

DIVISION OFFICERS

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

SAFETY FIRST



INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY SUGAR LAND RAILWAY

PALESTINE DIVISION

TIME-TABLE No. 74

Effective 12:01 A. M.

SUNDAY, FEBRUARY 18, 1951

CENTRAL STANDARD TIME

Superseding Time-Table No. 73, dated September 3,
1950, and all supplements thereto.

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

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

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

SPECIAL INSTRUCTIONS

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

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

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

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

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

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

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

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

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

Where safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs, or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications or any and all signals, REGARDLESS OF LOSS OF TIME.

RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first by habitually conforming to the rules in the daily performance of his own duties; second by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatchers must bear in mind that his more extended means of communication and consequent knowledge of conditions, gives him a point of view not available to any other person connected with train, engine or yard movements, and that his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

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



General Manager

ATTENTION
TRAIN AND ENGINE CREWS

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

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their

first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. **AVOID ROUGH HANDLING OF YOUR TRAIN.** Missouri Pacific Lines enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is **SMOOTH HANDLING OF FREIGHT TRAINS.** Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



General Manager.

LONGVIEW SUBDIV.—LONGVIEW TO PALESTINE

TIME-TABLE
NO. 74

FEBRUARY 18, 1951

TRAINS SOUTHWARD

Station Numbers	Distance from Longview	STATIONS	Siding Capacity in Cars	FIRST CLASS			SECOND CLASS		THIRD CLASS	
				21	31	37	65	67	191	
				Passenger	Passenger	Passenger	Red Ball Freight	Red Ball Freight	Local Freight	
				Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
0	0.0	CS.....LONGVIEW.....WO&TY	Yard	4 50 AM	7 15 AM	7 10 PM	5 00 AM	6 00 PM	8 20 AM	
5	4.9	P.....FOOTES	100	4 57	7 23 ⁶⁶	7 17	5 10	6 10	8 35	
10	10.8	P.....BA SIDING	107	5 04	7 31	7 25	5 20	6 20	8 50	
12	12.1	LS.....KILGORE.....*	55	a 5 05	s 7 35 ³⁸	s 7 28	5 25	6 23	9 00	
18	17.9	P.....REEDS	89	5 12	7 43	7 36	5 35	6 32	9 15	
22	22.4	LS.....OVERTON.....*W	83	5 18	s 7 52	s 7 46	6 00	6 39	9 45	
29	28.6	LS.....ARP.....*	104 58	5 25	8 01	s 7 56	6 25 ⁶⁶	6 48	10 10	
36	35.9	CS.....TROUP.....*WY	107	a 5 34	s 8 13	s 8 11 ²²	6 54 ³⁸	6 58	10 45	
42	42.3	P.....GOULD	83	5 41	8 22	8 25	7 15	7 07	11 00 ¹⁹⁰	
48	47.9	P.....TECULA	100	5 48 ⁶⁶	8 29	8 33	7 30	7 15	11 10	
54	54.1	LS.....JACKSONVILLE.....*W	94	a 5 54	s 8 37	s 8 41	7 41	7 25	11 25 AM	
57	57.7	P.....HUME	100	5 58	8 46 ¹⁹⁰	9 00	7 50	7 45 ²²	12 05 PM	
61	61.3	P.....IRONTON	31	6 02 ³⁸	8 51	9 05	7 57	8 00	12 15	
65	64.8	P.....PRICES	49	6 08	8 56	9 10	8 04	8 10	12 25	
70	69.6	LS.....NECHES.....*	103	6 14	9 02	s 9 19	8 14 ¹⁹⁰	8 18	12 35	
76	76.3	P.....WELLS CREEK	83	6 22	9 10	9 30	8 30	8 30	12 50	
81	81.3	CS.....PALESTINE..WDO&YT	Yard	6 30 AM	9 25 AM	9 50 PM	9 00 AM	8 50 PM	1 10 PM	
		81.3		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	

AUTOMATIC BLOCK

LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

TIME-TABLE
NO. 74

FEBRUARY 18, 1951

TRAINS NORTHWARD

Station Numbers	Distance from Palestine	STATIONS	Siding Capacity in Cars	FIRST CLASS			SECOND CLASS		THIRD CLASS	
				38	32	22	66	190		
				Passenger	Passenger	Passenger	Red Ball Freight		Local Freight	
				Daily	Daily	Daily	Daily	Daily Except Sunday		
0	81.3	CS.....LONGVIEW.....WO\$YT	Yard	8 10 AM	5 15 PM	9 00 PM	7 35 AM		2 00 PM	
5	78.4	P.....FOOTES	100	7 50	5 02	8 49	7 23 ³¹		1 40	
10	70.5	P.....BA SIDING	107	7 40	4 53	8 41	7 00		1 20	
12	69.2	LS.....KILGORE.....*	55	7 35 ³¹	4 50	8 39	6 57		1 15	
18	63.4	P.....REEDS	89	7 22	4 41	8 31	6 47		12 40	
22	58.9	LS.....OVERTON.....*W	83	7 16	4 35	8 26	6 39		12 30	
29	52.7	LS.....ARP.....*	58	7 04	4 23	8 19	6 25 ⁶⁵		12 10 PM	
36	45.4	CS.....TROUP.....*WY	107	6 54 ⁶⁵	4 14	8 11 ³⁷	6 11		11 50 AM	
42	39.0	P.....GOULD	83	6 40	4 04	8 03	5 58		11 00 ¹⁹¹	
48	33.4	P.....TECULA	100	6 32	3 56	7 57	5 48 ²¹		10 45	
54	27.2	LS.....JACKSONVILLE.....*W	94	6 22	3 47	7 50	5 26		10 30	
57	23.6	P.....HUME	100	6 07	3 39	7 45 ⁶⁷	5 16		8 46 ³¹	
61	20.0	P.....IRONTON	31	6 02 ²¹	3 33	7 40	5 08		8 29	
65	16.5	P.....PRICES	49	5 50	3 27	7 35	4 59		8 23	
70	11.7	LS.....NECHES.....*	103	5 45	3 21	7 29	4 51		8 14 ⁶⁵	
76	5.0	P.....WELLS CREEK	83	5 37	3 12	7 21	4 40		7 40	
81	0.0	CS.....PALESTINE.....WDO\$YT	Yard	5 30 AM	3 05 PM	7 15 PM	4 30 AM		7 30 AM	
	81.3			Daily	Daily	Daily	Daily		Daily Except Sunday	

TRINITY SUBDIV.—PALESTINE TO BELT JCT.

TIME-TABLE
NO. 74

FEBRUARY 18, 1951

TRAINS SOUTHWARD

Distance from SY Jct.	STATIONS	FIRST CLASS				SECOND CLASS				THIRD CLASS	
		25	17	27		73	165	167	71	195	193
		Passenger	Passenger	Passenger		Red Ball Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight
0.0	OS.....PALESTINE...WDO\$YT	6 50 AM		11 59 PM		11 00 AM	10 05 PM				8 15 AM
	1.0	See Current Time Table San Antonio Division between SY Jct. and Palestine									
0.0	P.....SY JCT.....	6 52		12 01 AM		11 03	10 08				8 18
7.5	P.....CRONIN.....	7 01		12 14		11 17	10 20				8 30
13.2	LS.....ELKHART.....*	7 06		12 24		11 25	10 30				8 45
18.2	P.....SALMON.....*	7 12		12 38		11 37 ¹⁹²	10 42				9 00
24.5	LS.....GRAPELAND.....W* ^a	7 20		12 51		11 50 AM	10 55				9 30
31.0	P.....LATEXO.....*	7 27		1 05		12 03 PM	11 08				9 45
37.5	LS.....CROCKETT.....W* ^a	7 34		1 20 ⁶⁴		12 17	11 18				10 39 ¹⁹²
44.0	P.....CUT.....	7 42		1 36		12 30	11 28				10 55
51.2	LS.....LOVELADY.....*	7 50		1 54		12 48	11 38				11 10
55.8	P.....RED BRANCH.....	7 55		2 06		1 05	11 45 PM ⁶⁴				11 20
64.8	LS.....TRINITY.....W* ^a	8 06		2 30 ²⁸		1 25	12 10 AM				11 35
71.7	LS.....RIVERSIDE.....*	8 14 ¹⁹²		2 42		1 40	12 27				11 50 AM
79.6	P.....DODGE.....*	8 24		2 56		1 56	12 43				12 05 PM
84.0	LS.....PHELPS.....WY* ^f	8 30		3 15		2 10	12 53			8 00 AM	12 15 PM
95.7	LS.....NBW WAVERLY.....*	8 44 ¹⁹⁵		3 36		2 40	1 30 ²⁸			8 44 ²⁵	
103.7	TP.....WILLIS.....*	8 53		3 53		2 55	1 50			9 30	
111.7	OS.....CONROE (GC & SF Cross.) WY* ^a	9 02		4 03		3 10	2 05			10 15	
115.0	P.....CAMP STRAKE.....	9 07		4 20		3 20	2 15			10 30	
120.6	P.....TAMINA.....	9 13		4 35		3 30	2 28			10 55 ¹⁹⁴	
127.7	OS.....SPRING.....WY* ^a	9 20	3 06 PM	4 50		4 55 AM	3 48	2 40	11 50 PM	11 20	
128.2	P.....SW SIDING.....	9 21	3 07	4 51 ⁷⁰		5 00 ⁷⁰	3 50	2 42	11 52 PM	11 33	
131.8	P.....WESTFIELD.....*	9 25	3 11	5 00		5 10	3 55	2 48	12 01 AM	11 55 AM	
137.8	P.....ALDINE.....	9 31	3 17	5 10		5 20	4 24 ²⁶	3 00	12 27 ²⁸	12 10 PM	
145.2	P.....CROSS TIMBERS.....										
145.8	OS.....BELT JCT.....	9 40 AM	3 27 PM	5 20 AM		5 30 AM	4 40 PM	3 35 AM	12 41 AM	12 25 PM	
150.1	OS.....SETTEGAST YARD WDO\$Y					5 50 AM	5 00 PM	4 00 AM	1 00 AM	12 50 PM	
146.0	H. B. & T. CROSSING.....										
146.3	PERCIVAL JCT.....	9 42	3 29	5 22							
150.8	OS.....HOUSTON (Union Station).....	10 00 AM 10 25 AM	3 50 PM	5 45 AM							
200.3	OS.....GALVESTON.....	12 01 PM									
	201.3	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

TRINITY SUBDIV.—BELT JCT. TO PALESTINE

**TIME-TABLE
NO. 74**
FEBRUARY 18, 1951

TRAINS NORTHWARD

Station Numbers	Distance from Houston	Stations	Siding Capacity in Cars	TRAINS NORTHWARD									
				FIRST CLASS			SECOND CLASS			THIRD CLASS			
				28 Passenger	18 Passenger	26 Passenger	70 Red Ball Freight	72 Red Ball Freight	64 Red Ball Freight	192 Local Freight	194 Local Freight		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
81	151.8	CS..... PALESTINE. WD\$OYT	Yard	4 30 AM		6 55 PM			3 15 AM	12 30 PM			
Sec Current Time Table San Antonio Division between SY Jct. and Palestine													
		1.0											
	150.8	P..... SY JOT		4 19		6 48			3 05	12 25			
A89	143.3	P..... CRONIN	85	4 09		6 38			2 50	12 10 PM			
A94	138.6	LS..... ELKHART	82	4 00		6 32			2 35	11 55 AM			
A100	132.6	P..... SALMON	94	3 49		6 25			2 20	11 37 ¹⁶⁵			
A106	126.3	LS..... GRAPELAND W*	78	3 38		6 17			2 05	11 10			
A112	119.8	P..... LATEXO	86	3 27		6 09			1 45	10 55			
A119	113.3	LS..... CROCKETT W*	100	3 14		6 02			1 20 ²⁷	10 39 ¹⁹³			
A125	108.8	P..... CUT	84	3 06		5 56			12 55	9 40			
A133	99.6	LS..... LOVELADY	87	2 55		5 49			12 40	9 25			
A137	95.0	P..... RED BRANCH	84	2 44		5 45			12 27	9 15			
A146	86.0	LS..... TRINITY W*	128	2 30 ²⁷		5 36			12 10 ¹⁶⁷	9 00			
A153	79.1	LS..... RIVERSIDE	77	2 14		5 28			11 50 PM	8 14 ²⁵			
A161	71.2	P..... DODGE	80	2 02		5 21			11 37	7 48			
A165	66.8	LS..... PHELPS WY*	100	1 53		5 17			11 28	7 35 AM	1 50 PM		
A177	55.1	LS NEW WAVERLY	100	1 30 ¹⁶⁷		5 05			11 03		1 10		
A185	47.1	TP..... WILLIS	103	1 20		4 57			10 48		12 50		
A193	39.1	CS. CONROE (GC & SF Cross.) WY*	88	1 06		4 49			10 33		12 30 PM		
A196	35.8	P..... CAMP STRAKE	41	12 58		4 44			10 20		11 10 AM		
A202	30.2	P..... TAMINA	84	12 51		4 39			10 10		10 55 ¹⁹⁵		
A209	23.1	CS..... SPRING WY*		12 42	9 07 AM	4 33		5 05 AM	8 50 PM	9 58		10 40	
	22.6	P..... SW SIDING	125	12 40	9 05	4 32		5 00 ⁷³	8 48	9 57		10 35	
A213	19.0	P..... WESTFIELD	82	12 35	9 01	4 29		4 51 ²⁷	8 43	9 50		10 25	
A219	13.0	P..... ALDINE	87	12 27 ⁷¹	8 55	4 24 ¹⁶⁵		4 25	8 43	9 40		10 25	
A226	5.6	P..... CROSS TIMBERS	25					4 10	8 34	9 40		10 10	
A227	5.0	CS..... BELT JCT.		12 18 AM	8 47 AM	4 17 PM		3 55 AM	8 20 PM	9 25 PM		9 55 AM	
A232	0.0	CS..... SETTEGAST YARD WDO\$Y	Yard					3 30 AM	8 00 PM	9 00 PM		9 30 AM	
	4.8	H. B. & T. CROSSING											
	4.5	PERCIVAL JCT.		12 16	8 45	4 15							
	0.0	CS..... HOUSTON (Union Station)		12 01 AM	8 30 AM	4 00 PM		3 25 PM					
A280		OS..... GALVESTON				2 00 PM							
		201.3		Daily	Daily	Daily		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

MART SUBDIV.—MART TO SPRING

TIME-TABLE
NO. 74

FEBRUARY 18, 1951

TRAINS SOUTHWARD

FIRST CLASS

SECOND CLASS

THIRD CLASS

17
Passenger71
Red Ball
Freight73
Red Ball
Freight395
Local
Freight393
Local
Freight

Daily

Daily

Daily

Daily
Except
SundayDaily
Except
Sunday

STATIONS

Siding
Capacity
in
Cars

Station Numbers	Distance from Ft. Worth	TIME-TABLE NO. 74 FEBRUARY 18, 1951	Siding Capacity in Cars	17 Passenger	71 Red Ball Freight	73 Red Ball Freight	395 Local Freight	393 Local Freight
		STATIONS		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
Bv159	114.4	CS. MART WO&Y	Yard		5 00 PM	11 10 PM		11 00 AM ⁷⁰
Bv152	121.1	P OTTO	79		5 12	11 20		11 20
Bv145	128.4	P MA SIDING	100		5 24	11 32		11 35
	133.8	T. & N. O. CROSSING						
Bv139	134.4	LS MARLIN W	82		5 39	11 46 PM		11 55 AM
Bv129	144.6	P COYMACK	88		6 00	12 01 AM		12 15 PM
Bv128	145.1	HIGH BANK						
Bv116	156.4	P GH SIDING	98		6 20	12 18		12 30
Bv110	162.8	P AJ SIDING	100		6 32	12 29		12 49
Bv103	169.3	P GOODLAND	84		6 44	12 47 ⁷²		1 02
175	172.3	CS. VALLEY JCT. (S.A. Div. Cross.) WOY	131	12 45 PM	7 45	1 35	6 30 AM	2 00 ³⁹⁴
	175.9	TATSIE (T&NO Crossing)						
Bv96	177.4	P NICHOLAS	84	12 53	7 55	1 45	6 40	2 25
Bv92	180.9	P MUMFORD	78	12 58	8 03	1 55	6 50	2 35
Bv86	187.4	P FOUNTAIN	77	1 06 ³⁹⁴	8 13	2 10	7 00	2 45
Bv78	194.8	CS BRYAN WY	75	1 19	8 23	2 24	7 20 ³⁹² 8 05 ⁷⁰	3 05 PM
	195.1	T. & N. O. CROSSING						
Bv74	199.3	LS COLLEGE STATION		1 25	8 33	2 34	8 25	
	199.6	T. & N. O. CROSSING						
Bv70	202.4	P KOPPE	70	1 30	8 39	2 39	8 35	
Bv65	207.6	P ENRIGHT	100	1 37	8 49	2 48	8 45	
Bv55	217.5	P DINKINS	75	1 50	9 09	3 03	9 05	
	224.2	T. & N. O. CROSSING						
Bv49	224.4	CS NAVASOTA W	74	2 04	9 23	3 28	10 12 ¹⁸ 10 33 ³⁹⁴	
Bv37	236.4	P STONEHAM	100	2 19	9 49 ⁷²	3 52	10 33	
Bv27	245.6	P FETZER	70	2 31	10 09	4 07	10 50	
Bv22	250.8	LS MAGNOLIA	100	2 38	10 29	4 16	11 10	
Bv17	255.9	P PINEHURST *	43	2 45	10 49	4 25	11 35	
Bv11	261.7	P HUFSMITH	100	2 52	11 09	4 34	11 50 AM	
A209	272.0	CS SPRING WY		3 06 PM	11 50 PM	4 55 AM	12 15 PM	
		158.5		Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

MART SUBDIV.—SPRING TO MART

TIME-TABLE NO. 74

FEBRUARY 18, 1951

TRAINS NORTHWARD

FIRST CLASS

SECOND CLASS

THIRD CLASS

18
Passenger

70
Red Ball
Freight

72
Red Ball
Freight

392
Local
Freight

394
Local
Freight

Daily

Daily

Daily

Daily
Except
Sunday

Daily
Except
Sunday

STATIONS

Siding Capacity
in Cars

Station Numbers	Distance from Spring	TIME-TABLE NO. 74 FEBRUARY 18, 1951	Siding Capacity in Cars	TRAINS NORTHWARD				
				FIRST CLASS	SECOND CLASS		THIRD CLASS	
				18 Passenger	70 Red Ball Freight	72 Red Ball Freight	392 Local Freight	394 Local Freight
				Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
Bv159	158.5	CS..... MART WO&Y	Yard		11 00 ³⁹³ AM	2 35 AM	10 40 AM	
Bv152	151.8	P..... OTTO	79		10 46	2 11	10 24	
Bv145	144.5	P..... MA SIDING	100		10 33	1 59	9 50	
	139.1	T. & N. O. CROSSING						
Bv139	138.5	LS..... MARLIN W	82		10 05	1 40	9 40	
Bv129	128.3	P..... COYMACK	83		9 50	1 25	9 25	
Bv128	127.8	HIGH BANK						
Bv116	116.5	P..... GH SIDING	98		9 34	1 08	9 05	
Bv110	110.1	P..... AJ SIDING	100		9 22	12 58	8 50	
Bv103	103.6	P..... GOODLAND	84		9 10	12 47 ⁷³	8 35	
175	100.6	CS..... VALLEY JCT. (S.A. Div. Cross.)..... WOY	131	11 45 AM	9 05	12 40 AM	8 25	2 00 ³⁹³ PM
	97.0	TATSIE (T&NO Crossing)						
Bv96	95.5	P..... NICHOLAS	84	11 26	8 41	11 36 PM	8 00	1 35
Bv92	92.0	P..... MUMFORD	78	11 21	8 35	11 30	7 50	1 25
Bv86	85.5	P..... FOUNTAIN	77	11 13	8 20	11 20	7 35	1 06 ¹⁷
Bv78	78.1	CS..... BRYAN WY	75	11 00	8 05 ³⁹⁵	11 08	7 20 ³⁹⁵ AM	12 29
	77.8	T. & N. O. CROSSING						
Bv74	73.6	LS..... COLLEGE STATION		10 54	7 50	11 01		12 01 PM
	73.3	T. & N. O. CROSSING						
Bv70	70.5	P..... KOPPE	70	10 48	7 40	10 56		11 40 AM
Bv65	65.3	P..... ENRIGHT	100	10 41	7 30	10 48		11 17
Bv55	55.4	P..... DINKINS	75	10 28	7 13	10 33		10 46
	48.7	T. & N. O. CROSSING						
Bv49	48.5	CS..... NAVASOTA W	74	10 12 ³⁹⁴	6 50	10 16		10 12 ¹⁸ ³⁹⁵
Bv37	36.5	P..... STONEHAM	100	9 58	6 20	9 49 ⁷¹		9 20
Bv27	27.3	P..... FETZER	70	9 46	6 00	9 33		9 01
Bv22	22.1	LS..... MAGNOLIA	100	9 39	5 50	9 24		8 50
Bv17	17.0	P..... PINEHURST *	43	9 31	5 40	9 16		8 35
Bv11	11.2	P..... HUFSMITH	100	9 23	5 30	9 07		8 25
A209	0.0	CS..... SPRING WY		9 07 AM	5 05 AM	8 50 PM		8 00 AM
	158.5			Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

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

TRAINS SOUTHWARD

TRAINS NORTHWARD

TIME-TABLE
NO. 74

FEBRUARY 18, 1951

THIRD CLASS	SECOND CLASS		Station Numbers	Distance from Spring	TIME-TABLE NO. 74 FEBRUARY 18, 1951	Siding Capacity in Cars	SECOND CLASS		THIRD CLASS
	391 Local Freight	73 Red Ball Freight					71 Red Ball Freight	72 Red Ball Freight	
Daily Except Sunday	Daily	Daily			STATIONS		Daily	Daily	Daily Except Sunday
9 30 AM	7 00 PM	11 00 AM	Bv272	272.1	P..... TP CONN.		7 40 AM	5 30 PM	2 00 PM
9 35	7 06	11 07	Bv270	270.1	P..... MARA 2.0	63	6 55	4 55	1 50
				269.3 WATER TANK 0.8				
9 50	7 18	11 22	Bv263	263.9	P..... EVERMAN 5.4	90	6 45	4 15	1 35
10 05	7 29	11 37	Bv257	257.6	P..... RETTA 6.3	65	6 35	3 55	1 20
10 15	7 38	11 47 AM	Bv252	252.8	P..... LILLIAN 4.8	57	6 27	3 42	1 10
10 35	7 52	12 03 PM	Bv245	245.4	P..... VENUS 7.4	83	6 15	3 21	12 50
10 55	8 11	12 23 ³⁹⁰	Bv234	234.9	LS..... MAY PEARL 10.5	100	5 55	2 55	12 23 ⁷¹
			Bv227	227.6 BELL BRANCH 7.3				
11 40 ³⁹⁰	8 34	1 03	Bv222	222.3	LS..... ITALY 5.3	100	5 35	2 10	11 40 ^{391 AM}
11 55 AM	8 48	1 19	Bv213	213.7	P..... MERTENS 8.6	65	5 20	1 55	11 20
				210.0 WATER TANK 3.7				
12 10 PM	8 57	1 35 ⁷⁰	Bv208	208.9	LS..... IRENE 1.1	86	5 10	1 35 ⁷¹	11 05
			Bv203	203.3 MALONE 5.6				
12 27	9 13	2 10	Bv198	199.0	LS..... PENELOPE 4.3	100	4 55	1 15	10 35
12 50 ⁷⁰	9 29	2 46	Bv188	188.6	P..... LEROY 10.4	84	4 35	12 50 ³⁹¹	10 01
1 10	9 46	3 10	Bv178	177.7	CS EASTCO (StLS-W Crossing) 10.9	101	4 15	12 30	9 35
				177.2	P..... WF CONN. 0.5				
				175.6 WACO 1.6				
2 15	10 06	3 30	Bv167	166.8	P..... HALLSBURG 8.8	100	3 50	12 05 PM	7 20
2 35 PM	10 40 PM	4 00 PM	Bv159	158.5	CS..... MART 8.3	Yard	3 35 AM	11 45 AM	7 00 AM
Daily Except Sunday	Daily	Daily			113.6		Daily	Daily	Daily Except Sunday

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

9

TRAINS SOUTHWARD

SECOND CLASS

197

Local
Freight

Daily
Except
Sunday

6 30 AM

6 45

7 05

7 25

8 15

8 35

8 55

9 20 AM

Daily
Except
Sunday

Station Numbers

Distance from
Mineola

TIME-TABLE NO. 74

FEBRUARY 18, 1951

STATIONS

LS	MINEOLA	WY	44.2	
	4.8			
	4.8		39.4	
	6.7			
TP	LINDALE		32.7	
	6.4			
	7.3		26.3	
LS	TYLER (StLS-W Cross.)	W	19.0	
	5.1			
	5.1		13.9	
	5.3			
	5.3		8.6	
CS	TROUP	WY	0.0	
	8.6			

Distance from
Troup

TRAINS NORTHWARD

THIRD CLASS

196

Local
Freight

Daily
Except
Sunday

1 45 PM

1 15

12 55

12 35

12 01 PM

11 20 AM

11 00

10 40 AM

Daily
Except
Sunday

44.2

HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND PHELPS

TRAINS SOUTHWARD

THIRD CLASS

199

Local
Freight

Daily
Except
Sunday

7 00 AM

7 30 AM

Daily
Except
Sunday

Station Numbers

Distance from
Huntsville

TIME-TABLE NO. 74

FEBRUARY 18, 1951

STATIONS

LS	HUNTSVILLE	O	7.0	
	7.0			
LS	PHELPS	WY	0.0	

Distance from
Phelps

TRAINS NORTHWARD

THIRD CLASS

198

Local
Freight

Daily
Except
Sunday

8 15 PM

2 45 PM

Daily
Except
Sunday

7.0

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

TRAINS SOUTHWARD				TIME-TABLE				TRAINS NORTHWARD					
THIRD CLASS				NO. 74				THIRD CLASS					
				FEBRUARY 18, 1951									
		381	383	Distance from Congress Ave.	Station Numbers	STATIONS	Distance from East Columbia						
		Local Freight	Local Freight					382	380	Local Freight	Local Freight		
		Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday						
		7 30 PM	7 00 AM		A232	CS.....SETTEGAST YARD WDO\$Y	58.6			12 15 PM	6 45 PM		
		7 50 PM	7 20 AM			BELT JUNCTION.....	54.3			11 55 AM	6 25 PM		
						H.E. & W. T. CROSSING.....W	53.1						
						T. & N. O. CROSSING.....	51.8						
						T. & N. O. CROSSING.....	51.0						
						DRAW BRIDGE (Buffalo Bayou)	50.9						
				0.0		CONGRESS AVE.....	50.0						
				0.6		G. H. & H. CROSSING.....	49.4						
				0.8		H. B. & T. CROSSING.....	49.2						
				0.9		H. B. & T. JCT.....	49.1						
				1.1		T. & N. O. CROSSING.....	48.9						
				6.9		T. & N. O. CROSSING.....	43.1						
		8 55	8 25	8.5	C 8	MYRTLE.....	41.5			10 50	5 20		
		9 05	8 35	11.5	C 11	ALMEDA.....	38.5			10 40	5 10		
		9 25	8 50	16.3	C 16	FRESNO.....	33.7			10 20	4 55		
		9 47	9 01	18.8	C 19	ARCOLA (G&SF Crossing).....	31.2			10 10	4 45		
		9 57 PM	9 15	21.1	C 21	HAWDON.....	28.9			9 45	4 35 PM		
			9 30 ³⁸²	23.0	C 23	JULIFF.....	27.0			9 30 ³⁸³			
			9 50	27.5	C 27	SANDY POINT.....	22.5			9 18			
			10 01	29.7	C 30	ROSHARON.....	20.3			8 50			
			10 20	32.4	C 32	BONNEY.....	17.6			8 30			
			10 40	37.0	C 37	CHENANGO.....	13.0			8 10			
			11 05 AM	40.0	C 40	LS ANCHOR Y	10.0			7 50			
				42.2	C 42	OYSTER CREEK.....	7.8						
			12 01 PM	50.0	C 50	LS EAST COLUMBIA Y	0.0			7 00 AM			
		Daily Except Sunday	Daily Except Sunday				58.6			Daily Except Sunday	Daily Except Sunday		

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

TRAINS SOUTHWARD				Station Numbers	Distance from Henderson	TIME-TABLE NO. 74				Distance from Overton	TRAINS NORTHWARD					
THIRD CLASS						STATIONS					THIRD CLASS					
51 Local Freight						OVERTON					50 Local Freight					
Daily						HENDERSON						Daily				
10 15 AM				22	16.0	LS	OVERTON				0.0		9 45 AM			
11 30 AM				E4	12.0		4.0 NORFOLK				4.0		8 30 AM			
Daily				E16	0.0	LS	12.0 HENDERSON				16.0		Daily			
16.0						16.0						16.0				

SUGAR LAND SUBDIV.—BETWEEN CABELL AND HAWDON

TRAINS SOUTHWARD				Station Numbers	Distance from Cabell	TIME-TABLE NO. 74				Distance from Hawdon	TRAINS NORTHWARD					
SECOND CLASS						STATIONS					THIRD CLASS					
371 Local Freight						CABELL					370 Local Freight					
Daily Except Sunday						HAWDON						Daily Except Sunday				
3 30 PM				S38	0.0		4.8 LS. SUGAR LAND (T&NO Cross.)				20.1		11 00 PM			
3 55				S33	4.8		6.7 DEWALT				15.3		10 35			
4 10				S22	11.5		4.6 SUGAR LAND JCT. (GC&SF Cross.)				8.6		10 20			
4 25				S20	16.1		2.5 HOUSE				4.0		10 05			
4 35 PM				S20	18.6		1.5 HAWDON				1.5		9 57 PM			
Daily Except Sunday						20.1						Daily Except Sunday				

SPECIAL INSTRUCTIONS

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

2. MAXIMUM SPEED:

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

3. SPEED RESTRICTIONS:

Passenger or freight engines light or with rider or caboose only, running in forward movement must not exceed 45 miles per hour. Where maximum speed is less, such restriction will be observed.

All trains must observe following maximum speed through turnouts, crossovers and spring switches:

	M.P.H.
Through No. 10 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 or 20 turnouts and crossovers, entire train	30
In straightaway movement when moving points of No. 10 spring switch.....	15
In straightaway movement when moving points of Nos. 15, 16 or 20 spring switches.....	30

(In straightaway movement when lead wheels have passed over points of spring switches, normal speed may be resumed.)

3. SPEED RESTRICTIONS (Cont'd)

All main track turnouts are No. 10 turnouts or less, except the following which are No. 15 or 20 turnouts:

- Spring—Mart Subdiv. connection
- Longview—South Switch No. 1 track
- Reeds—South Siding switch
- SY Jct.—switch
- Cronin—North Siding switch
- Percival Jct.—Passenger connection
- Belt Jct.—Freight connection to Settegast Yard

LONGVIEW SUBDIV.:

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

TRINITY SUBDIV.:

Palestine, city limits.....	30	30
Elkhart, city limits	45	45
Grapeland, city limits	30	30
Crockett, city limits	30	30
Lovelady, city limits	55	45
Trinity, city limits.....	40	40
Houston, city limits.....	18	18

FORT WORTH SUBDIV.:

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

MART SUBDIV.:

Mart, city limits	35	25
Marlin, city limits.....	10	10
Bryan:		
City Limits	15	15
Between psgr. station and end of 27th St.....	15	15
Navasota:		
City Limits	25	25
Through interlocking limits.....	15	15

MINEOLA SUBDIV.:

Tyler, city limits.....	15	15
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SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Cont'd)

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

LONGVIEW SUBDIVISION:

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

3. SPEED RESTRICTIONS—(Cont'd.)

TRINITY SUBDIVISION:

Mile Post	Pole	To	Mile Post	Pole	MILES PER HOUR		
					Psg. Trains all Streamline Equipment Diesel Power	Psg. Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains
0	3		0	12	45	40	40
1	18		4	05	50	45	45
4	24		5	05	55	50	50
5	13		6	15	70	65	50
6	30		8	12	55	50	50
9	04		9	28	55	50	50
11	02		11	09	55	50	50
11	09		11	30	70	65	50
12	27		13	05	65	60	50
14	01		14	06	70	65	50
14	12		14	19	50	45	45
14	20		15	12	55	50	50
15	18		15	24	50	45	45
16	02		16	08	65	60	50
17	08		17	22	50	45	45
18	17		18	24	70	65	50
20	29		21	24	55	50	50
21	29		23	15	70	65	50
23	27		24	03	50	45	45
25	10		26	26	50	45	45
28	02		32	08	70	65	50
35	01		36	05	70	65	50
37	02		37	16	45	40	40
42	02		42	14	70	65	50
42	29		43	07	55	50	50
43	15		43	23	65	60	50
45	01		45	09	65	60	50
46	18		47	00	70	65	50
48	02		48	09	65	60	50
48	19		48	27	70	65	50
50	25		51	19	70	65	50
52	19		54	20	70	65	50
56	23		57	21	70	65	50
59	26		60	03	65	60	50
63	17		63	25	70	65	50
68	30		69	14	70	65	50
71	14		72	25	65	60	50
76	28		77	30	70	65	50
80	12		80	27	70	65	50
82	06		82	29	55	50	50
83	03		83	10	70	65	50
85	00		85	07	70	65	50
85	28		87	20	55	50	50
87	26		88	12	70	65	50
88	22		89	02	55	50	50
90	16		90	30	70	65	50
91	23		92	03	70	65	50
93	22		94	03	70	65	50
98	10		98	19	70	65	50
99	14		99	26	55	50	50
103	02		103	11	70	65	50
105	12		105	19	65	60	50
106	08		106	15	70	65	50

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS—(Cont'd.)

MART SUBDIVISION:

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

FORT WORTH SUBDIVISION:

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

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

GCL and IGN Engines	Miles Per Hour	Missouri Pacific Engines	Miles Per Hour
320, 339, 351	65	Diesel 501 to 524	65
361 to 389	65	Diesel 7000 to 7006	98
1052 to 1073	53	Diesel 7010 and 7011	98
1101 to 1125	63	Diesel 7014 to 7021	90
1151 to 1161	80	Diesel 7100	98
1201 to 1258	55	Diesel 8001 to 8010	98
1401 to 1478	55		
Diesel 7007 to 7009, 7012, 7013	98		
Diesel 8011-8012	98		
Diesel 525 to 618	65		
Diesel 4112 to 4123	65		
Diesel 9000 to 9169	35		

Engines running backward with or without cars must not exceed a speed of twenty five miles per hour except:

SUBDIVISION:

Henderson	18
Huntsville	15
Mineola	20
Except: Between Tyler and Mineola	15

3. SPEED RESTRICTIONS—(Cont'd.)

TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

Miles
Per Hour

Diesel Engines and Motor Cars dead in tow:

Road or Switch, with trucks and traction motors in good running condition	Maximum Train Speed, or Maximum Engine speed for particular engine in tow, whichever is lower.
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Road or Switch, with trucks or parts of same not in good running condition	As Authorized by Superintendent
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Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent.

STEAM ENGINES DEAD IN TOW:

Miles
Per Hour

With side rods in position, main rods disconnected	35
Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of the side rods down ON AUTHORITY OF SUPERINTENDENT.	

With all or part of side rods down	15
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With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders	40
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Moving backward in tow: (Side Rods in position) Longview, Trinity, Mart and Ft. Worth Subdivs.	25
---	----

Henderson, Huntsville, Mineola, East Columbia and Sugar Land Subdivs.	15
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Dead engines must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.

Disabled Engines:

With all or part of side rods down	15
With front drivers blocked	20

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

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

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

With flat spots 3" or more on driving tires, MAINTAIN SPEED	20
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3. SPEED RESTRICTIONS (Cont'd)

WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

Wrecking Cranes (self-propelled) see table below:

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

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

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

Bridge Derrick Cars (non-revolving) boom disconnected	Maximum Speed
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Bridge derrick cars shipped with boom disconnected must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

Bridge derrick-pile driver (combination machine)	25
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Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers, self-propelled	25
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American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train

Locomotive Cranes or Clam Shells	25
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Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

3. SPEED RESTRICTIONS (Cont'd)

	Miles Per Hour
American Ditchers, loaded on flat cars	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars	25
Jordan Spreaders and Spreader-Ditchers	25

Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Where maximum train speed is 25 miles per hour or less, speed of trains handling Pile Drivers or Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.

Rail Unloaders	Maximum Speed
Rail unloaders must have boom disconnected and stored on car.	

Scale Test Cars must be handled next to caboose. Maximum Speed

EXPLANATION OF CHARACTERS

- CS—Continuous train order office.
- LS—Limited train order office (hours of service specified by General Order).
- P—Telephone communication only.
- TP—Telegraph or telephone office; not a train order office.
- O—Fuel oil.
- D—Diesel oil.
- W—Water.
- Y—Wye.
- T—Turntable.
- §—Track scales.
- *—Mail crane.

Register stations are shown in full faced type.

EXPLANATION OF STOPS

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

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

TABLE OF SPEEDS:

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

ARBITRARY HOLDS--PASSENGER TRAINS

STATION	Train No.	Hold for Division Train	Hold Until	Length of Hold	REMARKS
Longview.....	21	T. & P. 221	Indefinitely	Indefinitely	For connection.
Longview.....	31	T. & P. 231	Indefinitely	Indefinitely	For connection.
Longview.....	37	T. & P. 237	Indefinitely	Indefinitely	For connection.
Palestine.....	22	{ Palestine . 26 } { SanAntonio22 }	8:15 P.M.	1 Hour	For either connection.
Palestine.....	32	SanAntonio32	Indefinitely	Indefinitely	For connection.
Palestine.....	38	{ Palestine . 28 } { SanAntonio38 }	6:30 A.M.	1 Hour	For connection.
Palestine.....	25	Palestine 21	Indefinitely	Indefinitely	For connection.
Palestine.....	27	Palestine 37	3:00 A.M.	3 Hrs., 1 Min.	For connection.
Valley Jct.....	17	San Antonio .. 31	1:45 P.M.	1 Hour	For connection.
Valley Jct.....	17	San Antonio .. 32	1:15 P.M.	30 Minutes	For passengers.
Valley Jct.....	31	Palestine 18	12:25 P.M.	30 Minutes	For passengers.
Valley Jct.....	32	Palestine 18	1:45 P.M.	1 Hour	For connection
Houston.....	26	Kingsville 12	4:30 P.M.	30 Minutes	For connection.
Houston.....	18	{ DeQuincy 9 } { Kingsville .. 16 }	8:45 A.M.	15 Minutes	For passengers.

MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. HARRY A. HAVERLAH, Chief Surgeon

DISTRICT SURGEONS:

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

LOCAL SURGEONS:

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

Dr. S. L. Autrey.....Trinity, Texas
 Dr. S. M. Briscoe.....Trinity, Texas
 Dr. Sam R. Barnes.....Trinity, Texas
 Dr. Ray Black.....Huntsville, Texas
 Dr. W. B. Veazy.....Huntsville, Texas
 Dr. T. C. Cole.....Huntsville, Texas
 Dr. E. W. Anderson.....Conroe, Texas
 Dr. W. P. Ingram.....Conroe, Texas
 Dr. W. M. Holland.....Conroe, Texas
 Dr. A. N. Wilkins.....Conroe, Texas
 Dr. H. E. McKay, Sr.....Spring, Texas
 Dr. H. E. McKay, Jr.....Spring, Texas
 *Dr. A. Philo Howard.....Houston, Texas
 *Dr. M. B. Stokes.....Houston, Texas
 *Dr. W. B. Thorning.....Houston, Texas
 *Dr. N. A. Kilgore.....Houston, Texas
 *Dr. W. M. Palm.....Houston, Texas
 *Dr. L. E. Carlton.....Houston, Texas
 *Dr. C. G. Breckenridge.....Houston, Texas
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 Dr. Carlos Slaughter.....Sugarland, Texas
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 Dr. J. E. Morris.....Madisonville, Texas
 Dr. M. E. Parker.....Anderson, Texas
 Dr. S. D. Coleman.....Navasota, Texas
 Dr. H. L. Stewart.....Navasota, Texas
 Dr. Hardy E. Thompson.....Navasota, Texas
 Dr. E. T. Ketchum.....Navasota, Texas
 Dr. J. E. Marsh.....College Station, Texas
 Dr. R. B. Grant.....Bryan, Texas
 Dr. T. O. Walton, Jr.....Bryan, Texas

Dr. Albert G. McGill, Jr.....Bryan, Texas
 Dr. T. T. Walton.....Bryan, Texas
 Dr. W. C. Taylor, Jr.....Calvert, Texas
 Dr. J. B. Barnett.....Marlin, Texas
 Dr. T. J. Glass.....Marlin, Texas
 Dr. A. C. Bennett.....Marlin, Texas
 Dr. Howard Smith.....Marlin, Texas
 Dr. N. E. Dunn.....Mart, Texas
 Dr. W. L. Crosthwaite.....Waco, Texas
 Dr. H. R. Dudgeon.....Waco, Texas
 Dr. H. R. Dudgeon, Jr.....Waco, Texas
 Dr. A. O. Dykes.....Italy, Texas
 Dr. J. H. Curby.....Maypearl, Texas
 Dr. C. C. Anderson.....Venus, Texas
 Dr. C. H. Harris.....Ft. Worth, Texas
 Dr. Will S. Horn.....Ft. Worth, Texas
 Dr. J. M. Lawson.....Ft. Worth, Texas
 Dr. J. K. Norman.....Ft. Worth, Texas
 Dr. Frank L. Bynum.....Ft. Worth, Texas

EYE, EAR, NOSE AND THROAT:

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

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

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

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

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