

DIVISION OFFICERS

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

SAFETY FIRST



INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY SUGAR LAND RAILWAY

PALESTINE DIVISION

TIME-TABLE

No. 75

Effective 12:01 A. M.

SUNDAY, OCTOBER 14, 1951

CENTRAL STANDARD TIME

Superseding Time-Table No. 74, dated February 18,
1951, 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.

R. P. HART, Chief Operating Officer.
 L. A. GREGORY, Asst. Chief Operating Officer and
 General Superintendent Transportation.
 A. B. KELLY, General Manager.
 R. JOHNSON, Assistant General Manager.
 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.

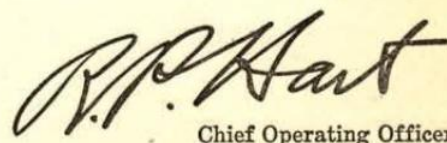
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.


Chief Operating Officer

LONGVIEW SUBDIV.—LONGVIEW TO PALESTINE

| Station Numbers | Miles from Longview | TIME-TABLE NO. 75 OCTOBER 14, 1951 | 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 | |
| | | | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday | | |
| 0 | 0.0 | CS.....LONGVIEW.....WO\$TY | Yard | 4 50 AM | 7 15 AM | 7 10 PM | 5 00 AM | 6 00 PM | 8 20 AM | |
| 5 | 4.9 | P.....FOOTES ^{4.9} | 100 | 4 57 | 7 23 ⁶⁶ | 7 17 | 5 10 | 6 10 | 8 35 | |
| 10 | 10.8 | P.....BA SIDING ^{5.9} | 107 | 5 04 | 7 31 | 7 25 | 5 20 | 6 20 | 8 50 | |
| 12 | 12.1 | LS.....KILGORE ^{1.3} | 55 | a 5 05 | s 7 35 ³⁸ | 7 28 | 5 25 | 6 23 | 9 00 | |
| 18 | 17.9 | P.....REEDS ^{5.8} | 89 | 5 12 | 7 43 | 7 36 | 5 35 | 6 32 | 9 15 | |
| 22 | 22.4 | LS.....OVERTON ^{4.5} | 100 | 5 18 | s 7 52 | s 7 46 | 6 00 | 6 39 | 9 45 | |
| 29 | 28.6 | LS.....ARP ^{6.2} | 104 | 5 25 | 8 01 | s 7 56 | 6 25 ⁶⁶ | 6 48 | 10 10 | |
| 36 | 35.9 | CS.....TROUP.....*WY ^{7.3} | 107 | a 5 34 | s 8 13 | s 8 14 ²² | 6 54 ³⁸ | 6 58 | 10 45 | |
| 42 | 42.3 | P.....GOULD ^{6.4} | 83 | 5 41 | 8 22 | 8 25 | 7 15 | 7 07 | 11 00 ¹⁹⁰ | |
| 48 | 47.9 | P.....TECULA ^{5.6} | 100 | 5 48 ⁶⁶ | 8 29 | 8 33 | 7 30 | 7 15 | 11 10 | |
| 54 | 54.1 | LS.....JACKSONVILLE.....*W ^{6.2} | 94 | a 5 54 | s 8 37 | s 8 41 | 7 41 | 7 25 | 11 25 AM | |
| 57 | 54.3 | StLS-W CROSSING ^{0.2} | | | | | | | | |
| 57 | 57.7 | P.....HUME ^{3.4} | 100 | 5 58 | 8 46 ¹⁹⁰ | 9 00 | 7 50 | 7 48 ²² | 12 05 PM | |
| 61 | 61.3 | P.....IRONTON ^{3.6} | 31 | 6 02 ³⁸ | 8 51 | 9 05 | 7 57 | 8 00 | 12 15 | |
| 65 | 64.8 | P.....PRICES ^{3.5} | 49 | 6 08 | 8 56 | 9 10 | 8 04 | 8 10 | 12 25 | |
| 70 | 69.6 | LS.....NECHES ^{4.8} | 103 | 6 14 | 9 02 | s 9 19 | 8 14 ¹⁹⁰ | 8 18 | 12 35 | |
| 76 | 76.3 | P.....WELLS CREEK ^{6.7} | 83 | 6 22 | 9 10 | 9 30 | 8 30 | 8 30 | 12 50 | |
| 81 | 81.3 | CS.....PALESTINE..WDO\$YT ^{5.9} | 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

| Station Numbers | Miles from Palestine | TIME-TABLE NO. 75 OCTOBER 14, 1951 | Sitting 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 Except Sunday | |
| STATIONS | | | | Daily | Daily | Daily | Daily | Daily Except Sunday | | |
| 0 | 81.3 | CS.....LONGVIEW.....WO\$YT | Yard | 8 10 AM | 5 15 PM | 9 00 PM | 7 35 AM | 2 00 PM | | |
| 5 | 76.4 | P.....FOOTES..... ^{4.9} | 100 | 7 50 | 5 02 | 8 51 | 7 23 ³¹ | 1 40 | | |
| 10 | 70.5 | P.....BA SIDING..... ^{5.9} | 107 | 7 40 | 4 53 | 8 44 | 7 00 | 1 20 | | |
| 12 | 69.2 | LS.....KILGORE..... ^{1.3} * | 55 | s 7 35 ³¹ s | a 4 50 | a 8 42 | 6 57 | 1 15 | | |
| 18 | 63.4 | P.....REEDS..... ^{5.8} | 89 | 7 22 | 4 41 | 8 34 | 6 47 | 12 40 | | |
| 22 | 58.9 | LS.....OVERTON..... ^{4.5} *W | 100 | s 7 16 | s 4 35 | 8 29 | 6 39 | 12 30 | | |
| 29 | 52.7 | LS.....ARP..... ^{6.2} * | 104 | s 7 04 | 4 23 | 8 22 | 6 25 ⁶⁵ | 12 10 PM | | |
| 36 | 45.4 | CS.....TROUP..... ^{7.3} *WY | 107 | s 6 54 ⁶⁵ s | a 4 14 | a 8 14 ³⁷ | 6 11 | 11 50 AM | | |
| 42 | 39.0 | P.....GOULD..... ^{6.4} | 83 | 6 40 | 4 04 | 8 06 | 5 58 | 11 00 ¹⁹¹ | | |
| 48 | 33.4 | P.....TECULA..... ^{5.6} | 100 | 6 32 | 3 56 | 8 00 | 5 48 ²¹ | 10 45 | | |
| 54 | 27.2 | LS.....JACKSONVILLE..... ^{6.2} *W | 94 | s 6 22 | s 3 47 | a 7 53 | 5 26 | 10 30 | | |
| | 27.0 |StLS-W CROSSING..... ^{0.2} | | | | | | | | |
| 57 | 23.6 | P.....HUME..... ^{3.4} | 100 | 6 07 | 3 39 | 7 48 ⁶⁷ | 5 16 | 8 46 ⁸¹ | | |
| 61 | 20.0 | P.....IRONTON..... ^{3.6} | 31 | 6 02 ²¹ | 3 33 | 7 43 | 5 08 | 8 29 | | |
| 65 | 18.5 | P.....PRICES..... ^{3.5} | 49 | 5 50 | 3 27 | 7 39 | 4 59 | 8 23 | | |
| 70 | 11.7 | LS.....NECHES..... ^{4.8} * | 103 | f 5 45 | 3 21 | 7 34 | 4 51 | 8 14 ⁶⁵ | | |
| 76 | 5.0 | P.....WELLS CREEK..... ^{6.7} | 83 | 5 37 | 3 12 | 7 26 | 4 40 | 7 40 | | |
| 81 | 0.0 | CS.....PALESTINE.....WDO\$YT | Yard | 5 30 AM | 3 05 PM | 7 20 PM | 4 30 AM | 7 30 AM | | |
| | 81.3 | | | Daily | Daily | Daily | Daily | Daily Except Sunday | | |

TRINITY SUBDIV.—PALESTINE TO BELT JCT.

| Miles from SY Jct. | TIME-TABLE NO. 75 OCTOBER 14, 1951 | 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 | CS.....PALESTINE...WDO&YT | 6 50 AM | | 11 59 PM | | 11 00 AM | 10 05 PM | | | 8 15 AM |
| See Current Time Table San Antonio Division between SY Jct. and Palestine | | | | | | | | | | |
| 0.0 | P.....SY JCT..... | 6 52 | | 12 01 AM | | 11 03 | 10 08 | | | 8 18 |
| 7.5 | P.....CRONIN..... | 7 01 | | f 12 14 | | 11 17 | 10 20 | | | 8 30 |
| 12.2 | LS.....ELKHART.....* | 7 08 | | 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.....GRAPPLAND.....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.....* | 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 22 ²⁸ | | 1 25 | 12 10 AM ⁶⁴ | | | 11 35 |
| 71.7 | LS.....RIVERSIDE.....* | 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 30 ¹⁹⁵ | | s 3 15 | | 2 10 | 12 53 | | 8 30 ²⁵ AM | 12 15 PM |
| 95.7 | LS.....NEW WAVERLY.....* | 8 44 | | s 3 36 | | 2 40 | 1 19 ²⁸ | | 9 00 | |
| 103.7 | TP.....WILLIS.....* | 8 53 | | s 3 53 | | 2 55 | 1 40 | | 9 30 | |
| 111.7 | CS.....CONROE (GC&SF Cross.) WY ^a | 9 02 | | s 4 03 | | 3 10 | 2 00 | | 10 15 | |
| 115.0 | P.....CAMP STRAKE..... | | | f 4 20 | | | | | | |
| 120.6 | P.....TAMINA..... | 9 13 | | f 4 35 | | 3 30 | 2 28 | | 10 55 ¹⁹⁴ | |
| 127.7 | CS.....SPRING.....WY ^a | 9 20 | 3 06 PM | s 4 50 | 4 55 AM | 3 48 | 2 40 | 11 35 PM | 11 20 | |
| 128.2 | P.....SW SIDING..... | 9 21 | 3 07 | f 4 51 ⁷⁰ | 5 00 ⁷⁰ | 3 50 | 2 42 | 11 37 PM | 11 33 AM | |
| 131.8 | P.....WESTFIELD.....* | | f 3 11 | f 5 00 | | | | | | |
| 137.8 | Note { P.....ALDINE..... | 9 31 | f 3 17 | f 5 10 | 5 20 | 4 24 ²⁶ | 3 00 | 12 14 ²⁸ AM | 12 10 PM | |
| 145.8 | CS.....BELT JCT..... | 9 40 AM | 3 27 PM | 5 20 AM | 5 30 AM | 4 40 PM | 3 35 AM | 12 41 AM | 12 25 PM | |
| 150.1 | 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..... | | | | | | | | | |
| 150.8 | CS.....HOUSTON (Union Station)..... | 10 00 AM 10 25 AM | 3 50 PM | 5 45 AM | | | | | | |
| 200.3 | CS.....GALVESTON..... | 12 01 PM | | | | | | | | |
| 201.3 | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Except Sunday | Daily Except Sunday |

NOTE—Between Aldine and Belt Jct. Signal Indication, both Opposing and Following Movements.

MART SUBDIV.—MART TO SPRING

| Station Numbers | Miles from Ft. Worth | TIME-TABLE NO. 75 OCTOBER 14, 1951 | Siding Capacity in Cars | TRAINS SOUTHWARD | | | | | |
|-----------------|----------------------|--|-------------------------|----------------------|-------|--------------------|---------------------|---|------------------------|
| | | | | FIRST CLASS | | SECOND CLASS | | THIRD CLASS | |
| | | | | 17 | | 71 | 73 | 395 | 393 |
| | | | | Passenger | | Red Ball Freight | Red Ball Freight | Local Freight | Local Freight |
| | | STATIONS | Daily | | Daily | Daily | Daily Except Sunday | Daily Except Sunday | |
| Bv159 | 114.4 | OS.....MART.....WO&Y | Yard | | | 5 00 PM | 11 10 PM | | 11 00 ⁷⁰ AM |
| Bv152 | 121.1 | P.....OTTO | 79 | | | 5 12 | 11 20 | | 11 20 |
| Bv145 | 128.4 | P.....MA SIDING | 100 | | | 5 24 | 11 32 | | 11 35 |
| | 133.8 |T. & N. O. CROSSING | | | | | | | |
| Bv139 | 134.4 | LS.....MARLIN.....W | 82 | | | 5 39 | 11 46 PM | | 11 55 AM |
| Bv129 | 144.0 | P.....COYMACK | 88 | | | 6 00 | 12 01 AM | | 12 15 PM |
| Bv128 | 145.1 |HIGH BANK | | | | | | | |
| Bv116 | 156.4 | P.....GH SIDING | 98 | | | 6 20 | 12 18 | | 12 30 |
| Bv110 | 162.8 | P.....AJ SIDING | 100 | | | 6 32 | 12 29 | | 12 49 |
| Bv103 | 169.3 | P.....GOODLAND | 84 | | | 6 44 | 12 47 ⁷² | | 1 02 |
| 175 | 172.3 | OS VALLEY JCT. (S.A Div. Cross.) WOY | 131 | 12 45 PM | | 7 45 | 1 35 | 6 30 AM | 2 00 |
| | 175.9 |TATSIE (T&N O Crossing) | | | | | | | |
| Bv98 | 177.4 | P.....NICHOLAS | 84 | 12 53 ³⁹⁴ | | 7 55 | 1 45 | 6 40 | 2 25 |
| Bv92 | 180.9 | P.....MUMFORD | 78 | f 12 58 | | 8 03 | 1 55 | 6 50 | 2 35 |
| Bv86 | 187.4 | P.....FOUNTAIN | 77 | 1 06 | | 8 13 | 2 10 | 7 00 | 2 45 |
| Bv78 | 194.8 | OS.....BRYAN.....WY | 75 | s 1 19 | | 8 23 | 2 24 | 7 20 ³⁹² 8 05 ⁷⁰ | 3 05 PM |
| | 195.1 |T. & N. O. CROSSING | | | | | | | |
| Bv74 | 199.3 | LS.....COLLEGE STATION | | s 1 25 | | 8 33 | 2 34 | 8 25 | |
| | 199.6 |T. & N. O. CROSSING | | | | | | | |
| Bv70 | 202.4 | P.....KOPPE | 70 | 1 30 | | 8 39 | 2 39 | 8 35 | |
| Bv65 | 207.6 | P.....ENRIGHT | 100 | 1 37 | | 8 49 | 2 48 | 8 45 | |
| Bv55 | 217.5 | P.....DINKINS | 75 | f 1 50 | | 9 09 | 3 03 | 9 24 ³⁹⁴ | |
| | 224.2 |T. & N. O. CROSSING | | | | | | | |
| Bv49 | 224.4 | OS.....NAVASOTA.....W | 74 | s 2 04 | | 9 23 | 3 28 | 10 12 ¹⁸ | |
| Bv37 | 236.4 | P.....STONEHAM | 100 | f 2 19 | | 9 49 ⁷² | 3 52 | 10 33 | |
| Bv27 | 245.6 | P.....FETZER | 70 | f 2 31 | | 10 09 | 4 07 | 10 50 | |
| Bv22 | 250.8 | LS.....MAGNOLIA | 100 | f 2 38 | | 10 29 | 4 16 | 11 10 | |
| Bv17 | 255.9 | P.....PINEHURST.....* | 43 | f 2 45 | | 10 45 | 4 25 | 11 35 | |
| Bv11 | 261.7 | P.....HUFSMITH | 100 | f 2 52 | | 11 01 | 4 34 | 11 50 AM | |
| A209 | 272.9 | OS.....SPRING.....WY | | s 3 06 PM | | 11 35 PM | 4 55 AM | 12 15 PM | |
| | | | | | | | | | |
| | | 158.5 | | Daily | | Daily | Daily | Daily Except Sunday | Daily Except Sunday |

MART SUBDIV.—SPRING TO MART

7

| Station Numbers | Miles from Spring | TIME-TABLE NO. 75 OCTOBER 14, 1951 | | Siding Capacity in Cars | TRAINS NORTHWARD | | | | | | | |
|-----------------|-------------------|--|--------------------------------|-------------------------|------------------|----------------------|------------------------|-------------------------|----------------------|------------------------|---------------------|--|
| | | | | | FIRST CLASS | | SECOND CLASS | | THIRD CLASS | | | |
| | | | | | 18 Passenger | | 70 Red Ball Freight | 72 Red Ball Freight | 392 Local Freight | 394 Local Freight | | |
| STATIONS | | | | | Daily | | Daily | Daily | Daily Except Sunday | Daily Except Sunday | | |
| Bv159 | 158.5 | CS | MART | WO&Y | Yard | | | 11 00 ³⁹² AM | 2 35 AM | 10 40 AM | | |
| Bv152 | 151.8 | P | OTTO | | 79 | | | 10 46 | 2 11 | 10 24 | | |
| Bv145 | 144.5 | P | MA SIDING | | 100 | | | 10 33 | 1 59 | 9 50 | | |
| | 139.1 | | T. & N. O. CROSSING | | | | | | | | | |
| Bv139 | 135.5 | LS | MARLIN | W | 82 | | | 10 05 | 1 40 | 9 40 | | |
| Bv129 | 128.2 | P | COYMACK | | 88 | | | 9 50 | 1 25 | 9 25 | | |
| Bv128 | 127.8 | | HIGH BANK | | | | | | | | | |
| Bv116 | 116.5 | P | GH SIDING | | 98 | | | 9 34 | 1 08 | 9 05 | | |
| Bv110 | 110.1 | P | AJ SIDING | | 100 | | | 9 22 | 12 58 | 8 50 | | |
| Bv103 | 103.6 | P | GOODLAND | | 84 | | | 9 10 | 12 47 ⁷³ | 8 35 | | |
| 175 | 100.6 | CS | VALLEY JCT. (S.A. Div. Cross.) | WOY | 131 | 11 45 AM | | 9 05 | 12 40 AM | 8 25 | 1 05 PM | |
| | 97.0 | | TATSIE (T&NO Crossing) | | | | | | | | | |
| Bv96 | 95.5 | P | NICHOLAS | | 84 | 11 26 | | 8 41 | 11 36 PM | 8 00 | 12 53 ¹⁷ | |
| Bv92 | 92.0 | P | MUMFORD | | 78 | 11 21 | | 8 35 | 11 30 | 7 50 | 12 25 | |
| Bv86 | 85.5 | P | FOUNTAIN | | 77 | 11 13 | | 8 20 | 11 20 | 7 35 | 12 06 PM | |
| Bv78 | 78.1 | CS | BRYAN | WY | 75 | 11 00 | | 8 05 ³⁹⁵ | 11 08 | 7 20 ³⁹⁵ AM | 11 29 AM | |
| | 77.8 | | T. & N. O. CROSSING | | | | | | | | | |
| Bv74 | 73.6 | LS | COLLEGE STATION | | | 10 54 | | 7 50 | 11 01 | | 11 10 | |
| | 73.3 | | T. & N. O. CROSSING | | | | | | | | | |
| Bv70 | 70.5 | P | KOPPE | | 70 | 10 48 ³⁹⁴ | | 7 40 | 10 56 | | 10 48 ¹⁸ | |
| Bv65 | 65.3 | P | ENRIGHT | | 100 | 10 41 | | 7 30 | 10 48 | | 10 14 | |
| Bv55 | 55.4 | P | DINKINS | | 75 | 10 28 | | 7 13 | 10 33 | | 9 24 ³⁹⁵ | |
| | 48.7 | | T. & N. O. CROSSING | | | | | | | | | |
| Bv49 | 48.5 | CS | NAVASOTA | W | 74 | 10 12 ³⁹⁵ | | 6 50 | 10 16 | | 9 12 | |
| Bv37 | 36.5 | P | STONEHAM | | 100 | 9 58 | | 6 20 | 9 49 ⁷¹ | | 8 20 | |
| Bv27 | 37.3 | P | FETZER | | 70 | 9 46 | | 6 00 | 9 33 | | 8 01 | |
| Bv22 | 22.1 | LS | MAGNOLIA | | 100 | 9 39 | | 5 50 | 9 24 | | 7 50 | |
| Bv17 | 17.0 | P | PINEHURST | * | 43 | 9 31 | | 5 40 | 9 16 | | 7 35 | |
| Bv11 | 11.2 | P | HUFSMITH | | 100 | 9 23 | | 5 30 | 9 07 | | 7 25 | |
| A209 | 0.0 | CS | SPRING | WY | | 9 07 AM | | 5 05 AM | 8 50 PM | | 7 00 AM | |
| | 158.5 | | | | | Daily | | Daily | Daily | Daily Except Sunday | Daily Except Sunday | |

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

| TRAINS SOUTHWARD | | | | Station Numbers | Miles from Spring | TIME-TABLE NO. 75 OCTOBER 14, 1951 | Siding Capacity in Cars | TRAINS NORTHWARD | | |
|----------------------|------------------------|------------------------|------------------------|-----------------|-------------------|--|-------------------------|------------------------|----------------------|--|
| THIRD CLASS | SECOND CLASS | | SECOND CLASS | | | | | THIRD CLASS | | |
| 391 Local Freight | 73 Red Ball Freight | 71 Red Ball Freight | 72 Red Ball Freight | | | | | 70 Red Ball Freight | 390 Local Freight | |
| Daily Except Sunday | Daily | Daily | Daily | Daily | Daily | STATIONS | Daily | Daily | Daily Except Sunday | |
| 9 30 AM | 7 00 PM | 11 00 AM | Bv272 | 272.1 | P | TP CONN. | 7 40 AM | 5 30 PM | 2 00 PM | |
| 9 35 | 7 06 | 11 07 | Bv270 | 270.1 | P | MARA 2.0 0.8 | 6 55 | 4 25 | 1 50 | |
| | | | | 269.3 | | WATER TANK W | | | | |
| 9 50 | 7 18 | 11 22 | Bv263 | 263.9 | P | EVERMAN 5.4 | 6 45 | 4 15 | 1 35 | |
| 10 05 | 7 29 | 11 37 | Bv257 | 257.6 | P | RETTA 6.3 | 6 35 | 3 55 | 1 20 | |
| 10 15 | 7 38 | 11 47 AM | Bv252 | 252.8 | P | LILLIAN 4.8 | 6 27 | 3 42 | 1 10 | |
| 10 35 | 7 52 | 12 03 PM | Bv245 | 245.4 | P | VENUS 7.4 | 6 15 | 3 21 | 12 50 | |
| 10 55 | 8 11 | 12 23 ³⁹⁰ | Bv234 | 234.9 | LS | MAYPEARL 10.5 | 5 55 | 2 55 | 12 23 ⁷¹ | |
| | | | Bv227 | 227.6 | P | BELL BRANCH W | | | | |
| 11 40 ³⁹⁰ | 8 34 | 1 03 | Bv222 | 222.3 | LS | ITALY 7.3 | 5 35 | 2 10 | 11 40 ³⁹¹ | |
| 11 55 AM | 8 48 | 1 19 | Bv213 | 213.7 | P | MERTENS 5.3 | 5 20 | 1 55 | 11 20 | |
| | | | | 210.0 | | WATER TANK W | | | | |
| 12 10 PM | 8 57 | 1 35 ⁷⁰ | Bv208 | 208.9 | P | IRENE 1.1 | 5 10 | 1 35 ⁷¹ | 11 05 | |
| 12 27 | 9 13 | 2 10 | Bv198 | 199.0 | P | PENELOPE 9.9 | 4 55 | 1 15 | 10 35 | |
| 12 50 ⁷⁰ | 9 29 | 2 46 | Bv188 | 188.6 | LS | LEROY 10.4 | 4 35 | 12 50 ³⁹¹ | 10 01 | |
| 1 10 | 9 46 | 3 10 | Bv178 | 177.7 | P | EASTCO (StLS-W Crossing) 10.9 | 4 15 | 12 30 | 9 35 | |
| | | | | 177.2 | P | WF CONN. 0.5 | | | | |
| | | | | 175.6 | | WACO W | | | | |
| 2 15 | 10 06 | 3 30 | Bv167 | 166.8 | P | HALLSBURG 8.8 | 3 50 | 12 05 PM | 7 20 | |
| 2 35 PM | 10 40 PM | 4 00 PM | Bv159 | 158.5 | OS | MART WOSY 8.3 | 3 35 AM | 11 45 AM | 7 00 AM | |
| Daily Except Sunday | Daily | Daily | | 113.6 | | | Daily | Daily | Daily Except Sunday | |

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

9

| TRAINS SOUTHWARD | | | | Station Numbers | Miles from Mineola | TIME-TABLE | | Miles from Troup | TRAINS NORTHWARD | | | | |
|------------------|--|--|---------------------|-----------------|--------------------|------------------|------------------------------|------------------|---------------------|--|--|-----|---------------------|
| SECOND CLASS | | | | | | NO. 75 | | | THIRD CLASS | | | | |
| | | | 197 | | | OCTOBER 14, 1951 | | | | | | 196 | |
| | | | Local Freight | | | STATIONS | | | 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 | TP | 6.7 LINDALE | | 32.7 | | | | 12 55 |
| | | | 7 25 | B 27 | 17.9 | | 6.4 SWAN | | 26.3 | | | | 12 35 |
| | | | 8 15 | B 19 | 25.2 | LS | 7.3 TYLER (StLS-W Cross.) | SW | 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 | B 6 | 44.2 | CS | 8.6 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 | Miles from Huntsville | TIME-TABLE | | Miles from Phelps | TRAINS NORTHWARD | | | | |
|------------------|--|--|---------------------|-----------------|-----------------------|------------------|---------------|-------------------|---------------------|--|--|-----|---------------------|
| THIRD CLASS | | | | | | NO. 75 | | | THIRD CLASS | | | | |
| | | | 199 | | | OCTOBER 14, 1951 | | | | | | 198 | |
| | | | Local Freight | | | STATIONS | | | Daily Except Sunday | | | | |
| | | | Daily Except Sunday | | | | | | | | | | |
| | | | 7 00 AM | D7 | 0.0 | LS | HUNTSVILLE | O | 7.0 | | | | 3 15 PM |
| | | | 7 30 AM | A165 | 7.0 | LS | 7.0 PHELPS | WY | 0.0 | | | | 2 45 PM |
| | | | Daily Except Sunday | | | | 7.0 | | | | | | Daily Except Sunday |

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

| TRAINS SOUTHWARD | | | | Miles from Congress Ave. | Station Numbers | TIME-TABLE NO. 75 OCTOBER 14, 1951 | Miles 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 | OS..... | 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. JOT..... | 49.1 | | | | | |
| | | | 1.1 | | T. & N. O. CROSSING..... | 48.9 | | | | | |
| | | | 6.9 | | T. & N. O. CROSSING..... | 43.1 | | | | | |
| | 8 55 | 8 25 | 8.5 | C 8 | MYRTLE..... | 41.5 | | 10 50 | 5 20 | | |
| | 9 05 | 8 35 | 11.5 | C 11 | ALMEDA..... | 38.5 | | 10 40 | 5 10 | | |
| | 9 25 | 8 50 | 16.3 | C 16 | FRESNO..... | 33.7 | | 10 20 | 4 55 | | |
| | 9 47 | 9 01 | 18.8 | C 19 | ARCOOLA (GO&SF Crossing)..... | 31.2 | | 10 10 | 4 45 | | |
| | 9 57 PM | 9 15 | 21.1 | C 21 | HAWDON..... | 28.9 | | 9 45 | 4 35 PM | | |
| | | 9 30 ³⁸² | 23.0 | C 23 | JULIFF..... | 27.0 | | 9 30 ³⁸³ | | | |
| | | 9 50 | 27.5 | C 27 | SANDY POINT..... | 22.5 | | 9 13 | | | |
| | | 10 01 | 29.7 | C 30 | ROSHARON..... | 20.3 | | 8 50 | | | |
| | | 10 20 | 32.4 | C 32 | BONNEY..... | 17.6 | | 8 30 | | | |
| | | 10 40 | 37.0 | C 37 | CHENANGO..... | 13.0 | | 8 10 | | | |
| | | 11 05 AM | 40.0 | C 40 | ANCHOR..... Y | 10.0 | | 7 50 | | | |
| | | | 42.2 | C 42 | OYSTER CREEK..... | 7.8 | | | | | |
| | | 12 01 PM | 50.0 | C 50 | LS..... EAST COLUMBIA..... Y | 0.0 | | 7 00 AM | | | |
| | Daily Except Sunday | Daily Except Sunday | | | | 58.6 | | Daily Except Sunday | Daily Except Sunday | | |

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

| TRAINS SOUTHWARD | | | | Station Numbers | Miles from Henderson | TIME-TABLE | | Miles from Overton | TRAINS NORTHWARD | | | | | |
|---------------------|--|--|----------|-----------------|----------------------|------------------|-------------------|--------------------|---------------------|--|--|---------|--|--|
| THIRD CLASS | | | | | | NO. 75 | | | THIRD CLASS | | | | | |
| 51 Local Freight | | | | | | OCTOBER 14, 1951 | | | 50 Local Freight | | | | | |
| | | | Daily | | | STATIONS | | | | | | | | |
| | | | 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 | LS | 12.0 HENDERSON | WO | 16.0 | | | 8 30 AM | | |
| | | | Daily | | | 16.0 | | | | | | Daily | | |

SUGAR LAND SUBDIV.—BETWEEN CABELL AND HAWDON

| TRAINS SOUTHWARD | | | | Station Numbers | Miles from Cabell | TIME-TABLE | | Miles from Hawdon | TRAINS NORTHWARD | | | | | |
|----------------------|--|--|---------------------|-----------------|-------------------|------------------|---------------------------------------|-------------------|----------------------|--|--|---------------------|--|--|
| SECOND CLASS | | | | | | NO. 75 | | | THIRD CLASS | | | | | |
| 371 Local Freight | | | | | | OCTOBER 14, 1951 | | | 370 Local Freight | | | | | |
| | | | Daily Except Sunday | | | STATIONS | | | | | | Daily Except Sunday | | |
| | | | | S38 | 0.0 | | CABELL | | 20.1 | | | | | |
| | | | 3 30 PM | S33 | 4.8 | LS | 4.8 SUGAR LAND (T&NO Cross.) | WOYS | 15.3 | | | 11 00 PM | | |
| | | | 3 55 | | 11.5 | | 6.7 DEWALT | | 8.6 | | | 10 35 | | |
| | | | 4 10 | S22 | 16.1 | | 4.6 SUGAR LAND JCT. (GC&SF Cross.) | | 4.0 | | | 10 20 | | |
| | | | 4 25 | S20 | 18.6 | | 2.5 HOUSE | | 1.5 | | | 10 05 | | |
| | | | 4 35 PM | | 20.1 | | 1.5 HAWDON | | 0.0 | | | 9 57 PM | | |
| | | | Daily Except Sunday | | | 20.1 | | | | | | Daily Except Sunday | | |

SPECIAL INSTRUCTIONS

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

2. MAXIMUM SPEED:

| | MILES PER HOUR | | |
|---|--------------------------|-------------------------|----------------|
| | 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 |
| Huntsville Subdiv. | | 30 | 30 |
| East Columbia Subdiv. | | 30 | 25 |
| EXCEPT: Between Anchor and East Columbia | | 15 | 15 |
| Sugar Land Subdiv. | | 25 | 20 |

3. SPEED RESTRICTIONS:

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

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

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

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

3. SPEED RESTRICTIONS (Cont'd)

All main track turnouts are No. 10 turnouts or less, except the following which are No. 15, 16 or 20 turnouts:

Longview—South Switch No. 1 track
 Palestine—North switch freight route
 SY Jct.—switch
 Cronin—North Siding switch
 Spring—Mart Subdiv. connection
 Belt Jct.—Freight connection to Settegast Yard

LONGVIEW SUBDIV.:

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

TRINITY SUBDIV.:

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

FORT WORTH SUBDIV.:

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

MART SUBDIV.:

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

MINEOLA SUBDIV.:

| | | |
|-------------------------|----|----|
| Tyler, city limits..... | 15 | 15 |
|-------------------------|----|----|

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Cont'd)

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

LONGVIEW SUBDIVISION:

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

3. SPEED RESTRICTIONS—(Cont'd)

TRINITY SUBDIVISION:

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

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS—(Cont'd.)

MART SUBDIVISION:

| 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 |
|---------------------------------|----------------|--------------------------|----------------|
| 351 | 65 | Diesel 501 to 524 | 65 |
| 372 to 389 | 65 | Diesel 7000 to 7006 | 98 |
| 1052 to 1073 | 53 | Diesel 7010 and 7011 | 98 |
| 1101 to 1125 | 63 | Diesel 7014 to 7021 | 98 |
| 1151 to 1161 | 80 | Diesel 7100 | 90 |
| 1201 to 1258 | 55 | Diesel 8001 to 8010 | 98 |
| 1401 to 1478 | 55 | | |
| Diesel 7007 to 7009, 7012, 7013 | 98 | | |
| Diesel 8011-8012 | 98 | | |
| Diesel 525 to 618 | 65 | | |
| Diesel 4112 to 4196 | 65 | | |
| Diesel 9000 to 9191 | 35 | | |

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

SUBDIVISION:

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

3. SPEED RESTRICTIONS—(Cont'd.)

TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

Miles Per Hour

Diesel Engines and Motor Cars dead in tow:

Road or Switch, with trucks and traction motors in good running condition.....

Maximum Train Speed, or Maximum Engine speed for particular engine in tow, whichever is lower.

Road or Switch, with trucks or parts of same not in good running condition.....

As Authorized by Superintendent

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent.

STEAM ENGINES DEAD IN TOW:

Miles Per Hour

With side rods in position, main rods disconnected..... 35

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

With all or part of side rods down..... 15

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

Moving backward in tow: (Side Rods in position)

Longview, Trinity, Mart and Ft. Worth Subdivs..... 25

Henderson, Huntsville, Mineola, East Columbia and Sugar Land Subdivs..... 15

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

Disabled Engines:

With all or part of side rods down..... 15

With front drivers blocked..... 20

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

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

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 " |

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

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

| | |
|---|---------------|
| Bridge Derrick Cars (non-revolving) boom disconnected | Maximum Speed |
|---|---------------|

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

| | |
|----------------------------------|----|
| Locomotive Cranes or Clam Shells | 25 |
|----------------------------------|----|

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

3. SPEED RESTRICTIONS (Cont'd)

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

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

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

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

| | |
|---|---------------|
| Scale Test Cars must be handled next to caboose | Maximum Speed |
|---|---------------|

EXPLANATION OF CHARACTERS

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

Register stations are shown in full faced type.

EXPLANATION OF STOPS

- s—Regular stop.
 - a—Stop on signal to receive or discharge revenue passengers.
 - f—Stop on signal for passengers, mail, baggage and express.
- Passenger trains will stop at non-stop stations to discharge passengers holding tickets from connecting lines, except trains 21, 22, 25 and 26.

TABLE OF SPEEDS:

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

ARBITRARY HOLDS---PASSENGER TRAINS

| STATION | Train No. | Hold for Division Train | Hold Until | Length of Hold | REMARKS |
|-----------------|-----------|---|--------------|----------------|------------------------|
| Longview..... | 21 | T. & P. 221 | Indefinitely | Indefinitely | For connection. |
| Longview..... | 31 | T. & P. 231 | Indefinitely | Indefinitely | For connection. |
| Longview..... | 37 | T. & P. 237 | Indefinitely | Indefinitely | For connection. |
| Palestine..... | 22 | { Palestine . 26 } { SanAntonio22 } | 8:20 P.M. | 1 Hour | For either connection. |
| Palestine..... | 32 | SanAntonio32 | Indefinitely | Indefinitely | For connection. |
| Palestine..... | 38 | { Palestine . 28 } { SanAntonio38 } | 6:30 A.M. | 1 Hour | For connection. |
| Palestine..... | 25 | Palestine 21 | Indefinitely | Indefinitely | For connection. |
| Palestine..... | 27 | Palestine 37 | 3:00 A.M. | 3 Hrs., 1 Min. | For connection. |
| Valley Jct..... | 17 | San Antonio .. 31 | 1:45 P.M. | 1 Hour | For connection. |
| Valley Jct..... | 17 | San Antonio .. 32 | 1:15 P.M. | 30 Minutes | For passengers. |
| Valley Jct..... | 31 | Palestine 18 | 12:33 P.M. | 30 Minutes | For passengers. |
| Valley Jct..... | 32 | Palestine 18 | 1:45 P.M. | 1 Hour | For connection |
| Houston..... | 26 | Kingsville 12 | 4:30 P.M. | 30 Minutes | For connection. |
| Houston..... | 18 | { DeQuincy 9 } { Kingsville .. 16 } | 8:45 A.M. | 15 Minutes | For passengers. |

MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. HARRY A. HAVERLAH, Chief Surgeon

DISTRICT SURGEONS:

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

LOCAL SURGEONS:

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 Dr. B. A. Swinney.....Longview, Texas
 Dr. J. E. Adams.....Kilgore, Texas
 Dr. L. L. Allums.....Kilgore, Texas
 Dr. Seth M. Downs.....Kilgore, Texas
 Dr. R. H. Robertson, Jr.....Kilgore, Texas
 Dr. J. A. Birdwell.....Overton, Texas
 Dr. C. A. Pigford.....Overton, Texas
 Dr. John R. Brown.....Arp, Texas
 Dr. Lynn Hilburn.....Henderson, Texas
 Dr. J. G. Sadler.....Henderson, Texas
 Dr. R. F. Shaw.....Henderson, Texas
 Dr. Herbert A. Suehs.....Henderson, Texas
 Dr. Paul E. Suehs.....Henderson, Texas
 Dr. C. H. Willingham.....Whitehouse, Texas
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 Dr. John H. Mitchell.....Tyler, Texas
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 Dr. S. M. Briscoe.....Trinity, Texas
 Dr. Sam R. Barnes.....Trinity, Texas
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 Dr. W. B. Veazy.....Huntsville, Texas
 Dr. T. C. Cole.....Huntsville, Texas
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 Dr. R. H. Benbow.....Bryan, Texas
 Dr. R. B. Grant.....Bryan, Texas
 Dr. T. O. Walton, Jr.....Bryan, Texas

Dr. Albert G. McGill, Jr.....Bryan, Texas
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 Dr. T. J. Glass.....Marlin, Texas
 Dr. A. C. Bennett.....Marlin, Texas
 Dr. Howard Smith.....Marlin, Texas
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 Dr. James S. Perry.....Bryan, Texas
 Dr. E. P. Hutchings.....Marlin, Texas

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

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

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

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