

SAFETY



FIRST

**INTERNATIONAL - GREAT NORTHERN
RAILROAD COMPANY
SUGAR LAND RAILWAY
HOUSTON AND BRAZOS VALLEY
RAILWAY
HOUSTON NORTH SHORE RAILWAY CO.**

HOUSTON DIVISION

TIME TABLE No. 16

Taking Effect at 12:01 A. M. Sunday, August 21, 1927

Superseding Time Table No. 15, dated May 8, 1927,
Houston North Shore Time Table No. 1,
dated June 19, 1927,
and all Supplements thereto.

**FOR THE INFORMATION AND GOVERNMENT
OF EMPLOYES ONLY.**

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

CENTRAL STANDARD TIME

H. R. SAFFORD,
EXECUTIVE VICE-PRESIDENT

L. A. DAVID,
ASSISTANT GENERAL
MANAGER

R. L. WHITENER,
SUPERINTENDENT OF TRANSPORTATION

W. G. CHOATE,
GENERAL MANAGER

T. H. LEVY,
GENERAL SUPERINTENDENT OF CAR
SERVICE AND TRANSPORTATION

O. J. BROWN,
SUPERINTENDENT

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CAPACITY OF DIFFERENT CLASSES OF ENGINES IN TONS

IN ADDITION TO

WEIGHT OF ENGINE, TENDER AND CABOOSE

HOUSTON DIVISION

Number of Engines	CLASS OF ENGINES										
	1101 To 1110	1051 To 1073	371 To 384	311 To 360	311 To 360	281 To 290	266 To 280	291 To 296	243 To 246	225 To 232	225 To 232
	501 To 510	401 To 423	351 To 363	201 To 255	201 To 255	145 To 154	130 To 144	307 To 312	301 To 306	120 To 129	120 To 129
Weights of Engines in Tons	137	103	91	89	87	75	65	75	71	66	64
Size of Cylinders	25x30	22x30	21x28	20x28	20x28	19x24	19x24	19x28	18x28	18x24	18x24
Steam Pressure	200	200	200	190	190	170	170	190	190	180	160
Type of Engines	Mikado	Consoli- dated	10 Wheel	10 Wheel	10 Wheel	10 Wheel	10 Wheel	10 Wheel	10 Wheel	10 Wheel	10 Wheel
	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons	Tons
NORTHWARD											
Galveston—Houston	5000	4000	3000	2750	2600	2100	2000	1800	1700	1900	1700
Houston—Valley Junction	2600	2100	1500	1400	1400	1250	1150	1150	1000	1100	1000
Valley Junction—Mart	2700	2200	1600	1500	1500	1350	1250	1250	1150	1250	1150
Mart—Waco	3000	2500	1850	1750	1750	1500	1350	1350	1250	1350	1250
Waco—Ft. Worth	2100	1600	1350	1250	1250	1100	1000	1000	900	1000	900
East Columbia—Houston	3200	2800	2600	2500	2500	2100	1950	1900	1800	1900	1700
Navasota—Madisonville	2000	1450	950	850	850	700	650	650	600	650	600
Anchor—Cabell	3500	2800	2600	2500	2500	2100	2000	1900	1800	1900	1800
SOUTHWARD											
Ft. Worth—Waco	3000	2400	1600	1600	1500	1250	1100	1100	1000	1100	1000
Waco—Mart	3200	2600	1850	1750	1750	1400	1250	1250	1150	1250	1150
Mart—Marlin	4000	3000	2300	2000	2000	1750	1450	1450	1350	1450	1350
Marlin—Valley Junction	6000	4500	3700	3500	3500	2350	2000	2000	1750	1850	1750
Valley Junction—Stoneham	3000	2500	1750	1650	1650	1250	1150	1150	1050	1100	1000
Stoneham—Houston	6000	4500	3700	3500	3500	2350	2300	2350	1750	1850	1750
Houston—Galveston	5000	4500	3200	3000	3000	2300	2200	2100	1750	1900	1800
Houston—East Columbia	3500	2700	2600	2400	2400	2100	2000	1900	1800	1900	1800
Madisonville—Navasota	2000	1450	950	850	850	700	650	650	600	650	600
Cabell—Anchor	3500	2800	2600	2500	2500	2100	2000	1900	1800	1900	1800

DIVISION OFFICERS

O. J. BROWN, Superintendent.....Houston, Texas.

J. W. MARSHALL, Train Master,
Ft. Worth, Mart, Calvert and Madisonville Districts.....Mart, Texas.M. M. PORTER, Train Master,
Houston Terminals and Goose Creek Districts.....Houston, Texas.C. J. ROGAN, Train Master,
East Columbia, Sugar Land and Freeport Districts.....Freeport, Texas.

W. H. SEIDEL, Ass't. Train Master, Sugar Land District.....Sugar Land, Tex.

J. W. MOODY, Division Train Master.....Houston, Texas.

G. G. FRETWELL, Division Train Master.....Houston, Texas.

O. M. SLAIGHT, Dispatcher.....Houston, Texas.

J. T. MOORE, Dispatcher.....Houston, Texas.

L. D. FRETWELL, Dispatcher.....Houston, Texas.

C. E. PARNELL, Dispatcher.....Houston, Texas.

W. R. JOHNSON, Dispatcher.....Houston, Texas.

W. O. SHERWOOD, Dispatcher.....Houston, Texas.

A. J. LONG, Dispatcher.....Houston, Texas.

J. L. DEMANCHE, Road Foreman of Equipment.....Houston, Texas.

FORT WORTH DISTRICT—BETWEEN FT. WORTH AND MART

2

TRAINS—Southward							Station Numbers	Distance from Ft. Worth	TIME TABLE No. 16				Distance from Spring	Siding Capacity in Cars	TRAINS—Northward					
THIRD CLASS		SECOND CLASS		FIRST CLASS		Taking Effect AUGUST 21, 1927				FIRST CLASS		SECOND CLASS			THIRD CLASS					
	391 Local Freight	73 Red Ball Freight	71 Red Ball Freight	17 Star	19 Local Passenger											18 Star	20 Local Passenger	70 Red Ball Freight	72 Red Ball Freight	390 Local Freight
	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily	Monday Wednesday Friday				
				P.M. 10.45	A.M. 8.15	Bv272	0.0	CS	FT. WORTH	WFYT	272.5	A 7.40	A 6.55							
				10.48	8.18		0.8		T. & P. CONNECTION		271.8	7.37	6.49							
	A.M. 7.40	A.M. 10.30	P.M. 11.20	10.55	8.25	Bv270	2.8	CS	MARA	W	269.9	Yard	7.30	6.41	A 1.00	A 6.30	A 3.15			
	8.00	10.50	11.55	11.04	8.35	Bv263	9.0	D	EVERMAN		263.3	63	7.20	6.30	12.38	5.55	2.58			
	8.22	11.11	12.20	11.14	8.45	Bv257	15.3		RETTA		257.0	71	7.10	6.18	12.20	5.35	2.40			
	8.53	11.27	12.35	11.21	8.53	Bv252	20.1	D	LILLIAN	W MP250	252.2	63	7.02	6.10	11.59	5.15	2.25			
	9.25	11.52	12.59	11.34	9.06	Bv245	27.5	D	VENUS		244.8	69	6.50	5.55	11.34	4.50	2.00			
				11.41	9.14	Bv241	31.7		GRIFFITH		240.6		6.44	5.46						
	10.00	12.25	1.27	11.52	9.26	Bv234	38.0	D	MAYPEARL		234.3	72	6.34	5.36	10.46	4.10	1.20			
	10.20	12.48	1.53	12.04	9.39	Bv227	45.3		BELL BRANCH	W	227.7	64	6.22	5.23	10.30	3.40	12.48			
	10.40	1.05	2.12	12.13	9.50	Bv222	50.6	CS	ITALY		221.7	81	6.13	5.13	10.17	3.10	11.58			
	11.30	1.35	2.38	12.26	10.04	Bv213	59.2	D	MERTENS		213.1	55	5.59	4.58	9.56	2.20	11.30			
									St. L. S. W. R. R. CROSSING		213.0									
	11.50	1.55	2.54	12.34	10.13	Bv208	64.0	D	IRENE	W MP210	208.3	71	5.51	4.47	9.46	1.55	11.10			
									T. & B. V. R. R. (Interlocker)											
				12.42	10.21	Bv203	69.6	D	MALONE		202.7	30	5.43	4.37						
	12.30	2.25	3.28	12.49	10.29	Bv198	73.9	D	PENELOPE	W MP196	198.4	63	5.36	4.28	9.25	1.15	10.29			
	12.50	2.45	3.53	12.59	10.40	Bv192	80.2		HOEN		192.1	48	5.26	4.16	9.02	12.50	9.50			
	1.05	2.57	4.06	1.05	10.48	Bv188	84.3	D	LEROY		188.0	72	5.19	4.08	8.50	12.30	9.35			
	1.17	3.09	4.18	1.10	10.53	Bv184	88.3		TEKLA		184.0	72	5.14	4.03	8.42	12.15	9.22			
	1.35	3.23	4.40	1.20	11.04		95.2	CS	EAST WACO SIDING		177.0	45	5.04	3.52	8.22	11.50	9.05			
									St. L. S. W. R. R. (Interlocker)		177.0									
									Waco Freight Connection	W Y	176.5	Yard								
									WACO				4.52	3.40						
	2.30	3.28	5.10	1.45	11.30	Bv178	98.0		WACO JUNCTION	WY	174.9		4.41	3.28	8.13	11.20	8.35			
	3.13	4.03	5.40	1.58	11.44	Bv167	106.1		HALLSBURG		166.8	73	4.26	3.13	7.53	10.55	8.10			
	A 3.40 P.M.	A 4.35 P.M.	A 6.30 A.M.	A 2.11 A.M.	A 11.59 A.M.	Bv159	114.4	CS	MART	WF\$YT	158.5	Yard	L 4.10 A.M.	L 2.57 P.M.	L 7.30 P.M.	L 10.30 A.M.	L 7.45 A.M.			
	Tuesday Thursday Saturday	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	Monday Wednesday Friday			
	391	73	71	17	19									18	20	70	72	390		
	8.00	6.05	7.10	3.26	3.44									3.30	3.58	5.30	8.00	7.30		

SPECIAL INSTRUCTIONS

A 1. All Northward Trains are superior to trains of the same class in the opposite direction, except Train No. 17 is superior to Train No. 20.

A 2. MAXIMUM SPEED:

	PASSENGER TRAINS	FREIGHT TRAINS
Between Mara and East Waco Siding.....	50	30
Between East Waco Siding and Mart.....	45	25

A 3. While operating over tracks of the St. L. S. W. R. R. between Waco and East Waco Siding, and over tracks of the T. & P. R. R. between T. & P. Connection and T. & P. Passenger Station, Fort Worth, employees must be governed by the time tables, rules and special instructions of these companies.

A 4. STANDARD CLOCKS:
T. & P. Telegraph Office, Fort Worth.
Yard Office, Mara.
Yard Office, Mart.

A 5. REGISTER STATIONS:
East Waco Siding and Waco Junction are register stations for first-class trains only. Trains not scheduled to stop at register stations may register by register ticket and omit checking train register, except when displaying signals, and when necessary to check against superior trains, or ascertain whether or not signals have been displayed for following sections. (These exceptions may be taken care of by use of Train Order, Form N.)

A 6. BULLETIN BOARDS:
Roundhouse, Fort Worth.
Yard Office, Mart.

REMAINDER OF SPECIAL INSTRUCTIONS ON PAGE 13.

MART DISTRICT—BETWEEN MART AND SPRING

Station Numbers	Distance from Spring	TIME TABLE No. 16 Taking Effect AUGUST 21, 1927			Distance from Mart	Siding Capacity in Cars	TRAINS—Southward											
							FIRST CLASS					SECOND CLASS			THIRD CLASS			
							17	19	23	21	25	71	73	65	393	395	195	
							Star	Local Passenger	Local Passenger	Sunshine Special	Through Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	Local Freight	
STATIONS							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	
Bv 159	158.5	CS	MART	WF\$YT	0.0	Yard	L A.M. 2.15	L P.M. 12.05				L A.M. 8.45	L P.M. 7.00		L A.M. 7.00			
Bv 152	151.8	D	OTTO		6.7	86	2.27	s 12.18				9.04	7.18		7.40 ⁷²			
Bv 145	144.5		McCLANAHAN		14.0	70	2.40	12.30 ³⁹²				9.22	7.36		7.59			
	139.1		H. & T. C. R. R. CROSSING		19.4													
Bv 139	138.5	D	MARLIN	WY	20.0	Yard	s 2.52	s 12.43				9.42	7.55		8.20 9.10			
Bv 132	132.6		CONNALLY		25.9		3.00	f 12.54										
Bv 129	128.3		COYMACK		30.2	97	3.10 ¹⁸	1.02				10.07 ³⁹²	8.22		9.35			
Bv 128	127.8	D	HIGH BANK		30.7	15		s 1.03										
Bv 124	124.5		ELOISE		34.0		3.17	f 1.10										
Bv 120	119.8		BUFFIN		38.7	93	3.24	1.19				10.33	8.50		10.10			
Bv 115	115.4		COALING		43.1		3.31	1.28 ²⁰										
Bv 110	110.1	D	CALVERT JUNCTION	WY	48.4	58	3.41	s 1.37				10.56 ³⁹³	9.20		10.56 ⁷¹			
Bv 103	103.6		GOODLAND		54.9	52	3.54	f 1.50				11.20	9.39		11.30			
	100.6		PALESTINE DIV. CROSSING		57.9													
175	100.6	CS	VALLEY JUNCTION	WY	57.9	Yard	s 4.00	{ 1.55 2.15 ⁷⁰				{ 11.40 12.30 ²⁰	{ 9.50 10.30		{ 11.50 12.50 ²⁰			
Bv 96	97.0		H. & T. C. R. R. CROSSING		61.5													
Bv 96	95.5		NICHOLAS		63.0	41	4.10 ⁷²	2.24				12.50	10.46		1.30 ⁷⁰			
Bv 92	92.0	D	MUMFORD		66.5	87	4.16	s 2.30				1.10 ⁷⁰	10.56		1.45			
Bv 86	85.5		FOUNTAIN		73.0	87	4.29	f 2.42				1.30	11.20		2.15			
Bv 78	78.1	CS	BRYAN	Y&W	80.4	Yard	s 4.40	s 2.55				1.55 ³⁹⁴	11.50		A 2.40 P.M.	L A.M. 7.00		
	77.8		H. & T. C. R. R. (Interlocker)		80.7													
Bv 74	73.6	D	COLLEGE STATION		84.9	21	s 4.47	s 3.04				2.05	12.01			7.15		
	73.3		H. & T. C. R. R. (Interlocker)		85.2													
Bv 70	70.5		KOPPE		88.0	77	4.52	3.10				2.14	12.12			7.30		
Bv 65	65.3		ENRIGHT		93.2	48	5.01	3.20				2.28	12.25			7.45		
Bv 59	58.9		CAWTHON		99.6	67	5.11	f 3.32				2.43	1.07 ¹⁸			8.02		
Bv 55	55.4		DINKINS		103.1	82	5.16	f 3.37				2.50	1.18			8.12		
	48.7		H. & T. C. R. R. (Interlocker)		109.8													
Bv 49	48.5	CS	NAVASOTA	WTF	110.0	Yard	s 5.27	s 3.50				3.09	1.45 ⁷²			9.00		
Bv 40	40.2		McCORMACK		118.3	50	5.40	4.05				3.35	2.10			9.30		
Bv 37	36.5	D	STONEHAM		122.0	70	5.46	s 4.12				3.45	2.19			9.52 ⁷⁰ 10.29 ²⁰		
Bv 27	27.3		FETZER		131.2	78	5.59	f 4.27				4.08	2.42			11.00		
Bv 22	22.1	D	MAGNOLIA	W	136.4	75	6.08	s 4.39 ⁷¹				4.39 ¹⁹	2.54			11.15		
Bv 17	17.0		PINEHURST		141.5	49	6.18	f 4.48				5.15	3.07			11.35		
Bv 11	11.2	D	HUF SMITH		147.3	74	6.27	s 4.58				5.27	3.21			12.01		
Bv 6	6.2		AVONAK		152.3	47	6.35	5.07				5.42	3.35			1.00		
A 209	0.0	CS	SPRING	WY	158.5	Yard	A 6.45 A.M.	A 5.18 P.M.				A 6.00 P.M.	A 3.50 A.M.			A 1.40 P.M.		
A 228			PERCIVAL		177.2							A 7.15 P.M.	A 5.25 A.M.	A 2.30 A.M.		A 2.45 P.M.	A 1.35 P.M.	
			H. E. & W. T. CROSSING	W														
			T. & N. O. CROSSING (Intr.)															
			G. H. & S. A. CROSSING				See Palestine Division Time Table or movement all Trains between Spring and Percival											
A 232		CS	HOUSTON YARD	WFTY\$	181.6													
		CS	HOUSTON UNION STATION				A 7.30 A.M.	A 6.05 P.M.	A 2.00 P.M.	A 5.30 P.M.	A 6.00 A.M.							
A 280		CS	GALVESTON				A 8.00 A.M.			A 5.45 P.M.								
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday	Tuesday Thursday Saturday	
					181.6		17	19	23	21	25	71	73	65	393	395	195	
							4.30	5.13				9.15	8.50		7.40	6.40		

MART DISTRICT—BETWEEN SPRING AND MART

4

Station Numbers	Distance from Spring	TIME TABLE No. 16			Distance from Mart	Siding Capacity in Cars	TRAINS—Northward										
		Taking Effect AUGUST 21, 1927					FIRST CLASS					SECOND CLASS			THIRD CLASS		
							20 Local Passenger	18 Star	24 Local Passenger	22 Sunshine Special	28 Through Passenger	70 Red Ball Freight	72 Red Ball Freight	64 Red Ball Freight	394 Local Freight	392 Local Freight	194 Local Freight
STATIONS																	
Bv 159	158.5	CS	MART	WF&YT	0.0	Yard	A P.M. 2.52	A A.M. 4.05				A P.M. 5.20	A A.M. 8.00				
Bv 152	151.8	D	OTTO		6.7	86	s 2.38	3.54				4.54	7.40 ³⁹³			A P.M. 1.30	
Bv 145	144.5		McCLANAHAN		7.3	70	2.26	3.42				4.33	7.20			12.30 ¹⁹	
	139.1		H. & T. C. R. R. CROSSING		5.4												
Bv 139	138.5	D	MARLIN	WY	0.6	Yard	s 2.11	s 3.28				4.10	6.55			11.45	
Bv 132	132.6		CONNALLY		5.9		f 2.00	3.18								10.35	
Bv 129	128.3		COYMACK		4.3	97	1.52	3.10 ¹⁷				3.50	6.27			10.07 ⁷¹	
Bv 128	127.8	D	HIGH BANK		0.5	15	s 1.51										
Bv 124	124.5		ELOISE		3.3	f	1.45	3.01									
Bv 120	119.8		BUFKIN		4.7	93	1.37	2.52				3.21	5.57			9.30	
Bv 115	115.4		COALING		4.4		1.28 ¹⁹	2.45									
Bv 110	110.1	D	CALVERT JUNCTION WY		5.3	58	s 1.15	2.34				2.51	5.30			9.00	
Bv 103	103.6		GOODLAND		6.5	52	f 1.02	2.22				2.30	5.12			8.40	
	100.6		Palestine DIV. CROSSING		3.0												
175	100.6	CS	VALLEY JUNCTION WFY		0.0	Yard	12.55 ⁷¹	s 2.15				2.29 ¹⁹	5.00			8.30	
Bv 96	97.0		H. & T. C. R. R. CROSSING		3.6							1.45 ¹⁹	4.30			8.05	
Bv 96	95.5		NICHOLAS		1.5	41	12.20	2.06				1.30 ³⁹³	4.10 ¹⁷			7.50	
Bv 92	92.0	D	MUMFORD		3.5	87	s 12.14	2.01				1.10 ⁷¹	3.52			7.40	
Bv 86	85.5		FOUNTAIN		6.5	87	f 11.59	1.50				12.45	3.32			7.20	
Bv 78	78.1	CS	BRYAN	Y&W	7.4	Yard	s 11.45	s 1.38				12.20	3.12		A P.M. 1.50 ⁷¹	L 7.00 A.M.	
	77.8		H. & T. C. R. R. (Interlocker)		0.3												
Bv 74	73.6	D	COLLEGE STATION		4.2	21	s 11.38	s 1.31				12.05	2.55		1.05		
	73.3		H. & T. C. R. R. (Interlocker)		0.3												
Bv 70	70.5		KOPPE		2.8	77	11.32	1.26				11.55	2.45		12.30		
Bv 65	65.3		ENRIGHT		5.2	48	11.23	1.17				11.40	2.33		12.10		
Bv 59	58.9		CAWTHON		6.4	67	f 11.12 ⁷⁰	1.07 ⁷³				11.12 ²⁰	2.15		11.45		
Bv 55	55.4		DINKINS		3.5	82	f 11.06	1.02				10.49	2.05		11.30		
	48.7		H. & T. C. R. R. (Interlocker)		6.7												
Bv 49	48.5	CS	NAVASOTA	WTF	0.2	Yard	s 10.52 ³⁹⁴	12.50				10.31 ³⁹⁴	1.45 ⁷³		11.02 ²⁰	9.55 ⁷⁰	
Bv 40	40.2		McCORMACK		8.3	50	10.36	12.35				10.07	1.16		9.25		
Bv 37	36.5	D	STONEHAM		3.7	79	s 10.29 ³⁹⁵	12.29				9.57 ³⁹⁵	1.06		9.10		
Bv 27	27.3		FETZER		9.2	78	f 10.11	12.15				9.33	12.40		8.30		
Bv 22	22.1	D	MAGNOLIA	W	5.2	75	s 10.01	12.05				9.18	12.25		8.10		
Bv 17	17.0		PINEHURST		5.1	49	f 9.52	11.57				9.03	12.12		7.48		
Bv 11	11.2	D	HUFSMITH		5.8	74	s 9.42	11.48 ⁷²				8.48	11.48 ¹⁸		7.35		
Bv 6	6.2		AVONAK		5.0	47	9.32	11.41				8.33	11.18		7.20		
A 209	0.0	CS	SPRING	WY	6.2	Yard	L 9.21 A.M.	L 11.31 P.M.				L 8.15 A.M.	L 11.00 P.M.		L 7.00 A.M.		
A 228			PERCIVAL		18.7	Yard						L 7.15 A.M.	L 10.00 P.M.	L 8.30 P.M.	L 6.00 A.M.		L 7.30 A.M.
			H. E. & W. T. CROSSING W		1.2												
			T. & N. O. CROSSING (Intr)		1.3												
			G. H. & S. A. CROSSING		0.8												
A 232		CS	HOUSTON YARD	WFT&Y	1.1	Yard	See Palestine Division Time Table for movement all Trains between Spring and Percival										
		CS	HOUSTON UNION STATION		47.2		L 8.35 A.M.	L 10.45 P.M.	L 9.15 A.M.	L 12.45 P.M.	L 11.00 P.M.						
A 280		CS	GALVESTON				L 7.20 P.M.			L 11.00 A.M.							
							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Monday Wednesday Friday	Tuesday Thursday Saturday	Monday Wednesday Friday
	158.5						20	18	24	22	28	70	72	64	394	392	194
							5.31	4.34				9.05	9.00		6.50	6.30	

HOUSTON DIVISION

HOUSTON DIVISION

MADISONVILLE DISTRICT—BETWEEN NAVASOTA AND MADISONVILLE

TRAINS—Southward								Station Numbers	Distance from Madisonville	TIMETABLE				Distance from Spring	Siding Capacity in Cars	TRAINS—Northward					
THIRD CLASS			FIRST CLASS			No. 16				FIRST CLASS			THIRD CLASS								
		499 Local Freight			119 Motor Passenger					Taking Effect AUGUST 21, 1927								120 Motor Passenger			498 Local Freight
		Daily Except Sunday			Daily			STATIONS						Daily			Daily Except Sunday				
		A. M.			P. M.									P. M.			A. M.				
		L 11.50			L 1.20	M45	0.0	D	MADISONVILLE	Y	93.2	Yard	A	1.05			A 11.00				
		12.04			1.30	M41			4.0 JOZYE		89.2		f	12.52			10.40				
		12.32 ¹²⁰			s 1.55	M32	12.3	D	8.3 BEDIAS		80.9	28	s	12.32 ⁴⁹⁹			10.05				
		1.00			f 2.18	M25	19.9		7.6 LARIMER	W	73.3	9	f	12.09			9.35				
									1.2 T. & B. V. R. R. CROSSING												
		1.05			s 2.22	M24	21.1	D	0.0 SINGLETON		72.1		s	12.06			9.30				
		1.25			s 2.37	M19	26.2		5.1 ROAN'S PRAIRIE		67.0	18	s	11.52			9.10				
		2.05			s 3.00	M11	33.7	D	7.5 ANDERSON		59.5	28	s	11.32			8.45				
		2.30			f 3.10	M7	37.7		4.0 BECKER		55.5		f	11.20			8.20				
		A 3.00 P. M.			A 3.35 P. M.	Bv49	44.7	CS	7.0 NAVASOTA	FT	48.5	Yard	L 11.00 A. M.			L 8.00 A. M.					
		Daily Except Sunday			Daily									Daily			Daily Except Sunday				
		499			119				44.7					120			498				
		3.10			2.15									2.05			3.00				

SPECIAL INSTRUCTIONS

E1. All Northward Trains are superior to trains of the same class in the opposite direction.

REMAINDER OF SPECIAL INSTRUCTIONS ON PAGE 14.

CALVERT DISTRICT—BETWEEN CALVERT JUNCTION AND CALVERT

TRAINS—Southward						Station Numbers	Distance from Calvert	TIME TABLE No. 16 Taking Effect AUGUST 21, 1927	Distance from Spring	Siding Capacity in Cars	TRAINS—Northward					
THIRD CLASS			SECOND CLASS								SECOND CLASS			THIRD CLASS		
					451 Mixed										452 Mixed	
					Daily			STATIONS			Daily					
					P. M.						P. M.					
					L 12.40	Bv115	0.0	D CALVERT	114.8	Yard	A 2.05					
					A 1.00 P. M.	Bv110	4.7	D CALVERT JUNCTION	110.1	40	L 1.40 P. M.					
					Daily			4.7			Daily					
					451						452					
					0.20						0.25					

SPECIAL INSTRUCTIONS

G1. All Northward Trains are superior to trains of the same class in the opposite direction, except Train No. 451 is superior to train No. 452.

REMAINDER OF SPECIAL INSTRUCTIONS ON PAGE 14.

EAST COLUMBIA DISTRICT—BETWEEN HOUSTON AND EAST COLUMBIA 6

TRAINS—Southward						Distance from Houston	Station Numbers	TIMETABLE No. 16 Taking Effect AUGUST 21, 1927 STATIONS	Distance from East Columbia	Siding Capacity in Cars	TRAINS—Northward					
THIRD CLASS			FIRST CLASS								FIRST CLASS		THIRD CLASS			
357	371	455			125						128			456	370	356
Mixed	Freight	Local Freight			Motor Passenger						Motor Passenger			Local Freight	Freight	Mixed
Daily	Daily Except Sunday	Daily Except Sunday			Daily						Daily			Daily Except Sunday	Daily Except Sunday	Daily
					A. M. L 10.00			CS HOUSTON UNION STATION			A P. M. 4.45					
	P. M. L 10.00	A. M. L 7.00				0.0	A232	CS HOUSTON YARD	50.0	Yard				A P. M. 2.45	A P. M. 8.50	
						0.6		G. H. & H. CROSSING	49.4							
						0.8		H. B. & T. Interlocker	49.2							
		7.05			\$ 10.08	0.9		H. B. & T. JUNCTION	49.1		s 4.35			2.30		
						1.1		S. A. & A. P. CROSSING	48.9							
						5.6		G. H. & S. A. CROSSING	44.4							
		7.40			f 10.20	6.4	C 8	MYRTLE	43.6	15	f 4.22			1.55		
		7.55			s 10.30	10.3	C 11	ALMEDA	39.7	28	s 4.12			1.40		
		8.25			s 10.42	15.3	C 16	FRESNO	34.7	17	s 3.57			1.20		
		8.37			s 10.48	18.0	C 19	ARCOLA	32.0	23	s 3.51			1.05		
								G. C. & S. F. CROSSING	32.0							
	A 11.20 P. M.	8.47			s 10.55	20.0	C 21	HAWDON	30.0	7	s 3.45			12.55	L 7.30 P. M.	
		8.57			s 11.01	22.0	C 23	JULIFF	28.0	17	s 3.37			12.45		
		9.27			s 11.14	27.5	C 27	SANDY POINT	22.5	12	s 3.22			12.20		
		9.40			s 11.23	30.3	C 30	ROSHARON	19.7		s 3.15			12.10		
		9.49			f 11.29	32.4	C 32	BONNEY	17.6	19	f 3.09			11.59		
		10.05			s 11.41 ⁴⁵⁶	36.9	C 37	CHENANGO	13.1	12	s 2.58			11.41 ¹²⁵		
P. M. L 12.01		A 10.30 A. M.			A 11.55 A. M.	40.0	C 40	ANCHOR	10.0	65	L 2.50 P. M.			L 11.30 A. M.		P. M. A 2.20
12.10						41.9	C 42	OYSTER CREEK	8.1	4						f 2.15
A 12.45 P. M.						50.0	C 50	EAST COLUMBIA	0.0	Yard						L 1.30 P. M.
Daily	Daily Except Sunday	Daily Except Sunday			Daily						Daily			Daily Except Sunday	Daily Except Sunday	Daily
357	371	455			125						128			456	370	356
0.44	1.20	3.30			1.55						1.55			3.15	1.20	0.50

SPECIAL INSTRUCTIONS

- D 1. All Northward Trains are superior to trains of the same class in the opposite direction, except Train No. 125 is superior to Train No. 128; Train No. 455 is superior to Train No. 456; Train No. 357 is superior to Train No. 356.
- D 2. MAXIMUM SPEED:
Motor cars, 30 miles per hour; steam passenger trains, 20 miles per hour; freight trains, 15 miles per hour.
- D 3. While operating over tracks of H. B. & T. R. R. employees will be governed by time-table, rules and special instructions of that company.
- D 4. STANDARD CLOCKS:
Houston.
- D 6. BULLETIN BOARDS:
Houston.
- D 7. SPEED RESTRICTIONS:
Trains handling loaded F. A. X. tank cars, steam shovels, clam shells and self-propelling pile drivers, 12 miles per hour.
Houston, city limits, 18 miles per hour.

- D 9. CLASS OF ENGINES TO BE USED:
Any engine, except 1100 class, or heavier, may be run over this district.

- D 10. RAILROAD CROSSINGS AT GRADE:
NOT INTERLOCKED OR GATED: SENIOR LINE
S. A. & A. P. R. R., Mile Post 151.9..... I - G. N.
G. H. & S. A. R. R., Mile Post 156.4..... I - G. N.
GATED, BUT NOT INTERLOCKED:
G. C. & S. F. R. R., Mile Post 168.8..... I - G. N.

- D 11. YARD LIMITS:

	FROM		TO	
	Mile Post	Pole	Mile Post	Pole
Houston	0	0	3	5
Anchor	39	4	40	7
East Columbia	48	5	50	0

7 FREEPORT DISTRICT—HOUSTON & BRAZOS VALLEY RAILWAY COMPANY

TRAINS—Southward						Station Numbers	Distance from Anchor	TIME TABLE		Distance from Bryan Mound	Car Capacity of Sidings	TRAINS—Northward					
SECOND CLASS				FIRST CLASS				No. 16				FIRST CLASS		SECOND CLASS			
		585	583	559	503									504	558	582	584
		Road Switcher	Local Freight	Motor Passenger	Passenger			TAKING EFFECT				Passenger	Motor Passenger	Local Freight	Road Switcher		
		Daily	Daily Except Sunday	Daily	Daily			AUGUST 21, 1927				Daily	Daily	Daily Except Sunday	Daily		
			P.M.	P.M.				STATIONS									
		L 1.20	L 12.01			22	0.0	D.....ANCHOR.....Y	24.8	Yard			P.M.	P.M.			
		s 1.35	s 12.10			18	3.9	D.....ANGLETON.....W	20.9	Yard			s 2.38	s 12.50			
						15	5.9	D.....VAN PELT.....	18.0	17							
							7.6	D.....RUCKS.....	17.2								
		f 1.59	12.23 ⁵⁸²			10	11.7	D.....ROSS.....	13.1	8 Spur		f 2.21	12.23 ⁵⁵⁹				
		f 2.17 ⁵⁵⁸	f 12.29			8	13.9	D.....CLUTE.....W	10.9	28		f 2.17 ⁵⁸³	11.55				
	A.M.	L 11.40 ⁵⁸²	s 2.20	s 12.35	L 5.45	6	15.8	D.....HOSKINS JUNCTION.....	9.0	33	A 6.45	s 2.13	s 11.40 ⁵⁸⁵	A 1.35			
		11.45	s 2.35	s 12.44	s 5.55	2	19.8	D.....VELASCO.....F W	5.0	Yard	s 6.35	s 2.05	s 11.25	1.20			
	A 12.15 P.M.	A 2.45 P.M.	A 12.50 P.M.	A 6.00 P.M.		0	21.5	D.....FREEPORT.....Y W	3.3	Yard	L 6.30 A.M.	L 2.00 P.M.	11.15 A.M.	L 1.15 P.M.			
						F3	24.8	D.....BRYAN MOUND.....Y	0.0	Yard							
		Daily	Daily Except Sunday	Daily	Daily			24.8				Daily	Daily	Daily Except Sunday	Daily		
		585	583	559	503							504	558	582	584		
		0.20	1.25	1.30	0.15							0.15	0.45	1.55	0.20		

HOSKINS DISTRICT

TRAINS—Southward								Station Numbers	Distance from Anchor	TIME TABLE				Distance from Bryan Mound	Car Capacity of Sidings	TRAINS—Northward							
SECOND CLASS				FIRST CLASS						No. 16						FIRST CLASS				SECOND CLASS			
										TAKING EFFECT						504				584			
				585				503				AUGUST 21, 1927				Passenger				Road Switcher			
				Road Switcher				Passenger															
				Daily				Daily				STATIONS				Daily				Daily			
				A.M.				P.M.								A.M.				P.M.			
				L 10.20			L 5.10	19A	28.7	D.....	HOSKINS		Y W	21.9	33	A 7.20		A 2.30					
				10.40			5.23	13A	24.1		4.6	MIMS		17.3	45	7.07		2.10					
				11.00			5.34	9A	19.8		4.3	PHAIR		13.0		6.56		1.50					
				A 11.20			A 5.45	6	15.8		4.0	HOSKINS JUNCTION		9.0	Yard	L 6.45		L 1.35					
				A.M.			P.M.									A.M.		P.M.					
				Daily			Daily					12.9				Daily		Daily					
				585			503									504		584					
				100			0.35									0.35		0.55					

SPECIAL INSTRUCTIONS

I 1. All Northward Trains are superior to trains of the same class in the opposite direction.

C. J. ROGAN, Vice President H. & B. V. Ry.....Freeport, Texas. T. J. THOMAS, Dispatcher.....Freeport, Texas
 DR. B. H. CARLTON, Chief Surgeon.....Freeport, Texas. C. W. GUNSELMANN, Dispatcher.....Freeport, Texas
 REMAINDER OF SPECIAL INSTRUCTIONS ON PAGE 14.

SUGAR LAND DISTRICT---BETWEEN CABELL AND ANCHOR

8

TRAINS—Southward						TRAINS—Northward					
THIRD CLASS			SECOND CLASS			SECOND CLASS			THIRD CLASS		
		373		359				358		374	
		Freight		Mixed				Mixed		Freight	
		Daily Except Sunday		Daily				Daily		Daily Except Sunday	
		P.M. L 6.20		A.M. L 10.00				P.M. A 5.00		A.M. A 12.15	
		6.47		s 10.20				s 4.25		11.49	
		7.10		s 10.35				s 3.53		11.34	
		7.20		s 10.40				s 3.46		11.26	
		A 7.30 P.M.								L 11.20 P.M.	
				s 11.00				s 3.25			
				s 11.15				s 3.10			
				A 11.45 A.M.				L 2.50 P.M.			
		Daily Except Sunday		Daily				Daily		Daily Except Sunday	
		373		359				358		374	
		1.10		1.45				2.10		0.55	

SPECIAL INSTRUCTIONS.

H 1. All Northward Trains are superior to trains of the same class in the opposite direction, except Trains Nos. 359 and 373 are superior to Trains Nos. 358 and 374.

H 2. MAXIMUM SPEED:
Passenger trains, 25 miles per hour; freight trains 20 miles per hour.

H 6. BULLETIN BOARDS:
Sugar Land.

H 7. SPEED RESTRICTIONS:
Passenger trains handling freight equipment must not exceed maximum speed of freight trains. Trains handling loaded F. A. X. tank cars, steam shovels, clam shells and self-propelling pile drivers, 12 miles per hour.

H 9. CLASS OF ENGINES TO BE USED:
Any engine, except the 1000 class, or heavier, may be run over this district.

H 10. RAILROAD CROSSINGS AT GRADE:
INTERLOCKED:
G. H. & S. A. R. R., Mile Post 33.7..... SENIOR LINE
G. H. & S. A.
GATED, BUT NOT INTERLOCKED:
G. C. & S. F. R. R., Mile Post 22.4..... G. C. & S. F.

H 11. YARD LIMITS:

	FROM		TO	
	Mile Post	Pole	Mile Post	Pole
Anchor	0	0	2	0
Sugar Land	30	0	38	6

H 12. TRAINS WILL STOP AT STATIONS ON SIGNALS AS FOLLOWS:

STATION	MILES FROM ANCHOR	TRAIN Nos.
Smada	29.8	358 and 359
Emelia	25.8	358 and 359
Trammels	24.9	358 and 359
Herman	23.5	358 and 359
Burnside	23.0	358 and 359
Laprella	19.2	358 and 359
Tigner	18.2	358 and 359
Bingham	17.5	358 and 359
Cow Lake	16.1	358 and 359
Sears	15.1	358 and 359
Lockridge	11.5	358 and 359
South	9.6	358 and 359
Branch	8.9	358 and 359
Erna	7.9	358 and 359
Worrell	6.2	358 and 359
Rochford	5.9	358 and 359
Guenther	3.7	358 and 359
Ulrich	1.9	358 and 359

H 15. OVERHEAD OBSTRUCTIONS:

Pipe lines from refinery to cane mill and awnings projecting over refinery building track in Sugar Land yard. Employees are forbidden to ride on top of cars between fuel oil spout and north end of refinery building and all other loading tracks within the above limits.

H 16. SIDE OBSTRUCTIONS:

Buildings along side of tracks serving refinery and melter plants will not clear man on side of car.

SUGAR LAND RAILWAY COMPANY SURGEONS

Dr. A. Philo Howard, Chief Surgeon (Houston Clinic).....Houston, Texas.
Dr. Carlos Slaughter, Local Surgeon.....Sugar Land, Texas.

GOOSE CREEK DISTRICT—GOOSE CREEK TO HOUSTON

Station Numbers	Distance from Goose Creek	TIME TABLE No. 16 Taking Effect AUGUST 21, 1927	Siding Capacity in Cars	TRAINS—WESTWARD											
				FIRST CLASS											
				1	3	5	7	9	11	13	15	17	19	21	23
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
5900	33.14	HOUSTON—UNION STATION		A 7.45 A.M.	A 8.45 A.M.	A 9.45 A.M.	A 10.45 A.M.	A 11.45 A.M.	A 12.45 P.M.	A 1.45 P.M.	A 2.45 P.M.	A 3.45 P.M.	A 4.45 P.M.	A 5.45 P.M.	A 6.45 P.M.
	26.59	LYONS AVENUE CONNECTION		A 7.00 A.M.	A 8.00 A.M.	A 9.00 A.M.	A 10.00 A.M.	A 11.00 A.M.	A 11.59 A.M.	A 1.00 P.M.	A 2.00 P.M.	A 3.00 P.M.	A 4.00 P.M.	A 5.00 P.M.	A 6.00 P.M.
	25.99	H. B. & T. CROSSING		6.55	7.55	8.55	9.55	10.55	11.55	12.55	1.55	2.55	3.55	s 4.55	s 5.55
	25.27	EUGENE		f 6.53	f 7.53	f 8.53	f 9.53	f 10.53	f 11.53	f 12.53	f 1.53	f 2.53	f 3.53	f 4.53	f 5.53
	24.97	MARKET STREET YARD	Yard	6.52	7.52	8.52	9.52	10.52	11.52	12.52	1.52	2.52	3.52	4.52	5.52
	24.47	M. K. JUNCTION		6.50 ²	7.50 ⁴	8.50 ⁶	9.50 ⁸	10.50 ¹⁰	11.50 ¹²	12.50 ¹⁴	1.50 ¹⁶	2.50 ¹⁸	3.50 ²⁰	4.50 ²²	5.50 ²⁴
5901	22.17	UNIVERSAL		f 6.42	f 7.42	f 8.42	f 9.42	f 10.42	f 11.42	f 12.42	f 1.42	f 2.42	f 3.42	f 4.42	f 5.42
5902	19.38	GREENS	50	f 6.37	f 7.37	f 8.37	f 9.37	f 10.37	f 11.37	f 12.37	f 1.37	f 2.37	f 3.37	f 4.37	f 5.37
	13.93	PARK	15	f 6.27	f 7.27	f 8.27	f 9.27	f 10.27	f 11.27	f 12.27	f 1.27	f 2.27	f 3.27	f 4.27	f 5.27
	13.43	CEDAR BLUFF		f 6.26	f 7.26	f 8.26	f 9.26	f 10.26	f 11.26	f 12.26	f 1.26	f 2.26	f 3.26	f 4.26	f 5.26
	12.30	SANDY	40	f 6.23	f 7.23	f 8.23	f 9.23	f 10.23	f 11.23	f 12.23	f 1.23	f 2.23	f 3.23	f 4.23	f 5.23
5903	10.67	HIGHLANDS	Y 50	s 6.18	s 7.20 ²	s 8.20 ⁴	s 9.20 ⁶	s 10.20 ⁸	s 11.20 ¹⁰	s 12.20 ¹²	s 1.20 ¹⁴	s 2.20 ¹⁶	s 3.20 ¹⁸	s 4.20 ²⁰	s 5.20 ²²
	6.67	COADY		f 6.10	f 7.10	f 8.10	f 9.10	f 10.10	f 11.10	f 12.10	f 1.10	f 2.10	f 3.10	f 4.10	f 5.10
	4.58	DURHAM YARD	Y Yard	s 6.05	s 7.05	s 8.05	s 9.05	s 10.05	s 11.05	s 12.05	s 1.05	s 2.05	s 3.05	s 4.05	s 5.05
	4.08	WOOSTER	5	f 6.04	f 7.04	f 8.04	f 9.04	f 10.04	f 11.04	f 12.05	f 1.04	f 2.04	f 3.04	f 4.04	f 5.04
	2.88	S. J. SIDING	5	s 6.01	s 7.01	s 8.01	s 9.01	s 10.01	s 11.01	s 12.02	s 1.01	s 2.01	s 3.01	s 4.01	s 5.01
	2.68	H. O. CO. CROSSING													
5904	2.38	BAYTOWN	Y	L 6.00 A.M.	L 7.00 A.M.	L 8.00 A.M.	L 9.00 A.M.	L 10.00 A.M.	L 11.00 A.M.	L 12.01 P.M.	L 1.00 P.M.	L 2.00 P.M.	L 3.00 P.M.	L 4.00 P.M.	L 5.00 P.M.
5905	0.0	GOOSE CREEK	Y												
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
				1	3	5	7	9	11	13	15	17	19	21	23
	33.14			1.45	1.45	1.45	1.45	1.45	1.45	1.44	1.45	1.45	1.45	1.45	1.45

SPECIAL INSTRUCTIONS

A 1. All Eastward trains are superior to trains of the same class in the opposite direction. Except No. 61 is superior to No. 60

A 2. MAXIMUM SPEED:

	Passenger Trains	Freight Trains
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Goose Creek District.....	40	20
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A 3. Between Houston Union Station and Lyons Ave. Conn. all trains will be governed by Houston Electric time table, rules and special instructions.

A 4. STANDARD CLOCKS: Houston Union Station, Dispatcher's Office, Durham Yard, Goose Creek.

A 5. BULLETIN BOOKS: Houston Union Station, Durham Yard, Goose Creek.

A 7. SPEED RESTRICTIONS: Passenger Trains, Twenty-five (25) miles per hour; Freight Trains, Fifteen (15) miles per hour over San Jacinto River Bridge between Cedar Bluff and Sandy.

GOOSE CREEK DISTRICT—GOOSE CREEK TO HOUSTON

10

Station Numbers	Distance from Goose Creek	TIME TABLE No. 16 Taking Effect AUGUST 21, 1927	Siding Capacity in Cars	TRAINS—WESTWARD											
				FIRST CLASS						SECOND CLASS					
				25	27	29	31					61			
		STATIONS		Passenger	Passenger	Passenger	Passenger					Red Ball Freight			
				Daily	Daily	Daily	Daily					Daily			
5900	33.14	HOUSTON—UNION STATION		A 7.45	A 8.45	A 9.45	A 10.45								
	28.59	LYONS AVENUE CONNECTION		A 7.00	A 8.00	A 9.00	A 10.00								
	25.99	H. B. & T. CROSSING		6.55	7.55	8.55	9.55								
	25.27	EUGENE		f 6.53	f 7.53	f 8.53	f 9.53								
	24.97	MARKET STREET YARD	Yard	6.52	7.52	8.52	9.52					A 8.35			
	24.47	M. K. JUNCTION		6.50 ²⁶	7.50 ²⁸	9.50	9.50 ³⁰					8.30			
5901	22.17	UNIVERSAL		f 6.42	f 7.42	f 8.42	f 9.42								
5902	19.38	GREENS	50	f 6.37	f 7.37	f 8.37	f 9.37					8.02 ²⁸			
	13.93	PARK	15	f 6.27	f 7.27	f 8.27	f 9.27								
	13.43	CEDAR BLUFF		f 6.26	f 7.26	f 8.26	f 9.26								
	12.30	SANDY	40	f 6.23	f 7.23	f 8.23	f 9.23								
5903	10.67	HIGHLANDS	Y 50	s 6.20 ²⁴	s 7.20 ²⁶	s 8.20 ²⁸	s 9.20					7.20 ²⁶			
	6.67	COADY		f 6.10	f 7.10	f 8.10	f 9.10								
	4.58	DURHAM YARD	Y Yard	s 6.05	s 7.05	s 8.05	s 9.05					L 6.37			
	4.08	WOOSTER	5	f 6.04	f 7.04	f 8.04	f 9.04					P.M.			
	2.88	S. J. SIDING	5	s 6.01	s 7.01	s 8.01	s 9.01								
	2.68	H. O. CO. CROSSING													
5904	2.38	BAYTOWN	Y	L 6.00	L 7.00	L 8.00	L 9.00								
				P.M.	P.M.	P.M.	P.M.								
5905	0.0	GOOSE CREEK	Y												
				Daily	Daily	Daily	Daily	Daily	Daily			Daily			
		33.14		25	27	29	31					61			
				1.45	1.45	1.45	1.45					1.45			

SPECIAL INSTRUCTIONS

A 10. RAILROAD CROSSINGS AT GRADE:

Not Interlocked or Gated:

SENIOR LINE

H. B. & T. R. R., Mile Post 7.15..... H. B. & T.

H. O. Co. R. R., Mile Post 30.46..... H. O. Co.

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence as between trains of the same class senior line shall have the right to cross first.

TABLE OF SPEEDS:

MILES PER HOUR

ONE MILE IN
Minutes Seconds

5	12	..
10	6	..
15	4	..
20	3	..
25	2	22
30	2	..
35	1	43
40	1	30
45	1	20
50	1	12
55	1	3
60	1	..

GOOSE CREEK DISTRICT—HOUSTON TO GOOSE CREEK

Station Numbers	Distance from Houston	TIME TABLE No. 16 Taking Effect AUGUST 21, 1927	Siding Capacity in Cars	TRAINS—EASTWARD											
				FIRST CLASS											
				2	4	6	8	10	12	14	16	18	20	22	24
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
5900	0.0	HOUSTON—UNION STATION		A.M. 6.00	A.M. 7.00	A.M. 8.00	A.M. 9.00	A.M. 10.00	A.M. 11.00	P.M. 12.01	P.M. 1.00	P.M. 2.00	P.M. 3.00	P.M. 4.00	P.M. 5.00
	6.55	LYONS AVENUE CONNECTION		A.M. 6.40	A.M. 7.40	A.M. 8.40	A.M. 9.40	A.M. 10.40	A.M. 11.40	P.M. 12.40	P.M. 1.40	P.M. 2.40	P.M. 3.40	P.M. 4.40	P.M. 5.40
	7.95	H. B. & T. CROSSING		6.43	7.43	8.43	9.43	10.43	11.43	12.43	1.43	2.43	3.43	4.43	5.43
	7.95	EUGENE		f 6.46	f 7.46	f 8.46	f 9.46	f 10.46	f 11.46	f 12.46	f 1.46	f 2.46	f 3.46	f 4.46	f 5.46
	8.50	MARKET STREET YARD	Yard	6.48	7.48	8.48	9.48	10.48	11.48	12.48	1.48	2.48	3.48	4.48	5.48
	9.02	M. K. JUNCTION		6.50	7.50	8.50	9.50	10.50	11.50	12.50	1.50	2.50	3.50	4.50	5.50
5901	10.97	UNIVERSAL		f 6.56	f 7.56	f 8.56	f 9.56	f 10.56	f 11.56	f 12.56	f 1.56	f 2.56	f 3.56	f 4.56	f 5.56
5902	13.76	GREENS	50	f 7.02	f 8.02	f 9.02	f 10.02	f 11.02	f 12.02	f 1.02	f 2.02	f 3.02	f 4.02	f 5.02	f 6.02
	19.30	PARK	15	f 7.12	f 8.12	f 9.12	f 10.12	f 11.12	f 12.12	f 1.12	f 2.12	f 3.12	f 4.12	f 5.12	f 6.12
	19.71	CEDAR BLUFF		f 7.13	f 8.13	f 9.13	f 10.13	f 11.13	f 12.13	f 1.13	f 2.13	f 3.13	f 4.13	f 5.13	f 6.13
	20.90	SANDY	40	f 7.16	f 8.16	f 9.16	f 10.16	f 11.16	f 12.16	f 1.16	f 2.16	f 3.16	f 4.16	f 5.16	f 6.16
5903	22.47	HIGHLANDS	Y 50	s 7.20	s 8.20	s 9.20	s 10.20	s 11.20	s 12.20	s 1.20	s 2.20	s 3.20	s 4.20	s 5.20	s 6.20
	26.47	COADY		f 7.32	f 8.32	f 9.32	f 10.32	f 11.32	f 12.32	f 1.32	f 2.32	f 3.32	f 4.32	f 5.32	f 6.32
	28.56	DURHAM YARD	Y Yard	s 7.37	s 8.37	s 9.37	s 10.37	s 11.37	s 12.37	s 1.37	s 2.37	s 3.37	s 4.37	s 5.37	s 6.37
	29.06	WOOSTER	5	f 7.39	f 8.39	f 9.39	f 10.39	f 11.39	f 12.39	f 1.39	f 2.39	f 3.39	f 4.39	f 5.39	f 6.39
	30.26	S. J. SIDING	5	s 7.42	s 8.42	s 9.42	s 10.42	s 11.42	s 12.42	s 1.42	s 2.42	s 3.42	s 4.42	s 5.42	s 6.42
	30.46	H. O. CO. CROSSING													
5904	30.76	BAYTOWN	Y	A 7.45 A.M.	A 8.45 A.M.	A 9.45 A.M.	A 10.45 A.M.	A 11.45 A.M.	A 12.45 P.M.	A 1.45 P.M.	A 2.45 P.M.	A 3.45 P.M.	A 4.45 P.M.	A 5.45 P.M.	A 6.45 P.M.
5905	33.14	GOOSE CREEK	Y												
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		33.14		2	4	6	8	10	12	14	16	18	20	22	24
				1.45	1.45	1.45	1.45	1.45	1.45	1.44	1.45	1.45	1.45	1.45	1.45

SPECIAL INSTRUCTIONS

- A 1. All Eastward trains are superior to trains of the same class in the opposite direction. Except No. 61 is superior to No. 60
- A 2. MAXIMUM SPEED:
- | | Passenger Trains | Freight Trains |
|---------------------------|------------------|----------------|
| Goose Creek District..... | 40 | 20 |
- A 3. Between Houston Union Station and Lyons Ave. Conn. all trains will be governed by Houston Electric time table, rules and special instructions.
- A 4. STANDARD CLOCKS: Houston Union Station, Dispatcher's Office, Durham Yard, Goose Creek.
- A 5. BULLETIN BOOKS: Houston Union Station, Durham Yard, Goose Creek.
- A 7. SPEED RESTRICTIONS: Passenger Trains, Twenty-five (25) miles per hour; Freight Trains, Fifteen (15) miles per hour over San Jacinto River Bridge between Cedar Bluff and Sandy.
- A 8. All Motormen will call Dispatcher on telephone from Telephone Booth Lyons Avenue and get permission before moving to M. K. Junction.

GOOSE CREEK DISTRICT—HOUSTON TO GOOSE CREEK

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Station Numbers	Distance from Houston	TIME TABLE No. 16 Taking Effect AUGUST 21, 1927	Siding Capacity in Cars	TRAINS—EASTWARD											
				FIRST CLASS						SECOND CLASS					
				26	28	30	32				60				
				Passenger	Passenger	Passenger	Passenger				Red Ball Freight				
		STATIONS		Daily	Daily	Daily	Daily				Daily				
5900	0.0	HOUSTON—UNION STATION		P.M. 6.00	P.M. 7.00	P.M. 9.00	P.M. 11.00								
	6.55	LYONS AVENUE CONNECTION		P.M. 6.40	P.M. 7.40	P.M. 9.40	P.M. 11.40								
	6.95	H. B. & T. CROSSING		6.43	7.43	9.43	11.43								
	7.95	EUGENE		f 6.46	f 7.46	f 9.46	f 11.46								
	8.50	MARKET STREET YARD	Yard	6.48	7.48	9.48	11.48				P.M. 10.00				
	9.02	M. K. JUNCTION		6.50 ²⁵	7.50 ²⁷	9.50 ³¹	11.50				10.05				
5901	10.97	UNIVERSAL		f 6.56	f 7.56	f 9.56	f 11.56								
5902	13.76	GREENS	50	f 7.02	f 8.02 ⁶¹	f 10.02	f 12.02				10.30				
	19.30	PARK	15	f 7.12	f 8.12	f 10.12	f 12.12								
	19.71	CEDAR BLUFF		f 7.13	f 8.13	f 10.13	f 12.13								
	20.90	SANDY	40	f 7.16	f 8.16	f 10.16	f 12.16								
5903	22.47	HIGHLANDS	Y 50	s 7.20 ⁶¹	s 8.20 ²⁹	s 10.20	s 12.23				11.05				
	26.47	COADY		f 7.32	f 8.32	f 10.32	f 12.32								
	28.56	DURHAM YARD	Y Yard	s 7.37	s 8.37	s 10.37	s 12.37				A 11.30 P.M.				
	29.06	WOOSTER	5	f 7.39	f 8.39	f 10.39	f 12.39								
	30.26	S. J. SIDING	5	s 7.42	s 8.42	s 10.42	s 12.42								
	30.46	H. O. CO. CROSSING													
5904	30.76	BAYTOWN	Y	A 7.45 P.M.	A 8.45 P.M.	A 10.45 P.M.	A 12.45 A.M.								
5905	33.14	GOOSE CREEK	Y												
				Daily	Daily	Daily	Daily				Daily				
		33.14		26	28	30	32				60				
				1.45	1.45	1.45	1.45				1.30				

SPECIAL INSTRUCTIONS

A 10. RAILROAD CROSSINGS AT GRADE:

Not Interlocked or Gated:

SENIOR LINE

H. B. & T. R. R., Mile Post 7.15..... H. B. & T.
H. O. Co. R. R., Mile Post 30.46..... H. O. Co.

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence as between trains of the same class senior line shall have the right to cross first.

TABLE OF SPEEDS:

MILES PER HOUR

ONE MILE IN Minutes Seconds

5	12	..
10	6	..
15	4	..
20	3	..
25	2	22
30	2	..
35	1	43
40	1	30
45	1	20
50	1	12
55	1	3
60	1	..

CONTINUATION OF SPECIAL INSTRUCTIONS FROM PRECEDING PAGES

FORT WORTH DISTRICT—Continued From Page 2

A 7. SPEED RESTRICTIONS:

Passenger trains handled by freight engines, 35 miles per hour.
Passenger trains handling freight equipment must not exceed maximum speed of freight trains.
Trains handling loaded F. A. X. tank cars, steam shovels, clam shells and self-propelling pile drivers, 20 miles per hour.

Fort Worth.....City Limits, 18 miles per hour.
Venus.....City Limits, 8 miles per hour.
Italy.....City Limits, 6 miles per hour.
Waco.....City Limits, 18 miles per hour.
Mart.....City Limits, 12 miles per hour.

A 9. CLASS OF ENGINES TO BE USED:

Any system engine may be run over this district.

A 10. RAILROAD CROSSINGS AT GRADE:

NOT INTERLOCKED OR GATED:

St. L. S. W. R. R., Mile Post 213.0..... SENIOR LINE St. L. S. W.

INTERLOCKED:

T. & B. V. R. R., Mile Post 202.7..... I. - G. N.
St. L. S. W. R. R., Mile Post 177.0..... St. L. S. W.

When first class and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

A 11. YARD LIMITS:

	FROM		TO	
	Mile Post	Pole	Mile Post	Pole
Mara	271	2	268	0
Italy	223	15	220	20
East Waco Siding.....	178	20	174	5
Mart	160	4	157	0

A 12. TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

STATION	MILES FROM SPRING	TRAIN Nos.
Walling	205.0	19 and 20
Birome	193.37	19 and 20

A 14. LOCATION AND RESTRICTIONS OF PERMANENT SLOW BOARDS:

NORTHWARD:						
Mile Post	Pole	TO	Mile Post	Pole	Passenger	Freight
245	9		246	8	15	10
SOUTHWARD:						
Mile Post	Pole	TO	Mile Post	Pole	Passenger	Freight
246	8		245	9	15	10

A 15. Time shown at Waco Junction applies at North Wye Switch, where register box is located. First class trains northward, back into Waco from Waco Junction via Plum Street Connection, and head out to East Waco Siding, via St. L. S. W. R. R. First class trains southward head into Waco, using St. L. S. W. R. R. East Waco Siding to Waco, and back out to Waco Junction via Plum Street Connection.

MART DISTRICT—Continued From Page 3

B 1. All Northward Trains are superior to trains of the same class in the opposite direction.

B 2. MAXIMUM SPEED:

	PASSENGER TRAINS	FREIGHT TRAINS
Between Valley Junction and Mart.....	45	25
Between Valley Junction and Spring.....	45	30

B 3. Figures shown at Percival, Houston Union Station and Galveston are for information only. Trains between H. B. & T. Jct. and Spring will be governed by time table, rules and special instructions of the Palestine Division and while operating over H. B. & T. and G. H. & H. R. R.s tracks will be governed by the time tables, rules and special instructions of those companies.

B 4. STANDARD CLOCKS:

Yard Office, Mart.
Telegraph Office, Valley Junction.
Houston.

B 5. REGISTER STATIONS:

Bryan is register station for Trains Nos. 392, 393, 394 and 395 only. All trains register at Spring by register ticket and omit checking train register, except when displaying signals, and when necessary to check against superior trains, or ascertain whether or not signals have been displayed for following sections. (These exceptions may be taken care of by use of Train Order, Form N.)

MART DISTRICT—Continued

B 6. BULLETIN BOARDS:

Houston.
Yard Office, Mart.
Yard Office, Navasota.

B 7. SPEED RESTRICTIONS:

Passenger trains handled by freight engines, 35 miles per hour.
Passenger trains handling freight equipment must not exceed maximum speed of freight trains.
Trains handling loaded F. A. X. tank cars, steam shovels, clam shells and self-propelling pile drivers, 20 miles per hour.

Mart.....City Limits, 12 miles per hour.
Marlin.....City Limits, 4 miles per hour.
Bryan.....City Limits, 6 miles per hour.
Navasota.....City Limits, 8 miles per hour.
Houston.....City Limits, 18 miles per hour.

B 9. CLASS OF ENGINES TO BE USED:

Any system engine may be run over this district.

B 10. RAILROAD CROSSINGS AT GRADE:

NOT INTERLOCKED OR GATED:

Palestine Division, Mile Post 100.6..... SENIOR LINE H. & T. C.
H. & T. C. R. R., Mile Post 97.0..... H. & T. C.

GATED, BUT NOT INTERLOCKED:

H. & T. C. R. R., Mile Post 139.1..... H. & T. C.

INTERLOCKED:

H. & T. C. R. R., Mile Post 77.8..... H. & T. C.
H. & T. C. R. R., Mile Post 73.3..... H. & T. C.
H. & T. C. R. R., Mile Post 48.7..... H. & T. C.

HOUSTON YARD:

NOT INTERLOCKED OR GATED:

H. E. & W. T. R. R., Mile Post 147.7..... SENIOR LINE I. - G. N.
G. H. & S. A. R. R., Mile Post 149.8..... I. - G. N.

INTERLOCKED:

H. B. & T. R. R., Mile Post 146.0..... I. - G. N.
T. & N. O. R. R., Mile Post 149.0..... T. & N. O.

When first class and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

B 11. YARD LIMITS:

	FROM		TO	
	Mile Post	Pole	Mile Post	Pole
Mart	160	0	157	0
Marlin	140	20	136	25
Calvert Junction	111	25	109	0
Valley Junction	102	0	99	20
Bryan	78	25	75	20
College Station	75	0	72	15
Navasota	49	25	46	25
Spring	1	0	0	0
Houston	144	0	150	8

B 12. TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

STATION	MILES FROM SPRING	TRAIN Nos.
Salter	117.12	19 and 20
Marvin	107.03	19 and 20
Tatsie	97.0	19 and 20
Royder	67.27	19 and 20
Yuma	61.56	19 and 20
Yarbrough	40.01	19 and 20
Crooks	32.40	19 and 20

B 14. LOCATION AND RESTRICTIONS OF PERMANENT SLOW BOARDS:

NORTHWARD:						
Mile Post	Pole	TO	Mile Post	Pole	Passenger	Freight
50	13		51	0	15	10
87	1		88	25	20	15
SOUTHWARD:						
Mile Post	Pole	TO	Mile Post	Pole	Passenger	Freight
88	25		87	1	20	15
51	0		50	13	15	10

B 15. All trains must obtain Clearance Card, Form C, before leaving Valley Junction.

B 16. Between the hours of 7:00 A. M. and 7:00 P. M. all trains and switch engines must stop within 600 feet of Buffalo Bayou Bridge at Houston, and will proceed on hand signal from Bridge Tender. Rule 98 and 98 (a) will govern between 7:00 P. M. and 7:00 A. M.

CONTINUATION OF SPECIAL INSTRUCTIONS FROM PRECEDING PAGES 14

MADISONVILLE DISTRICT—Continued from Page 5

- E 2. **MAXIMUM SPEED:**
Passenger trains, 20 miles per hour between Navasota and Mile Post 9; 25 miles per hour between Mile Post 9 and Madisonville. Freight trains, 15 miles per hour.
- E 6. **BULLETIN BOARDS:**
Navasota.
- E 7. **SPEED RESTRICTIONS:**
Trains handling loaded F. A. X. tank cars, steam shovels, clam shells and self-propelling pile drivers, 12 miles per hour.
Navasota, city limits, 8 miles per hour.
- E 9. **CLASS OF ENGINES TO BE USED:**
Any engines, except the 300 class or heavier, may be run over this district.
- E 10. **RAILROAD CROSSINGS AT GRADE:**
NOT INTERLOCKED OR GATED:
T. & B. V. R. R., Mile Post 24.0..... SENIOR LINE I. - G. N.
- E 11. **YARD LIMITS:**
- | | FROM
Mile Post | Pole | TO
Mile Post | Pole |
|--------------------|-------------------|------|-----------------|------|
| Navasota | 0 | 0 | 1 | 0 |
| Madisonville | 43 | 0 | 44 | 21 |
- E 12. **TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:**
- | STATION | MILES FROM
NAVASOTA | TRAIN Nos. |
|---------------|------------------------|-------------|
| Malda | 28.45 | 119 and 120 |
| Eugenia | 36.95 | 119 and 120 |
| Josey | 40.76 | 119 and 120 |

CALVERT DISTRICT—Continued from Page 5

- G 2. **MAXIMUM SPEED:**
Passenger trains, 20 miles per hour; freight trains, 15 miles per hour.
- G 6. **BULLETIN BOARDS:**
Calvert.
- G 7. **SPEED RESTRICTIONS:**
Passenger trains handling freight equipment must not exceed maximum speed of freight trains.
Trains handling loaded F. A. X. tank cars, steam shovels, clam shells and self-propelling pile drivers, 12 miles per hour.
Calvert, city limits, 8 miles per hour.
- G 9. **CLASS OF ENGINES TO BE USED:**
Any engine, except 1000 class, or heavier, may be run over this district.
- G 11. **YARD LIMITS:**
- | | FROM
Mile Post | Pole | TO
Mile Post | Pole |
|------------------------|-------------------|------|-----------------|------|
| Calvert | 4 | 0 | 4 | 21 |
| Calvert Junction | 0 | 0 | 1 | 0 |

HOSKINS DISTRICT—Continued From Page 7

- I 2. **MAXIMUM SPEED:**
- | | PASSENGER
TRAINS | FREIGHT
TRAINS |
|---------------------------------------|---------------------|-------------------|
| Between Freeport and Anchor..... | 35 | 25 |
| Between Freeport and Bryan Mound..... | .. | 15 |
| Over Brazos River Bridge..... | 10 | 10 |
- I 4. **STANDARD CLOCKS:**
Freeport.
- I 6. **BULLETIN BOARDS:**
Freeport.
- I 7. **SPEED RESTRICTIONS:**
Passenger trains handled by freight engines, 35 miles per hour.
Passenger trains handling freight equipment must not exceed maximum speed of freight trains.
Trains handling loaded F. A. X. tank cars, steam shovels, clam shells and self-propelling pile drivers, 20 miles per hour.
- I 9. **CLASS OF ENGINES TO BE USED:**
Any engine, except 1100 class, or heavier, may be run over this district.
- I 10. **RAILROAD CROSSINGS AT GRADE:**
NOT INTERLOCKED OR GATED:
St. L. E. & M. R. R., Mile Post 20.9..... SENIOR LINE H. & B. V.
- I 11. **YARD LIMITS:**
- | | FROM
Mile Post | Pole | TO
Mile Post | Pole |
|------------------------|-------------------|------|-----------------|------|
| Hoskins Junction | 5 | 0 | 8 | 7 |
- I 12. **TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:**
- | STATION | MILES FROM
FREEPORT | TRAIN Nos. |
|-------------------|------------------------|-------------|
| Broadstreet | 0.5 | 583 |
| Rucks | 17.2 | 582 and 583 |
- I 15. All southward trains will obtain clearance card at Hoskins Junction.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

TRINITY DISTRICT				MART DISTRICT				MART DISTRICT (Continued)				SUGAR LAND DISTRICT			
NAME	Location Mile	Capacity	End Connection	NAME	Location Mile	Capacity	End Connection	NAME	Location Mile	Capacity	End Connection	NAME	Location Mile	Capacity	End Connection
Reiter.....	8.83	11	NORTH	Rionel.....	131.26	2	NORTH	Royder.....	67.27	10	NORTH	Ulrich.....	1.9	8	BOTH
Trigg Spur.....	16.07	2	NORTH	Recson.....	123.70	4	SOUTH	Yuma.....	61.56	14	SOUTH	Guenther.....	3.7	6	NORTH
Murchison Spur.....	27.90	2	SOUTH	Salter.....	117.12	6	SOUTH	Dallam.....	57.26	10	NORTH	Rochford.....	5.9	18	BOTH
Peyton.....	68.22	9	SOUTH	Black Bridge.....	112.70	8	SOUTH	Levin.....	41.50	3	NORTH	Worrell.....	6.2	52	NORTH
Inmans.....	69.87	42	SOUTH	Peterson.....	109.89	6	NORTH	Waltwood.....	33.07	4	SOUTH	Erna.....	7.9	24	BOTH
Texas Co. Plant.....	72.80	34	SOUTH	Beckham.....	108.57	19	SOUTH	Crooks.....	32.40	7	SOUTH	Branch.....	8.9	41	BOTH
Carolina.....	75.55	9	NORTH	Barton.....	107.67	7	NORTH	Todd.....	29.22	7	NORTH	South.....	9.6	8	NORTH
Pine Valley.....	86.15	4	NORTH	Marvin.....	107.03	6	NORTH	Amsler.....	23.70	6	NORTH	Lockridge.....	11.5	12	NORTH
Barretts.....	87.77	11	NORTH	North Harlan.....	105.87	3	NORTH	Alethia.....	20.53	15	SOUTH	Sears.....	15.1	18	BOTH
Barado.....	89.60	4	BOTH	Dunns.....	103.04	6	SOUTH	Virgie.....	13.18	4	NORTH	Cow Lake.....	16.1	No Siding	
Elmina.....	94.07	8	SOUTH	Algodon.....	102.01	8	NORTH	Willow.....	7.34	5	SOUTH	Bingham.....	17.5	2	NORTH
Colton.....	100.99	6	SOUTH	Myrtlewood.....	99.93	11	SOUTH	Rotherwood.....	4.85	6	SOUTH	Tigner.....	18.2	10	SOUTH
Pineview.....	106.00	25	BOTH	Hay Market.....	97.81	7	NORTH					Laprella.....	19.2	19	BOTH
Minnocks.....	118.78	8	SOUTH	Smitana.....	83.69	10	SOUTH					Burnsides.....	23.0	No Siding	
Haltoms.....	123.79	10	SOUTH	Wicker.....	68.27	11	NORTH					Herman.....	23.5	12	BOTH
Rayford.....	124.41	20	BOTH									Trammels.....	24.9	3	BOTH
Gulf Tie Co.....	146.00	40	BOTH									Emelia.....	25.8	No Siding	
												Smada.....	29.8	7	BOTH
												Imperial.....	34.4	10	WYE
												Pryor.....	35.4	21	BOTH
												Elmore.....	36.9	No Siding	
												Cole.....	37.8	25	BOTH

HUNTSVILLE DISTRICT				FT. WORTH DISTRICT				MADISONVILLE DISTRICT				COLUMBIA DISTRICT			
NAME	Location Mile	Capacity	End Connection	NAME	Location Mile	Capacity	End Connection	NAME	Location Mile	Capacity	End Connection	NAME	Location Mile	Capacity	End Connection
Patella.....	3.15	3	SOUTH	Bradley.....	249.78	11	NORTH	Premier.....	5.85	5	SOUTH	Southland Terrace	4.03	19	NORTH
				Walling.....	205.00	10	SOUTH	Malda.....	28.45	10	SOUTH	Pierce Junction.....	7.11	8	NORTH
				Birome.....	194.37	7	SOUTH	Eugenia.....	36.95	13	SOUTH	Blue Ridge.....	12.15		BOTH
				Battle.....	162.64	15	NORTH					Denike.....	35.60	9	NORTH

WATCH INSPECTORS HOUSTON DIVISION

Houston Watch Company.....Houston, Texas.
G. W. Haltom.....Fort Worth, Texas.
Francis Upchurch.....Mart, Texas.

R. E. Graver.....Navasota, Texas.
A. M. Mackenzie.....Bryan, Texas.

SPEED TABLE

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	
8	7	30
10	6	
12	5	
15	4	
18	3	20
20	3	
25	2	24
30	2	
35	1	42
40	1	30
45	1	20
50	1	12
55	1	5

I.-G. N. EMPLOYES HOSPITAL ASSOCIATION

DR. E. B. PARSONS, Chief Surgeon, Palestine, Texas

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.

Hospital ambulance will meet patients at Palestine depot that are on cots, sick or injured. Do not call or wire for ambulance where patients can be carried to hospital in car. Conductors when wiring Chief Surgeon or Dispatcher, please state whether ambulance or car will be needed.

LOCAL SURGEONS

Dr. S. A. Woodward.....Ft. Worth, Tex.
 Dr. Jno. T. Tucker.....Ft. Worth, Tex.
 Dr. W. R. Thompson.....Ft. Worth, Tex.
 Dr. M. C. Cahill.....Lillian, Tex.
 Dr. C. C. Anderson.....Venus, Tex.
 Dr. W. B. Weeks.....Maypearl, Tex.
 Dr. R. L. Hall.....Italy, Tex.
 Dr. F. H. Carlisle.....Italy, Tex.
 Dr. J. E. May.....Mertens, Tex.
 Dr. T. P. Pipkin.....Irene, Tex.
 Dr. C. W. Drake.....Malone, Tex.

Dr. J. E. Morris.....Madisonville, Tex.
 Dr. W. J. Woolsey.....Penelope, Tex.
 Dr. J. H. Thomas.....Leroy, Tex.
 Dr. H. R. Dudgeon.....Waco, Tex.
 Dr. J. M. Witt.....Waco, Tex.
 Dr. I. E. Colgin.....Waco, Tex.
 Dr. H. T. Aynesworth.....Waco, Tex.
 Dr. M. L. Langford.....Mart, Tex.
 Dr. C. C. Collom.....Mart, Tex.
 Dr. T. H. Baird.....Otto, Tex.
 Dr. S. P. Rice.....Marlin, Tex.

Dr. J. W. Torbett.....Marlin, Tex.
 Dr. H. P. Curry.....Highbank, Tex.
 Dr. W. C. Taylor.....Calvert, Tex.
 Dr. R. J. Hunnicutt.....Bryan, Tex.
 Dr. J. N. Goodwin.....Bryan, Tex.
 Dr. J. E. Marsh.....College Station, Tex.
 Dr. W. W. Greenwood.....Navasota, Tex.
 Dr. S. J. Emory.....Navasota, Tex.
 Dr. J. M. Ware.....Magnolia, Tex.
 Dr. J. E. Smith.....Bedias, Tex.
 Dr. M. M. Parker.....Anderson, Tex.

Dr. S. B. Maxy.....Angleton, Tex.
 Dr. M. A. Weems.....E. Columbia, Tex.
 Dr. I. P. Poynor.....Harrisburg, Tex.
 Dr. O. Patton.....League City, Tex.
 Dr. F. W. Aves.....Galveston, Tex.
 Dr. W. F. Spiller.....Galveston, Tex.

LOCATION OF HOSPITAL, PALESTINE, TEXAS

DISTRICT SURGEONS:

Dr. M. J. Taylor.....Houston, Tex.
 Dr. J. L. Taylor.....Houston, Tex.
 Dr. M. L. Langford.....Mart, Tex.
 Dr. S. A. Woodward.....Ft. Worth, Tex.

OCULISTS:

Dr. C. F. Card, Chief Oculist.....Palestine, Tex.
 Dr. A. D. Wages.....Palestine, Tex.
 Dr. F. J. Slataper.....Houston, Tex.
 Dr. R. M. Hargrove.....Houston, Tex.
 Dr. W. R. Thompson.....Ft. Worth, Tex.
 Dr. V. B. Woodward.....Ft. Worth, Tex.
 Dr. H. T. Aynesworth.....Waco, Tex.
 Dr. S. J. Emory.....Navasota, Tex.

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 initial letter 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 stopped; 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 crossing 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 6570. 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 happens 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 admission 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 employee 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 substitute 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 \$5,000.00 for each violation of the Act, and any employee 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 \$2,000.00, 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 pay his fare to destination; 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 employees, who uses vile or profane language in the car or who threatens to assault any passenger or train employees, 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 condition 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 employees 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 highways and crossings.