

DIVISION OFFICERS

D. E. WALKER..... Superintendent Palestine, Texas
W. M. ADAMS..... Trainmaster,
Fort Worth,
Mart Subdivs..... Mart, Texas
M. H. CUNNINGHAM. Trainmaster,
Longview, Trinity,
Mineola, Huntsville,
Henderson Subdivs..... Palestine, Texas
B. E. WATSON..... Trainmaster,
Anchor,
Sugar Land Subdivs..... Freeport, Texas
J. N. CUNNINGHAM. Assistant Trainmaster,
Mart Subdiv..... Valley Jct., Texas
G. R. JOHNSON..... Assistant 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



MISSOURI PACIFIC RAILROAD COMPANY

PALESTINE DIVISION

TIMETABLE

No. 1

Effective 12:01 a.m., Sunday, July 22, 1956

CENTRAL STANDARD TIME

Superseding Timetable No. 82, effective Nov. 20, 1955,
and all Supplements thereto.

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

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

R. P. HART, Vice President-Operation.
L. A. GREGORY, Assistant Vice President-Operation.
M. L. SMITH, General Superintendent Transportation.
E. C. SHEFFIELD, General Manager.
V. A. GORDON, Assistant General Manager.

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When properly authorized, rules may be cancelled, superseded or changed by: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 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 employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

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

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific Lines enginemen, have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



Vice President-Operation.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train No.	Hold for Train	Hold Until	Hold If On Time	Remarks
Longview	Palestine Div. 21	T. & P. 221	Indefinitely		For connection.
Longview	Palestine Div. 25	T. & P. 225	Indefinitely		For connection.
Longview	Palestine Div. 37	T. & P. 237	Indefinitely		For connection.
Palestine	Palestine Div. 22	(Palestine Div. 122)	8:40 P.M.	1 Hour	For either connection.
		(San Antonio Div. 22)			
Palestine	Palestine Div. 38	(Palestine Div. 138)	6:30 A.M.	1 Hour	For connection.
		(San Antonio Div. 38)			
Palestine	Palestine Div. 121	Palestine Div. 21	Indefinitely		For connection.
Palestine	Palestine Div. 121	Palestine Div. 25	8:40 A.M.	1 Hr., 15 Min.	For connection.
Palestine	Palestine Div. 137	Palestine Div. 37	1:45 A.M.	3 Hrs., 15 Min.	For connection.
Houston	Palestine Div. 122	Kingsville Div. 12	4:30 P.M.	15 Minutes	For connection.
Palestine	Palestine Div. 26	(San Antonio Div. 22)	10:10 P.M.	2 Hours	For connection.
		(Palestine Div. 122)			

EXPLANATION OF CHARACTERS

- Ⓡ—Radio Base Station.
 - D—Diesel Fuel Oil.
 - T—Turntable.
 - 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.

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

ANCHOR SUBDIV.—BETWEEN SETTEGAST YARD AND ANGELTON

3

TRAINS SOUTHWARD				Miles from Congress Ave.	Station Number	TIMETABLE		Miles from Angelton	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 1				SECOND CLASS			
		693 Local Freight	699 Local Freight			July 22, 1956				698 Local Freight	692 Local Freight		
		Daily Except Sunday	Daily Except Sunday	STATIONS		Daily Except Monday	Daily Except Sunday						
		7 30PM	7 00AM	B 379	CS.....	SETTEGAST YARD...@D&Y	53.0			12 15PM	6 45PM		
		7 50PM	7 20AM			Belt Junction	48.7			11 55AM	6 25PM		
						H. E. & W. T. Crossing	47.5						
						T. & N. O. Crossing	46.2						
						T. & N. O. Crossing	45.4						
						DRAW BRIDGE (Buffalo Bayou)	45.3						
				0.0		CONGRESS AVE.	44.4						
				0.6		G. H. & H. Crossing	43.8						
				0.8		H. B. & T. Crossing	43.6						
				0.9		H. B. & T. Jct.	43.5						
				1.1		T. & N. O. Crossing	43.3						
				6.9		T. & N. O. Crossing	37.5						
		8 55	8 25	8.5	AE 8	MYRTLE	35.9			10 50	5 05		
		9 05	8 35	11.5	AE 11	ALMEDA	32.9			10 40	4 55		
		9 25	8 50	16.3	AE 16	FRESNO	28.1			10 20	4 40		
		9 45	9 01	18.8	AE 19	ARCOLA (G.C. & S.F. Crossing)	25.6			10 10	4 30		
		9 55PM	9 15	21.1	AE 21	HAWDON JCT.	23.3			9 45	4 20PM		
			9 30 ⁶⁰⁸	23.0	AE 23	JULIFF	21.4			9 30 ⁶⁰⁹			
			9 50	27.5	AE 27	SANDY POINT	16.9			9 13			
			10 01	29.7	AE 30	ROSHARON	14.7			8 50			
			10 20	32.4	AE 32	BONNEY	12.0			8 30			
			10 40	37.0	AE 37	CHENANGO	7.4			8 10			
			11 05	40.0	AE 40	LS.....ANCHOR.....Y	4.4			7 50			
			11 30AM	44.4	B 321	CS.....ANGELTON	0.0	Yd.		7 30AM			
		Daily Except Sunday	Daily Except Sunday			53.0				Daily Except Monday	Daily Except Sunday		

LONGVIEW SUBDIV.—LONGVIEW TO PALESTINE

Station Numbers	Miles from Longview	TIMETABLE No. 1 July 22, 1956		Siding Capacity in Cars	TRAINS SOUTHWARD							
					FIRST CLASS				SECOND CLASS			
					25	21	37		65	91	67	
					Passenger	Passenger	Passenger		Red Ball Freight	Local Freight	Red Ball Freight	
STATIONS					Daily	Daily	Daily		Daily	Monday, Wednesday and Friday	Daily	
AX 0	0.0	CS.....	LONGVIEW.....@D\$Y	Yd.	3 20AM	5 15AM	6 05PM		5 20AM	8 20AM	5 00PM	
AX 5	4.9	P.....	FOOTES.....	96	3 28	5 22	6 13		5 30	8 35	5 10	
AX 10	10.8	P.....	BA SIDING.....	93	3 36	5 29	6 19		5 40	8 50	5 20	
AX 12	12.1	LS.....	KILGORE.....*	40	s 3 40	a 5 31	s 6 25		5 45	9 00	5 23	
AX 18	17.9	P.....	REEDS.....	77	3 48	5 38	6 31		5 55	9 15	5 31	
AX 22	22.4	LS.....	VERTON.....*	112	s 3 57	5 44	s 6 40		6 05	9 45	5 38	
AX 29	28.6	LS.....	ARP.....*	95	4 06	5 51	s 6 48		6 17	10 10	5 46	
AX 36	35.9	CS.....	TROUP.....*Y	121	s 4 18	a 6 01	s 7 02		6 33 ⁶⁶ 6 57 ³⁸	10 45	5 56	
AX 48	47.9	P.....	TECULA.....	150	4 34	6 15 ⁶⁶	7 15		7 21	11 10	6 12	
AX 54	54.1	LS.....	JACKSONVILLE.....*	80	s 4 41	a 6 21 ³⁸	s 7 24		7 32	11 25AM	6 22	
	54.3		StLSW CROSSING.....									
AX 57	57.7	P.....	HUME.....	150	4 50	6 28	7 35		7 41	12 05PM	6 29	
AX 70	69.4	P.....	NECHES.....*	150	5 04 ⁶⁶	6 42	s 7 54 ²²		8 05 ⁹⁰	12 35	6 44	
AX 76	76.3	P.....	WELLS CREEK.....	105	5 12	6 50	8 17 ²⁶		8 30	12 50	6 53	
AX 81	81.3	CS.....	PALESTINE.....@D\$Y	Yd.	5 25AM	7 00AM	8 45PM		9 00AM	1 10PM	7 20PM	
			81.3		Daily	Daily	Daily		Daily	Monday, Wednesday and Friday	Daily	

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

TRAINS SOUTHWARD				TIMETABLE				TRAINS NORTHWARD			
SECOND CLASS				No. 1				SECOND CLASS			
691				July 22, 1956				690			
Local Freight				STATIONS				Local Freight			
Daily Except Sunday								Daily Except Sunday			
	6 30AM	CX 44	0.0	LS.....	MINEOLA.....Y	44.2			1 45PM		
	6 45	CX 39	4.8		EADS.....	39.4			1 15		
	7 05	CX 33	11.5	TP.....	LINDALE.....	32.7			12 55		
	7 25	CX 27	17.9		SWAN.....	26.3			12 35		
	8 15	CX 19	25.2	LS.....	TYLER (St.L.S.W. Cross.).....	19.0			12 01PM		
	8 35	CX 14	30.3		ELBERTA.....	13.9			11 20AM		
	8 55	CX 9	35.6		WHITEHOUSE.....	8.6			11 00		
	9 20AM	AX 36	44.2	CS.....	TROUP.....Y	0.0			10 40AM		
	Daily Except Sunday				44.2				Daily Except Sunday		

LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

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Station Numbers	Miles from Palestine	TIMETABLE No. 1 JULY 22, 1956		Siding Capacity in Cars	TRAINS NORTHWARD								
					FIRST CLASS				SECOND CLASS				
					38 Passenger	22 Passenger	26 Passenger		66 Red Ball Freight	90 Local Freight			
STATIONS					Daily	Daily	Daily		Daily	Tuesday, Thursday & Saturday			
AX 0	81.3	CS.....	LONGVIEW.....	@D&T	Yd.	8 10AM	9 25PM	10 35PM		7 35AM	2 00PM		
AX 5	76.4	P.....	FOOTES.....		96	7 50	9 11	10 05		7 22	1 40		
AX 10	70.5	P.....	BA SIDING.....		93	7 42	9 04	9 55		7 12	1 20		
AX 12	69.2	LS.....	KILGORE.....	*	40	s 7 37	a 9 01	s 9 52		7 09	1 15		
AX 18	63.4	P.....	REEDS.....		77	7 28	8 53	9 42		7 00	12 40		
AX 22	58.9	LS.....	OVERTON.....	*	112	s 7 20	8 48	s 9 35		6 53	12 30		
AX 29	52.7	LS.....	ARP.....	*	95	s 7 08	8 42	9 25		6 43	12 10PM		
AX 36	45.4	CS.....	TROUP.....	*Y	121	s 6 57 ⁶⁵	a 8 34	s 9 15		6 33 ⁶⁵	11 50AM		
AX 48	33.4	P.....	TECULA.....		150	6 30	8 20	8 57		6 15 ²¹	10 45		
AX 54	27.2	LS.....	JACKSONVILLE.....	*	80	s 6 21 ²¹	a 8 13	s 8 49		5 37	10 30		
	27.0		StLSW CROSSING.....										
AX 57	23.6	P.....	HUME.....		150	5 59	8 07	8 38		5 27	8 31		
AX 70	11.9	P.....	NECHES.....	*	150	f 5 45	7 54 ³⁷	8 25		5 04 ²⁵	8 05 ⁶⁵		
AX 76	5.0	P.....	WELLS CREEK.....		105	5 37	7 46	8 17 ³⁷		4 40	7 40		
AX 81	0.0	CS.....	PALESTINE.....	@D&Y	Yd.	5 30AM	7 40PM	8 10PM		4 30AM	7 30AM		
						Daily	Daily	Daily		Daily	Tuesday, Thursday & Saturday		

HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND HV JCT.

TRAINS SOUTHWARD				TIMETABLE No. 1 JULY 22, 1956		TRAINS NORTHWARD						
SECOND CLASS						SECOND CLASS						
			695 Local Freight			Station Numbers	Miles from Huntsville			694 Local Freight		
				Daily Except Sunday				Daily Except Sunday	STATIONS			
			7 00AM	AD 7	0.0	LS.....	HUNTSVILLE.....	7.0	3 15PM			
			7 29	A 165	6.9	LS.....	PHELPS.....	0.1	2 46			
			7 30AM		7.0		HV JCT.....	0.0	2 45PM			
			Daily Except Sunday						Daily Except Sunday			

TRINITY SUBDIV.—SY JCT. TO BELT JCT.

Miles from SY Jct.	TIMETABLE No. 1 July 22, 1956	TRAINS SOUTHWARD									
		FIRST CLASS					SECOND CLASS				
		121 Passenger	137 Passenger				173 Red Ball Freight	193 Local Freight	195 Local Freight	167 Red Ball Freight	171 Red Ball Freight
STATIONS	Daily	Daily				Daily	Monday, Wednesday and Friday	Monday, Wednesday and Friday	Daily	Daily	
0.0	CS. PALESTINE @D\$Y	7 25AM	10 30PM						9 40PM		
	1 0		SEE	NOTE 1							
0.0	P. SY JCT.	7 27AM	10 32PM								
7.5	P. CRONIN	7 36	f 10 42 ¹⁶⁶				8 30		9 52		
12.2	LS. ELKHART *	7 41	s 10 55				8 45		10 00 ¹⁶⁶		
18.2	P. SALMON	7 47	11 05				9 00		10 10		
24.5	LS. GRAPELAND *	a 7 55	s 11 20				9 30		10 25		
31.0	P. LATEXO *	8 02	f 11 30				9 45		10 40		
37.5	LS. CROCKETT	s 8 09	s 11 45				10 39		10 52		
44.0	P. CUT	8 17	f 11 55PM				10 55		11 02		
51.2	LS. LOVELADY *	8 25	s 12 05AM				11 10		11 13		
55.8	P. RED BRANCH	8 30	f 12 11				11 20		11 21		
64.8	LS. TRINITY *	a 8 41	s 12 27				11 35		11 35		
71.7	LS. RIVERSIDE *	8 49 ¹⁹²	s 12 37				11 50AM		11 47PM		
79.6	P. DODGE *	8 59	s 12 48				12 05PM		12 02AM		
84.0	LS. PHELPS Y*	a 9 05	s 1 10				12 14	9 30AM	12 10		
84.1	HV JCT.						12 15PM	9 31			
95.7	LS. NEW WAVERLY *	9 19	s 1 25 ¹³⁸					9 55	12 25		
103.7	TP. WILLIS *	9 28	s 1 40					10 20	12 35		
111.7	CS. CONROE (GC&SF Cross.) Y	s 9 37	s 2 05					11 01	12 55 ¹³⁸		
115.0	P. CAMP STRAKE		f 2 10								
120.6	P. TAMINA	9 49	f 2 15					11 31AM	1 12		
127.7	CS. SPRING Y*	9 56	s 2 25			4 55AM		12 10PM	1 22	11 35PM	
128.2	P. SW SIDING	9 57	2 27			5 00 ¹⁷⁰		12 23	1 23	11 37PM	
131.8	P. WESTFIELD *		f 2 32								
137.8	P. ALDINE	10 08 ¹⁹⁴	f 2 39			5 15		12 43	1 38	12 14AM ¹³⁸	
145.8	CS. BELT JCT.	10 20AM	2 50AM			5 30AM		1 05PM	2 00AM	12 41AM	
150.1	CS. SETTEGAST YARD @D\$Y					5 50AM		1 20PM	4 00AM	1 00AM	
146.0	H.B.&T. CROSSING										
150.8	CS. HOUSTON (Union Station)	10 40AM	3 15AM								
	151.8	Daily	Daily			Daily	Monday, Wednesday and Friday	Monday, Wednesday and Friday	Daily	Daily	

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 SY JCT.

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Station Numbers	Miles from Houston	TIMETABLE No. 1 July 22, 1956		Siding Capacity in Cars	TRAINS NORTHWARD									
					FIRST CLASS			SECOND CLASS						
					122	138		170	192	194	166	172		
Passenger	Passenger		Red Ball Freight	Local Freight	Local Freight	Red Ball Freight	Red Ball Freight							
STATIONS					Daily	Daily		Daily	Tuesday, Thursday, & Saturday	Tuesday, Thursday, & Saturday	Daily	Daily		
AX 81	151.8	CS	PALESTINE @D&Y	Yd.	7 10PM SEE	4 30AM NOTE 1				12 30PM		1 00AM		
			1.0											
	150.8	P.	SY JCT		7 00PM	4 12AM								
A 89	143.3	P.	CRONIN	75	6 52	f 4 02				12 10PM		10 42PM ¹³⁷		
A 94	138.6	LS	ELKHART *	74	6 46	s 3 52				11 55AM		10 00 ¹⁶⁷		
A 100	132.6	P.	SALMON	82	6 37	3 41				11 37		9 15		
			6.3											
A 106	126.3	LS	GRAPELAND *	82	a 6 30	s 3 31				11 05		9 01		
			6.5											
A 112	119.8	P.	LATEXO *	74	6 23	f 3 20				10 45		8 50		
			6.5											
A 119	113.3	LS	CROCKETT	93	s 6 16	s 3 06				10 05		8 40		
			6.5											
A 125	106.8	P.	CUT	73	6 10	f 2 58				9 45		8 30		
			7.2											
A 133	99.6	LS	LOVELADY *	70	6 03	s 2 47				9 30		8 18		
			4.6											
A 137	95.0	P.	RED BRANCH	73	5 59	f 2 36				9 20		8 10		
			9.0											
A 146	86.0	LS	TRINITY *	87	a 5 50	s 2 15				9 05		7 55		
			6.9											
A 153	79.1	LS	RIVERSIDE *	66	5 43	s 2 04				8 49 ¹²¹		7 40		
			7.9											
A 161	71.2	P.	DODGE *	66	5 36	s 1 52				7 46		7 28		
			4.4											
A 165	66.8	LS	PHELPS Y*	94	a 5 32	s 1 43				7 35AM		7 20		
			0.1											
	66.7		HV JCT								1 50PM			
			11.6											
A 177	55.1	LS	NEW WAVERLY *	88	5 20	s 1 25 ¹³⁷				1 10		6 59		
			8.0											
A 185	47.1	TP	WILLIS *	86	5 12	s 1 09				12 50		6 45		
			8.0											
A 193	39.1	CS	CONROE (G C & S F Cross.) Y	124	s 5 04	s 12 55 ¹⁶⁷				12 30PM		6 30		
			3.3											
A 196	35.8	P.	CAMP STRAKE			f 12 45								
			3.3											
A 202	30.2	P.	TAMINA	72	4 54	f 12 38					10 55AM	6 15		
			5.6											
			7.1											
A 209	23.1	CS	SPRING Y*		4 48	s 12 29			5 05AM		10 30	6 01	8 50PM	
			0.5											
	22.6	P.	SW SIDING	120	4 47	12 27			5 00 ¹⁷³		10 25	5 59	8 48	
			3.6											
A 213	19.0	P.	WESTFIELD *			f 12 22								
			6.0											
A 219	13.0	Note 2 P.	ALDINE	123	4 39	f 12 14 ¹⁷¹			4 10		10 08 ¹²¹	5 42	8 34	
			8.0											
A 227	5.0	CS	BELT JCT.		4 32PM	12 03AM			3 55AM		9 35AM	5 25PM	8 20PM	
			4.3											
B 379	0.0	CS	SETTEGAST YARD @D&Y	Yd.					3 30AM		9 00AM	5 00PM	8 00PM	
			0.2											
	4.8		H.B.&T. CROSSING											
			4.8											
B 372	0.0	CS	HOUSTON (Union Station)		4 15PM	11 45PM								
	151.8				Daily	Daily			Daily	Tuesday, Thursday & Saturday	Tuesday, Thursday & Saturday	Daily	Daily	

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. 1 July 22, 1956		Siding Capacity in Cars	TRAINS SOUTHWARD							
					SECOND CLASS							
					197 Local Freight	171 Red Ball Freight	173 Red Ball Freight					
				Monday, Wednesday and Friday	Daily	Daily						
		STATIONS										
Bv 159	114.4	CS	MART	D&Y	Yd.		5 00PM	11 10PM				
Bv 152	121.1	P	OTTO		79		5 12	11 20				
Bv 145	128.4	P	MA SIDING		100		5 24	11 32				
	133.8		T&NO CROSSING									
Bv 139	134.4	LS	MARLIN		82		5 39	11 46PM				
Bv 129	144.6	P	COYMACK		88		6 00	12 01AM				
Bv 116	156.4	P	SALTER		98		6 20	12 18				
Bv 110	162.8	P	AJ SIDING		100		6 32	12 29				
AX175	172.3	CS	VALLEY JCT.	@DY	131	5 30AM	7 20	{12 50 1 35} ¹⁷²				
			S. A. DIV. CROSSING									
	175.9		TATSIE (T&NO Crossing)									
Bv 92	180.9	P	MUMFORD		78	5 50	8 11	1 55				
Bv 86	187.4	P	FOUNTAIN		77	6 00	8 21	2 10				
Bv 78	194.8	CS	BRYAN		75	7 10	8 31	2 24				
	195.1		T&NO CROSSING									
Bv 74	199.3	LS	COLLEGE STATION			7 25	8 41	2 34				
	199.6		T&NO CROSSING									
Bv 70	202.4	P	KOPPE		70	7 40 ¹⁷⁰	8 47	2 39				
Bv 65	207.6	P	ENRIGHT		100	7 48	8 57	2 48				
Bv 55	217.5	P	DINKINS		75	8 10	9 12	3 03				
	224.2		T&NO CROSSING									
Bv 49	224.4	CS	NAVASOTA		74	9 10	9 23	3 28				
Bv 37	236.4	P	STONEHAM		100	9 35	9 49 ¹⁷²	3 52				
Bv 27	245.6	P	FETZER		70	9 55	10 09	4 07				
Bv 22	250.8	LS	MAGNOLIA		100	10 05	10 29	4 16				
Bv 11	261.7	P	HUFSMITH		125	10 25	11 01	4 34				
A 209	272.9	CS	SPRING	Y		10 45AM	11 35PM	4 55AM				
	158.5					Monday, Wednesday and Friday	Daily	Daily				

MART SUBDIV.—SPRING TO MART

TIMETABLE No. 1 July 22, 1956		TRAINS NORTHWARD												
		SECOND CLASS												
		170 Red Ball Freight	196 Local Freight	172 Red Ball Freight										
STATIONS	Daily	Tuesday, Thursday & Saturday	Daily											
Bv 159	158.5	CS. MART D&Y	Yd.	11 00AM			2 35AM							
Bv 152	151.8	P. OTTO 6 7	79	10 46			2 16							
Bv 145	144.5	P. MA SIDING 7 3	100	10 33			2 04							
	139.1	..... T&NO CROSSING 5 4												
Bv 139	138.5	LS. MARLIN 0 6	82	10 15			1 50							
Bv 129	128.3	P. COYMACK 10 2	88	9 56			1 35							
Bv 116	116.5	P. SALTER 11 8	98	9 40			1 18							
Bv 110	110.1	P. AJ SIDING 6 4	100	9 28			1 08							
AX 175	100.6	CS. VALLEY JCT. @DY 0 0	131	9 11	11 00AM		12 50AM ¹⁷³							
		..... S. A. DIV. CROSSING 2 6												
	97.0	..... TATSIE (T&NO Crossing) 5 0												
Bv 92	92.0	P. MUMFORD 8 5	78	8 42	10 30		11 30PM							
Bv 86	85.5	P. FOUNTAIN 7 4	77	8 30	10 15		11 20							
Bv 78	78.1	CS. BRYAN 0 3	75	8 05	10 00		11 08							
	77.8	..... T&NO CROSSING 4 2												
Bv 74	73.6	LS. COLLEGE STATION 0 3		7 50	8 50		11 01							
	73.3	..... T&NO CROSSING 2 8												
Bv 70	70.5	P. KOPPE 5 2	70	7 40 ¹⁹⁷	8 40		10 56							
Bv 65	65.3	P. ENRIGHT 9 9	100	7 30	8 30		10 48							
Bv 55	55.4	P. DINKINS 6 7	75	7 13	8 10		10 33							
	48.7	..... T&NO CROSSING 0 2												
Bv 49	48.5	CS. NAVASOTA 12 0	74	6 50	7 50		10 16							
Bv 37	38.5	P. STONEHAM 9 2	100	6 20	6 40		9 49 ¹⁷¹							
Bv 27	27.3	P. FETZER 5 2	70	6 00	6 20		9 33							
Bv 22	22.1	LS. MAGNOLIA 10 9	100	5 50	6 10		9 24							
Bv 11	11.2	P. HUFFSMITH 11 2	125	5 30	5 50		9 07							
A 209	0.0	CS. SPRING Y		5 05AM	5 30AM		8 50PM							
	158.5			Daily	Tuesday, Thursday & Saturday		Daily							

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

TRAINS SOUTHWARD				Station Numbers	Miles from Spring	TIMETABLE No. 1 July 22, 1956	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS			SECOND CLASS									
173 Red Ball Freight Daily	171 Red Ball Freight Daily	191 Local Freight Tuesday, Thursday & Saturday	172 Red Ball Freight Daily					190 Local Freight Monday, Wednesday and Friday	170 Red Ball Freight Daily			
7 00PM	11 00AM	9 30AM	Bv 272	272.1	P.....	TP CONN.	.....	7 40AM	12 01PM	5 30PM		
7 06	11 07	9 40	Bv 270	270.1	P.....	MARA	63	6 55	11 35AM	4 25		
7 18	11 25 ¹⁹⁰	10 00	Bv 263	263.9	P.....	EVERMAN	90	6 45	11 25 ¹⁷¹	4 15		
7 38	11 47AM	10 25	Bv 252	252.8	P.....	LILLIAN	57	6 27	11 04	3 42		
7 52	12 03PM	10 50	Bv 245	245.4	P.....	VENUS	83	6 15	10 50	3 21		
8 11	12 23	11 10	Bv 234	234.9	LS.....	MAYPEARL	100	5 55	10 23	2 55		
8 34	1 03	11 40	Bv 222	222.3	LS.....	ITALY	100	5 35	9 40	2 10		
8 46	1 19	11 55AM	Bv 213	213.7	P.....	MERTENS	65	5 20	9 20	1 55		
8 53	1 35 ¹⁷⁰	12 10PM	Bv 208	208.9	P.....	IRENE	86	5 10	9 05	1 35 ¹⁷¹		
9 07	2 10	12 27	Bv 198	199.0	P.....	PENNELOPE	100	4 55	8 35	1 15		
9 22	2 46	12 50 ¹⁷⁰	Bv 188	188.6	P.....	LEROY	84	4 35	8 01	12 50 ¹⁹¹		
9 39	3 10	1 10	Bv 178	177.7	P.....	EASTCO (SLSW Crossing)	101	4 15	7 35	12 30		
					P.....	WF CONN.						
					LS.....	WACO						
10 06	3 30	2 15	Bv 167	166.8	P.....	HALLSBURG	100	3 50	5 20	12 05PM		
10 40PM	4 00PM	2 35PM	Bv 159	158.5	CS.....	MART	Yd.	3 35AM	5 00AM	11 45AM		
Daily	Daily	Tuesday, Thursday & Saturday						Daily	Monday, Wednesday and Friday	Daily		
						113.6						

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

TRAINS SOUTHWARD	Miles from Overton	TIMETABLE No. 1 July 22, 1956	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS					SECOND CLASS
697 Local Freight Daily Except Sunday					696 Local Freight Daily Except Sunday
10 15AM	0.0	LS.....	OVERTON	AX 22	9 45AM
	4.0		NORFOLK	BX 4	
11 30AM	16.0	LS.....	HENDERSON	BX 16	8 30AM
Daily Except Sunday		16.0			Daily Except Sunday

SUGARLAND SUBDIV.—BETWEEN SUGARLAND AND HAWDON JCT.

TRAINS SOUTHWARD	Miles from Sugarland	TIMETABLE No. 1 July 22, 1956	Station Numbers	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS					SECOND CLASS
693 Local Freight Daily Except Sunday					692 Local Freight Daily Except Sunday
9 55PM	15.3	.....	HAWDON JCT.		4 20PM
9 59	13.8	.....	HOUSE	AG 20	4 15
10 10	11.3	SUGARLAND JCT. (GC&SF Cross.)		AG 22	4 05
10 25	6.7	.....	DEWALT		3 50
10 55PM	0.0	LS.....	SUGARLAND (T&NO Cross.)	Y& AG 33	3 30PM
Daily Except Sunday		15.3			Daily Except Sunday

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

Mineola Subdiv. No. 691 is Superior to No. 690.

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.

Passenger cars MP 6330, 6351, 6332, 6333, 6334, 6335 and 6336, Sleepers Shrine Tower, Beacon Tower, and Temple Tower, and Diner 10242 are Streamlined—HIGH center of gravity cars.

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

MP passenger cars of the 700 and 800 series, T&P passenger cars of the 100, 200, 300, 400, and 500 series, and Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, are Streamlined—LOW center of gravity cars.

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	Speed	79	79	Five miles
Trinity Subdiv.....	50	70	79	79		79	79	
Fort Worth Subdiv.....	45	59	59	59	shown on	59	59	per hour
Mart Subdiv.....	45	59	59	59		59	59	
Mineola Subdiv.....	25	30	30	30	slow speed	30	30	above speed
Except between Tyler and Mineola.....	20	20	20	20		20	20	
Henderson Subdiv.....	25	30	30	30	slow speed	30	30	shown on
Huntsville Subdiv.....	30	30	30	30		30	30	
Anchor Subdiv.....	25	30	30	30	signs	30	30	slow speed
Sugarland Subdiv.....	20	25	25	25		25	25	

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.

MO. PAC. DIESEL ENGINES		T&P DIESEL ENGINES	
Diesel	MPH	Diesel	MPH
201 to 208.....	65	1100 to 1130.....	65
301 to 392.....	65	1500 to 1582.....	65
501 to 626.....	65	2000 to 2017.....	85
800 to 815.....	30		
4100 to 4101.....	35	MV-KO&G-OCAA DIESEL ENGINES	
4102 to 4103.....	75	751 to 756.....	65
4104 to 4371.....	65		
4501 to 4526.....	65	Motor Cars:	
7000 to 7021.....	98	Passenger Motor	
7100.....	90	Car No. 670, with	
8001 to 8036.....	98	mechanical drive	70
9000 to 9022.....	35		
9102 to 9191.....	35		
9200 to 9239.....	35		

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:

Subdiv.:	Miles Per Hour
Longview, Trinity, Mart and Fort Worth.....	25
Henderson, Huntsville, Mineola, Anchor and Sugarland.....	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.)

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 "A" Consist "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
Arp, city limits.....	30	30
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.:		
Fort 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. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED: (Continued)

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

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

Longview Subdiv.:

45	0	05	0	16	65	79	01	78	22
65	0	26	1	12	50	77	25	77	13
65	2	28	3	07	65	77	11	76	28
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. LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS—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

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	TP	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	TP	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, control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot 2 3/4" 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 job 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.

3-F. TRAIN HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded): Miles Per Hour

- 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.

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 (Except MPX 5121)..... 30
- Scale Test Car MPX 5121..... Maximum Train Speed Consist "A"

Scale test cars must be handled next to cabooses.

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.

**MISSOURI PACIFIC RAILROAD EMPLOYEES' HOSPITAL ASSOCIATION
HOSPITAL, PALESTINE, TEXAS**

DR. H. 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
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EYE, EAR, NOSE AND THROAT

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LOCAL SURGEONS

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 Dr. J. E. Adams.....Kilgore, Texas
 Dr. L. L. Allums.....Kilgore, Texas
 Dr. S. M. Downs.....Kilgore, Texas
 Dr. R. H. Robertson, Jr.....Kilgore, Texas
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 Dr. W. M. Holland.....Conroe, Texas
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 Dr. N. E. Graham.....Spring, Texas
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 Dr. J. J. Delaney.....Galveston, Texas
 Dr. W. W. Stephen.....Galveston, Texas
 Dr. C. Slaughter.....Sugarland, Texas
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 Dr. H. E. Thompson.....Navasota, Texas
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 Dr. A. C. Bennett.....Marlin, Texas
 Dr. H. Smith.....Marlin, Texas
 Dr. M. B. Gunter.....Mart, Texas
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 Dr. W. S. Horn.....Ft. Worth, Texas
 Dr. F. L. Bynum.....Ft. Worth, Texas

The Medical and Surgical Service at Fort Worth is under the supervision of Dr. W. 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 CApiitol 7-2201 for emergency.