEW ORLEANS	89.5			7 05 AM	7 15 PM	6 00 AM				Daily Except Sunday	
650.7	BATON ROUGE	2.7			5 05 AM	5 10 PM					Daily	
648.0	NORTH BATON ROUGE	1.0			4 58 AM	4 43 PM	12 01 AM				Daily	
647.0	M. P. JCT.	0.6	A B S Signal Indication Both Opposing and Following Movements	La. State Bridge	4 35 AM	4 40 PM						
646.4	HAST JCT.	3.3			4 37	4 37						
643.1	WEST JCT.	0.3			4 24	4 24						
642.8	T. & P. CROSSING	1.3			4 29	4 29						
643.9	ANCHORAGE YD. S.DOWT	2.8					3 00 PM					
641.5	OS. ANCHORAGE	10.0			4 18 AM	4 23 PM	11 22 AM				Daily	
631.5	MHWINTVILLE	9.1			3 59 AM	4 09 PM	10 50 AM				Daily	
622.4	LIVONIA	1.8			3 43 AM	3 56 PM	10 25 AM				Daily	
621.1	T. & P. CROSSING	8.9			3 35 AM	3 48 PM	10 15 AM				Daily	
617.2	LOTTIE	6.8			3 35 AM	3 48 PM	10 15 AM				Daily	
610.4	DRAWHIDGE (Achalaya River)	0.6			3 22 AM	3 31 PM	9 55 AM				Daily	
602.4	KHOTZ SPRINGS	8.0			3 22 AM	3 31 PM	9 55 AM				Daily	
602.4	COHTABLAU	8.0			3 12 AM	3 21 PM	9 35 AM				Daily	
597.6	PORT BARRE	4.8			3 05 AM	3 18 PM	9 20 AM				Daily	
590.7	PELOUSAS	6.9			2 55 AM	3 08 PM	9 05 AM				Daily	
590.2	T&NO CROSSING	0.6			2 55 AM	3 08 PM	9 05 AM				Daily	
590.2	T&NO CROSSING	0.1			2 40 AM	2 43 PM	8 50 AM				Daily	
584.2	LAWTELL	5.9			2 40 AM	2 43 PM	8 50 AM				Daily	
576.2	SAVOY	8.0			2 31 AM	2 34 PM	8 35 AM				Daily	
570.4	T&NO CROSSING	5.8			2 31 AM	2 34 PM	8 35 AM				Daily	
570.3	MUNICE	0.1			2 22 AM	2 26 PM	8 20 AM				Daily	
565.1	TYRONE	5.2			2 05 AM	2 06 PM	8 04 AM				Daily	
559.5	BASILE	5.6			2 05 AM	2 06 PM	8 04 AM				Daily	
559.5	BASILE	5.9			1 58 AM	1 58 PM	7 55 AM				Daily	
553.6	MILTON	4.7			1 50 AM	1 50 PM	7 46 AM				Daily	
548.9	GOVHEDALE	4.4			1 44 AM	1 40 PM	7 37 AM				Daily	
544.5	T. C. SUBDIV. CROSSING	0.0			1 38 AM	1 38 PM	7 30 AM				Daily	
544.5	KINDER	0.2			1 38 AM	1 38 PM	7 30 AM				Daily	
544.3	KD SIDING	6.1			1 26 AM	1 16 PM	7 00 AM				Daily	
538.2	LE BLANC	5.9			1 19 AM	1 09 AM	6 52 AM				Daily	
538.2	REAVES	9.1			1 13 AM	1 02 AM	6 45 AM				Daily	
532.2	FULTON	0.1			1 03 AM	1 25 AM	6 32 AM				Daily	
528.1	T&NO CROSSING	7.8			1 03 AM	1 25 AM	6 32 AM				Daily	
515.3	GORDON	6.9			1 25 AM	1 24 AM	6 20 AM				Daily	
508.4	K. O. S. CROSSING	0.4			1 24 AM	1 25 AM	6 20 AM				Daily	
508.0	DEQUINCY	0.4			1 24 AM	1 23 PM	6 00 AM				Daily	

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Station Numbers	Miles from Brownsville	TIMETABLE NO. 63 SEPTEMBER 14, 1952		TRAINS WESTWARD							
				FIRST CLASS		SECOND CLASS				THIRD CLASS	
				9 Passenger	3 Passenger	79 Red Ball Freight	369 Red Ball Freight	63 Red Ball Freight	361 Red Ball Freight	493 Local Freight	
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
508	508.0	CS	DE QUINCY.....	\$DOWT	4 30 AM	2 50 PM	11 30 AM	5 00 PM	8 30 PM	11 45 PM	
			0.7 OS JUNCTION, LA.....		4 32 AM	2 52 PM					
477	477.7		29.6 MAURICEVILLE, TEX.		f 5 05	s 3 25					
461	461.0		16.7 BEAUMONT.....		s { 5 30	s { 3 50					
			0.2 Via K.C.S. By		s { 5 40 AM	s { 4 00 PM					
480.8			G. C. L. JUNCTION.....		5 41 AM	4 01 PM	1 00 PM	7 00 PM	10 30 PM	1 45 AM	
480.4			0.4 G. C. & S. F. CROSSING.....								
480.3			0.01 T&NO CROSSING.....								
459	459.6		0.7 BEAUMONT YARD.....	\$DOY	5 45	4 05	1 10	7 15	10 45	2 10 ⁶²	7 00 AM
459.3			0.3 OS T&NO CROSSING (Tower 74)								
457.9			1.4 WY SIDING.....	W	5 50 ⁸⁶⁰	4 09	1 25 ⁷⁸	7 20	11 25 ¹⁰	2 20	7 05
455	455.1	P	2.8 ELIZABETH.....		5 59	4 18	1 35	7 30	11 35	2 30	7 15
447	447.6	P	7.5 WESTBURY.....		6 07	4 26	1 50	7 45	11 49	2 45	7 35 ⁴⁹²
441	441.3	LS	6.3 GRAYBURG.....	a	6 14	s 4 33	1 58	7 55	11 59 ^{PM}	3 00	8 00
436	436.8	P	4.5 HATHAWAY.....		6 19	4 39	2 06	8 02	12 22 ^{AM}	3 10	8 10
432	432.6	P	4.2 STRAIN.....		6 23	4 44 ³⁷⁰	2 14	8 10	12 32	3 18	8 20
427	427.2	CS	5.4 HULL.....	a	6 28 ⁴⁹²	s 4 49	2 22	8 20	12 40	3 28	9 00
422	422.4	LS	4.8 HARDIN.....	f	6 36	f 4 58	2 30	8 28	12 48	3 50 ³⁶⁰	10 14 ⁴
416.3		P	6.1 WATER TANK.....	W							
413	413.6	P	2.7 KENEFLOK.....		6 45	5 07	2 43	8 43	1 03	4 10	10 30
409	409.0	P	4.6 MARTHA.....		6 51	5 12	2 51	8 53	1 13	4 20	10 40
403	403.1	P	5.9 EASTGATE.....		6 57	5 18	3 25 ³⁷⁰	9 03	1 21	4 30	10 55
398	398.8	LS	4.3 HUFFMAN.....	*	7 03	f 5 23	3 35	9 10	1 29	4 38 ⁴⁹²	11 44 ⁷⁸
392	392.8	P	6.0 HARMASTON.....		7 10	5 30	3 45	9 21	1 38	4 50	11 55 ^{AM}
385	385.0	CS	7.8 DYERSDALE.....		7 21	5 41	4 00 ^{PM}	10 04 ¹⁰	1 50 ^{AM}	5 10 ^{AM}	12 15 ^{PM}
381.6			3.4 SETTEGAST JCT.....								
379	379.3	CS	2.3 SETTEGAST YARD.....	WDO\$Y			5 00 ^{PM}	1 00 ^{AM}	4 30 ^{AM}	6 00 ^{AM}	12 40 ^{PM}
378.0			3.6 GULF COAST.....		7 29 AM	5 49 PM					
371.8			6.2 HOUSTON (Union Station).....		7 50 AM	6 10 PM					
					Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
			Freight 128.7								
			Passenger 136.2								

NOTE 1—A B S—Signal Indication Both Opposing and Following Movement

Time shown at Houston Union Station on first class trains and at Settegast Yard on Second and Third class trains is for information only.

HOUSTON SUBDIV.—GULF COAST TO DEQUINCY

5

TIMETABLE

NO. 63

SEPTEMBER 14, 1952

Siding Capacity
in Cars
Miles from
Brownsville

STATIONS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	Passenger	Freight	Red Ball	Freight	Red Ball	Freight
Yard	508.0	CS	DEQUINCY	12 40 AM	12 25 PM	12 40 AM
	507.3	CS	OS JUNCTION, LA.	12 20 PM	12 20 PM	12 20 PM
	477.7	CS	MAURIOVILLE, TEX.	11 45 AM	11 45 AM	11 45 AM
	461.0	CS	BEAUMONT	11 25 AM	11 15 AM	11 15 AM
	460.8	CS	G. C. L. JUNCTION	11 14 AM	11 34 PM	11 14 AM
	460.4	CS	G. C. & S. P. CROSSING	11 04 AM	11 34 PM	11 04 AM
	460.3	CS	LENO CROSSING	10 55 AM	11 34 PM	10 55 AM
Yard	459.6	CS	BEAUMONT YARD, DOY	10 55 AM	11 30 AM	10 55 AM
	459.3	CS	LENO CROSSING (Lower 74)	10 55 AM	11 30 AM	10 55 AM
	457.9	CS	WY SIDING	10 55 AM	11 25 AM	10 55 AM
	455.1	CS	ELIZABETH	10 55 AM	11 17 AM	10 55 AM
	447.6	CS	WESTBURY	10 47 AM	11 09 AM	10 47 AM
	441.3	CS	GRAYBURG	10 40 AM	11 02 AM	10 40 AM
	436.8	CS	HATHAWAY	10 33 AM	10 57 AM	10 33 AM
	432.6	CS	STRAIN	10 28 AM	10 58 AM	10 28 AM
	427.2	CS	HULL	10 20 AM	10 48 AM	10 20 AM
	423.4	CS	HARDIN	10 14 AM	10 42 AM	10 14 AM
	418.3	CS	WATER TANK	10 05 AM	10 38 AM	10 05 AM
	413.6	CS	KENNEDICK	10 05 AM	10 38 AM	10 05 AM
	409.0	CS	MAITHA	9 59 AM	10 28 AM	9 59 AM
	403.1	CS	HASTGATE	9 53 AM	10 22 AM	9 53 AM
	398.8	CS	HUEFMAN	9 47 AM	10 17 AM	9 47 AM
	392.8	CS	HARMASTON	9 41 AM	10 11 AM	9 41 AM
	385.0	CS	DEERSDALE	9 34 AM	10 04 AM	9 34 AM
Yard	381.6	CS	SETTEGAST JOT	9 26 AM	9 56 PM	9 26 AM
	379.3	CS	SETTEGAST YARD WDOXY	9 26 AM	9 56 PM	9 26 AM
Yard	378.0	CS	GULF COAST	9 05 AM	9 35 PM	9 05 AM
	371.8	CS	HOUSTON (Union Station)	9 05 AM	9 35 PM	9 05 AM
		CS	Freight 128.7			
		CS	Passenger 136.2			

TRAINS EASTWARD

NOTE 1—A B S—Signal Indication Both Opposing and Following Movement
Time shown at Houston Union Station on first class trains and at Settegast Yard on Second and Third class trains is for information only.

6 LAKE CHARLES SUBDIV.—ALEXANDRIA YARD TO LAKE CHARLES

Miles from St. Louis	TIMETABLE NO. 63 SEPTEMBER 14, 1952		Sliding Capacity in Cars	TRAINS WESTWARD						
				FIRST CLASS		SECOND CLASS			THIRD CLASS	
				131 Passenger		369 Red Ball Freight	361 Red Ball Freight	869 Red Ball Freight		891 Local Freight
STATIONS			Daily	Daily	Daily	Daily		Daily Except Sunday		
599.03	OS	ALEXANDRIA		9 20 AM						
601.41	OS	ALEXANDRIA YARD \$WOT	Yard	Via T & P. Ry.	11 00 AM	8 00 PM	11 30 PM		8 00 AM	
603.11		WILLOW GLEN		9 30 AM	11 05 AM	8 05 PM	11 35 PM		8 05 AM	
604.63	P	WG JUNCTION		9 35						
610.75	OS	WOODWORTH	78	s 9 43	11 20	8 25	11 55 PM		8 25	
615.81		BRINGHURST	77	9 50	11 30	8 37	12 18 AM		8 40	
618.22	LS	FOREST HILL	47	s 9 55	11 37	8 42	12 24		8 48	
621.35	TP	LONG LEAF		s 10 00	11 45	8 49	12 30		8 55	
623.70	LS	GLENMORA	W 80	s 10 07	11 57 ⁸⁹⁰ AM	8 56	12 38		9 05	
629.87	P	PAWNEE	115	10 16	12 20 ³⁶⁰ PM	9 06	12 59 ⁸⁶⁰		9 30	
635.77	OS	OAKDALE	W 111	s 10 23 ⁸⁹¹	12 35	9 20	1 40 ⁸⁷⁰		10 00 10 33 ¹³¹	
636.07		G. C. & S. F. CROSSING								
641.28	P	WARD	110	10 35	12 50	9 29	1 52		10 59 ⁸⁹⁰	
647.67	P	FOLLY	114	10 42 ⁸⁹⁰	1 08	9 39	2 05		11 25 ³⁶⁰	
650.47	LS	OBERLIN		s 10 46	1 15	9 44	2 11		11 35	
654.21	P	M SIDING	112	10 50 ³⁶⁰	1 25	9 51	2 17		11 45 AM	
660.67	P	AR SIDING	91	10 58	1 40	10 01	2 30		12 25 PM	
660.69		ANCHORAGE SUBDIV. OSG.								
660.72	OS	KINDER	WY	s 11 12	1 45 PM	10 02 PM	2 35		12 30	
670.48	LS	FENTON		f 11 26			3 00		1 42 ¹³²	
680.10		IOWA JCT. (T&NO Crossing)		11 39						
688.10	P	MANCHESTER	65	11 49			3 25		2 15	
690.36		T&NO CROSSING								
693.67		LAKE CHARLES YARD \$WOT	75	11 59 AM			3 45 AM		2 45 PM	
696.30	LS	LAKE CHARLES	Yard	12 15 PM			7 00 AM		3 30 PM	
		97.27		Daily	Daily	Daily	Daily		Daily Except Sunday	

Time shown at Alexandria on first class trains and at Alexandria Yard and Lake Charles on Second and Third class trains is for information only.

LAKE CHARLES SUBDIVISION—LAKE CHARLES TO ALEXANDRIA YARD 7

TRAINS EASTWARD

Station Numbers	Miles from St. Louis	TIMETABLE		STATIONS	SEPTEMBER 14, 1952		Sliding Capacity in Cars	Passenger	FIRST CLASS	SECOND CLASS	THIRD CLASS	Local Freight	Daily Except Sunday
		132	860		370	890							
0633	599.03	CS	ALEXANDRIA				4 00 PM		Daily	Daily	Daily		Daily Except Sunday
0625	601.41	CS	ALEXANDRIA YARD, \$WOJ				Via T. & P. Ry. 2 30 PM		2 30 PM	4 30 AM	5 00 AM		1 30 PM
608.11			WILLOW GLEN				3 50 PM	3 50 PM	1 30 PM	2 30 AM	3 00 AM		1 20 PM
0629	604.63	P	WG JUNCTION				3 29	3 40					
0634	610.75	CS	WOODWORTH				3 19	3 29	1 10	2 05	2 38		12 50
0640	615.81		BRINGHURST				3 14	3 19	12 57	1 46	2 29		12 30
0642	618.22	IS	FOREST HILL				3 07	3 14	12 50	1 38	2 23		12 20
0645	621.35	TP	LONG LEAF				3 03	3 07	12 42	1 28	2 17		12 20
0647	623.76	IS	GLENORA				2 53	3 03	12 35	1 18	2 10		12 08 PM
0654	629.87		PANNEE				2 45	3 03	12 20 ⁸⁶⁹	1 18	2 10		11 57 AM
0659	635.77	CS	OAKDALE				2 36	2 53	12 20 ⁸⁶⁹	1 15	2 10		11 25
636.07			G. C. & S. F. CROSSING				2 36	2 45	12 05 PM	12 15 AM	1 40 ⁸⁶⁹		11 15
0665	641.28	P	WARD				2 29	2 36	11 50 AM	11 58 PM	1 25		10 59 ⁸⁹¹
0671	647.67	P	FOLEY				2 25	2 29	11 05	11 40	1 12		10 42 ¹⁸¹
0674	650.47	IS	OBRIEN				2 19	2 25	11 05	11 38	1 05		10 01
0678	654.21	P	M SIDING				2 12	2 19	10 50 ¹³¹	11 25	12 57		9 50
660.67		P	AR SIDING				2 12	2 19	10 10	11 15	12 45		9 35
660.69			ANOHORAGE SUBDIV. CS				2 10	2 12	10 05 AM	11 10	12 40 AM		9 15
0685	660.72	CS	KINDER				1 55	2 10	10 05 AM	11 10	12 40 AM		9 15
0684	670.48	IS	MENTON				1 42 ⁸⁹¹	2 10	10 05 AM	11 10	12 40 AM		9 15
680.10			IOWA JCT. (F&NO Crossing)				1 30	1 42 ⁸⁹¹	10 05 AM	11 10	12 40 AM		9 15
0711	688.10		MANCHESTER				1 20	1 30	10 05 AM	11 10	12 40 AM		9 15
690.36			T&NO CROSSING				1 12	1 20	10 05 AM	11 10	12 40 AM		9 15
0718	693.67	IS	LAKE CHARLES YARD & WOY				1 05 PM	1 12	10 05 AM	11 10	12 40 AM		9 15
0720	696.30	IS	LAKE CHARLES				Yard	1 05 PM	10 05 AM	11 10	12 40 AM		9 15

Time shown at Alexandria on first class trains and at Alexandria Yard and Lake Charles on Second and Third class trains is for information only.

8 NEW IBERIA SUBDIV.—BETWEEN PORT BARRE AND GARDEN CITY

TRAINS WESTWARD				TIMETABLE NO. 63 SEPTEMBER 14, 1952		TRAINS EASTWARD			
THIRD CLASS		SECOND CLASS				THIRD CLASS			
499 Local Freight Daily Except Sunday	497 Local Freight Daily Except Sunday	Station Numbers	Miles from Port Barre	STATIONS	Siding Capacity in Cars	496 Local Freight Daily Except Sunday	498 Local Freight Daily Except Sunday		
9 01 AM		N83	82.3	.....GARDEN CITY.....Y			8 45 AM		
			82.2	.....T&NO CROSSING.....					
			81.5	.....T&NO CROSSING.....					
			80.0	.....T&NO CROSSING.....					
9 15		N80	79.3	LS.....FRANKLIN.....W			8 30		
		N79	78.0	.....STERLING.....Y	30				
			77.9	.....T&NO CROSSING.....					
			74.6	.....DRAW BRIDGE.....Teche Bayou					
		N75	73.8	.....OAKLAWN.....	60				
			68.8	.....DRAW BRIDGE.....Teche Bayou					
		N69	68.4	.....CHARENTON.....	35				
			64.4	.....T&NO CROSSING.....					
			62.7	.....T&NO CROSSING.....					
		N64	62.5	.....SORBELL.....	21				
			60.2	.....T&NO CROSSING.....					
			59.4	.....T&NO CROSSING.....					
			59.2	.....T&NO CROSSING.....					
10 45		N60	59.1	LS.....JEANERETTE.....	20		7 00		
			59.0	.....T&NO CROSSING.....					
			52.3	.....T&NO CROSSING.....					
			51.2	.....T&NO CROSSING.....					
			49.0	.....T&NO CROSSING.....					
			48.8	.....T&NO CROSSING.....					
			47.5	.....T&NO CROSSING.....					
			46.8	.....T&NO CROSSING.....					
11 45 AM		N48	46.4	LS.....NEW IBERIA...D&OWY	Yard	2 00 AM	6 00 AM		
			41.0	.....DRAW BRIDGE.....Teche Bayou					
		N40	39.4	LS.....LOREAUVILLE.....	40	1 20			
			30.2	.....ST. JOHN TRAM CROSSING.....					
		N26	25.5	P.....PARKS.....W	27	12 30 AM			
		N18	17.5	P.....CECELIA.....	28				
		N14	13.4	.....BUSHVILLE.....	22				
		N12	11.2	LS.....ARNAUDVILLE.....	17	11 40 PM			
			0.0	LS.....PORT BARRE.....W	Yard	11 00 PM			
Daily Except Sunday	Daily Except Sunday			82.3		Daily Except Sunday	Daily Except Sunday		

JEFFERSON ISLAND SUBDIV.

BETWEEN NEW IBERIA AND JEFFERSON ISLAND

WESTWARD

EASTWARD

		TIMETABLE NO. 63 SEPTEMBER 14, 1952		
Station Numbers	Miles from Port Barre	STATIONS	Siding Capacity in Cars	
N48	46.4	.....NEW IBERIA.....	Yard
	52.8	.....T&NO CROSSING.....	
B57	56.3	.....JEFFERSON ISLAND.....	Yard
		8.9		

ORANGE SUBDIV.—BETWEEN NEWTON AND ORANGE

9

TRAINS WESTWARD		TRAINS EASTWARD	
Station Numbers	Miles from Brownsville	Station Numbers	Miles from Newton
495	441	494	440
Local Freight	Local Freight	Local Freight	Local Freight
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
8 30 PM	8 30 PM	7 05 PM	7 05 PM
9 20	9 20	6 15	6 15
10 05	10 05	5 30	5 30
11 05 PM	11 05 PM	4 30 PM	4 30 PM
7 00 AM	7 00 AM	4 30 PM	4 30 PM
7 35	7 35	38	38
7 45 AM	7 45 AM	61.5	61.5
490	488	488	488
482	486	486	486
482	482	482	482
477	477	477	477
LS	LS	LS	LS
NEWTON	NEWTON	NEWTON	NEWTON
11.8	11.8	11.8	11.8
G. C. & S. F. CROSSING	G. C. & S. F. CROSSING	G. C. & S. F. CROSSING	G. C. & S. F. CROSSING
0.1	0.1	0.1	0.1
BLAIRWOOD	BLAIRWOOD	BLAIRWOOD	BLAIRWOOD
6.5	6.5	6.5	6.5
CAIT	CAIT	CAIT	CAIT
1.4	1.4	1.4	1.4
TRAM CROSSING	TRAM CROSSING	TRAM CROSSING	TRAM CROSSING
10.0	10.0	10.0	10.0
BESSMAY	BESSMAY	BESSMAY	BESSMAY
12.0	12.0	12.0	12.0
ROBERTSON	ROBERTSON	ROBERTSON	ROBERTSON
7.0	7.0	7.0	7.0
K. C. S. CROSSING	K. C. S. CROSSING	K. C. S. CROSSING	K. C. S. CROSSING
0.0	0.0	0.0	0.0
MAURICEVILLE	MAURICEVILLE	MAURICEVILLE	MAURICEVILLE
48.8	48.8	48.8	48.8
48.7	48.7	48.7	48.7
48.8	48.8	48.8	48.8
PEVETO	PEVETO	PEVETO	PEVETO
4.0	4.0	4.0	4.0
TRAM CROSSING	TRAM CROSSING	TRAM CROSSING	TRAM CROSSING
1.1	1.1	1.1	1.1
DOC BROWN	DOC BROWN	DOC BROWN	DOC BROWN
2.5	2.5	2.5	2.5
ORANGE	ORANGE	ORANGE	ORANGE
490.5	488.0	486.9	482.9
490.5	488.0	486.9	482.9
LS	LS	LS	LS
ORANGE	ORANGE	ORANGE	ORANGE
61.5	61.5	61.5	61.5
Yard	Yard	Yard	Yard
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
THIRD CLASS	THIRD CLASS	THIRD CLASS	THIRD CLASS
Local Freight	Local Freight	Local Freight	Local Freight
494	495	494	495

ERWINVILLE SUBDIV. WESTWARD BETWEEN ERWINVILLE AND ALTON EASTWARD

TRAINS WESTWARD		TRAINS EASTWARD	
Station Numbers	Miles from Brownsville	Station Numbers	Miles from Newton
63	63	63	63
Local Freight	Local Freight	Local Freight	Local Freight
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
SEPT 14, 1952	SEPT 14, 1952	SEPT 14, 1952	SEPT 14, 1952
ERWINVILLE	ERWINVILLE	ERWINVILLE	ERWINVILLE
6.1	6.1	6.1	6.1
LARKHILL	LARKHILL	LARKHILL	LARKHILL
1.9	1.9	1.9	1.9
KNAPP	KNAPP	KNAPP	KNAPP
6.2	6.2	6.2	6.2
ALTON	ALTON	ALTON	ALTON
18.2	18.2	18.2	18.2
681	681	681	681
D 686	D 686	D 686	D 686
D 688	D 688	D 688	D 688
D 644	D 644	D 644	D 644
Sliding Capacity In Cars	Sliding Capacity In Cars	Sliding Capacity In Cars	Sliding Capacity In Cars
THIRD CLASS	THIRD CLASS	THIRD CLASS	THIRD CLASS

CROWLEY SUBDIV. WESTWARD BETWEEN EUNICE AND CROWLEY EASTWARD

TRAINS WESTWARD		TRAINS EASTWARD	
Station Numbers	Miles from Brownsville	Station Numbers	Miles from Newton
63	63	63	63
Local Freight	Local Freight	Local Freight	Local Freight
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
SEPT 14, 1952	SEPT 14, 1952	SEPT 14, 1952	SEPT 14, 1952
EUNICE	EUNICE	EUNICE	EUNICE
7.6	7.6	7.6	7.6
OWY	OWY	OWY	OWY
570	570	570	570
YARD	YARD	YARD	YARD
11 00 AM	11 00 AM	11 00 AM	11 00 AM
10 30	10 30	10 30	10 30
10 00	10 00	10 00	10 00
9 30 AM	9 30 AM	9 30 AM	9 30 AM
592.3	592.3	592.3	592.3
CROWLEY	CROWLEY	CROWLEY	CROWLEY
9.9	9.9	9.9	9.9
MAXIE	MAXIE	MAXIE	MAXIE
4.5	4.5	4.5	4.5
MOVATA	MOVATA	MOVATA	MOVATA
577.9	577.9	577.9	577.9
6 25	6 25	6 25	6 25
6 45	6 45	6 45	6 45
582.4	582.4	582.4	582.4
7 30 AM	7 30 AM	7 30 AM	7 30 AM
592.3	592.3	592.3	592.3
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
THIRD CLASS	THIRD CLASS	THIRD CLASS	THIRD CLASS
Local Freight	Local Freight	Local Freight	Local Freight
892	892	892	892

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

	Miles Per Hour	
	Passenger Trains	Freight Trains
2. MAXIMUM SPEED:		
ANCHORAGE SUBDIV.:		
Between De Quincy and M.P. 514.....	65	50
Between M.P. 514 and M.P. 543 Pole 5.....	75	50
Between M.P. 543 Pole 5 and Krotz Springs.....	59	49
Between Krotz Springs and Lottie.....	50	45
Between Lottie and Anchorage Yard.....	59	45
Between Anchorage and West Jct.....	45	35
Between East Jct. and M.P. Jct.....	15	15
HOUSTON SUBDIV.:		
Between M.P. 379 and M.P. 389.....	75	50
Between M. P. 389 and M.P. 456.....	70	50
Between Grayburg and Sour Lake.....	10	10
LAKE CHARLES SUBDIV.:		
Between Willow Glen and WG Jct.....	45	30
Between WG Jct. and M.P. 632.....	65	50
Between M.P. 632 and Kinder.....	60	45
Between Kinder and Lake Charles.....	59	45
NEW IBERIA SUBDIV.:		
Between Port Barre and MP 25.....	35	35
Between MP 25 and New Iberia.....	20	20
Between New Iberia and Garden City.....	15	15
ORANGE SUBDIV.	20	20
CROWLEY SUBDIV.	20	20
ERWINVILLE SUBDIV.	10	10
JEFFERSON ISLAND SUBDIV.	15	15

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.)

Engines running backward with or without cars must not exceed a speed of twenty-five miles per hour except:

Subdivision:	
New Iberia	15
Except between New Iberia and Garden City	10
Jefferson Island	15

Erwinville	10
Crowley	15
Orange	15

ANCHORAGE SUBDIV.:

Opelousas, city limits MP 589 pole 17 to MP 591 pole 6.....	15	15
Atchafalaya River Bridge, M.P. 610.8.....	30	30

HOUSTON SUBDIV.:

Beaumont, city limits MP 456 pole 2 to Neches River	20	20
Houston, city limits MP 380 pole 5 to Houston Union Station.....	18	18

LAKE CHARLES SUBDIV.:

Lake Charles:	
Hodge Street Crossing	5
Wharves and Aprons of Docks.....	5

CROWLEY SUBDIV.:

Eunice:	
Second and Fourth Street Crossings.....	10

NEW IBERIA SUBDIV.:

Teche Bayou Drawbridge, M.P. 41.9.....	20	20
Teche Bayou Drawbridge, M.P. 69.7.....	15	15
Teche Bayou Drawbridge, M.P. 75.4.....	15	15
Hanson Canal Bridge, M.P. 82.0.....	15	15

All trains must observe following maximum speed through turnouts, crossovers and spring switches:

	M.P.H.
Through No. 10 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 or 20 turnouts and crossovers, entire train	30
In straightaway movement when moving points of No. 10 spring switch	15

In straightaway movement when moving points of Nos. 15, 16 or 20 spring switches..... 30

(In straightaway movement when lead wheels have passed over points of spring switches, normal speed may be resumed.)

All main track turnouts are No. 10 turnouts or less except the following, which are No. 15, 16, and 20 turnouts.

KCS connection CS Junction	
KCS connection Long lead Freight Connection	
East Switch WY Siding	East Siding Switch Woodworth
West Switch WY Siding	West Siding Switch Bringhurst
West Switch KD Siding	East Siding Switch Bringhurst
West Wye Switch Anchorage	West Siding Switch Glenmora
Main Track West Junction	Main Track WG Junction
West Siding Switch Woodworth	

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
ANCHORAGE SUBDIV.:					
519	5	519	14	65	50
HOUSTON SUBDIV.:					
452	6	452	15	65	50
457	22	458	29	30	20
445	1	446	15	50	50
395	21	397	11	65	50
LAKE CHARLES SUBDIV.:					
604	8	604	20	45	45

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

		Miles Per Hour
GCL and I-GN Engines:		
330, 346	50	1151 to 1161
348	65	1201 to 1280
352 to 360	50	1401 to 1571
385 to 389	65	Diesel 525 to 618
1011 to 1030	55	Diesel 4112 to 4251
Except 1027	40	Diesel 7007 to 7009
1031 to 1035	53	and 7012, 7013
1036	40	Diesel 8011-8012
1055 to 1065	53	Diesel 9000 to 9232
1103 to 1120	63	

		Miles Per Hour
Missouri Pacific Engines:		
1 to 173	60	6603 to 6629
1201 to 1280	55	7001 to 7021
1401 to 1571	55	8001 to 8036
5308 to 5316	80	Diesel 301 to 372
5507 to 5539	80	Diesel 501 to 625
6401 to 6438	80	

3. SPEED RESTRICTIONS: Cont.

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

TRAINS HANDLING DISABLED ENGINES

AND ENGINES IN TOW:

Diesel Engines and Motor Cars dead in tow:

Maximum Train Speed, or Maximum Engine speed for particular engine in Road or Switch, with trucks and traction motors in good running condition	.....
Road or Switch, with trucks or parts of same not in good running condition	.....
As Authorized by Superintendent	.....

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. Messenger will be provided at the discretion of Superintendent.

STEAM ENGINES DEAD IN TOW:

With side rods in position, main rods disconnected..... 35
 Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of the side rods down ON AUTHORITY OF SUPERINTENDENT.
 With all or part of side rods down..... 15
 With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders..... 40
 Moving backward in tow: (Side Rods in position)
 Anchorage, Houston, Lake Charles Subdivs..... 25
 New Iberia, Jefferson Island, Crowley, Orange Subdivs, Erwinville Subdiv..... 15
 Erwinville Subdiv..... 10

Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.
 Disabled Engines:

With all or part of side rods down..... 15
 With front drivers blocked..... 20
 Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.
 Engines without full set of driving wheels, trucks or trailers may be moved to first siding to clear main track at speed not exceeding..... 6
 Further movement must be authorized by Superintendent. Engines with all main rods, side rods, and pistons, in cylinder cocks removed on disabled side..... 15
 With flat spots 3" or more on driving tires, MAINTAIN SPEED..... 20

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Cont'd)

Wrecking Cranes (self-propelled) see table below:

Maximum freight train speed
 self-propelled wrecking cranes

15 MPH
 10 MPH

20	"	15
25	"	15
30	"	20
35	"	20
40	"	25
45	"	30
50	"	30

Miles
 Per Hour

Pile Drivers 25
 Steam Shovels 25
 Bridge Derrick Cars (non-revolving) Boom connected.... 30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to that car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 8 inches nor more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick Cars (non-revolving), boom disconnected may be handled at maximum speed.

Bridge derrick-pile driver (combination machine)..... 25

Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers, self-propelling 25
 American Ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be left slack between machine and removed from boom, but must be supported entirely upon flat car. Cables need not be machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

Locomotive Cranes or Clam Shells..... 25
 Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be left slack between machine and flat car must be supported exclusively by its cables. Bucket shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.

Yard (clam shell) and "Burto" Cranes, loaded on flat cars 25
 American Ditchers, loaded on flat cars..... 25
 Jordan Spreaders and Spreader-Ditchers..... 25
 Scale test cars must be handled next to caboose and may be handled at maximum speed.
 Rail unloaders must have boom disconnected and stored on car, and may be handled at maximum speed.
 Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.

ARBITRARY HOLDS—PASSENGER TRAINS

STATION	Train Number	Hold for		Hold Until	Hold if On Time	REMARKS
		Division	Train			
Alexandria.....	131	Louisiana	131	Indefinitely	-----	For connection.
Kinder.....	132	De Quincy ...3 and 4		2:40 P.M.	30 Minutes	For passengers and mail.
Kinder.....	3	De Quincy	131	2:25 P.M.	30 Minutes	For connection.
Beaumont.....	4	KCS	4	11:35 A.M.	10 Minutes	For passengers reported.
Houston	4	Kingsville	16	9:15 A.M.	10 Minutes	For passengers reported.
Houston.....	4	GCSF	65	9:15 A.M.	10 Minutes	For through sleeping cars.
Houston	10	FWD Zephyr	3 }	9:50 P.M.	15 Minutes	For passengers reported.
		GCSF	6 }			

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.
 - D—Diesel Fuel oil.
 - 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

- ⊂—Regular stop.
 - f—Stop on signal for passengers, mail, baggage and express.
 - ⊃—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
75.....		48

TRAINS CARRYING PASSENGERS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS

Station	Miles from Brownsville	Train Numbers	
Anchorage Subdiv.:			
Torbert.....	626.5	3	4
Bel.....	530.0	3	4
Ragley.....	520.9	3	4
Lake Charles Subdiv.:			
	Miles from St. Louis		
Bellevue.....	688.05	131	132
Bon Air.....	683.98	131	132
Woodlawn.....	675.98	131	132

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.....DeQuincy, 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. McAllister.....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. Schultz.....Liberty, Texas
J. M. Montgomery.....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. C. M. Covington.....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. John J. Storer.....Kinder, La.
Dr. W. A. Fletcher.....Elton, La.
Dr. O. L. Freeman.....Basile, La.
Dr. Charles W. Lewis.....Eunice, La.
Dr. V. V. Goss.....Eunice, La.
Dr. A. R. Morgan.....Crowley, La.
Dr. S. J. Rozas.....Opelousas, La.
Dr. D. F. Gremillion.....Krots Springs, 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. Daniel J. Founier.....Baton Rouge, La.
Dr. P. B. Landry.....Anchorage, La.
Dr. Ray B. Harrison.....New Orleans, La.
Dr. J. M. Lyons.....New Orleans, La.
Dr. E. L. Landry.....New Iberia, La.
Dr. 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. T. O. Woolley.....Orange, Texas
Dr. C. M. Covington.....Orange, Texas
Dr. E. J. Petitjean.....Opelousas, La.
Dr. L. F. Lorio.....Baton Rouge, La.
Dr. Albert F. W. Habeeb.....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.

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. T. H. DeLeaureal.....Lake Charles, La.

EYE, EAR, NOSE AND THROAT

Dr. O. W. Moss.....Lake Charles, La.
Dr. J. E. Sorrells.....Lake Charles, La.

UROLOGIST

Dr. C. O. Frederick.....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.