

DIVISION OFFICERS

G. C. KENNEDY.....Superintendent.....Kingsville, Texas
 A. F. JUDD.....Ass't Superintendent .De Quincy, La.
 D. T. BARKSDALE... Trainmaster,
 Anchorage,
 Lake Charles,
 New Iberia,
 Jefferson Island,
 Dauterive,
 Erwinville and
 Crowley
 Subdivs.....De Quincy, La.
 J. T. DAVIS..... Trainmaster,
 Houston and
 Orange Sub-
 divs.....De Quincy, La.
 E. N. MALONE.....TrainmasterDe Quincy, La.
 D. M. HUESTON.....TrainmasterDe Quincy, La.
 S. A. FONTENOT.....Dispatcher.....De Quincy, La.
 F. B. HUTCHINS.....Dispatcher.....De Quincy, La.
 E. O. IVEY.....Dispatcher.....De Quincy, La.
 C. F. MERCHANT.....Dispatcher.....De Quincy, La.
 H. R. MOYER.....Dispatcher.....De Quincy, La.
 J. A. SHAVER.....Dispatcher.....De Quincy, La.
 D. D. SPEEG.....Dispatcher.....De Quincy, La.
 G. B. THOMPSON....Dispatcher.....De Quincy, La.

SAFETY FIRST



GULF COAST LINES

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

DeQUINCY DIVISION

(Except Goose Creek Subdiv.)

TIME-TABLE

No. 50

Effective 12:01 A. M.

SUNDAY, AUGUST 29, 1943

CENTRAL STANDARD TIME

Superseding Time-Table No. 49, dated May 23, 1943,
 and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
 EMPLOYEES CONCERNED, WHO MUST ALSO
 CARRY COPY OF SPECIAL INSTRUCTIONS
 No. 6, DATED MAY 23, 1943.

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

P. J. NEFF, Senior Executive Assistant.

A. B. KELLY, General Manager.

W. E. LAMB, Assistant General Manager.

E. SULLIVAN, Gen'l Superintendent Transportation.

L. A. GREGORY, Ass't Gen'l Supt. Transportation

ARBITRARY HOLDS—PASSENGER TRAINS

STATION	Train Number	Hold for Division Train	Hold Until	Hold if On Time	REMARKS
New Orleans	3	All connections	9:30 A.M.	30 minutes	When three or more passengers for points west of Anchorage are reported.
New Orleans	9	All connections	9:50 P.M.	20 minutes	When passengers reported.
Alexandria	101	Louisiana	Indefinitely		For connection.
Kinder	102	De Quincy	1:15 P.M.	30 minutes	For passengers and mail.
Kinder	4	De Quincy	12:55 P.M.	20 minutes	When passengers reported.
Houston	4	Kingsville	7:50 A.M.	30 minutes	For connection.

EXPLANATION OF CHARACTERS

CS—Continuous train order office.
 LS—Limited train order office (Hours of service specified by Bulletin Order).
 P—Telephone communication only.
 TP—Telegraph or telephone office; not a train order office.
 O—Fuel oil.
 W—Water.
 Y—Wye track.
 T—Turntable.
 §—Track scales.
 *—Mail crane.
 Register stations are shown in full face type.

EXPLANATION OF STOPS

s—Regular stop.
 f—Stop on signal for passengers, mail, baggage and express.
 a—Stop on signal for passengers to or from New Orleans, Baton Rouge, Beaumont, Houston and points beyond.
 b—Stop on signal for passengers to or from New Orleans, Baton Rouge, Houston and points beyond.
 Nos. 3, 4, 9 and 10 will stop on signal at stations between Orleans Jct. and Baton Rouge for passengers to and from Opelousas and stations west at which these trains are scheduled to stop.

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	
10.....	6	
15.....	4	
20.....	3	
25.....	2	24
30.....	2	
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	
65.....		55

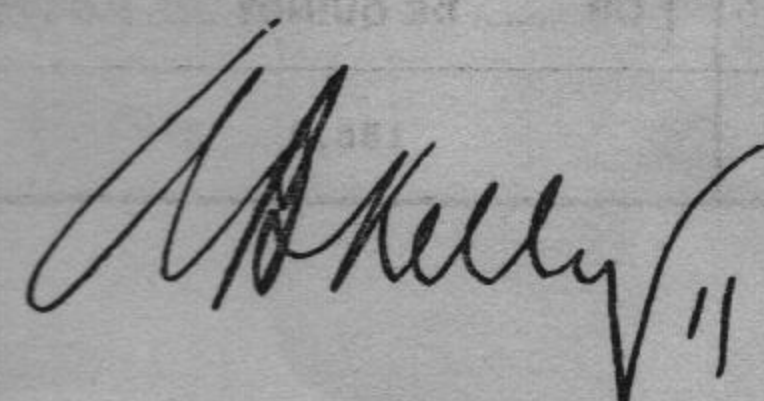
STATIONS NOT SHOWN IN TIME-TABLE WILL BE SERVED BY TRAINS INDICATED BELOW

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

ATTENTION TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.
2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.
3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.
4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.
5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.
6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employes—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.
7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.
8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.
9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.
11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.
12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific Lines enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.
13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.
14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time or to regain time whenever necessary and possible.



General Manager.

ANCHORAGE SUBDIV.—ANCHORAGE TO DEQUINCY

Station Numbers	Miles from Brownsville	TIME-TABLE NO. 50 AUGUST 29, 1943		TRAINS WESTWARD							
				FIRST CLASS				SECOND CLASS			THIRD CLASS
				9	3			169	63	491	497
				Passenger	Passenger			Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
		STATIONS		Daily	Daily			Daily	Daily	Daily Except Sunday	Daily Except Sunday
739	738.9	NEW ORLEANS		9 30 PM	9 00 AM				3 00 AM		
649	649.4	BATON ROUGE		11 40	11 10						
647	646.7	NORTH BATON ROUGE		11 59 PM	11 30 AM						
644	643.9	CS	ANCHORAGE	12 45 AM	12 15 PM				2 00 PM	7 30 PM	
			T. & P. CROSSING								
640	639.7	P	WESTOVER	12 51 ⁴⁹⁰	12 21				2 10	7 45	
631	631.5	LS	ERWINVILLE	1 00	12 32				2 30 ⁶²	8 05	
622	622.4	LS	LIVONIA	1 10	12 44				2 54 ⁴	8 25	
			T. & P. CROSSING								
617	617.2	LS	LOTTIE	a 1 17	s 12 53				3 06	8 55	
			DRAWBRIDGE (Atchafalaya River)								
610	610.4	LS	KROTZ SPRINGS	1 29	s 1 07 ⁶²				3 20	9 25	
602	602.4	P	CORTABEAU	1 38	1 17				3 32	9 45	
			S. P. CROSSING								
	598.2		PORT BARRE JCT.								
597	597.6	LS	PORT BARRE	1 45	s 1 26				3 40	10 05 PM	10 30 ⁴⁹⁶ PM
590	590.7	TP	OPELOUSAS	s 1 52	s 1 34				3 52		10 50
			S. P. CROSSING								
	590.1		T. & P. CROSSING								
584	584.2	P	LAWTELL	2 05	f 1 48 ⁴				4 03		11 10
576	576.2	P	SAVOY	2 14	1 59				4 15		11 25 PM
			S. P. CROSSING								
570	570.3	CS	EUNIOE	s 2 30	s 2 12				4 25		12 01 AM
565	565.1	P	TYRONE	2 39 ¹⁰	2 22				4 40		12 20
559	559.5	LS	BASILE	2 46	s 2 31				4 49		12 45
553	553.6	LS	ELTON	b 2 53	s 2 41				5 01		1 05
549	548.9	P	COVERDALE	2 59	2 48				5 10		1 20
	544.5		L. C. SUBDIV. CROSSING								
544	544.5	CS	KINDER	s 3 20	s 3 04						
	544.4		MP JCT.	3 21	3 05			4 50 AM	5 25		1 35
	544.3	P	KD SIDING	3 22	3 06			5 00	5 40		1 49 ¹⁰
538	538.2	P	LE BLANC	3 32	f 3 16			5 20	5 55		2 18
532	532.3	CS	REAVES	3 41	f 3 26			5 40	6 05		2 37
523	523.2	P	FULTON	3 53	3 40			6 01	6 23 ⁴⁹⁶		3 05
	523.1		S. P. CROSSING								
515	515.3	CS	GORDON	4 02	3 50			6 25	6 35		3 30
	508.4		K. O. S. CROSSING								
508	508.0	CS	DE QUINCY	4 20 AM	4 05 PM			7 00 AM	7 00 PM		3 55 AM
			135.9	Daily	Daily			Daily	Daily	Daily Except Sunday	Daily Except Sunday

ANCHORAGE SUBDIV.—DEQUINCY TO ANCHORAGE

3

Miles from Brownsville	TIME-TABLE NO. 50 AUGUST 29, 1943		Siding Capacity in Cars	TRAINS EASTWARD							
				FIRST CLASS				SECOND CLASS		THIRD CLASS	
				10	4			62	160	496	490
				Passenger	Passenger			Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
	STATIONS			Daily	Daily			Daily	Daily	Daily Except Saturday	Daily Except Sunday
738.9	NEW ORLEANS	89.5	Via Y. & M. V. and Ill. Cent.	7 55 AM	7 00 PM			6 00 AM			
649.4	BATON ROUGE	2.7		5 45	4 50						
646.7	NORTH BATON ROUGE	2.8		5 25	4 25			12 35 AM			
643.9	CS ANCHORAGE	0.1	Yard	4 40 AM	3 40 PM			3 00 PM			1 10 AM
643.8	T. & P. CROSSING	4.1									
639.7	P WESTOVER	8.2	23	4 27	3 20			2 50			12 51 9
631.5	LS ERWINVILLE	9.1	87	4 17	3 07			2 30 63			12 25
622.4	LS LIVONIA	1.3	103	4 06	2 54 63			1 45			12 10 AM
621.1	T. & P. CROSSING	3.9									
617.2	LS LOTTIE	6.3	95	a 3 59	s 2 44			1 30			11 55 PM
	DRAWBRIDGE	0.5									
610.4	LS KROTZ SPRINGS	8.0	94	3 48	s 2 29			1 07 3			11 30
602.4	P CORTABEAU	3.8	94	3 40	2 20			12 30			11 05
	S. P. CROSSING	0.4									
598.2	PORT BARRE JCT.	0.6									
597.6	LS PORT BARRE	6.9	94	3 33	s 2 13			12 05 PM		10 30 497	10 45 PM
590.7	TP OPELOUSAS	0.5	93	s 3 23	s 2 03			11 40 AM		10 15	
590.2	S. P. CROSSING	0.1									
590.1	T. & P. CROSSING	5.9									
584.2	P LAWTELL	8.0	96	3 08	f 1 48 3			11 18		9 55	
576.2	P SAVOY	5.8	93	2 59	1 36			10 50		9 35	
570.4	S. P. CROSSING	0.1									
570.3	CS EUNICE	5.2	104	s 2 50	s 1 24			10 30		9 15	
565.1	P TYRONE	5.6	94	2 39 9	1 11			10 08		8 30	
559.5	LS BASILE	5.9	57	2 28	s 1 03			9 55		8 05	
553.6	LS ELTON	4.7	61	b 2 19	s 12 54			9 37		7 45	
548.9	P COVERDALE	4.4	93	2 10	12 45			9 20		7 20	
544.5	L. C. SUBDIV. CROSSING	0.01									
544.5	CS KINDER	0.09		s 2 01	s 12 35						
544.4	MP JCT.	0.1	Y		s 12 20				11 25 AM		
544.3	P KD SIDING	6.1	106	1 49 497	12 19			9 02	11 24	7 00	
538.2	P LE BLANC	5.9	93	1 41	f 12 11			8 52	11 13	6 50	
532.3	CS REAVES	9.1	93	1 33	f 12 03 PM			8 40	11 04	6 40	
523.2	P FULTON	7.8	120	1 21	11 51 AM			8 20	10 47	6 23 63	
523.1	S. P. CROSSING	6.9									
515.3	CS GORDON	0.4	94	1 12	11 41			8 05	10 35	5 44	
508.4	K. O. S. CROSSING										
508.0	CS DE QUINCY		Yard	1 02 AM	11 30 AM			7 50 AM	10 20 AM	5 30 PM	
	135.9			Daily	Daily			Daily	Daily	Daily Except Saturday	Daily Except Sunday

5

DE QUINCY DIVISION (50)

6 LAKE CHARLES SUBDIV.—BETWEEN WILLOW GLEN AND LAKE CHARLES

TRAINS—WESTWARD				Station Numbers	Miles from St. Louis	TIME-TABLE NO. 50 AUGUST 29, 1943	Siding Capacity in Cars	TRAINS EASTWARD			
THIRD CLASS	SECOND CLASS		FIRST CLASS					FIRST CLASS	SECOND CLASS		THIRD CLASS
891 Local Freight	869 Red Ball Freight	169 Red Ball Freight	101 Passenger					102 Passenger	160 Red Ball Freight	860 Red Ball Freight	890 Local Freight
Daily Except Sunday	Daily	Daily	Daily					Daily	Daily	Daily	Daily Except Sunday
			11 50 AM	C623	599.03	CS..... ALEXANDRIA.....		2 55 PM			
4 10 AM	11 30 PM	1 00 AM	Via T. & P. Ry.	C625	601.41	CS..... ALEXANDRIA YARD...\$WOT	Yard	Via T. & P. Ry.	2 30 PM	2 00 AM	1 00 PM
4 15	11 35	1 05	12 01 PM		603.11	 WILLOW GLEN.....		2 40 PM	2 00	1 50	12 40
4 25	11 45	1 15	12 07	C629	604.63	P..... WG JUNCTION.....		2 30	1 50	1 45	12 35
4 40	11 58 PM	1 30 ⁸⁶⁰	12 16 ⁸⁹⁰	C634	610.75	CS..... WOODWORTH.....	81	s 2 19	1 22	1 30 ¹⁶⁹	12 16 ¹⁰¹
4 50	12 05 AM	1 40	12 19	C636	612.22	P..... VALDE ROUGE.....		2 15	1 17	1 10	11 45 AM
5 05	12 17	2 00	s 12 34	C640	615.81	CS..... BRINGHURST.....Y	82	s 2 10	1 10	1 01	11 30
5 15	12 22	2 10	s 12 38	C642	618.22	LS..... FOREST HILL.....	40	s 1 59	1 05	12 55	10 59
5 30	12 27	2 20	s 12 43	C645	621.35	TP..... LONG LEAF.....		s 1 53	12 59	12 45	10 40
5 40	12 40 ⁸⁶⁰	2 40	s 12 53 ¹⁶⁰	C647	623.76	CS..... GLENMORA.....W	81	s 1 48	12 53 ¹⁰¹	12 40 ⁸⁶⁹	10 30
6 00	1 00	3 00	1 01	C654	629.87	P..... PAWNEE.....	82	1 38	12 30	12 15 AM	10 15
6 30	2 00	3 25	s 1 10	C659	635.77	CS..... OAKDALE.....W	82	s 1 30	12 15	11 59 PM	10 01
					636.07	 G. C. & S. F. CROSSING.....					
6 50	2 20	3 45	1 18 ¹⁰²	C665	641.28	P..... WARD.....	115	1 18 ¹⁰¹	12 01 PM	11 47	9 35
7 10	2 40	4 00	1 28	C671	647.67	CS..... FOLEY.....	115	1 06	11 51 AM	11 38	9 15
7 35	2 50	4 10	s 1 34	C674	650.47	LS..... OBERLIN.....		s 1 01	11 46	11 33	9 05
7 55	3 05	4 20	1 40	C678	654.21	P..... M SIDING.....	112	12 55	11 40	11 25	8 50
8 30 ⁸⁹⁰	4 30	4 44	1 48		660.69	P..... AR SIDING.....	112	12 47	11 31	11 10	8 30 ⁸⁹¹
		4 45 AM			660.70	 GC JCT.....		12 46	11 30 AM	11 05	8 25
					660.71	 ANCHORAGE SUBDIV. CSG.....					
			s 2 00	C685	660.72	CS..... KINDER.....WY		12 45			
8 55	5 15		t 2 15	C694	670.48	LS..... FENTON.....		t 12 08 PM		10 25	7 55
			2 28		680.12	 IOWA JCT. (S. P. Crossing).....		11 56 AM			
9 35	6 15		2 40	C711	688.10	P..... MANCHESTER.....	72	11 45		9 50	7 15
					690.36	 S. P. CROSSING.....					
10 00 AM	7 00 ⁸⁹⁰ AM		2 55	C718	693.67	 LAKE CHARLES YARD...\$WOY	75	11 37		9 30 PM	7 00 ⁸⁶⁹ AM
			3 15 PM	C720	696.30	CS..... LAKE CHARLES.....	Yard	11 30 AM			
Daily Except Sunday	Daily	Daily	Daily			93.19		Daily	Daily	Daily	Daily Except Sunday

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

NEW IBERIA SUBDIV.—BETWEEN PORT BARRE AND SHADY SIDE

7

TRAINS WESTWARD				Station Numbers	Miles from Port Barre	TIME-TABLE NO. 50 AUGUST 29, 1943	Siding Capacity in Cars	TRAINS EASTWARD			
THIRD CLASS		SECOND CLASS						THIRD CLASS			
	499 Local Freight Daily Except Sunday		497 Local Freight Daily Except Sunday							496 Local Freight Daily Except Saturday	498 Local Freight Daily Except Sunday
	10 15 ⁴⁹⁸ AM			N89	88.8	SHADYSIDE.....Y			10 15 ⁴⁹⁹ AM		
				N86	85.7	3.1 CENTERVILLE.....					
	10 50			N83	83.4	2.3 GARDEN CITY.....			9 35		
	11 10			N80	80.1	3.3 LS FRANKLIN.....W			9 15		
				N79	78.8	1.3 STERLING JCT.....Y					
					75.4	3.4 DRAW BRIDGE.....Teche Bayou					
	11 45 AM			N75	74.6	0.8 OAKLAWN.....			8 40		
					69.6	5.0 DRAW BRIDGE.....Teche Bayou					
	12 20 PM			N69	69.4	0.1 CHARENTON.....			8 05		
				N65	65.3	4.1 ADELINE.....					
	1 20			N60	59.9	5.4 LS JEANERETTE.....			7 05		
				N53	53.1	6.8 OLIVIER.....					
					49.7	3.4 S. P. CROSSING.....					
					48.4	1.3 S. P. CROSSING.....					
					47.7	0.7 S. P. CROSSING.....					
	2 20 PM		6 30 PM	N48	47.4	0.3 LS NEW IBERIA.....SOWY	Yard	2 05 AM	6 00 AM		
			6 45	N44	44.0	3.4 MORBIHAN.....		1 55			
					41.9	2.1 DRAW BRIDGE.....Teche Bayou					
				N42	41.8	0.1 VIDA.....W					
			7 00	N40	40.3	1.5 LS LOREAUVILLE.....	40	1 40			
				N37	37.1	3.2 WALET.....					
				N35	35.1	2.0 COTEAU HOLMES.....					
				N31	31.2	3.9 ISLE LABBE.....					
			8 00	N26	26.5	4.7 PARKS.....W	28	12 40 AM			
					20.6	5.9 S. P. CROSSING.....					
				N20	20.5	0.1 GRAND POINT.....					
				N18	18.5	2.0 CECELIA.....	35				
				N14	14.4	4.1 BUSHVILLE.....	32				
			9 00	N12	12.0	2.4 LS ARNAUDVILLE.....	33	11 50 PM			
					2.3	9.7 S. P. CROSSING.....					
				N 1	1.5	0.8 PORT BARRE JCT.....					
			9 50 PM		0.9	0.6 LS PORT BARRE.....	Yard	10 55 PM			
	Daily Except Sunday		Daily Except Sunday			87.9		Daily Except Saturday	Daily Except Sunday		

JEFFERSON ISLAND SUBDIV.

BETWEEN NEW IBERIA AND JEFFERSON ISLAND

WESTWARD

EASTWARD

Station Numbers	Miles from Port Barre	TIME-TABLE NO. 50 AUGUST 29, 1943	Miles from Brownsville	Siding Capacity in Cars
		STATIONS		
48	47.4	NEW IBERIA.....	644.5	Yard
B56	56.2	8.8 WYE.....Y	653.3	
B57	57.8	1.6 JEFFERSON ISLAND.....	654.9	Yard
		10.4		

DAUTERIVE SUBDIV.

BETWEEN LOREAUVILLE AND CAROLINE

WESTWARD

EASTWARD

Station Numbers	Miles from Port Barre	TIME-TABLE NO. 50 AUGUST 29, 1943	Miles from Brownsville	Siding Capacity in Cars
		STATIONS		
40	40.3	LOREAUVILLE.....	637.0	
A44	44.0	3.7 CAROLINE.....	640.7	19
		3.7		

CROWLEY SUBDIV.
BETWEEN EUNICE AND CROWLEY

ERWINVILLE SUBDIV.
BETWEEN ERWINVILLE JCT. AND MIX

DE QUINCY DIVISION (50)

SPECIAL INSTRUCTIONS

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

	Miles Per Hour	
	Passenger Trains	Freight Trains
2. MAXIMUM SPEED:		
Anchorage Subdiv.:		
Between De Quincy and Lottie.....	65	50
Between Lottie and Anchorage.....	60	45
Houston Subdiv.	65	50
Lake Charles Subdiv.:		
Between Willow Glen and WG Jct.....	45	30
Between WG Jct. and Lake Charles.....	60	45
New Iberia Subdiv.:		
Between Port Barre Jct. and New Iberia..	20	20
Between New Iberia and Shadyside.....	15	15
Orange Subdiv.	20	20
Between Mauriceville and Newton.....	20	20
Between Mauriceville and Orange.....	25	25
Crowley Subdiv.	20	20
Erwinville Subdiv.	10	10
Jefferson Island Subdiv.	15	15
Dauterive Subdiv.	10	10

3 SPEED RESTRICTIONS:

Anchorage Subdiv.:		
Atchafalaya River Bridge, Mile Post 610.8..	15	15
Cortabau Bayou Bridge, Mile Post 603.0..	30	30
Opelousas, city limits	15	15
Houston Subdiv.:		
Beaumont, city limits	20	20
Houston, city limits	18	18
Trinity River Bridge, Mile Post 416.0.....	30	30
New Iberia Subdiv.:		
Teche Bayou Drawbridge, Mile Post 41.9....	20	20
Teche Bayou Drawbridge, Mile Post 69.6....	10	10
Teche Bayou Drawbridge, Mile Post 75.4....	10	10
Hanson Canal Bridge, Mile Post 82.0.....	10	10

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

Mile Post	Pole to	Mile Post	Pole		
Anchorage Subdiv.:					
642	24½	642	29½	50	40
Houston Subdiv.:					
457	25	458	2	30	30
445	1	446	15	50	50
Lake Charles Subdiv.:					
604	18	604	19	30	30
New Iberia Subdiv.:					
21	20	23	22	15	15

Eunice: (Crowley Subdiv.)

All trains reduce speed to 10 miles per hour over crossings at Second and Fourth streets.

Oberlin: Between 7:00 A.M. and 6:00 P.M. all trains reduce speed to 25 miles per hour over street crossing just west of station.

Lake Charles: Yard engines will not exceed 6 miles per hour on wharves and aprons of docks.

All trains and engines reduce speed to 5 miles per hour over Hodges Street.

Glenmora: All trains reduce speed to 15 miles per hour over street crossing just west of station.

Trains and engines reduce speed to 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 20 turnouts or crossovers.

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

West end AX Siding.
West siding switch Kinder, Anchorage Subdiv.
Main track WG Jct.

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

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

	Miles Per Hour	
	Passenger Trains	Freight Trains
GCL and I-GN Locomotives:		
301 to 319	50	50
320	65	65
321	50	50
322	65	65
323 to 332	50	50
333	65	65
334 to 338	50	50
339	65	65
341	50	50
342 to 343	65	65
344 to 346	50	50
347 to 348	65	65
349	50	50
350 to 351	65	65
352 to 360	50	50
361 to 389	65	65
941 to 948	45	45
1011 to 1040	55	55
1051 to 1073	55	55
1101 to 1125	63	63
1151 to 1161	80	80

Missouri Pacific Locomotives:

5201 to 5207	55	55
5501 to 5540	80	80
6401 to 6444	80	80
6501 to 6521	70	70
6601 to 6629	80	80

	Miles Per Hour	
	Main Line	Branch Lines
Dead engines with side rods in position, main rods disconnected	35	25
Dead engines moving backward or with part or all side rods down.....	15	10

Diesel engines dead in tow, maximum speed, 9200 series, 35 miles per hour.
800 series, 30 miles per hour.

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

Dead engines for movement must be inspected and have side rods in position, but in emergency may be handled with part or all side rods down on authority of the superintendent. They must be placed not less than 3 cars from engine handling train and from each other and be headed in direction of movement, except in emergency when they must be turned at first available point.

Switch engines not equipped with engine trucks must be moved tank first.

Engines without full set of driving wheels, trucks or trailers may be moved at speed not exceeding 6 miles per hour to first siding to clear main track. Further movement must be authorized by the superintendent.

Trains handling self-propelling pile drivers, steam shovels, American ditchers (loaded on flat cars) yard (clam shell) cranes, four wheel rigid trucks (loaded on flat cars) scale test cars (M. C. B. trucks or four wheel rigid trucks), main line 25, branch lines 15 miles per hour.

I-G.N. Scale test car X-5121 is equipped with engine tender trucks and when handled next to caboose maximum freight train speed may be made.

Locomotive (clam shell) cranes (M. C. B. trucks), main line 25, branch lines 15 miles per hour. (Boom should be detached, water tanks drained and wherever practicable, rear of machines should face toward front of train).

Steam (wrecking) derricks, wooden (wrecking) derrick cars, pile drivers, (non-self propelling) Jordan spreaders (must be headed in forward direction) and ditchers, main line 25, branch lines 15 miles per hour.

Self-propelling pile drivers 7514 and X-5062 must be handled on rear of trains only, placing next ahead of caboose.

When physical condition of track, or machine above mentioned, requires, slower speed must be maintained.

MISSOURI PACIFIC LINES EMPLOYEES HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. H. A. HAVERLAH, Chief Surgeon.

DISTRICT SURGEONS:

*Dr. A. Philo Howard.....Houston, Texas.
Dr. E. D. Mills.....Beaumont, Texas.
Dr. H. E. Alexander.....Beaumont, Texas.
Dr. J. N. Gardner.....Beaumont, Texas.
Dr. A. E. Douglas.....De Quincy, La.
Dr. E. L. LandryNew Iberia, La.
Dr. J. J. Robert.....Baton Rouge, La.

LOCAL SURGEONS:

*Dr. A. Philo Howard.....Houston, Texas.
*Dr. M. B. Stokes.....Houston, Texas.
*Dr. A. L. W. Tackaberry.....Houston, Texas.
*Dr. J. Thos. Jones.....Houston, Texas.
Dr. J. J. Devoti.....Harrisburg, Texas.
Dr. J. E. Bell.....Hardin, Texas.
Dr. Jack Bevil.....Hull, Texas.
Dr. T. O. Darby.....Sour Lake, Texas.
Dr. E. D. Mills.....Beaumont, Texas.
Dr. H. E. AlexanderBeaumont, Texas.

Dr. J. N. Gardner.....Beaumont, Texas.
Dr. H. G. Bevil.....Beaumont, Texas.
Dr. H. S. Hall.....Newton, Texas.
Dr. W. F. McCreightCall, Texas.
Dr. F. W. Lawson.....Orange, Texas.
Dr. C. E. PhillipsOrange, Texas.
Dr. A. E. Douglas.....De Quincy, La.
Dr. Gordon Buck.....Kinder, La.
Dr. W. A. Fletcher.....Elton, La.
Dr. O. L. Freeman.....Basile, La.
Dr. B. R. Reed.....Eunice, La.
Dr. Harry Jenkins.....Eunice, La.
Dr. Charles W. Lewis.....Eunice, La.
Dr. A. R. Morgan.....Crowley, La.
Dr. S. J. RozasOpelousas, La.
Dr. L. L. Collins.....Pt. Barre, La.
Dr. M. E. Austin.....Krotz Springs, La.
Dr. F. F. Rougon.....Erwinville, La.
Dr. J. J. Robert.....Baton Rouge, La.
Dr. W. R. Eldson.....Baton Rouge, La.
Dr. P. B. Landry.....Anchorage, La.
Dr. D. W. Landess.....Anchorage, La.
Dr. Ray B. Harrison.....New Orleans, La.
Dr. Wm. D. Phillips.....New Orleans, La.
Dr. E. L. Landry.....New Iberia, La.
Dr. W. G. McBride.....Alexandria, La.
Dr. M. B. PearceAlexandria, La.
Dr. H. H. Hardy, Jr.....Alexandria, La.

EYE, EAR, NOSE AND THROAT:

*Dr. Geo. C. Farrish.....Houston, Texas.
Dr. Sam B. Lyons.....Beaumont, Texas.
Dr. T. O. WoolleyOrange, Texas.
Dr. E. J. Petitjean.....Opelousas, La.
Dr. L. F. Lorio.....Baton Rouge, La.
Dr. Alex R. Crebbin.....New Orleans, La.
Dr. P. A. La Bourgeois.....New Iberia, La.

MISSOURI PACIFIC RAILROAD HOSPITAL ASSOCIATION

RESIDENT SURGEONS

Dr. J. A. White.....Alexandria, La.
Dr. J. A. White, Jr.....Alexandria, La.
Dr. W. P. Bordelon.....Lake Charles, La.

LOCAL SURGEONS

Dr. W. M. McBride.....Alexandria, La.
Dr. M. B. Pearce.....Alexandria, La.
Dr. H. H. Hardy.....Alexandria, La.
Dr. B. F. Bremer.....Glenmora, La.
Dr. Ernest J. Cather.....Oakdale, La.
Dr. Loftus F. Gray.....Oakdale, La.
Dr. Walter Moss.....Lake Charles, La.

The Medical and Surgical Service at Houston is under the supervision of Dr. A. Philo Howard as District Surgeon. Dr. Howard is assisted in this service by the various members of his Staff, whose names are designated by a STAR and all of whose Offices are located at the HOUSTON CLINIC, 1625 MAIN STREET, HOUSTON, TEXAS, TELEPHONE NO. FAIRFAX 4331. TWENTY-FOUR HOUR A DAY TELEPHONE SERVICE IS MAINTAINED AT THE HOUSTON CLINIC.

The Office of Dr. A. Philo Howard, Houston Clinic, Houston, Texas should be notified of any patients being sent from points east of Houston to the Hospital in Palestine, in order that he might render any treatment necessary on arrival of patient in Houston.

When passengers or employees are injured, and require treatment, the nearest company surgeon will be called. When absolutely necessary outside surgeons may be called, but as far as practicable, only to give first aid. They must be so informed at the time.

If the injured person is a trespasser upon the right of way of this company, such person must be turned over to the county authorities of the county in which the injury occurs.

Hospital ambulance will meet patients who are on cots, sick or injured, at Palestine depot. Do not call or wire for ambulance where patients can be carried to hospital in car. Conductors when wiring chief surgeon or dispatcher, will state whether ambulance or car will be needed.