

DIVISION OFFICERS

V. A. GORDON..... Superintendent..... Palestine, Texas

W. WICKER..... Superintendent,
Houston Terminal
(M. P. Lines)..... Houston, Texas

M.H.CUNNINGHAM Trainmaster,
Fort Worth,
Mart Subdivs..... Mart, Texas

W. L. FAGAN..... Trainmaster,
Longview,
Trinity,
Mineola,
Huntsville,
Henderson Subdivs.... Palestine, Texas

B. E. WATSON..... Trainmaster,
East Columbia,
Sugar Land Subdivs... Freeport, Texas

J. N. CUNNINGHAM Ass't Trainmaster..... Valley Jct., Tex.

C. W. BROWN..... Ass't Trainmaster
Ft. Worth Subdiv..... Ft. Worth, 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..... Ass't Chief
Dispatcher..... Palestine, Texas

A. R. TABER..... Ass't 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

B. J. McCARTY..... 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

TIMETABLE

No. 77

Effective 12:01 A. M.

SUNDAY, DECEMBER 7, 1952

CENTRAL STANDARD TIME

Superseding Timetable No. 76, dated April 27, 1952,
and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
NO. 7 DATED SEPTEMBER 15, 1952

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.

S. HAMMER, General Manager.

E. C. SHEFFIELD, Assistant General Manager.

E. W. HARGRAVE, Asst. 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: Employees 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, employees 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): Employees must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employees 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 of 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 give 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.

Sine _____
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 employees 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	TIMETABLE NO. 77 DECEMBER 7, 1952	Siding Capacity in Cars	TRAINS SOUTHWARD								
				FIRST CLASS			SECOND CLASS		THIRD CLASS		Daily Except Sunday	
				25	21	37	65	67	191			
				Passenger	Passenger	Passenger	Red Ball Freight	Red Ball Freight	Local Freight			
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		
0	0.0	OS.....LONGVIEW.....WO\$TY	Yard	3 20 AM	5 10 AM	6 55 PM	5 20 AM	6 00 PM	8 20 AM			
5	4.9	P.....FOOTES..... 4.9	100	3 28	5 17	7 02	5 30	6 10	8 35			
10	10.8	P.....BA SIDING..... 5.9	107	3 36	5 24	7 10	5 40	6 20	8 50			
12	12.1	LS.....KILGORE.....* 1.3	55	s 3 40	a 5 26	s 7 13	5 45	6 23	9 00			
18	17.9	P.....REEDS..... 5.8	89	3 48	5 33	7 21	5 55	6 32	9 15			
22	22.4	LS.....OVERTON.....*W 4.5	100	s 3 57	s 5 39	s 7 31	6 05	6 39	9 45			
29	28.6	LS.....ARP.....* 6.2	104	4 06	5 46	s 7 41	6 25 ⁶⁶	6 48	10 10			
36	35.9	OS.....TROUP.....*WY 7.3	107	s 4 18	a 5 56	s 7 51	6 57 ⁸⁸	6 58	10 45			
42	42.3	P.....GOULD..... 6.4	83	4 27	6 03 ⁶⁶	8 06 ²²	7 11	7 07	11 00 ¹⁹⁰			
48	47.9	P.....TECULA..... 5.6	100	4 34	6 10	8 16	7 21	7 15	11 10			
54	54.1	LS.....JACKSONVILLE.....*W 6.2	94	s 4 41	a 6 16 ³⁸	s 8 22	7 32	7 25	11 25 AM			
	54.3	StLS-W CROSSING..... 0.2										
57	57.7	P.....HUME..... 3.4	100	4 50	6 23	8 30	7 41	7 48 ²²	12 05 PM			
61	61.3	P.....IRONTON..... 3.6	81	4 54	6 27	8 35	7 48	8 00	12 15			
70	69.6	LS.....NECHES.....* 8.3	103	5 04 ⁶⁶	6 37	s 8 45	8 05 ¹⁹⁰	8 18	12 35			
76	76.3	P.....WELLS CREEK..... 6.7	109	5 12	6 45	9 00	8 30	8 30	12 50			
81	81.3	OS.....PALESTINE..WDO\$YT	Yard	5 25 AM	6 55 AM	9 30 PM	9 00 AM	8 50 PM	1 10 PM			
	81.3			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday			

PALESTINE DIVISION (77)

1. On the day of departure and arrival, the passenger should check the train schedule for the day of departure and arrival. The train schedule is published in the Palestine Division Timetable, which is available at all stations. The train schedule is also available in the form of a booklet, which is available at all stations. The train schedule is also available in the form of a booklet, which is available at all stations.

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LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

Station Numbers	Miles from Palestine	TIMETABLE NO. 77 DECEMBER 7, 1952	Siding Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS			SECOND CLASS		THIRD CLASS	
				38 Passenger	22 Passenger	26 Passenger	66 Red Ball Freight		190 Local Freight	
STATIONS			Daily	Daily	Daily	Daily		Daily Except Sunday		
0	81.3	CS.....LONGVIEW.....WO\$YT	Yard	8 10 AM	9 00 PM	1 00 AM		7 35 AM		2 00 PM
5	76.4	P.....FOOTES 4.9	100	7 50	8 51	12 45		7 08		1 40
10	70.5	P.....BA SIDING 5.9	107	7 42	8 44	12 36		6 55		1 20
12	69.2	LS.....KILGORE 1.3	55	s 7 37	α 8 41	s 12 33		6 52		1 15
18	63.4	P.....REEDS 5.8	89	7 28	8 33	12 21		6 43		12 40
22	58.9	LS.....OVERTON.....*W 4.5	100	s 7 20	8 28	s 12 15		6 36		12 30
29	52.7	LS.....ARP 6.2	104	s 7 08	8 22	12 07 AM		6 25 65		12 10 PM
36	45.4	CS.....TROUP.....*WY 7.3	107	s 6 57 65	α 8 14	s 11 59 PM		6 15		11 50 AM
42	39.0	P.....GOULD 6.4	83	6 43	8 06 37	11 50		6 03 21		11 00 191
48	33.4	P.....TECULA 5.6	100	6 30	8 00	11 43		5 43		10 45
54	27.2	LS.....JACKSONVILLE.....*W 6.2	94	s 6 16 21	α 7 53	s 11 35		5 33		10 30
	27.0	StLS-W CROSSING 0.2								
57	23.6	P.....HUME 3.4	100	5 58	7 48 67	11 27		5 27		8 31
61	20.0	P.....IRONTON 3.6	31	5 53	7 43	11 21		5 20		8 20
70	11.7	LS.....NECHES.....* 8.3	103	f 5 44	7 34	11 11		5 04 25		8 05 65
76	5.0	P.....WELLS CREEK 6.7	109	5 36	7 26	11 02		4 40		7 40
81	0.0	CS.....PALESTINE.....WDO\$YT 5.0	Yard	5 30 AM	7 20 PM	10 55 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.	TIMETABLE NO. 77 DECEMBER 7, 1952	TRAINS SOUTHWARD									
		FIRST CLASS			SECOND CLASS				THIRD CLASS		
		121	17	27	73	165	167	71	193	195	
		Passenger	Passenger	Passenger	Red Ball Freight	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		
0.0	CS.....PALESTINE...WDO\$YT	7 15 AM		11 45 PM		11 00 AM	10 05 PM		8 15 AM		
	1.0	SEE NOTE 1									
0.0	P.....SY JCT.....	7 17		11 47 PM							
7.5	P.....CRONIN.....	7 26		12 01 AM		11 17	10 20		8 30		
12.2	LS.....ELKHART.....*	7 31		12 11		11 25	10 30		8 45		
18.2	P.....SALMON.....*	7 37		12 25		11 37 ¹⁹²	10 42		9 00		
24.5	LS.....GRAPELAND.....W ^a	7 45		12 40		11 50 AM	10 55		9 30		
31.0	P.....LATEXO.....*	7 52		12 54		12 03 PM	11 08		9 45		
37.5	LS.....CROCKETT.....* ^a	7 59		1 09 ⁶⁴		12 17	11 18		10 39 ¹⁹²		
44.0	P.....CUT.....*	8 07		1 25		12 30	11 28		10 55		
51.2	LS.....LOVELADY.....*	8 15		1 43		12 48	11 38		11 10		
55.8	P.....RED BRANCH.....*	8 20		1 55		1 05	11 45 PM		11 20		
64.8	LS.....TRINITY.....W ^a	8 31		2 15 ²⁸		1 25	12 10 AM ⁶⁴		11 35		
71.7	LS.....RIVERSIDE.....*	8 39 ¹⁹²		2 32		1 40	12 27		11 50 AM		
79.6	P.....DODGE.....*	8 49		2 46		1 56	12 43		12 05 PM		
84.0	LS.....PHELPS.....WY ^a	8 55		3 05		2 10	12 53		12 15 PM		
95.7	LS.....NEW WAVERLY.....*	9 09 ¹⁹⁵		3 26		2 40	1 19 ²⁸		9 09 ¹²¹		
103.7	TP.....WILLIS.....*	9 18		3 43		2 55	1 40		9 30		
111.7	CS.....CONROE (GC&SF Cross.)...Y ^a	9 27		3 54		3 10	2 00		10 15		
115.0	P.....CAMP STRAKE.....*			4 11							
120.6	P.....TAMINA.....*	9 38		4 23		3 30	2 28		10 55 ¹⁹⁴		
127.7	CS.....SPRING.....WY ^a	9 45	s 10 26 AM	4 38	4 55 AM	3 48	2 40	11 35 PM	11 20		
128.2	P.....SW SIDING.....*	9 46	10 27	4 39 ⁷⁰	5 00 ⁷⁰	3 50	2 42	11 37 PM	11 33 AM		
131.8	P.....WESTFIELD.....*		f 10 31	f 4 46							
137.8	P.....ALDINE.....*	9 56 ¹⁹⁴	f 10 37	f 4 56	5 20	4 24 ¹²²	3 00	12 14 AM ²⁸	12 10 PM		
145.8	NOTE 2 { CS.....BELT JCT.....	10 05 AM	10 47 AM	5 10 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 25 AM	11 10 AM	5 30 AM							
200.3	CS.....GALVESTON.....	12 25 PM									
	201.3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		

NOTE 1—First Class Trains. See Current Time Table San Antonio Division between SY Jct. and Palestine.
 NOTE 2—Between Aldine and Belt Jct. Signal Indication, both Opposing and Following Movements.

TRINITY SUBDIV.—BELT JCT. TO PALESTINE

5

Station Numbers	Miles from Houston	TIMETABLE NO. 77 DECEMBER 7, 1952		Siding Capacity in Cars	TRAINS NORTHWARD									
					FIRST CLASS			SECOND CLASS			THIRD CLASS			
					122 Passenger	18 Passenger	28 Passenger	70 Red Ball Freight	72 Red Ball Freight	64 Red Ball Freight	192 Local Freight	194 Local Freight		
		STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		
81	151.8	CS	PALESTINE. WD\$OYT	Yard	6 55 PM		4 30 AM			3 15 AM	12 30 PM			
			1.0		SEE NOTE 1									
	150.8	P	SY JCT.		6 47		4 12							
A89	143.3	P	CRONIN	85	6 38		4 02			2 50	12 10 PM			
A94	138.6	LS	ELKHART	82	6 32		3 52			2 35	11 55 AM			
A100	132.6	P	SALMON	94	6 25		3 41			2 20	11 37 ¹⁶⁵			
A106	126.3	LS	GRAPELAND W*	78	f 6 17		s 3 31			2 05	11 10			
A112	119.8	P	LATEXO	86	6 09		f 3 20			1 45	10 55			
A119	113.3	LS	CROCKETT	100	f 6 02		s 3 06			1 09 ²⁷	10 39 ¹⁹³			
A125	106.8	P	OUT	84	5 56		f 2 58			12 47	9 40			
A133	99.6	LS	LOVELADY	87	5 49		s 2 47			12 34	9 25			
A137	95.0	P	RED BRANCH	84	5 45		f 2 36			12 25	9 15			
A146	86.0	LS	TRINITY W*	100	f 5 36		s 2 15 ²⁷			12 10 ¹⁶⁷	9 00			
A153	79.1	LS	RIVERSIDE	77	5 28		s 2 04			11 50 PM	8 39 ¹²¹			
A161	71.2	P	DODGE	80	5 21		s 1 52			11 37	7 43			
A165	66.8	LS	PHELPS WY*	100	f 5 17		s 1 43			11 28	7 35 AM	1 50 PM		
A177	55.1	LS	NEW WAVERLY	100	5 05		s 1 19 ¹⁶⁷			11 03		1 10		
A185	47.1	TP	WILLIS	103	4 57		s 1 09			10 48		12 50		
A193	39.1	CS	CONROE (GC&SF Cross.) Y*	125	f 4 49		s 12 55			10 33		12 30 PM		
A196	35.8	P	CAMP STRAKE				f 12 45							
A202	30.2	P	TAMINA	84	4 39		f 12 38					10 55 ¹⁹⁵		
A209	23.1	CS	SPRING WY*		4 33	s 5 34 PM	s 12 29		5 05 AM	8 50 PM	9 58	10 17		
	22.6	P	SW SIDING	125	4 32	5 32	12 27		5 00 ⁷³ 4 39 ²⁷	8 48	9 57	10 08		
A213	19.0	P	WESTFIELD			f 5 28	f 12 22							
A219	13.0	P	ALDINE	125	4 24 ¹⁶⁵	f 5 21	f 12 14 ⁷¹		4 10	8 34	9 40	9 56 ¹²¹		
A227	5.0	NOTE 2	BELT JCT.		4 17 PM	5 13 PM	12 03 AM		3 55 AM	8 20 PM	9 25 PM	9 30 AM		
A232	0.0	CS	SETTEGAST YARD WDO\$Y	Yard					3 30 AM	8 00 PM	9 00 PM	9 00 AM		
	4.8		H.B.&T. CROSSING											
	0.0	CS	HOUSTON (Union Station)		4 00 PM 3 25 PM	4 55 PM	11 45 PM							
A280	49.5	CS	GALVESTON		2 00 PM									
			201.3		Daily	Daily	Daily		Daily	Daily	Daily	Daily Except Sunday		

NOTE 1—First Class Trains. See Current Time Table San Antonio Division between SY Jct. and Palestine.
 NOTE 2—Between Aldine and Belt Jct. Signal Indication, both Opposing and Following Movements.

MART SUBDIV.—SPRING TO MART

Station Numbers	Miles from Spring	TIMETABLE NO. 77 DECEMBER 7, 1952		Siding Capacity in Cars	TRAINS NORTHWARD						
					FIRST CLASS		SECOND CLASS		THIRD CLASS		
					18 Passenger		70 Red Ball Freight	72 Red Ball Freight	394 Local Freight	392 Local Freight	
STATIONS					Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday	
Bv159	158.5	CS	MART	WO\$Y	Yard			11 00 ³⁹³ AM	2 35 AM		10 40 AM
Bv152	151.8	P	OTTO		79			10 46	2 11		10 24
Bv145	144.5	P	MA SIDING		100			10 33	1 59		9 50
	139.1		T. & N. O. CROSSING								
Bv139	138.5	LS	MARLIN	W	82			10 15	1 40		9 40
Bv129	128.3	P	COYMACK		88			9 56	1 25		9 25
Bv116	116.5	P	GH SIDING		98			9 40	1 08		9 05
Bv110	110.1	P	AJ SIDING		100			9 28	12 58		8 50
Bv103	103.6	P	GOODLAND		84			9 16	12 47 ⁷³		8 35
175	100.6	CS	VALLEY JCT. (S.A. Div. Cross.)	WY	131	8 15 PM		9 11	12 40 AM	1 10 PM	8 10 ¹⁷
	97.0		TATSIE (T & N O Crossing)								
Bv96	95.5	P	NICHOLAS		84	7 50 ⁷¹		8 48	11 36 PM	12 57	7 57
Bv92	92.0	P	MUMFORD		78	f 7 45		8 42	11 30	12 40	7 50
Bv86	85.5	P	FOUNTAIN		77	f 7 37		8 30 ¹⁷	11 20	12 20 PM	7 35
Bv78	78.1	CS	BRYAN	WY	75	s 7 24		8 05 ³⁹⁵	11 08	11 55 AM	7 20 ³⁹⁵ AM
	77.8		T. & N. O. CROSSING								
Bv74	73.6	LS	COLLEGE STATION			s 7 18		7 50	11 01	11 20	
	73.3		T. & N. O. CROSSING								
Bv70	70.5	P	KOPPE		70	7 12		7 40	10 56	11 05	
Bv65	65.3	P	ENRIGHT		100	7 05		7 30	10 48	10 50	
Bv55	55.4	P	DINKINS		75	f 6 52		7 13	10 33	10 30	
	48.7		T. & N. O. CROSSING								
Bv49	48.5	CS	NAVASOTA	W	74	s 6 37		6 50	10 16	10 12 ³⁹⁵ 9 25 ¹⁷	
Bv37	36.5	P	STONEHAM		100	f 6 23		6 20	9 49 ⁷¹	8 20	
Bv27	27.3	P	FETZER		70	f 6 11		6 00	9 33	8 01	
Bv22	22.1	LS	MAGNOLIA		100	f 6 03		5 50	9 24	7 50	
Bv17	17.0	P	PINEHURST	*	43	f 5 57		5 40	9 16	7 35	
Bv11	11.2	P	HUFSMITH		100	f 5 49		5 30	9 07	7 25	
A209	0.0	CS	SPRING	WY		s 5 34 PM		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	TIMETABLE NO. 77 DECEMBER 7, 1952	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 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	6 55	4 25	1 50	
9 50	7 18	11 22	Bv263	263.9	P	EVERMAN 6.2	6 45	4 15	1 35	
10 15	7 38	11 47 AM	Bv252	252.8	P	LILLIAN 11.1	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 ^{PM}	
11 40 ³⁹⁰	8 34	1 03	Bv222	222.3	LS	ITALY 12.6	5 35	2 10	11 40 ^{AM}	
11 55 AM	8 48	1 19	Bv213	213.7	P	MERTENS 8.6	5 20	1 55	11 20	
12 10 PM	8 57	1 35 ⁷⁰	Bv208	208.9	P	IRVINE 4.8	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 1.6				
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	CS	MART 8.8	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

TRAINS SOUTHWARD				Station Numbers	Miles from Mineola	TIMETABLE NO. 77		Miles from Troup	TRAINS NORTHWARD				
SECOND CLASS						DECEMBER 7, 1952			THIRD CLASS				
			197 Local Freight								196 Local Freight		
			Daily Except Sunday			STATIONS							
			6 30 AM	B 44	0.0	LS	MINEOLA	WY	44.2				
			6 45	B 39	4.8		4.8 EADS		39.4				
			7 05	B 33	11.5	TP	6.7 LINDALE		32.7				
			7 25	B 27	17.9		6.4 SWAN		26.3				
			8 15	B 19	25.2	LS	7.3 TYLER (St. LS-W Cross.)	W	19.0				
			8 35	B 14	30.3		5.1 ELBERTA		13.9				
			8 55	B 9	35.6		5.3 WHITEHOUSE		8.6				
			9 20 AM	36	44.2	CS	8.6 TROUP	WY	0.0				
			Daily Except Sunday				44.2						

HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND PHELPS

TRAINS SOUTHWARD				Station Numbers	Miles from Huntsville	TIMETABLE NO. 77		Miles from Phelps	TRAINS NORTHWARD			
THIRD CLASS						DECEMBER 7, 1952			THIRD CLASS			
			199 Local Freight								198 Local Freight	
			Daily Except Sunday			STATIONS						
			7 00 AM	D7	0.0	LS	HUNTSVILLE		7.0			
			7 30 AM	A165	7.0	LS	7.0 PHELPS	WY	0.0			
			Daily Except Sunday				7.0					

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

TRAINS SOUTHWARD				Miles from Congress Ave.	Station Numbers	TIMETABLE NO. 77 DECEMBER 7, 1952	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	A233	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. 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	08	MYRTLE.....	41.5		10 50	5 20		
	9 05	8 35	11.5	011	ALMEDA.....	38.5		10 40	5 10		
	9 25	8 50	16.3	018	FRESNO.....	33.7		10 20	4 55		
	9 47	9 01	18.8	019	ARCOLA (GC&SF Crossing).....	31.2		10 10	4 45		
	9 57 PM	9 15	21.1	021	HAWDON.....	28.9		9 45	4 35 PM		
		9 30 ³⁸²	23.0	023	JULIFF.....	27.0		9 30 ³⁸³			
		9 50	27.5	027	SANDY POINT.....	22.5		9 13			
		10 01	29.7	030	ROSHARON.....	20.3		8 50			
		10 20	32.4	032	BONNEY.....	17.6		8 30			
		10 40	37.0	037	CHENANGO.....	13.0		8 10			
		11 05 AM	40.0	040	LS ANCHOR.....Y	10.0		7 50			
			42.2	042	OYSTER CREEK.....	7.8					
		12 01 PM	50.0	050	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	TIMETABLE NO. 77 DECEMBER 7, 1952		Miles from Overton	TRAINS NORTHWARD				
THIRD CLASS									THIRD CLASS				
			51 Local Freight										50 Local Freight
			Daily Except Sunday			STATIONS							
		10 15 AM		22	16.0	LS	OVERTON	W	0.0		9 45 AM		
				E4	12.0		NORFOLK		4.0				
		11 30 AM		E16	0.0	LS	HENDERSON	WO	16.0		8 30 AM		
			Daily Except Sunday								Daily Except Sunday		

SUGAR LAND SUBDIV.—BETWEEN SUGAR LAND AND HAWDON

TRAINS SOUTHWARD				Station Numbers	Miles from Sugar Land	TIMETABLE NO. 77 DECEMBER 7, 1952		Miles from Hawdon	TRAINS NORTHWARD				
SECOND CLASS									THIRD CLASS				
			371 Local Freight										370 Local Freight
			Daily Except Sunday			STATIONS							
		3 30 PM		S33	0.0	LS	SUGAR LAND (T&NO Cross.)	WOYS	15.3		11 00 PM		
		3 55			6.7		DEWALT		8.6		10 35		
		4 10		S22	11.3		SUGAR LAND JCT. (GC&SF Cross.)		4.0		10 20		
		4 25		S20	13.8		HOUSE		1.5		10 05		
		4 35 PM			15.3		HAWDON		0.0		9 57 PM		
			Daily Except Sunday								Daily Except Sunday		

SPECIAL INSTRUCTIONS

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

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS", and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A".....Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....Engines other than Diesel with all passenger cars of any type; or Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tight lock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars.

CONSIST "D".....Diesel engines with Streamlined, light-weight—LOW center of gravity cars only.

SUBDIVISION	MILES PER HOUR							
	Consist "A"	Consist "B"	Consist "C"			Consist "D"		
	Track Without Slow Speed Signs	Track Without Slow Speed Signs	Straight Track Without Slow Speed Signs	Curves Without Slow Speed Signs	Curves With Slow Speed Signs	Straight Track Without Slow Speed Signs	Curves Without Slow Speed Signs	Curves With Slow Speed Signs
LONGVIEW SUBDIV.....	50	70	79	79		79	79	Five
TRINITY SUBDIV.....	50	70	79	79		79	79	Miles
FORT WORTH SUBDIV.....	45	59	59	59	Speed	59	59	Per
MART SUBDIV.....	45	59	59	59	Shown on	59	59	Hour
MINEOLA SUBDIV.....	25	30	30	30		30	30	Above
Except between Tyler and Mineola.....	20	20	20	20	Slow	20	20	Speed
HENDERSON SUBDIV.....	25	30	30	30		30	30	Shown
HUNTSVILLE SUBDIV.....	30	30	30	30	Speed	30	30	on Slow
EAST COLUMBIA SUBDIV.....	25	30	30	30	Signs	30	30	Speed
Except between Anchor and East Columbia.....		15	15	15		15	15	Signs
SUGARLAND SUBDIV.....	20	25	25	25		25	25	

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.)	

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
- Wells Creek—South siding switch
- Palestine—North switch freight route
- Palestine—Trinity Subdiv. freight connection
- SY Jct.—Taylor Subdiv. connection
- Cronin—North Siding switch
- Spring—Mart Subdiv. connection
- Belt Jct.—Freight connection to Settegast Yard

3. SPEED RESTRICTIONS: (Cont'd)

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

3. SPEED RESTRICTIONS—(Cont'd)

TRINITY SUBDIVISION:

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

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS—(Cont'd.)

MART SUBDIVISION:

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
348	65	Diesel 301 to 372	65
374 to 389	65	Diesel 501 to 626	65
1055 to 1070	53	Diesel 7000 to 7021	65
1103 to 1125	63	Diesel 7100	90
1151 to 1161	80	Diesel 8001 to 8036	98
1201 to 1258	55		
1429 to 1478	55	Texas & Pacific Engines	
Diesel 7007 to 7009, 7012, 7013	98	Diesel 1500 to 1580	65
Diesel 8011-8012	98	Diesel 2000 to 2017	98
Diesel 525 to 618	65		
Diesel 4112 to 4251	65		
Diesel 9016 to 9232	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:

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:

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
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Bridge derrick cars shipped with boom disconnected must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

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

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

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

3. SPEED RESTRICTIONS: (Cont'd)

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

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

Where maximum train speed is 25 miles per hour or less, speed of trains handling Pile Drivers 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.

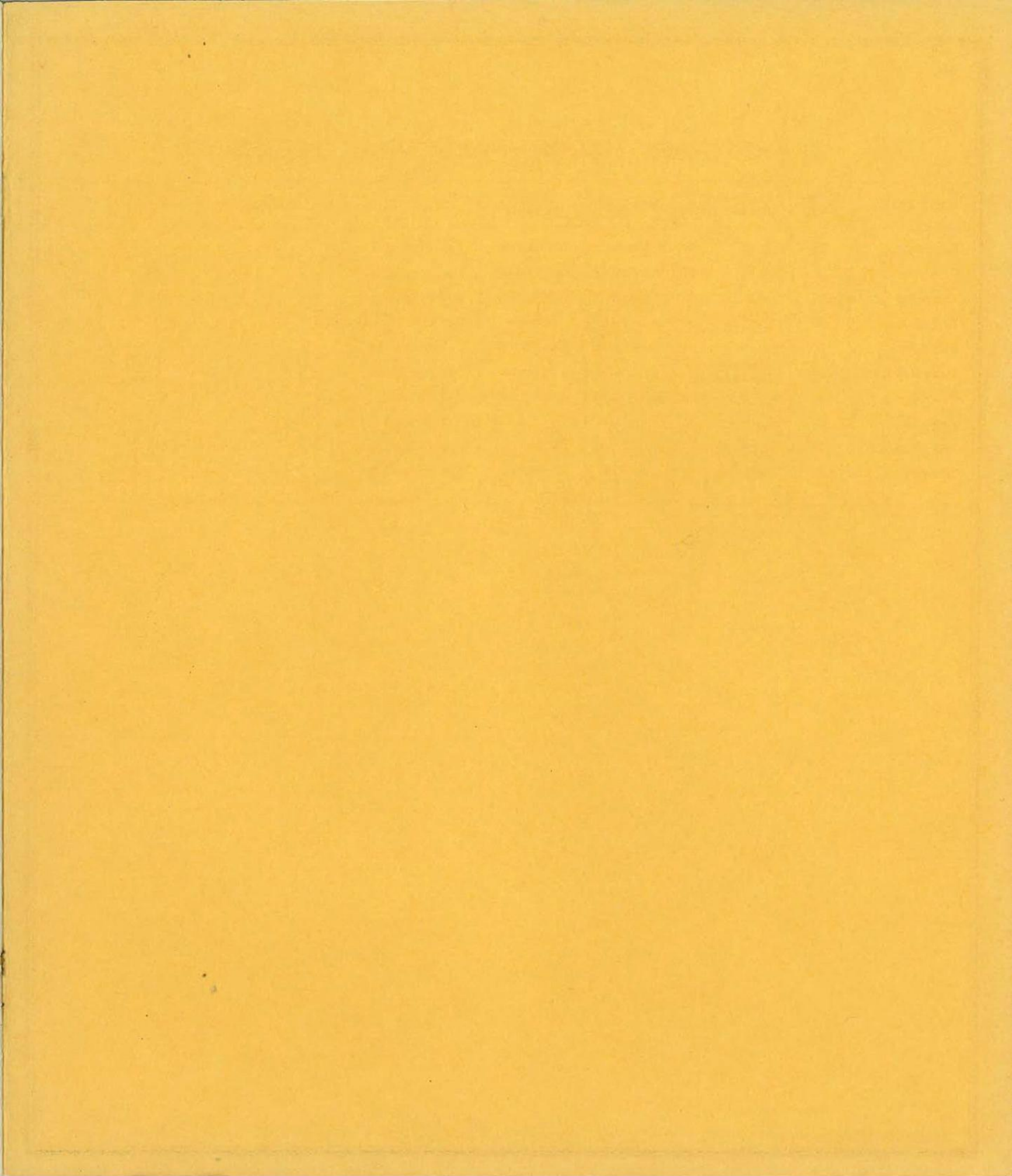
Passenger trains will stop at non-stop stations to discharge passengers holding tickets from connecting lines, except trains 21, 22, 121 and 122.

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	48
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.....	25	T. & P. 225	Indefinitely	Indefinitely	For connection.
Longview.....	37	T. & P. 237	Indefinitely	Indefinitely	For connection.
Palestine.....	22	{ Palestine 122 } { San Antonio 22 }	8:20 P.M.	1 Hour	For either connection.
Palestine.....	26	San Antonio... 26	Indefinitely	Indefinitely	For connection.
Palestine.....	38	{ Palestine . 28 } { San Antonio 38 }	6:30 A.M.	1 Hour	For connection.
Palestine.....	121	Palestine 21	Indefinitely	Indefinitely	For connection.
Palestine.....	27	Palestine 37	3:00 A.M.	3 Hrs., 15 Min.	For connection.
Valley Jct.....	17	San Antonio... 25	Indefinitely	Indefinitely	For connection.
Houston.....	122	Kingsville 12	4:30 P.M.	30 Minutes	For connection.



MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. HARRY A. HAVERLAH, Chief Surgeon

DISTRICT SURGEONS:

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

LOCAL SURGEONS:

Dr. J. T. McRee.....Longview, Texas
 Dr. B. A. Swinney.....Longview, Texas
 Dr. J. E. Adams.....Kilgore, Texas
 Dr. L. L. Allums.....Kilgore, Texas
 Dr. Seth M. Downs.....Kilgore, Texas
 Dr. R. H. Robertson, Jr.....Kilgore, Texas
 Dr. J. A. Birdwell.....Overton, Texas
 Dr. H. E. Kennamer.....Overton, Texas
 Dr. John R. Brown.....Arp, Texas
 Dr. Lynn Hilbun.....Henderson, Texas
 Dr. J. G. Sadler.....Henderson, Texas
 Dr. R. F. Shaw.....Henderson, Texas
 Dr. Herbert A. Suehs.....Henderson, Texas
 Dr. Paul E. Suehs.....Henderson, Texas
 Dr. C. H. Willingham.....Whitehouse, Texas
 Dr. W. H. Bryant.....Tyler, Texas
 Dr. John H. Mitchell.....Tyler, Texas
 Dr. T. H. Peterson.....Mineola, Texas
 Dr. A. P. Buchanan.....Mineola, Texas
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 Dr. Sam Kennedy.....Grapeland, Texas
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 Dr. C. W. Dorsey.....Crockett, Texas
 Dr. Carl Murray.....Crockett, Texas
 Dr. A. B. Brown, Jr.....Crockett, Texas

Dr. S. L. Autrey.....Trinity, Texas
 Dr. S. M. Briscoe.....Trinity, Texas
 Dr. Sam R. Barnes.....Trinity, Texas
 Dr. Ray Black.....Huntsville, Texas
 Dr. W. B. Veazy.....Huntsville, Texas
 Dr. T. C. Cole.....Huntsville, Texas
 Dr. E. W. Anderson.....Conroe, Texas
 Dr. W. M. Holland.....Conroe, Texas
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 *Dr. N. A. Kilgore.....Houston, Texas
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 Dr. M. E. Parker.....Anderson, Texas
 Dr. S. D. Coleman.....Navasota, Texas
 Dr. H. L. Stewart.....Navasota, Texas
 Dr. Hardy E. Thompson.....Navasota, Texas
 Dr. E. T. Ketchum.....Navasota, Texas
 Dr. J. E. Marsh.....College Station, Texas
 Dr. R. H. Benbow.....Bryan, Texas
 Dr. R. B. Grant.....Bryan, Texas
 Dr. T. O. Walton, Jr.....Bryan, Texas

Dr. Albert G. McGill, Jr.....Bryan, Texas
 Dr. T. T. Walton.....Bryan, Texas
 Dr. W. C. Taylor, Jr.....Calvert, Texas
 Dr. J. B. Barnett.....Marlin, Texas
 Dr. T. J. Glass.....Marlin, Texas
 Dr. A. C. Bennett.....Marlin, Texas
 Dr. Howard Smith.....Marlin, Texas
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 Dr. W. L. Crosthwaite.....Waco, Texas
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 Dr. Will S. Horn.....Ft. Worth, Texas
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 Dr. Frank L. Bynum.....Ft. Worth, Texas

EYE, EAR, NOSE AND THROAT:

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

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

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

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

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