

DIVISION OFFICERS

D. E. WALKER.....Superintendent.....Palestine, 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...Asst. Trainmaster
Mart Subdiv.....Valley Jct., Tex.
R. G. SWINDLER.....Asst. Trainmaster
Fort Worth,
Mart Subdivs.....Ft. Worth, Texas
R. F. DUBUS.....Road Foreman
of Engines.....Palestine, Texas
G. F. BROOKS.....Division
Trainmaster.....Palestine, Texas

SAFETY FIRST



INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY SUGAR LAND RAILWAY

PALESTINE DIVISION

TIMETABLE No. 82

Effective 12:01 A. M.

SUNDAY, NOVEMBER 20, 1955

CENTRAL STANDARD TIME

Superseding Timetable No. 81, dated June 5, 1955,
and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
NO. 8 DATED JANUARY 1, 1955

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.
M. L. SMITH, General Superintendent Transportation.
E. C. SHEFFIELD, General Manager.
V. A. GORDON, 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: 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When properly authorized, rules may be cancelled, superseded or changed by: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 of any and all signals, REGARDLESS OF LOSS OF TIME.

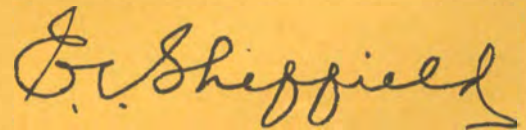
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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 it is 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.

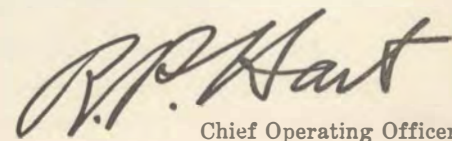
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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 | TIMETABLE NO. 82 NOVEMBER 20, 1955 | Siding Capacity in Cars | TRAINS SOUTHWARD | | | | | | | | |
|-----------------|---------------------|---|-------------------------|------------------|--------------------|----------------------|------------------------|------------------------|--|------------------|----------|--|
| | | | | FIRST CLASS | | | SECOND CLASS | | THIRD CLASS | | | |
| | | | | 25 Passenger | 21 Passenger | 37 Passenger | 65 Red Ball Freight | 67 Red Ball Freight | 191 Local Freight | | | |
| | | STATIONS | | Daily | Daily | Daily | | Daily | Daily | Mon., Wed., Fri. | | |
| 0 | 0.0 | OS.....LONGVIEW.....@D&Y | Yard | | 3 20 AM | 5 15 AM | 6 05 PM | | 5 20 AM | 5 00 PM | 8 20 AM | |
| 5 | 4.9 | P.....FOOTES..... ^{4.9} | 96 | | 3 28 | 5 22 | 6 13 | | 5 30 | 5 10 | 8 35 | |
| 10 | 10.8 | P.....BA SIDING..... ^{5.9} | 93 | | 3 36 | 5 29 | 6 19 | | 5 40 | 5 20 | 8 50 | |
| 12 | 12.1 | LS.....KILGORE..... ^{1.3} * | 40 s | | 3 40 | a 5 31 | s 6 25 | | 5 45 | 5 23 | 9 00 | |
| 18 | 17.9 | P.....REEDS..... ^{5.8} | 77 | | 3 48 | 5 38 | 6 31 | | 5 55 | 5 31 | 9 15 | |
| 22 | 22.4 | LS.....OVERTON..... ^{4.5} * | 112 s | | 3 57 | 5 44 | s 6 40 | | 6 05 | 5 38 | 9 45 | |
| 29 | 28.6 | LS.....ARP..... ^{6.2} * | 95 | | 4 06 | 5 51 | s 6 48 | | 6 17 | 5 46 | 10 10 | |
| 36 | 35.9 | OS.....TROUP..... ^{7.3} *Y | 121 s | | 4 18 | a 6 01 | s 7 02 | | 6 33 ⁶⁶ 6 57 ³⁸ | 5 56 | 10 45 | |
| 48 | 47.9 | P.....TECULA..... ^{12.0} | 96 | | 4 34 | 6 15 ⁶⁶ | 7 18 | | 7 21 | 6 12 | 11 10 | |
| 54 | 54.1 | LS.....JACKSONVILLE..... ^{6.2} * | 80 s | | 4 41 | a 6 21 ³⁸ | s 7 28 | | 7 32 | 6 22 | 11 25 AM | |
| 57 | 57.7 | P.....HUME..... ^{0.2} | 98 | | 4 50 | 6 28 | 8 13 ²² | | 7 41 | 6 29 | 12 05 PM | |
| 70 | 69.4 | P.....NECHES..... ^{3.4} * | 150 | | 5 04 ⁶⁶ | 6 42 | s 8 30 ²⁶ | | 8 05 ¹⁹⁰ | 6 44 | 12 35 | |
| 76 | 76.3 | P.....WELLS CREEK..... ^{11.7} | 105 | | 5 12 | 6 50 | 8 38 | | 8 30 | 6 53 | 12 50 | |
| 81 | 81.3 | OS.....PALESTINE.....@D&Y | Yard | | 5 25 AM | 7 00 AM | 8 45 PM | | 9 00 AM | 7 20 PM | 1 10 PM | |
| | | 81.3 | | Daily | Daily | Daily | | Daily | Daily | Mon., Wed., Fri. | | |

LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

| Station Numbers | Miles from Palestine | TIMETABLE NO. 82 NOVEMBER 20, 1955 | Sliding 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 | | Tue., Thur., Sat. | | |
| 0 | 81.3 | OS.....LONGVIEW.....@D&Y 4.9 | Yard | 8 10 AM | 9 25 PM | 10 10 PM | | 7 35 AM | | 2 00 PM |
| 5 | 76.4 | P.....FOOTES..... 5.9 | 96 | 7 50 | 9 16 | 10 00 | | 7 22 | | 1 40 |
| 10 | 70.5 | P.....BA SIDING..... 1.3 | 93 | 7 42 | 9 09 | 9 53 | | 7 12 | | 1 20 |
| 12 | 69.2 | LS.....KILGORE.....* 5.8 | 40 s | 7 37 | a 9 06 | s 9 51 | | 7 09 | | 1 15 |
| 18 | 63.4 | P.....REEDS..... 4.5 | 77 | 7 28 | 8 58 | 9 42 | | 7 00 | | 12 40 |
| 22 | 58.9 | LS.....OVERTON.....* 6.2 | 112 s | 7 20 | 8 53 | s 9 37 | | 6 53 | | 12 30 |
| 29 | 52.7 | LS.....ARP.....* 7.3 | 95 s | 7 08 | 8 47 | 9 30 | | 6 43 | | 12 10 PM |
| 36 | 45.4 | OS.....TROUP.....*Y 12.0 | 121 s | 6 57 ⁶⁵ | a 8 39 | s 9 21 | | 6 33 ⁶⁵ | | 11 50 AM |
| 48 | 33.4 | P.....TEOULA..... 6.2 | 96 | 6 30 | 8 25 | 9 05 | | 6 15 ²¹ | | 10 45 |
| 54 | 27.2 | LS.....JACKSONVILLE.....* 0.2 | 80 s | 6 21 ²¹ | a 8 18 | s 8 55 | | 5 37 | | 10 30 |
| | 27.0 |StLSW CROSSING..... 8.4 | | | | | | | | |
| 57 | 23.6 | P.....HUME..... 11.7 | 98 | 5 59 | 8 13 ³⁷ | 8 45 | | 5 27 | | 8 31 |
| 70 | 11.9 | P.....NECHES.....* 6.9 | 150 f | 5 45 | 7 59 | 8 30 ³⁷ | | 5 04 ²⁵ | | 8 05 ⁶⁵ |
| 76 | 5.0 | P.....WELLS CREEK..... 5.0 | 105 | 5 37 | 7 51 | 8 17 | | 4 40 | | 7 40 |
| 81 | 0.0 | CS.....PALESTINE.....@D&Y | Yard | 5 30 AM | 7 45 PM | 8 10 PM | | 4 30 AM | | 7 30 AM |
| | 81.8 | | | Daily | Daily | Daily | | Daily | | Tue., Thur., Sat. |

TRINITY SUBDIV.—PALESTINE TO BELT JCT.

| Miles from SY Jct. | TIMETABLE NO. 82 NOVEMBER 20, 1955 | TRAINS SOUTHWARD | | | | | | | | | |
|--------------------|--|----------------------|----------------------|--|--------------------|------------------------|-------------------------|------------------------|------------------|----------------------|----------------------|
| | | FIRST CLASS | | | | SECOND CLASS | | | THIRD CLASS | | |
| | | 121 Passenger | 27 Passenger | | | 73 Red Ball Freight | 167 Red Ball Freight | 71 Red Ball Freight | | 193 Local Freight | 195 Local Freight |
| STATIONS | | Daily | Daily | | Daily | Daily | Daily | | Mon., Wed., Fri. | Mon., Wed., Fri. | |
| 0.0 | OS.....PALESTINE.....@D\$Y | 7 25 AM | 11 45 PM | | | 9 40 PM | | | 8 15 AM | | |
| | -----1.0----- | | SEE NOTE 1 | | | | | | | | |
| 0.0 | P.....SY JCT..... | 7 27 | 11 47 PM | | | | | | | | |
| 7.5 | P.....ORONIN..... | 7 36 | f 12 01 AM | | | 9 52 | | | 8 30 | | |
| 12.2 | LS.....ELKHART.....* | 7 41 | s 12 11 | | | 10 00 | | | 8 45 | | |
| 18.2 | P.....SALMON..... | 7 47 | 12 25 | | | 10 10 | | | 9 00 | | |
| 24.5 | LS.....GRAPELAND.....*a | 7 55 | s 12 40 | | | 10 25 ⁶⁴ | | | 9 30 | | |
| 31.0 | P.....LATEXO.....* | 8 02 | f 12 54 | | | 10 40 | | | 9 45 | | |
| 37.5 | LS.....CROCKETT.....s | 8 09 | s 1 09 | | | 10 52 | | | 10 39 | | |
| 44.0 | P.....OUT..... | 8 17 | f 1 25 | | | 11 02 | | | 10 55 | | |
| 51.2 | LS.....LOVELADY.....* | 8 25 | s 1 43 | | | 11 13 | | | 11 10 | | |
| 55.8 | P.....RED BRANCH..... | 8 30 | f 1 55 | | | 11 21 | | | 11 20 | | |
| 64.8 | LS.....TRINITY.....*a | 8 41 | s 2 15 ²⁸ | | | 11 35 | | | 11 35 | | |
| 71.7 | LS.....RIVERSIDE.....* | 8 49 ¹⁹² | s 2 32 | | | 11 47 PM | | | 11 50 AM | | |
| 79.6 | P.....DODGE.....* | 8 59 | s 2 46 | | | 12 02 AM | | | 12 05 PM | | |
| 84.0 | LS.....PHELPS.....Y*a | 9 05 | s 3 05 | | | 12 10 | | | 12 14 | 9 30 AM | |
| 84.1 | HV JCT. | | | | | | | | 12 15 PM | 9 31 | |
| 95.7 | LS.....NEW WAVERLY.....* | 9 19 | s 3 26 | | | 12 25 | | | | 9 55 | |
| 103.7 | TP.....WILLIS.....* | 9 28 | s 3 43 | | | 12 35 | | | | 10 20 | |
| 111.7 | OS.....CONROE (GC&SF Cross.).....Ys | 9 37 | s 3 54 | | | 12 55 ²⁸ | | | | 11 01 | |
| 115.0 | P.....CAMP STRAKE..... | | f 4 11 | | | | | | | | |
| 120.6 | P.....TAMINA..... | 9 49 | f 4 23 | | | 1 12 | | | | 11 31 AM | |
| 127.7 | OS.....SPRING.....Y* | 9 56 | s 4 38 | | 4 55 AM | 1 22 | 11 35 PM | | | 12 10 PM | |
| 128.2 | P.....SW SIDING..... | 9 57 | 4 39 ⁷⁰ | | 5 00 ⁷⁰ | 1 23 | 11 37 PM | | | 12 23 | |
| 131.8 | P.....WESTFIELD.....* | | f 4 46 | | | | | | | | |
| 137.8 | NOTE 2 { P.....ALDINE..... | 10 08 ¹⁹⁴ | f 4 56 | | 5 15 | 1 38 | 12 14 ²⁸ AM | | | 12 43 | |
| 145.8 | CS.....BELT JCT..... | 10 20 AM | 5 10 AM | | 5 30 AM | 2 00 AM | 12 41 AM | | | 1 05 PM | |
| 150.1 | CS.....SETTEGAST YARD.....@D\$Y | | | | 5 50 AM | 4 00 AM | 1 00 AM | | | 1 20 PM | |
| 146.0 | H. B. & T. CROSSING | | | | | | | | | | |
| 150.8 | CS.....HOUSTON (Union Station)..... | 10 40 AM | 5 30 AM | | | | | | | | |
| | 151.8 | Daily | Daily | | Daily | Daily | Daily | | Mon., Wed., Fri. | Mon., Wed., Fri. | |

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.—MART TO SPRING

| Station Numbers | Miles from Ft. Worth | TIMETABLE NO. 82 NOVEMBER 20, 1955 | Siding Capacity in Cars | TRAINS SOUTHWARD | | | | | |
|-----------------|----------------------|--|-------------------------|---------------------------|---------------------------|-------------------------|--|--|--|
| | | | | SECOND CLASS | | THIRD CLASS | | | |
| | | | | 71 Red Ball Freight | 73 Red Ball Freight | 395 Local Freight | | | |
| | | STATIONS | Daily | Daily | Mon., Wed., Fri. | | | | |
| Bv159 | 114.4 | CS.....MART.....DjY | Yard | 5 00 PM | 11 10 PM | | | | |
| Bv152 | 121.1 | P.....OTTO..... 6.7 | 79 | 5 12 | 11 20 | | | | |
| Bv145 | 128.4 | P.....MA SIDING..... 7.3 | 100 | 5 24 | 11 32 | | | | |
| | 133.8 |T. & N. O. CROSSING..... 5.4 | | | | | | | |
| Bv139 | 134.4 | LS.....MABLIN..... 0.6 | 82 | 5 39 | 11 46 PM | | | | |
| Bv129 | 144.6 | P.....OOYMAOK..... 10.2 | 88 | 6 00 | 12 01 AM | | | | |
| Bv116 | 156.4 | P.....SALTER..... 11.8 | 98 | 6 20 | 12 18 | | | | |
| Bv110 | 162.8 | P.....AJ SIDING..... 6.4 | 100 | 6 32 | 12 29 | | | | |
| 175 | 172.3 | OS.....VALLEY JCT.....@DY 9.5 | 131 | 7 20 | { 12 50 72 1 35 | 5 30 AM | | | |
| | 175.9 |S. A. DIV. CROSSING..... 0.0 | | | | | | | |
| | 175.9 | TATBIE (T&NO Crossing) 3.6 | | | | | | | |
| Bv92 | 180.9 | P.....MUMFORD..... 6.0 | 78 | 8 11 | 1 55 | 5 50 | | | |
| Bv86 | 187.4 | P.....FOUNTAIN..... 6.5 | 77 | 8 21 | 2 10 | 6 00 | | | |
| Bv78 | 194.8 | CS.....BRYAN..... 7.4 | 75 | 8 31 | 2 24 | 7 10 | | | |
| | 195.1 |T. & N. O. CROSSING..... 0.3 | | | | | | | |
| Bv74 | 199.3 | LS.....COLLEGE STATION..... 4.2 | | 8 41 | 2 34 | 7 25 | | | |
| | 199.6 |T. & N. O. CROSSING..... 0.3 | | | | | | | |
| Bv70 | 202.4 | P.....KOPPE..... 2.8 | 70 | 8 47 | 2 39 | 7 40 70 | | | |
| Bv65 | 207.6 | P.....ENRIGHT..... 5.2 | 100 | 8 57 | 2 48 | 7 48 | | | |
| Bv55 | 217.5 | P.....DINKINS..... 9.9 | 75 | 9 12 | 3 03 | 8 10 | | | |
| | 224.2 |T. & N. O. CROSSING..... 6.7 | | | | | | | |
| Bv49 | 224.4 | OS.....NAVASOTA..... 0.2 | 74 | 9 23 | 3 28 | 9 10 | | | |
| Bv37 | 236.4 | P.....STONEHAM..... 12.0 | 100 | 9 49 72 | 3 52 | 9 35 | | | |
| Bv27 | 245.6 | P.....FETZER..... 9.2 | 70 | 10 09 | 4 07 | 9 55 | | | |
| Bv22 | 250.8 | LS.....MAGNOLIA..... 5.2 | 100 | 10 29 | 4 16 | 10 05 | | | |
| Bv11 | 261.7 | P.....HUFSMITH..... 10.9 | 125 | 11 01 | 4 34 | 10 25 | | | |
| A209 | 272.9 | OS.....SPRING.....Y 11.2 | | 11 35 PM | 4 55 AM | 10 45 AM | | | |
| | 158.5 | | | Daily | Daily | Mon., Wed., Fri. | | | |

MART SUBDIV.—SPRING TO MART

| Station Numbers | Miles from Spring | TIMETABLE NO. 82 NOVEMBER 20, 1955 | | Siding Capacity in Cars | TRAINS NORTHWARD | | | | | | | |
|-----------------|-------------------|--|------------------------|-------------------------|---------------------------|---------------------------|----------------------|-------------------------|----------------------|--|--|--|
| | | | | | SECOND CLASS | | | THIRD CLASS | | | | |
| | | | | | 70 Red Ball Freight | 72 Red Ball Freight | | 394 Local Freight | | | | |
| | | STATIONS | | Daily | Daily | | Tue., Thur., Sat. | | | | | |
| Bv159 | 158.5 | OS | MART | DY | Yard | 11 00 AM | 2 35 AM | | | | | |
| Bv152 | 151.8 | P | OTTO | | 79 | 10 46 | 2 16 | | | | | |
| Bv145 | 144.5 | P | MA SIDING | | 100 | 10 33 | 2 04 | | | | | |
| | 139.1 | | T. & N. O. CROSSING | | | | | | | | | |
| Bv139 | 138.5 | LS | MARLIN | | 82 | 10 15 | 1 50 | | | | | |
| Bv129 | 128.3 | P | COY MACK | | 88 | 9 56 | 1 35 | | | | | |
| Bv116 | 116.5 | P | SALTER | | 98 | 9 40 | 1 18 | | | | | |
| Bv110 | 110.1 | P | AJ SIDING | | 100 | 9 28 | 1 08 | | | | | |
| 175 | 100.6 | OS | VALLEY JCT. | DY | 131 | 9 11 | 12 50 AM | | 11 00 AM | | | |
| | | | S. A. DIV. CROSSING | | | | | | | | | |
| | 97.0 | | TATSIE (T&NO Crossing) | | | | | | | | | |
| Bv92 | 92.0 | P | MUMFORD | | 78 | 8 42 | 11 30 PM | | 10 30 | | | |
| Bv86 | 85.5 | P | FOUNTAIN | | 77 | 8 30 | 11 20 | | 10 15 | | | |
| Bv78 | 78.1 | OS | BRYAN | | 75 | 8 05 | 11 08 | | 10 00 | | | |
| | 77.8 | | T. & N. O. CROSSING | | | | | | | | | |
| Bv74 | 73.6 | LS | COLLEGE STATION | | | 7 50 | 11 01 | | 8 50 | | | |
| | 73.3 | | T. & N. O. CROSSING | | | | | | | | | |
| Bv70 | 70.5 | P | KOPPE | | 70 | 7 40 ⁸⁹⁶ | 10 56 | | 8 40 | | | |
| Bv65 | 65.3 | P | ENRIGHT | | 100 | 7 30 | 10 48 | | 8 30 | | | |
| Bv55 | 55.4 | P | DINKINS | | 75 | 7 13 | 10 33 | | 8 10 | | | |
| | 48.7 | | T. & N. O. CROSSING | | | | | | | | | |
| Bv49 | 48.5 | OS | NAVASOTA | | 74 | 6 50 | 10 16 | | 7 50 | | | |
| Bv37 | 36.5 | P | STONEHAM | | 100 | 6 20 | 9 49 ⁷¹ | | 6 40 | | | |
| Bv27 | 27.3 | P | FETZER | | 70 | 6 00 | 9 33 | | 6 20 | | | |
| Bv22 | 22.1 | LS | MAGNOLIA | | 100 | 5 50 | 9 24 | | 6 10 | | | |
| Bv11 | 11.2 | P | HUFSMITH | | 125 | 5 30 | 9 07 | | 5 50 | | | |
| A209 | 0.0 | OS | SPRING | Y | | 5 05 AM | 8 50 PM | | 5 30 AM | | | |
| | | | 158.5 | | | Daily | Daily | | Tue., Thur., Sat. | | | |

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

TRAINS SOUTHWARD

TRAINS NORTHWARD

THIRD CLASS SECOND CLASS STATION NUMBERS MILES FROM SPRING TIMETABLE NO. 82 NOVEMBER 20, 1955 SLIDING CAPACITY IN CARS 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

Tue., Thur., Sat. Daily Daily STATIONS Daily Daily Mon., Wed., Fri.

| | | | | | | | | |
|---------------------|----------|----------------------|-------|-------|--|---------|----------------------|---------------------|
| 9 30 AM | 7 00 PM | 11 00 AM | Bv272 | 272.1 | P.....TP CONN..... | 7 40 AM | 5 30 PM | 12 01 PM |
| 9 40 | 7 06 | 11 07 | Bv270 | 270.1 | P.....MARA..... 2.0 | 6 55 | 4 25 | 11 50 AM |
| 10 00 | 7 18 | 11 25 ³⁹⁰ | Bv263 | 263.9 | P.....EVERMAN..... 6.2 | 6 45 | 4 15 | 11 25 ⁷¹ |
| 10 25 | 7 38 | 11 47 AM | Bv252 | 252.8 | P.....LILLIAN..... 11.1 | 6 27 | 3 42 | 11 04 |
| 10 50 | 7 52 | 12 03 PM | Bv245 | 245.4 | P.....VENUS..... 7.4 | 6 15 | 3 21 | 10 50 |
| 11 10 | 8 11 | 12 23 | Bv234 | 234.9 | LS.....MAYPEARL..... 10.5 | 5 55 | 2 55 | 10 23 |
| 11 40 | 8 34 | 1 03 | Bv222 | 222.3 | LS.....ITALY..... 12.6 | 5 35 | 2 10 | 9 40 |
| 11 55 AM | 8 48 | 1 19 | Bv213 | 213.7 | P.....MERTENS..... 8.6 | 5 20 | 1 55 | 9 20 |
| 12 10 PM | 8 57 | 1 35 ⁷⁰ | Bv208 | 208.9 | P.....IRENE..... 4.8 | 5 10 | 1 35 ⁷¹ | 9 05 |
| 12 27 | 9 13 | 2 10 | Bv198 | 199.0 | P.....PENELOPE..... 9.9 | 4 55 | 1 15 | 8 35 |
| 12 50 ⁷⁰ | 9 29 | 2 46 | Bv188 | 188.6 | P.....LEROY..... 10.4 | 4 35 | 12 50 ³⁹¹ | 8 01 |
| 1 10 | 9 46 | 3 10 | Bv178 | 177.7 | P.....EASTOO (StLSW) Crossing..... 10.9 | 4 15 | 12 30 | 7 35 |
| | | | | 177.2 | P.....WF CONN..... 0.5 | | | |
| | | | | 175.6 | LS.....WACO..... 1.6 | | | |
| 2 15 | 10 06 | 3 30 | Bv167 | 166.8 | P.....HALLSBURG..... 8.8 | 3 50 | 12 05 PM | 5 20 |
| 2 35 PM | 10 40 PM | 4 00 PM | Bv159 | 158.5 | CS.....MART..... 8.3 | 3 35 AM | 11 45 AM | 5 00 AM |

Tue., Thur., Sat. Daily Daily 113.6 Daily Daily Mon., Wed., Fri.

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

| TRAINS SOUTHWARD | | | | Station Numbers | Miles from Mineola | TIMETABLE NO. 82 | | Miles from Troup | TRAINS NORTHWARD | | | | |
|------------------|--|--|----------------------|-----------------|--------------------|-------------------|------------------------|------------------|------------------|--|----------------------|--|---------------------|
| THIRD CLASS | | | | | | NOVEMBER 20, 1955 | | | THIRD CLASS | | | | |
| | | | 197 Local Freight | | | | | | | | 196 Local Freight | | |
| | | | Daily Except Sunday | | | STATIONS | | | | | | | |
| | | | 6 30 AM | B 44 | 0.0 | LS | MINEOLA | 44.2 | | | | | 1 45 PM |
| | | | 6 45 | B 39 | 4.8 | | EADS | 39.4 | | | | | 1 15 |
| | | | 7 05 | B 33 | 11.5 | TP | LINDALE | 32.7 | | | | | 12 55 |
| | | | 7 25 | B 27 | 17.9 | | SWAN | 26.3 | | | | | 12 35 |
| | | | 8 15 | B 19 | 25.2 | LS | TYLER (St. LSW Cross.) | 19.0 | | | | | 12 01 PM |
| | | | 8 35 | B 14 | 30.3 | | ELBERTA | 13.9 | | | | | 11 20 AM |
| | | | 8 55 | B 9 | 35.6 | | WHITEHOUSE | 8.6 | | | | | 11 00 |
| | | | 9 20 AM | 36 | 44.2 | CS | TROUP | 0.0 | | | | | 10 40 AM |
| | | | Daily Except Sunday | | | | 44.2 | | | | | | Daily Except Sunday |

HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND HV JCT.

| TRAINS SOUTHWARD | | | | Station Numbers | Miles from Huntsville | TIMETABLE NO. 82 | | Miles from Phelps | TRAINS NORTHWARD | | | | |
|------------------|--|--|----------------------|-----------------|-----------------------|-------------------|------------|-------------------|------------------|--|----------------------|--|---------------------|
| THIRD CLASS | | | | | | NOVEMBER 20, 1955 | | | THIRD CLASS | | | | |
| | | | 199 Local Freight | | | | | | | | 198 Local Freight | | |
| | | | Daily Except Sunday | | | STATIONS | | | | | | | |
| | | | 7 00 AM | D7 | 0.0 | LS | HUNTSVILLE | 7.0 | | | | | 3 15 PM |
| | | | 7 29 AM | A165 | 6.9 | LS | PHELPS | 0.1 | | | | | 2 46 PM |
| | | | 7 30 AM | | 7.0 | | HV JCT | 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 Coarvas Ave. | Station Numbers | TIMETABLE NO. 82 NOVEMBER 20, 1955 | 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 | Mon., Wed., Fri. | | | | | | Tue., Thur., Sat. | Daily Except Sunday | | | |
| | 7 30 PM | 7 00 AM | | A232 | OS | SETTEGAST YARD @D&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 | 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 | O 8 | | MYRTLE | 41.5 | 10 50 | 5 20 | | | |
| | 9 05 | 8 35 | 11.5 | O 11 | | ALMEDA | 38.5 | 10 40 | 5 10 | | | |
| | 9 25 | 8 50 | 16.3 | O 16 | | FRESNO | 32.7 | 10 20 | 4 55 | | | |
| | 9 47 | 9 01 | 18.8 | O 19 | | ARCOLA (G&SF Crossing) | 31.2 | 10 10 | 4 45 | | | |
| | 9 57 PM | 9 15 | 21.1 | O 21 | | HAWDON | 26.9 | 9 45 | 4 35 PM | | | |
| | | 9 30 | 23.0 | O 23 | | JULIFF | 27.0 | 9 30 | | | | |
| | | 9 50 | 27.5 | O 27 | | SANDY POINT | 22.5 | 9 13 | | | | |
| | | 10 01 | 29.7 | O 30 | | ROSHARON | 20.3 | 8 50 | | | | |
| | | 10 20 | 32.4 | O 32 | | BONNEY | 17.6 | 8 30 | | | | |
| | | 10 40 | 37.0 | O 37 | | OHENANGO | 13.0 | 8 10 | | | | |
| | | 11 05 AM | 40.0 | O 40 | LS | ANCHOR | 10.0 | 7 50 | | | | |
| | | | 42.2 | O 42 | | OYSTER CREEK | 7.8 | | | | | |
| | | 12 01 PM | 50.0 | O 50 | LS | EAST COLUMBIA | 0.0 | 7 00 AM | | | | |
| | Daily Except Sunday | Mon., Wed., Fri. | | | | 58.6 | | Tue., Thur., Sat. | Daily Except Sunday | | | |

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

| TRAINS SOUTHWARD | | | | Station Numbers | Miles from Henderson | TIMETABLE | | Miles from Overton | TRAINS NORTHWARD | | | | | | | |
|---------------------|--|----------|---------------------|-----------------|----------------------|-------------------|-----------|--------------------|------------------|--|---------|---------------------|--|--|--|--|
| THIRD CLASS | | | | | | NO. 82 | | | | | | THIRD CLASS | | | | |
| 51 Local Freight | | | | | | NOVEMBER 20, 1955 | | | | | | 50 Local Freight | | | | |
| | | | Daily Except Sunday | | | STATIONS | | | | | | Daily Except Sunday | | | | |
| | | 10 15 AM | | 23 | 16.0 | LS | OVERTON | 0.0 | | | 9 45 AM | | | | | |
| | | | | E4 | 12.0 | | NORFOLK | 4.0 | | | | | | | | |
| | | 11 30 AM | | E16 | 0.0 | LS | HENDERSON | 16.0 | | | 8 30 AM | | | | | |
| | | | Daily Except Sunday | | | 16.0 | | | | | | Daily Except Sunday | | | | |

SUGAR LAND SUBDIV.—BETWEEN SUGAR LAND AND HAWDON

| TRAINS SOUTHWARD | | | | Station Numbers | Miles from Sugar Land | TIMETABLE | | Miles from Hawdon | TRAINS NORTHWARD | | | | | | | |
|----------------------|--|---------|---------------------|-----------------|-----------------------|-------------------|--------------------------------|-------------------|------------------|--|----------|----------------------|--|--|--|--|
| THIRD CLASS | | | | | | NO. 82 | | | | | | THIRD CLASS | | | | |
| 371 Local Freight | | | | | | NOVEMBER 20, 1955 | | | | | | 370 Local Freight | | | | |
| | | | Daily Except Sunday | | | STATIONS | | | | | | Daily Except Sunday | | | | |
| | | 3 30 PM | | 833 | .0 | LS | SUGAR LAND (T&NO Cross.) | 15.3 | | | 11 00 PM | | | | | |
| | | 3 55 | | | 6.7 | | DEWALT | 8.6 | | | 10 35 | | | | | |
| | | 4 10 | | 822 | 11.3 | | SUGAR LAND JCT. (GC&SF Cross.) | 4.0 | | | 10 20 | | | | | |
| | | 4 25 | | 820 | 13.8 | | HOUSE | 1.5 | | | 10 05 | | | | | |
| | | 4 35 PM | | | 15.3 | | HAWDON | 0.0 | | | 9 57 PM | | | | | |
| | | | Daily Except Sunday | | | 15.3 | | | | | | Daily Except Sunday | | | | |

SPECIAL INSTRUCTIONS

1. Northward regular trains are superior to trains of the same class in the opposite direction, except:

Mineola Subdiv. No. 197 is superior to No. 196.
 Sugar Land Subdiv. No. 371 is superior to No. 370.

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".....Diesel engines with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....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, lightweight—LOW center of gravity cars only.

| SUBDIVISION | MILES PER HOUR | | | | | | | |
|---|----------------|-------------|---|---------------------------------|------------------------------|---|---------------------------------|------------------------------|
| | Consist "A" | Consist "B" | Consist "C" | | | Consist "D" | | |
| | | | 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 | | 59 | 59 | Hour |
| MINEOLA SUBDIV..... | 25 | 30 | 30 | 30 | Shown on | 30 | 30 | Above |
| Except between Tyler and Mineola..... | 20 | 20 | 20 | 20 | | 20 | 20 | Speed |
| HENDERSON SUBDIV..... | 25 | 30 | 30 | 30 | Slow | 30 | 30 | Shown |
| HUNTSVILLE SUBDIV..... | 30 | 30 | 30 | 30 | Speed | 30 | 30 | on |
| EAST COLUMBIA SUBDIV..... | 25 | 30 | 30 | 30 | Signs | 30 | 30 | Speed |
| Except between Anchor and East Columbia..... | 15 | 15 | 15 | 15 | | 15 | 15 | Speed |
| SUGAR LAND SUBDIV..... | 20 | 25 | 25 | 25 | | 25 | 25 | Signs |

2-B. MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

| GCL and IG Engines | Miles Per Hour | Missouri Pacific Engines | Miles Per Hour |
|---------------------------|-------------------|-----------------------------|-------------------|
| Diesel 7007 to 7009..... | 98 | Diesel 301 to 372 | 65 |
| Diesel 7012 to 7013..... | 98 | Diesel 501 to 626 | 65 |
| Diesel 8011 to 8012..... | 98 | Diesel 7000 to 7021 | 98 |
| Diesel 525 to 618 | 65 | Diesel 7100 | 90 |
| Diesel 4112 to 4331 | 65 | Diesel 8001 to 8036 | 98 |
| Diesel 9016 to 9232 | 35 | Diesel 4100 to 4101 | 35 |
| | | Diesel 4102 to 4103 | 75 |
| Texas & Pacific Engines | | Diesel 4104 to 4289 | 65 |
| Diesel 1500 to 1580 | 65 | Diesel 4332 to 4371 | 65 |
| Diesel 2000 to 2017 | 98 | Diesel 4501 to 4526 | 65 |

3. SPEED RESTRICTIONS: (Where maximum train or engine speed is LOWER, it will govern).

3-A. Engines Light Moving Forward:
 BLANK.

3-B. Engines Moving Backward, or Moving Forward Shoving Cars:

Diesel engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

| SUBDIVISION: | Miles Per Hour |
|------------------|-------------------|
| Henderson | 15 |
| Huntsville | 15 |
| Mineola | 15 |

3-C. Through Turnouts and Crossovers, and Spring Switches:

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

| | Miles Per Hour |
|--|-------------------|
| Through No. 10 turnouts and crossovers, entire train..... | 15 |
| Through Nos. 15, 16 and 20 turnouts and crossovers, entire train | 30 |
| In straightaway movement when moving points of No. 10 spring switches..... | 15 |
| In straightaway movement when moving points of Nos. 15, 16 and 20 spring switches..... | 30 |
| (In straightaway movement when lead wheels have passed over points of spring switches, normal speed may be resumed.) | |

SPECIAL INSTRUCTIONS

3-C. Through Turnouts and Crossovers, and Spring Switches: (Concluded)

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
- Aldine —North and South siding switches
- Spring —Mart Subdiv. connection
- Belt Jct. —Freight connection to Settegast Yard

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

Miles Per Hour

Consist Consist
"A" "B" "C"
 and
 "D"

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 |

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 | 50 | 55 |
| Trinity, city limits | 40 | 40 |
| Houston, city limits | 18 | 18 |

FORT WORTH SUBDIV.:

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

MART SUBDIV.:

| | | |
|---------------------------|----|----|
| Mart, city limits | 35 | 35 |
| Marlin, city limits | 10 | 10 |

Bryan:

| | | |
|---|----|----|
| City Limits | 15 | 15 |
| Between 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 |
|--------------------------|----|----|

3-D. Continued:

LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS.

| Permissible Speed in Miles per hour | NORTHWARD | | | | SOUTHWARD | | | |
|-------------------------------------|-----------|------|-----------|------|-----------|------|-----------|------|
| | From | | To | | From | | To | |
| | Mile Post | Pole | Mile Post | Pole | Mile Post | Pole | Mile Post | Pole |

LONGVIEW SUBDIV.:

| | | | | | | | | | |
|----|----|----|----|----|----|----|----|----|----|
| 45 | 0 | 05 | 0 | 16 | 65 | 79 | 01 | 78 | 22 |
| 65 | 0 | 26 | 1 | 12 | 50 | 77 | 25 | 77 | 13 |
| 65 | 2 | 23 | 3 | 07 | 65 | 77 | 11 | 76 | 23 |
| 50 | 3 | 11 | 3 | 26 | 65 | 74 | 19 | 73 | 25 |
| 65 | 4 | 08 | 4 | 17 | 45 | 73 | 23 | 73 | 05 |
| 65 | 5 | 03 | 5 | 09 | 65 | 72 | 04 | 71 | 11 |
| 50 | 5 | 13 | 6 | 01 | 50 | 71 | 11 | 71 | 02 |
| 65 | 7 | 14 | 7 | 22 | 65 | 71 | 02 | 70 | 18 |
| 50 | 7 | 26 | 8 | 10 | 50 | 66 | 14 | 65 | 07 |
| 65 | 8 | 12 | 9 | 18 | 65 | 64 | 19 | 62 | 23 |
| 65 | 10 | 00 | 10 | 07 | 45 | 60 | 16 | 59 | 14 |
| 50 | 11 | 01 | 11 | 14 | 65 | 59 | 00 | 57 | 25 |
| 65 | 11 | 15 | 12 | 29 | 45 | 56 | 17 | 56 | 06 |
| 50 | 13 | 05 | 14 | 20 | 50 | 55 | 14 | 55 | 05 |
| 65 | 14 | 21 | 15 | 05 | 65 | 54 | 17 | 54 | 07 |
| 50 | 17 | 10 | 18 | 03 | 50 | 54 | 05 | 53 | 27 |
| 50 | 18 | 21 | 23 | 00 | 50 | 52 | 04 | 51 | 27 |
| 65 | 23 | 07 | 23 | 17 | 65 | 51 | 16 | 51 | 03 |
| 65 | 24 | 25 | 25 | 06 | 50 | 50 | 21 | 48 | 28 |
| 65 | 28 | 06 | 28 | 14 | 65 | 48 | 19 | 45 | 18 |
| 65 | 29 | 14 | 29 | 24 | 50 | 45 | 08 | 45 | 02 |
| 50 | 30 | 01 | 31 | 15 | 65 | 44 | 28 | 44 | 17 |
| 65 | 32 | 02 | 32 | 09 | 50 | 44 | 04 | 43 | 24 |
| 50 | 32 | 27 | 33 | 07 | 65 | 43 | 22 | 42 | 21 |
| 65 | 33 | 20 | 33 | 27 | 50 | 40 | 06 | 38 | 30 |
| 50 | 33 | 29 | 36 | 19 | 65 | 38 | 25 | 38 | 16 |
| 65 | 38 | 16 | 38 | 25 | 50 | 36 | 19 | 33 | 29 |
| 50 | 38 | 30 | 40 | 06 | 65 | 33 | 27 | 33 | 20 |
| 65 | 42 | 21 | 43 | 22 | 50 | 33 | 07 | 32 | 27 |
| 50 | 43 | 24 | 44 | 04 | 65 | 32 | 09 | 32 | 02 |
| 65 | 44 | 17 | 44 | 28 | 50 | 31 | 15 | 30 | 01 |
| 50 | 45 | 02 | 45 | 08 | 65 | 29 | 24 | 29 | 14 |
| 65 | 45 | 18 | 48 | 19 | 65 | 28 | 14 | 28 | 06 |
| 50 | 48 | 28 | 50 | 21 | 65 | 25 | 06 | 24 | 25 |
| 65 | 51 | 03 | 51 | 16 | 65 | 23 | 17 | 23 | 07 |
| 50 | 51 | 27 | 52 | 04 | 50 | 23 | 00 | 18 | 21 |
| 50 | 53 | 27 | 54 | 05 | 50 | 18 | 03 | 17 | 10 |
| 65 | 54 | 07 | 54 | 17 | 65 | 15 | 05 | 14 | 21 |
| 50 | 55 | 05 | 55 | 14 | 50 | 14 | 20 | 13 | 05 |
| 45 | 56 | 06 | 56 | 17 | 65 | 12 | 29 | 11 | 15 |
| 65 | 57 | 25 | 59 | 00 | 50 | 11 | 14 | 11 | 01 |
| 45 | 59 | 14 | 60 | 16 | 65 | 10 | 07 | 10 | 00 |
| 65 | 62 | 23 | 64 | 19 | 65 | 9 | 18 | 8 | 12 |
| 50 | 65 | 07 | 66 | 14 | 50 | 8 | 10 | 7 | 26 |
| 65 | 70 | 18 | 71 | 02 | 65 | 7 | 22 | 7 | 14 |
| 50 | 71 | 02 | 71 | 11 | 50 | 6 | 01 | 5 | 13 |
| 65 | 71 | 11 | 72 | 04 | 65 | 5 | 09 | 5 | 03 |
| 45 | 73 | 05 | 73 | 23 | 65 | 4 | 17 | 4 | 08 |
| 65 | 73 | 25 | 74 | 19 | 50 | 3 | 26 | 3 | 11 |
| 65 | 76 | 28 | 77 | 11 | 65 | 3 | 07 | 2 | 28 |
| 50 | 77 | 13 | 77 | 25 | 65 | 1 | 12 | 0 | 26 |
| 65 | 78 | 22 | 79 | 01 | 45 | 0 | 16 | 0 | 05 |

SPECIAL INSTRUCTIONS

3-D. Continued:

| NORTHWARD | | | | | SOUTHWARD | | | | |
|-------------------------------------|-----------|------|-----------|------|-------------------------------------|-----------|------|-----------|------|
| Permissible Speed in Miles per hour | From | | To | | Permissible Speed in Miles per hour | From | | To | |
| | Mile Post | Pole | Mile Post | Pole | | Mile Post | Pole | Mile Post | Pole |

TRINITY SUBDIV.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 65 | 106 | 15 | 106 | 08 | 40 | 0 | 3 | 0 | 12 |
| 60 | 105 | 19 | 105 | 12 | 45 | 1 | 18 | 4 | 05 |
| 65 | 103 | 11 | 103 | 02 | 50 | 4 | 24 | 5 | 05 |
| 50 | 99 | 26 | 99 | 14 | 65 | 5 | 13 | 6 | 15 |
| 65 | 98 | 19 | 98 | 10 | 50 | 6 | 30 | 8 | 12 |
| 65 | 94 | 03 | 93 | 22 | 50 | 9 | 04 | 9 | 28 |
| 65 | 92 | 03 | 91 | 23 | 50 | 11 | 02 | 11 | 09 |
| 65 | 90 | 30 | 90 | 16 | 65 | 11 | 09 | 11 | 30 |
| 50 | 89 | 02 | 88 | 22 | 60 | 12 | 27 | 13 | 05 |
| 65 | 88 | 12 | 87 | 26 | 65 | 14 | 01 | 14 | 06 |
| 50 | 87 | 20 | 85 | 28 | 45 | 14 | 12 | 14 | 19 |
| 65 | 85 | 07 | 85 | 00 | 50 | 14 | 20 | 15 | 12 |
| 65 | 83 | 10 | 83 | 03 | 45 | 15 | 18 | 15 | 24 |
| 50 | 82 | 29 | 82 | 06 | 60 | 16 | 02 | 16 | 08 |
| 65 | 80 | 27 | 80 | 12 | 45 | 17 | 08 | 17 | 22 |
| 65 | 77 | 30 | 76 | 28 | 65 | 18 | 17 | 18 | 24 |
| 60 | 72 | 25 | 71 | 14 | 50 | 20 | 29 | 21 | 24 |
| 65 | 69 | 14 | 68 | 30 | 65 | 21 | 29 | 23 | 15 |
| 65 | 63 | 25 | 63 | 17 | 45 | 23 | 27 | 24 | 03 |
| 60 | 60 | 03 | 59 | 26 | 45 | 25 | 10 | 26 | 26 |
| 65 | 57 | 21 | 56 | 23 | 65 | 28 | 02 | 32 | 08 |
| 65 | 54 | 20 | 52 | 19 | 65 | 35 | 01 | 36 | 05 |
| 65 | 51 | 19 | 50 | 25 | 40 | 37 | 02 | 37 | 16 |
| 65 | 48 | 27 | 48 | 19 | 65 | 42 | 02 | 42 | 14 |
| 60 | 48 | 09 | 48 | 02 | 50 | 42 | 29 | 43 | 07 |
| 65 | 47 | 00 | 46 | 18 | 60 | 43 | 15 | 43 | 23 |
| 60 | 45 | 09 | 45 | 01 | 60 | 45 | 01 | 45 | 09 |
| 60 | 43 | 23 | 43 | 15 | 65 | 46 | 18 | 47 | 00 |
| 50 | 43 | 07 | 42 | 29 | 60 | 48 | 02 | 48 | 09 |
| 65 | 42 | 14 | 42 | 02 | 65 | 48 | 19 | 48 | 27 |
| 40 | 37 | 16 | 37 | 02 | 65 | 50 | 25 | 51 | 19 |
| 65 | 36 | 05 | 35 | 01 | 65 | 52 | 19 | 54 | 20 |
| 65 | 32 | 08 | 28 | 02 | 65 | 56 | 23 | 57 | 21 |
| 45 | 26 | 26 | 25 | 10 | 60 | 59 | 26 | 60 | 03 |
| 45 | 24 | 03 | 23 | 27 | 65 | 63 | 17 | 63 | 25 |
| 65 | 23 | 15 | 21 | 29 | 65 | 68 | 30 | 69 | 14 |
| 50 | 21 | 24 | 20 | 29 | 60 | 71 | 14 | 72 | 25 |
| 65 | 18 | 24 | 18 | 17 | 65 | 76 | 28 | 77 | 30 |
| 45 | 17 | 22 | 17 | 08 | 65 | 80 | 12 | 80 | 27 |
| 60 | 16 | 08 | 16 | 02 | 50 | 82 | 06 | 82 | 29 |
| 45 | 15 | 24 | 15 | 18 | 65 | 83 | 03 | 83 | 10 |
| 50 | 15 | 12 | 14 | 20 | 65 | 85 | 00 | 85 | 07 |
| 45 | 14 | 19 | 14 | 12 | 50 | 85 | 28 | 87 | 20 |
| 65 | 14 | 06 | 14 | 01 | 65 | 87 | 26 | 88 | 12 |
| 60 | 13 | 05 | 12 | 27 | 50 | 88 | 22 | 89 | 02 |
| 65 | 11 | 30 | 11 | 09 | 65 | 90 | 16 | 90 | 30 |
| 50 | 11 | 09 | 11 | 02 | 65 | 91 | 23 | 92 | 03 |
| 50 | 9 | 28 | 9 | 04 | 65 | 93 | 22 | 94 | 03 |
| 50 | 8 | 12 | 6 | 30 | 65 | 98 | 10 | 98 | 19 |
| 65 | 6 | 15 | 5 | 13 | 50 | 99 | 14 | 99 | 26 |
| 50 | 5 | 05 | 4 | 24 | 65 | 103 | 02 | 103 | 11 |
| 45 | 4 | 05 | 1 | 18 | 60 | 105 | 12 | 105 | 19 |
| 40 | 0 | 12 | 0 | 3 | 65 | 106 | 08 | 106 | 15 |

3-D. Concluded:

| Permissible Speed in Miles per hour | NORTHWARD | | | | Permissible Speed in Miles per hour | SOUTHWARD | | | |
|-------------------------------------|-----------|------|-----------|------|-------------------------------------|-----------|------|-----------|------|
| | From | | To | | | From | | To | |
| | Mile Post | Pole | Mile Post | Pole | | Mile Post | Pole | Mile Post | Pole |

MART SUBDIV.:

| | | | | | | | | | |
|----|-----|----|-----|----|----|-----|----|-----|----|
| 30 | 0 | 0 | 0 | 11 | 40 | 139 | 27 | 139 | 10 |
| 50 | 25 | 12 | 25 | 20 | 40 | 106 | 30 | 104 | 20 |
| 50 | 31 | 05 | 32 | 06 | 30 | 79 | 00 | 78 | 18 |
| 50 | 34 | 21 | 35 | 00 | 15 | 78 | 18 | 78 | 00 |
| 50 | 37 | 19 | 38 | 00 | 30 | 73 | 10 | 73 | 02 |
| 40 | 39 | 16 | 40 | 19 | 30 | 50 | 25 | 50 | 13 |
| 50 | 41 | 10 | 42 | 05 | 30 | 50 | 13 | 49 | 03 |
| 50 | 45 | 10 | 45 | 18 | 15 | 48 | 32 | 48 | 12 |
| 30 | 47 | 20 | 47 | 28 | 30 | 47 | 28 | 47 | 20 |
| 15 | 48 | 12 | 48 | 32 | 50 | 45 | 18 | 45 | 10 |
| 30 | 49 | 03 | 50 | 13 | 50 | 42 | 05 | 41 | 10 |
| 30 | 50 | 13 | 50 | 25 | 40 | 40 | 19 | 39 | 16 |
| 30 | 73 | 02 | 73 | 10 | 50 | 38 | 00 | 37 | 19 |
| 15 | 78 | 00 | 78 | 18 | 50 | 35 | 00 | 34 | 21 |
| 30 | 78 | 18 | 79 | 00 | 50 | 32 | 06 | 31 | 05 |
| 40 | 104 | 20 | 106 | 30 | 50 | 25 | 20 | 25 | 12 |
| 40 | 139 | 10 | 139 | 27 | 30 | 0 | 11 | 0 | 0 |

FORT WORTH SUBDIV.:

| | | | | | | | | | |
|----|-----|----|-----|------|----|-----|------|-----|----|
| 30 | 159 | 00 | 159 | 10 | 30 | T P | Conn | 270 | 24 |
| 40 | 162 | 22 | 165 | 19 | 40 | 268 | 15 | 268 | 12 |
| 40 | 175 | 12 | 175 | 26 | 40 | 260 | 04 | 259 | 01 |
| 30 | 221 | 16 | 222 | 00 | 40 | 257 | 25 | 257 | 17 |
| 40 | 225 | 25 | 228 | 14 | 40 | 253 | 16 | 253 | 03 |
| 40 | 236 | 27 | 237 | 11 | 40 | 246 | 08 | 245 | 09 |
| 40 | 245 | 09 | 246 | 08 | 40 | 237 | 11 | 236 | 27 |
| 40 | 253 | 03 | 253 | 16 | 40 | 228 | 14 | 225 | 25 |
| 40 | 257 | 17 | 257 | 25 | 30 | 222 | 00 | 221 | 16 |
| 40 | 259 | 01 | 260 | 04 | 40 | 175 | 26 | 175 | 12 |
| 40 | 268 | 12 | 268 | 15 | 40 | 165 | 19 | 162 | 22 |
| 30 | 270 | 24 | T P | Conn | 30 | 159 | 10 | 159 | 00 |

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

Miles
Per Hour

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition.....Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

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 cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked.

With flat spot 2 1/2" or more in length for 36" diameter wheels used on E. M. D. passenger diesels.... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels 10

No restriction for flat spots shorter than above specified lengths.

3-F. TRAIN HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

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

Bridge derrick cars (non-revolving) 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; and 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-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-propelling) 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. Side rods and cranks must be removed from trucks.

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 place it in working position upon arrival at destination.

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, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Industrial Brownhoist Locomotive Crane..... 25

Industrial Brownhoist, Diesel Powered, Full Revolving Locomotive Crane should be moved with boom lowered on the racks on boom car. Boom must be disconnected from rotating portion of machine, and supported entirely upon boom car. Cables need not be removed from boom, but must be left slack between machine and boom.

3-F. Concluded:

Miles
Per Hour

Wrecking Cranes (non-self-propelling) 25
 Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes (self-propelling):
 The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

| Maximum Freight Train Speed | Permissible Speed When Handling Self-Propelled Wrecking Cranes |
|--------------------------------|---|
| MPH | MPH |
| 15 | 10 |
| 20 | 15 |
| 25 | 15 |
| 30 | 20 |
| 35 | 20 |
| 40 | 25 |
| 45 | 30 |
| 49 | 30 |
| 50 | 30 |

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position Maximum Train Speed Consist "A"

Scale Test Cars Maximum Train Speed Consist "A"
 Scale test cars must be handled next to caboose.

3-G. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

3-H. STEAM ENGINES—MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

EXPLANATION OF CHARACTERS

- Ⓜ—Radio Base Station.
- D—Diesel oil.
- Y—Wye track.
- §—Track scales.
- *—Mail crane.
- 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.

Register Stations are shown in full-faced type.

EXPLANATION OF STOPS

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal to receive or discharge revenue passengers.

Passenger trains will stop at non-stop stations to discharge passengers holding tickets from connecting lines.

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 } { SanAntonio22 } | 8:45 P.M. | 1 Hour | For either connection. |
| Palestine..... | 38 | { Palestine 28 } { SanAntonio38 } | 6:30 A.M. | 1 Hour | For connection. |
| Palestine..... | 121 | Palestine21 | Indefinitely | Indefinitely | For connection. |
| Palestine..... | 121 | Palestine25 | 8:40 A.M. | 1 Hr., 15 Min. | For connection. |
| Palestine..... | 27 | Palestine37 | 3:00 A.M. | 3 Hrs., 15 Min. | For connection. |
| Houston..... | 122 | Kingsville12 | 4:30 P.M. | 15 Minutes | For connection. |
| Palestine..... | 26 | { SanAntonio22 } { Palestine 122 } | 10:10 P.M. | 2 Hours | For connection. |

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 |

MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. HARRY A. HAVERLAH, Chief Surgeon

DISTRICT SURGEONS:

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 Dr. D. L. Moore.....Houston, Texas
 Dr. G. E. Dodd.....Houston, Texas
 Dr. M. B. Gunter.....Mart, Texas
 Dr. Will S. Horn.....Ft. Worth, Texas

LOCAL SURGEONS:

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 Dr. J. E. Adams.....Kilgore, Texas
 Dr. L. L. Allums.....Kilgore, Texas
 Dr. Seth M. Downs.....Kilgore, Texas
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 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. John H. Mitchell.....Tyler, Texas
 Dr. P. M. Bailes, Jr.....Tyler, Texas
 Dr. T. H. Peterson.....Mineola, Texas
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 Dr. C. W. Darsey.....Crockett, Texas
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 Dr. S. L. Autrey.....Trinity, Texas
 Dr. Sam R. Barnes.....Trinity, Texas
 Dr. W. B. Veazy.....Huntsville, Texas
 Dr. T. C. Cole.....Huntsville, Texas
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 Dr. W. M. Holland.....Conroe, Texas
 Dr. H. E. McKay, Jr.....Spring, Texas
 Dr. Norman E. Graham.....Spring, Texas
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 Dr. W. W. Stephen.....Galveston, Texas
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 Dr. H. D. Kuykendall.....Sugarland, Texas
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 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
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Dr. T. O. Walton, Jr.....Bryan, Texas
 Dr. Albert G. McGill, Jr.....Bryan, Texas
 Dr. T. T. Walton.....Bryan, Texas
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 Dr. Edward H. Vaughn.....Tyler, Texas
 Dr. A. D. Wages.....Palestine, Texas
 Dr. H. T. Anyesworth.....Waco, Texas
 Dr. Stanley P. Howard.....Waco, Texas
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 Dr. Wm. S. Webb.....Ft. Worth, Texas
 Dr. James S. Perry.....Bryan, Texas
 Dr. E. P. Hutchings.....Marlin, Texas

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

The Medical and Surgical Service at Houston is under the supervision of Drs. Braastad, Moore and Dodd as District Surgeons. Offices located East End Medical Clinic, 5424 Canal Street, at Altic Street, Houston, Texas, telephone number WALnut 3-6629. Drs. Braastad and Moore also located Hermann Professional Building. Dr. Dodd has office at 5012 Travis. When clinic closed these doctors may be contacted by calling CAPITol 7-2201 for emergency.