

DIVISION OFFICERS

F. H. COOK.....Superintendent.....Palestine, Tex.
O. J. BROWN.....Superintendent Hous-
ton Terminal and
Trainmaster East
Columbia and Sugar
Land Subdivisions.....Houston, Tex.
R. JOHNSON.....Trainmaster, Longview,
Trinity, Mineola,
Huntsville, Henderson,
Fort Worth, Mart and
Madisonville S u b-
divisionsPalestine, Tex.
G. M. HOLZMANN.....Trainmaster, Freeport
and Hoskins Sub-
divisionsFreeport, Tex.
G. F. BROOKS.....Trainmaster,Palestine, Tex.
J. E. CARLSON.....Trainmaster,Palestine, Tex.
T. M. BENGE.....Assistant Trainmaster
Valley Junction, Tex.
W. H. SEIDEL.....Assistant Trainmaster
Sugar Land Subdi-
vision
Sugar Land, Tex.
J. H. BRADLEY.....Dispatcher..... Palestine, Tex.
H. L. FLEWELLEN....Dispatcher..... Palestine, Tex.
L. D. FRETWELL....Dispatcher..... Palestine, Tex.
W. R. JOHNSON.....Dispatcher..... Palestine, Tex.
W. O. SHERWOOD....Dispatcher..... Palestine, Tex.
A. R. TABER.....Dispatcher..... Palestine, Tex.
S. J. TALCOTT.....Dispatcher..... Palestine, Tex.

SAFETY FIRST



**INTERNATIONAL-GREAT NORTHERN
RAILROAD COMPANY**

**SUGAR LAND RAILWAY
HOUSTON AND BRAZOS VALLEY
RAILWAY**

PALESTINE DIVISION

**TIME-TABLE
No. 56**

Effective 12:01 A. M.

SUNDAY, NOVEMBER 1, 1942

CENTRAL STANDARD TIME

Superseding Time-Table No. 55, dated June 21, 1942,
and all Supplements thereto.

**FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
No. 2 DATED JANUARY 18, 1942.**

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

H. R. SAFFORD, Senior Executive Assistant.

A. B. KELLY, General Manager.

W. E. LAMB, Assistant General Manager.

E. SULLIVAN, Gen'l Superintendent Transportation.

L. A. GREGORY, Asst. Gen'l Supt. Transportation.

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.

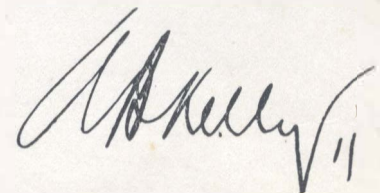
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.

2 LONGVIEW SUBDIVISION—BETWEEN LONGVIEW AND PALESTINE

Station Numbers	Distance from Longview	TIME-TABLE No. 56 NOVEMBER 1, 1942		Siding Capacity in Cars	TRAINS SOUTHWARD								
					FIRST CLASS				SECOND CLASS		THIRD CLASS		
					25	21	7		67	69	191		
					Passenger	Passenger	Local Passenger		Red Ball Freight	Red Ball Freight	Local Freight		
		STATIONS		Daily	Daily	Daily		Daily	Daily	Daily Except Sunday			
0	0.0	CS.....LONGVIEW..... WO\$TY	Yard	4 35 AM	8 00 AM	7 00 PM		8 30 ⁶⁶ AM	11 00 PM	5 00 AM			
5	4.9	P.....FOOTES.....	90	4 42	8 08 ⁶⁶	7 08		8 40	11 10	5 10			
10	10.8	P.....B A SIDING.....	114	4 51	8 15	7 15		8 50	11 20	5 25			
12	12.1	CS.....KILGORE.....*	61	d 4 53	s 8 20	s 7 20		8 55	11 25	5 40			
18	17.9	P.....REEDS.....	132	5 01	8 27	7 27		9 05	11 35	6 03 ⁸			
22	22.4	LS.....OVERTON.....*WY	90	d 5 08	s 8 39	s 7 35 ²⁶		9 20	11 50 PM	6 25			
29	28.6	LS.....ARP.....*	63	s 5 18	s 8 49	s 7 50		9 35	12 05 AM	6 55 ⁶⁶			
36	35.9	CS.....TROUP.....*WY	107	d 5 29 ⁸	s 9 02	s 8 05		9 50	12 30	7 30			
42	42.3	P.....GOULD.....	90	5 38	9 11	8 14		10 05 ¹⁹⁰	12 45	7 45			
48	47.9	P.....TEOLA.....	90	5 45 ⁶⁶	9 18 ¹⁹⁰	8 22		10 20	1 00	7 59			
54	54.1	CS.....JACKSONVILLE.....W	110	d 5 52	s 9 25 ¹⁹¹	s 8 30		10 55	1 30	{ 8 15 ²¹ 9 35 ¹⁹⁰			
54.3		...ST. L. S. W. CROSSING.....											
57	57.7	P.....HUME.....	94	6 00	9 37	8 43		11 25	1 45	10 00			
61	61.3	P.....IRONTON.....*	34	6 07	9 42	8 51		11 35	1 55	10 15			
65	64.8	P.....PRICES.....	54	6 12	9 47	8 59		11 45	2 05	10 30			
70	69.6	LS.....NECHES.....*	110	6 18	9 53	s 9 10		11 59 AM	2 15	10 50			
76	76.3	P.....WELLS CREEK.....	90	6 28	10 01	9 25		12 15 PM	2 30	11 10			
81	81.3	CS.....PALESTINE..... WO\$TY	Yard	6 40 AM	10 10 AM	9 40 PM		12 30 PM	3 30 AM	11 30 AM			
	81.3			Daily	Daily	Daily		Daily	Daily	Daily Except Sunday			

LONGVIEW SUBDIVISION—BETWEEN PALESTINE AND LONGVIEW 3

Station Numbers	Distance from Palestine	TIME-TABLE No. 56 NOVEMBER 1, 1942	Siding Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS			SECOND CLASS		THIRD CLASS	
				8 Local Passenger	22 Passenger	26 Passenger	66 Red Ball Freight	190 Local Freight		
		STATIONS		Daily	Daily	Daily		Daily	Daily Except Sunday	
0	81.3	OS.....LONGVIEW..... WO\$YT	Yard	7 00 AM	6 05 PM	8 10 PM		8 30 ⁶⁷ AM	2 15 PM	
5	76.4	P.....FOOTES.....	90	6 30	5 50	8 00		8 08 ²¹	1 55	
10	70.5	P.....B. A. SIDING.....	114	6 20	5 42	7 52		7 40	1 40	
12	69.2	OS.....KILGORE.....*	61	s 6 15	s 5 40	m 7 49		7 35	1 30	
18	63.4	P.....REEDS.....	132	603 ¹⁹¹	5 30	7 41		7 20	1 00	
22	58.9	LS.....OVERTON.....*WY	90	s 5 55	s 5 23	m 7 35 ⁷		7 10	12 45	
29	52.7	LS.....ARP.....*	s 63	s 5 40	5 18	s 7 25		6 55 ¹⁹¹	12 05 PM	
36	45.4	OS.....TROUP.....*WY	107	s 5 29 ²⁵	s 5 02	m 7 14		6 40	11 15 AM	
42	39.0	P.....GOULD.....	90	5 18	4 52	7 05		6 10	10 05 ⁶⁷	
48	33.4	P.....TECULA.....	90	5 10	4 45	6 58		5 45 ²⁵	9 18 ²¹	
54	27.2	OS.....JACKSONVILLE..... W	110	s 5 00	s 4 36	s 6 49		5 25	9 00 ¹⁹¹	
	27.0	...ST. L. S. W. CROSSING.....								
57	23.6	P.....HUME.....	94	4 45	4 29	6 39		5 10	7 57	
61	20.0	P.....IRONTON.....*	34	4 39	4 23	6 33		5 00	7 50	
65	16.5	P.....PRIES.....	54	4 34	4 18	6 28		4 50	7 40	
70	11.7	LS.....NECHES.....*	110	4 28	4 12	m 6 22		4 40	7 30	
76	5.0	P.....WELLS CREEK.....	90	4 18	4 02	6 12		4 30	7 15	
81	0.0	OS.....PALESTINE..... WO\$YT	Yard	4 10 AM	3 55 PM	6 05 PM		4 20 AM	7 00 AM	
		81.3		Daily	Daily	Daily		Daily	Daily Except Sunday	

4 TRINITY SUBDIVISION—BETWEEN PALESTINE AND PERCIVAL

TRAINS SOUTHWARD

TIME-TABLE

No. 56

NOVEMBER 1, 1942

Distance from Palestine	STATIONS	FIRST CLASS			SECOND CLASS			THIRD CLASS			
		17 Passenger	25 Passenger	21 Passenger	27 Local Passenger	73 Red Ball Freight	65 Red Ball Freight	71 Red Ball Freight	167 Red Ball Freight	195 Local Freight	193 Local Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
0.0	OS..... PALESTINE..... WOT		6 55 AM	10 25 AM	11 59 PM		6 00 AM		7 00 PM		7 15 AM
1.7	T. & N. O. CROSSING (Automatic Interlocking)										
7.5	P..... ORONIN.....		7 07	10 35	f 12 20 AM		6 30		7 20		7 30
12.2	LS..... ELKHART.....		7 13	10 42	s 12 31		6 55		7 35		7 45
18.2	P..... SALMON.....		7 20 ⁶⁵	10 49	f 12 46		7 20 ²⁵		7 50		8 00
24.5	LS..... GRAPELAND..... W*	d	7 28	10 57 ¹⁹²	s 1 02		7 55		8 45		8 30
31.0	P..... LATEXO.....		7 36	11 06	f 1 12 ⁶⁴		8 15		9 00		8 45
37.5	LS..... CROCKETT..... W	d	7 45	s 11 16	s 1 30		8 40		9 30		9 30
44.0	P..... CUT.....		7 53	11 26	f 1 38		8 55		9 45		9 45 ¹⁹²
51.2	LS..... LOVEBLADY.....		8 03	11 35	s 1 51 ²⁸		9 20 ¹⁹²		10 00		10 05
55.8	P..... RED BRANCH.....		8 08	11 41	f 1 59		9 35		10 10		10 20
64.8	LS..... TRINITY..... W	d	8 30	s 11 54 AM	s 2 22		10 15		11 00	5 00 AM	10 35 AM
71.3	DRAW BRIDGE (Trinity River)										
71.7	LS..... RIVERSIDE..... W*		8 29	12 03 PM	s 2 37		10 35		11 20 ⁶⁴	5 15	
79.6	P..... DODGE.....		8 37	12 12	s 2 53		10 55		11 45 PM	5 35	
84.0	LS..... PHELPS..... WY		8 45	s 12 20 ¹⁹⁴	s 3 15		11 10		12 15 AM	{ 5 50 } { 7 10 }	
90.4	P..... KELLEYS.....		8 53	12 28	s 3 25		11 25 ¹⁹⁴		12 35 ²⁸	7 30	
95.7	LS..... NEW WAVERLY.....		9 00	12 35 ⁶⁵	s 3 36		12 35 ²¹		1 00	7 50	
103.7	TP..... WILLIS.....		9 10	12 45	s 3 53		1 10 ²²		1 20	8 20	
111.7	OS..... CONROE..... WY	d	9 19	s 1 00 ²²	s 4 03		2 00		2 00	8 52	
	G. C. & S. F. Interlocking										
115.0	P..... GRAND LAKE.....		9 24	1 05	f 4 20		2 30		2 20	9 10	
120.6	P..... TAMINA.....		9 30 ¹⁹⁵	1 12	f 4 35		3 11 ²⁶		2 50	9 30 ¹⁹⁴	
127.7	OS..... SPRING.....* W O Y	f	4 40 AM	1 20	s 4 50	5 00 AM	3 30	3 04 ²⁶	3 30	10 00	
131.8	P..... WESTFIELD.....*	f	4 47	1 25 ⁷⁰	f 5 00	5 17	3 40	3 14	3 45	10 15	
137.8	P..... ALDINE.....	f	4 57	1 34	f 5 12	5 35	3 55	3 25	4 05	10 40	
145.2	CROSS TIMBERS.....			1 42							
145.8	H. B. & T. JUNCTION.....		5 10 AM	10 05 AM	1 45 PM	5 25 AM	5 51	4 15	3 35	4 25	10 55
146.0	OS..... H. B. & T. (Interlocking)										
146.4	PERCIVAL..... W					6 00 AM	5 00 PM	4 00 PM	5 00 AM	11 05 AM	
147.7	H. E. & W. T. CROSSING..... W										
149.0	T. & N. O. (Interlocking)										
149.8	T. & N. O. (Interlocking)										
149.9	DRAW BRIDGE (Buffalo Bayou)										
150.8	OS..... HOUSTON YD..... WOT										
150.8	CS..... HOUSTON UNION STA.....		5 30 AM	10 25 AM	{ 2 05 PM } { 2 25 PM }	5 45 AM					
198.0	OS..... GALVESTON.....			3 55 PM							
198.0		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

TRINITY SUBDIVISION—BETWEEN PERCIVAL AND PALESTINE

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Station Numbers	Distance from Houston	TIME-TABLE No. 56 NOVEMBER 1, 1942		Siding Capacity in Cars	TRAINS NORTHWARD									
					FIRST CLASS				SECOND CLASS			THIRD CLASS		
					22	26	18	28	70	72	64	194	192	
					Passenger	Passenger	Passenger	Local Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	
STATIONS					Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		
81	150.8	Automatic Block	OS..... PALESTINE..... W\$OYT	Yard	3 35 PM	5 55 PM		3 30 AM			2 45 AM		12 05 PM	
			T. & N. O. CROSSING (Automatic Interlocking)		3 24	5 47		3 15						
A89	143.3		P..... CRONIN	91	3 15	5 39		3 01			2 15		11 45 AM	
A94	138.6		LS..... ELKHART	88	3 09	5 31		2 52			2 05		11 30	
A100	132.6	P..... SALMON	100	3 01	5 24		2 41			1 55		11 15		
A106	126.3	LS..... GRAPELAND..... W*	82	2 53	5 14		2 31			1 40		10 57 21		
A112	119.8	P..... LATEXO	91	2 44	5 01		2 21			1 12 27		10 25		
A119	113.3	LS..... CROCKETT..... W	60	s 2 35	s 4 52		s 2 08			12 55		10 10		
A125	106.8	P..... CUP	90	2 28	4 45		2 01			12 40		9 45 193		
A133	99.6	LS..... LOVELADY	93	2 19	4 37		s 1 51 27			12 25		9 20 65		
A137	95.0	P..... RED BLANCH	90	2 13	4 31		1 38			12 15 AM		8 55		
A146	86.0	LS..... TRINITY..... W	128	s 2 02	s 4 21		s 1 25			11 59 PM	1 50 PM	8 30 AM		
	79.5		DRAW BRIDGE (Trinity River)											
A153	79.1	LS..... RIVERSIDE..... W*	85	1 51	4 11		s 1 10			11 20 167	1 35			
A161	71.2	P..... DODGE	90	1 41	4 02		s 12 59			11 05	1 20			
A165	66.8	LS..... PHELPS..... WY	86	s 1 35	km 3 56		s 12 50			10 55	1 10 PM	11 35 21		
A172	60.4	P..... KELLEYS	83	1 26	3 46		12 35 167			10 40	11 25 65			
A177	55.1	LS..... NEW WAVERLY	62	1 20	m 3 40		s 12 28			10 30	10 50			
A185	47.1	TP..... WILLIS	110	1 10 66	m 3 30		s 12 18			10 15	10 30			
A193	39.1	CS..... CONROE..... WY	88	s 1 00 21	s 3 21		s 12 07 AM			9 55	10 05			
			G. O. & S. F. Interlocking											
A196	35.8	P..... GRAND LAKE	40	12 54	3 17		11 59 PM			9 35	9 50			
A202	30.2	P..... TAMINA	90	12 48	3 11 65		11 52			9 25	9 30 195			
A209	23.1	Automatic Block	OS..... SPRING..... *WOY	87	a 12 40	3 04 71	s 9 40 PM	s 11 43	1 35 PM	8 40 PM	9 10	9 11		
A213	19.0		P..... WESTFIELD	89	12 35	3 00	9 33	11 36	1 25 21	8 31	9 01	8 15		
A219	13.0		P..... ALDINE	96	12 27	2 54	9 26	11 27	1 00	8 20	8 50	7 45		
A226	5.6		CROSS TIMBERS	28	12 19									
A227	5.0	H. B. & T. JUNCTION		12 18 PM	2 45 PM	9 17 PM	11 17 PM	12 45	8 05	8 35	7 15			
			H. B. & T. (Interlocking)											
A228	4.4	PERCIVAL..... W	Yard					12 40 PM	8 00 PM	8 30 PM	7 00 AM			
			H. E. & W. T. CROSSING..... W											
			T. & N. O. (Interlocking)											
			T. & N. O. (Interlocking)											
			DRAW BRIDGE (Buffalo Bayou)											
A232	0.0	OS..... HOUSTON YD..... WOT\$Y	Yard											
			OS..... HOUSTON UNION STATION..... 150.8		12 01 PM	2 30 PM	9 00 PM	11 00 PM						
					11 29 AM									
A280		OS..... GALVESTON		10 00 AM										
	198.0				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		

6 FORT WORTH SUBDIVISION—BETWEEN T.&P. CONNECTION AND MART

Station Numbers	Distance from Ft. Worth	TIME-TABLE No. 56 NOVEMBER 1, 1942		Siding Capacity in Cars	TRAINS SOUTHWARD								
					FIRST CLASS			SECOND CLASS			THIRD CLASS		
					17			73	71		391		
					Passenger			Red Ball Freight	Red Ball Freight		Local Freight		
		STATIONS		Daily			Daily	Daily		Daily Except Sunday			
Bv272	0.0	CS..... FT. WORTH..... WOTY.....		7 40 PM									
	0.8	P..... T. & P. CONNECTION.....		7 45			6 50 PM	11 00 PM		8 20 AM			
Bv270	2.8	P..... MARA..... W	Yard	7 48			7 00	11 08		8 25			
Bv263	9.0	P..... EVERMAN.....*	60 f	7 56			7 14	11 33		8 40			
Bv257	15.3	P..... RETTA.....	68	8 05			7 27	11 55 PM		8 55			
Bv252	20.1	P..... LILLIAN.....	60 f	8 12			7 36	12 10 AM		9 05			
Bv245	27.5	LS..... VENUS.....	90 s	8 24			7 52	12 30		9 25			
Bv241	31.7	..... GRIFFITH.....		8 30								
Bv234	38.0	LS..... MAYPEARL.....	72 s	8 39			8 14	1 00 70		10 00			
Ev227	45.3	P..... BELL BEANCH..... W	60	8 48			8 29	1 20		10 20			
		TEXAS ELECTRIC CROSSING											
Bv222	50.6	LS..... ITALY.....	81 s	8 58			8 40	1 30		10 45			
Bv213	59.2	P..... MERTENS.....	72 f	9 08			8 57	1 46		11 10 890			
Bv208	64.0	LS..... IRENE..... W	90 s	9 20 73			9 20 17	1 54		11 20			
Bv203	69.6	LS..... MALONE.....		9 28			9 38	2 04		11 32			
Bv198	73.9	LS..... PENELOPE..... W	63 s	9 34			9 46	2 12		11 42			
Bv192	80.2	P..... HOEN.....	45 f	9 43			9 55	2 23		11 53 AM			
Bv188	84.3	P..... LEROY.....	90 f	9 49			10 03	2 30		12 02 PM			
Bv184	88.2	P..... TEKLA.....	68	9 54			10 09	2 37		12 10			
	95.2	CS..... EASTCO.....	41	10 01 70			10 21 70	2 50		12 23			
		..... St. L. S. W. (Interlocking).....										
		..... Waco Freight Connection.....	Yard									
Bv178		..... WACO..... W§										
	98.0	P..... WACO JUNCTION.....	s	10 15			10 27	3 00		12 30			
Bv167	106.1	P..... HALLSBURG.....	69	10 26			10 39	3 15 72 3 27 18		12 45			
Bv159	114.4	CS..... MART..... WO\$Y	Yard	10 40 PM			10 55 PM	3 50 AM		1 00 PM			
		114.4		Daily			Daily	Daily		Daily Except Sunday			

FORT WORTH SUBDIVISION—BETWEEN MART AND T.&P. CONNECTION 7

Station Numbers	Distance from Spring	TIME-TABLE No. 56 NOVEMBER 1, 1942		Siding Capacity in Cars	TRAINS NORTHWARD							
					FIRST CLASS		SECOND CLASS		THIRD CLASS			
					18 Passenger		72 Red Ball Freight	70 Red Ball Freight		390 Local Freight		
STATIONS				Daily		Daily	Daily		Daily Except Sunday			
Bv272	272.9	CS	FT. WORTH	WOYT								
			0.8									
	272.1	P	T. & P. CONNECTION		6 40							
			2.0									
Bv270	270.1	P	MARA	W	Yard	6 30		7 30 AM	2 30 AM		2 00 PM	
			6.2									
Bv263	263.9	P	EVERMAN	*	60	6 17		7 21	2 15		1 55	
			6.3									
Bv257	257.6	P	RETTA		68	6 08		7 12	2 02		1 40	
			4.8									
Bv252	252.8	P	LILLIAN		60	5 58		7 00	1 50		1 20	
			7.4									
Bv245	245.4	LS	VENUS		90	5 45		6 47	1 40		1 05	
			4.2									
Bv241	241.2		GRIFFITH			5 38		6 32	1 25		12 45	
			6.3									
Bv234	234.9	LS	MAYPEARL		72	5 29		6 21	1 00	71	12 15 PM	
			7.3									
Bv227	227.6	P	BELL BRANCH	W	60	5 18		6 12	12 28		11 50 AM	
			5.2									
			0.1									
Bv222	222.3	LS	ITALY		81	5 02		6 00	12 08 AM		11 35	
			8.6									
Bv213	213.7	P	MERTENS		72	4 51		6 45	12 08 AM		11 35	
			4.8									
Bv208	208.9	LS	IRENE	W	90	4 43		5 31	11 48 PM		11 10 ³⁹¹	
			5.6									
Bv203	203.3	LS	MALONE			4 33		5 04	11 40		10 50	
			4.3									
Bv198	199.0	LS	PENELOPE	W	63	4 25		4 46	11 30		10 30	
			6.3									
Bv192	192.7	P	HOEN		45	4 14		4 35	11 23		10 15	
			4.1									
Bv188	188.6	P	LEROY		90	4 05		4 25	11 12		9 55	
			4.0									
Bv184	184.6	P	TEKLA		68	3 58		4 15	11 00		9 40	
			6.9									
	177.7	CS	EASTCO		41	3 50 ⁷²		4 08	10 40		9 30	
			0.0									
			0.5									
	177.2		St. L. S. W. (Interlocking)									
			0.5									
			2.0									
Bv178			Waco Freight Connection	Yard								
			2.3									
			2.0									
	174.9	P	WACO	W	§	3 40		3 50 ¹⁸	10 21 ⁷³		9 15	
			2.3									
	174.9	P	WACO JUNCTION		s	3 40		3 27	9 50		8 55	
			8.1									
Bv167	166.8	P	HALLSBURG		69	3 27 ⁷¹		3 15 ⁷¹	9 35		8 35	
			8.3									
Bv159	158.5	CS	MART	WO	Y	Yard	3 15 AM	2 55 AM	9 15 PM		8 15 AM	
			114.4			Daily		Daily	Daily		Daily Except Sunday	

MART SUBDIVISION—BETWEEN MART AND SPRING

Station Numbers	Distance from Ft. Worth	TIME-TABLE No. 56 NOVEMBER 1, 1942		Siding Capacity in Cars	TRAINS SOUTHWARD						
					FIRST CLASS		SECOND CLASS		THIRD CLASS		
					17 Passenger		71 Red Ball Freight	73 Red Ball Freight	393 Local Freight	395 Local Freight	
STATIONS				Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday		
Bv159	114.4	OS	MART	WO§Y	Yard	10 45 PM		6 45 AM	11 25 PM	4 45 AM	
Bv152	121.1	P	OTTO		86	10 54		7 01	11 36	5 00	
Bv145	128.4	P	McCLANAHAN		70	11 04		7 17	11 48 PM	5 15	
	133.8		T. & N. O. CROSSING								
Bv139	134.4	LS	MARLIN	WY	87	11 15		7 37	12 01 AM	5 35	
Bv129	144.6	P	COYMACK		87	11 28		8 00	12 16	5 50	
Bv128	145.1		HIGH BANK			11 31					
Bv124	148.4		ELOISE	*		11 37					
Bv120	153.1	P	BUFKIN		54	11 44		8 25	12 29	6 02	
Bv116	156.4		GIFFORD HILL SIDING		62	11 49		8 33	12 35	6 08	
Bv110	162.8	P	CALVERT JUNCTION		58	11 58 PM		8 50 ³⁹²	12 45	6 18	
Bv103	169.3	P	GOODLAND		90	12 06 AM		9 05	12 55 ⁷²	6 28	
	172.3		SAN ANTONIO DIV. CROSSING								
175	172.3	OS	VALLEY JUNCTION	WOY	54	12 15 ⁷² 1 10 ¹⁸		9 30	1 05 ¹⁷ 1 35 ¹⁸	6 45	
	175.9		T. & N. O. (Interlocking)								
Bv96	177.4	P	NICHOLAS		90	1 25		10 42	1 45	6 55	
Bv92	180.9	P	MUMFORD		87	1 33		10 49	1 55	7 02	
Bv86	187.4	P	FOUNTAIN		82	1 42		11 10	2 10	7 15 ³⁹²	
Bv78	194.8	CS	BRYAN	WY	75	1 58		11 36	2 25	8 30	
	195.1		T. & N. O. (Interlocking)								
Bv74	199.3	LS	COLLEGE STATION			2 17		11 46	2 35	8 50	
	199.6		T. & N. O. (Interlocking)								
Bv70	202.4	P	KOPPE		77	2 24		11 52 AM	2 41	9 00	
Bv65	207.6	P	ENRIGHT		45	2 34		12 02 PM	2 50	9 25	
Bv59	214.0	P	CAWTHON		67	2 45		12 14	2 59	9 45	
Bv55	217.5	P	DINKINS		82	2 52		12 22	3 05	10 00	
	224.2		T. & N. O. (Interlocking)								
Bv49	224.4	OS	NAVASOTA	WTO	80	3 12		12 45	3 25	10 45 AM	11 00 ³⁹⁴ AM
Bv40	232.7	P	McCORMACK		47	3 30		1 05	3 40		11 20
Bv37	236.4	P	STONEHAM		70	3 37		1 15	3 51		11 30
Bv27	245.6	P	FETZER		78	3 52		1 40	4 05		11 50 AM
Bv22	250.8	LS	MAGNOLIA	W	75	4 01		2 10 ⁷⁰	4 14		12 05 PM
Bv17	255.9	P	PINEHURST	*	46	4 10		2 20	4 24		12 15
Bv11	261.7	P	HUFSMITH		74	4 19		2 35	4 34		12 30
Bv6	266.7	P	AVONAK		43	4 30		2 45	4 45		12 40
A209	272.9	OS	SPRING	WY		4 40 AM		3 00 PM	5 00 AM		1 00 PM
			158.5			Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday

MART SUBDIVISION—BETWEEN SPRING AND MART

Station Numbers	Distance from Spring	TIME-TABLE No. 56 NOVEMBER 1, 1942		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	
STATIONS					Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday	
Bv159	158.5	OS.....	MART.....	WO\$Y	Yard	3 10 AM		8 45 PM	2 30 AM	10 45 AM	
Bv152	151.8	P.....	OTTO.....		86	f 2 53		8 28	2 15	10 27	
Bv145	144.5	P.....	McCLANAHAN.....		70	2 43		8 14	2 04	10 12	
	139.1		T. & N. O. CROSSING.....								
Bv139	138.5	LS.....	MARLIN.....	WY	87	s 2 27		8 00	1 55	10 00	
Bv129	128.3	P.....	COYMACK.....		97	2 15		7 38	1 42	9 35	
Bv128	127.8		HIGH BANK.....			s 2 13					
Bv124	124.5		ELOISE.....			f 2 07					
Bv120	119.8	P.....	BUFKIN.....		54	2 00		7 18	1 30	9 20	
Bv116	116.5		GIFFORD HILL SIDING.....		63	1 54		7 10	1 25	9 10	
Bv110	110.1	P.....	CALVERT JUNCTION.....		58	f 1 43		6 54	1 10	8 50 ⁷¹	
Bv103	103.6	P.....	GOODLAND.....		90	f 1 32		6 38	12 55 ⁷³	8 20	
	100.6		SAN ANTONIO DIV. CROSSING.....								
175	100.6	CS.....	VALLEY JUNCTION.....	WOY	54	s { 1 25 ¹⁷ 12 15 ⁷³		{ 6 30 5 30	12 45 ¹⁷	8 00	
	97.0		T. & N. O. (Interlocking).....								
Bv96	95.5	P.....	NICHOLAS.....		90	12 03 AM		5 15	11 41 PM	7 40	
Bv92	92.0	P.....	MUMFORD.....		87	f 11 57 PM		5 05	11 35	7 30	
Bv86	85.5	P.....	FOUNTAIN.....		82	f 11 47		4 50	11 20	7 15 ³⁹³	
Bv78	78.1	CS.....	BRYAN.....	WY	75	s 11 32		4 35	11 05	7 00	
	77.8		T. & N. O. (Interlocking).....								
Bv74	73.6	LS.....	COLLEGE STATION.....			s 11 27		4 15	10 56	6 05	
	73.3		T. & N. O. (Interlocking).....								
Bv70	70.5	P.....	KOPPE.....		77	11 21		4 09	10 50	5 40	
Bv65	65.3	P.....	ENRIGHT.....		45	11 14		3 57	10 40	5 25	
Bv59	58.9	P.....	CAWTHON.....		67	f 11 05		3 47	10 28	5 10	
Bv55	55.4	P.....	DINKINS.....		82	f 10 59		3 40	10 21	5 00	
	48.7		T. & N. O. (Interlocking).....								
Bv49	48.5	CS.....	NAVASOTA.....	WTO	80	s 10 44		3 12	10 08	4 45 AM	11 00 ³⁹⁵ AM
Bv40	40.0	P.....	McCORMACK.....		47	10 34		2 48	9 46		10 40
Bv37	36.5	P.....	STONEHAM.....		70	f 10 29		2 40	9 39		10 30
Bv27	27.3	P.....	FETZER.....		78	f 10 18		2 20	9 23		10 05
Bv22	22.1	LS.....	MAGNOLIA.....	W	75	f 10 11		2 10 ⁷¹	9 15		9 55
Bv17	17 0	P.....	PINEHURST.....		46	f 10 04		2 03	9 07		9 41
Bv11	11.2	P.....	HUFSMITH.....		74	f 9 56		1 55	8 58		9 27
Bv6	6.2	P.....	AVONAK.....		43	9 49		1 45	8 50		9 15
A209	0.0	OS.....	SPRING.....	WY		s 9 40 PM		1 35 PM	8 40 PM		9 00 AM
	158.5					Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday

10 MINEOLA SUBDIVISION—BETWEEN MINEOLA AND TROUP

TRAINS SOUTHWARD				Station Numbers	Distance from Mineola	TIME-TABLE		Distance from Troup	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 56				THIRD CLASS			
197						NOVEMBER 1, 1942				196			
			Mixed			STATIONS							
			Daily Except Sunday										
			4 45 AM	B 44	0.0	LS	MINEOLA	WY	44.2	Yard	12 20 PM		
			5 01	B 39	4.8		EADS (Spur)		39.4		11 50 AM		
			5 20	B 33	11.5	TP	LINDALE		32.7		11 30		
			5 40	B 27	17.9		SWAN		26.3		11 10		
					25.2		ST. L. S. W. CROSSING		19.0				
			6 30	B 19	25.2	LS	TYLER	W	19.0		10 45		
			6 46	B 14	30.3		ELBERTA		13.9		9 45		
			7 01	B 9	35.6		WHITEHOUSE		8.6		9 25		
			7 30 AM	36	44.2	CS	TROUP	WY	0.0	Yard	9 05 AM		
			Daily Except Sunday			44.2					Daily Except Sunday		

HUNTSVILLE SUBDIVISION—BETWEEN HUNTSVILLE AND PHELPS

TRAINS SOUTHWARD				Station Numbers	Distance from Huntsville	TIME-TABLE		Distance from Phelps	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS						No. 56				THIRD CLASS			
199						NOVEMBER 1, 1942				198			
			Local Freight			STATIONS							
			Daily Except Sunday										
			6 40 AM	D7	0.0	LS	HUNTSVILLE	O	7.0		6 30 AM		
			7 10 AM	A 165	7.0	LS	PHELPS	WY	0.0	84	6 00 AM		
			Daily Except Sunday			7.0					Daily Except Sunday		

HENDERSON SUBDIVISION—BETWEEN OVERTON AND HENDERSON

TRAINS SOUTHWARD				Station Numbers	Distance from Henderson	TIME-TABLE		Distance from Overton	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 56				SECOND CLASS			
51						NOVEMBER 1, 1942				50			
			Mixed			STATIONS							
			Daily Except Sunday										
			8 40 AM	22	16.0	LS	OVERTON	Y	0.0		5 45 AM		
				E4	12.0		NORFOLK (Spur)		4.0				
				E9	7.5		FRIAR (Spur)		8.5				
			9 30 AM	E16	0.0	LS	HENDERSON	W	16.0		4 50 AM		
			Daily Except Sunday			16.0					Daily Except Sunday		

MADISONVILLE SUBDIVISION—BETWEEN MADISONVILLE AND NAVASOTA 11

TRAINS SOUTHWARD				Station Numbers	Distance from Madisonville	TIME-TABLE		Distance from Navasota	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 56				SECOND CLASS			
395						NOVEMBER 1, 1942				394			
Mixed						Mixed							
Daily Except Sunday						Daily Except Sunday							
STATIONS						STATIONS							
			7 30 AM	M45	0.0	LS.....	MADISONVILLE.....	WY	44.7				3 50 PM
			7 46	M41			4.0		40.7				3 34
			8 20	M32	12.3	LS.....	BEDIAS.....		32.4				3 00
							8.8						
							8.8						
			8 56	M24	21.1		B. R. I. R. R. CROSSING						
							0.0						
			9 16	M19	26.2		SINGLETON.....		23.6				2 24
							5.1						
			9 46	M11	33.7	LS.....	ROAN'S PRAIRIE.....		18.5				2 04
							7.5						
			10 02	M7	37.7	LS.....	ANDERSON.....		11.0				1 34
							4.0						
			10 30 AM	Bv49	44.7	CS.....	BECKER.....		7.0				1 18
							7.0						
							NAVASOTA.....	WOT	0.0				12 50 PM
			Daily Except Sunday				44.7						Daily Except Sunday

SUGAR LAND SUBDIVISION—BETWEEN HICKEY AND HAWDON

TRAINS SOUTHWARD				Station Numbers	Distance from Hickey	TIME-TABLE		Distance from Hawdon	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 56				THIRD CLASS			
371						NOVEMBER 1, 1942				370			
Mixed						Mixed							
Daily Except Sunday						Daily Except Sunday							
STATIONS						STATIONS							
				S50	0.0		HICKEY.....		31.9				
				S38	11.8		11.8		20.1				
			3 30 PM	S33	16.6	LS.....	CABELL.....		15.3	Yard			10 30 PM
				S27			4.8						
							0.0						
			3 55		23.3		T. & N. O. (Interlocking)						10 05
							6.7		8.6				
			4 10	S22	27.9		DEWALT.....		4.0				9 50
							4.6						
							0.0						
			4 25	S20	30.4		SUGAR LAND JUNCTION.....		1.5				9 35
							G. C. & S. F. (Interlocking)						
			4 35 PM		31.9		2.5		0.0				9 27 PM
							HOUSE.....	Y					
							1.5						
							HAWDON.....						
			Daily Except Sunday				31.9						Daily Except Sunday

12 EAST COLUMBIA SUBDIVISION—BETWEEN HOUSTON AND EAST COLUMBIA

TRAINS SOUTHWARD						TIME-TABLE				TRAINS NORTHWARD			
SECOND CLASS				Distance from Houston	Station Numbers	No. 56		Distance from East Columbia	Siding Capacity in Cars	SECOND CLASS			
	381	383								382	380		
	Mixed	Mixed			STATIONS				Mixed	Mixed			
	Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	Daily Except Sunday			
	7 30 PM	7 00 AM	0.0	A232	OS	HOUSTON	50.0	Yard	11 55 AM	6 30 PM			
			0.6			G. H. & H. CROSSING	49.4						
			0.8			H. B. & T. (Interlocking)	49.2						
			0.9			H. B. & T. JUNCTION	49.1						
			1.1			T. & N. O. CROSSING	48.9						
			6.9			T. & N. O. (Interlocking)	48.1						
	8 15	7 45	8.5	O 8		MYRTLE	41.5		11 01	5 30			
	8 35	8 01	11.5	O 11		ALMEDA	38.5		10 50	5 15			
	8 55	8 20	16.3	O 16		FRESNO	33.7		10 30	4 55			
	9 17	8 30	18.8	O 19		ARCOLA	31.2		10 10	4 45			
	9 27 PM	8 45	21.1	O 21		G. C. & S. F. (Interlocking)	31.2		9 45	4 35 PM			
				S 20		HOUSE JUNCTION	28.9						
			21.1	O 21		HAWDON	28.9						
		8 53	23.0	O 23		JULIFF	27.0		9 30				
		9 13 ³⁸²	27.5	O 27		SANDY POINT	22.5		9 13 ³⁸³				
		9 23	29.7	O 30		ROSHARON	20.3		8 50				
		9 38	32.4	O 32		BONNEY	17.6		8 30				
		9 58	37.0	O 37		CHENANGO	13.0		8 10				
		10 15	40.0	O 40	LS	ANCHOR	10.0		7 50				
			42.2	O 42		OYSTER CREEK (Spur)	7.8						
		11 05 AM	50.0	O 50	LS	EAST COLUMBIA	0.0		7 00 AM				
	Daily Except Sunday	Daily Except Sunday				50.0			Daily Except Sunday	Daily Except Sunday			

FREEPORT SUBDIVISION—BETWEEN ANCHOR AND FREEPORT 13

TRAINS SOUTHWARD				Station Numbers	Distance from Anchor	TIME-TABLE No. 56 NOVEMBER 1, 1942	Distance from Freeport	Car Capacity of Sidings	TRAINS NORTHWARD			
THIRD CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
	387 Local Freight		303 Passenger							304 Passenger		386 Local Freight
	Daily Except Sunday		Daily Except Sunday				Daily Except Sunday		Daily Except Sunday			
	12 50 PM			F22	0.0	LS.....ANCHOR.....Y	21.5			12 30 PM		
	1 15			F18	4.4	CS.....ANGLETON.....W	17.1			11 50 AM		
						KINGSVILLE DIV. (Interlocking)						
				F10	11.7	.....ROSS.....	9.8				
	1 50			F8	13.9	.....CLUTE.....	7.6			11 15	
	1 55		5 15 PM	F6	15.8	LS.....HOSKINS JUNCTION...W\$Y	5.7		7 15 AM	11 05		
	2 10		5 24	F2	19.8	.....VELASCO.....WO	1.7	Yard s	7 06	10 53	
					20.0	.....DRAW BRIDGE (Brazos River).....	1.5				
	2 20 PM		5 30 PM	F0	21.5	LS.....FREEPORT.....WY	0.0	Yard	7 00 AM	10 45 AM		
	Daily Except Sunday		Daily Except Sunday						Daily Except Sunday	Daily Except Sunday		
						21.5						

HOSKINS SUBDIVISION—BETWEEN HOSKINS AND HOSKINS JUNCTION

TRAINS SOUTHWARD				Station Numbers	Distance from Hoskins	TIME-TABLE No. 56 NOVEMBER 1, 1942	Distance from Hoskins Junction	Car Capacity of Sidings	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS							FIRST CLASS		SECOND CLASS	
	385 Local Freight		303 Passenger							304 Passenger		384 Local Freight
	Daily Except Sunday		Daily Except Sunday				Daily Except Sunday		Daily Except Sunday			
	10 00 AM		4 40 PM	F19	0.0	P.....HOSKINS.....WY	12.9		7 50 AM	2 35 PM		
	10 20		4 51	F13	4.6	.....MIMS.....	8.3		7 39	2 18	
	10 40		5 04	F9	8.9	.....STRATTON RIDGE.....	4.0		7 26	1 58	
	10 55 AM		5 15 PM	F6	12.9	LS.....HOSKINS JUNCTION...W\$Y	0.0		7 15 AM	1 40 PM		
	Daily Except Sunday		Daily Except Sunday						Daily Except Sunday	Daily Except Sunday		
						12.9						

SPECIAL INSTRUCTIONS

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

	Miles per Hour	
	Passenger Trains	Freight Trains
2. MAXIMUM SPEED:		
Longview Subdivision	65	45
Trinity Subdivision	65	45
Fort Worth Subdivision	60	40
Mart Subdivision:		
Mart to Mile Post 89	60	40
Mile Post 89 to Mile Post 69	55	35
Mile Post 69 to Spring	65	45
Mineola Subdivision	30	20
EXCEPT: Between Tyler and Mineola	20	20
Henderson Subdivision	30	25
EXCEPT: Between M. P. 10 and Henderson	30	18
Huntsville Subdivision	20	20
Madisonville Subdivision	20	15
East Columbia Subdivision	30	25
EXCEPT: Between Anchor and East		
Columbia	15	15
Sugar Land Subdivision	25	20
Freeport Subdivision	35	25
EXCEPT: Between Anchor and Hoskins Jct.	25	20
Hoskins Subdivision	25	15

3. SPEED RESTRICTIONS:

Trains must not exceed 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 20 turnouts or crossovers.

	Miles per Hour	
	Passenger Trains	Freight Trains
LONGVIEW SUBDIVISION:		
Mile Post 80 Pole 27 to T&P passenger station and T&P freight connection	10	10
Sabine River Bridge, Mile Post 77-23, 1111 and 1156 class engines or heavier	40	40
Kilgore, City Limits	20	20
Overton, City Limits	10	10
Troup, City Limits	25	25
Jacksonville, City Limits	15	15
Palestine, City Limits	18	18
Through limits of interlocking plant, Palestine	15	15
Between passenger station and Reagan Street, Palestine	15	15
TRINITY SUBDIVISION:		
Through limits interlocking plant, Palestine	15	15
Between passenger station and Reagan Street, Palestine	15	15
Reagan Street Crossing, Palestine	6	6
Elkhart, City Limits	20	20
Grapeland, City Limits	20	20
Crockett, City Limits	25	25
Lovelady, City Limits	25	25
Trinity, City Limits	20	20
Trinity River Bridge, Mile Post 71-10 (Engines 1111 and 1156 Class and Heavier)	40	40
Through interlocking limits (Passenger route) HB&T Junction	10	10
Houston Buffalo Bayou Bridge	12	12
Houston, City Limits	18	18
FORT WORTH SUBDIVISION:		
Fort Worth, City Limits	20	20
Venus, City Limits	25	25
Italy, City Limits	12	12
Chambers Creek Bridge 230.05 (1100 class engines or larger)	20	20
Trains using St. LSW passenger connection, Eastco	10	10

	Miles per Hour	
	Passenger Trains	Freight Trains
Trains using Plum Street connection, Waco Junction to St. LSW connection		
Waco, City Limits	15	15
Tehuacana Bridge 171.59 (1100 class engines or larger)	20	20
MART SUBDIVISION:		
Mart, City Limits	35	25
Marlin, City Limits	10	10
Between T&NO R.R. crossing and Falls Street, Marlin	15	15
Little Brazos River Bridge 87.63 (1100 class engines or larger)	20	20
Bryan, City Limits	15	15
Between passenger station and end of 27th Street, Bryan	15	15
Navasota River Bridge 50.91 (1100 class engines or larger)	20	20
Navasota, City Limits	15	15
Through limits of interlocking plant, Navasota	15	15
Between Trinity Subdivision connection and north wye switch, Spring	15	15
No. 17 and No. 18 will move at restricted speed between siding switches at Valley Junction.		

	Miles per Hour	
	Passenger Trains	Freight Trains
MINEOLA SUBDIVISION:		
Tyler, City Limits	15	15
FREEPORT SUBDIVISION:		
Brazos River Bridge, Mile Post 1.50	10	10
HOSKINS SUBDIVISION:		
Bastrop Bayou Bridge, Mile Post 8.44	10	10

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS.

					Miles per Hour	
					Passenger Trains	Freight Trains
LONGVIEW SUBDIVISION:						
Mile Post	Pole	To	Mile Post	Pole		
0	00		1	12	45	45
3	11		3	26	50	45
5	14		6	01	50	45
7	26		8	10	50	45
11	01		11	14	50	45
13	05		14	20	50	45
17	10		23	00	50	45
29	17		31	17	50	45
32	27		36	19	50	45
38	29		40	04	50	45
43	25		46	18	50	45
48	28		50	21	50	45
51	27		54	05	50	45
56	05		55	14	50	45
56	06		56	17	45	45
59	14		60	16	45	45
65	05		66	14	50	45
71	02		71	11	50	45
73	05		73	22	45	45
77	13		77	25	50	45

					Miles per Hour	
					Passenger Trains	Freight Trains
TRINITY SUBDIVISION:						
1	00		4	05	40	40
4	26		11	15	50	45
14	12		17	22	50	45
20	29		21	26	50	45
23	27		26	26	45	45
37	02		37	16	30	80
42	29		43	23	50	45
50	23		51	20	45	45
71	14		72	25	50	45
82	06		82	28	50	45
85	29		89	02	50	45
99	14		99	26	50	45

MART SUBDIVISION:

Mile Post	Pole	To	Mile Post	Pole	Miles per Hour	
					Passenger Trains	Freight Trains
0	0		0	11	15	15
25	12		25	20	50	45
31	05		32	06	50	35
34	21		35	00	50	35
37	19		38	00	50	45
39	16		40	17	50	45
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		51	00	20	20
73	02		73	10	30	30
78	00		78	18	15	15
78	18		79	00	30	30
87	20		87	25	30	20
105	08		106	22	45	40
115	20		116	00	45	40
117	20		118	07	45	40
119	10		119	22	45	40
121	10		121	28	45	40
127	27		128	06	45	40
134	05		134	19	45	40
139	10		139	27	40	40

FORT WORTH SUBDIVISION:

159	00		159	10	30	30
162	22		165	19	45	40
175	10		176	15	45	40
221	16		222	00	30	30
225	25		228	14	50	40
236	27		237	11	45	40
245	09		246	08	15	10
253	03		253	16	50	40
257	17		260	04	50	40
268	12		268	15	50	40
270	24		T&P Connection		30	30

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

GCL and I-GN Engines:

	Miles Per Hour	
	Passenger Trains	Freight Trains
301 to 319	50	50
320	65	65
321	50	50
322	65	65
323 to 332	50	50
333	65	65
334 to 338	50	50
339	65	65
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 1040	55	55
1051 to 1073	55	55
1101 to 1125	63	63
1151 to 1161	80	80
Missouri Pacific Engines:		
5201 to 5207	55	55
5501 to 5540	80	80
6401 to 6444	80	80
6501 to 6521	70	70
6601 to 6629	80	80

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

Scale Test Car X-5121 when placed in train next ahead of caboose may be handled at maximum freight train speed.

	Miles per Hour
Trains handling self-propelling pile drivers, steam shovels, American ditchers (loaded on flat cars), yard (clam shell) cranes, four wheel rigid trucks (loaded on flat cars), scale test cars (M.C.B. trucks or four wheel rigid trucks)	25
Locomotive (clam shell) cranes (M. C. B. trucks)	20
(Boom should be detached, water tanks drained and wherever practicable, rear of machines should face toward front of train.)	
Steam (wrecking) derricks, derrick cars, pile drivers (non-self-propelling, Jordan spreaders and ditchers)	25
Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling wrecking cranes pile drivers, and jordan ditchers or spreader-ditchers, must be restricted to 5 miles per hour less than such maximum speed.	
Dead engines with side rods in position, main rods disconnected	35
Dead engines moving backward, or with part or all side rods down	15
Diesel engines moving dead in tow, 9200 series, maximum speed 35 miles per hour, 800 series, maximum speed 30 miles per hour.	
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 may, in emergency, be handled with part or all of side rods down on authority of 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, in which case, must be turned at first available point. Switch engines not equipped with engine trucks must be moved tank first.	
Engines without full set of driving wheels, trucks, or trailers may be moved at speed not exceeding 6 miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.	
When physical condition of track or machines above mentioned require, slower speed must be maintained.	

PASSENGER TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

Stations	Miles from	Train Numbers	
Ft. Worth Subdivision:			
	Spring		
Birome	193.3	17	18
Mart Subdivision:			
Salter	117.1	17	18
Marvin	107.0	17	18
Royder	67.3	17	18
Yuma	61.6	17	18
Yarbrough	40.0	17	18
Passenger trains, except No. 25 will stop at non-stop stations to let off passengers holding tickets from connecting lines and connecting divisions.			
Trains 21 and 22 will stop at non-stop stations to discharge passengers holding tickets from points on Mineola and Henderson Subdivisions and G. H. & H. Railroad.			
Madisonville Subdiv.:			
	Miles from Navasota	Train Nos.	
Eugenia	37.0	394	395
Freeport Subdivision:			
	Miles from Freeport		
Broad Street	0.5	303	304
Sugar Land Subdiv.:			
	Miles from Sugar Land		
Smada	3.9	371	370
Trammels	8.8	371	370
Herman	10.2	371	370

ARBITRARY HOLDS---PASSENGER TRAINS

STATION	Train No.	Hold for Division Train	Hold Until	Length of Hold	REMARKS
Longview.....	21	T. & P. 201	Indefinitely	Indefinitely	
Longview.....	25	T. & P.....15	7:35 A. M.	3 Hours	For sleepers. When connection missed handle on No. 21.
Longview.....	7	T. & P.....207	Indefinitely	Indefinitely	
Palestine.....	22	{ Palestine . 22 } { San Antonio 2 }	4:40 P. M.	45 Minutes	For either connection.
Palestine.....	21	Palestine . . . 21	Indefinitely	Indefinitely	For sleepers.
Palestine.....	25	Palestine . . . 25	Indefinitely	Indefinitely	For passengers, mail and equipment.
Palestine.....	27	Palestine . . . 7	3:00 A. M.	3 Hrs., 1 Min.	For passengers, mail and sleeper. When connection missed handle on No. 25.
Palestine.....	8	Palestine . . . 28	5:50 A. M.	1 Hr. 40 Min.	For passengers and sleepers.
Valley Junction...	17	San Antonio... 8	2:10 A. M.	1 Hour	For passengers reported.
Valley Junction...	18	San Antonio... 8	Indefinitely	Indefinitely	For connection.
Ft. Worth.....	17	R. I. Rocket	7:55 P. M.	15 Minutes	For passengers reported.

EXPLANATION OF CHARACTERS

CS—Continuous Train Order Office.
 LS—Limited Train Order Office (Hours of service specified by Bulletin Order).
 P—Telephone Communication Only.
 TP—Telegraph or Telephone Office not a train Order Office.
 O—Fuel Oil.
 W—Water.
 Y—Wye Track.
 T—Turntable.
 §—Track Scales.
 *—Mail Crane.
 Register Stations are shown in full face type.

EXPLANATION OF STOPS

s—Regular Stop.
f—Flag stop for revenue passengers, mail, baggage and express.
a—Flag stop for revenue passengers for Huntsville.
d—Flag stop to receive and discharge revenue passengers from or to points where this train makes regular or conditional stops.
k—Stop to handle express.
m—Flag stop to receive and discharge revenue passengers from or to points where this train makes regular stops.

MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

LOCATION OF HOSPITAL PALESTINE, TEXAS

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

DISTRICT SURGEONS:

*Dr. A. Philo Howard.....Houston, Texas.
Dr. M. L. Langford.....Mart, Texas.
Dr. C. H. Harris.....Ft. Worth, Texas.

LOCAL SURGEONS:

Dr. L. N. Markham.....Longview, Texas.
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. J. A. Birdwell.....Overton, Texas.
Dr. W. N. Dean.....Overton, Texas.
Dr. J. E. Diekson.....Arp, Texas.
Dr. J. E. Watkins.....Henderson, Texas.
Dr. J. G. Sadler.....Henderson, Texas.
Dr. R. F. Shaw.....Henderson, Texas.
Dr. H. A. 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. Jno. McDougle.....Jacksonville, Texas.
Dr. Sam Kennedy.....Grapeland, Texas.
Dr. C. C. Hill.....Grapeland, Texas.
Dr. J. S. Wooters.....Crockett, Texas.
Dr. C. W. Butler, Jr.....Crockett, Texas.
Dr. W. H. Brown.....Lovelady, Texas.

Dr. Harris Wiernik.....Lovelady, Texas
Dr. A. I. Autrey.....Trinity, Texas.
Dr. S. M. Briscoe.....Trinity, Texas.
Dr. Roy Black.....Huntsville, Texas.
Dr. Thos. S. Falvey.....Conroe, Texas.
Dr. E. B. Hailey.....Conroe, Texas.
Dr. W. P. Ingram.....Conroe, Texas.
Dr. E. O. Boggs.....Spring, Texas.
*Dr. A. Philo Howard.....Houston, Texas.
*Dr. M. B. Stokes.....Houston, Texas.
*Dr. J. Thos. Jones.....Houston, Texas.
*Dr. A. L. W. Tackaberry.....Houston, Texas.
Dr. J. J. Devoti.....Harrisburg, Texas.
Dr. O. Patton.....League City, Texas.
Dr. F. W. Aves.....Galveston, Texas.
Dr. J. J. Delaney.....Galveston, Texas.
Dr. Brooks Stafford.....Angleton, Texas.
Dr. R. M. McCary.....Freeport, Texas.
Dr. Geo. D. Reeves.....Freeport, Texas.
Dr. W. T. Galloway.....Freeport, Texas.
Dr. A. O. McCary.....Freeport, Texas.
Dr. M. A. Weems.....East Columbia, Texas.
Dr. Carlos Slaughter.....Sugar Land, Texas.
Dr. J. E. Morris.....Madisonville, Texas.
Dr. M. E. Parker.....Anderson, Texas.
Dr. S. D. Coleman.....Navasota, Texas.
Dr. W. W. Greenwood.....Navasota, Texas.
Dr. H. L. Stewart.....Navasota, Texas.
Dr. J. E. Marsh.....College Station, Texas.
Dr. R. B. Ellinger.....Bryan, Texas.
Dr. R. J. Hunnicutt.....Bryan, Texas.

Dr. T. T. Walton.....Bryan, Texas.
Dr. N. D. Buie.....Marlin, Texas.
Dr. A. C. Hornbeck.....Marlin, Texas.
Dr. Howard Smith.....Marlin, Texas.
Dr. J. W. Torbett.....Marlin, Texas.
Dr. I. F. Cannon.....Mart, Texas.
Dr. M. L. Langford.....Mart, Texas.
Dr. H. R. Dudgeon.....Waco, Texas.
Dr. J. H. Thomas.....Leroy, Texas.
Dr. F. H. Carlisle.....Italy, Texas.
Dr. A. O. Dykes.....Italy, Texas.
Dr. J. H. Curby.....Maypearl, Texas.
Dr. C. C. Anderson.....Venus, Texas.
Dr. M. C. Cahill.....Lillian, Texas.
Dr. G. R. Enloe.....Ft. Worth, Texas.
Dr. C. H. Harris.....Ft. Worth, Texas.
Dr. Will S. Horn.....Ft. Worth, Texas.

EYE, EAR, NOSE AND THROAT:

Dr. V. R. Hurst.....Longview, Texas.
Dr. Edward H. Vaughan.....Tyler, Texas.
Dr. Jno. McDougle.....Jacksonville, Texas.
Dr. A. D. Wages.....Palestine, Texas.
*Dr. Geo. C. Farrish.....Houston, Texas.
Dr. Frederick Fowler.....Galveston, Texas.
Dr. H. T. Anyesworth.....Waco, Texas.
Dr. V. R. Woodward.....Ft. Worth, Texas.
Dr. Wm. S. Webb.....Ft. Worth, Texas.
Dr. W. B. Cline.....Bryan, 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.

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 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.

MISSOURI PACIFIC RAILROAD EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. H. A. HAVERLAH, Chief Surgeon

DISTRICT SURGEONS

Dr. F. W. Braastad.....Houston, Texas	Dr. E. Doak.....Taylor, Texas
Dr. D. L. Moore.....Houston, Texas	Dr. E. W. Stromberg.....Taylor, Texas
Dr. G. E. Dodd.....Houston, Texas	Dr. C. C. Shotts.....San Antonio, Texas
Dr. M. B. Gunter.....Mart, Texas	Dr. W. R. Powell.....Laredo, Texas
Dr. W. S. Horn.....Ft. Worth, Texas	

EYE, EAR, NOSE AND THROAT

Dr. C. W. Payton.....Longview, Texas	Dr. J. C. Gallagher.....Hearne, Texas
Dr. J. M. Vaughan.....Tyler, Texas	Dr. Margaret Alexander Taylor, Texas
Dr. A. D. Wages.....Palestine, Texas	Dr. H. L. Hillgartner.....Austin, Texas
Dr. H. T. Aynesworth.....Waco, Texas	Dr. C. J. Boehs.....San Antonio, Texas
Dr. S. P. Howard.....Waco, Texas	Dr. E. D. Dumas.....San Antonio, Texas
Dr. E. P. Hutchings.....Marlin, Texas	Dr. G. E. Penny.....Laredo, Texas

LOCAL SURGEONS

Dr. J. T. McRee.....Longview, Texas	Dr. W. W. Stephen.....Galveston, Texas	Dr. D. B. Gregg.....Round Rock, Texas
Dr. J. E. Adams.....Kilgore, Texas	Dr. C. Slaughter.....Sugarland, Texas	Dr. A. J. Rice.....Georgetown, Texas
Dr. L. L. Allums.....Kilgore, Texas	Dr. H. D. Kuykendall.....Sugarland, Texas	Dr. E. V. Chauvin.....Austin, Texas
Dr. S. M. Downs.....Kilgore, Texas	Dr. S. D. Coleman.....Navasota, Texas	Dr. G. S. Wooten.....Austin, Texas
Dr. R. H. Robertson, Jr.....Kilgore, Texas	Dr. H. E. Thompson.....Navasota, Texas	Dr. H. L. Robinson.....Austin, Texas
Dr. H. E. Kennamer.....Overton, Texas	Dr. E. T. Ketchum.....Navasota, Texas	Dr. H. A. Scott.....Austin, Texas
Dr. J. M. Hamilton.....Overton, Texas	Dr. J. E. Marsh.....College Station, Texas	Dr. T. C. McCormick.....Buda, Texas
Dr. L. Hilbun.....Henderson, Texas	Dr. R. H. Benbow.....Bryan, Texas	Dr. G. Teddlie.....Kyle, Texas
Dr. H. A. Suehs.....Henderson, Texas	Dr. R. B. Grant.....Bryan, Texas	Dr. R. F. Sowell.....San Marcos, Texas
Dr. P. E. Suehs.....Henderson, Texas	Dr. T. O. Walton, Jr.....Bryan, Texas	Dr. M. D. Heatly.....San Marcos, Texas
Dr. J. H. Mitchell.....Tyler, Texas	Dr. A. G. McGill, Jr.....Bryan, Texas	Dr. M. C. Williams.....San Marcos, Texas
Dr. T. H. Peterson.....Mineola, Texas	Dr. T. T. Walton.....Bryan, Texas	Dr. D. L. White.....San Marcos, Texas
Dr. R. T. Travis.....Jacksonville, Texas	Dr. W. C. Taylor, Jr.....Calvert, Texas	Dr. H. E. Karbach.....New Braunfels, Texas
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Dr. S. Kennedy.....Grapeland, Texas	Dr. T. J. Glass.....Marlin, Texas	Dr. S. M. Woodard.....New Braunfels, Tex.
Dr. C. W. Butler, Jr.....Crockett, Texas	Dr. A. C. Bennett.....Marlin, Texas	Dr. C. C. Shotts.....San Antonio, Texas
Dr. C. Murray.....Crockett, Texas	Dr. H. Smith.....Marlin, Texas	Dr. D. T. McMahon.....San Antonio, Texas
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Dr. E. S. Darsey.....Crockett, Texas	Dr. W. L. Crosthwaite.....Waco, Texas	Dr. L. E. Peters.....Devine, Texas
Dr. C. O. Murray.....Trinity, Texas	Dr. A. O. Dykes.....Italy, Texas	Dr. G. S. Woods.....Devine, Texas
Dr. S. L. Autrey.....Trinity, Texas	Dr. W. S. Horn.....Ft. Worth, Texas	Dr. E. M. Howard.....Pearsall, Texas
Dr. S. R. Barnes.....Trinity, Texas	Dr. F. L. Bynum.....Ft. Worth, Texas	Dr. T. D. O'Connor.....Pearsall, Texas
Dr. W. B. Veazy.....Huntsville, Texas	Dr. A. E. Van Wey.....Buffalo, Texas	Dr. J. S. Primomo.....Dilley, Texas
Dr. T. C. Cole.....Huntsville, Texas	Dr. R. W. Huling.....Franklin, Tex.	Dr. C. P. Myers.....Cotulla, Texas
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Dr. D. L. Sadler.....Conroe, Texas	Dr. J. P. Fleming.....Hearne, Texas	Dr. C. A. Poindexter.....Crystal City, Texas
Dr. H. E. McKay, Jr.....Spring, Texas	Dr. L. B. Hughes.....Hearne, Texas	Dr. J. C. Spencer.....Crystal City, Texas
Dr. N. E. Graham.....Spring, Texas	Dr. W. H. Lindsey.....Hearne, Texas	Dr. O. King.....La Pryor, Texas
Dr. J. F. Warren.....Spring, Texas	Dr. T. S. Barkley.....Rockdale, Texas	Dr. R. A. Eads.....Uvalde, Texas
Dr. F. W. Braastad.....Houston, Texas	Dr. C. D. Johnson.....Thorndale, Texas	Dr. H. La Forge.....Uvalde, Texas
Dr. D. L. Moore.....Houston, Texas	Dr. E. Doak.....Taylor, Texas	Dr. G. H. Merritt.....Uvalde, Texas
Dr. G. E. Dodd.....Houston, Texas	Dr. E. W. Stromberg.....Taylor, Texas	Dr. S. H. Graham, Jr.....Laredo, Texas
Dr. J. J. Delaney.....Galveston, Texas	Dr. W. R. Swanson.....Taylor, Texas	Dr. W. R. Powell.....Laredo, Texas
		Dr. V. L. Puig.....Laredo, Texas

The Medical and Surgical Service at Fort Worth is under the supervision of Dr. W. S. Horn as District Surgeon. Dr. Horn is assisted in this service by the various members of his staff at the Fifth Avenue Clinic, Fort Worth, Texas.

Missouri Pacific Lines Employees Clinic located at 1503 West Houston Street, corner of Houston and Comal, San Antonio, Texas. Hours from 8:00 A. M. to 5:00 P. M. daily except Sundays. Telephone Capitol 6-1037.

The Medical and Surgical Service at Houston is under the supervision of Drs. Braastad, Moore and Dodd as District Surgeons. Offices located East End Medical Clinic, 5424 Canal Street, at Altic Street, Houston, Texas, telephone number WALnut 3-6629. Drs. Braastad and Moore also located Hermann Professional Building. Dr. Dodd has office at 5012 Travis.

Emergency service is available twenty four hours a day, including Sundays and Holidays, by calling WA 3-6629.