

DIVISION OFFICERS

E. C. SHEFFIELD.....Acting Supt.....Palestine, Texas
A. L. ADAMS.....Superintendent,
Houston Terminal
(M. P. Lines).....Houston, Texas
F. M. CRUMP.....Trainmaster,
Houston Terminal
(M. P. Lines).....Houston, Texas
W. L. FAGAN.....Trainmaster,
Longview,
Trinity,
Mineola,
Huntsville,
Henderson Subdivs.....Palestine, Texas
J. A. SHAVER.....Trainmaster,
Fort Worth,
Mart Subdivs.....Mart, Texas
B. E. WATSON.....Trainmaster,
East Columbia,
Sugar Land Subdivs..Freeport, Texas
J. N. CUNNINGHAM Ass't Trainmaster.....Valley Jct., Tex.
R. F. DUBUS.....Road Foreman
of Engines.....Palestine, Texas
G. F. BROOKS.....Division
Trainmaster.....Palestine, Texas
C. H. BAILEY.....Night Chief
Dispatcher.....Palestine, Texas
J. E. CARLSON.....Asst. Chief
Dispatcher.....Palestine, Texas
W. O. SHERWOOD.....Asst. Chief
Dispatcher.....Palestine, Texas
R. P. BAILEY.....Dispatcher.....Palestine, Texas
A. V. BLACK.....Dispatcher.....Palestine, Texas
J. H. BRADLEY.....Dispatcher.....Palestine, Texas
B. C. JONES.....Dispatcher.....Palestine, Texas
R. A. JONES.....Dispatcher.....Palestine, Texas
W. N. McDONALD.....Dispatcher.....Palestine, Texas
C. W. PLUMMER.....Dispatcher.....Palestine, Texas
G. P. SOWELL.....Dispatcher.....Palestine, Texas
A. R. TABER.....Dispatcher.....Palestine, Texas
J. M. WATLINGTON Dispatcher.....Palestine, Texas

SAFETY FIRST



INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY SUGAR LAND RAILWAY

PALESTINE DIVISION

TIME-TABLE No. 72

Effective 12:01 A. M.

THURSDAY, JUNE 1, 1950

CENTRAL STANDARD TIME

Superseding Time-Table No. 71, dated August 15,
1948, and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
NO. 6 DATED MAY 1, 1950.

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

F. E. BATES, Senior Executive Assistant.
A. B. KELLY, General Manager.
R. JOHNSON, Acting Assistant General Manager.
L. A. GREGORY, General Superintendent Transportation.
E. W. HARGRAVE, Ass't General Supt. Transportation.

SPECIAL INSTRUCTIONS

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

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

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

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

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

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

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

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

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with 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 or 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, gives him a point of view not available to any other person connected with train, engine or yard movements, and that 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.



General Manager.

LONGVIEW SUBDIV.—LONGVIEW TO PALESTINE

Station Numbers	Distance from Longview	TIME-TABLE NO. 72 JUNE 1, 1950	Siding Capacity in Cars	TRAINS SOUTHWARD							
				FIRST CLASS			SECOND CLASS		THIRD CLASS		
				21 Passenger	31 Passenger	37 Passenger	65 Red Ball Freight	67 Red Ball Freight	191 Local Freight		
		STATIONS		Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	
0	0.0	CS.....LONGVIEW..... WOS ^{TY}	Yard	4 50 AM	7 15 AM	7 10 PM		5 00 AM	6 00 PM	8 20 AM	
5	4.9	P.....FOOTES..... ^{4.9}	100	4 57	7 23 ⁶⁶	7 17		5 10	6 10	8 35	
10	10.8	P.....BA SIDING..... ^{5.9}	107	5 04	7 31	7 25		5 20	6 20	8 50	
12	12.1	LS.....KILGORE..... ^{1.3}	55	5 05	7 35 ³⁸	7 28		5 25	6 23	9 00	
18	17.9	P.....REEDS..... ^{5.8}	89	5 12	7 43	7 36		5 35	6 32	9 15	
22	22.4	LS.....OVERTON..... *W ^{4.5}	83	5 18	7 52	7 46		6 00	6 39	9 45	
26	28.6	LS.....AHP..... ^{6.2}	^s 104 ^m 58	5 25	8 01	7 56		6 25 ⁶⁶	6 48	10 10	
36	35.9	CS.....TROUP..... *WY ^{7.3}	107	5 34	8 13	8 11 ²²		6 54 ³⁸	6 58	10 45	
42	42.3	P.....GOULD..... ^{6.4}	83	5 41	8 22	8 25		7 15	7 07	11 00 ¹⁹⁰	
48	47.9	P.....TEOLA..... ^{5.8}	83	5 48 ⁶⁶	8 29	8 33		7 30	7 15	11 10	
54	54.1	LS.....JACKSONVILLE..... *W ^{6.2}	94	5 54	8 37	8 41		7 41	7 25	11 25 AM	
54.3	StLs-W CROSSING..... ^{0.2}									
57	57.7	P.....HUME..... ^{3.4}	100	5 58	8 46 ¹⁹⁰	9 00		7 50	7 45 ²²	12 05 PM	
61	61.3	P.....IBRONTON..... ^{3.6}	31	6 02 ³⁸	8 51	9 05		7 57	8 00	12 15	
65	64.8	P.....PRICES..... ^{3.5}	49	6 08	8 56	9 10		8 04	8 10	12 25	
70	69.6	LS.....NECHES..... ^{4.8}	103	6 14	9 02	9 19		8 14 ¹⁹⁰	8 18	12 35	
76	76.3	P.....WELLS CREEK..... ^{6.7}	83	6 22	9 10	9 30		8 30	8 30	12 50	
81	81.3	CS.....PALESTINE. WDO ⁵ YT	Yard	6 30 AM	9 25 AM	9 50 PM		9 00 AM	8 50 PM	1 10 PM	
		81.3		Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	

LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

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Station Numbers	Distance from Palestine	TIME-TABLE NO. 72 JUNE 1, 1950	Siding Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS			SECOND CLASS		THIRD CLASS	
				38 Passenger	32 Passenger	22 Passenger	66 Red Ball Freight	190 Local Freight		
		STATIONS		Daily	Daily	Daily		Daily		Daily Except Sunday
0	81.3	CS.....LONGVIEW.....WO&YT	Yard	8 10 AM	5 15 PM	9 00 PM		7 35 AM		2 00 PM
5	78.4	P.....FOOTES ^{4.9}	100	7 50	5 02	8 49		7 23 ³¹		1 40
10	70.5	P.....BA SIDING ^{5.9}	107	7 40	4 53	8 41		7 00		1 20
12	69.2	LS.....KILGORE ^{1.3}	55	7 35 ³¹	4 50	8 39		6 57		1 15
18	63.4	P.....REEDS ^{5.8}	89	7 22	4 41	8 31		6 47		12 40
22	58.9	LS.....OVERTON ^{4.5}*W	83	7 16	4 35	8 26		6 39		12 30
29	52.7	LS.....ARP ^{6.2}*	104 58	7 04	4 23	8 19		6 25 ⁶⁵		12 10 PM
36	45.4	CS.....TROUP ^{7.3}*WY	107	6 54 ⁶⁵	4 14	8 11 ³⁷		6 11		11 50 AM
42	39.0	P.....GOULD ^{6.4}	83	6 40	4 04	8 03		5 58		11 00 ¹⁹¹
48	33.4	P.....TEOLA ^{5.6}	83	6 32	3 56	7 57		5 48 ²¹		10 45
54	27.2	LS.....JACKSONVILLE ^{6.2}*W	94	6 22	3 47	7 50		5 26		10 30
	27.0	S&LS-W CROSSING ^{0.2}								
57	23.6	P.....HUME ^{3.4}	100	6 07	3 39	7 45 ⁶⁷		5 16		8 46 ³¹
61	20.0	P.....IRONTON ^{3.6}	31	6 02 ²¹	3 33	7 40		5 08		8 29
65	16.5	P.....PRIES ^{3.5}	49	5 50	3 27	7 35		4 59		8 23
70	11.7	LS.....NECHES ^{4.8}*	103	5 45	3 21	7 29		4 51		8 14 ⁶⁵
76	5.0	P.....WELLS CREEK ^{6.7}	83	5 37	3 12	7 21		4 40		7 40
81	0.0	CS.....PALESTINE.....WDO&YT	Yard	5 30 AM	3 05 PM	7 15 PM		4 30 AM		7 30 AM
	81.3			Daily	Daily	Daily		Daily		Daily Except Sunday

TRINITY SUBDIV.—PALESTINE TO BELT JCT.

Distance from Palestine	TIME-TABLE NO. 72 JUNE 1, 1950	TRAINS SOUTHWARD									
		FIRST CLASS				SECOND CLASS				THIRD CLASS	
		25 Passenger	131 Passenger	17 Passenger	27 Passenger	73 Red Ball Freight	71 Red Ball Freight	165 Red Ball Freight	167 Red Ball Freight	195 Local Freight	193 Local Freight
STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
0.0	OS.....PALESTINE..WDO;YT	6 50 AM	9 45 AM		11 59 PM			11 00 AM	10 00 PM		8 15 AM
1.7T. & N. O. CROSSING.....										
7.5	P.....CRONIN.....	6 59	9 57		12 14 AM			11 15	10 15		8 30
12.2	LS.....ELKHART.....	7 05	10 04		12 24			11 25	10 25		8 45
18.2	P.....SALMON.....	7 12	10 12		12 38			11 37 ¹⁹²	10 37		9 00
24.5	LS.....GRAPELAND.....W*	7 20	10 21		12 51			11 50 AM	10 50		9 30
31.0	P.....LATEXO.....	7 27	10 29		1 05			12 03 PM	11 03		9 45
37.5	LS.....CROCKETT.....W	7 34	10 39 ¹⁹²		1 20 ⁶⁴			12 17	11 18		10 39 ¹⁸¹
44.0	P.....CUT.....	7 42	10 50		1 36			12 30	11 23		10 55
51.2	LS.....LOVELADY.....	7 50	10 59		1 54			12 48	11 38		11 10
55.8	P.....RED BRANCH.....	7 55	11 05		2 06			1 05 ¹³²	11 40 PM		11 20
64.8	LS.....TRINITY.....W	8 06	11 18		2 30 ²⁸			1 25	12 05 ⁶⁴		11 35
71.7	LS.....RIVERSIDE.....W*	8 14 ¹⁹²	11 27		2 42			1 40	12 22		11 50 AM
78.6	P.....DODGE.....	8 24	11 38		2 56			1 58	12 38		12 05 PM
84.0	LS.....PHELPS.....WY	8 30	11 47		3 15			2 10	12 48	8 00 AM	12 15 PM
90.4	P.....KELLEYS.....	8 38	11 56 AM		3 25			2 30	1 01	8 15	
95.7	LS.....NEW WAVERLY.....*	8 44 ¹⁹⁵	12 11 ¹³²		3 36			2 40	1 30 ²⁸	8 44 ²⁵	
108.7	TP.....WILLIS.....	8 53	12 21		3 53			2 55	1 50	9 30	
111.7	OS.....CONROE (GC & SP Cross.).....WY	9 02	12 30 ¹⁹⁴		4 03			3 10	2 05	10 15	
115.0	P.....CAMP STRAKE.....	9 07	12 36		4 20			3 20	2 15	10 30	
120.6	P.....TAMINA.....	9 13	12 42		4 35			3 30	2 28	10 55 ¹⁹⁴	
127.7	OS.....SPRING.....*WY	9 20	12 49	2 30 PM	4 50	4 55 AM	11 50 PM	3 48	2 40	11 20	
128.2	P.....SW SIDING.....	9 21	12 50	2 31	4 51 ⁷⁰	5 00 ⁷⁰	11 52 PM	3 50	2 42	11 33 ¹³²	
131.8	P.....WESTFIELD.....	9 25	12 54	2 36	5 00	5 10	12 01 AM	3 55	2 48	11 55 AM	
137.8	P.....ALDINE.....	9 31 ¹⁸	1 00	2 44	5 10	5 20	12 24 ²⁸	4 22 ²⁶	3 00	12 10 PM	
145.2	P.....CROSS TIMBERS.....										
145.8	OS.....BELT JCT.....	9 40 AM	1 10 PM	2 55 PM	5 20 AM	5 30 AM	12 38 AM	4 38 PM	3 35 AM	12 25 PM	
150.1	CS.....SETTEGAST YARD..WDO;Y					5 50 AM	1 00 AM	5 00 PM	4 00 AM	12 50 PM	
146.0H. B. & T. CROSSING.....										
146.3PERCIVAL JCT.....	9 41	1 11	2 58	5 21						
150.8	OS.....HOUSTON (Union Station).....	10 00 AM 10 25 AM	1 30 PM	3 15 PM	5 45 AM						
200.3	OS.....GALVESTON.....	11 55 AM									
	200.3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

TRINITY SUBDIV.—BELT JCT. TO PALESTINE

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TIME-TABLE
NO. 72

JUNE 1, 1950

TRAINS NORTHWARD

Station Numbers	Distance from Houston	STATIONS	Siding Capacity in Cars	TRAINS NORTHWARD									
				FIRST CLASS				SECOND CLASS			THIRD CLASS		
				28 Passenger	18 Passenger	132 Passenger	26 Passenger	70 Red Ball Freight	72 Red Ball Freight	64 Red Ball Freight	194 Local Freight	192 Local Freight	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
81	150.8	OS..... PALESTINE. WD&OYT 1.7 T. & N. O. CROSSING.....	Yard	4 30 AM		2 40 PM	6 55 PM			3 15 AM		12 30 PM	
A89	143.3	P..... ORONIN..... 6.8	85	4 09		2 18	6 43			2 50		12 10 PM	
A94	138.6	LS..... ELKHART..... 4.7	82	4 00		2 11	6 37			2 35		11 55 AM	
A100	132.6	P..... SALMON..... 6.0	94	3 49		2 01	6 30			2 20		11 37 ¹⁶⁵	
A106	126.3	LS..... GRAPELAND..... W* 6.5	78	3 38		1 51	6 22			2 05		11 10	
A112	119.8	P..... LATEXO..... 6.5	86	3 27		1 41	6 14			1 45		10 55	
A119	113.3	LS..... CROCKETT..... W 6.5	100	3 14		1 28	6 06			1 20 ²⁷		10 39 ¹⁸¹	
A125	106.8	P..... OUT..... 7.2	84	3 06		1 20	6 00			12 55		9 40	
A133	99.6	LS..... LOVE LADY..... 4.6	87	2 55		1 11	5 52			12 40		9 25	
A137	95.0	P..... RED BRANCH..... 9.0	84	2 44		1 05 ¹⁶⁵	5 47			12 20		9 15	
A146	86.0	LS..... TRINITY..... W 6.9	128	2 30 ²⁷		12 54	5 38			12 05 ¹⁶⁷		9 00	
A153	79.1	LS..... RIVERSIDE..... W* 7.9	77	2 14		12 42	5 30			11 50 PM		8 14 ²⁵	
A181	71.2	P..... DODGE..... 4.4	80	2 02		12 33	5 22			11 37		7 48	
A185	66.8	LS..... PHELPS..... WY 6.4	80	1 53		12 28	5 18			11 28	1 50 PM	7 35 AM	
A172	60.4	P..... KELLEYS..... 5.3	78	1 38		12 16	5 11			11 13	1 30		
A177	55.1	LS..... NEW WAVERLY..... 8.0	100	1 30 ¹⁶⁷		12 11 ¹³¹	5 06			11 03	1 10		
A185	47.1	TP..... WILLIS..... 8.0	103	1 20		12 02 PM	4 58			10 48	12 50		
A193	39.1	CS..... CONROE (GC & SF Cross.)..... WY 3.3	88	1 06		11 53 AM ¹⁹⁴	4 50			10 33	11 53 AM ¹⁸¹	11 53 AM ¹³²	
A196	35.8	P..... CAMP STRAKE..... 5.6	41	12 58		11 47	4 45			10 20	11 10		
A202	30.2	P..... TAMINA..... 7.1	84	12 51		11 41	4 39			10 10	10 55 ¹⁹⁵		
A209	23.1	OS..... SPRING..... WY 0.5		12 42	9 45 AM	11 34	4 32	5 05 AM	8 50 PM	9 58	10 40		
	22.6	P..... SW SIDING..... 3.6	80	12 40	9 43	11 33 ¹⁹⁵	4 31	5 00 ⁷³ 4 51 ¹²⁷	8 48	9 57	10 35		
A213	19.0	P..... WESTFIELD..... 6.0	82	12 35	9 39	11 29	4 27	4 25	8 43	9 50	10 25		
A219	13.0	P..... ALDINE..... 7.4	87	12 24 ⁷¹	9 31 ²⁶	11 23	4 22 ¹⁶⁵	4 10	8 34	9 40	10 10		
A226	5.6	P..... CROSS TIMBERS..... 0.6	25										
A227	5.0	CS..... BELT JCT..... 4.3		12 16 AM	9 06 AM	11 15 AM	4 15 PM	3 55 AM	8 20 PM	9 25 PM	9 55 AM		
A232	0.0	CS..... SETTEGAST YARD. WDO&Y 0.2	Yard					3 30 AM	8 00 PM	9 00 PM	9 30 AM		
	4.8	H. B. & T. CROSSING..... 0.3											
	4.4	PEROIVAL JCT.....		12 15	9 05	11 14	4 14						
	0.0	OS..... HOUSTON (Union Station).....		12 01 AM	8 50 AM	11 00 AM	4 00 PM 3 25 PM						
A280		CS..... GALVESTON..... 49.5					2 00 PM						
		200.3		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

MART SUBDIV.—MART TO SPRING

Station Numbers	Distance from Ft. Worth	TIME-TABLE NO. 72 JUNE 1, 1950		Siding Capacity in Cars	TRAINS SOUTHWARD									
					FIRST CLASS					SECOND CLASS			THIRD CLASS	
					17 Passenger					71 Red Ball Freight	73 Red Ball Freight		395 Local Freight	393 Local Freight
STATIONS					Daily					Daily	Daily	Daily Except Sunday	Daily Except Sunday	
Bv159	114.4	OS.....	MART.....	WO5Y	Yard	10 15 AM					5 00 PM	11 10 PM		
Bv152	121.1	P.....	OTTO.....		79	10 24 ³⁹²					5 12	11 20		11 00 ⁷⁰ AM
Bv145	128.4	P.....	MA SIDING.....		100	10 33 ⁷⁰					5 24	11 32		11 20
	133.8		T. & N. O. CROSSING.....											11 35
Bv189	134.4	LS.....	MAHLIN.....	W	82	10 45					5 39	11 46 PM		11 55 AM
Bv129	144.6	P.....	COYMACK.....		88	10 58					6 00	12 01 AM		12 15 PM
Bv128	145.1		HIGH BANK.....			10 59								
Bv116	156.4	P.....	GH SIDING.....		98	11 12					6 20	12 18		12 30
Bv110	162.8	P.....	AJ SIDING.....		100	11 20					6 32	12 29		12 49 ¹⁸
Bv108	169.3	P.....	GOODLAND.....		84	11 28					6 44	12 47 ⁷²		1 02
175	172.3	OS.....	VALLEY JCT. (S.A. Div. Cross.).....	WOY	131	11 50 AM					7 45	1 35	6 30 AM	2 00 ³⁹⁴
	175.9		TATSIE (T & N O Crossing).....											
Bv96	177.4	P.....	NICHOLAS.....		84	12 01 ¹⁸ PM					7 55	1 45	6 40	2 25
Bv92	180.9	P.....	MUMFORD.....		78	12 08					8 03	1 55	6 50	2 35
Bv86	187.4	P.....	FOUNTAIN.....		77	12 18					8 13	2 10	7 00	2 45
Bv78	194.8	OS.....	BRYAN.....	WY	75	12 31 ³⁹⁴					8 23	2 24	7 20 ³⁹² 8 05 ⁷⁰	3 05 PM
	195.1		T. & N. O. CROSSING.....											
Bv74	199.3	LS.....	COLLEGE STATION.....			12 37					8 33	2 34	8 25	
	199.6		T. & N. O. CROSSING.....											
Bv70	202.4	P.....	KOPPE.....		70	12 42					8 39	2 39	8 35	
Bv85	207.6	P.....	ENRIGHT.....		100	12 50					8 49	2 48	8 45	
Bv55	217.5	P.....	DINKINS.....		75	1 05					9 09	3 03	9 05	
	224.2		T. & N. O. CROSSING.....											
Bv49	224.4	OS.....	NAVASOTA.....	W	74	1 19					9 23	3 28	9 50 ³⁹⁴	
Bv37	236.4	P.....	STONEHAM.....		63	1 37					9 49 ⁷²	3 52	10 33 ¹⁸	
Bv27	245.6	P.....	FETZER.....		70	1 50					10 09	4 07	10 50	
Bv22	250.8	LS.....	MAGNOLIA.....		100	1 58					10 29	4 16	11 10	
Bv17	255.9	P.....	PINEHURST.....		43	2 08					10 49	4 25	11 35	
Bv11	261.7	P.....	HUFSMITH.....		100	2 14					11 09	4 34	11 50 AM	
Bv6	266.7	P.....	AVONAK.....		41	2 21					11 29	4 42	12 05 PM	
A209	272.9	OS.....	SPRING.....	WY		2 30 PM					11 50 PM	4 55 AM	12 15 PM	
	158.5					Daily					Daily	Daily	Daily Except Sunday	Daily Except Sunday

MART SUBDIV.—SPRING TO MART

7

Station Numbers	Distance from Spring	TIME-TABLE NO. 72 JUNE 1, 1950		Siding Capacity in Cars	TRAINS NORTHWARD						
					FIRST CLASS			SECOND CLASS		THIRD CLASS	
					18			70	72	394	392
					Passenger			Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
		STATIONS		Daily			Daily	Daily	Daily Except Sunday	Daily Except Sunday	
Bv159	158.5	OS.....MART.....WOJY	Yard	1 58 PM			11 00 ³⁹⁵ AM	2 35 AM		10 40 AM	
Bv152	151.8	P.....OTTO	79	1 47			10 46	2 11		10 24 ¹⁷	
Bv145	144.5	P.....MA SIDING	100	1 37			10 33 ¹⁷	1 59		9 50	
	139.1	T. & N. O. CROSSING									
Bv139	138.5	LS.....MARLIN.....W	82	1 25			10 05	1 40		9 40	
Bv129	136.3	P.....COYMACK	86	1 13			9 50	1 25		9 25	
Bv128	127.8	HIGH BANK		1 12							
Bv116	116.5	P.....GH SIDING	98	12 58			9 34	1 08		9 05	
Bv110	110.1	P.....AJ SIDING	100	12 49 ³⁹⁵			9 22	12 58		8 50	
Bv103	103.6	P.....GOODLAND	84	12 40			9 10	12 47 ⁷⁸		8 35	
175	100.6	OS.....VALLEY JCT. (S.A. Div. Cross.).....WOY	131	12 35			9 05	12 40 AM		8 25	
	97.0	TATSIE (T&NO Crossing)							2 00 ³⁹⁵ PM		
Bv96	95.5	P.....NICHOLAS	84	12 01 ¹⁷ PM			8 41	11 36 PM		8 00	
Bv92	92.0	P.....MUMFORD	78	11 56 AM			8 35	11 30		7 50	
Bv86	85.5	P.....FOUNTAIN	77	11 46			8 20	11 20		7 35	
Bv78	78.1	OS.....BRYAN.....WY	75	11 34			8 05 ³⁹⁵	11 08		7 20 ³⁹⁵ AM	
	77.8	T. & N. O. CROSSING									
Bv74	73.6	LS.....COLLEGE STATION		11 29			7 50	11 01		12 01 PM	
	73.3	T. & N. O. CROSSING									
Bv70	70.5	P.....KOPPE	70	11 24			7 40	10 56		11 40 AM	
Bv65	65.3	P.....ENRIGHT	100	11 17 ³⁹⁴			7 30	10 48		11 17 ¹⁸	
Bv55	55.4	P.....DINKINS	75	11 08			7 13	10 33		10 45	
	48.7	T. & N. O. CROSSING									
Bv49	48.5	OS.....NAVASOTA.....W	74	10 49			6 50	10 16		9 50 ³⁹⁵	
Bv37	36.5	P.....STONEHAM	68	10 33 ⁸⁹⁵			6 20	9 49 ⁷¹		9 20	
Bv27	27.3	P.....FETZER	70	10 21			6 00	9 33		9 01	
Bv22	22.1	LS.....MAGNOLIA	100	10 14			5 50	9 24		8 50	
Bv17	17.0	P.....PINEHURST	43	10 07			5 40	9 16		8 35	
Bv11	11.2	P.....HUFFSMITH	100	10 00			5 30	9 07		8 25	
Bv6	6.2	P.....AVONAK	41	9 53			5 20	8 59		8 15	
A209	0.0	OS.....SPRING.....WY		9 45 AM			5 05 AM	8 50 PM		8 00 AM	
				Daily			Daily	Daily	Daily Except Sunday	Daily Except Sunday	
		158.5									

FT. WORTH SUBDIV.—BETWEEN TP CONN. AND MART

TRAINS SOUTHWARD				Station Numbers	Distance from Spring	TIME-TABLE NO. 72 JUNE 1, 1950	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS	SECOND CLASS		FIRST CLASS					FIRST CLASS	SECOND CLASS		THIRD CLASS
391 Local Freight	73 Red Ball Freight	71 Red Ball Freight	17 Passenger					18 Passenger	72 Red Ball Freight	70 Red Ball Freight	390 Local Freight
Daily Except Sunday	Daily	Daily	Daily			STATIONS		Daily	Daily	Daily	Daily Except Sunday
			7 10 AM	Bv272	272.0	CS. FT. WORTH (Passenger Sta.) WY		5 05 PM			
9 30 AM	7 00 PM	11 00 AM	7 15		272.1	P..... TP CONN.		5 00	7 40 AM	5 30 PM	2 55 PM
9 35	7 06	11 07	7 20	Bv270	270.1	P..... MARA 0.8 WATER TANK W	63	4 55 70	7 20 17	4 55 18	2 45
					269.3	P..... EVERMAN *					
9 50	7 18	11 22	7 29	Bv263	263.9	P..... RETTA 6.3	90	4 46	6 55	4 15	2 35
10 05	7 29	11 37	7 38	Bv257	257.6	P..... LILLIAN *		4 36	6 44	3 55	2 25
10 15	7 38	11 47 AM	7 45	Bv252	252.3	P..... VENUS *	57	4 29	6 36	3 42	2 15
10 35	7 52	12 03 PM	7 56	Bv245	245.4	LS..... MAYPEARL *	83	4 18	6 23	3 21	2 00
10 55	8 11	12 23	8 11	Bv234	234.9	P..... BELL BRANCH W	100	4 02	6 04	2 55	1 40
11 10	8 22	12 43	8 21	Bv227	227.6	OS..... ITALY 7.3	58	3 51	5 50	2 35	1 20
11 40	8 34	1 03 ³⁹⁰	8 37	Bv222	222.3	P..... MERTENS *	74	3 37	5 40	2 10	1 03 71
11 55 AM	8 48	1 19	8 49	Bv213	213.7	P..... WATER TANK W		3 24	5 27	1 55	12 45
					210.0	LS..... IRENE *					
12 10 ³⁹⁰ PM	8 57	1 35 70	8 56	Bv208	208.9	P..... MALONE *	86	3 17	5 13	1 35 71	12 10 ³⁹¹ PM
12 20	9 06	1 59	9 04	Bv203	203.3	LS..... PENNELOPE 4.3		3 08	5 03	1 25	11 50 AM
12 27	9 13	2 10	9 10	Bv198	199.0	P..... LEROY *	100	3 01	4 55	1 15	11 30
12 50 70	9 29	2 46 18	9 24	Bv188	188.6	OS EASTCO (StLS-W Crossing) 10.4	84	2 46 71	4 35	12 50 ³⁹¹	11 00
1 10	9 46	3 10	9 38 ³⁹⁰	Bv178	177.7	P..... WACO W 10.9	101	2 31	4 15	12 30	9 38 17
					177.2	P..... HALLSBURG 0.5					
			9 45		175.8	CS..... MART WOSY 1.6		2 27			
2 15 18	10 06	3 30	9 57	Bv167	166.8	P..... WACO W 8.8	67	2 15 ³⁹¹	3 50	12 05 PM	8 50
2 35 PM	10 40 PM	4 00 PM	10 10 AM	Bv159	158.5	CS..... MART WOSY 8.3	Yard	2 03 PM	3 35 AM	11 45 AM	8 30 AM
Daily Except Sunday	Daily	Daily	Daily			113.6		Daily	Daily	Daily	Daily Except Sunday

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

9

TRAINS SOUTHWARD				Station Numbers	Distance from Mineola	TIME-TABLE NO. 72 JUNE 1, 1950	Distance from Troup	TRAINS NORTHWARD			
SECOND CLASS								THIRD CLASS			
			197 Local Freight					196 Local Freight			
			Daily Except Sunday					Daily Except Sunday			
			6 30 AM	B 44	0.0	LS.....MINEOLA.....WY	44.2	1 45 PM			
			6 45	B 39	4.8	4.8 EADS	39.4	1 15			
			7 05	B 33	11.5	6.7 TP.....LINDALE	32.7	12 55			
			7 25	B 27	17.9	6.4 SWAN	26.3	12 35			
			8 15	B 19	25.2	7.3 LS...TYLER (StLS-W Cross)...SW	19.0	12 01 PM			
			8 35	B 14	30.3	5.1 ELBERTA	13.9	11 20 AM			
			8 55	B 9	35.6	5.3 WHITEHOUSE	8.6	11 00			
			9 20 AM	B 6	44.2	8.6 CS.....TROUP.....WY	0.0	10 40 AM			
			Daily Except Sunday					Daily Except Sunday			
						44.2					

HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND PHELPS

TRAINS SOUTHWARD				Station Numbers	Distance from Huntsville	TIME-TABLE NO. 72 JUNE 1, 1950	Distance from Phelps	TRAINS NORTHWARD			
THIRD CLASS								THIRD CLASS			
			199 Local Freight					198 Local Freight			
			Daily Except Sunday					Daily Except Sunday			
			7 00 AM	D7	0.0	LS.....HUNTSVILLE.....O	7.0	3 15 PM			
			7 30 AM	A166	7.0	7.0 OS.....PHELPS.....WY	0.0	2 45 PM			
			Daily Except Sunday					Daily Except Sunday			
						7.0					

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

TRAINS SOUTHWARD				Station Numbers	Distance from Henderson	TIME-TABLE NO. 72 JUNE 1, 1950	Distance from Overton	TRAINS NORTHWARD			
THIRD CLASS								THIRD CLASS			
			51 Local Freight					50 Local Freight			
			Daily					Daily			
			10 15 AM	E2	16.0	LS.....OVERTON.....W	0.0	9 45 AM			
				E4	12.0	4.0 NOFOLK	4.0				
			11 30 AM	E16	0.0	12.0 LS.....HENDERSON.....WO	16.0	8 30 AM			
			Daily Except Sunday					Daily Except Sunday			
						16.0					

10 EAST COLUMBIA SUBDIV.—BETWEEN SETTEGAST YARD AND EAST COLUMBIA

TRAINS SOUTHWARD				Distance from Congress Ave.	Station Numbers	TIME-TABLE		Distance from East Columbia	TRAINS NORTHWARD			
THIRD CLASS						NO. 72			THIRD CLASS			
	381 Local Freight	383 Local Freight				STATIONS				382 Local Freight	380 Local Freight	
	Daily Except Sunday	Daily Except Sunday					Daily Except Sunday	Daily Except Sunday				
	7 30 PM	7 00 AM		A232	CS.....	SETTEGAST YARD WDO&Y	68.0	12 15 PM	6 45 PM			
	7 50 PM	7 20 AM				BELT JUNCTION.....	54.3	11 55 AM	6 25 PM			
						H.E. & W. T. CROSSING... W	53.1					
						T. & N. O. CROSSING.....	51.8					
						T. & N. O. CROSSING.....	51.0					
				0.0		DRAW BRIDGE (Buffalo Bayou)	50.9					
				0.6		CONGRESS AVE.....	50.0					
				0.8		G. H. & H. CROSSING.....	49.4					
				0.9		H. B. & T. CROSSING.....	49.2					
				1.1		H. B. & T. JCT.....	49.1					
				6.9		T. & N. O. CROSSING.....	48.9					
						T. & N. O. CROSSING.....	48.1					
	8 55	8 25	8.5	08	CS	MYRTLE.....	41.5	10 50	5 20			
	9 05	8 35	11.5	011	O	ALMEDA.....	38.5	10 40	5 10			
	9 25	8 50	16.3	016	O	FRESNO.....	39.7	10 20	4 55			
	9 47	9 01	18.8	019	O	ARCOLA (GC&SF Crossing)	31.2	10 10	4 45			
	9 57 PM	9 15	21.1	021	O	HAWDON.....	28.9	9 45	4 35 PM			
		9 30 ⁸⁸²	23.0	023	O	JULIFF.....	27.0	9 30 ⁸⁸⁸				
		9 50	27.5	027	O	SANDY POINT.....	22.5	9 13				
		10 01	29.7	030	O	ROSHARON.....	20.8	8 50				
		10 20	32.4	032	O	BONNEY.....	17.6	8 30				
		10 40	37.0	037	O	CHENANGO.....	13.0	8 10				
		11 05 AM	40.0	040	LS	ANCHOR.....	10.0	7 50				
			42.2	042	C	OYSTER CREEK.....	7.8					
		12 01 PM	50.0	050	LS	EAST COLUMBIA.....	0.0	7 00 AM				
	Daily Except Sunday	Daily Except Sunday					58.6	Daily Except Sunday	Daily Except Sunday			

SUGAR LAND SUBDIV.—BETWEEN CABELL AND HAWDON

TRAINS SOUTHWARD				Station Numbers	Distance from Cabell	TIME-TABLE		Distance from Hawdon	TRAINS NORTHWARD			
SECOND CLASS						NO. 72			THIRD CLASS			
		371 Local Freight				STATIONS				370 Local Freight		
		Daily Except Sunday					Daily Except Sunday					
		3 30 PM	838	0.0		CABELL.....	20.1					
		3 55	833	4.8	LS.	SUGAR LAND (T&NO Cross.).. WOY8	15.3	11 00 PM				
		4 10	822	11.5		DEWALT.....	8.6	10 35				
		4 25	820	16.1		SUGAR LAND JCT. (GC&SF Cross.)	4.0	10 20				
		4 35 PM		18.6		HOUSE.....	1.5	10 05				
				20.1		HAWDON.....	0.0	9 57 PM				
		Daily Except Sunday					20.1	Daily Except Sunday				

SPECIAL INSTRUCTIONS

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

2. MAXIMUM SPEED:

	MILES PER HOUR		
	Psg. Trains Diesel Power	Psg. Trains Steam Power	Freight Trains
Longview Subdiv.	79	65	50
Trinity Subdiv.	79	65	50
EXCEPT: Between Mile Post 120 and Belt Jct. Mile Post 145.8....	79	75	50
Fort Worth Subdiv.		59	45
Mart Subdiv.		59	45
Mineola Subdiv.		30	25
EXCEPT: Between Tyler and Mineola		20	20
Henderson Subdiv.		30	25
EXCEPT: Between Mile Post 10 and Henderson		30	20
Huntsville Subdiv.		20	20
East Columbia Subdiv.		30	25
EXCEPT: Between Anchor and East Columbia		15	15
Sugar Land Subdiv.		25	20

3. SPEED RESTRICTIONS:

Passenger or freight engines light or with rider or caboose only, running in forward movement must not exceed 45 miles per hour. Where maximum speed is less, such restrictions will be observed.
Trains must not exceed 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 15 and No. 20 turnouts or crossovers.
All main track turnouts are No. 10 turnouts or less, except the following which are No. 15 or 20 turnouts:
Spring—Mart Subdiv. connection; Longview—South Switch No. 1 track; Reeds—South Siding switch; Cronin—North Siding switch; Perceval Jct.—Passenger connection; Belt Jct.—Freight connection to Settegast Yard.

LONGVIEW SUBDIV.:

	MILES PER HOUR	
	Passenger Trains	Freight Trains
Longview, Mile Post 80 Pole 27 to T&P Passenger station and T&P freight connection	10	10
Kilgore, city limits	45	45
Troup, city limits	45	45
Jacksonville, city limits	15	15
Palestine:		
City Limits	30	30
Through limits of interlocking	15	15
Between passenger station and Reagan St.	15	15

TRINITY SUBDIV.:

Palestine:		
City Limits	30	30
Through limits of interlocking	15	15
Between passenger station and Reagan St.	15	15
Elkhart, city limits	45	45
Grapeland, city limits	30	30
Crockett, city limits	30	30
Lovelady, city limits	55	45
Trinity, city limits	40	40
Houston:		
City Limits	18	18
Buffalo Bayou bridge	12	12

FORT WORTH SUBDIV.:

Fort Worth, city limits	18	18
Italy, city limits	30	30

MART SUBDIV.:

Mart, city limits	35	25
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Marlin:

City Limits	10	10
Between T&NO crossing and Falls Street	15	15

Valley Jct.:

No. 17 and No. 18 run at restricted speed between siding switches		
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Bryan:

City Limits	15	15
Between psgr. station and end of 27th St.	15	15

Navasota:

City Limits	25	25
Through limits of interlocking	15	15

Spring, between Trinity Subdiv. connection and north wye switch

	30	30
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MINEOLA SUBDIV.:

Tyler, city limits	15	15
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3. SPEED RESTRICTIONS (Cont'd)

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED. EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS. PASSENGER TRAINS WITH DIESEL POWER, ALL STREAMLINE LOW CENTER OF GRAVITY LIGHT WEIGHT EQUIPMENT PERMITTED TO OPERATE FIVE MILES PER HOUR ABOVE SPEED INDICATED ON SPEED RESTRICTION SIGNS:

LONGVIEW SUBDIVISION:

Mile Post	Pole	To	Mile Post	Pole	MILES PER HOUR		
					Psg. Trains all Streamline Equipment Diesel Power	Psg. Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains
0	05	0	16		50	45	45
0	26	1	12		70	65	50
2	28	3	07		70	65	50
3	11	3	26		55	50	50
4	08	4	17		70	65	50
5	03	5	09		70	65	50
5	13	6	01		55	50	50
7	14	7	22		70	65	50
7	26	8	10		55	50	50
8	12	9	18		70	65	50
10	00	10	07		70	65	50
11	01	11	14		55	50	50
11	15	12	29		70	65	50
13	05	14	20		55	50	50
14	21	15	05		70	65	50
17	10	18	03		55	50	50
18	21	23	00		55	50	50
23	07	23	17		70	65	50
24	25	25	06		70	65	50
28	06	28	14		70	65	50
29	14	29	24		70	65	50
30	01	31	15		55	50	50
32	02	32	09		70	65	50
32	27	33	07		55	50	50
33	20	33	27		70	65	50
33	29	36	19		55	50	50
38	16	38	25		70	65	50
38	30	40	06		55	50	50
42	21	43	22		70	65	50
43	24	44	04		55	50	50
44	17	44	28		70	65	50
45	02	45	08		55	50	50
45	18	48	19		70	65	50
48	28	50	21		55	50	50
51	03	51	16		70	65	50
51	27	52	04		55	50	50
53	27	54	05		55	50	50
54	07	54	17		70	65	50
55	05	55	14		55	50	50
56	06	56	17		50	45	45
57	25	59	00		70	65	50
59	14	60	16		50	45	45
62	23	64	19		70	65	50
65	07	66	14		55	50	50
70	18	71	02		70	65	50
71	02	71	11		55	50	50
71	11	72	04		70	65	50
73	05	73	23		50	45	45
73	25	74	19		70	65	50
76	28	77	11		70	65	50
77	13	77	25		55	50	50
78	22	79	01		70	65	50

TRINITY SUBDIVISION:

1	05	4	05		50	45	45
4	24	5	05		55	50	50
5	13	6	15		70	65	50
6	30	8	12		55	50	50
9	04	9	28		55	50	50
11	02	11	09		55	50	50
11	09	11	30		70	65	50
12	27	13	05		65	60	50
14	01	14	06		70	65	50
14	12	14	19		50	45	45
14	20	15	12		55	50	50
15	18	15	24		50	45	45
16	02	16	08		65	60	50

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Cont'd)

TRINITY SUBDIV.: (Cont'd)

Mile Post	Pole To	Mile Post	Pole	MILES PER HOUR		
				Psg. Trains all Streamline Equipment Diesel Power	Psg. Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains
17	08	17	22	50	45	45
18	17	18	24	70	65	50
20	29	21	24	55	50	50
21	29	23	15	70	65	50
23	27	24	03	50	45	45
25	10	26	26	50	45	45
28	02	32	08	70	65	50
35	01	36	05	70	65	50
37	02	37	16	45	40	40
42	02	42	14	70	65	50
42	29	43	07	55	50	50
43	15	43	23	65	60	50
45	01	45	09	65	60	50
46	18	47	00	70	65	50
48	02	48	09	65	60	50
48	19	48	27	70	65	50
50	25	51	19	70	65	50
52	19	54	20	70	65	50
56	23	57	21	70	65	50
59	26	60	03	65	60	50
63	17	63	25	70	65	50
68	30	69	14	70	65	50
71	14	72	25	65	60	50
76	28	77	30	70	65	50
80	12	80	27	70	65	50
82	06	82	29	55	50	50
83	03	83	10	70	65	50
85	00	85	07	70	65	50
85	28	87	20	55	50	50
87	26	88	12	70	65	50
88	22	89	02	55	50	50
90	16	90	30	70	65	50
91	23	92	03	70	65	50
93	22	94	03	70	65	50
98	10	98	19	70	65	50
99	14	99	26	55	50	50
103	02	103	11	70	65	50
105	12	105	19	65	60	50
106	08	106	15	70	65	50

MART SUBDIVISION:

	Mile Post	Pole To	Mile Post	Pole	MILES PER HOUR	
					Passenger Trains	Freight Trains
0	0	0	11	30	30	
25	12	25	20	50	45	
31	05	32	06	50	45	
34	21	35	00	50	45	
37	19	38	00	50	45	
39	16	40	19	50	40	
41	10	42	05	50	45	
45	10	45	18	50	45	
47	20	47	28	40	30	
48	12	48	32	15	15	
49	03	50	13	40	30	
50	13	50	25	30	30	
73	02	73	10	30	30	
78	00	78	18	15	15	
78	18	79	00	30	30	
104	20	106	30	45	40	
139	10	139	27	40	40	

FORT WORTH SUBDIVISION:

159	00	159	10	80	30
162	22	165	19	45	40
175	12	175	26	45	40
221	16	222	00	30	30
225	25	228	14	50	40
236	27	237	11	45	40
245	09	246	08	40	40
253	03	253	16	50	40
257	17	257	25	50	40
259	01	260	04	50	40
268	12	268	15	50	40
270	24	TP Conn		30	30

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

GOL and IGN Engines	Miles Per Hour	Missouri Pacific Engines	Miles Per Hour
320, 339, 351	65	Diesel 501 to 524	65
361 to 389	65	Diesel 7000 to 7006	98
1052 to 1073	53	Diesel 7010 and 7011	98
1101 to 1125	63	Diesel 7014 to 7017	98
1151 to 1161	80	Diesel 7100	90
1201 to 1258	55		
1401 to 1478	55		
Diesel 7007 to 7009, 7012, 7013	98	Engines running backward with or without cars must not exceed a speed of twenty five miles per hour except:	
Diesel 525 to 618	65	SUBDIVISION:	
Diesel 4112 to 4115	65	Henderson	18
		Huntsville	15
		Mineola	20
		Except: Between Tyler and Mineola	15

DISABLED ENGINES AND ENGINES IN TOW:

Motor Cars Dead in Tow 50

DIESEL ENGINES DEAD IN TOW:

With trucks and traction motors in good running condition

Nos. 501 to 618	50
Nos. 800 to 815	30
Nos. 4100, 4101, 9000, 9100 and 9200 series	35
Nos. 4102 to 4111	50
Nos. 7000 to 7017	50
No. 7100	50

Diesel locomotive (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked. Messenger service will be provided for these units only when in the opinion of the Superintendent or Master Mechanic it is necessary to protect the units against freezing or when the unit is in such condition that it would require a messenger to prevent further damage en route.

All bearings, including motor support bearings, must be inspected and known to be properly lubricated for movement.

On Diesel locomotives, in cold weather where there is a possibility of damage by freezing, steam heat, when available, should be turned into the engine cooling system and steam heating coils; also open low level overflow valve on each engine.

When steam heat is not available, the entire engine cooling system and piping, including steam generator and main water reservoir, must be drained to prevent damage by freezing.

The foregoing is to apply whether the locomotive is standing or in tow.

With trucks or parts of same in good running condition, to be moved at speed established on authority of Superintendent.

STEAM ENGINES DEAD IN TOW OR DISABLED UNDER STEAM:

	Miles Per Hour
With side rods in position, main rods disconnected	35
Moving backward in tow (side rods in position)	25
With part or all of side rods down	15

With all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinder. 40

Dead engines must be in charge of a messenger, and must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward. With front drivers blocked 20

Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.

Locomotive blocked account disabled engine truck or trailing truck, or without full set of driving wheels, movement to first siding to clear main tracks 6

Further movement must be authorized by Superintendent.

Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side 15

With flat spots 3" or more on driving tires, MAINTAIN SPEED 20

3. SPEED RESTRICTIONS (Cont'd)

WORK EQUIPMENT, DERRICKS, CRANES, ETC.

Wrecking Cranes (self-propelled) see table below:

Maximum freight train speed	Permissible speed of trains handling self-propelled wrecking cranes
15 MPH	10 MPH
20 "	15 "
25 "	15 "
30 "	20 "
35 "	20 "
40 "	25 "
45 "	30 "
50 "	30 "

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

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

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

Bridge derrick cars shipped with boom disconnected must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

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

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.
- O—Fuel oil.
- D—Diesel oil.
- W—Water.
- Y—Wye.
- T—Turntable.
- §—Track scales.
- *—Mail crane.

Register stations are shown in full faced type.

EXPLANATION OF STOPS

- s—Regular stop.
- a—Stop to receive or discharge revenue passengers.
- f—Stop on signal for passengers, mail, baggage and express.

TRAINS CARRYING PASSENGERS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

Stations	Miles from	Train Nos.
Ft. Worth Subdiv:	Spring	
Griffith	241.2	17 18
Birome	193.3	17 18
Hoen	192.7	17 18
Mart Subdiv:		
Eloise	124.5	17 18
Salter	117.1	17 18
Royder	67.3	17 18
Cawthon	58.9	17 18

Passenger trains will stop at non-stop stations to discharge passengers holding tickets from connecting lines, except trains 21, 22, 25 and 26.

TABLE OF SPEEDS:

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
59	1	1
60	1	0
65	0	55
70	0	51
75	0	48
79	0	46

ARBITRARY HOLDS---PASSENGER TRAINS

STATION	Train No.	Hold for Division Train	Hold Until	Length of Hold	REMARKS
Longview	21	T. & P. 221	Indefinitely	Indefinitely	For connection.
Longview	31	T. & P. 231	Indefinitely	Indefinitely	For connection.
Longview	37	T. & P. 237	Indefinitely	Indefinitely	For connection.
Palestine	22	{ Palestine . 26 } { San Antonio 22 }	8:15 P.M.	1 Hour	For either connection.
Palestine	32	{ San Antonio 32 } { Palestine 132 }	4:05 P.M.	1 Hour	For passengers.
Palestine	38	{ Palestine . 28 } { San Antonio 38 }	6:30 A.M.	1 Hour	For connection.
Palestine	131	Palestine 31	Indefinitely	Indefinitely	For connection.
Palestine	25	Palestine 21	Indefinitely	Indefinitely	For connection.
Palestine	27	Palestine 37	3:00 A.M.	3 Hrs., 1 Min.	For connection.
Valley Jct.	17	San Antonio . . 31	12:50 P.M.	1 Hour	For passengers.
Valley Jct.	18	San Antonio . . 32	1:35 P.M.	1 Hour	For passengers.
Houston	26	Kingsville . . . 12	4:30 P.M.	30 Minutes	For connection.

MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. HARRY A. HAVERLAH, Chief Surgeon

DISTRICT SURGEONS:

*Dr. A. Philo Howard.....Houston, Texas
Dr. N. E. Dunn.....Mart, Texas
Dr. C. H. Harris.....Ft. Worth, Texas

LOCAL SURGEONS:

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Dr. J. T. McRee.....Longview, Texas
Dr. B. A. Swinney.....Longview, Texas
Dr. J. E. Adams.....Kilgore, Texas
Dr. L. L. Allums.....Kilgore, Texas
Dr. Seth M. Downs.....Kilgore, Texas
Dr. R. O. Price.....Kilgore, Texas
Dr. J. A. Birdwell.....Overton, Texas
Dr. Edward H. Martin.....Overton, Texas
Dr. J. R. Dickson.....Arp, Texas
Dr. Lynn Hilbun.....Henderson, Texas
Dr. J. G. Sadler.....Henderson, Texas
Dr. R. F. Shaw.....Henderson, Texas
Dr. Herbert A. Suehs.....Henderson, Texas
Dr. Paul E. Suehs.....Henderson, Texas
Dr. C. H. Willingham.....Whitehouse, Texas
Dr. W. H. Bryant.....Tyler, Texas
Dr. John H. Mitchell.....Tyler, Texas
Dr. T. H. Peterson.....Mineola, Texas
Dr. A. P. Buchanan.....Mineola, Texas
Dr. R. T. Travis.....Jacksonville, Texas
Dr. W. E. Davis.....Elkhart, Texas
Dr. Sam Kennedy.....Grapeland, Texas
Dr. R. A. Farmer.....Grapeland, Texas
Dr. J. S. Wooters.....Crockett, Texas
Dr. C. W. Butler, Jr.....Crockett, Texas
Dr. W. H. Brown.....Lovelady, Texas

Dr. S. L. Autrey.....Trinity, Texas
Dr. S. M. Briscoe.....Trinity, Texas
Dr. Sam R. Barnes.....Trinity, Texas
Dr. Ray Black.....Huntsville, Texas
Dr. W. B. Veazy.....Huntsville, Texas
Dr. T. C. Cole.....Huntsville, Texas
Dr. E. W. Anderson.....Conroe, Texas
Dr. W. P. Ingram.....Conroe, Texas
Dr. W. M. Holland.....Conroe, Texas
Dr. A. N. Wilkins.....Conroe, Texas
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Dr. H. E. McKay, Jr.....Spring, Texas
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*Dr. M. B. Stokes.....Houston, Texas
*Dr. J. Thos. Jones.....Houston, Texas
*Dr. A. L. W. Tackaberry.....Houston, Texas
*Dr. F. E. McAlister.....Houston, Texas
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Dr. James A. McKay.....Madisonville, Texas
Dr. J. E. Morris.....Madisonville, Texas
Dr. M. E. Parker.....Anderson, Texas
Dr. S. D. Coleman.....Navasota, Texas
Dr. H. L. Stewart.....Navasota, Texas
Dr. Hardy E. Thompson.....Navasota, Texas
Dr. E. T. Ketchum.....Navasota, Texas
Dr. J. E. Marsh.....College Station, Texas
Dr. R. B. Ellinger.....Bryan, Texas
Dr. R. B. Grant, Jr.....Bryan, Texas
Dr. R. J. Hunnicutt.....Bryan, Texas

Dr. Albert G. McGill, Jr.....Bryan, Texas
Dr. T. T. Walton.....Bryan, Texas
Dr. W. C. Taylor, Jr.....Calvert, Texas
Dr. J. B. Barnett.....Marlin, Texas
Dr. T. J. Glass.....Marlin, Texas
Dr. J. W. Torbett.....Marlin, Texas
Dr. Howard Smith.....Marlin, Texas
Dr. N. E. Dunn.....Mart, Texas
Dr. H. R. Dudgeon.....Waco, Texas
Dr. H. R. Dudgeon, Jr.....Waco, Texas
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Dr. C. C. Anderson.....Venus, Texas
Dr. G. R. Enloe.....Ft. Worth, Texas
Dr. C. H. Harris.....Ft. Worth, Texas
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Dr. J. M. Lawson.....Ft. Worth, Texas
Dr. J. K. Norman.....Ft. Worth, Texas

EYE, EAR, NOSE AND THROAT:

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Dr. Edward H. Vaughn.....Tyler, Texas
Dr. A. D. Wages.....Palestine, Texas
*Dr. Geo. C. Farrish.....Houston, Texas
Dr. H. T. Anyesworth.....Waco, Texas
Dr. Stanley P. Howard.....Waco, Texas
Dr. V. R. Woodward.....Ft. Worth, Texas
Dr. Wm. S. Webb.....Ft. Worth, Texas
Dr. James S. Perry.....Bryan, Texas

The Medical and Surgical Services at Houston are 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.

When passengers or employes 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 at Palestine depot who are on cots, sick or injured. Do not request ambulance when patients can be carried to hospital in car. Conductors when wiring chief surgeon or dispatcher, will state whether ambulance or car will be needed.

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