

R.R. Sulter

DIVISION OFFICERS

E. C. SHEFFIELD.....Superintendent.....Palestine, Texas
A. L. ADAMS.....Superintendent,
Houston Terminal
(M. P. Lines).....Houston, Texas
F. M. CRUMP.....Trainmaster,
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
M. D. HAVERN.....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
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. 73

Effective 12:01 A. M.

SUNDAY, SEPTEMBER 3, 1950

CENTRAL STANDARD TIME

Superseding Time-Table No. 72, dated June 1, 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.

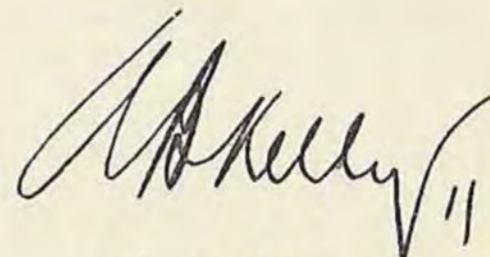
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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

| Station Numbers | Distance from Longview | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | Siding Capacity in Cars | TRAINS SOUTHWARD | | | | | | | |
|-----------------|------------------------|---|-------------------------|------------------|--------------------|---------------------|------------------------|------------------------|----------------------|---------------------|----------------------|
| | | | | FIRST CLASS | | | SECOND CLASS | | THIRD CLASS | | |
| | | | | 21 Passenger | 31 Passenger | 37 Passenger | 65 Red Ball Freight | 67 Red Ball Freight | 191 Local Freight | | |
| | | STATIONS | | Daily | Daily | Daily | | Daily | Daily | Daily Except Sunday | |
| 0 | 0.0 | CS.....LONGVIEW..... WOSTY | 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 | 7 35 ³⁸ | 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 | 7 52 | 7 46 | | 6 00 | 6 39 | 9 45 |
| 29 | 28.6 | LS.....ARP.....* | 104 58 | | 5 25 | 8 01 | 7 56 | | 6 25 ⁶⁶ | 6 48 | 10 10 |
| 36 | 35.9 | CS.....TROUP.....*WY | 107 | a | 5 34 | 8 13 | 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..... | 83 | | 5 48 ⁶⁶ | 8 29 | 8 33 | | 7 30 | 7 15 | 11 10 |
| 54 | 54.1 | LS.....JACKSONVILLE.....*W | 94 | a | 5 54 | 8 37 | 8 41 | | 7 41 | 7 25 | 11 25 AM |
| | 54.3 |StLS-W CROSSING..... | | | | | | | | | |
| 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 | 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 |

LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

3

| Station Numbers | Distance from Palestine | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | Siding Capacity in Cars | TRAINS NORTHWARD | | | | | | |
|-----------------|-------------------------|---|----------------------------|------------------|-----------------|-----------------|---------------------------|---------------------------|-------------|---------------------------|
| | | | | FIRST CLASS | | | SECOND CLASS | | THIRD CLASS | |
| | | | | 38 Passenger | 32 Passenger | 22 Passenger | 66 Red Ball Freight | 190 Local Freight | | |
| | | | | Daily | Daily | Daily | Daily | Daily Except Sunday | | |
| 0 | 81.3 | OS.....LONGVIEW..... W0\$YT | Yard | 8 10 AM | 5 15 PM | 9 00 PM | | 7 35 AM | | 2 00 PM |
| 5 | 76.4 | P.....FOOTES..... 4.9 | 100 | 7 50 | 5 02 | 8 49 | | 7 23 31 | | 1 40 |
| 10 | 70.5 | P.....BA SIDING..... 5.9 | 107 | 7 40 | 4 53 | 8 41 | | 7 00 | | 1 20 |
| 12 | 69.2 | LS.....KILGORE.....* 1.3 | 55 | 7 35 31 | 4 50 | 8 39 | | 6 57 | | 1 15 |
| 18 | 63.4 | P.....REEDS..... 5.8 | 89 | 7 22 | 4 41 | 8 31 | | 6 47 | | 12 40 |
| 22 | 58.9 | LS.....OVERTON.....*W 4.5 | 83 | 7 16 | 4 35 | 8 26 | | 6 39 | | 12 30 |
| 29 | 52.7 | LS.....ARP.....* 6.2 n 58 | 104 | 7 04 | 4 23 | 8 19 | | 6 25 65 | | 12 10 PM |
| 36 | 45.4 | OS.....TROUP.....*WY 7.3 | 107 | 6 54 65 | 4 14 | 8 11 37 | | 6 11 | | 11 50 AM |
| 42 | 39.0 | P.....GOULD..... 6.4 | 83 | 6 40 | 4 04 | 8 03 | | 5 58 | | 11 00 191 |
| 48 | 33.4 | P.....TECULA..... 5.6 | 83 | 6 32 | 3 56 | 7 57 | | 5 48 21 | | 10 45 |
| 54 | 27.2 | LS.....JACKSONVILLE.....*W 6.2 | 94 | 6 22 | 3 47 | 7 50 | | 5 26 | | 10 30 |
| | 27.0 | StLS-W CROSSING..... 0.2 | | | | | | | | |
| 57 | 23.6 | P.....HUME..... 3.4 | 100 | 6 07 | 3 39 | 7 45 67 | | 5 16 | | 8 46 31 |
| 61 | 20.0 | P.....IRONTON..... 3.6 | 31 | 6 02 21 | 3 33 | 7 40 | | 5 08 | | 8 29 |
| 65 | 16.5 | P.....PRICES..... 3.5 | 49 | 5 50 | 3 27 | 7 35 | | 4 59 | | 8 23 |
| 70 | 11.7 | LS.....NECHES.....* 4.8 | 103 | 5 45 | 3 21 | 7 29 | | 4 51 | | 8 14 65 |
| 76 | 5.0 | P.....WELLS CREEK..... 6.7 | 83 | 5 37 | 3 12 | 7 21 | | 4 40 | | 7 40 |
| 81 | 0.0 | OS.....PALESTINE..... WDO\$YT 5.0 | Yard | 5 30 AM | 3 05 PM | 7 15 PM | | 4 30 AM | | 7 30 AM |
| | | 81.8 | | Daily | Daily | Daily | | Daily | | Daily Except Sunday |

| Distance from SY Jct. | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | TRAINS SOUTHWARD | | | | | | | | |
|--------------------------|---|---|-----------------|----------------------|---------------------------|----------------------------|----------------------------|---------------------------|---------------------------|---------------------------|
| | | FIRST CLASS | | | SECOND CLASS | | | | THIRD CLASS | |
| | | 25 Passenger | 17 Passenger | 27 Passenger | 73 Red Ball Freight | 165 Red Ball Freight | 167 Red Ball Freight | 71 Red Ball Freight | 195 Local Freight | 193 Local Freight |
| STATIONS | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday | Daily Except Sunday |
| 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.....ORONIN | 7 01 | | f 12 14 | | 11 17 | 10 20 | | | 8 30 |
| 12.2 | LS.....ELKHART | 7 06 | | s 12 24 | | 11 25 | 10 30 | | | 8 45 |
| 18.2 | P.....SALMON | 7 12 | | f 12 38 | | 11 37 ¹⁹² | 10 42 | | | 9 00 |
| 24.5 | LS.....GRAPELAND.....W* ^a | 7 20 | | s 12 51 | | 11 50 AM | 10 55 | | | 9 30 |
| 31.0 | P.....LATEXO | 7 27 | | f 1 05 | | 12 03 PM | 11 08 | | | 9 45 |
| 37.5 | LS.....CROCKETT.....W* ^a | 7 34 | | s 1 20 ⁶⁴ | | 12 17 | 11 18 | | | 10 39 ¹⁹² |
| 44.0 | P.....CUT | 7 42 | | f 1 36 | | 12 30 | 11 28 | | | 10 55 |
| 51.2 | LS.....LOVELADY | 7 50 | | s 1 54 | | 12 48 | 11 38 | | | 11 10 |
| 55.8 | P.....RED BRANCH | 7 55 | | f 2 06 | | 1 05 | 11 45 PM | | | 11 20 |
| 64.8 | LS.....TRINITY.....W* ^a | 8 06 | | s 2 30 ²⁸ | | 1 25 | 12 10 ⁶⁴ AM | | | 11 35 |
| 71.7 | LS.....RIVERSIDE.....W* ^a | 8 14 ¹⁹² | | s 2 42 | | 1 40 | 12 27 | | | 11 50 AM |
| 79.6 | P.....DODGE | 8 24 | | s 2 56 | | 1 56 | 12 43 | | | 12 05 PM |
| 84.0 | LS.....PHELPS.....WY* ^f | 8 30 | | s 3 15 | | 2 10 | 12 53 | | 8 00 AM | 12 15 PM |
| 90.4 | P.....KELLEYS | 8 38 | | s 3 25 | | 2 30 | 1 03 | | 8 15 | |
| 95.7 | LS.....NEW WAVERLY | 8 44 ¹⁹⁵ | | s 3 36 | | 2 40 | 1 30 ²⁸ | | 8 44 ²⁵ | |
| 103.7 | TP.....WILLIS | 8 53 | | s 3 53 | | 2 55 | 1 50 | | 9 30 | |
| 111.7 | OS.....CONROE (GC&SF Cross.) WY* ^a | 9 02 | | s 4 03 | | 3 10 | 2 05 | | 10 15 | |
| 115.0 | P.....CAMP STRAKE | 9 07 | | f 4 20 | | 3 20 | 2 15 | | 10 30 | |
| 120.6 | P.....TAMINA | 9 13 | | f 4 35 | | 3 30 | 2 28 | | 10 55 ¹⁹⁴ | |
| 127.7 | OS.....SPRING.....WY* ^a | 9 20 | 2 16 PM | s 4 50 | 4 55 AM | 3 48 | 2 40 | 11 50 PM | 11 20 | |
| 128.2 | P.....SW SIDING | 9 21 ¹⁸ | 2 17 | f 4 51 ⁷⁰ | 5 00 ⁷⁰ | 3 50 | 2 42 | 11 52 PM | 11 33 | |
| 131.8 | P.....WESTFIELD | 9 25 | f 2 22 | f 5 00 | 5 10 | 3 55 | 2 48 | 12 01 AM | 11 55 AM | |
| 137.8 | P.....ALDINE | 9 31 | f 2 29 | f 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 | 2 39 PM | 5 20 AM | 5 30 AM | 4 40 PM | 3 35 AM | 12 41 AM | 12 25 PM | |
| 150.1 | CS.....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 | 2 41 | 5 22 | | | | | | |
| 150.8 | CS.....HOUSTON (Union Station) | 10 00 AM 10 25 AM | 3 00 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

5

| Station Numbers | Distance from Houston | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | Siding Capacity in Cars | TRAINS NORTHWARD | | | | | | | | | |
|---|-----------------------|---|-------------------------|---------------------|--------------------|---------------------|--|------------------|----------------------|----------------------|---------------------|--|--|
| | | | | FIRST CLASS | | | SECOND CLASS | | | THIRD CLASS | | | |
| | | | | 28 | 18 | 26 | 70 | 72 | 64 | 192 | 194 | | |
| | | | | Passenger | Passenger | 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 | 151.8 | CS..... PALESTINE. WD&OYT | Yard | 4 30 AM | | 6 55 PM | | | 3 15 AM | 12 30 PM | | | |
| See Current Time Table San Antonio Division between SY Jct. and Palestine | | | | | | | | | | | | | |
| | 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..... OUT | 84 | 3 06 | | 5 56 | | | 12 55 | 9 40 | | | |
| A133 | 99.6 | LS..... LOVE LADY | 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.....W* | 77 | 2 14 | | 5 28 | | | 11 50 PM | 8 14 ²⁵ | | | |
| A161 | 71.2 | P..... DODGE | 80 | 2 02 | | 5 21 | | | 11 37 | 7 43 | | | |
| A165 | 66.8 | LS..... PHELPS.....WY* | 80 | 1 53 | | 5 17 | | | 11 28 | 7 35 AM | 1 50 PM | | |
| A172 | 60.4 | P..... KELLEYS | 78 | 1 38 | | 5 10 | | | 11 13 | 1 30 | | | |
| 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 25 AM | 4 33 | 5 05 AM | 8 50 PM | 9 58 | 10 40 | | | |
| | 22.6 | P..... SW SIDING | 80 | 12 40 | 9 21 ²⁵ | 4 32 | 5 00 ⁷³ 4 51 ²⁷ | 8 48 | 9 57 | 10 35 | | | |
| A213 | 19.0 | P..... WESTFIELD | 82 | 12 35 | 9 12 | 4 29 | 4 25 | 8 43 | 9 50 | 10 25 | | | |
| A219 | 13.0 | P..... ALDINE | 87 | 12 27 ⁷¹ | 9 05 | 4 24 ¹⁶⁵ | 4 10 | 8 34 | 9 40 | 10 10 | | | |
| A226 | 5.6 | P..... CROSS TIMBERS | 25 | | | | | | | | | | |
| A227 | 5.0 | CS..... BELT JCT. | | 12 18 AM | 8 57 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 55 | 4 15 | | | | | | | |
| | 0.0 | CS..... HOUSTON (Union Station) | | 12 01 AM | 8 40 AM | 4 00 PM 3 25 PM | | | | | | | |
| A280 | 49.5 | CS..... GALVESTON | | | | 2 00 PM | | | | | | | |
| | 201.3 | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday | Daily Except Sunday | | |

MART SUBDIV.—MART TO SPRING

| Station Numbers | Distance from Ft. Worth | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | Siding Capacity in Cars | TRAINS SOUTHWARD | | | | | |
|-----------------|-------------------------|---|-------------------------|-----------------------------------|-------|------------------------|------------------------|---|------------------------|
| | | | | FIRST CLASS | | SECOND CLASS | | THIRD CLASS | |
| | | | | 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 | 10 15 AM | | 5 00 PM | 11 10 PM | | 11 00 AM ⁷⁰ |
| Bv152 | 121.1 | P..... OTTO | 79 | f 10 24 ³⁹² | | 5 12 | 11 20 | | 11 20 |
| Bv145 | 128.4 | P..... MA SIDING | 100 | 10 33 ⁷⁰ | | 5 24 | 11 32 | | 11 35 |
| | 133.8 | T. & N. O. CROSSING | | | | | | | |
| Bv139 | 134.4 | LS..... MARLIN..... W | 82 | s 10 45 | | 5 39 | 11 46 PM | | 11 55 AM |
| Bv129 | 144.6 | P..... COYMACK | 88 | 10 58 | | 6 00 | 12 01 AM | | 12 15 PM |
| Bv128 | 145.1 | HIGH BANK | | f 10 59 | | | | | |
| Bv116 | 156.4 | P..... GH SIDING | 98 | 11 12 | | 6 20 | 12 18 | | 12 30 |
| Bv110 | 162.8 | P..... AJ SIDING | 100 | f 11 20 | | 6 32 | 12 29 | | 12 49 ¹⁸ |
| Bv103 | 169.3 | P..... GOODLAND | 84 | a 11 28 | | 6 44 | 12 47 ⁷² | | 1 02 |
| 175 | 172.3 | CS. VALLEY JCT. (S.A. Div. Cross.).. WOY | 131 | s/11 35 ¹⁸ 11 55 AM | | 7 45 | 1 35 | 6 30 AM | 2 00 ³⁹⁴ |
| | 175.9 | TATSIE (T&NO Crossing) | | | | | | | |
| Bv96 | 177.4 | P..... NICHOLAS | 84 | 12 03 PM | | 7 55 | 1 45 | 6 40 | 2 25 |
| Bv92 | 180.9 | P..... MUMFORD | 78 | f 12 08 | | 8 03 | 1 55 | 6 50 | 2 35 |
| Bv86 | 187.4 | P..... FOUNTAIN | 77 | 12 16 | | 8 13 | 2 10 | 7 00 | 2 45 |
| Bv78 | 194.8 | CS..... BRYAN..... WY | 75 | s 12 29 ³⁹⁴ | | 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 | | s 12 35 | | 8 33 | 2 34 | 8 25 | |
| | 199.6 | T. & N. O. CROSSING | | | | | | | |
| Bv70 | 202.4 | P..... KOPPE | 70 | 12 40 | | 8 39 | 2 39 | 8 35 | |
| Bv65 | 207.6 | P..... ENRIGHT | 100 | 12 47 | | 8 49 | 2 48 | 8 45 | |
| Bv55 | 217.5 | P..... DINKINS | 75 | f 1 00 | | 9 09 | 3 03 | 9 05 | |
| | 224.2 | T. & N. O. CROSSING | | | | | | | |
| Bv49 | 224.4 | CS..... NAVASOTA..... W | 74 | s 1 14 | | 9 23 | 3 28 | 9 50 ³⁹⁴ | |
| Bv37 | 236.4 | P..... STONEHAM | 100 | s 1 29 | | 9 49 ⁷² | 3 52 | 10 15 ¹⁸ | |
| Bv27 | 245.6 | P..... FETZER | 70 | f 1 41 | | 10 09 | 4 07 | 10 50 | |
| Bv22 | 250.8 | LS..... MAGNOLIA | 100 | f 1 48 | | 10 29 | 4 16 | 11 10 | |
| Bv17 | 255.9 | P..... PINEHURST..... * | 43 | f 1 55 | | 10 49 | 4 25 | 11 35 | |
| Bv11 | 261.7 | P..... HUFSMITH | 100 | f 2 02 | | 11 09 | 4 34 | 11 50 AM | |
| Bv6 | 266.7 | P..... AVONAK | 41 | 2 08 | | 11 29 | 4 42 | 12 05 PM | |
| A209 | 272.9 | CS..... SPRING..... WY | | s 2 16 PM | | 11 50 PM | 4 55 AM | 12 15 PM | |
| | | 168.5 | | Daily | | Daily | Daily | Daily Except Sunday | Daily Except Sunday |

MART SUBDIV.—SPRING TO MART

| Station Numbers | Distance from Spring | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | | Siding Capacity in Cars | TRAINS NORTHWARD | | | | | | | | |
|-----------------|----------------------|---|--------------------------------|-------------------------|------------------|--------------------------|-------|---------------------|-------------------------|---------------------|---------------|------------------------|------------------------|
| | | | | | FIRST CLASS | | | SECOND CLASS | | | THIRD CLASS | | |
| | | | | | 18 | | | 70 | 72 | | 392 | 394 | |
| | | | | | Passenger | | | Red Ball Freight | Red Ball Freight | | Local Freight | Local Freight | |
| | | | Daily | | | Daily | Daily | Daily Except Sunday | Daily Except Sunday | | | | |
| Bv159 | 158.5 | CS | MART | WO\$Y | Yard | 1 58 PM | | | ⁸⁹⁸ 11 00 AM | 2 35 AM | | 10 40 AM | |
| Bv152 | 151.8 | P | OTTO | | 79 | f 1 47 | | | 10 46 | 2 11 | | ¹⁷ 10 24 | |
| Bv145 | 144.5 | P | MA SIDING | | 100 | f 1 37 | | | ¹⁷ 10 33 | 1 59 | | 9 50 | |
| | 139.1 | | T. & N. O. CROSSING | | | | | | | | | | |
| Bv139 | 138.5 | LS | MARLIN | W | 82 | s 1 25 | | | 10 05 | 1 40 | | 9 40 | |
| Bv129 | 128.3 | P | COYMACK | | 88 | f 1 13 | | | 9 50 | 1 25 | | 9 25 | |
| Bv128 | 127.8 | | HIGH BANK | | | f 1 12 | | | | | | | |
| Bv116 | 116.5 | P | GH SIDING | | 98 | f 12 58 | | | 9 34 | 1 08 | | 9 05 | |
| Bv110 | 110.1 | P | AJ SIDING | | 100 | f ³⁹³ 12 49 | | | 9 22 | 12 58 | | 8 50 | |
| Bv103 | 103.6 | P | GOODLAND | | 84 | a 12 40 | | | 9 10 | ⁷³ 12 47 | | 8 35 | |
| 175 | 100.6 | CS | VALLEY JCT. (S.A. Div. Cross.) | WOY | 131 | s ¹⁷ 12 35 PM | | | 9 05 | 12 40 AM | | 8 25 | ³⁹³ 2 00 PM |
| | 97.0 | | TATSIE (T & N O Crossing) | | | ¹⁷ 11 55 AM | | | | | | | |
| Bv96 | 95.5 | P | NICHOLAS | | 84 | f 11 43 | | | 8 41 | 11 36 PM | | 8 00 | 1 35 |
| Bv92 | 92.0 | P | MUMFORD | | 78 | f 11 38 | | | 8 35 | 11 30 | | 7 50 | 1 25 |
| Bv86 | 85.5 | P | FOUNTAIN | | 77 | f 11 30 | | | 8 20 | 11 20 | | 7 35 | 1 11 |
| Bv78 | 78.1 | CS | BRYAN | WY | 75 | s 11 18 | | | ³⁹⁵ 8 05 | 11 08 | | ³⁹⁵ 7 20 AM | ¹⁷ 12 29 |
| | 77.8 | | T. & N. O. CROSSING | | | | | | | | | | |
| Bv74 | 73.6 | LS | COLLEGE STATION | | | s 11 12 | | | 7 50 | 11 01 | | | 12 01 PM |
| | 73.3 | | T. & N. O. CROSSING | | | | | | | | | | |
| Bv70 | 70.5 | P | KOPPE | | 70 | f 11 06 | | | 7 40 | 10 56 | | | 11 40 AM |
| Bv65 | 65.3 | P | ENRIGHT | | 100 | f 10 59 | | | 7 30 | 10 48 | | | 11 17 |
| Bv55 | 55.4 | P | DINKINS | | 75 | f ³⁹⁴ 10 46 | | | 7 13 | 10 33 | | | ¹⁸ 10 46 |
| | 48.7 | | T. & N. O. CROSSING | | | | | | | | | | |
| Bv49 | 48.5 | CS | NAVASOTA | W | 74 | s 10 30 | | | 6 50 | 10 16 | | | ³⁹⁵ 9 50 |
| Bv37 | 36.5 | P | STONEHAM | | 100 | f ³⁹⁵ 10 15 | | | 6 20 | ⁷¹ 9 49 | | | 9 20 |
| Bv27 | 27.3 | P | FETZER | | 70 | f 10 04 | | | 6 00 | 9 33 | | | 9 01 |
| Bv22 | 22.1 | LS | MAGNOLIA | | 100 | f 9 56 | | | 5 50 | 9 24 | | | 8 50 |
| Bv17 | 17.0 | P | PINEHURST | * | 43 | f 9 49 | | | 5 40 | 9 16 | | | 8 35 |
| Bv11 | 11.2 | P | HUFSMITH | | 100 | f 9 41 | | | 5 30 | 9 07 | | | 8 25 |
| Bv6 | 6.2 | P | AVONAK | | 41 | f 9 34 | | | 5 20 | 8 59 | | | 8 15 |
| A209 | 0.0 | CS | SPRING | WY | | s 9 25 AM | | | 5 05 AM | 8 50 PM | | | 8 00 AM |
| | | | | | | Daily | | | Daily | Daily | | Daily Except Sunday | Daily Except Sunday |
| | 158.5 | | | | | | | | | | | | |

| TRAINS SOUTHWARD | | | | Station Numbers | Distance from Spring | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | Siding Capacity in Cars | TRAINS NORTHWARD | | | |
|-------------------------|------------------------|------------------------|---------------------|-----------------|----------------------|---|-------------------------|---------------------|------------------------|------------------------|-------------------------|
| THIRD CLASS | SECOND CLASS | | FIRST CLASS | | | | | FIRST CLASS | SECOND CLASS | | THIRD CLASS |
| 391 Local Freight | 73 Red Ball Freight | 71 Red Ball Freight | 17 Passenger | | | | | 18 Passenger | 72 Red Ball Freight | 70 Red Ball Freight | 390 Local Freight |
| Daily Except Sunday | Daily | Daily | Daily | | | STATIONS | | Daily | Daily | Daily | Daily Except Sunday |
| | | | 7 10 AM | Bv272 | 272.9 | CS FT. WORTH (Passenger Sta.) WY | | 5 05 PM | | | |
| 9 30 AM | 7 00 PM | 11 00 AM | 7 15 | | 272.1 | P..... TP CONN. | | 5 00 | 7 40 AM | 5 30 PM | 2 55 PM |
| 9 35 | 7 06 | 11 07 | 7 20 | 72 Bv270 | 270.1 | P..... MARA | 63 | 4 55 70 | 7 20 17 | 4 55 18 | 2 45 |
| | | | | | 269.3 | WATER TANK W | | | | | |
| 9 50 | 7 18 | 11 22 | 7 29 | Bv263 | 263.9 | P..... EVERMAN | 90 | 4 46 | 6 55 | 4 15 | 2 35 |
| 10 05 | 7 29 | 11 37 | 7 38 | Bv257 | 257.6 | P..... RETTA | 65 | 4 36 | 6 44 | 3 55 | 2 25 |
| 10 15 | 7 38 | 11 47 AM | 7 45 | Bv252 | 252.8 | P..... LILLIAN | 57 | 4 29 | 6 36 | 3 42 | 2 15 |
| 10 35 | 7 52 | 12 03 PM | 7 56 | Bv245 | 245.4 | VENUS | 83 | 4 18 | 6 23 | 3 21 | 2 00 |
| 10 55 | 8 11 | 12 23 | 8 11 | Bv234 | 234.9 | LS..... MAYPEARL | 100 | 4 02 | 6 04 | 2 55 | 1 40 |
| 11 10 | 8 22 | 12 43 | 8 21 | Bv227 | 227.6 | P..... BELL BRANCH W | 58 | 3 51 | 5 50 | 2 35 | 1 20 |
| 11 40 | 8 34 | 1 03 ³⁹⁰ | 8 34 | Bv222 | 222.3 | LS..... ITALY | 100 | 3 37 | 5 40 | 2 10 | 1 03 ⁷¹ |
| 11 55 AM | 8 48 | 1 19 | 8 46 | Bv213 | 213.7 | P..... MERTENS | 65 | 3 24 | 5 27 | 1 55 | 12 45 |
| | | | | | 210.0 | WATER TANK W | | | | | |
| 12 10 ³⁹⁰ PM | 8 57 | 1 35 ⁷⁰ | 8 53 | Bv208 | 208.9 | LS..... IRENE | 86 | 3 17 | 5 13 | 1 35 ⁷¹ | 12 10 ³⁹¹ PM |
| 12 20 | 9 06 | 1 59 | 9 01 | Bv203 | 203.3 | P..... MALONE | | 3 08 | 5 03 | 1 25 | 11 50 AM |
| 12 27 | 9 13 | 2 10 | 9 08 | Bv198 | 199.0 | LS..... PENELOPE | 100 | 3 01 | 4 55 | 1 15 | 11 30 |
| 12 50 ⁷⁰ | 9 29 | 2 46 ¹⁸ | 9 24 | Bv188 | 188.6 | P..... LEROY | 84 | 2 46 ⁷¹ | 4 35 | 12 50 ⁸⁹¹ | 11 00 |
| 1 10 | 9 46 | 3 10 | 9 38 ³⁹⁰ | Bv178 | 177.7 | CS EASTCO (St.LS-W Crossing) | 101 | 2 31 | 4 15 | 12 30 | 9 38 ¹⁷ |
| | | | | | 177.2 | P..... WF CONN. | | | | | |
| | | | 9 45 | | 175.6 | WACO W | | 2 27 | | | |
| 2 15 ¹⁸ | 10 06 | 3 30 | 9 57 | Bv167 | 166.8 | P..... HALLSBURG | 67 | 2 15 ³⁹¹ | 3 50 | 12 05 PM | 8 50 |
| 2 35 PM | 10 40 PM | 4 00 PM | 10 10 AM | Bv159 | 158.5 | CS..... MART WO\$Y | Yard | 2 03 PM | 3 35 AM | 11 45 AM | 8 30 AM |
| Daily Except Sunday | Daily | Daily | Daily | | | 113.6 | | Daily | Daily | Daily | Daily Except Sunday |

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

9

| TRAINS SOUTHWARD | | | | Station Numbers | Distance from Mineola | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | Distance from Troup | TRAINS NORTHWARD | | | |
|------------------|--|--|----------------------|-----------------|-----------------------|---|---------------------|----------------------|--|--|--|
| SECOND CLASS | | | | | | | | THIRD CLASS | | | |
| | | | 197 Local Freight | | | STATIONS | | 196 Local Freight | | | |
| | | | Daily Except Sunday | | | | | Daily Except Sunday | | | |
| | | | 6 30 AM | B 44 | 0.0 | LS.....MINEOLA.....WY | 44.2 | 1 45 PM | | | |
| | | | 6 45 | B 39 | 4.8 | 4.8 EADS | 39.4 | 1 15 | | | |
| | | | 7 05 | B 33 | 11.5 | 6.7 TP.....LINDALE | 32.7 | 12 55 | | | |
| | | | 7 25 | B 27 | 17.9 | 6.4 SWAN | 26.3 | 12 35 | | | |
| | | | 8 15 | B 19 | 25.2 | 7.3 LS...TYLER (StLS-W Cross.).. \$W | 19.0 | 12 01 PM | | | |
| | | | 8 35 | B 14 | 30.3 | 5.1 ELBERTA | 13.9 | 11 20 AM | | | |
| | | | 8 55 | B 9 | 35.6 | 5.3 WHITEHOUSE | 8.6 | 11 00 | | | |
| | | | 9 20 AM | 36 | 44.2 | 8.6 CS.....TROUP.....WY | 0.0 | 10 40 AM | | | |
| | | | Daily Except Sunday | | | 44.2 | | Daily Except Sunday | | | |

HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND PHELPS

| TRAINS SOUTHWARD | | | | Station Numbers | Distance from Huntsville | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | Distance from Phelps | TRAINS NORTHWARD | | | |
|------------------|--|--|----------------------|-----------------|--------------------------|---|----------------------|----------------------|--|--|--|
| THIRD CLASS | | | | | | | | THIRD CLASS | | | |
| | | | 199 Local Freight | | | STATIONS | | 198 Local Freight | | | |
| | | | Daily Except Sunday | | | | | Daily Except Sunday | | | |
| | | | 7 00 AM | D7 | 0.0 | LS.....HUNTSVILLE.....O | 7.0 | 8 15 PM | | | |
| | | | 7 30 AM | A165 | 7.0 | 7.0 LS.....PHELPS.....WY | 0.0 | 2 45 PM | | | |
| | | | Daily Except Sunday | | | 7.0 | | Daily Except Sunday | | | |

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

| TRAINS SOUTHWARD | | | | Station Numbers | Distance from Henderson | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | Distance from Overton | TRAINS NORTHWARD | | | |
|------------------|--|--|---------------------|-----------------|-------------------------|---|-----------------------|---------------------|--|--|--|
| THIRD CLASS | | | | | | | | THIRD CLASS | | | |
| | | | 51 Local Freight | | | STATIONS | | 50 Local Freight | | | |
| | | | Daily Except Sunday | | | | | Daily Except Sunday | | | |
| | | | 10 15 AM | 22 | 16.0 | LS.....OVERTON.....W | 0.0 | 9 45 AM | | | |
| | | | | E4 | 12.0 | 4.0 NORFOLK | 4.0 | | | | |
| | | | 11 30 AM | E16 | 0.0 | 12.0 LS.....HENDERSON.....WO | 16.0 | 8 30 AM | | | |
| | | | Daily Except Sunday | | | 16.0 | | Daily Except Sunday | | | |

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

| TRAINS SOUTHWARD | | | | Distance from Congress Ave. | Station Numbers | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | Distance from East Columbia | TRAINS NORTHWARD | | | |
|------------------|----------------------|----------------------|------|-----------------------------|------------------------------|---|-----------------------------|----------------------|----------------------|--|--|
| THIRD CLASS | | | | | | | | THIRD CLASS | | | |
| | 381 Local Freight | 383 Local Freight | | | | | | 382 Local Freight | 380 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 | CS | MYRTLE..... | 41.5 | | 10 50 | 5 20 | | |
| | 9 05 | 8 35 | 11.5 | O 11 | ALMEDA..... | 38.5 | | 10 40 | 5 10 | | |
| | 9 25 | 8 50 | 16.3 | O 16 | FRESNO..... | 33.7 | | 10 20 | 4 55 | | |
| | 9 47 | 9 01 | 18.8 | O 19 | ARCOLA (GC&SF Crossing)..... | 31.2 | | 10 10 | 4 45 | | |
| | 9 57 PM | 9 15 | 21.1 | O 21 | HAWDON..... | 28.9 | | 9 45 | 4 35 PM | | |
| | | 9 30 ³⁸² | 23.0 | O 23 | JULIFF..... | 27.0 | | 9 30 ³⁸⁸ | | | |
| | | 9 50 | 27.5 | O 27 | SANDY POINT..... | 22.5 | | 9 13 | | | |
| | | 10 01 | 29.7 | O 30 | ROSHARON..... | 20.3 | | 8 50 | | | |
| | | 10 20 | 32.4 | O 32 | BONNEY..... | 17.6 | | 8 30 | | | |
| | | 10 40 | 37.6 | O 37 | SHENANGO..... | 18.0 | | 8 10 | | | |
| | | 11 05 AM | 40.0 | O 40 | LS ANCHOR..... Y | 10.0 | | 7 50 | | | |
| | | | 42.2 | O 42 | OYSTER CREEK..... | 7.8 | | | | | |
| | | 12 01 PM | 50.0 | O 50 | LS EAST COLUMBIA..... Y | 0.0 | | 7 00 AM | | | |
| | Daily Except Sunday | Daily Except Sunday | | | 58.6 | | | Daily Except Sunday | Daily Except Sunday | | |

SUGAR LAND SUBDIV.—BETWEEN CABELL AND HAWDON

| TRAINS SOUTHWARD | | | | Station Numbers | Distance from Cabell | TIME-TABLE NO. 73 SEPTEMBER 3, 1950 | Distance from Hawdon | TRAINS NORTHWARD | | | |
|------------------|--|----------------------|-----|---------------------|-------------------------------------|---|----------------------|----------------------|--|--|--|
| SECOND CLASS | | | | | | | | THIRD CLASS | | | |
| | | 371 Local Freight | | | | | | 370 Local Freight | | | |
| | | Daily Except Sunday | | Daily Except Sunday | | | | | | | |
| | | | 838 | 0.0 | | CABELL..... | 20.1 | | | | |
| | | 8 30 PM | 833 | 4.8 | LS SUGAR LAND (T&NO Cross.).. WOY\$ | 15.3 | | 11 00 PM | | | |
| | | 8 55 | | 11.5 | | DEWALT..... | 8.6 | 10 35 | | | |
| | | 4 10 | 822 | 16.1 | SUGAR LAND JCT. (GC&SF Cross.) | 4.0 | | 10 20 | | | |
| | | 4 25 | 820 | 18.6 | | HOUSE..... | 1.5 | 10 05 | | | |
| | | 4 35 PM | | 20.1 | | HAWDON..... | 0.0 | 9 57 PM | | | |
| | | Daily Except Sunday | | | | 20.1 | | Daily Except Sunday | | | |

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

2. MAXIMUM SPEED:

| | MILES PER HOUR | | |
|---|--------------------------|-------------------------|----------------|
| | Psg. Trains Diesel Power | Psg. 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 |
| EXCEPT: Between Mile Post 10 and Henderson | | 30 | 20 |
| 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 restrictions will be observed.
 Trains must not exceed 15 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 15 and No. 20 turnouts or crossovers.
 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..... | 10 | 10 |
| Kilgore, city limits | 45 | 45 |
| Troup, city limits | 45 | 45 |
| Jacksonville, city limits | 15 | 15 |
| Palestine: | | |
| City Limits | 30 | 30 |
| Through limits of interlocking | 15 | 15 |
| TRINITY SUBDIV.: | | |
| Palestine: | | |
| City Limits | 30 | 30 |
| Through limits of interlocking | 15 | 15 |
| 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 |
| Buffalo Bayou bridge | 12 | 12 |
| 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 |
| Between T&NO crossing and Falls Street..... | 15 | 15 |
| Valley Jct.: | | |
| No. 17 and No. 18 run at restricted speed between siding switches | .. | .. |
| Bryan: | | |
| City Limits | 15 | 15 |
| Between psgr. station and end of 27th St..... | 15 | 15 |
| Navasota: | | |
| City Limits | 25 | 25 |
| Through limits of interlocking..... | 15 | 15 |
| Spring, between Trinity Subdiv. connection and north wye switch | 30 | 30 |
| MINEOLA SUBDIV.: | | |
| Tyler, city limits | 15 | 15 |

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 |
| 33 | 18 | | 38 | 28 | 55 | 50 | 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 |

TRINITY SUBDIVISION:

| | | | | | | | |
|----|----|--|----|----|----|----|----|
| 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 |

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Cont'd)

TRINITY SUBDIV.: (Cont'd)

| 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 |
| 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 | 22 | | 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 |

MART SUBDIVISION:

| Mile Post | Pole | To | Mile Post | Pole | 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:

| Mile Post | Pole | To | Mile Post | Pole | MILES PER HOUR | |
|-----------|------|----|-----------|------|------------------|----------------|
| | | | | | Passenger Trains | Freight Trains |
| 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 to 7021 | 98 |
| 1101 to 1125 | 63 | Diesel 7100 | 90 |
| 1151 to 1161 | 80 | Diesel 8001 to 8010 | 98 |
| 1201 to 1258 | 55 | | |
| 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 | | |

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 |

DISABLED ENGINES AND ENGINES IN TOW:

Motor Cars Dead in Tow..... 50

DIESEL ENGINES DEAD IN TOW:

With trucks and traction motors in good running condition

| | |
|---|----|
| Nos. 501 to 618 | 50 |
| Nos. 800 to 815 | 30 |
| Nos. 4100, 4101, 9000, 9100 and 9200 series | 35 |
| Nos. 4102 to 4123 | 50 |
| Nos. 7000 and 8000 series | 50 |
| No. 7100 | 50 |

Diesel locomotive (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked. Messenger service will be provided for these units only when in the opinion of the Superintendent or Master Mechanic it is necessary to protect the units against freezing or when the unit is in such condition that it would require a messenger to prevent further damage en route.

All bearings, including motor support bearings, must be inspected and known to be properly lubricated for movement.

On Diesel locomotives, in cold weather where there is a possibility of damage by freezing, steam heat, when available, should be turned into the engine cooling system and steam heating coils; also open low level overflow valve on each engine.

When steam heat is not available, the entire engine cooling system and piping, including steam generator and main water reservoir, must be drained to prevent damage by freezing.

The foregoing is to apply whether the locomotive is standing or in tow.

With trucks or parts of same in good running condition, to be moved at speed established on authority of Superintendent.

STEAM ENGINES DEAD IN TOW OR DISABLED UNDER STEAM:

| | Miles Per Hour |
|--|----------------|
| With side rods in position, main rods disconnected | 35 |
| Moving backward in tow (side rods in position) | 25 |
| With part or all of side rods down | 15 |

With all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinder... 40

Dead engines must be in charge of a messenger, and 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.

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.

Locomotive blocked account disabled engine truck or trailing truck, or without full set of driving wheels, movement to first siding to clear main tracks..... 6

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

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 " |

| | |
|--|----|
| 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 may be handled at maximum speed.

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 |
|--|----|

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 |
|-----------------------------------|----|

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.

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. T—Turntable.
 D—Diesel oil. §—Track scales.
 W—Water. *—Mail crane.
 Y—Wye.

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.

TRAINS CARRYING PASSENGERS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

| Stations | Miles from Ft. Worth Subdiv: | Miles from Spring | Train Nos. |
|--------------|------------------------------|-------------------|------------|
| Griffith | 241.2 | 17 | 18 |
| Birome | 193.3 | 17 | 18 |
| Hoehn | 192.7 | 17 | 18 |
| Mart Subdiv: | | | |
| Eloise | 124.5 | 17 | 18 |
| Salter | 117.1 | 17 | 18 |
| Royder | 67.3 | 17 | 18 |
| Cawthon | 58.9 | 17 | 18 |

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 } { San Antonio 22 } | 8:15 P.M. | 1 Hour | For either connection. |
| Palestine | 32 | San Antonio 32 | Indefinitely | Indefinitely | For connection. |
| Palestine | 38 | { Palestine . 28 } { San Antonio 38 } | 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 | 12:55 P.M. | 1 Hour | For connection. |
| Valley Jct. | 18 | San Antonio . . 32 | 1:35 P.M. | 1 Hour | For passengers. |
| Houston | 26 | Kingsville . . . 12 | 4:30 P.M. | 30 Minutes | For connection. |
| Houston | 18 | { DeQuincy . . . 9 } { Kingsville . . 16 } | 8:55 A.M. | 15 Minutes | For passengers. |

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HOSPITAL, PALESTINE, TEXAS

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Dr. N. E. Dunn.....Mart, Texas
Dr. C. H. Harris.....Ft. Worth, Texas

LOCAL SURGEONS:

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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.