

DIVISION OFFICERS

A. F. JUDD.....Superintendent.....Kingsville, Texas
R. H. DOLLAR.....Ass't Supt.....De Quincy, La.
L. H. MILLER.....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.
G. T. GRAHAM.....Ass't Trainmaster,
Lake Charles to
Kinder, Inclusive.....Lake Charles, La.
F. E. TURNER.....Ass't Trainmaster.....Anchorage, La.
K. K. KENNERLY.....Road Foreman
of Engines.....De Quincy, La.
Division
E. N. MALONE.....Trainmaster.....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. 64

Effective 12:01 A. M.

SUNDAY, JANUARY 30, 1955

CENTRAL STANDARD TIME

Superseding Timetable No. 63, dated September 14,
1952, and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
NO. 11, DATED JANUARY 1, 1955

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.

E. C. SHEFFIELD, General Manager

V. A. GORDON, 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When properly authorized, rules may be cancelled, superseded or changed by: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.

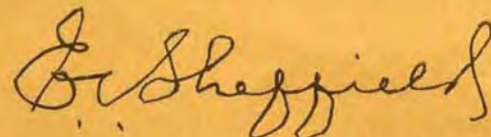
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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 employee has the authority to tell anyone to violate a rule.



General Manager

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 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

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 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.


Chief Operating Officer

Station Numbers	Miles from Brownsville	TIMETABLE NO. 64 JANUARY 30, 1955		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	491 Local Freight	495 Local Freight
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
739	740.2	NEW ORLEANS.....		10 10 M	8 35 AM			3 00 AM			
648	650.7	BATON ROUGE.....		12 10 M	10 35						
647	648.0	NORTH BATON ROUGE.....		12 20	10 45			9 30 AM			
		M. P. JCT.		12 40 M	11 05 AM						
		EAST JCT.		12 43	11 08						
		WEST JCT.		12 51	11 16						
		T. & P. CROSSING									
644	643.9	ANCHORAGE YD.....				4 00 AM		2 00 PM		6 00 AM	
		OS. ANCHORAGE.....		s 12 57	s 11 22 62	4 18 AM		2 10 PM		6 10 AM	
631	631.5	ERWINVILLE.....		1 09	f 11 34	4 35		2 30		6 40	
622	622.4	LIVONIA.....		1 20	f 11 46	4 50		2 47		7 10	
		T. & P. CROSSING									
617	617.2	LOTTIE.....		a 1 26	s 11 53 AM	5 01		2 54		7 40	
		DRAWBRIDGE/Atchafalaya River									
610	610.4	KROTZ SPRINGS.....		1 39	s 12 07 PM	5 20		3 31 4		7 52	
602	602.4	CORTABLEAU.....		1 49	12 17	5 32		3 43		8 05	
597	597.6	PORT BARRE.....		f 1 56	s 12 24	5 50		3 59		8 20 AM	10 30 PM
590	590.7	OPELOUSAS.....		s 2 06	s 12 32	6 05		4 25			11 30
		T&NO CROSSING									
		T. & P. CROSSING									
584	584.2	LAWTELL.....		2 18	12 46	6 20		4 40			11 59 PM
576	576.2	SAVOY.....		2 31	12 55	6 32		4 53			12 10 AM
		T&NO CROSSING									
570	570.3	MUNICE.....		s 2 52	s 1 06	6 50		5 10 494			12 25
565	565.1	TYRONE.....		3 00	1 13	7 02		5 21			12 32
559	559.5	BASILE.....		a 3 07	s 1 20	7 10		5 49 78			12 40
553	553.6	ELTON.....		a 3 14	s 1 28	7 19		6 15			12 48
549	548.9	COVERDALE.....		3 19	1 40 4	7 37 62		6 23			12 55
		EAST WYE KINDER.....		3 23	1 45						
		L. O. SUBDIV. CROSSING.....									
544	544.5	KINDER.....		s 3 35	s 1 55	7 47	2 05 PM	6 30	10 05 PM		1 02
		KD SIDING.....		3 37	1 57	7 50	2 10	6 35	10 10		1 26 10
538	538.2	LE BLANC.....		3 43	2 05	8 00	2 20	6 42	10 20		2 01
532	532.3	REAVES.....		3 49	a 2 12	8 08	2 30	6 50	10 30		2 14
523	523.2	FULTON.....		3 59	2 22	8 21	2 45	7 05	10 43		2 30
		T&NO CROSSING									
515	515.3	GORDON.....		4 09	2 34	8 33	3 15 494	7 15	11 05 370		2 40
		K. C. S. CROSSING.....									
508	508.0	DE QUINCY.....		4 25 M	2 45 PM	8 50 360 AM	3 30 PM	7 30 PM	11 20 PM		3 00 AM
		Freight 135.9 Passenger 140.0		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

Time shown at Anchorage Yard is for information only.

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

3

Miles from Brownsville	TIMETABLE NO. 64 JANUARY 30, 1955		Sliding Capacity in Cars	TRAINS EASTWARD							
				FIRST CLASS		SECOND CLASS				THIRD CLASS	
				10	4	62	360	78	370	494	490
				Passenger	Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday	Daily Except Sunday
740.2	NEW ORLEANS										
89.5	BATON ROUGE										
650.7	BATON ROUGE										
2.7	NORTH BATON ROUGE										
648.0	NORTH BATON ROUGE										
1.0											
647.0	P. M. P. JCT.										
0.6	EAST JCT.										
646.4	EAST JCT.										
3.3	P. WEST JCT.										
643.1	P. WEST JCT.										
0.3	T. & P. CROSSING										
642.8	T. & P. CROSSING										
1.3	ANCHORAGE YD	Yard									
2.3	ANCHORAGE	Y									
641.5	ANCHORAGE	Y									
10.0	ERWINVILLE	*Y									
631.5	ERWINVILLE	*Y									
9.1	LIVONIA	*									
622.4	LIVONIA	*									
1.3	T. & P. CROSSING										
621.1	T. & P. CROSSING										
3.9	LOTTIE										
617.2	LOTTIE										
6.3	DRAWBRIDGE	(Atchafalaya River)									
610.4	DRAWBRIDGE	(Atchafalaya River)									
0.5	KROTZ SPRINGS										
610.4	KROTZ SPRINGS										
8.0	CORTABEAU										
602.4	CORTABEAU										
4.8	PORT BARRE	*Y									
597.6	PORT BARRE	*Y									
6.9	OPELOUSAS										
590.7	OPELOUSAS										
0.5	T&NO CROSSING										
590.2	T&NO CROSSING										
0.1	T. & P. CROSSING										
590.1	T. & P. CROSSING										
5.9	LAWTELL										
584.2	LAWTELL										
8.0	SAVOY										
576.2	SAVOY										
5.8	T&NO CROSSING										
570.4	T&NO CROSSING										
0.1	EUNICE	*Y									
570.3	EUNICE	*Y									
5.2	TYRONE										
565.1	TYRONE										
5.5	BASILE	*									
559.5	BASILE	*									
5.9	ELTON	*									
553.6	ELTON	*									
4.7	COVERDALE										
548.9	COVERDALE										
4.2	EAST WYK KINDER										
544.7	EAST WYK KINDER										
0.2	L. C. SUBDIV. CROSSING										
544.5	L. C. SUBDIV. CROSSING										
0.0	KINDER	BY									
544.5	KINDER	BY									
0.2	KD SIDING										
544.3	KD SIDING										
6.1	LE BLANC	*									
538.2	LE BLANC	*									
5.9	REAVES	*									
532.3	REAVES	*									
9.1	FULTON										
523.2	FULTON										
0.1	T&NO CROSSING										
523.1	T&NO CROSSING										
7.8	GORDON										
515.3	GORDON										
6.9	K. C. S. CROSSING										
508.4	K. C. S. CROSSING										
0.4	DE QUINCY	*BD									
508.0	DE QUINCY	*BD									
Freight 135.9 Passenger 140.0			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Saturday	Daily Except Sunday

Time shown at Anchorage Yard is for information only.

HOUSTON SUBDIV.—DEQUINCY TO GULF COAST

Station Numbers	Miles from Brownsville	TIMETABLE NO. 64 JANUARY 30, 1955	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..... \$DB	4 30 AM	2 50 PM	11 30 AM	5 00 PM	8 30 PM	11 45 PM	
	0.7	..... OS JUNCTION, LA.....							
477	477.7	29.6 MAURICEVILLE, TEX.....	f 5 05	s 3 25					
481	481.0	16.7 BEAUMONT.....	s 3 30	s 3 50					
	0.2	..... G. C. L. JUNCTION.....	5 41 AM	4 01 PM	12 45 PM	7 00 PM	10 30 PM	1 45 AM	
	0.4	..... G. C. & S. F. CROSSING.....							
	0.01	..... T&NO CROSSING.....							
459	459.6	0.7 BEAUMONT YARD..... \$DY	5 45	4 05	12 55	7 15	10 45	2 10 ⁶²	7 00 AM
	0.5	..... OS. T&NO CROSSING (Tower 74).....							
	1.2	..... WY SIDING.....	5 50 ⁸⁶⁰	4 09	1 08 ⁷⁸	7 20	11 25 ¹⁰	2 20	7 05
455	455.1	2.8 P..... ELIZABETH.....	5 59	4 18	1 35	7 30	11 35	2 30	7 15
447	447.6	7.5 P..... WESTBURY.....	6 07	4 26	1 50	7 45	11 49	2 45	7 35 ⁴⁹²
441	441.3	6.3 LS..... GRAYBURG.....	a 6 14	s 4 34	1 58	7 55	11 59 ^{PM}	3 00	8 00
	4.5	..... HATHAWAY.....	6 19	4 40	2 06	8 02	12 22 ^{AM}	3 10	8 10
436	436.8	4.2 P..... STRAIN.....	6 23	4 45 ⁸⁷⁰	2 14	8 10	12 32	3 18	8 20
	5.4	..... HULL.....	a 6 28 ⁴⁹²	s 4 50	2 22	8 20	12 40	3 28	9 00
422	422.4	4.8 LS..... HARDIN.....	6 36	f 4 58	2 30	8 28	12 48	3 50 ⁸⁶⁰	10 14 ⁴
413	413.6	5.3 P..... KENEFLOK.....	6 45	5 09	2 43	8 43	1 03	4 10	10 30
409	409.0	5.9 P..... MARTHA.....	6 51	5 13	2 51	8 53	1 13	4 20	10 40
403	403.1	4.3 P..... EASTGATE.....	6 57	5 19	3 25 ⁸⁷⁰	9 03	1 21	4 30	10 55
398	398.8	4.3 LS..... HUFFMAN.....	7 03	f 5 24	3 35	9 10	1 29	4 38 ⁴⁹²	11 38 ⁷⁸
392	392.8	5.0 P..... HARMASTON.....	7 10	5 32	3 45	9 21	1 38	4 50	11 55 AM
385	385.0	7.3 CS..... DYERDALE.....	7 21	5 41	4 00 PM	10 04 ¹⁰	1 50 AM	5 10 AM	12 15 PM
	3.4	..... SETTEGAST JCT.....							
379	379.3	2.3 CS..... SETTEGAST YARD..... BDO\$Y			5 00 PM	1 00 AM	4 30 AM	6 00 AM	12 40 PM
	3.6	..... GULF COAST.....	7 29 AM	5 49 PM					
	5.2	..... HOUSTON (Union Station).....	7 50 AM	6 10 PM					
		Freight 128.7 Passenger 136.2	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday

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

Siding Capacity in Cars	Miles from Brownsville	TIMETABLE NO. 64 JANUARY 30, 1955		TRAINS EASTWARD					Daily Except Sunday	
				FIRST CLASS		SECOND CLASS				THIRD CLASS
				4 Passenger	10 Passenger	360 Red Ball Freight	78 Red Ball Freight	370 Red Ball Freight		62 Red Ball Freight	492 Local Freight
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		
Yard	508.0	CS DEQUINCY	12 25 PM	12 40 AM	7 30 AM	3 15 PM	9 30 PM	4 15 AM		
	507.3	OS JUNCTION, LA.	12 20 PM	12 35 AM						
	477.7	MAURICEVILLE, TEX.	11 45 AM	12 05 AM						
	461.0	BEAUMONT	11 25 AM	11 55 PM						
	460.8	G. C. L. JUNCTION	11 14 AM	11 34 PM	6 10 AM	1 45 PM	6 00 PM	2 25 AM		
	460.4	G. C. & S. F. CROSSING								
	460.3	T&NO CROSSING								
Yard	459.6	BEAUMONT YARD	11 09	11 30	5 55	1 15	5 45	2 10 ³⁶¹	8 05 AM	
	459.1	CS T&NO CROSSING (Tower 74)								
112	457.9	WY SIDING	11 04	11 25 ⁶³	5 50 ⁹	1 08 ⁷⁹	5 40	1 30	8 00	
102	455.1	P ELIZABETH	10 55	11 17	4 46	12 58	5 29	12 53	7 50	
108	447.6	P WESTBURY	10 47	11 09	4 34	12 47	5 14	12 39	7 35 ⁴⁹⁸	
125	441.3	LS GRAYBURG	10 40	11 02	4 25	12 38	5 05	12 30	7 00	
101	436.8	P HATHAWAY	10 33	10 57	4 16	12 31	4 54	12 22 ⁶³	6 50	
108	432.6	P STRAIN	10 28	10 53	4 08	12 25	4 45 ³	12 14	6 40	
101	427.2	CS HULL	10 20	10 48	3 59	12 18	4 14	12 06 AM	6 28 ⁹	
102	422.4	LS HARDIN	10 14 ⁴⁹⁸	10 42	3 50 ³⁶¹	12 11 PM	4 05	11 58 PM	5 35	
109	413.6	P KENEFICK	10 05	10 33	3 37	11 59 AM	3 51	11 46	5 10	
108	409.0	P MARTHA	9 59	10 28	3 29	11 52	3 38	11 37	5 02	
106	403.1	P EASTGATE	9 53	10 22	3 20	11 44	3 25 ⁷⁹	11 28	4 50	
101	398.8	LS HUFFMAN	9 47	10 17	3 14	11 38 ⁴⁹⁸	3 15	11 15	4 38 ³⁶¹	
109	392.8	P HARMASTON	9 41	10 11	3 05	11 27	3 05	11 05	4 05	
125	385.0	CS DYERDALE	9 34	10 04 ³⁶⁹	2 55 AM	11 18 AM	2 55 PM	10 55 PM	3 55 AM	
	381.6	SETTEGAST JOT.								
Yard	379.8	CS SETTEGAST YARD			2 30 AM	11 00 AM	2 30 PM	10 30 PM	3 30 AM	
Yard	378.0	GULF COAST	9 26 AM	9 56 PM						
	371.8	HOUSTON (Union Station)	9 05 AM	9 35 PM						
		Freight 128.7 Passenger 136.2	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	

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. 64 JANUARY 30, 1955		Siding 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								
		2.38								
601.41	OS.....	ALEXANDRIA YARD...\$DBT	Yard	Via T & P. Ry.	11 00 AM	8 00 PM	11 30 PM		8 00 AM	
		1.70								
603.11		WILLOW GLEN			9 30 AM	11 05 AM	8 05 PM	11 35 PM		8 05 AM
		1.62								
604.63	P.....	WG JUNCTION			9 35					
		5.12								
610.75	LS.....	WOODWORTH	76		9 43	11 20	8 25	11 55 PM		8 25
		5.66								
615.81	P.....	BRINGHURST	77		9 50	11 30	8 37	12 18 AM		8 40
		2.41								
618.22	LS.....	FOREST HILL			9 55	11 37	8 42	12:24		8 48
		3.13								
621.35	TP.....	LONG LEAF			10 00	11 45	8 49	12 30		8 55
		2.41								
623.76	LS.....	GLENMORA	80		10 07	11 57 ⁸⁹⁰ AM	8 56	12 38		9 05
		6.11								
629.87	P.....	PAWNEE	115		10 16	12 20 ⁸⁶⁰ PM	9 06	12 59 ⁸⁶⁰		9 30
		5.90								10 00
635.77	LS.....	OAKDALE	111		10 23 ⁸⁹¹	12 35	9 20	1 40 ⁸⁷⁰		10 33 ¹³¹
		0.30								
636.07		G. C. & S. F. CROSSING								
		5.21								
641.28	P.....	WARD	110		10 35	12 50	9 29	1 52		10 59 ⁸⁹⁰
		6.39								
647.67	P.....	FOLEY	114		10 42 ⁸⁹⁰	1 08	9 39	2 05		11 25 ⁸⁶⁰
		2.30								
650.47	LS.....	OBERLIN			10 46	1 15	9 44	2 11		11 35
		3.74								
654.21	P.....	M SIDING	112		10 50 ⁸⁶⁰	1 25	9 51	2 17		11 45 AM
		6.45								
660.67	P.....	AR SIDING	91		10 58	1 40	10 01	2 30		12 25 PM
		0.02								
660.69		ANCHORAGE SUBDIV. CSG.								
		0.03								
660.72	OS.....	KINDER	BY		11 12	1 45 PM	10 02 PM	2 35		12 30
		9.76								
670.48	LS.....	FENTON			11 26			3 00		1 42 ¹³²
		9.62								
680.10	P.....	IOWA JOT. (T&NO Crossing)			11 39					
		8.00								
688.10	P.....	MANCHESTER	65		11 49			3 25		2 15
		2.26								
690.36		T&NO CROSSING								
		3.31								
693.67		LAKE CHARLES YARD...\$DBY	75		11 59 AM			3 45 AM		2 45 PM
		2.63								
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

Station Numbers	Miles from St. Louis	TIMETABLE NO. 64 JANUARY 30, 1955		Siding Capacity in Cars	TRAINS EASTWARD							
					FIRST CLASS		SECOND CLASS			THIRD CLASS		
					132		360	860	370			890
					Passenger		Red Ball Freight	Red Ball Freight	Red Ball Freight			Local Freight
		STATIONS			Daily		Daily	Daily	Daily		Daily Except Sunday	
C623	599.03	CS	ALEXANDRIA									
			2.35		3 45 PM							
C625	601.41	CS	ALEXANDRIA YARD \$ DBT	Yard	Via T. & P. Ry.	2 30 PM	4 30 AM	5 00 AM			1 30 PM	
			1.70									
	603.11		WILLOW GLEN			3 33 PM	1 30 PM	2 30 AM	3 00 AM		1 20 PM	
			1.52									
C629	604.63	P	WG JUNCTION			3 28						
			6.12									
C634	610.75	LS	WOODWORTH	76	f	3 21	1 10	2 05	2 38		12 50	
			5.06									
C640	615.81	P	BRINGHURST	77		3 15	12 57	1 46	2 29		12 30	
			2.41									
C642	618.22	LS	FOREST HILL		f	3 11	12 50	1 38	2 23		12 20	
			3.13									
C645	621.35	TP	LONG LEAF		f	3 06	12 42	1 28	2 17		12 08 PM	
			2.41									
C647	623.76	LS	GLENMORA	80	s	3 01	12 35	1 18	2 10		11 57 AM	
			6.11									
C654	629.87		PAWNEE	115		2 51	12 20 ³⁶⁹	12 59 ⁸⁶⁹	1 55		11 25	
			5.90									
C659	635.77	LS	OAKDALE	111	s	2 43	12 05 PM	12 15 AM	1 40 ⁸⁶⁹		11 15	
			0.30									
	636.07		G. C. & S. F. CROSSING									
			5.21									
C665	641.28	P	WARD	110		2 34	11 50 ⁸⁶⁹ AM	11 58 PM	1 25		10 59 ⁸⁹¹	
			6.39									
C671	647.67	P	FOLEY	114		2 28	11 25 ⁸⁹¹	11 40	1 12		10 42 ¹³¹	
			2.80									
C674	650.47	LS	OBERLIN		s	2 23	11 05	11 33	1 05		10 01	
			3.74									
C678	654.21	P	M SIDING	112		2 18	10 50 ¹³¹	11 25	12 57		9 50	
			6.46									
	660.67	P	AR SIDING	91		2 12	10 10	11 15	12 45		9 35	
			0.02									
	660.69		ANCHORAGE SUBDIV. CSG									
			0.03									
C685	660.72	CS	KINDER	BY		2 10	10 05 AM	11 10	12 40 AM		9 15	
			9.76			1 55						
C694	670.48	LS	FENTON		f	1 42 ⁸⁹¹		10 15			8 00	
			9.62									
	680.10	P	IOWA JCT. (T&NO Crossing)			1 30						
			8.00									
C711	688.10	P	MANCHESTER	65		1 20		9 50			7 30	
			2.26									
	690.36		T&NO CROSSING									
			3.31									
C718	693.67		LAKE CHARLES YARD \$DBY	75		1 12		9 30 PM			7 10 AM	
			2.63									
C720	696.30	LS	LAKE CHARLES	Yard		1 05 PM		9 20 PM			7 00 AM	
			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.

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

TRAINS WESTWARD				Station Numbers	Miles from Port Barre	TIMETABLE		Siding Capacity in Cars	TRAINS EASTWARD			
THIRD CLASS		SECOND CLASS				NO. 64			THIRD CLASS			
499 Local Freight Daily Except Sunday	497 Local Freight Daily Except Sunday	496 Local Freight Daily Except Saturday	498 Local Freight Daily Except Sunday			JANUARY 30, 1955						
STATIONS												
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	LS3 FRANKLIN				8 30		
				N79	78.0	STEELE	Y	30				
					77.9	T&NO CROSSING						
					74.6	DRAW BRIDGE	Teche Bayou					
				N75	73.8	OAKLAWN		60				
				N69	68.8	DRAW BRIDGE	Teche Bayou					
				N69	68.4	CHARENTON		35				
					64.4	T&NO CROSSING						
					62.7	T&NO CROSSING						
				N64	62.5	SOBELL		21				
					60.2	T&NO CROSSING						
					59.4	T&NO CROSSING						
					59.2	T&NO CROSSING						
10 45				N60	59.1	LS3 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		6 00 PM		N48	46.4	LS3 NEW IBERIA	D&Y	Yard	11 59 PM	6 00 AM		
					41.0	DRAW BRIDGE	Teche Bayou					
		6 40		N40	39.4	LS3 LOREAUVILLE		40	11 20			
					30.2	SST. JOHN TRAM CROSSING						
		7 30		N26	25.5	P PARKS		27	10 30			
				N18	17.5	P CEBELIA		28				
				N14	13.4	BUSHVILLE		22				
		8 20		N12	11.2	LS3 ARNAUDVILLE		17	9 40			
		9 00 ⁴⁹⁶ PM			0.0	LS3 PORT BARRE	Y	Yard	9 00 ⁴⁹⁷ PM			
Daily Except Sunday		Daily Except Sunday			82.3				Daily Except Saturday	Daily Except Sunday		

JEFFERSON ISLAND SUBDIV.

BETWEEN NEW IBERIA AND JEFFERSON ISLAND

WESTWARD

EASTWARD

Station Numbers	Miles from Port Barre	TIMETABLE		Siding Capacity in Cars
		NO. 64		
		JANUARY 30, 1955		
STATIONS				
N48	46.4	LS3	NEW IBERIA	DY \$ Yard
	52.8		T&NO CROSSING	
B57	56.3		JEFFERSON ISLAND	Yard
9.9				

ORANGE SUBDIV.—BETWEEN NEWTON AND ORANGE

9

TRAINS WESTWARD				Station Numbers	Miles from Brownsville	TIMETABLE NO. 64		Miles from Newton	Siding Capacity in Cars	TRAINS EASTWARD	
SECOND CLASS		STATIONS	SECOND CLASS			THIRD CLASS					
441 Local Freight	443 Local Freight		440 Local Freight				442 Local Freight				
Daily Except Sunday	Daily		Daily			Daily Except Sunday	Daily				
5 00 PM		B 528	528.4	LS.....NEWTON.....Y	0.0	Yard	4 00 PM				
			514.6	.....G. C. & S. F. CROSSING.....	11.8					
		B 514	514.5	.....BLEAKWOOD.....	11.9					
6 00		B 508	508.0	LS.....CALL.....	18.4	15	3 00				
			506.6	.....TRAM CROSSING.....	19.8					
6 40		B 496	496.6	.....BESSMAY.....	29.8	20	2 20			
		B 484	484.6	.....ROBERTSON.....	41.8	46				
			477.8	.....K. C. S. CROSSING.....	48.7					
8 00 PM	7 00 AM	477	477.7	LS.....MAURICEVILLE!.....DY	48.8	Yard	1 00 PM			10 30 AM	
			482.9	.....PEVETO.....	53.9	38				
		C 486	486.9	.....T&NO CROSSING.....	57.9					
	7 35	C 488	488.0	.....DOC BROWN.....Y	59.0					9 55
	7 45 AM	C 490	490.5	LS.....ORANGE.....§	61.5	Yard				9 45 AM	
Daily Except Sunday	Daily				61.5		Daily Except Sunday			Daily	

CROWLEY SUBDIV.
BETWEEN EUNICE AND CROWLEY

WESTWARD

EASTWARD

SECOND CLASS	Miles from Brownsville	TIMETABLE NO. 64		Station Numbers	Siding Capacity in Cars	THIRD CLASS
893 Local Freight		JANUARY 30, 1955				892 Local Freight
Daily Except Sunday		STATIONS				Daily Except Sunday
6 00 AM	570.3	LS.....EUNICE.....§ Y	570	YARD	11 00 AM	
6 25	577.9	.....MOWATA.....	A 578		10 30	
6 45	582.4	.....MAXIE.....	A 582		10 00	
7 30 AM	592.3	.....CROWLEY.....Y	A 592	YARD	9 30 AM	
Daily Except Sunday		22.0				Daily Except Sunday

ERWINVILLE SUBDIV.
BETWEEN ERWINVILLE AND ALLON

WESTWARD

EASTWARD

Miles from Brownsville	TIMETABLE NO. 64		Station Numbers	Siding Capacity in Cars
	JANUARY 30, 1955			
	STATIONS			
631.5	LS.....ERWINVILLE.....Y	631		
636.6	.....LAKELAND.....	D 636		
638.5	.....KNAPP.....	D 639		
644.7	.....ALLON.....	D 644		
	18.2			

SPECIAL INSTRUCTIONS

1. Eastward regular trains are superior to trains of the same class in the opposite direction.

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS", and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A".....Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....Engines other than Diesel with all passenger cars of any type; or

Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tight lock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars.

CONSIST "D".....Diesel engines with Streamlined, light-weight—LOW center of gravity cars, only.

SUBDIVISION	MILES PER HOUR							
	Consist "A"	Consist "B"	Consist "C"			Consist "D"		
	Track Without Slow Speed Signs	Track Without Slow Speed Signs	Straight Track Without Slow Speed Signs	Curves Without Slow Speed Signs	Curves With Slow Speed Signs	Straight Track Without Slow Speed Signs	Curves Without Slow Speed Signs	
ANCHORAGE								
Between DeQuincy and MP 514.....	50	65	70	70		70	70	
Between MP 514 and Kinder.....	50	70	75	75		75	75	
Between Kinder and Anchorage.....	49	59	59	59		59	59	
Between Anchorage and West Jct.....	35	45	45	45		45	45	
Between East and West Jct.....	15	15	15	15		15	15	Five
Between Anchorage and Anchorage Yd.....	20	20	20	20		20	20	Miles
HOUSTON					Speed			Per
Between Gulf Coast and MP 404.....	50	70	75	75	shown	75	75	Hour
Between MP 404 and GCL Jct.....	50	65	70	70		70	70	Above
LAKE CHARLES					on			Speed
Between Willow Glen and WG Jct.....	30	45	45	45	slow	45	45	Shown
Between WG Jct. and Kinder.....	50	65	65	65		65	65	on Slow
Between Kinder and Lake Charles.....	45	59	59	59	speed	59	59	Signs
NEW IBERIA					signs			
Between Pt. Barre and New Iberia.....	35	35	35	35		35	35	
Between New Iberia and Garden City.....	15	15	15	15		15	15	
ORANGE								
Orange.....	20	20	20	20		20	20	
Erwinville.....	10	10	10	10		10	10	
Jefferson Island.....	15	15	15	15		15	15	
Crowley.....	20	20	20	20		20	20	

2-B. MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

GCL and IGN Engines	Miles Per Hour	Missouri Pacific Engines	Miles Per Hour
Diesel 7007 to 7009,		Diesel 301 to 392.....	65
7012, 7013	98	Diesel 501 to 626.....	65
Diesel 8011-8012	98	Diesel 7000 to 7021.....	98
Diesel 525 to 618.....	65	Diesel 7100	90
Diesel 4112 to 4331.....	65	Diesel 8001 to 8036.....	98
Diesel 9016 to 9232.....	35	Diesel 4100 to 4101.....	35
Texas & Pacific Engines		Diesel 4102 to 4103.....	75
Diesel 1500 to 1582.....	65	Diesel 4104 to 4331.....	65
Diesel 2000 to 2017.....	98		

3. SPEED RESTRICTIONS: (Where maximum train or engine speed is LOWER, it will govern).

3-A. Engines Light Moving Forward:

Engines, (light or with one car behind)..... Miles Per Hour 45

3-B. Engines Moving Backward, or Moving Forward Shoving Cars:

Diesel Engines running backward without pilot on end facing direction of movement or moving forward shoving cars, must not exceed a speed of twenty-five miles per hour except:

	Miles Per Hour
Orange Subdivision	15
Crowley Subdivision	15
New Iberia Subdivision	15
Jefferson Island Subdivision	15
Erwinville Subdivision	10

3-C. THROUGH TURN-OUTS AND CROSS-OVERS, AND SPRING SWITCHES:

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 or 20 turnouts:

- Gulf Coast to South-ward main track
- Settegast Junction East Wye Switch
- Dyersdale East and West Switches
- WY Siding East and West Switches
- KCS Connection Long Lead DeQuincy
- KCS Connection C. S. Junction
- K. D. Siding West Switch
- Anchorage West Wye Switch
- Main track West Junction
- Woodworth East and West Switches
- Bringhurst East and West Switches
- Glenmora East and West Switches
- Pawnee East and West Switches

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

	Miles Per Hour
ANCHORAGE SUBDIVISION	
Opelousas City Limits MP 589 pole 17 to MP 591 pole 6	15
Atchafalaya River Bridge MP 610.8.....	30
HOUSTON SUBDIVISION	
Beaumont—College Street Crossing MP 459 pole 20.....	5
City Limits Neches River to MP 456 pole 2	20
Houston—City Limits MP 380 pole 5 to MP 372.....	18
LAKE CHARLES SUBDIVISION	
Hodge Street Crossing	5
Wharves and Apron Docks	5
Broad Street Crossing	10
City Limits End of Track to MP 693 pole 17.....	20
Highway Crossing MP 693 pole 16 to MP 693 pole 11	20
Oakdale City Limits MP 636 pole 22 to MP 634 pole 20	25
CROWLEY SUBDIVISION	
Eunice Second and Fourth Street Crossings.....	10
NEW IBERIA SUBDIVISION	
Teche Bayou Draw Bridge MP 41.9.....	20
Teche Bayou Draw Bridge MP 69.7.....	15
Teche Bayou Draw Bridge MP 75.4.....	15
Hanson Canal Bridge MP 82.0.....	15

3-D. SPEED RESTRICTIONS (Cont'd)

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS.

Permissible Speed in Miles per hour	EASTWARD				WESTWARD				
	From		To		From		To		
	Mile Pole	Post	Mile Pole	Post	Mile Pole	Post	Mile Pole	Post	
ANCHORAGE SUBDIVISION									
65	519	5	519	14	65	519	14	519	5
45	612	9	615	28	45	615	28	612	9

HOUSTON SUBDIVISION									
65	452	6	452	15	65	452	15	452	6
50	445	1	446	15	50	446	15	445	1

LAKE CHARLES SUBDIVISION									
45	604	20	604	8	45	604	8	604	20

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition..... Miles Per Hour
Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

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 cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels.... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels 10

No restriction for flat spots shorter than above specified lengths.

Steam Engines dead in tow or disabled under steam..... As Authorized By Superintendent

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.

Wrecking Cranes (self-propelled) see table below:

Maximum freight train speed	Permissible speed of trains handling self-propelled wrecking cranes	Miles Per Hour
15 MPH	10 MPH	
20 "	15 "	
25 "	15 "	
30 "	20 "	
35 "	20 "	
40 "	25 "	
45 "	30 "	
50 "	30 "	
Pile Drivers		25
Steam Shovels		25

3-F.—Cont'd

	Miles Per Hour
Bridge Derrick Cars (non-revolving) Boom connected.....	30
<p>Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat 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 3 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.</p>	
Bridge Derrick Cars (non-revolving) boom disconnected	Maximum Speed
<p>Bridge derrick cars shipped with boom disconnected must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.</p>	
Bridge derrick-pile driver (combination machine).....	25
<p>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.</p>	
Industrial Brownhoist Locomotive Crane	25
<p>Industrial Brownhoist, Diesel Powered, Full Revolving Locomotive Crane should be moved with boom lowered on the racks on boom car. Boom must be disconnected from rotating portion of machine, and supported entirely upon boom car. Cables need not be removed from boom, but must be left slack between machine and boom.</p>	
American Ditchers, self-propelled	25
<p>American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and 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.</p>	
Locomotive Cranes or Calm Shells.....	25
<p>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 disconnected from rotating portion of 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.</p>	

3-F.—Cont'd

	Miles Per Hour
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars....	25
Jordan Spreaders and Spreader-Ditchers.....	25
<p>Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.</p>	
<p>Where maximum train speed is 25 miles per hour or less, speed of trains handling Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.</p>	
Rail Unloaders	Maximum Speed
<p>Rail unloaders must have boom disconnected and stored on car.</p>	
Scale Test Cars must be handled next to caboose....	Maximum Speed

3-G. TRAIN ORDER FORM X, REQUIRED WHEN
HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Item 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

EXPLANATION OF CHARACTERS

- CS—Continuous train order office.
 LS—Limited train order office (hours of service specified by General Order).
 P—Telephone communication only.
 TP—Telegraph or telephone office; not a train order office.
 D—Diesel oil.
 Y—Wye.
 T—Turntable.
 B—Base Radio Station
 §—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.
 b—Stop on signal to receive revenue passengers.
 c—Stop on signal to discharge revenue passengers.
- Passenger trains will stop at non-stop stations to discharge passengers holding tickets from connecting lines.

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 STOPS

Nos. 3, 4, 9 and 10 will stop on signal at station 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	0
10.....	6	0
15.....	4	0
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0
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.:			
Torbet.....	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. F. W. Braastad.....	Houston, Texas
Dr. D. Lewis Moore.....	Houston, Texas
Dr. G. E. Dodd.....	Houston, Texas
Dr. H. E. Alexander.....	Beaumont, Texas
Dr. J. N. Gardner.....	Beaumont, Texas
Dr. A. E. Douglas.....	DeQuincy, La.
Dr. David J. Drez.....	DeQuincy, La.
Dr. E. L. Landry.....	New Iberia, La.
Dr. J. J. Robert.....	Baton Rouge, La.

LOCAL SURGEONS:

Dr. F. W. Braastad.....	Houston, Texas
Dr. D. Lewis Moore.....	Houston, Texas
Dr. G. E. Dodd.....	Houston, Texas
Dr. C. W. Castle.....	Liberty, Texas
Dr. A. L. Delaney.....	Liberty, Texas
Dr. Don. P. Schultz.....	Liberty, Texas
Dr. R. L. Ryan.....	Sour Lake, Texas
Dr. John T. Smith.....	Beaumont, Texas
Dr. R. K. Simpson.....	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. E. C. Pretz.....	Orange, Texas
Dr. W. E. James.....	Orange, Texas
Dr. J. J. Wiley.....	Orange, Texas
Dr. A. E. Douglas.....	DeQuincy, La.
Dr. D. Drez.....	DeQuincy, La.
Dr. Gordon Buck.....	Kinder, La.

Dr. John J. Storer.....	Kinder, La.
Dr. W. A. Fletcher.....	Elton, La.
Dr. R. F. Marceir.....	Basile, La.
Dr. J. T. Thompson.....	Eunice, La.
Dr. A. R. Morgan.....	Crowley, La.
Dr. E. K. Ventre.....	Opelousas, La.
Dr. S. J. Rozas.....	Opelousas, La.
Dr. D. F. Gremillion.....	Krotz Springs, La.
Dr. J. J. Robert.....	Baton Rouge, La.
Dr. W. R. Eidson.....	Baton Rouge, La.
Dr. John T. Lewis.....	Baton Rouge, La.
Dr. John M. Hopper.....	Baton Rouge, La.
Dr. Frank G. Reager, Jr.....	Baton Rouge, La.
Dr. E. L. Landry.....	New Iberia, La.
Dr. J. M. Lyons.....	New Orleans, La.
Dr. M. D. Paine, Jr.....	New Orleans, La.
Dr. Dan D. Baker.....	New Orleans, 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. Louis J. Giraud.....	Houston, Texas
Dr. F. R. Guilford.....	Houston, Texas
Dr. Wm. K. Wright.....	Houston, Texas
Dr. P. T. Weisbach.....	Beaumont, Texas
Dr. Sam B. Lyons.....	Beaumont, Texas
Dr. T. O. Woolley.....	Orange, Texas
Dr. E. J. Petitjean.....	Opelousas, La.
Dr. C. P. Smith.....	Baton Rouge, La.
Dr. Albert F. W. Habeeb.....	New Orleans, 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.
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LOCAL SURGEONS

Dr. W. M. McBride.....	Alexandria, La.
Dr. M. B. Pearce.....	Alexandria, La.
Dr. H. H. Hardy.....	Alexandria, La.
Dr. E. 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.
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The Medical and Surgical Service at Houston, Texas, is under the Supervision of Drs. F. W. Braastad, D. Lewis Moore, and G. E. Dodd as District Surgeons at East End Medical Clinic, 5424 Canal Street, Houston, Texas. Telephone WE-6629.

In emergency cases call Medical Exchange, PR-2201, for one of these Doctors.

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.