

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.
C. C. MATHEWS, JR.....Trainmaster,
Houston,
Baytown and
Orange
Subdivs.....De Quincy, La.
B. J. CRANFORD.....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
HOUSTON NORTH SHORE RAILWAY

DeQUINCY DIVISION

TIMETABLE

No. 65

Effective 12:01 A. M.

SUNDAY, FEBRUARY 5, 1956

CENTRAL STANDARD TIME

Superseding Timetable No. 64, dated January 30, 1955, and Baytown Sub-Division Timetable No. 24, dated July 17, 1955, 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
M. L. SMITH, 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: Employees 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, employees 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When properly authorized, rules may be cancelled, superseded or changed by: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): Employees must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employees 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 dispatchers must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

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



General Manager

**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

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

3

Miles from Brownsville	TIMETABLE NO. 65 FEBRUARY 5, 1956		Siding Capacity in Cars	TRAINS EASTWARD									
				FIRST CLASS		SECOND CLASS			THIRD CLASS				
				10 Passenger	4 Passenger		62 Red Ball Freight	360 Red Ball Freight	78 Red Ball Freight		494 Local Freight	490 Local Freight	
				Daily	Daily		Daily	Daily	Daily		Daily Except Saturday	Daily Except Sunday	
740.2	NEW ORLEANS			7 01 AM	7 15 PM		6 00 AM						
650.7	BATON ROUGE			3 05	3 10								
648.0	NORTH BATON ROUGE			4 33	4 43 PM		12 01 AM						
647.0	P. M. P. JCT.			4 35 AM	4 40 PM								
646.4	EAST JCT.			4 32	4 37								
643.1	P. WEST JCT.			4 24	4 29								
642.8	T. & P. CROSSING												
643.9	ANCHORAGE YD	Yard					3 00 PM		10 10 PM			1 45 PM	
641.5	OB ANCHORAGE	Y		4 18 79	4 23		11 22 AM		9 00 PM			1 30 PM	
631.5	MRWINVILLE	*Y	99	3 59	4 09		10 50		8 30			12 45	
622.4	LIVONIA	*	89	3 48	3 56		10 25		8 12			12 15 PM	
621.1	T. & P. CROSSING												
617.2	LOTTIE	LS	85	3 35	3 48		10 15		8 05			11 53 AM	
610.4	DRAWBRIDGE (Atchafalaya River)	LS	91	3 22	3 31 68		10 01		7 50			11 05	
602.4	KROTZ SPRINGS	P	88	3 12	3 21		9 45		7 35			10 40	
597.6	CORTAULTAU	LS	86	3 05	3 13		9 30		7 25		7 45 PM	10 30 AM	
590.7	PORT BARRE	*Y	80	2 55	3 03		9 10		7 05				
590.2	OPELOUSAS	TP	80	2 55	3 03		9 10		7 05				
590.2	T&NO CROSSING												
590.1	T. & P. CROSSING												
584.2	LAWYELL	P	82	2 40	2 43		8 50		6 40			6 55	
578.2	SAVOY	P	86	2 31	2 34		8 35		6 25			6 40	
570.4	T&NO CROSSING												
570.3	EUNICE	LS	114	2 22	2 26		8 20		6 14 494		6 24 78	5 10 68	
565.1	TYRONE	P	89	2 05	2 05		8 04		5 56			4 45	
559.5	BASILE	LS	91	1 58	1 58		7 55		5 49 68			4 32	
553.6	ELTON	LS	47	1 50	1 50		7 46		5 34			4 22	
548.9	COVERDALE	P	85	1 44	1 40		7 37 79		5 26			4 15	
544.7	EAST WYE KIN			1 39	1 34								
544.5	L. C. SUBDIV. CROSSING												
544.5	KINDER	OS		1 38	1 33		7 30	10 01 AM	5 20			4 05	
544.3	KD SIDING	P	92	1 26 495	1 16		7 00	9 55	5 16			4 03	
538.2	LE BLANO	P	85	1 19	1 09		6 52	9 48	5 08			3 53	
532.3	REAVES	LS	85	1 13	1 02		6 45	9 40	5 00			3 45	
523.2	FULTON	P	108	1 03	12 50		6 32	9 25	4 44			3 32	
523.1	T&NO CROSSING												
515.3	GORDON	P	120	12 55	12 40		6 20	9 10	4 30			3 05	
508.4	K. O. S. CROSSING												
508.0	DE QUINCY	OS	Yard	12 45 AM	12 30 PM		6 00 AM	8 50 79 AM	4 15 PM			2 45 PM	
	Freight 135.9			Daily	Daily		Daily	Daily	Daily			Daily Except Saturday	Daily Except Sunday
	Passenger 140.0												

Time shown at Anchorage Yard is for information only.

HOUSTON SUBDIV.—DEQUINCY TO GULF COAST

Station Numbers	Miles from Brownsville	TIMETABLE NO. 65 FEBRUARY 5, 1956	TRAINS WESTWARD						
			FIRST CLASS		SECOND CLASS			THIRD CLASS	
			9 Passenger	3 Passenger	79 Red Ball Freight	63 Red Ball Freight	361 Red Ball Freight	493 Local Freight	
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		
508	508.0	CS..... DE QUINCY..... \$D@	4 30 AM	2 50 PM	11 30 AM	8 30 PM	11 45 PM		
	507.3	..... OS JUNCTION, LA..... 0.7						
477	477.7	..... MAURICEVILLE, TEX..... 29.6	f 4 32 AM	s 2 52 PM				
461	461.0	..... BEAUMONT..... 16.7	f 5 05	s 3 25				
	460.8	..... G. C. L. JUNCTION..... 0.2						
	460.4	..... G. C. & S. F. CROSSING..... 0.4			12 45 PM	10 30 PM	1 45 AM	
	460.3	..... T&NO CROSSING..... 0.01						
459	459.6	..... BEAUMONT YARD...@DY 0.7	5 45	4 05	12 55	10 45	2 10 62	7 00 AM
	459.1	OS... T&NO CROSSING (Tower 74) 0.5							
	457.9	..... WY SIDING..... 1.5	5 50 ³⁶⁰	4 09	1 08 ⁷⁸	11 25 ¹⁰	2 20	7 05
455	455.1	P..... ELIZABETH..... 2.5	5 59	4 18	1 35	11 35	2 30	7 15	
447	447.6	P..... WESTBURY..... 7.5	6 07	4 26	1 50	11 49	2 45	7 35 ⁴⁹²	
441	441.3	LS..... GRAYBURG..... 6.5	a 6 14	s 4 34	1 58	11 59 ^{PM 62}	3 00	8 00	
436	436.8	P..... HATHAWAY..... 4.5	6 19	4 40	2 06	12 22 ^{AM}	3 10	8 10	
432	432.6	P..... STRAIN..... 4.2	6 23	4 45	2 14	12 32	3 18	8 20	
427	427.2	LS..... HULL..... 6.4	a 6 28 ⁴⁹²	s 4 50	2 22	12 40	3 28	9 00	
422	422.4	LS..... HARDIN..... 4.8	6 36	f 4 58	2 30	12 48	3 50 ³⁶⁰	10 14 ⁴	
413	413.6	P..... KENEPIOK..... 3.8	6 45	5 09	2 43	1 03	4 10	10 30	
409	409.0	P..... MARTHA..... 4.5	6 51	5 13	2 51	1 13	4 20	10 40	
398	398.8	LS..... HUFFMAN..... 10.2	7 03	f 5 24	3 20	1 29	4 38 ⁴⁹²	11 38 ⁷⁸	
392	392.8	P..... HARMASTON..... 5.0	7 10	5 31	3 45	1 38	4 50	11 55 AM	
385	385.0	OS..... DYERDALE..... 7.8	7 19	5 39	4 00 PM	1 50 AM	5 10 AM	12 15 PM	
	381.6	..... SETTEGAST JOT..... 3.4						
379	379.3	OS... SETTEGAST YARD...@DO\$Y 2.3			5 00 PM	4 30 AM	6 00 AM	12 40 PM	
	378.0	..... GULF COAST..... 3.6	7 29 AM	5 49 PM				
	371.8	..... HOUSTON (Union Station)... 6.2	7 50 AM	6 10 PM				
		Freight 128.7 Passenger 136.2	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. 65 FEBRUARY 5, 1956		TRAINS EASTWARD						
				FIRST CLASS		SECOND CLASS			THIRD CLASS	
				4 Passenger	10 Passenger	360 Red Ball Freight	78 Red Ball Freight	62 Red Ball Freight	492 Local Freight	Daily Except Sunday
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday			
Yard	508.0	CS DEQUINCY	12 25 PM	12 40 AM	7 20 AM	3 15 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 45 PM						
	460.8	G. C. L. JUNCTION	11 14 AM	11 34 PM	6 10 AM	1 45 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	2 10 ³⁶¹	8 05 AM		
	459.1	OS T&NO CROSSING (Tower 74)								
	112	WY SIDING	11 04	11 25 ⁶³	5 50 ⁹	1 08 ⁷⁹	1 30	8 00		
	94	P ELIZABETH	10 55	11 17	4 46	12 58	12 53	7 50		
	102	P WESTBURY	10 47	11 09	4 34	12 47	12 39	7 35 ⁴⁹³		
	124	LS GRAYBURG	10 40	11 02	4 25	12 38	12 30	7 00		
	96	P HATHAWAY	10 33	10 57	4 16	12 31	12 22 ⁶³	6 50		
	103	P STRAIN	10 28	10 53	4 08	12 25	12 14	6 40		
	96	LS HULL	10 20	10 48	3 59	12 18	12 06 AM	6 28 ⁹		
	93	LS HARDIN	10 14 ⁴⁹³	10 42	3 50 ³⁶¹	12 11 PM	11 58 PM	5 35		
	100	P KENEFICK	10 05	10 33	3 37	11 59 AM	11 46	5 10		
	99	P MARTHA	9 59	10 28	3 29	11 52	11 37	5 02		
	92	LS HUFFMAN	9 47	10 17	3 14	11 38 ⁴⁹³	11 15	4 38 ³⁶¹		
	97	P HARMASTON	9 41	10 11	3 05	11 27	11 05	4 05		
	119	CS DYERDALE	9 34	10 04	2 55 AM	11 18 AM	10 55 PM	3 55 AM		
	381.6	SETTEGAST JOT.								
Yard	379.9	OS SETTEGAST YARD			2 30 AM	11 00 AM	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 Except Sunday		

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

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LAKE CHARLES SUBDIV.—ALEXANDRIA YARD TO LAKE CHARLES

Miles from St. Louis	TIMETABLE NO. 65 FEBRUARY 5, 1956		TRAINS WESTWARD							
			FIRST CLASS		SECOND CLASS			THIRD CLASS		
			131 Passenger		361 Red Ball Freight	869 Red Ball Freight			891 Local Freight	
STATIONS			Daily		Daily	Daily			Daily Except Sunday	
599.03	LS	ALEXANDRIA								
		2.54								
601.57	OS	ALEXANDRIA YARD. \$ DOT	Vis T & P. Ry.		8 00 PM	11 30 PM			8 00 AM	
		1.61								
603.18		WILLOW GLEN		9 30 AM	8 05 PM	11 35 PM			8 05 AM	
		2.38								
605.58	P	WG JUNCTION		9 35						
		6.07								
611.63	LS	WOODWORTH	f	9 43	8 25	11 55 PM			8 25	
		5.96								
616.69	P	BRINGHURST		9 50	8 37	12 18 AM			8 40	
		2.41								
619.10	LS	FOREST HILL	f	9 55	8 42	12 24			8 48	
		3.13								
622.23	TP	LONG LEAF	f	10 00	8 49	12 30			8 55	
		2.41								
624.64	LS	GLENMORA	s	10 07	8 58	12 38			9 05	
		6.11							9 30	
630.75	P	PAWNEE		10 18	9 06	12 59 ⁸⁶⁰			10 00	
		5.90							10 33 ¹⁸¹	
636.65	LS	OAKDALE	s	10 23 ⁸⁹¹	9 20	1 40				
		0.30								
636.95		G. C. & S. F. CROSSING								
		5.21								
642.16	P	WARD		10 35	9 29	1 52			10 59 ⁸⁹⁰	
		6.39								
648.55	P	FOLBY		10 42 ⁸⁹⁰	9 39	2 05			11 25 ³⁶⁰	
		2.80								
651.35	LS	OBERLIN	s	10 46	9 44	2 11			11 35	
		3.74								
655.09	P	ELDER		10 50 ⁸⁶⁰	9 51	2 17			11 45 AM	
		6.46								
661.55	P	AR SIDING		10 58	10 01	2 30			12 25 PM	
		0.02								
661.57		ANCHORAGE SUBDIV. OSG.								
		0.03								
661.60	OS	KINDER	@Y	s 11 12	10 02 PM	2 35			12 30	
		9.76								
671.36	LS	FENTON	f	11 26		3 00			1 42 ¹⁹²	
		9.62								
680.98	P	IOWA JCT. (T&NO Crossing)		11 39						
		8.00								
688.98	P	MANCHESTER		11 49		3 25			2 15	
		2.28								
691.24		T&NO CROSSING								
		3.66								
694.90		LAKE CHARLES YARD. \$ DOT		11 59 AM		3 45 AM			2 45 PM	
		2.63								
697.53	LS	LAKE CHARLES		12 15 PM		7 00 AM			3 30 PM	
		97.27		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. 65 FEBRUARY 5, 1956		Stopping Capacity in Cars	TRAINS EASTWARD								
					FIRST CLASS		SECOND CLASS			THIRD CLASS			
					132 Passenger	Daily	360 Red Ball Freight	860 Red Ball Freight	Daily	Daily	890 Local Freight	Daily Except Sunday	
		STATIONS			Daily	Daily	Daily						
C623	599.03	LS ALEXANDRIA			3 45 PM								
C625	601.57	OS ALEXANDRIA YARD \$ D@T	Yard	Via T. & P. Ry.		2 30 PM	4 30 AM					1 30 PM	
	603.18	WILLOW GLEN			3 33 PM	1 30 PM	2 30 AM					1 20 PM	
C629	605.56	P WG JUNCTION			3 28								
C634	611.63	LS WOODWORTH	70	f	3 21	1 10	2 05					12 50	
C640	616.69	P BRINGHURST	124		3 15	12 57	1 46					12 30	
C642	619.10	LS FOREST HILL		f	3 11	12 50	1 38					12 20	
C645	622.23	TP LONG LEAF		f	3 06	12 42	1 28					12 08 PM	
C647	624.64	LS GLENMORA	77	s	3 01	12 35	1 18					11 57 AM	
C654	630.75	PAWNEE	105		2 51	12 20	12 59 ⁸⁶⁵					11 25	
C659	636.65	LS OAKDALE	105	s	2 43	12 05 PM	12 15 AM					11 15	
	636.95	G. C. & S. F. CROSSING											
C665	642.16	P WARD	105		2 34	11 50 AM	11 58 PM					10 59 ⁸⁹¹	
C671	648.55	P FOLEY	108		2 28	11 25 ⁸⁹¹	11 40					10 42 ¹⁸¹	
C674	651.35	LS OBERLIN		s	2 23	11 05	11 33					10 01	
C678	655.09	P ELDER	105		2 18	10 50 ¹³¹	11 25					9 50	
	661.55	P AR SIDING	79		2 12	10 10	11 15					9 35	
	661.57	ANCHORAGE SUBDIV. CSG.											
C685	661.60	OS KINDER @Y		s	2 10 1 55	10 05 AM	11 10					9 15	
C694	671.36	LS FENTON		f	1 42 ⁸⁹¹		10 15					8 00	
	680.98	P IOWA JCT. (T&NO Crossing)			1 30								
C711	688.98	P MANCHESTER	60		1 20		9 50					7 30	
	691.24	T&NO CROSSING											
C718	694.90	LAKE CHARLES YARD \$D@Y	Yard		1 12		9 30 PM					7 10 AM	
C720	697.53	LS LAKE CHARLES			1 05 PM		9 20 PM					7 00 AM	
		97.27			Daily	Daily	Daily					Daily Except Sunday	

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ORANGE SUBDIV.—BETWEEN NEWTON AND ORANGE

9

TRAINS WESTWARD				Station Numbers	Miles from Brownsville	TIMETABLE NO. 65		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 Except Sunday		Daily Except Sunday	Daily Except Sunday								
8 00 PM		NEWTON	7 00 PM									
		G. O. & S. F. CROSSING										
9 00		BLEAKWOOD										
		CALL	6 00									
9 40		TRAM CROSSING										
		BESSMAY	5 20									
		ROBERTSON										
		K. C. S. CROSSING										
11 00 PM	7 00 AM	MAURICEVILLE	4 00 PM								10 30 AM	
		PEVETO										
		T&NO CROSSING										
	7 35	DOC BROWN									9 55	
	7 45 AM	ORANGE									9 45 AM	
Daily Except Sunday	Daily Except Sunday	61.5	Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	

CROWLEY SUBDIV.
BETWEEN EUNICE AND CROWLEY

WESTWARD

EASTWARD

SECOND CLASS	Miles from Brownsville	TIMETABLE NO. 65		Station Numbers	Siding Capacity in Cars	THIRD CLASS
893 Local Freight		FEBRUARY 5, 1956				892 Local Freight
Daily Except Sunday		STATIONS				Daily Except Sunday
10 00 AM	570.3	EUNICE	3 00 PM	570	YARD	
10 25	577.9	MOWATA	2 20	A 578		
10 45	582.4	MAXIE	2 00	A 582		
11 30 AM	582.3	CROWLEY	1 30 PM	A 592	YARD	
Daily Except Sunday		22.0	Daily Except Sunday			Daily Except Sunday

ERWINVILLE SUBDIV.
BETWEEN ERWINVILLE AND ALTON

WESTWARD

EASTWARD

Miles from Brownsville	TIMETABLE NO. 65		Station Numbers	Siding Capacity in Cars
	FEBRUARY 5, 1956			
	STATIONS			
631.5	ERWINVILLE	Y 631		
636.6	LAKELAND	D 636		
638.5	KNAPP	D 639		
644.7	ALTON	D 644		
	13.2			

BAYTOWN TO MK YARD

Station Numbers	Distance from Baytown	TIMETABLE NO. 65 FEBRUARY 5, 1956		TRAINS WESTWARD								
				FIRST CLASS						SECOND CLASS		THIRD CLASS
				7	17	19	31	35	37	663	661	665
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Local Freight	Freight		
		Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily Except Saturday	Daily Except Sunday	Daily Except Sunday		
H 33	0.00	LS.....	BAYTOWN.....	5 15 AM	5 30 AM	7 05 ²⁰ AM	2 55 PM	4 00 PM	4 10 PM	11 00 AM	11 55 PM	9 00 AM
			H. O. CO. RAILROAD CROSS.....									
	2.74		HO CROSSING.....	s 5 25	s 5 40	s 7 15	s 3 05	s 4 10	s 4 20			
H 29	4.31		NORTH BAYTOWN.....	f 5 28	f 5 43	f 7 19	f 3 08	f 4 13	f 4 23			
H 28	4.88	F	DURHAM YARD.....	Y f 5 30 ⁶⁶⁰	f 5 45 ⁶⁶⁰	f 7 21	f 3 10	f 4 14 ⁶⁶²	f 4 24 ⁶⁶²	11 30 AM	12 30 AM	9 30
H 27	6.83	P	COADY.....	f 5 34	f 5 49	f 7 24	f 3 14	f 4 20	f 4 30			
H 25	8.04	P	McNAIR.....	f 5 37	f 5 55	f 7 27	f 3 18	f 4 23	f 4 33			
H 22	10.88	LS	HIGHLANDS.....	Y s 5 42	6 00 AM	s 7 32	3 25 PM	s 4 30	s 4 40	12 01 PM	1 05	10 30
H 18	14.86	P	CHANNELVIEW.....	s 5 52		s 7 42		s 4 40	s 4 50	12 20	1 20	10 45
H 14	19.57	P	GREENS BAYOU.....	6 00 AM		7 50 AM		4 50 PM	5 00 ⁴⁰	12 40 ⁶⁶⁴	1 35	11 05
H 9	24.88	LS	MK YARD.....						5 15 PM	1 05 PM	1 50 AM	11 30 AM
			BASIN SIDING.....							1 15 PM	2 00 AM	
	29.88		SETTEGAST YARD.....							1 35 PM	2 20 AM	
				Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily Except Saturday	Daily Except Sunday	Daily Except Sunday

Time shown at Basin Siding and Settegest Yard is for information only.

MK YARD TO BAYTOWN

Siding Capacity in Cars	Distance from Houston	TIMETABLE NO. 65 FEBRUARY 5, 1956		TRAINS EASTWARD								
				FIRST CLASS						THIRD CLASS		
				8	20	22	36	40	42	662	660	664
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Local Freight	Freight		
		Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily Except Saturday	Daily Except Sunday	Daily Except Sunday		
Yard	33.36	LS.....	BAYTOWN.....	6 55 AM	7 05 ¹⁹ AM	8 40 AM	3 55 PM	5 45 PM	6 20 PM	5 00 PM	6 30 AM	2 30 PM
			H. O. CO. RAILROAD CROSS.....									
	30.62		HO CROSSING.....	s 6 46	s 6 56	s 8 31	s 3 46	s 5 36	s 6 08			
	29.05		NORTH BAYTOWN.....	f 6 43	f 6 53	f 8 28	f 3 43	f 5 33	f 6 05			
Yard	28.48	P	DURHAM YARD.....	Y f 6 42	f 6 52	f 8 26	f 3 41	f 5 31	f 6 08	4 24 ³⁶ 4 09 ³⁷	5 45 ⁷ 5 00 ¹⁷	1 30
20	26.53	F	COADY.....	f 6 38	f 6 48	f 8 22	f 3 37	f 5 27	f 5 59			
	25.32	P	McNAIR.....	f 6 34	f 6 44	f 8 18	f 3 34	f 5 24	f 5 55			
50	22.48	LS	HIGHLANDS.....	Y s 6 30	6 40 AM	s 8 13	3 30 PM	s 5 20	s 5 50	3 40	4 15	1 10
	18.00	P	CHANNELVIEW.....	s 6 20		s 8 03		s 5 10	s 5 40	3 20	3 55	12 55
50	13.79	P	GREENS BAYOU.....	6 10 AM		7 55 AM		5 00 ³⁷ PM	f 5 30	3 00	3 45	12 40 ⁶⁶⁸
Yard	8.48	LS	MK YARD.....						5 20 PM	2 30 PM	3 30 AM	12 01 PM
			BASIN SIDING.....							2 20 PM	3 20 AM	
	29.88		SETTEGAST YARD.....							2 00 PM	3 00 AM	
				Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily Except Saturday	Daily Except Sunday	Daily Except Sunday

Time shown at Basin Siding and Settegest Yard is for information only.

SPECIAL INSTRUCTIONS

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

Anchorage Subdiv.:

No. 491 is superior to No. 490

Baytown Subdiv.:

No. 7 is superior to No. 8 and No. 20.

No. 17 is superior to No. 8 and No. 20.

No. 19 is superior to No. 22.

No. 31 is superior to No. 36.

No. 35 is superior to No. 40 and No. 42.

No. 37 is superior to No. 40 and No. 42.

No. 665 is superior to No. 664.

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 Locomotive Speed is LOWER, it will govern).

The consist of a train includes the locomotive, or locomotives, 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 locomotives with one or more, or all cars equipped with freight car trucks.

CONSIST "B".....Diesel locomotives with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".....Diesel locomotives 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 locomotives with streamlined, light-weight —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	
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 411.....	50	70	75	75	shown	75	75	Hour	
Between MP 411 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	Speed	
NEW IBERIA					signs			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	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		
BAYTOWN	20	20	20	20		20	20		

NOTE: Motor Busses 702 to 705 Inc.
 Tangent Track35 MPH
 Curves15 MPH

SPECIAL INSTRUCTIONS

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

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

GGL and IGN Locomotives	Miles Per Hour	Missouri Pacific Locomotives	Miles Per Hour
Diesel 7007 to 7009, 7012, 7013	98	Diesel 301 to 372	65
Diesel 8011-8012	98	Diesel 501 to 626	65
Diesel 525 to 618	65	Diesel 7000 to 7021	98
Diesel 4112 to 4331	65	Diesel 7100	90
Diesel 9016 to 9232	35	Diesel 8001 to 8036	98
Diesel 812 to 815	25	Diesel 4100 to 4101	35
Texas & Pacific Locomotives		Diesel 4102 to 4103	75
Diesel 1500 to 1580	65	Diesel 4104 to 4289	65
Diesel 2000 to 2017	98	Diesel 4332 to 4371	65
		Diesel 4501 to 4526	65

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

3-A. Locomotives Light Moving Forward: Miles Per Hour
BLANK.

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

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

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

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

All trains must observe following maximum speed through turnout, 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 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
- Bringhurst East and West Switches
- Glenmora East and West Switches
- Pawnee East and West Switches

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

ANCHORAGE SUBDIV.: Miles Per Hour

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 Busses:		
Over trestle San Jacinto River		25
Over steel span San Jacinto River		10
Freight Trains:		
Over trestle San Jacinto River		15
Over steel span San Jacinto River		10

All trains and locomotives except first class trains move between Baytown and Durham Yard at restricted speed without timetable or train order authority.

First class trains move between passenger shed Baytown, and West switch MP 33 pole 6 Baytown, at restricted speed expecting main track to be occupied.

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 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
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SPECIAL INSTRUCTIONS

13

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

Miles
Per Hour

All Diesel Locomotives 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 Locomotive Speed for particular locomotive whichever is lower (See Item 2-B)
with trucks or parts of same not in good running condition.....	As Authorized By Superintendent
Diesel locomotives (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; drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked.	
With flat spots 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.	

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 IGN 5121).....	30
Must be handled next to caboose, but not to exceed maximum permissible freight train speed when such speed is less than 30 m.p.h.	
Scale Test Car IGN 5121.....	Maximum Train Speed Consist "A"
(Must be handled next to caboose.)	

3-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 LOCOMOTIVES—MAXIMUM LOCOMOTIVE SPEED AND SPEED RESTRICTIONS:

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

ARBITRARY HOLDS—PASSENGER TRAINS

STATION	Train Number	Hold for Division Train	Hold Until	Hold if On Time	REMARKS
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	GC&SF 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.
		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

- 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.
 ©—Base Radio Station
 §—Track scales.
 *—Mail crane.

Register stations are shown in full face type.

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
Baytown Subdiv.:			
	Miles from Houston		
Ridlon.....	17.75	7, 8, 19, 22, 35,	
Oakley.....	15.29	37, 40, 42	

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.

Nos. 3, 4, 9 and 10 will stop on signal at Stations between Orleans Jct. and Baton Rouge for passengers to and from Opelousas and stations west at which these trains are scheduled to stop.

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. J. J. Wiley.....Orange, Texas
Dr. A. E. Douglas.....DeQuincy, La.
Dr. D. Drez.....DeQuincy, La.
Dr. Gordon Buck.....Kinder, La.
Dr. P. S. Russell.....Baytown, Texas
Dr. L. A. Hankins.....Baytown, Texas

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. Eldson.....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.
Dr. H. I. Davis.....Baytown, Texas

MISSOURI PACIFIC RAILROAD HOSPITAL ASSOCIATION

RESIDENT SURGEONS

Dr. J. A. White.....Alexandria, La.

LOCAL SURGEONS

Dr. W. M. McBride.....Alexandria, La.
Dr. M. B. Pearce.....Alexandria, La.
Dr. H. H. Hardy.....Alexandria, La.
Dr. B. F. Bremer.....Glenmora, La.
Dr. W. R. Hargrove.....Oakdale, La.
Dr. M. V. Hargrove.....Oakdale, La.
Dr. Walter Moss.....Lake Charles, La.
Dr. T. H. DeLeaureal.....Lake Charles, La.

EYE, EAR, NOSE AND THROAT

Dr. O. W. Moss.....Lake Charles, La.

UROLOGIST

Dr. C. O. Frederick.....Lake Charles, La.

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 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.