

DIVISION OFFICERS

A. F. JUDD.....Superintendent.....Kingsville, Texas
R. JOHNSON..... Ass't Superintendent. DeQuincy, La.
J. W. MARSHALL... Trainmaster..... DeQuincy, La.
E. N. MALONE..... Trainmaster..... DeQuincy, La.
D. M. HUESTON... Night Chief Dispr.... DeQuincy, La.
S. A. FONTENOT... Dispatcher..... DeQuincy, La.
E. O. IVEY..... Dispatcher..... DeQuincy, La.
D. D. SPEEG..... Dispatcher..... DeQuincy, La.

SAFETY FIRST



GULF COAST LINES

HOUSTON NORTH SHORE RAILWAY CO.

GOOSE CREEK SUBDIVISION

(DE QUINCY DIVISION)

TIME-TABLE

No. 10

Effective 12:01 A. M.

SUNDAY, MAY 25, 1947

CENTRAL STANDARD TIME

Superseding Time Table No. 9, dated January 5, 1947

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED.

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

F. E. BATES, Senior Executive Assistant.

A. B. KELLY, General Manager.

L. A. GREGORY, Assistant General Manager.

C. W. PACE, Gen'l Superintendent Transportation.

C. A. FINK, Ass't Gen'l Supt. Transportation.

E. W. HARGRAVE, Ass't Gen'l Supt. Transport'n.

All westward trains are superior to trains of the same class in the opposite direction,

EXCEPT:

- No. 30 is superior to Nos. 29, 31, 33, 35 and 37.
- No. 32 is superior to Nos. 31, 33, 35 and 37.
- No. 34 is superior to No. 37.
- No. 42 is superior to No. 39.
- No. 46 is superior to No. 45.

SPECIAL INSTRUCTIONS

ALL TRAINS AND ENGINES EXCEPT FIRST CLASS TRAINS move between Goose Creek and Durham Yard at **RESTRICTED SPEED** without time table or train order authority.

First class trains move at restricted speed between Spring Switch at Round House Goose Creek and loop at passenger shed expecting to find Interurban cars standing at passenger shed.

Time shown at Houston Union Station is for information only.

First class trains move between MK Yard and McCarty Ave. without time table authority.

Train order signal at MK Yard governs movement of Eastward trains only.

REGISTER STATIONS

HO Crossing is a register station for trains 30, 31, 32 and 35 only.

Highlands and Greens Bayou are register stations for all Westward first class trains and first class Eastward trains originating at Highlands and Greens Bayou.

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or when there is no train order signal and no operator on duty, it will not be necessary for a regular train to have a Clearance, Form C, as required by Rule 83 (a).

- | | |
|--------------|---------------|
| HO Crossing. | Greens Bayou. |
| Durham Yard. | MK Yard. |
| Highlands. | McCarty Ave. |

MAXIMUM SPEED

- Interurban cars 40 MPH.
- Auto Railer tangent track 40 MPH.
- Auto Railer all curves 25 MPH.
- Steam passenger trains 20 MPH.
- Freight trains 20 MPH.

SPEED RESTRICTIONS

Interurban cars and Auto Railer 25 MPH over trestle and 10 MPH over steel span, San Jacinto River.

Freight trains 15 MPH over trestle and 10 MPH over steel span, San Jacinto River.

All eastward trains stop before crossing first highway west of Goose Creek.

All westward trains reduce speed to 20 MPH over first crossing west of Goose Creek.

All trains and engines stop at hospital crossing Baytown and at highway crossing just East of station Highlands.

All trains reduce speed to 20 MPH over highways at Eugene and Oakley over Goose Creek highway between Baytown and Pelly, over highway at Pelly station; and to 5 MPH at following locations:

- First curve east of McCarty Ave.
- Loop at Goose Creek station.
- Trains and engines reduce speed to 10 MPH through all turnouts and crossovers and around curves East and West of MK Yards.
- Auto Railer reduce speed to 5 MPH through all turnouts.

YARD LIMITS

	From MP	Pole	To MP	Pole
MK Yard.....	7	0	10	20
Highlands	21	21	23	0
Durham Yard.....	26	0	31	0
Goose Creek	32	25	33	36

Railroad crossing at grade.
HO Co. RR crossing MP 30.04 not gated.

STANDARD CLOCK

Goose Creek

WATCH INSPECTORS

R. Robson, Goose Creek, Texas.
Houston Watch Co., Houston, Texas

BULLETIN BOOK

Goose Creek.

Maximum permissible Coopers classification of engines and work equipment to be operated and maximum gross weight of car and lading to be handled between MK Yard and Goose Creek.

E-45- gross weight of car and lading 210,000 lbs.

Explanation of Cooper's Classification:

Classi- fication	Engine Numbers	Work Equipment
E-32	212 - 214, 228 - 236, 252 - 261, 285 - 299, 914, 927, 953	Dirt Spreader X-5101 and X-7015 Clam Shell X-7151
E-35	301 - 306, 1007, 1009 958 - 991	Wrecking Derrick X-7501 Locomotive Ditcher X-5105 Magnet Hoist X-5181-2
E-40	310 - 318, 321 - 330, 334 - 338, 342 - 362, 1011 - 1040, 9501 - 9543.....	Wrecking Derrick X-5000 Pile Driver X-5062 and X-7515
E-45	1-172, 320, 333, 339, 372 - 389, 941 - 948, 1051 - 1073, 5501 - 5540. 6401 - 6444, 9301 - 9320, 9401 - 9475	Wrecking Derricks X-110 to X-114 inc., X-5001, X- 5002, X-7001, X-7502 Pile Driver X-172 Erection Crane X-1027
E-50	1101 - 1110, 1201 - 1280, with 8-wheel tender and without booster, 5201-5207, 6601-6629, without booster.....	
E-52	1151 - 1155, 1201 - 1280, with booster or 12-wheel tender, 5308 - 5316, 6601 - 6629 with booster, 9601 - 9610, 9701 - 9785	

Work equipment and motor cars not listed above classify E-30 or less.

(Continued on page 4)

**ATTENTION
TRAIN AND ENGINE CREWS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



General Manager.

GOOSE CREEK TO McCARTY AVENUE

Station Numbers	Distance from Goose Creek	TIME-TABLE NO. 10 MAY 25, 1947	TRAINS WESTWARD									
			FIRST CLASS									
			1	7	11	13	15	19	21	25	27	29
			Passenger	Dead-Head Equipment	Dead-Head Equipment	Passenger	Dead-Head Equipment	Passenger	Passenger	Passenger	Passenger	Passenger
		STATIONS	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily
H 33	0.00	OS GOOSE CREEK..... W	12 01 AM	5 20 AM	5 30 AM	5 50 AM	6 00 AM	6 45 AM	7 20 AM	1 35 PM	2 40 PM	3 20 PM
H 32	0.78	..... PELLY (Spur).....	12 05	5 24	5 34	5 54	6 04	6 49	7 24	1 39	2 44	3 24
H 31	2.56	..... BAYTOWN.....	12 10	5 30	5 40	6 00	6 10	6 55	7 30	1 46	2 50	3 30
		..... H. O. CO. RAILROAD CROSS.....										
	2.74	P..... HO CROSSING.....	12 20 ⁵⁰	5 32	5 42	6 02	6 12	7 00 ⁸ 7 35 ¹²	7 35 ¹⁴ 8 17 ²⁰	1 47	2 51	3 33
H 30	3.14	..... SJ SIDING.....	12 21	5 33	5 43	6 03	6 13	7 36	8 18	1 48	2 52	3 34
H 29	4.31	..... NORTH BAYTOWN.....	12 24	5 37	5 47	6 07	6 17	7 39	8 21	1 52	2 55	3 37
H 28	4.88	LS DURHAM YARD WY	12 27	5 40	5 50	6 10	6 20	7 42	8 23	1 55	3 03 ³⁰	3 40 ³²
H 27	6.83	..... COADY.....	12 30	5 43	5 53	6 13	6 23	7 45	8 27	1 58	3 06	
H 25	8.04	..... McNAIR (Spur).....	12 33	5 46	5 56	6 16	6 26	7 48	8 30	2 01	3 09	
H 22	10.88	LS HIGHLANDS WY	12 40	5 53	6 03	6 20 AM	6 30 AM	7 55	8 35	2 10	3 15	
H 18	15.61	P..... RIDLON (Spur).....	12 49	6 02	6 12				8 45	2 20	3 25	
H 14	19.57	P..... GREENS BAYOU.....	1 00 ²	6 10 AM	6 20 AM				8 52	2 30 PM	3 35 PM	
H 9	24.88	LS MK YARD..... Y							9 02			
	26.17	P McCARTY AVENUE.....							9 05 AM			
	33.36	..... HOUSTON (Union Station)..... (26.17 33.36)							9 30 AM			
			Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		Daily	Daily	Daily	Daily

McCARTY AVENUE TO GOOSE CREEK

Siding Capacity in Cars	Distance from Houston	TIME-TABLE NO. 10 MAY 25, 1947	TRAINS EASTWARD									
			FIRST CLASS									
			2	6	8	12	14	20	22	30	32	34
			Dead-Head Equipment	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		STATIONS	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily
Yard	33.36	OS GOOSE CREEK..... W	1 45 AM	7 10 AM	7 20 ²¹	7 45 AM	7 55 AM	8 30 AM	10 15 AM			4 45 ³⁷
2	32.58	..... PELLY (Spur).....	1 40	7 02	7 15	7 37	7 47	8 26	10 08			4 38
10	30.80	..... BAYTOWN.....	1 35	6 55 ¹⁹	7 10	7 30 ²¹	7 40	8 22	10 02			4 32
		..... H. O. CO. RAILROAD CROSS.....										
	30.62	P..... HO CROSSING.....	1 34	6 50	7 00 ¹⁹	7 20 ¹⁹	7 35 ¹⁹	8 17 ²¹	10 01	3 15 PM	3 46 PM	4 30 ³⁵
40	30.22	..... SJ SIDING.....	1 33	6 45	6 55	7 18	7 29	8 15	10 00	3 12	3 45	4 29
5	29.05	..... NORTH BAYTOWN.....	1 30	6 42	6 52	7 14	7 26	8 13	9 57	3 10	3 42	4 26
Yard	28.48	LS DURHAM YARD WY	1 28	6 40	6 50	7 10	7 24	8 11	9 55	3 03 ²⁷	3 40 ²⁹	4 23 ³¹ 4 13 ³³
		..... COADY.....	1 25	6 37	6 47	7 07	7 21	8 07	9 52	3 00		4 06
4	25.32	..... McNAIR (Spur).....	1 22	6 34	6 44	7 04	7 15	8 04	9 49	2 57		4 03
50	22.48	LS HIGHLANDS WY	1 18	6 30 ¹⁵	6 40	7 00 AM	7 10	8 00 AM	9 45	2 53		3 58
3	17.75	P..... RIDLON (Spur).....	1 08		6 28		6 59		9 38	2 43		3 48
50	13.79	P..... GREENS BAYOU.....	1 00 ¹		6 20 ¹¹		6 50 AM		9 30	2 35 PM		3 40 PM
Yard	8.48	LS MK YARD..... Y							9 20			
	7.19	P McCARTY AVENUE.....							9 15 AM			
	0.00	..... HOUSTON (Union Station)..... (26.17 33.36)							8 40 AM			
			Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily

GOOSE CREEK TO McCARTY AVENUE

3

TRAINS WESTWARD

FIRST CLASS

SECOND CLASS

661
Local
Freight

TIME-TABLE

NO. 10

MAY 25, 1947

STATIONS

31	33	35	37	39	45												
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger												
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily												
	3 55 PM		4 45 ³⁴ PM	7 20 PM	11 35 ⁴⁶ PM												
	f 3 59		f 4 49	f 7 24	f 11 38												
	s 4 07		s 4 59	s 7 30	s 11 44												
4 05 PM	s 4 15	s 4 30 ³⁴ PM	s 5 00	s 7 31	s 11 45												
f 4 08	f 4 16	f 4 31	f 5 01	f 7 32	f 11 48												
f 4 10	f 4 20	f 4 34	f 5 04	f 7 35	f 11 51												
f 4 13 ³⁴	f 4 23 ³⁴	f 4 36	f 5 06	f 7 38	11 55 PM												
f 4 16	f 4 26	f 4 39	f 5 12 ³⁶	f 7 42													
f 4 19	f 4 29	f 4 42	f 5 16	f 7 45													
s 4 25	s 4 35	4 46 PM	s 5 23 ⁴⁰	s 8 00													
f 4 35	f 4 45		f 5 33	f 8 10													
4 45 PM	4 55 ³⁸ PM		f 5 41	8 20 PM													
			5 50														
			5 55 PM														
			6 25 PM														
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily												

Daily

10 10 PM

10 30

(10 57)
(11 12)⁴⁶

11 45 PM

12 45 AM

Daily

CS	GOOSE CREEK	W
	0.78	
	PELLY (Spur)	
	1.78	
	BAYTOWN	
	0.10	
	H. O. CO. RAILROAD CROSS.	
	0.08	
P	HO CROSSING	
	0.40	
	SJ SIDING	
	1.17	
	NORTH BAYTOWN	
	0.57	
LS	DURHAM YARD	WY
	1.95	
	COADY	
	1.21	
	McNAIR (Spur)	
	2.84	
	HIGHLANDS	WY
	4.73	
P	RIDLON (Spur)	
	3.96	
P	GREENS BAYOU	
	5.31	
LS	MK YARD	Y
	1.29	
P	McCARTY AVENUE	
	7.19	
	HOUSTON—(Union Station)	
	(26.17 33.36)	

McCARTY AVENUE TO GOOSE CREEK

TRAINS EASTWARD

FIRST CLASS

SECOND CLASS

660
Local
Freight

TIME-TABLE

NO. 10

MAY 25, 1947

STATIONS

36	38	40	42	46	50												
Dead-Head Equipment	Dead-Head Equipment	Dead-Head Equipment	Passenger	Passenger	Passenger												
Daily	Daily	Daily Except Sunday	Daily	Daily	Daily												
5 40 PM	5 55 PM	6 05 PM	7 15 PM	11 35 ⁴⁵ PM	12 30 AM												
5 36	5 49	5 59	f 7 07	f 11 28	f 12 26												
5 30	5 43	5 53	s 7 00	s 11 21	s 12 21												
5 29	5 42	5 52	s 6 59	s 11 20	s 12 20 ¹												
5 26	5 41	5 51	f 6 58	f 11 18	f 12 05												
5 23	5 38	5 48	f 6 55	f 11 14	f 12 02 AM												
5 20	5 36	5 46	f 6 53	f 11 12 ⁶⁶¹	11 59 PM												
5 12 ³⁷	5 33	5 43	f 6 43	f 11 08													
5 00	5 30	5 40	f 6 40	f 11 04													
4 55 PM	(5 23) ³⁷ (5 13)	5 33 ³⁷ 5 23	s 6 35	s 11 00													
	5 03	5 13	f 6 25	f 10 40													
	4 55 PM	5 05 PM	f 6 15	10 30 PM													
			6 05														
			6 00 PM														
			5 30 PM														
Daily	Daily	Daily Except Sunday	Daily	Daily	Daily												

Daily

4 30 AM

4 00

3 15

2 45

1 45 AM

Daily

CS	GOOSE CREEK	W
	0.78	
	PELLY (Spur)	
	1.78	
	BAYTOWN	
	0.10	
	H. O. CO. RAILROAD CROSS.	
	0.08	
P	HO CROSSING	
	0.40	
	SJ SIDING	
	1.17	
	NORTH BAYTOWN	
	0.57	
LS	DURHAM YARD	WY
	1.95	
	COADY	
	1.21	
	McNAIR (Spur)	
	2.84	
	HIGHLANDS	WY
	4.73	
P	RIDLON (Spur)	
	3.96	
P	GREENS BAYOU	
	5.31	
LS	MK YARD	Y
	1.29	
P	McCARTY AVENUE	
	7.19	
	HOUSTON—(Union Station)	
	(26.17 33.36)	

Employees must provide themselves with a copy and be conversant with all rules and instructions applicable to their duties, including:

Maintenance and Operation of Air Brake, Air Signal and Steam Heat Equipment.

Rules and Regulations Governing the Use of Blue Signals. Safety Rule Book.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and Other Dangerous Articles.

TRAINS STOP ON SIGNAL

In addition to stops and flags shown on face of time table, Interurban cars stop on signal to pick up and discharge passengers at places designated by station names or signs designated as "Car Stop."

BUSINESS TRACKS

Sharp Spur..... M. P. 10, Capacity 3 Cars
Miller-Estes Spur..... M. P. 10, Pole 9, Capacity 12 Cars
Sheffield Road Team Track..... M. P. 13, Capacity 3 Cars
Ordnance Spur..... M. P. 15, Capacity 12 Cars

Limited Side Clearance Affecting Other Than Main Tracks and Sidings:

Goose Creek.....	House track.....	House platform
	Shop tracks.....	Shop building
Baytown.....	House track.....	House platform
North Baytown.....	Toluol spur.....	Loading racks
	Plant No. 1082.....	Loading Rack Tracks
	General Tire.....	Warehouse and Loading Tracks
	General Tire.....	Warehouse Tracks
	Plant No. 485.....	Carbon Black Tracks

Limited Overhead Clearance Affecting Main Tracks and Sidings:

Entire Subdiv.....	Main track.....	Trolley wire
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All employees are reminded to use extra precaution with reference to overhead Electric Trolley wires and limited side clearance due to Trolley pole line between McCarty Ave. and Goose Creek on main track and auxiliary tracks.

Capacity of Engines in tons in addition to weight of engine tender and caboose.

	Steam	Steam	Steam	Electric
	1031 to 1040	1011 to 1030	311 to 360	512
	Tons	Tons	Tons	Tons
Eastward MK Yard to Goose Creek.....	4500	4250	4000	1350
Westward Goose Creek to MK Yard.....	5000	4750	4500	1350

(Limit engine 512 to 35 cars).

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

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

GCL and I-GN Locomotives:	Miles Per Hour	
	Passenger Trains	Freight Trains
301 to 319	50	50
Except 310	61	61
320, 322, 333 and 339	65	65
321, 323 to 332	50	50
334 to 338	50	50
341	50	50
342 to 343	65	65
344 to 346	50	50
347 to 348	65	65
349	50	50
350 to 351	65	65
352 to 360	50	50
361 to 389	65	65
941 to 948	45	45
1011 to 1030	40	40
Except 1011, 1013, 1016, 1018, 1019, 1020, 1022, 1023, 1024, 1025, 1026, 1028, 1030	55	55
1031 to 1040	40	40
Except 1031, 1033, 1035, 1037, 1038, 1039, 1040	53	53
1051 to 1073	53	53
Except 1055, 1056, 1057, 1066, 1067, 1068, 1073	40	40

SPEED OF TRAINS HANDLING STEAM LOCOMOTIVES DEAD IN TOW OR DISABLED UNDER STEAM

Maximum Speed Miles Per Hour	Main Branch	
	Line	Line

With side rods in position, main rods disconnected	35	15
Moving backward or with part or all of rods down	15	10
With all side rods, main rods and pistons in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders	40	15
Engines without full set of driving wheels, trucks or trailers, may be moved to first siding to clear main track. Further movement must be authorized by Supt.....	6	6
With all main rods, side rods and pistons in position, valve blocked to cover ports, port plugs and cylinder cocks removed on disabled side	15	15

SPEED OF TRAINS HANDLING STEAM LOCOMOTIVES DEAD IN TOW OR DISABLED UNDER STEAM (Cont.)	Maximum Speed	
	Miles Per Main Line	Hour Branch Line
Diesel Switch Locomotives:		
800 Series	30	15
Engines 4100, 4101, 9000, 9100 and 9200 series	35	15
Motor Cars:		
Dead in tow	50	25
Blocking Steam Locomotive Drivers:		
Movement of engines with front drivers blocked	20	15
(No restrictions when necessary to block other drivers).		
Locomotive Cranes (Clam Shells) and Similar Pivoted and Non-Pivoted Machines:		
Pile Drivers	25	15
Steam Shovels	25	15
Wrecking cranes, self-propelling	25	15
Bridge derrick cars, non-revolving, boom connected	30	15
Bridge derrick pile driver, combination machine	25	15
American ditchers, self-propelling	20	15
Locomotive cranes or clam shells	20	15
Yard (clam shell) "Buro" cranes, loaded on flat cars	20	15
American Ditchers, loaded on flat cars	20	15
Jordan spreaders and spreader ditchers	25	15
Rail unloaders	Maximum freight train speed	

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

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

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

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

Self-propelled pile drivers 7515 and X-5062 must be handled on rear of trains only, placing next to caboose.

When physical condition of track or machines above mentioned require, slower speed must be maintained.

MISSOURI PACIFIC LINES EMPLOYEES HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. H. A. HAVERLAH, Chief Surgeon,
Palestine, Texas.

DISTRICT SURGEONS:

*Dr. A. Philo Howard Houston, Texas

LOCAL SURGEONS:

*Dr. A. Philo Howard Houston, Texas

*Dr. M. B. Stokes Houston, Texas

*Dr. A. L. Tackaberry Houston, Texas

*Dr. J. Thos. Jones Houston, Texas

Dr. P. S. Russell Pelly, Texas

Dr. L. A. Hankins Goose Creek, Texas

EYE, EAR, NOSE AND THROAT

*Dr. Geo. C. Farrish Houston, Texas

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

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

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

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

Hospital ambulance will meet patients 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.