

*Handwritten signature or initials in the top left corner.*

### DIVISION OFFICERS

- F. E. FLETCHER . . . . . Superintendent . . . . . De Quincy, La.  
R. G. SWINDLER . . . . . Trainmaster, Anchorage,  
Lake Charles, New  
Iberia, Jefferson Island,  
Erwinville and Crowley  
Subdivs. . . . . De Quincy, La.  
C. C. MATHEWS, JR. . . . . Trainmaster, Houston,  
Baytown and Orange  
Subdivs. . . . . De Quincy, La.  
J. D. WALLACE . . . . . Assistant Trainmaster,  
Lake Charles  
Subdiv . . . . . Lake Charles, La.  
J. R. HINTON . . . . . Assistant Trainmaster,  
Anchorage, Lake  
Charles, New Iberia,  
Jefferson Island,  
Erwinville and Crowley  
Subdivs. . . . . Anchorage, La.  
K. K. KENNERLY . . . . . Road Foreman  
of Engines . . . . . De Quincy, La.  
E. N. MALONE . . . . . Division Trainmaster . . . . . De Quincy, La.

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

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## DeQUINCY DIVISION

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### TIMETABLE

# No. 1

**Effective 12:01 a.m. Sunday, Oct. 28, 1956**

CENTRAL STANDARD TIME

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Superseding Timetable No. 65, effective February 5, 1956,  
and all Supplements Thereto.

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

The Railroad Company Reserves the Right to Vary Therefrom  
as Circumstances May Require.

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R. P. HART, Vice President-Operation.  
L. A. GREGORY, Assistant Vice President-Operation.  
M. L. SMITH, General Superintendent Transportation.  
E. C. SHEFFIELD, General Manager.  
V. A. GORDON, Assistant General Manager.



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When properly authorized, rules may be cancelled, superseded or changed by: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

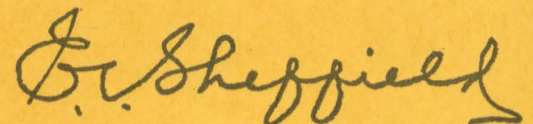
**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

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 dispatcher 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.



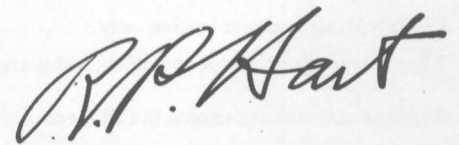
General Manager



## 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 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 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.



Vice President-Operation

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold if On Time	Remarks
Alexandria.....	131	Louisiana Div.....	131	Indefinitely	For connection.
Alexandria.....	132	De Quincy Div.....	132	5:15 P.M.	For connection.
Kinder.....	132	De Quincy Div 303 & 304		2:40 P.M.	For revenue passengers and mail.
Kinder.....	303	De Quincy Div.....	131	2:25 P.M.	For connection.
Beaumont.....	304	KCS.....	4	11:35 A.M.	For revenue passengers.
Houston.....	304	Kingsville Div.....	316	9:15 A.M.	For revenue passengers.
Houston.....	304	GC&SF.....	65	9:15 A.M.	For revenue passengers.
Houston.....	310	FWD.....	3	10:00 P.M.	For revenue passengers.
		GC&SF.....	6		

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

EXPLANATION OF CHARACTERS

- Ⓟ—Base Radio Station.
  - D—Diesel oil.
  - T—Turntable.
  - W—Water.
  - Y—Wye.
  - §—Track scales.
  - \*—Mail crane.
  - 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.
- Register stations are shown in full-faced type.

STATIONS NOT SHOWN IN TIMETABLE WILL BE SERVED BY TRAINS INDICATED BELOW:

Station	Miles From Brownsville	Train Numbers			
<b>Anchorage Subdiv.:</b>					
Torbet.....	626.5	f 303	f 304		
Bel.....	530.0	f 303	f 304		
Ragley.....	520.9	f 303	f 304		
<b>Lake Charles Subdiv.:</b>					
	Miles From St. Louis				
Bellevue.....	688.05	f 131	f 132		
Bon Air.....	683.98	f 131	f 132		
Woodlawn.....	675.98	f 131	f 132		

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 any station to discharge passengers holding tickets from connecting lines.

Nos. 303, 304, 309 and 310 will stop on signal at Stations between Orleans Jet. and Baton Rouge for passengers to and from Opelousas and stations west at which these trains are scheduled to stop.

## BAYTOWN SUBDIV.—BAYTOWN TO MK YARD

3

Station Numbers	Distance from Baytown	<b>TIMETABLE No. 1</b> OCTOBER 28, 1956		TRAINS EASTWARD								
				FIRST CLASS						SECOND CLASS		
				802 Passenger	804 Passenger	806 Passenger	808 Passenger	810 Passenger	812 Passenger		882 Freight	884 Freight
STATIONS		Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday			
BG 33	0.00	LS.....	<b>BAYTOWN</b> 2.66	5 15AM	5 30AM	<b>705AM</b> <sup>(802/805)</sup>	2 55PM	<b>4 00PM</b> <sup>809</sup>	4 10PM	.....	9 00AM	11 55PM
			H. O. CO. RAILROAD CSG..... 0.08									
	2.74		HO CROSSING..... 1.57	<i>s</i> 5 25	<i>s</i> 5 40	<i>s</i> 7 15	<i>s</i> 3 05	<i>s</i> 4 10	<i>s</i> 4 20			
BG 29	4.31		NORTH BAYTOWN..... 0.57	<i>f</i> 5 28	<i>f</i> 5 43	<i>f</i> 7 19	<i>f</i> 3 08	<i>f</i> 4 13	<i>f</i> 4 23			
BG 28	4.88	P.....	<b>DURHAM YARD</b> .....Y 1.95	<i>f</i> <b>5 30</b> 885	<i>f</i> <b>5 45</b> 885	<i>f</i> 7 21	<i>f</i> 3 10	<i>f</i> 4 14	<i>f</i> 4 24		9 30	12 30AM
BG 27	6.83	P.....	COADY..... 1.21	<i>f</i> 5 34	<i>f</i> 5 49	<i>f</i> 7 24	<i>f</i> 3 14	<i>f</i> 4 20	<i>f</i> 4 30			
BG 25	8.04	P.....	McNAIR..... 2.84	<i>f</i> 5 37	<i>f</i> 5 55	<i>f</i> 7 27	<i>f</i> 3 18	<i>f</i> 4 23	<i>f</i> 4 33			
BG 22	10.88	LS.....	<b>HIGHLANDS</b> .....Y 4.48	<i>s</i> 5 42	6 00AM	<i>s</i> 7 32	<b>3 25PM</b> <sup>809</sup>	<i>s</i> 4 30	<i>s</i> 4 40		10 30	1 05
BG 18	14.86	P.....	<b>CHANNELVIEW</b> ..... 4.21	<i>s</i> 5 52		<i>s</i> 7 42		<i>s</i> 4 40	<i>s</i> 4 50		10 45	1 20
BG 14	19.57	P.....	<b>GREENS BAYOU</b> ..... 5.31	<b>6 00AM</b> <sup>803</sup>		<b>7 50AM</b> <sup>807</sup>		<b>4 50PM</b> <sup>811</sup>	<i>f</i> <b>5 00</b> 811		11 05	1 35
BG 9	24.88	LS.....	<b>MK YARD</b> .....Y 2.00						<b>5 15PM</b> <sup>813</sup>		11 30AM	1 50AM
			BASIN SIDING..... 3.00									2 00AM
B 379	29.88		SETTEGAST YARD..... Via H.B.&T. Ry.									2 20AM
			29.88	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily		Daily	Daily Except Sunday

## BAYTOWN SUBDIV.—MK YARD TO BAYTOWN

Siding Capacity in Cars	Distance from Settegast Yard	<b>TIMETABLE No. 1</b> OCTOBER 28, 1956		TRAINS WESTWARD								
				FIRST CLASS						SECOND CLASS		
				803 Passenger	805 Passenger	807 Passenger	809 Passenger	811 Passenger	813 Passenger		885 Freight	883 Freight
STATIONS		Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Monday	Daily		
Yd.	29.88	LS.....	<b>BAYTOWN</b> 2.66	<b>6 55AM</b> <sup>806</sup>	<b>7 05AM</b> <sup>806</sup>	8 40AM	<b>3 55PM</b> <sup>810</sup>	5 45PM	6 20PM	.....	6 30AM	2 30PM
			H. O. CO. RAILROAD CSG..... 0.08									
	27.14		HO CROSSING..... 1.57	<i>s</i> 6 46	<i>s</i> 6 56	<i>s</i> 8 31	<i>s</i> 3 46	<i>s</i> 5 36	<i>s</i> 6 08			
	25.57		NORTH BAYTOWN..... 0.57	<i>f</i> 6 43	<i>f</i> 6 53	<i>f</i> 8 28	<i>f</i> 3 43	<i>f</i> 5 33	<i>f</i> 6 05			
Yd.	25.00	P.....	<b>DURHAM YARD</b> .....Y 1.95	<i>f</i> 6 42	<i>f</i> 6 52	<i>f</i> 8 26	<i>f</i> 3 41	<i>f</i> 5 31	<i>f</i> 6 03		{ 5 45 } <sup>802</sup>	1 30
14	23.05	P.....	COADY..... 1.21	<i>f</i> 6 38	<i>f</i> 6 48	<i>f</i> 8 22	<i>f</i> 3 37	<i>f</i> 5 27	<i>f</i> 5 59		{ 5 00 } <sup>804</sup>	
	21.84	P.....	McNAIR..... 2.84	<i>f</i> 6 34	<i>f</i> 6 44	<i>f</i> 8 18	<i>f</i> 3 34	<i>f</i> 5 24	<i>f</i> 5 55			
46	19.00	LS.....	<b>HIGHLANDS</b> .....Y 4.48	<i>s</i> 6 30	6 40AM	<i>s</i> 8 13	<b>3 30PM</b> <sup>808</sup>	<i>s</i> 5 20	<i>s</i> 5 50		4 15	1 10
	14.52	P.....	<b>CHANNELVIEW</b> ..... 4.21	<i>s</i> 6 20		<i>s</i> 8 03		<i>s</i> 5 10	<i>s</i> 5 40		3 55	12 55
45	10.31	P.....	<b>GREENS BAYOU</b> ..... 5.31	<b>6 10AM</b> <sup>802</sup>		<b>7 55AM</b> <sup>806</sup>		<b>5 00PM</b> <sup>(810/812)</sup>	<i>f</i> 5 30		3 45	12 40
Yd.	5.00	LS.....	<b>MK YARD</b> .....Y 2.00						<b>5 20PM</b> <sup>812</sup>		3 30AM	12 01PM
			BASIN SIDING..... 3.00								3 20AM	
			SETTEGAST YARD..... Via H.B.&T. Ry.								3 00AM	
			29.88	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily		Daily Except Monday	Daily



HOUSTON SUBDIV.—DEQUINCY TO GULF COAST

Station Numbers	Miles from Brownsville	TIMETABLE No. 1 OCTOBER 28, 1956	TRAINS WESTWARD					
			FIRST CLASS		SECOND CLASS			
			309 Passenger Daily	303 Passenger Daily	361 Red Ball Freight Daily	391 Local Freight Daily Except Sunday	379 Red Ball Freight Daily	363 Red Ball Freight Daily
B 508	508.0	CS.....DEQUINCY.....@DW\$	4 30AM	2 50PM	1 30AM	4 45AM	11 30AM	11 00PM
		0.7						
	507.3	CS JUNCTION, LA...	4 32AM	2 52PM				
B 477	477.7	29.6 MAURICEVILLE, TEX..	f 5 05	s 3 25				
		16.7						
B 461	461.0	BEAUMONT.....	s 5 30	s 3 50				
		0.2	s 5 40AM	s 4 00PM				
	460.8	G. C. L. JUNCTION.....	5 41AM	4 01PM	2 50AM	6 15AM	12 40PM	12 45AM
		0.4						
	460.4	G. C. & S. F. CROSSING.....						
		0.01						
	460.3	T&NO CROSSING.....						
		0.7						
B 459	459.6	P...BEAUMONT YARD.@DWY\$						
		0.5						
	459.1	CS...T&NO CROSSING (Tower 74)						
		1.2						
	457.9	P...WY SIDING.....	5 50	4 09	3 05	6 30	1 00 <sup>362</sup>	1 00
		2.8						
B 455	455.1	P...ELIZABETH.....	5 59	4 18	3 25 <sup>390</sup>	6 50	1 30	1 15
		7.5						
B 447	447.6	P...WESTBURY.....	6 07	4 26	3 40	7 05	1 42	1 29
		6.3						
B 441	441.3	LS...GRAYBURG.....	a 6 14	s 4 34	3 50	7 20	1 52	1 39
		4.5						
B 436	436.8	P...HATHAWAY.....	6 19	4 40	3 58	7 35	2 00	1 48
		9.6						
B 427	427.2	LS...HULL.....	a 6 28	s 4 50	4 11	7 55	2 13	2 15 <sup>390</sup>
		4.8						
B 422	422.4	L...HARDIN.....*	6 36	f 4 58	4 19	8 05	2 20	2 28
		8.8						
B 413	413.6	P...KENEFFICK.....	6 45	5 09	4 31	8 20	2 32	2 40
		4.6						
B 409	409.0	P...MARTHA.....	6 51	5 13	4 39	8 35	2 40	2 48
		10.2						
B 398	398.8	LS...HUFFMAN.....*	7 03	f 5 24	4 52	8 55	2 53	3 03
		6.0						
B 392	392.8	P...HARMASTON.....	7 10	5 31	5 00	9 05	3 02	3 12
		7.8						
B 385	385.0	CS...DYERSDALE.....	7 19	5 39	5 12	9 34 <sup>304</sup>	3 13	3 22
		3.4						
	381.6	P...SETTEGAST JCT.....			5 20AM	9 50AM	3 20PM	3 30AM
		2.3						
B 379	379.3	CS.SETTEGAST YARD.@DWY\$			6 00AM	10 30AM	5 00PM	4 30AM
		3.6						
	378.0	GULF COAST.....	7 29AM	5 49PM				
		6.2						
B 372	371.8	HOUSTON (Union Station)	7 50AM	6 10PM				
		Via H.B.&T. Ry.						
		FREIGHT.....128.7	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily
		PASSENGER.....136.2						

Note—Between Dyersdale and Gulf Coast, Signal Indication, Both Opposing and Following Movements.

# HOUSTON SUBDIV.—GULF COAST TO DEQUINCY

Siding Capacity in Cars	Miles from Brownsville	TIMETABLE No. 1 OCTOBER 28, 1956		TRAINS EASTWARD							
		STATIONS		FIRST CLASS		SECOND CLASS					
				304 Passenger	310 Passenger		390 Local Freight	362 Red Ball Freight	378 Red Ball Freight	360 Red Ball Freight	
			Daily	Daily		Daily Except Sunday	Daily	Daily	Daily		
Yd.	508.0	CS.....DEQUINCY.....@DW\$ 0.7	12 25PM	12 40AM		6 00AM	3 15PM	10 15PM	2 15AM		
.....	507.3	.....CS JUNCTION, LA... 29.6	12 20PM	12 35AM							
.....	477.7	.....MAURICEVILLE, TEX... 16.7	s 11 45AM	f 12 05AM							
.....	461.0	.....BEAUMONT..... 0.2	s 11 25	s 11 45PM							
.....	460.8	.....G. C. L. JUNCTION..... 0.4	11 14AM	11 34PM		3 55AM	1 15PM	8 15PM	12 15AM		
.....	460.4	.....G. C. & S. F. CROSSING..... 0.01									
.....	460.3	.....T&NO CROSSING..... 0.7									
Yd.	459.6	P... BEAUMONT YARD @DWY\$ 0.5									
.....	459.1	CS...T&NO CROSSING (Tower 74) 1.2									
112	457.9	P... WY SIDING..... 2.8	11 04	11 25		3 35	<b>1 00</b> <sup>379</sup>	8 00	12 01AM		
94	455.1	P... ELIZABETH..... 7.5	10 55	11 17		<b>3 25</b> <sup>361</sup>	12 51	7 51	11 51PM		
102	447.6	P... WESTBURY..... 6.3	10 47	11 09		3 05	12 41	7 41	11 41		
124	441.3	LS... GRAYBURG..... 4.5	s 10 40	a 11 02		2 50	12 33	7 33	11 33		
96	436.8	P... HATHAWAY..... 9.6	10 33	10 57		2 35	12 27	7 27	11 27		
150	427.2	LS... HULL.....* 4.8	s 10 20	a 10 48		<b>2 15</b> <sup>363</sup>	12 15	7 15	11 15		
93	422.4	L... HARDIN..... 8.8	f 10 14	10 42		2 00	12 08PM	7 08	11 08		
100	413.6	P... KENEFICK..... 4.6	10 05	10 33		1 45	11 57AM	6 57	10 57		
99	409.0	P... MARTHA..... 10.2	9 59	10 28		1 35	11 50	6 50	10 50		
150	398.8	LS... HUFFMAN.....* 6.0	f 9 47	10 17		1 20	11 38	6 38	10 38		
97	392.8	P... HARMASTON..... 7.8	9 41	10 11		1 05	11 30	6 30	10 30		
119	385.0	(CS... DYERDALE..... 3.4	<b>9 34</b> <sup>391</sup>	10 04		12 50	11 20	6 20	10 20		
.....	381.6	P... SETTEGAST JCT..... 2.3				12 45AM	11 15AM	6 15PM	10 15PM		
Yd.	379.3	CS...SETTEGAST YARD @DWY\$ 3.6				12 30AM	11 00AM	6 00PM	10 00PM		
Yd.	378.0	.....GULF COAST..... 6.2	9 26AM	9 56PM							
.....	371.8	.....HOUSTON (Union Station) Via H. & S. Ry.	9 05AM	9 35PM							
		FREIGHT.....128.7 PASSENGER.....136.2	Daily	Daily		Daily Except Sunday	Daily	Daily	Daily		

**Note—Between Dyersdale and Gulf Coast, Signal Indication, Both Opposing and Following Movements.**

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

Station Numbers	Miles from Brownsville	TIMETABLE No. 1 OCTOBER 28, 1956	TRAINS WESTWARD						
			FIRST CLASS		SECOND CLASS				
			309 Passenger Daily	303 Passenger Daily	379 Red Ball Freight Daily	393 Local Freight Daily Except Sunday	363 Red Ball Freight Daily	395 Local Freight Daily Except Sunday	361 Red Ball Freight Daily
C 817	740.2	NEW ORLEANS..... 89.5	10 10PM	8 35AM			3 00AM		
B 648	650.7	BATON ROUGE..... 2.7	{12 10AM 12 20	{10 35 10 45					
B 647	648.0	NORTH BATON ROUGE..... 1.0	12 35AM	11 00AM			9 30AM		
.....	647.0	P. M. P. JCT..... 0.6	12 40AM	11 05AM					
.....	646.4	EAST JCT..... 3.3	12 43	11 08					
.....	643.1	P. WEST JCT..... 0.3	12 51	11 16					
.....	642.8	T. & P. CROSSING..... 1.3							
B 644	643.9	ANCHORAGE YD. @DW\$..... 2.4			4 00AM	5 00AM	2 00PM		
B 641	641.5	CS. ANCHORAGE..... Y	s 12 57	s 11 22	4 20	5 20	2 15		
B 631	631.5	ERWINVILLE..... Y*	1 09	f 11 34	4 35	5 45	2 35 <sup>392</sup>		
B 622	622.4	LIVONIA..... *	1 20	f 11 46	4 50	6 00	2 55		
.....	621.1	T. & P. CROSSING..... 3.9							
B 617	617.2	LOTTIE..... 6.3	a 1 26	s 11 53AM	5 00	6 30	3 10		
.....	610.4	DRAWBRIDGE (Atchafalaya River)..... 0.5							
B 610	610.4	KROTZ SPRINGS.....	1 39	s 12 07PM	5 15	7 20	3 31 <sup>304</sup>		
B 602	602.4	CORTABEAU..... 4.8	1 49	12 17 <sup>392</sup>	5 30	7 50	3 50		
B 597	597.6	PORT BARRE..... Y*	f 1 56	s 12 24	5 40	8 20	4 15	9 30PM	
B 590	590.7	OPELOUSAS..... 0.5	s 2 04	s 12 32	5 53	8 50 <sup>378</sup>	4 30	9 50	
.....	590.2	T&NO CROSSING..... 0.1							
.....	590.1	T. & P. CROSSING..... 5.9							
B 584	584.2	LAWTELL..... 8.0	2 20 <sup>310</sup>	12 46	6 05	9 05	4 45	10 05	
B 576	576.2	SAVOY..... 5.8	2 30	12 55	6 20	9 20	5 00	10 20	
.....	570.4	T&NO CROSSING..... 0.1							
B 570	570.3	EUNICE..... WY\$	s 2 52	s 1 06	6 35	9 55 <sup>392</sup>	5 45	10 40	
B 565	565.1	TYRONE..... 5.6	3 00	1 13	6 45	10 10	6 00	10 50	
B 559	559.5	BASILE..... *	a 3 07	s 1 20	6 55	10 35	6 27 <sup>362</sup>	11 00	
B 553	553.6	ELTON..... *	a 3 14	s 1 28	7 05	11 00	6 45 <sup>394</sup>	11 10	
B 549	548.9	COVERDALE..... 4.2	3 19	1 40 <sup>304</sup>	7 20 <sup>378</sup>	11 15	7 00	11 20	
.....	544.7	EAST WYE KINDER..... 0.2	3 23	1 45					
.....	544.5	LAKE CHARLES SUBDIV. CSG..... 0.0							
B 544	544.5	CS. KINDER..... @Y	s 3 35	s 1 55	7 50 <sup>392</sup>	11 25AM	7 10	11 30PM	11 00PM
.....	544.3	P. KD SIDING..... 6.1	3 37	1 57	8 00	12 30PM	7 30	12 15AM	11 10
B 538	538.2	P. LE BLANC..... *	3 43	2 05	8 15	12 40	7 40	12 25	11 20
B 532	532.3	LS. REAVES..... *	3 49	a 2 12	8 25	1 02 <sup>304</sup>	7 50	12 35	11 30
B 523	523.2	P. FULTON..... 9.1	3 59 <sup>360</sup>	2 22	8 40	1 25	8 05	1 03 <sup>310</sup>	11 45
.....	523.1	T&NO CROSSING..... 0.1							
B 515	515.3	P. GORDON..... 7.8	4 09	2 34	8 55	1 45	8 20	1 20	11 59PM
.....	508.4	K. C. S. CROSSING..... 6.9							
B 508	508.0	CS. DEQUINCY..... @DW\$	4 25AM	2 45PM	9 30AM	2 30PM	9 00PM	2 00AM	12 30AM
		FREIGHT..... 135.9	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily
		PASSENGER..... 140.0							



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

Miles from Brownsville	<b>TIMETABLE</b> <b>No. 1</b> <b>OCTOBER 28, 1956</b>		Siding Capacity in Cars	TRAINS EASTWARD							
				FIRST CLASS		SECOND CLASS					
				310	304	360	378	392	394	362	
				Passenger	Passenger	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	Red Ball Freight	
STATIONS				Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Saturday	Daily	
740.2	NEW ORLEANS.....	89.5		6 40AM	7 15PM						6 00AM
650.7	BATON ROUGE.....	2.7	Via Y.&M.V. and Ill. Central	4 30	5 10						
648.0	NORTH BATON ROUGE	1.0		4 05AM	4 43PM						12 01AM
647.0	M. P. JCT.....	0.6		4 00AM	4 40PM						
646.4	EAST JCT.....	3.3	La. State Bridge	3 56	4 37						
643.1	WEST JCT.....	0.3		3 48	4 29						
642.8	T. & P. CROSSING.....	1.3									
643.9	ANCHORAGE YD. @DW\$	2.4	Yd.				3 00PM	3 30PM			10 10PM
641.5	ANCHORAGE.....	1.0	Y	s 3 45	s 4 23		10 25AM	3 00			8 40
631.5	ERWINVILLE.....	9.1	99	s 3 27	f 4 09		10 10	<b>2 35</b> <sup>363</sup>			8 26
622.4	LIVONIA.....	1.3	89	s 3 17	f 3 56		9 52	1 40			8 13
621.1	T. & P. CROSSING.....	3.9									
617.2	LOTTIE.....	6.3	85	a 3 10	s 3 48		9 42	1 15			8 05
	DRAWBRIDGE {Atchafalaya River	0.5									
610.4	KROTZ SPRINGS.....	8.0	91	2 58	s <b>3 31</b> <sup>363</sup>		9 30	12 45			7 55
602.4	CORTABEAU.....	4.8	88	2 49	3 21		9 15	<b>12 17</b> <sup>PM303</sup>			7 43
597.6	PORT BARRE.....	6.9	86	2 43	s 3 13		9 05	11 45AM		9 00PM	7 35
590.7	OPELOUSAS.....	0.5	80	s 2 35	s 3 03		<b>8 50</b> <sup>393</sup>	10 55		8 45	7 23
590.2	T&NO CROSSING.....	0.1									
590.1	T. & P. CROSSING.....	5.9									
584.2	LAWTELL.....	8.0	82	<b>2 20</b> <sup>309</sup>	2 43		8 32	10 25		8 20	7 08
576.2	SAVOY.....	5.8	86	2 12	2 34		8 20	10 10		8 05	6 57
570.4	T&NO CROSSING.....	0.1									
570.3	EUNICE.....	5.2	114	s 2 05	s 2 26		8 05	<b>9 55</b> <sup>393</sup>		7 45	6 47
565.1	TYRONE.....	5.6	89	1 53	2 05		7 50	9 15		7 15	6 35
559.5	BASILE.....	5.9	91	a 1 47	s 1 58		7 40	9 00		7 00	<b>6 27</b> <sup>363</sup>
553.6	ELTON.....	4.7	47	a 1 41	s 1 50		7 30	8 30		<b>6 45</b> <sup>363</sup>	6 18
548.9	COVERDALE.....	4.2	85	1 36	<b>1 40</b> <sup>303</sup>		<b>7 20</b> <sup>379</sup>	8 10		<b>6 20</b> <sup>362</sup>	<b>6 10</b> <sup>394</sup>
544.7	EAST WYE KINDER.....	0.2		1 31	1 31						
544.5	LAKE CHARLES SUBDIV. CSG..	0.0									
544.5	KINDER.....	0.2	Y	s 1 30	s 1 30		4 45AM	7 00	<b>7 50</b> <sup>379</sup>	5 45	6 00
544.3	KD SIDING.....	6.1	92	1 24	1 16		4 40	6 15	6 55	5 20	5 55
538.2	LE BLANC.....	5.9	85	1 18	1 09		4 30	6 05	6 45	5 00	5 46
523.2	REAVES.....	9.1	85	1 12	a <b>1 02</b> <sup>393</sup>		4 20	5 55	6 35	4 45	5 36
523.2	FULTON.....	7.8	108	<b>1 03</b> <sup>395</sup>	12 50		<b>3 59</b> <sup>309</sup>	5 40	6 15	4 25	5 23
523.1	T&NO CROSSING.....	6.9									
515.3	GORDON.....	0.4	120	12 55	12 40		3 35	5 25	5 55	3 55	5 10
508.4	K. C. S. CROSSING.....	0.4									
508.0	DEQUINCY.....	0.4	Yd.	12 45AM	12 30PM		3 15AM	5 00AM	5 30AM	3 30PM	4 45PM
	FREIGHT.....	135.9		Daily	Daily		Daily	Daily	Daily Except Sunday	Daily Except Saturday	Daily
	PASSENGER.....	140.0									

# 8 LAKE CHARLES SUBDIV.—BETWEEN LAKE CHARLES AND ALEXANDRIA YARD

TRAINS WESTWARD				Station Numbers	Miles from St. Louis	TIMETABLE No. 1 OCTOBER 28, 1956		Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS			FIRST CLASS			FIRST CLASS	SECOND CLASS					
861 Red Ball Freight Daily	361 Red Ball Freight Daily	891 Local Freight Daily Except Sunday	131 Passenger Daily			132 Passenger Daily	360 Red Ball Freight Daily		890 Local Freight Daily Except Sunday	860 Red Ball Freight Daily		
			9 20AM	C 623	599.03	LS.....ALEXANDRIA.....W	3 45PM					
11 30PM	8 00PM	11 30AM	Via T. & P. Ry.	C 625	601.57	CS....ALEXANDRIA YARD. @DTW\$	Via T. & P. Ry.	8 00AM	6 00PM	4 30AM		
11 35	9 00	11 40	9 30AM	.....	603.18	.....WILLOW GLEN.....	3 33PM	6 22	5 45	1 30		
11 55PM	9 25	11 59AM	f 9 40	C 629	{ 604.66 605.54	P.....WG JUNCTION.....	3 28	6 09	5 30	1 05		
12 05AM	9 37	12 45PM	9 45	C 634	611.63	LS....WOODWORTH.....	f 3 21	6 01	5 10	12 55		
			f 9 48	C 640	616.69	P.....BRINGHURST.....	3 15					
			f 9 52	C 642	619.10	LS....FOREST HILL.....	f 3 11					
<b>12 35</b> <sup>860</sup>	9 56	1 30	s 9 57	C 645	622.23	TP.....LONG LEAF.....	f 3 06					
12 50	10 06	1 50	10 05	C 647	624.64	LS....GLENMORA.....	s 3 01	5 49	4 40	<b>12 35</b> <sup>861</sup>		
1 20	10 20	<b>2 43</b> <sup>132</sup>	s 10 12	C 654	630.75	P.....PAWNEE.....	2 51	5 40	4 25	12 25		
				C 659	636.65	LS....OAKDALE.....	s <b>2 43</b> <sup>891</sup>	5 30	4 00	12 15AM		
				.....	636.95	.G. C. & S. F. CROSSING.....						
1 30	10 29	<b>3 00</b> <sup>890</sup>	10 20	C 665	642.16	P.....WARD.....	2 34	5 20	<b>3 00</b> <sup>891</sup>	11 58PM		
1 40	10 39	3 15	10 27	C 671	648.55	P.....FOLEY.....	2 28	5 11	2 40	11 40		
1 45	10 44	3 25	s 10 31	C 674	651.35	LS....OBERLIN.....	s 2 23	5 06	2 35	11 33		
1 52	10 51	4 00	10 36	C 678	655.09	P.....ELDER.....	105	<b>2 18</b> <sup>890</sup>	5 00	<b>2 25</b> <sup>132</sup>	11 25	
2 02	10 59	4 10	10 44	.....	661.55	P.....AR SIDING.....	79	2 12	4 50	1 45	11 15	
				.....	661.57	ANCHORAGE SUBDIV. CSG.....						
2 35	<b>11 00PM</b> <sup>860</sup>	5 15	s 11 01	B 544	661.60	CS.....KINDER.....@Y	s 2 10	4 45AM	1 40	<b>11 10</b> <sup>361</sup>		
3 00		5 45	f 11 12	C 694	671.36	LS.....FENTON.....	f 1 42		12 55	10 15		
			11 24	.....	680.98	P.IOWA JCT. (T&NO Crossing)...	1 30					
3 25		6 30	11 34	C 711	688.98	P.....MANCHESTER.....	1 20		12 15PM	9 50		
				.....	691.24	.....T&NO CROSSING.....						
7 00AM		7 00PM	11 44AM	C 718	{ 694.90 695.25	...LAKE CHARLES YARD. @WY\$	Yd.	1 12		11 59AM	9 30PM	
			12 15PM	C 720	697.88	LS....LAKE CHARLES.....DW	.....	1 05PM				
Daily	Daily	Daily Except Sunday	Daily			FREIGHT.....95.96 PASSENGER.....98.50		Daily	Daily	Daily Except Sunday	Daily	

Miles from St. Louis, shown above, are miles painted on telegraph poles and are not actual.

Two mile post locations at WG Junction are one and the same point, 605.54 is new mileage account change in line east of WG Junction in December 1940, and 604.66 is old mileage.

Two mile post locations at Lake Charles Yard, are one and the same point, 695.25 is new mileage account change in line east of Lake Charles Yard, made in December, 1953, and 694.90 is old mileage.



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

TRAINS WESTWARD				Station Numbers	Miles from Port Barre	TIMETABLE		Siding Capacity in Cars	TRAINS EASTWARD			
SECOND CLASS						No. 1			SECOND CLASS			
	895 Local Freight	897 Local Freight				OCTOBER 28, 1956			896 Local Freight	894 Local Freight		
	Daily Except Sunday	Daily Except Sunday		STATIONS		Daily Except Sunday	Daily Except Saturday					
		9 00AM	BB 83	82.3	.....	GARDEN CITY.....	Y		8 45AM			
				82.2	.....	T&NO CROSSING.....						
				81.5	.....	T&NO CROSSING.....						
				80.0	.....	T&NO CROSSING.....						
		9 15	BB 80	79.3	P.....	FRANKLIN.....			8 30			
			BB 79	78.0	.....	STERLING.....	Y	27				
				77.9	.....	T&NO CROSSING.....						
				74.6	.....	DRAW BRIDGE.....	Teche Bayou					
			BB 75	73.8	.....	OAKLAWN.....		49				
				68.8	.....	DRAW BRIDGE.....	Teche Bayou					
				64.4	.....	T&NO CROSSING.....						
				62.7	.....	T&NO CROSSING.....						
			BB 64	62.5	.....	SORRELL.....		16				
				60.2	.....	T&NO CROSSING.....						
				59.4	.....	T&NO CROSSING.....						
				59.2	.....	T&NO CROSSING.....						
		10 45	BB 60	59.1	P.....	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.....						
	6 00PM	11 45AM	BB 48	46.4	LS.....	NEW IBERIA.....	DWY§	Yd.	6 00AM	11 15PM		
				41.0	.....	DRAW BRIDGE.....	Teche Bayou					
	6 15		BB 40	39.4	P.....	LOREAUVILLE.....		35		10 50		
	6 35		BB 31	30.3	P.....	ISLE LABBE.....				10 25		
				30.2	.....	ST. JOHN TEAM CROSSING.....						
	6 45		BB 26	25.5	P.....	PARKS.....		22		10 10		
			BB 18	17.5	P.....	CECELIA.....						
			BB 14	13.4	.....	BUSHVILLE.....		12				
	7 20		BB 12	11.2	P.....	ARNAUDVILLE.....		12		9 35		
	8 30PM		B 597	0.0	LS.....	PORT BARRE.....	Y	Yd.		9 15PM		
	Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	Daily Except Saturday		
						82.3						

**JEFFERSON ISLAND SUBDIV. BETWEEN NEW IBERIA AND JEFFERSON ISLAND**

TRAINS WESTWARD				Station Numbers	Miles from Port Barre	TIMETABLE		Siding Capacity in Cars	TRAINS EASTWARD			
						No. 1						
						OCTOBER 28, 1956						
				STATIONS								
			BB 48	46.4	LS.....	NEW IBERIA.....	DWY§	Yd.				
				52.8	.....	T&NO CROSSING.....						
			BC 57	56.3	.....	JEFFERSON ISLAND.....		Yd.				
						9.9						

ORANGE SUBDIV.— BETWEEN NEWTON AND ORANGE

TRAINS WESTWARD				Station Numbers	Miles from Brownsville	TIMETABLE No. 1 OCTOBER 28, 1956	Siding Capacity in Cars	TRAINS EASTWARD					
SECOND CLASS								899	887	888	898		
		Local Freight	Daily Except Sunday										
						STATIONS							
			10 45PM	BF526	526.4	LS.....NEWTON.....Y	Yd.		10 00PM				
					514.6	11.8 .....G. C. & S. F. CROSSING.....							
			11 45PM	BF514	514.5	0.1 .....BLEAKWOOD.....							
					508.0	6.5 LS.....CALL.....	15		9 00				
			12 25AM	BF508	508.0	1.4 .....TRAM CROSSING.....							
					496.6	10.0 .....BESSMAY.....	14		8 20				
					484.6	12.0 .....ROBERTSON.....	37						
					477.6	7.0 .....K. C. S. CROSSING.....							
			2 00	B 477	477.7	0.0 LS.....MAURICEVILLE.....DWY.....	Yd.	1 45PM	7 00				
					482.9	5.3 .....PEVETO.....	30						
					486.9	4.0 .....T&NO CROSSING.....							
			2 40	BE486	486.9	1.1 .....DOC BROWN.....Y		1 10	6 10				
					488.0	2.5 LS.....ORANGE.....	Yd.	1 00PM	6 00PM				
			3 00AM	BE488	488.0								
					490.5								
			Daily Except Sunday			61.5		Daily	Daily Except Sunday				

CROWLEY SUBDIV.

BETWEEN EUNICE AND CROWLEY

TRAINS WESTWARD	Station Numbers	Miles from Brownsville	TIMETABLE No. 1 OCTOBER 28, 1956	Siding Capacity in Cars	TRAINS EASTWARD
893					892
SECOND CLASS					SECOND CLASS
Local Freight			STATIONS		Local Freight
Daily Except Sunday					Daily Except Sunday
12 15AM	BD592	592.3	.....CROWLEY.....Y	Yd.	2 45PM
12 45	BD582	582.4	9.9 .....MAXIE.....		2 15
1 00	BD578	577.9	4.5 .....MOWATA.....		2 00
1 30AM	B 570	570.3	7.6 LS.....EUNICE.....WY	Yd.	1 30PM
Daily Except Sunday			22.0		Daily Except Sunday

ERWINVILLE SUBDIV.

BETWEEN ERWINVILLE AND ALLON

TRAINS WESTWARD	Station Numbers	Miles from Brownsville	TIMETABLE No. 1 OCTOBER 28, 1956	Siding Capacity in Cars	TRAINS EASTWARD
			STATIONS		
	B 631	631.5	LS.....ERWINVILLE.....Y		
	BA636	636.6	5.1 .....LAKELAND.....		
	BA639	638.5	1.9 .....KNAPP.....		
	BA644	644.7	6.2 .....ALLON.....		
			13.2		



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

**Baytown Subdiv.:**

No. 803 and No. 805 are superior to No. 806.  
No. 809 is superior to No. 810 and No. 812.

Between Baytown and Durham Yard, trains and engines except first class trains will move at restricted speed without timetable or train order authority.

**Houston Subdiv.:**

Between G. C. L. Jct. and WY Siding trains and engines except first class trains will move at restricted speed without timetable or train order authority.

**New Iberia Subdiv.:**

No. 895 is superior to No. 894.

**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"... Diesel engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B"... 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, tightlock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars.

Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, Sleepers Shrine Tower, Beacon Tower, and Temple Tower, and Diner 10242 are Streamlined—HIGH center of gravity cars.

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

MP passenger cars of the 700 and 800 series, T&P passenger cars of the 100, 200, 300, 400, and 500 series, and Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, are Streamlined—LOW center of gravity cars.

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	Curves with slow speed signs
<b>Anchorage:</b>								
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 Jct. and West Jct.....	15	15	15	15		15	15	
Between Anchorage and Anchorage Yd.....	20	20	20	20		20	20	Five miles
<b>Houston:</b>								
Between Gulf Coast and MP 411.....	50	70	75	75	Speed	75	75	per hour
Between MP 411 and GCL Jct.....	50	65	70	70		70	70	
<b>Lake Charles:</b>								
Between Willow Glen and WG Jct.....	30	45	45	45	shown on	45	45	above speed
Between WG Jct. and Kinder.....	50	65	65	65		65	65	
Between Kinder and Lake Charles.....	45	59	59	59	slow speed	59	59	shown on
<b>New Iberia:</b>								
Between Pt. Barre and New Iberia.....	35	35	35	35	signs	35	35	slow speed
Between New Iberia and Garden City.....	15	15	15	15		15	15	
<b>Orange.....</b>	20	20	20	20		20	20	signs
<b>Erwinville.....</b>	10	10	10	10		10	10	
<b>Jefferson Island.....</b>	15	15	15	15		15	15	
<b>Crowley.....</b>	20	20	20	20		20	20	
<b>Baytown.....</b>	20	20	20	20		20	20	

Note: Rail Motor Buses 602, 604 and 605, equipped with flanged wheels and mechanical drive, between MK Yard and Baytown:  
Maximum Speed... Tangent Track..... 35 MPH  
Maximum Speed... Curves..... 15 MPH

**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.

MO. PAC. DIESEL ENGINES		T&P DIESEL ENGINES	
Diesel	MPH	Diesel	MPH
201 to 208.....	65	1100 to 1130.....	65
301 to 392.....	65	1500 to 1582.....	65
501 to 626.....	65	2000 to 2017.....	85
800 to 815.....	30		
4100 to 4101.....	35		
4102 to 4103.....	75		
4104 to 4371.....	65		
4501 to 4526.....	65		
7000 to 7021.....	98		
	7100.....		
8001 to 8036.....	98		
9000 to 9022.....	35		
9102 to 9191.....	35		
9200 to 9239.....	35		

MV-KO&G-OCAA DIESEL ENGINES	
Diesel	MPH
751 to 756.....	65

Motor Cars:	
Passenger Motor	MPH
Car No. 670, with mechanical drive	70

**3. SPEED RESTRICTIONS:** (Where Maximum Train or Engine Speed is LOWER, it will govern).

**3-A. ENGINES LIGHT MOVING FORWARD:**

Miles  
Per  
Hour

Blank.

**3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:**

Diesel engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

**Subdiv.:**

Orange, Crowley, New Iberia, Jefferson Island and Baytown.....	15
Erwinville.....	10

**3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:**

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

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 Southward 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
- KD Siding West Switch
- Anchorage West Wye Switch
- Main track West Junction
- Woodworth East and West Switches
- Bringham 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 Subdiv.:**

Opelousas City Limits MP 589, Pole 17, to MP 591, Pole 6.	15
Atchafalaya River Bridge MP 610.8.....	30

**Houston Subdiv.:**

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 Subdiv.:**

Wharves and Apron Docks.....	5
Broad Street Crossing.....	10
End of Track Passenger Station	
Lake Charles to MP 693, Pole 17.....	20
Oakdale City Limits, MP 636, Pole 22, to MP 634, Pole 20.	25

**Crowley Subdiv.:**

Eunice Second and Fourth Street Crossings.....	10
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**New Iberia Subdiv.:**

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

**Baytown Subdiv.:**

Motor Buses:	
Over trestle San Jacinto River MP 20.4.....	25
Over steel span San Jacinto River MP 20.4.....	10

**Freight Trains:**

Over trestle San Jacinto River MP 20.4.....	15
Over steel span San Jacinto River MP 20.4.....	10

**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 Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

**Anchorage Subdiv.:**

65	519	5	519	14	65	519	14	519	5
45	612	9	615	28	45	615	28	612	9

**Houston Subdiv.:**

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

**Lake Charles Subdiv.:**

45	604	20	604	8	45	604	8	604	20
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3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:	Miles Per Hour
All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:	
With trucks and traction motors in good running condition.....	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, control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.	
With flat spots 2¾" 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.	

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:	
Pile Drivers.....	25
Steam Shovels.....	25
Bridge Derrick Cars (non-revolving).....	30
Bridge derrick cars (non-revolving) 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 or more than 6 inches lateral movement; and 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-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 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. Side-rods and cranks must be removed from trucks.	
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 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 be 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.	

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.: (Concluded)	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
Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.	
Industrial Brownhoist Locomotive Crane.....	25
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.	
Wrecking Cranes (non-self-propelling).....	25
Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.	

Wrecking Cranes (self-propelling):  
The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-Propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30
Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.....	Maximum Train Speed Consist "A"
Scale Test Cars (Except MPX 5121).....	30
Scale Test Car MPX 5121.....	Maximum Train Speed Consist "A"

Scale test cars must be handled next to caboose.

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

When there is to be handled any unit of equipment mentioned in Items 3-E and 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.

**3-H. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:**

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.



## 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. L. 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. D. J. Drez.....DeQuincy, La.  
Dr. E. L. Landry.....New Iberia, La.  
Dr. J. J. Robert.....Baton Rouge, La.

#### EYE, EAR, NOSE AND THROAT

Dr. L. J. Giraud.....Houston, Texas  
Dr. F. R. Guilford.....Houston, Texas  
Dr. W. K. Wright.....Houston, Texas  
Dr. P. T. Weisbach.....Beaumont, Texas  
Dr. S. B. Lyons.....Beaumont, Texas  
Dr. E. J. Petitjean.....Opelousas, La.  
Dr. C. P. Smith.....Baton Rouge, La.  
Dr. A. F. W. Habeeb.....New Orleans, La.  
Dr. H. I. Davis.....Baytown, Texas

#### LOCAL SURGEONS

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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. D. P. Schultz.....Liberty, Texas  
Dr. R. L. Ryan.....Sour Lake, Texas  
Dr. J. T. Smith.....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. M. Morgan.....Crowley, La.  
Dr. W. F. McCreight.....Call, Texas  
Dr. E. C. Pretz.....Orange, Texas  
Dr. J. J. Wiley.....Orange, Texas  
Dr. A. E. Douglas.....DeQuincy, La.  
Dr. D. Drez.....DeQuincy, La.  
Dr. G. Buck.....Kinder, La.

Dr. L. A. Hankins.....Baytown, Texas  
Dr. J. J. Storer.....Kinder, La.  
Dr. W. A. Fletcher.....Elton, 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. E. L. Landry.....New Iberia, La.  
Dr. J. J. Robert.....Baton Rouge, La.  
Dr. W. R. Eidson.....Baton Rouge, La.  
Dr. J. T. Lewis.....Baton Rouge, La.  
Dr. J. M. Hopper.....Baton Rouge, La.  
Dr. J. M. Lyons.....New Orleans, La.  
Dr. M. D. Paine, Jr.....New Orleans, La.  
Dr. D. D. Baker.....New Orleans, La.  
Dr. W. G. McBride.....Alexandria, La.  
Dr. M. B. Pearce.....Alexandria, La.  
Dr. H. H. Hardy, Jr.....Alexandria, La.

## MISSOURI PACIFIC EMPLOYEES' HOSPITAL ASSOCIATION

#### RESIDENT SURGEONS

Dr. J. A. White.....Alexandria, La.  
Dr. Wm. M. McBride.....Alexandria, La.  
Dr. Robert B. Wallace, Sr.....Alexandria, La.  
Dr. Robert B. Wallace, Jr.....Alexandria, La.

#### LOCAL SURGEONS

Dr. W. M. McBride.....Alexandria, La.  
Dr. M. B. Pearce.....Alexandria, La.

Dr. Robert P. Foster.....Alexandria, La.  
Dr. H. H. Hardy.....Alexandria, La.  
Archie Taylor.....Glenmora, La.  
Dr. W. R. Hargrove.....Oakdale, La.  
Dr. M. V. Hargrove.....Oakdale, La.  
Dr. Harold W. Richmond.....Oakdale, La.  
Dr. W. Moss.....Lake Charles, La.  
Dr. T. H. DeLeaureal.....Lake Charles, La.

#### EYE, EAR, NOSE AND THROAT

Dr. B. M. Wilson.....Alexandria, La.  
Dr. H. C. Quantz.....Alexandria, La.  
Dr. O. W. Moss.....Lake Charles, La.  
Dr. F. Warren Raggio.....Lake Charles, La.

#### OPHTHALMOLOGIST

Dr. Clinton E. Hart.....Lake Charles, La.

The Medical and Surgical Service at Houston, Texas, is under the Supervision of Drs. F. W. Braastad, D. L. Moore, and G. E. Dodd as District Surgeons at East End Medical Clinic, 5424 Canal Street, Houston, Texas. Telephone WA 3-6629.

In emergency cases call Medical Exchange, CA 7-2201, 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.