

INTERNATIONAL & GREAT NORTHERN RAILWAY

Jas. A. Baker, Receiver
Thornwell Fay, Assistant to Receiver



GULF DIVISION TIME TABLE No. 30

(SUPERSEDING PREVIOUS TIME TABLES)

EFFECTIVE 12:01 A.M., SUNDAY, JANUARY 13, 1918

For the Government of Employes Only

THE COMPANY RESERVES THE RIGHT TO VARY THEREFROM AS CIRCUMSTANCES REQUIRE

 **DESTROY ALL TIME TABLES OF PREVIOUS DATE** 

A. G. WHITTINGTON,
General Manager

S. E. BURKHEAD,
Assistant General Manager

INTERNATIONAL & GREAT NORTHERN RAILWAY
Gulf Division

LONGVIEW SUB-DIVISION

Toward Palestine—Southward

Toward Longview Jct.—Northward

Length of Sidings in feet, for Pull Water and Turn- ing Stations.	THIRD CLASS			SECOND CLASS	FIRST CLASS			Distance from Longview Jct.	Time Table No. 30 January 13, 1918	Distance from Palestine	FIRST CLASS			SECOND CLASS	THIRD CLASS		Telegraph Office Hours		
	33	31		55	5	3	1				2	4	6	56	30	32			
	Local Freight	Local Freight		Red Ball	San Antonio Express	San Antonio Houston Express	Sunshine Special				Sunshine Special	St. Louis Limited	St. Louis Express	Red Ball	Local Freight	Local Freight			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						
Y O Yard	8 00 ^{AM}			9 45 ^{PM}	7 05 ^{PM}	6 00 ^{AM}	10 05 ^{AM}	.0	N	LONGVIEW JCT.	81.3	7 40 ^{PM}	1 50 ^{AM}	11 45 ^{AM}	4 30 ^{AM}		3 50 ^{PM}	Continuous	
2132 W near MP77	8 15			10 00	f 7 26 ²	f 6 12	10 15	4.9		FOOTES	76.3	7 26 ⁵	f 1 36	f 11 33	4 05		3 30		
2611	8 45			10 25	\$ 7 45	\$ 6 28	10 31	12.1	D	KILGORE	69.2	7 10	\$ 1 22	\$ 11 20	3 40		3 05	8.00 AM to 6.00 PM	
2317	9 00			10 43	f 7 57	f 6 38	10 41	17.9		REEDS	63.4	6 58	f 1 10	f 11 05	3 15		2 30		
3000	9 55			10 58	\$ 8 13	\$ 6 50	\$ 10 55 ⁶	22.4	D	OVERTON	58.9	\$ 6 50	\$ 1 00	\$ 10 55 ¹	2 55		2 15	8.00 AM to 6.00 PM	
3637 W near MP54	10 30 ⁶			11 30 ^{PM}	\$ 8 25	\$ 7 03	11 07	28.8	D	ARP	52.7	6 35	f 12 43	\$ 10 30 ³³	2 30		1 20	8.00 AM to 6.00 PM	
WF Y42333 x2026	11 23 ^{AM}	12 50 ³³		12 30 ^{AM}	\$ 8 55	\$ 7 20	\$ 11 23 ³³	36.1	N	TROUP	45.4	\$ 6 22	\$ 12 30 ³⁵	\$ 10 12	2 05		11 05 ^{AM}	12 50 ³¹	Continuous
2282	12 05 ³³	1 10		12 57	f 9 10	f 7 32	11 36	42.5		GOULD	38.8	6 07	f 12 13	f 9 45	1 39		10 30	12 05 ³³	
2453	12 20	1 30		1 19 ⁵⁵	f 9 24	f 7 44	11 49 ³²	48.1		TECULA	33.4	5 57	f 12 02 ^{AM}	f 9 33	1 19 ⁵⁵		10 10	11 49 ¹	
W 2145	1 00	1 50		1 45	\$ 9 50	\$ 7 58	\$ 12 04 ^{PM}	54.3	N	JACKSONVILLE	27.2	\$ 5 45	\$ 11 50 ^{PM}	\$ 9 20	12 50		9 54	11 15 ²⁰	Continuous
2171	1 10	2 02		1 59	f 9 59	f 8 05	12 10	57.9		HUME	23.6	5 30	f 11 39	f 9 08	12 35		9 45	10 10	
1700	1 20	2 10		2 12	f 10 07	f 8 12	12 16	61.5		IRONTON	20.0	5 21	f 11 31	f 8 56	12 20		9 35	9 55	
W 2739	1 30	2 20		2 27	f 10 18	f 8 18	12 23	64.0		PRICES	16.5	5 13	f 11 22	f 8 44	12 05 ^{AM}		9 25	9 40	
2250	1 55	2 35		2 46	\$ 10 35	\$ 8 32 ⁶	12 33	68.8	D	NECHES	11.7	5 03	f 11 10	\$ 8 32 ³	11 45 ^{PM}		9 10	9 25	8.00 AM to 6.00 PM
2234	2 20	2 55		3 10	f 10 52 ⁴	f 8 47 ³⁰	12 48	75.5		WELLS CREEK	5.0	4 46	f 10 52 ²	f 8 15	11 23		8 47 ³	8 47 ³	
W F Y T O Yard	2 50 ^{PM}	3 25 ^{PM}		3 30 ^{AM}	11 05 ⁵⁵	9 00 ^{AM}	1 00 ^{PM}	81.3		PALESTINE	.0	4 35 ^{PM}	10 35 ^{PM}	8 00 ³¹	11 05 ⁵		8 10 ^{AM}	8 20 ^{AM}	Continuous
	33	31		55	5	3	1				81.3	2	4	6	56		30	32	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	(6.50) 12.0	(2.35) 17.6		(5.45) 14.2	(4.00) 20.3	(3.00) 27.1	(2.55) 27.8					(3.05) 26.3	(3.15) 25.7	(3.45) 21.6	(5.25) 14.8		(2.55) 15.5	(7.30) 10.8	

SPECIAL INSTRUCTIONS

Northward trains are superior to trains of the same class in the opposite direction.
Nos. 1 and 2 are superior to all trains.
Extra trains may pass and run ahead of third class trains.

No. 55 is Superior to No. 56.
No. 4 take siding at Wells Creek for No. 5.
BULLETIN BOOKS: Longview Jct., Palestine.
REGISTER STATIONS: Longview Jct., Troup, Palestine.
YARD LIMIT BOARDS: Longview Jct., Overton, Troup, Jacksonville, Neches and Palestine.
Maximum Speed, Engines running backward twelve (12) miles per hour.
Passenger trains, except Nos. 1 and 2, will stop at non-stop stations to let off passengers holding tickets to such stations, when such tickets are sold by connecting lines.

STANDARD CLOCK: Dispatcher's Office, Palestine.
RAILROAD CROSSING: St. L. S. W., Jacksonville.
SPEED ORDINANCE: Miles per hour, city limits: Overton 15, Troup 10, Palestine 6.
Maximum Speed of all trains entering and passing through sidings will be Eight Miles per hour.
All persons are strictly forbidden to board engines or cars when they are in too rapid motion, or stand on track and board engines or cars when same are approaching them.

SPECIAL INSTRUCTION GOVERNING ALL SUB-DIVISIONS AND BRANCHES

When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineman will whistle out a Flagman, after which he should call for a signal. If no one can be located in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for distance of one-half mile after first calling in Flagman. In cases of this kind it is reasonable to assume that some one has placed the stop signal to protect against broken rail or other track obstruction, and extreme care must be taken in moving train until full flagging distance has been covered.

In conformity with Rule 14-C, Engineman must whistle out Flagman to protect the rear of their trains, and will recall them with engine whistle as per Rule 14-D, or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from the rear of train. Flagman must not wait for signal from either Engineman or Conductor to protect train.

Maximum speed for freight trains, Gulf Division, (Main Line) Class "L" Engines, twenty miles per hour. Class "G" Engines and lighter, twenty-five miles per hour. Branches, fifteen miles per hour.

INTERNATIONAL & GREAT NORTHERN RAILWAY
Gulf Division

Toward Taylor—Southward

TAYLOR SUB-DIVISION

Toward Palestine—Northward

Length of Sidings in feet Water, Fuel and Traveling Stations	THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from Palestine	Time Table No. 30 January 13, 1918		Distance from Taylor	FIRST CLASS				SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	33	31	55	53	7	5	3	1	2	4	6	8		56	30		32	2	4	6	8	56	30	32	
	Local Freight	Local Freight	Red Ball	Red Ball	Mexico Limited	San Antonio Express	Local Passenger	Sunshine Special	Sunshine Special	Local Passenger	St. Louis Express	Houston-Ft. Worth Special		Red Ball	Local Freight		Local Freight	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
WFOTY Yard		7 30 ^{AM}	5 50 ^{AM}			11 35 ^{PM}	9 20 ^{AM}	1 05 ^{PM}	0.0	N	PALESTINE	144.8	4 30 ^{PM}	10 20 ^{PM}	7 00 ^{AM}		7 30 ^{PM}				4 00 ^{PM}		Continuous		
2000		8 05 9 15	6 40 ^{PM}			11 51	9 38	1 23	8.5		TUCKER	136.3	4 10	9 58	6 40 ^{PM}		6 55				3 30				
WnearMPI2 2309		10 02 ^{PM}	7 10			12 08 ^{AM}	10 02 ^{PM}	1 40	18.0	D	OAKWOOD	128.8	3 53	9 35	6 16		6 20				2 45		8.00 AM to 6.00 PM		
2039		10 30	7 30			12 17	10 15	1 49	23.2		PEELER	121.6	3 44	9 17	6 02		6 00				2 15				
WnearMP20 1641		10 45	7 45			12 25	10 23	1 56 ^{PM}	26.8		KEECHI	118.0	3 36	9 08	5 52		5 47				1 56 ^{PM}				
1731		11 20 ^{AM}	8 17			12 39	10 44	2 08	34.7	D	BUFFALO	110.1	3 23	8 49	5 31		5 22				1 10		7.30 AM to 5.30 PM		
W 1905		12 15 ^{PM}	8 58			12 57	11 10	2 23	43.8	D	JEWETT	101.0	3 06	8 27	5 07		4 53				12 15 ^{PM}		Continuous		
2306		12 55	9 40			1 15	11 38 ^{PM}	2 44 ^{PM}	54.8	D	MARQUEZ	90.0	2 44	7 57	4 35		4 19				11 38 ^{AM}		8.00 AM to 6.00 PM		
1360		1 10	9 57			1 24	11 50 ^{AM}	2 54	58.8		DEAN	86.0	2 35	7 43	4 27		4 05				11 00				
3098		1 25	10 15			1 32	12 01 ^{PM}	3 02	63.0		RIDGE	81.8	2 28	7 31	4 15		3 40				10 36				
W 1711		1 40	10 25 ^{PM}			1 37	12 08	3 07	65.5		LAKE	79.3	2 23	7 24	4 09		3 27				10 25 ^{PM}				
2180		2 17 ^{PM}	10 38			1 44	12 17	3 12 ^{PM}	68.3	D	EASTERLY	76.5	2 17 ^{PM}	7 15	4 01		3 12 ^{PM}				10 05		8.00 AM to 6.00 PM		
1953		2 45 ^{PM}	10 58			1 52	12 30	3 19	73.1		NEW BADEN	71.7	2 10	7 01	3 48		2 45 ^{PM}				9 45				
2226		3 26 ^{PM}	11 15			2 00	12 40	3 26 ^{PM}	77.1	D	FRANKLIN	67.7	2 02	6 50	3 39		2 31				9 30		8.00 AM to 6.00 PM		
1514		4 15	11 40 ^{AM}			2 12	12 54	3 35	83.9		ELLIOTT	60.9	1 48	6 32	3 20		2 10				9 00				
WnearMP21 3440		4 45	12 05 ^{PM}			2 28	1 15	3 45	89.6	D	HEARNE	56.2	1 37	6 18	3 05		1 50				8 30		8.00 AM to 6.00 PM		
F Y Yard	2 00 ^{PM}	5 05 ^{PM}	12 45 ^{PM}	3 10 ^{PM}	2 25 ^{PM}	2 50 ^{PM}	1 35 ^{PM}	3 55	93.9	N	VALLEY JCT.	50.9	1 25 ^{PM}	6 00	2 50 ^{PM}	12 50 ^{AM}	1 25 3.2 12 30 1955				7 30 ^{AM}	12 45 ^{PM}		Continuous	
3150	2 20		1 07 ^{PM}	3 28	2 40 ^{PM}	3 00	2 00	4 06	99.6	D	GAUSE	45.2	1 07 ^{PM}	5 40	2 40 ^{PM}	12 35	11 40 ^{AM}					12 20 ^{PM}		8.00 AM to 6.00 PM	
WnearMP168 3700	3 00		1 45	4 00	3 05	3 23	2 25	4 27	110.0	N	MILANO	34.8	12 46	5 15	2 50	12 09 ^{AM}	10 55					11 30 ^{AM}		Continuous	
W 4000	3 45		2 20	4 47 ^{PM}	3 25	3 43	2 43	4 47 ^{PM}	119.1	N	ROCKDALE	25.7	12 25	4 47 ^{PM}	1 25	11 44 ^{PM}	10 15 ^{PM}					10 15 ^{PM}		Continuous	
3481	4 28 ^{PM}		2 35	5 25	3 38	3 54	2 53	4 59	125.0		HANDY	19.8	12 13	4 28 ^{PM}	1 08	11 30	9 45					9 25			
1543	4 45		2 45	5 40	3 46	4 03	3 01	5 07	128.8		NILE	16.0	12 06 ^{PM}	4 19	12 58	11 22	9 30					9 05			
2160	5 00		3 07 ^{PM}	5 55	3 53	4 10	3 07 ^{PM}	5 18	132.2	D	THORNDALE	12.6	11 59 ^{AM}	4 12	12 50	11 15	9 15					8 50		7.30 AM to 5.30 PM	
3500	5 32 ^{PM}		4 00 ^{PM}	6 20	4 06	4 25	3 17	5 32 ^{PM}	138.4	D	THRALL	6.4	11 48	4 00 ^{PM}	12 35	11 02	8 55					7 45		7.30 AM to 5.30 PM	
WFTYO Yard	6 10 ^{PM}		4 25 ^{PM}	6 40 ^{PM}	4 20 ^{PM}	4 40 ^{PM}	3 30 ^{PM}	5 45 ^{PM}	144.8	N	TAYLOR	0.0	11 35 ^{AM}	3 45 ^{PM}	12 20 ^{AM}	10 50 ^{PM}	8 30 ^{AM}					7 00 ^{AM}		Continuous	
	33	31	55	53	7	5	3	1			144.8	2	4	6	8	56	30	32							
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday							
	(4.10) 12.1	(9.25) 9.6	(10.35) 13.6	(3.30) 14.5	(1.55) 26.5	(5.05) 28.4	(6.10) 22.4	(4.40) 31.0				(4.55) 29.4	(6.35) 22.3	(6.40) 22.2	(2.00) 25.4	(11.00) 13.1	(8.20) 11.00	(5.45) 8.9							

SPECIAL INSTRUCTIONS

Northward trains are superior to trains of the same class in the opposite direction.
Nos. 1 and 2 are superior to all trains.
Nos. 5 and 7 are superior to No. 6.
No. 55 is superior to No. 56.

Extra trains may pass and run ahead of third class trains.

BULLETIN BOOKS: Palestine and Taylor.
REGISTER STATIONS: Palestine, Valley Jct., Taylor.
STANDARD CLOCKS: Palestine and Taylor.
RAILROAD CROSSINGS: H. & T. C. (Interlocked), Hearne; Ft. Worth Division, Valley Jct.; G. C. & S. F. (Interlocked), Milano; S. A. & A. P. (Interlocked), Rockdale; M. K. & T. (Interlocked), Taylor.
SPEED ORDINANCE: Miles per hour city limits: Palestine 10, Hearne 6, Rockdale 6, Thorndale 6, Taylor 6.
Nos. 1 and 2 will register by form 319 at Valley Junction.

Maximum Speed, Engines running backwards twelve (12) miles per hour.
Passenger trains reduce speed to 20 miles per hour and freight trains to ten miles per hour over Trinity River bridge and first bridge north.
Long Lake is a flag stop for Nos. 3, 4, 5 and 6.
Big Lump is a flag stop for Nos. 4 and 3.
YARD LIMIT BOARDS: Palestine, Koch, Hearne, Valley Jct., Milano, Rockdale, Thrall and Taylor.
Maximum Speed of all trains entering and passing through sidings will be eight miles per hour.
All northward freight trains will come to a complete stop before passing over Brazos River Bridge and not exceed a speed of ten miles per hour until the entire train has passed over this bridge. Southward freight trains will not exceed a speed of ten miles per hour over this bridge. Passenger trains will not exceed a speed of fifteen miles per hour over this bridge.
All persons are strictly forbidden to board engines or cars when they are in too rapid motion, or to stand on track and board engines or cars when same are approaching them.
Passenger trains, except Nos. 1 and 2, will stop at non-stop stations to let off passengers holding tickets to such stations, when such tickets are sold by connecting lines or connecting Divisions.

INTERLOCKING SIGNAL CODE:

Four blasts of whistle.....Main Line
Three long blasts of whistle.....Secondary Tracks or Sidings

INTERNATIONAL & GREAT NORTHERN RAILWAY
Gulf Division

Toward Sellers—Southward

PALESTINE SUB-DIVISION

Toward Palestine—Northward

Length of Sidings in feet and location of Scales, Weighing and Turning Stations	THIRD CLASS				SECOND CLASS		FIRST CLASS				Distance from Palestine	STATIONS	Distance from Sellers	FIRST CLASS			SECOND CLASS		THIRD CLASS		Telegraph Office Hours	
		35 Local Freight	33 Local Freight		55 Red Ball	5 St. Louis- Galveston Express	3 Houston Passenger	1 Sunshine Special		2 Sunshine Special				4 St. Louis Express	8 Local Passenger	56 Red Ball		32 Local Freight	34 Local Freight			
	Leave Daily Ex- Sunday	Leave Daily Ex- Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily		Arrive Daily Ex- Sunday	Arrive Daily Ex- Sunday				
W T O Y F Yard		6 45 ^{AM}		5 15 ^{AM}	11 55 ^{PM}	9 25 ^{AM}	1 10 ^{PM}	.0	N	PALESTINE	128.7	4 25 ^{PM}	10 00 ^{PM}	2 40 ^{PM}	7 00 ^{PM}	2 30 ^{PM}			Continuous			
2424		7 05		5 40	12 13 ^{AM}	9 43	1 28	7.5		CRONIN	121.2	4 07	9 42	2 20	6 20	1 55						
1922		7 40		6 00	12 25	9 55	1 38 ^{PM}	12.2	D	ELKHART	116.5	3 58	9 32	2 10	6 00	1 38 ^{PM}			7.00 AM to 5.00 PM			
2121		8 00		6 25	12 38	10 10	1 50 ^{PM}	18.2		SALMON	110.5	3 44	9 16	1 50 ^{PM}	5 30	12 55						
W 2084		9 15		7 00	12 55	10 30	2 04	24.5	D	GRAPELAND	104.2	3 29	9 02	1 30	5 00	12 35 ^{PM}			8.00 AM to 6.00 PM			
2920		9 40		7 30	1 10	10 45	2 16	31.0		LATEXO	97.7	3 15	8 42	1 05	4 30	11 55 ^{AM}						
2537		10 05 ^{PM}	11 02 ^{PM}	8 00	1 27	11 02 ^{PM}	2 32	37.5	N	CROCKETT	91.2	3 03	8 27	12 50	4 03	11 02 ^{PM}			8.00 AM to 12.00 Midnight			
W 2011		11 35 ^{AM}		8 45	1 42	11 17	2 47 ^{PM}	44.0		CUT	81.7	2 47 ^{PM}	8 08	12 25	3 35	10 20						
1806		12 11 ^{PM}		9 15 ^{PM}	1 54	11 29	2 58	49.0		WOOTERS SIDING	79.7	2 39	7 55	12 11 ^{PM}	3 15	9 50	9 15 ^{PM}					
2090		12 50		9 25	2 00	11 36	3 03 ^{PM}	51.2	D	LOVELADY	77.5	2 34	7 50	12 05 ^{PM}	3 03 ^{PM}	9 05			8.00 AM to 6.00 PM			
1859		1 15		9 38	2 13	11 48 ^{AM}	3 12	55.8		RED BRANCH	72.9	2 27 ^{PM}	7 38	11 48 ^{AM}	2 27 ^{PM}	8 30						
W Y O Yard 2457	7 00 ^{AM}	1 45 ^{PM}		10 35	2 35	12 06 ^{PM}	3 31	64.8	N	TRINITY	63.9	2 10 ^{PM}	7 15	11 27	1 45 ^{PM}	8 00 ^{AM}	2 10 ^{PM}		Continuous			
W 2173	7 30			11 09 ^{AM}	2 50	12 20	3 44	71.7	D	RIVERSIDE	67.0	1 58	6 55	11 09 ^{PM}	12 58		1 40		8.00 AM to 6.00 PM			
YF 4086	8 00			11 40 ^{AM}	3 12	12 35 ^{PM}	3 58	79.6	D	DODGE	49.1	1 45	6 38	10 52	12 35 ^{PM}		1 05		8.00 AM to 6.00 PM			
W 1027	8 25			12 05 ^{PM}	3 25	12 47 ^{PM}	4 12	84.0	D	PHELPS	44.7	1 38	6 26	10 40	12 05 ^{PM}		12 47 ^{PM}		8.00 AM to 6.00 PM			
3700	8 45			12 20 ^{PM}	3 38	1 00	4 24	89.6		KELLEYS	39.1	1 26	6 07	10 23	11 48 ^{AM}		12 20 ^{PM}		8.00 AM to 6.00 PM			
2035	10 10 ^{PM}			1 17 ^{PM}	3 53	1 17 ^{PM}	4 34	95.7	D	NEW WAVERLY	33.0	1 17 ^{PM}	5 53	10 10 ^{PM}	11 30		11 55 ^{AM}		8.00 AM to 6.00 PM			
Y W 2443	11 00 ^{PM}			1 50	4 11	1 32	4 47	103.7	D	WILLIS	25.0	1 06	5 35	9 52	11 00 ^{PM}		11 00 ^{PM}		8.00 AM to 6.00 PM			
Y N 3756 1520	11 30			2 10	4 30	1 50	5 02	111.7	N	CONROE	17.0	12 55	5 17	9 36	10 25		10 15		Continuous			
2132 W near MP115	11 40			2 20	4 36	1 56	5 07 ^{PM}	115.0		GRAND LAKE	13.7	12 49	5 07 ^{PM}	9 28	10 15		9 40					
3017	11 55 ^{AM}			2 35	4 50	2 06	5 16	120.6		TAMINA	8.1	12 42	4 51	9 15 ^{PM}	9 55		9 15 ^{PM}					
W F Y 10780	12 15 ^{PM}			2 55	5 03	2 20	5 28	127.7	D	SPRING	1.0	12 30	4 38	9 02	9 35		8 45		No Train Orders			
Yard	12 28 ^{PM}			3 00 ^{PM}	5 08 ^{AM}	2 25 ^{PM}	5 30 ^{PM}	128.7	N	SELLERS	.0	12 28 ^{PM}	4 32 ^{PM}	8 56 ^{AM}	9 30 ^{AM}		8 30 ^{AM}		Continuous			
		35 Arrive Daily Ex- Sunday	33 Arrive Daily Ex- Sunday		55 Arrive Daily	5 Arrive Daily	3 Arrive Daily	1 Arrive Daily			128.7		2 Leave Daily	4 Leave Daily	8 Leave Daily	56 Leave Daily		32 Leave Daily Ex- Sunday	34 Leave Daily Ex- Sunday			
		(5.26) 11.6	(7.00) 9.2		(9.45) 13.2	(5.13) 24.7	(5.00) 25.7	(4.20) 29.4					(3.57) 22.5	(5.28) 24.6	(5.40) 22.3	(9.30) 13.5		(6.30) 10.00	(5.40) 11.3			

SPECIAL INSTRUCTIONS
Northward trains are superior to trains of the same class in the opposite direction.
Nos. 1 and 2 are superior to all trains.
Extra trains may pass and run ahead of third class trains.

Nos. 1 and 2 will register at Sellers and Spring by register ticket form 319.
No. 55 is Superior to No. 56.
Wooters is a flag stop for trains 3, 4, 5 and 8. Rayford, Frazers, Barado and Carolina are flag stops for trains 3, 4 and 8. Esperanza is flag for train 4 and stops for trains 3 and 8.
Elmina is flag stop for Nos. 4 and 5 and is a regular stop for Nos. 3 and 8.
BULLETIN BOOKS: Palestine and Sellers.
REGISTER STATIONS: Palestine, Sellers, Spring and Trinity.
STANDARD CLOCKS: Dispatcher's Office, Palestine; Yard Office, Sellers.
RAILROAD CROSSINGS: State Railroad near mile 1; B. & G. N. at Trinity; G. C. & S. F. at Conroe; Walker County Lumber Co., Elmina (Interlocked).

YARD LIMIT BOARDS: Palestine, Grapeland, Crockett, Wooters, Lovelady, Trinity, Riverside, Elmina, Willis, Phelps, Spring and Sellers.
Freight trains reduce speed to ten (10) miles per hour, and Passenger trains to fifteen (15) miles per hour over Trinity River Bridge and Trestle.
See Ft. Worth Division Time Table for time of Ft. Worth Division trains between Sellers and Spring.
SPEED ORDINANCE: Miles per hour, city limits: Palestine 6, Crockett 10, Trinity 6.
Maximum Speed, Engines running backward twelve (12) miles per hour.
Maximum Speed of all trains entering and passing through sidings will be eight (8) miles per hour.
All persons are strictly forbidden to board engines or cars when they are in too rapid motion, or to stand on track and board engines or cars when same are approaching them.
Passenger trains, except Nos. 1 and 2, will stop at non-stop stations to let off passengers holding tickets to such stations, when such tickets are sold by connecting lines or connecting Divisions.

INTERNATIONAL & GREAT NORTHERN RAILWAY
Gulf Division

Toward Galveston—Southward

GALVESTON SUB-DIVISION

Toward Sellers—Northward

Length of Sidings in feet and location of Scales Fuel, Water, and Turning Stations	THIRD CLASS		SECOND CLASS		FIRST CLASS					Distance from Sellers	Time Table No. 30 January 13, 1918	Distance from Galveston	FIRST CLASS					SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	35	35	55	17	15	5	3	1	2				4	8	14	16	56	56	34	34		
	Local Freight	Local Freight	Red Ball	Ft. Worth Passenger	Ft. Worth Passenger	St. Louis-Galveston Express	Houston Passenger	Sunshine Special	Sunshine Special				St. Louis Limited	Local Passenger	Ft. Worth Division Passenger	Ft. Worth Division Passenger	Red Ball	Red Ball	Local Freight	Local Freight		
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						
F Yard	12 50 ^{PM}		11 15 ^{PM}	6 00 ⁵⁶ _{AM}	6 25 ^{PM}	5 10 ^{AM}	2 27 ^{PM}	5 30 ^{PM}	.0	N	69.7	12 28 ^{PM}	4 30 ^{PM}	8 55 ^{AM}	9 15 ^{AM}	10 10 ^{PM}	6 00 ¹⁷ _{AM}		8 05 ^{AM}		Continuous	
1410	1 00		11 30	6 05	6 31	5 17	2 35	5 35	3.1		66.6	12 23	4 24	8 47	9 09	10 05	5 45		7 55			
3414	1 25		11 50 ^{PM}	6 15	6 42	5 28 ⁵⁶	2 48	5 44	9.1		60.6	12 15	4 12	8 35	8 57	9 56	5 28 ⁵		7 35			
3352	1 50		12 15 ^{AM}	6 25	6 55	5 42	3 02	5 55	16.7		53.0	12 01 ^{PM}	3 58	8 20	8 45	9 45	4 50		7 10			
W F Y O T Yard	2 30 ^{PM}		1 00 ^{AM}	6 40 ³⁴ _{AM}	7 10 ^{PM}	6 00 ^{AM}	3 20 ^{PM}	6 10 ^{PM}	22.1	N	47.6	11 45 ^{AM}	3 40 ^{PM}	8 00 ^{AM}	8 30 ^{AM}	9 30 ^{PM}	4 20 ^{AM}		6 40 ¹⁷ _{AM}		Continuous	
Yard			1 35 ^{AM}					6 25 ^{PM}	22.1		47.6	11 30 ^{AM}				4 20 ^{AM}					Continuous	
Yard			5 10 ^{AM}					8 05 ^{PM}	69.7		.0	10 00 ^{AM}				1 50 ^{AM}					Continuous	
	35		55	17	15	5	3	1			69.7	2	4	8	14	16	56		34			
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday			
	(1.40) 13.3		(1.45) 12.6	(0.40) 33.0	(0.45) 29.4	(0.50) 25.5	(0.53) 25.0	(0.40) 33.0				(0.43) 32.2	(0.50) 25.5	(0.55) 24.0	(0.45) 29.4	(0.40) 33.0	(1.40) 13.2		(1.25) 12.6			

SPECIAL INSTRUCTIONS

Northward trains are superior to trains of the same class in the opposite direction. Extra trains may pass and run ahead of third class trains.

Nos. 1 and 2 are superior to all trains. No. 55 is superior to No. 56.

INTERLOCKING SIGNAL CODE:

Four Blasts of Whistle.....Main Line
Three Long Blasts of Whistle.....Secondary Tracks or Sidings

Engines must stop within 600 feet of Buffalo Bayou bridge at Houston and get signal to cross.

Maximum Speed, Engines running backward twelve (12) miles per hour.

Nos. 1 and 2 will register at Sellers by register ticket form 319.

No. 16 will register at Sellers by register ticket form 319.

Maximum Speed of all trains entering or passing through sidings will be eight miles per hour.

All persons are strictly forbidden to board engines or cars when they are in too rapid motion or to stand on track and board engines or cars when same are approaching them.

Employees of the I. & G. N. Ry. moving over the G. H. & H. R. R. between Houston and Galveston will be governed by rules, regulations and special instructions issued by officers of the G. H. & H. R. R. and by time table of that line.

Toward Troup—Southward

MINEOLA SUB-DIVISION

Toward Mineola—Northward

SPECIAL INSTRUCTIONS

No. 201 is Superior to No. 206.
No. 205 is Superior to No. 202.
No. 206 will pull by and back in at Elberta, meeting point with No. 231.
Williams, Willingham, Galloway, Thedford, Tate and Cope are flag stops for Nos. 201, 202, 205, 206.
SPEED ORDINANCE: Miles per hour, city limits: Tyler 6, Troup 10.
YARD LIMIT BOARDS: Mineola, Tyler and Troup.
All persons are strictly forbidden to board engines or cars when they are in too rapid motion, or to stand on track and board engines or cars when same are approaching them.

Extra trains may pass and run ahead of second class trains.

Length of Sidings in feet and location of Scales Fuel, Water, and Turning Stations	SECOND CLASS		FIRST CLASS		Distance from Mineola	Time Table No. 30 January 13, 1918	Distance from Troup	FIRST CLASS			SECOND CLASS		Telegraph Office Hours
	231	205	201	202				206	230	230			
	Local Freight	Mixed	Local Passenger	Mixed				Local Passenger	Local Freight	Local Freight			
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						
Y O Yard	7 00 ^{AM}	2 40 ^{PM}	7 50 ^{AM}		0.0	N	44.2	9 45 ^{PM}	1 40 ^{PM}	4 10 ^{PM}		Continuous	
300	7 15	2 55	8 04		4.8		39.4	9 27	1 28	3 52			
W MP 36 2210	7 45	3 22 ⁵⁶	8 22		11.5		32.7	9 02	1 09	3 22 ⁵⁶			
1165	8 20	3 48	8 40		17.9		26.3	8 38	12 51	2 30			
2042 W Y	9 05 ²⁰¹ 10 40	4 20 4 45	9 05 ²⁰¹		25.2	D	19.0	8 10	12 30	2 00		8.00 AM to 6.00 PM	
1350	11 10	5 02	9 20		30.3		13.9	7 45	12 10 ^{PM}	1 15			
3050 W MP 8	11 55 ²⁰⁶ 12 25	5 25	9 35		35.6		8.6	7 25	11 55 ²⁰⁶	12 55			
N 2095 S 2383 W F Y	12 25 ²³⁰ PM	6 05 ^{PM}	10 00 ^{AM}		44.2	N	.0	6 50 ^{PM}	11 30 ^{AM}	12 25 ²³¹ PM		Continuous	
	231	205	201				44.2	202	206	230			
	Arr. Daily Ex. Sunday	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily Ex. Sunday			
	(5.25) 7.9	(3.25) 12.9	(2.10) 20.4					(2.55) 15.1	(2.10) 20.4	(3.45) 11.8			

SPECIAL INSTRUCTIONS

(Continued.)

REGISTER STATIONS: Mineola and Troup.
BULLETIN BOOK: Mineola.
RAILROAD CROSSING: St. L. & S. W., Tyler.
Maximum Speed, Engines running backward twelve (12) miles per hour.
Maximum Speed of trains entering or passing through sidings will be eight miles per hour.

Northward trains are superior to trains of the same class in the opposite direction.

INTERNATIONAL & GREAT NORTHERN RAILWAY Gulf Division

Table with multiple columns: Towards East Columbia—Southward, COLUMBIA BRANCH, Towards Houston—Northward, Towards Henderson—Southward, OVERTON-HENDERSON BRANCH, Towards Overton—Northward. Includes Time Table No. 30 for January 13, 1918, with stations like Houston, Myrtle, Alameda, Fresno, Arcola, Hawdon, Sandypoint, Rosharon, Bonney, Chenango, Anchor, Oyster Creek, East Columbia, Overton, Burns, Friars, and Phelps.

Northward trains are superior to trains of same class in opposite direction. Extra trains may pass and run ahead of second-class trains. SPECIAL INSTRUCTIONS. REGISTER STATIONS: Houston, Hawdon, Anchor and East Columbia. Maximum Speed of all trains entering and passing through sidings will be eight (8) miles per hour.

E. B. PARSONS, Chief Surgeon. INTERNATIONAL & GREAT NORTHERN RAILWAY EMPLOYES' HOSPITAL ASSOCIATION. DR. C. P. MARTIN, Ass't Chief Surgeon. DR. G. C. ROPER, House Surgeon. Lists of local surgeons and hospital association members.

LOCATION OF HOSPITAL, PALESTINE, TEXAS

At points indicated with * both Medical and Surgical Attention will be given. 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.

RATING OF LOCOMOTIVES IN TONS OF 2,000 POUNDS—GULF DIVISION

LONGVIEW-MINEOLA SUB-DIVISIONS							PALESTINE-GALVESTON SUB-DIVISIONS							TAYLOR SUB-DIVISION						
NORTH BOUND							NORTH BOUND							NORTH BOUND						
BETWEEN	Class "D" Engines 110 to 119	Class "E" Engines 120 to 129	Class "F" Engines 130 to 144	Class "H" Engines 145 to 154	Class "G" Engines 201 to 265	Class "L" Engines 401 to 423	BETWEEN	Class "D" Engines 110 to 119	Class "E" Engines 120 to 129	Class "F" Engines 130 to 144	Class "H" Engines 145 to 154	Class "G" Engines 201 to 265	Class "L" Engines 401 to 423	BETWEEN	Class "D" Engines 110 to 119	Class "E" Engines 120 to 129	Class "F" Engines 130 to 144	Class "H" Engines 145 to 154	Class "G" Engines 201 to 265	Class "L" Engines 401 to 423
Palestine and Neches....	650	700	850	900	1050	1350	Galveston and Houston..	1775	1850	2000	2100	2225	2525	Taylor and Milano.....	625	675	825	875	1025	1325
Neches and Jacksonville..	500	550	700	750	900	1200	Columbia and Houston...	1775	1850	2000	2100	2225	2525	Milano and Hearne.....	1625	1675	1825	1875	2025	2325
Jacksonville and I Troup...	750	800	950	1000	1150	1450	Houston and Sellers.....	1775	1850	2000	2100	2225	2525	Hearne and Lake.....	875	925	1075	1125	1275	1575
Troup and Overton.....	700	750	900	950	1100	1400	Sellers and Grand Lake...	1375	1450	1600	1650	2000	2300	Lake and Marquez.....	625	675	825	875	1025	1325
Overton and Kilgore.....	1000	1050	1200	1250	1400	1700	Grand Lake and I Conroe..	700	750	900	950	1100	1400	Marquez and Buffalo...	725	775	925	975	1125	1425
Kilgore and Longview.....	800	850	1000	1050	1200	1500	Conroe and I Willis.....	575	625	775	825	975	1275	Buffalo and Oakwood...	500	550	700	750	900	1200
Troup and Tyler.....	575	625	775	825	875	1175	Willis and Crockett.....	725	775	925	975	1150	1450	Oakwood and Palestine..	550	600	750	800	950	1250
Tyler and Lindale.....	650	700	850	900	900	1200	Crockett and Grapeland...	515	565	715	765	915	1215	SOUTH BOUND						
Lindale and Mineola.....	575	625	775	825	900	1200	Grapeland and Elkhart...	575	625	775	825	975	1275	Palestine and Tucker...	1100	1150	1300	1350	1500	1800
SOUTH BOUND							SOUTH BOUND							SOUTH BOUND						
Mineola and Lindale.....	500	550	700	750	875	1175	Palestine and Crockett...	550	600	750	800	950	1250	Tucker and Oakwood...	900	950	1100	1150	1300	1600
Lindale and Tyler.....	550	600	750	800	875	1175	Crockett and Riverside...	750	800	950	1000	1150	1450	Oakwood and Buffalo...	500	550	700	750	900	1200
Tyler and Troup.....	500	550	700	750	850	1150	Riverside and Dodge.....	535	585	735	785	935	1235	Buffalo and Franklin...	625	675	825	875	1000	1300
Longview and Kilgore.....	575	625	775	825	975	1275	Dodge and Willis.....	800	850	1000	1050	1200	1500	Franklin and Valley Jct..	1100	1150	1300	1350	1500	1800
Kilgore and Overton.....	500	550	700	750	900	1200	Willis and Sellers.....	1600	1800	2000	2200	2400	3500	Valley Jct. and Milano...	625	675	825	875	1025	1325
Overton and Troup.....	575	625	775	825	975	1275	Houston and Columbia...	1700	1900	2100	2200	2500	3500	Milano and Taylor.....	700	750	900	950	1100	1400
Troup and Jacksonville...	550	600	750	800	950	1250	Sellers and Galveston...	1700	1900	2100	2200	2500	3500	SIGNS AND CHARACTERS.						
Jacksonville and Neches...	600	650	800	850	1000	1300							W—Water stations	Y—Wye track						
Neches and Palestine.....	550	600	750	800	950	1250							F—Fuel station	O—Track scales						
												T—Turn table								

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Bodie Spur, between Longview Jct. and Footes, near mile 77	Willingham (Mineola Branch).....near mile 5	International, between Milano and Rockdale.....near mile 117	Elmina, between Kelleys and New Waverly.....near mile 94
Duke's Spur, between Longview and Kilgore..... " " 72	Williams..... " " 3	Witcher, between Milano and Rockdale..... " " 117	Esperanza, between New Waverly and Willis..... " " 99
Bales, between Neches and Prices, Sth..... " " 14	West Bank, between Tucker and Oakwood..... " " 14	Worley, between Milano and Rockdale..... " " 118	Alonzo, between New Waverly and Willis..... " " 97
Norfolk (H. & O. Branch)..... " " 3	Long Lake, between Tucker and Oakwood..... " " 12	Martin, between Rockdale and Handy..... " " 124	Pineview, between Willis and Conroe..... " " 106
Nightower (H. & O. Branch)..... " " 5	Sneeds, between Keechi and Buffalo..... " " 29	Reiter, between Cronin and Elkhart..... " " 9	Edjo, between Willis and Conroe..... " " 108
Friars (H. & O. Branch)..... " " 9	Koch, between Jewett and Marquez..... " " 45	Leach, between Salmon and Grapeland..... " " 20	Frazier, between Grand Lake and Tamina..... " " 117
Truckton (H. & O. Branch)..... " " 11	McCrary, between Franklin and Elliott..... " " 80	Wetzel, between Crockett and Cut..... " " 41	Minnocks, between Grand Lake and Tamina..... " " 119
Telma (H. & O. Branch)..... " " 13	Wospur, between Gause and Milano..... " " 103	Wooters, between Wooters Siding and Cut..... " " 49	Haltons, between Tamina and Spring..... " " 123
Tip Top (H. & O. Branch)..... " " 15	Wood Spur, between Gause and Milano..... " " 106	Peyton, between Trinity and Riverside..... " " 69	Rayford, between Tamina and Spring..... " " 125
Cope (Mineola Branch)..... " " 41	Big Lump, between Milano and Rockdale..... " " 115	Innman, between Trinity and Riverside..... " " 70	Dyer's Spur (Columbia Branch)..... " " 46
Tates (Mineola Branch)..... " " 37	Texas Coal Co., between Milano and Rockdale..... " " 116	Carolina Spur, between Riverside and Dodge..... " " 75	Southland Terrace, between Houston and Myrtle..... " " 5
Thedford (Mineola Branch)..... " " 30	Big Square, between Milano and Rockdale..... " " 117	Barretts, between Phelps and Kelleys..... " " 88	
	Vogel, between Milano and Rockdale..... " " 117	Barado Spur, between Phelps and Kelleys..... " " 89	

STATE LAWS

Article 4503: Every conductor, baggage master, engineer, brakeman or other servant of such railroad corporation employed in a passenger train or at stations for passengers, shall wear upon his hat or cap a badge which shall indicate his office and the initials letters of the style of the corporation by which he is employed.

Article 4504: No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket or exercise any of the powers of his office, and no other of the said officers or servants without such badge shall have any authority to meddle or interfere with the passengers, their baggage or property.

Article 4507: A bell of at least 30 pounds weight and a steam whistle shall be placed on each locomotive engine and the whistle shall be blown and the bell rung at a distance of 80 rods from the place where the railroad crosses any public road or street and said bell shall be kept ringing until it shall have crossed such public road or street; and each locomotive engine approaching a place where two lines of railway cross each other shall, before reaching such railroad crossing, be brought to a full stop; and any engineer having charge of such engine and neglecting to comply with any of the provisions of this article shall be fined in any sum not less than Five (\$5.00) Dollars nor more than One Hundred (\$100.00) Dollars for such neglect; provided, however, that the full stop at such crossings may be discontinued when the railroads crossing each other shall put

into full operation at such crossing an interlocking switch and signal apparatus and shall keep a flagman in attendance at such crossing.

Article 4508: In forming a passenger train the baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they or any of them shall be so placed and any accident happen to life or limb, the officer or agent who so directed or knowingly suffered such arrangement and the conductor and engineer of the train shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

Article 1010, Sec. 9: Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admittance to any coach or compartment in which they are not entitled to ride under the provisions of the Separate Coach Act and the conductor in charge of the train shall have authority and it shall be his duty to remove from a coach any passenger not entitled to ride therein under the provisions of said Act and upon his refusal to do so knowingly shall be guilty of a misdemeanor and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$25.00.

Acts 1907, Page 93: If any Railway Company or any officer, agent or employe of any such Company in this State shall knowingly haul or carry any person or property free of charge or give or grant to any person, firm, association of persons or corporations, a free pass, a privilege or a sub-

stitute for pay or a subterfuge which is used or which is given to be used instead of the regular fare or rate for transportation or any authority or permit whatsoever to travel or to pass or convey or transport any person or property free or sell any transportation for anything except money or for any greater or less rate than is charged to all persons under the same conditions over any railway or transportation line or part of line in this State, except such persons as are expressly exempted under the provisions of the Act, shall be deemed guilty of a misdemeanor and upon conviction shall pay to the State of Texas the sum of \$5000.00 for each violation of the Act and any employe or agent of such Railway Company who shall sell any transportation for anything except money or knowingly give, grant, issue or cause to be issued a free pass, a privilege or any substitute for or in lieu thereof, for the transportation of any person, article or thing except to such persons as are exempt under the provisions of the Act, shall be deemed guilty of a felony and upon conviction shall be punished by a fine of not less than \$500.00 nor more than \$2000.00 and may in addition thereto in the discretion of the jury be imprisoned in the penitentiary for a term of not less than six months nor more than two years.

A Railroad Company has the right to eject from its trains any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or to pay his fare to destina-

tion; any drunken or disorderly person whose conduct is such as is calculated to operate as a serious annoyance to other passengers, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car or who threatens to assault any passengers or train employes, whether he has paid his fare or not. In such cases such passenger or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable by reason of age, sex, infirmity or other condition or circumstance to travel from the place of ejection to a dwelling house or town, or in case of great distance, inclement weather, darkness or other conditions or circumstances, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any of such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.

The attention of all employes is called to the extracts published above.

Engineers are cautioned against any failure to comply with the law concerning whistling and bell ringing, and are instructed to use both the whistle and the bell at highway crossings.

J. W. KNIGHTLINGER,
Superintendent,
Palestine, Texas.

F. S. SCHWINN,
Ass't Superintendent,
Palestine, Texas.

J. P. BURRUS,
Superintendent Terminals,
Houston, Texas.

R. D. FRAME,
Train Master,
Palestine, Texas.

R. B. MARTIN,
Train Master,
Palestine, Texas.

W. GEORGE,
Traveling Engineer,
Palestine, Texas.

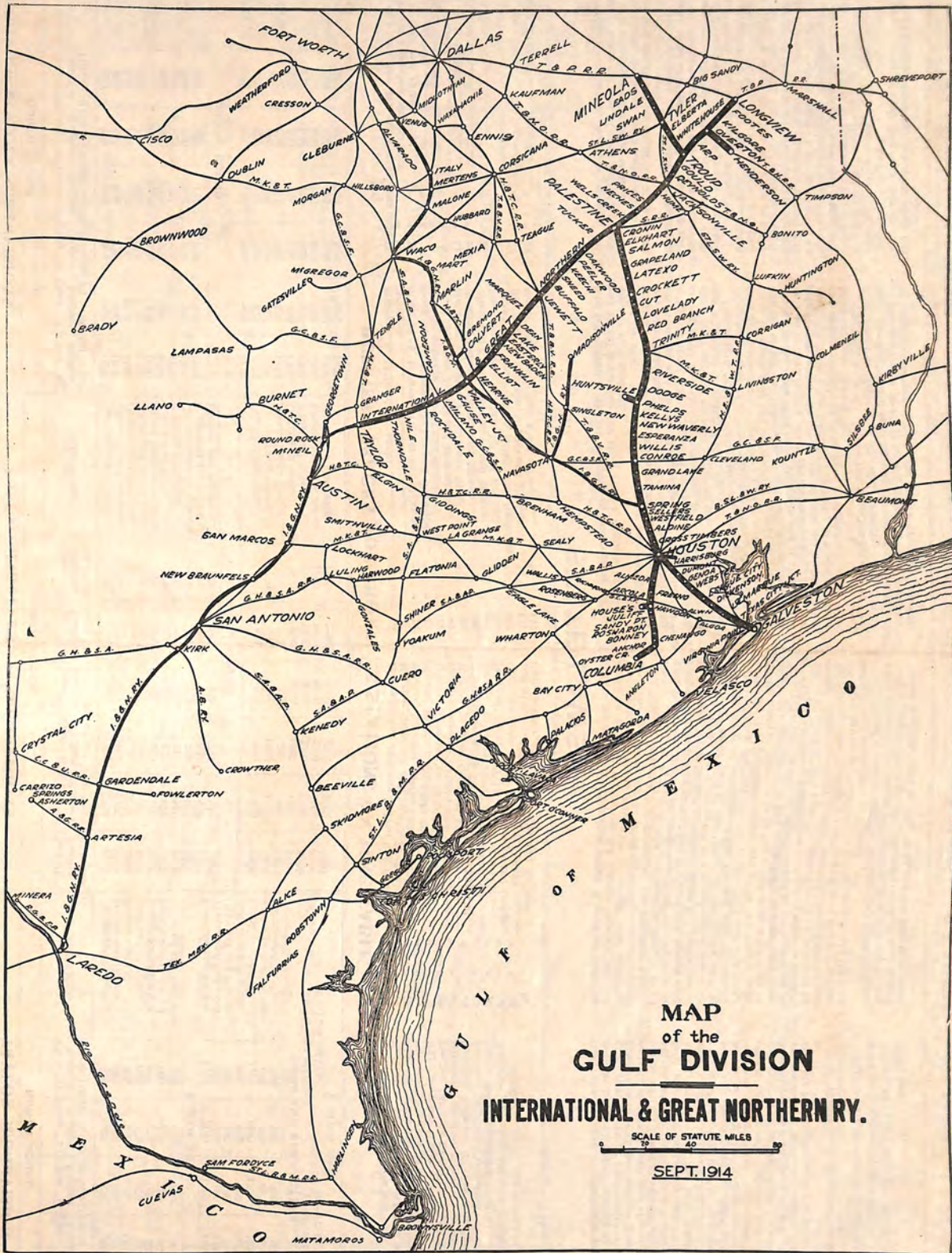
C. D. BLANK,
Ass't Train Master,
Valley Junction, Texas.

C. C. KILWAY,
Chief Train Dispatcher,
Palestine, Texas.

G. F. BROOKS,
Ass't Chief Dispatcher,
Palestine, Texas.

S. J. TALCOTT,
T. J. ARNOLD,
E. W. HUNGATE,
Train Dispatchers.

W. F. LEO,
H. L. FLEWELLEN,
J. M. LONG,
S. YARBROUGH,
Train Dispatchers.



MAP
of the
GULF DIVISION
INTERNATIONAL & GREAT NORTHERN RY.

SCALE OF STATUTE MILES

SEPT. 1914