

# INTERNATIONAL & GREAT NORTHERN RAILWAY

Jas. A. Baker, Receiver  
Thornwell Fay, Assistant to Receiver



FORT WORTH DIVISION

## TIME TABLE No. 23

(SUPERSEDING PREVIOUS TIME TABLES)

EFFECTIVE 12:01 A.M., SUNDAY, JULY 29, 1917

For the Government of Employes Only

THE COMPANY RESERVES THE RIGHT TO VARY THEREFROM AS CIRCUMSTANCES REQUIRE

 **DESTROY ALL TIME TABLES OF PREVIOUS DATE** 

A. G. WHITTINGTON,  
General Manager

S. E. BURKHEAD,  
Assistant General Manager

INTERNATIONAL & GREAT NORTHERN RAILWAY  
Fort Worth Division

Toward Mart—Southward

FORT WORTH SUB-DIVISION

Northward—Toward Fort Worth

Length of Sidings in feet and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Ft. Worth	STATIONS	Distance from Mart	FIRST CLASS		SECOND CLASS		THIRD CLASS		Telegraph Office Hours			
		31 Local Freight		55 Red Ball		17 Through Passenger				15 Local-Thru Passenger	14 Local-Thru Passenger	16 Through Passenger		56 Red Ball			30 Local Freight		
		Leave Daily Except Sunday		Leave Daily		Leave Daily				Leave Daily	Arrive Daily	Arrive Daily		Arrive Daily			Arrive Daily Except Sunday		
Yard WOFFY		7 25 <sup>15</sup> AM		10 20 <sup>PM</sup>		8 00 <sup>PM</sup>	7 05 <sup>AM</sup>	0.0	N	FORT WORTH	113.5	9 10 <sup>PM</sup>	7 25 <sup>31</sup> AM		2 10 <sup>AM</sup>		4 00 <sup>PM</sup>	Continuous	
2800 W		7 35		10 35		8 10	7 17 <sup>15</sup>	2.7		MARA	110.8	8 58	7 17 <sup>15</sup>		1 59		3 40		
2760		8 00		11 10		8 21	7 32	9.3	D	EVERMAN	104.2	8 45	7 05		1 38		3 15	7.00 AM to 6.00 PM	
2288		8 20		11 32		8 32 <sup>15</sup>	7 45	15.6		RETTA	97.9	8 32 <sup>17</sup>	6 54		1 22		2 55		
2750		8 40		11 47 <sup>PM</sup>		8 41	7 55	20.4	D	LILLIAN	93.1	8 20	6 45		1 09		2 40	7.00 AM to 6.00 PM	
2970		9 15		12 40 <sup>55</sup> AM		8 57	8 10	27.8	D	VENUS	85.7	8 04	6 28		12 40 <sup>55</sup>		2 15	7.30 AM to 6.30 PM	
2993		10 10		1 10		9 16	8 33	35.3	D	MAYPEARL	75.2	7 40	6 10		12 11 <sup>AM</sup>		1 35	7.00 AM to 6.00 PM	
2752 W		10 35		1 35		9 31	8 48	45.6		BELBRANCH	67.9	7 23	5 57		11 52 <sup>PM</sup>		1 00		
1842		11 20 <sup>AM</sup>		1 55		9 41	8 59	50.9	N	ITALY	62.6	7 09	5 46		11 33		12 40	Continuous	
2370		12 05 <sup>30</sup> PM		2 20		9 58	9 18	59.5	D	MERTENS	54.0	6 51	5 30		11 12		12 05 <sup>31</sup> PM	7.30 AM to 6.30 PM	
3000		12 30		2 36		10 08	9 30	64.3	D	IRENE	49.2	6 38	5 19		10 55		11 35 <sup>AM</sup>	8.00 AM to 7.00 PM	
531		12 45		2 47		10 14	9 37	67.8		WALLING	45.7	6 31	5 13		10 46		11 05		
800		1 00		2 54		10 18	9 43	69.9	D	MALONE	43.6	6 26	5 09		10 40		10 55	7.30 AM to 6.30 PM	
2700		1 25		3 07		10 26 <sup>25</sup>	9 53	74.2	D	PENELOPE	39.3	6 16	5 01		10 26 <sup>17</sup>		10 35	7.30 AM to 6.30 PM	
2070		1 50		3 35		10 39	10 08 <sup>30</sup>	80.5		HOEN	33.0	6 01	4 49		9 54		10 08 <sup>15</sup>		
3000		2 05		3 47		10 46	10 16	84.6	D	LEROY	28.9	5 52	4 43		9 43		9 30	7.30 AM to 6.30 PM	
2010		2 20		3 59		10 53	10 24	88.6		TEKLA	24.9	5 43	4 37		9 33		8 50		
1969		2 45		4 26 <sup>15</sup>		11 05	10 36	95.5	N	ST. L. S. W. CROSSING	18.0	5 30	4 26 <sup>55</sup>		9 10		8 25	Continuous	
Yard YOW								96.5	N	EAST WACO	18.4								
						11 17	10 48	98.5		WACO	18.7	5 13	4 12						
YW		3 15		5 00		11 35	11 05	97.1		WACO JUNCTION	16.4	5 02	4 00		8 33		7 55		
3032		3 50		5 30		11 50 <sup>PM</sup>	11 20	105.2	D	HALLSBURG	8.3	4 47	3 45		8 10		7 30	7.00 AM to 6.00 PM	
Yard WFTYO		4 25 <sup>14</sup> PM		6 00 <sup>AM</sup>		12 05 <sup>PM</sup>	11 40 <sup>AM</sup>	113.5	N	MART	0.0	4 30 <sup>31</sup> PM	3 30 <sup>AM</sup>		7 45 <sup>PM</sup>		7 00 <sup>AM</sup>	Continuous	
		31 Arrive Daily Except Sunday		55 Arrive Daily		17 Arrive Daily	15 Arrive Daily			113.5		14 Leave Daily	16 Leave Daily		56 Leave Daily		30 Leave Daily Except Sunday		

(9.00) 12.7	(7.40) 14.8	(4.05) 28.0	(4.35) 26.0	Time Over Sub-Division.....	(4.40) 25.9	(2.55) 29.0	(6.25) 18.0	(9.00) 12.7
Average Speed per Hour.....								

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Trains of the Same Class in the Opposite Direction. EXTRA TRAINS MAY PASS AND RUN AHEAD OF THIRD-CLASS TRAINS.  
Except No. 17 is Superior to No. 14

Maximum speed of engines backing, twelve miles per hour.  
Maximum speed of all trains entering and passing through sidings will be eight miles per hour.  
Freight trains reduce speed to fifteen miles per hour over Chambers Creek and Tehuacana Creek bridges.  
Register Stations: Fort Worth, St. L. S. W. Crossing, Waco Jct., Mart.  
St. L. S. W. Crossing and Waco Jct. are register stations for first class trains only.  
Bulletin Books: Fort Worth, Mart.  
Standard Clock: Mart Dispatcher's Office.

Railroad Crossings: St. L. S. W., at Mertens; T. & B. V., at Malone; between East Waco, Waco and Waco Junction.  
Nos. 14 and 15 stop on flag at Griffith, McDaniel, Birome and Battle.  
Yard Limit Boards: Fort Worth, Italy, St. L. S. W. crossing Mart.  
First-class trains Southward will head into Waco via St. L. S. W. crossing; backing out to Waco Jct., via Plum Street connection.  
First-class trains Northward will back into Waco from Waco Jct., via Plum Street connection, and head out via St. L. S. W.

While using joint tracks of St. L. S. W. Ry. of Texas, between Waco and St. L. S. W. Crossing, and Texas & Pacific Ry. Co., at Fort Worth, employees will be governed by rules and regulations of said companies.  
Speed Ordinance, miles per hour, city limits: Fort Worth 6, Venus 8, Italy 6, Waco 4, Mart 12.  
All persons are strictly forbidden to board engines or cars when they are in too rapid motion, or to stand on track and board engines or cars when same are approaching them.  
Water stations located between sidings: Mile 250, mile 210, mile 196.

INTERNATIONAL & GREAT NORTHERN RAILWAY—Fort Worth Division

Toward Sellers—SOUTHWARD

MART SUB-DIVISION

NORTHWARD—Toward Mart

Yard	Length of Sliding in feet Water, Fuel and Turn- ing Stations	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance from Mart	Time Table No. 23 July 29, 1917	Distance from Sellers	FIRST CLASS		SECOND CLASS		THIRD CLASS		Telegraph Office Hours
		33	31	55	17	15	14	16				56	30	32				
		Local Freight	Local Freight	Red Ball	Through Passenger	Local-Thru Passenger	Local-Thru Passenger	Through Passenger				Through Passenger	Red Ball	Local Freight	Local Freight			
		Leave Daily Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
WFTYO			6 30 <sup>AM</sup>		9 30 <sup>AM</sup>		12 10 <sup>AM</sup>	11 45 <sup>AM</sup>	0.0	N	MART	159.4	4 25 <sup>PM</sup>	3 25 <sup>AM</sup>	5 45 <sup>PM</sup>		2 00 <sup>PM</sup>	Continuous
3766			7 00		9 55		12 23	11 58 <sup>AM</sup>	6.7	D	OTTO	152.7	\$ 4 09	3 11	5 22		1 35	7.00 AM to 5.00 PM
3236			7 25		10 20		12 35	12 12 <sup>PM</sup>	7.3		McCLANAHAN	145.4	f 3 53	2 59	5 00		1 00	
1816 WY			8 15		10 50		\$12 50	\$12 25 <sup>32</sup>	14.0	N	MARLIN	139.4	\$ 3 38	\$ 2 45	4 33		12 25 <sup>15</sup>	Continuous
1900			8 45		11 16 <sup>32</sup>		1 10	12 45	20.0		COYMACK	130.2	3 17	2 28	4 09		11 16 <sup>55</sup>	
674			9 00		11 20		f 1 13	\$12 48	29.2	D	HIGH BANK	128.7	\$ 3 14	2 25	4 05		10 50	7.30 AM to 6.30 PM
535			9 20		11 32		1 21	12 55	30.7		ELOISE	125.0	f 3 05	2 19	3 54		10 05	
1968			9 45 <sup>32</sup>		11 45		1 29	f 1 04	34.4		BUFKIN	120.7	f 2 56	2 11	3 41		9 45 <sup>33</sup>	
Y			10 10		11 59 <sup>AM</sup>		1 38	f 1 14	38.7		COALING	116.3	f 2 46	2 03	3 28		9 25	
2256 WY			10 35		12 15 <sup>PM</sup>		1 53 <sup>15</sup>	\$ 1 26	43.1	D	CALVERT JUNCTION	111.0	\$ 2 34	1 53	3 12		8 45	7.00 AM to 5.00 PM
569 C			11 15					\$ 1 45	48.4	D	CALVERT	115.7	\$ 2 14				8 15	6.00 AM to 7.00 PM
			11 45 <sup>AM</sup>		12 15		1 53	\$ 2 01 <sup>14</sup>	53.1	D	CALVERT JUNCTION	111.0	\$ 2 01 <sup>15</sup>	1 53 <sup>17</sup>	3 12		7 40	
2280			12 20 <sup>PM</sup>		12 35		2 07	f 2 15	58.4		GOODLAND	104.5	f 1 47	1 41	2 50		7 15	
Yard FY			12 35 <sup>PM</sup>	5 00 <sup>AM</sup>	12 50 <sup>14</sup>		2 15	\$ 2 30 <sup>56</sup>	57.9	N	VALLEY JUNCTION	101.5	f 1 40 <sup>25</sup>	1 35 <sup>55</sup>	2 40 <sup>15</sup>	4 20 <sup>PM</sup>	7 00 <sup>AM</sup>	Continuous
1700			5 15	2 08	2 43	f 2 54	63.0			NICHOLAS	96.4	f 1 03	1 07	1 33	4 00			
2131			5 30	2 18	2 51	\$ 3 02	66.5		D	MUMFORD	92.9	\$12 54	1 00	1 22	3 45		7.30 AM to 6.30 PM	
1700			5 50	2 45 <sup>30</sup>	3 05	f 3 16 <sup>30</sup>	73.0			FOUNTAIN	86.4	f 12 39	12 45	1 00	3 16 <sup>15</sup>	3 45 <sup>55</sup>		
3384 WFTC			7 30	3 20	\$ 3 20	\$ 3 31	80.4		N	BRYAN	79.0	\$12 22	\$12 30	12 35	2 00		Continuous	
889			8 00	3 33	f 3 31	\$ 3 44	84.9		D	COLLEGE STATION	74.5	\$12 12	12 21	12 22	1 20		7.30 AM to 6.30 PM	
3285			8 15	3 50 <sup>15</sup>	3 37	f 3 50 <sup>55</sup>	88.0			KOPPE	71.4	f 12 05 <sup>55</sup>	12 15	12 05 <sup>14</sup>	1 00			
2100			8 35	4 15	3 47	4 02	93.2			ENRIGHT	66.2	11 54 <sup>AM</sup>	12 05 <sup>AM</sup>	11 39 <sup>AM</sup>	12 40			
3220			9 00	4 35	4 00	\$ 4 16	99.6		D	CAWTHON	59.8	\$11 40	11 53 <sup>PM</sup>	11 18	12 15 <sup>PM</sup>		7.30 AM to 6.30 PM	
2035			9 20	4 52	4 07	f 4 24	103.1			DINKINS	56.3	f 11 30	11 48	11 05	11 55 <sup>AM</sup>			
2053 FT			9 55 <sup>14-30</sup>	5 20	\$ 4 22	\$ 4 40	110.0		D	NAVASOTA	49.4	\$11 10 <sup>31</sup>	\$11 33	10 40 <sup>31</sup>	11 30 <sup>14</sup>	11 45 <sup>31</sup>		7.00 AM to 6.00 PM
2456			11 40	5 50	4 40	4 58	118.3			McCORMACK	41.1	10 50	11 19	10 14 <sup>30</sup>	10 14 <sup>55</sup>			
3030 Y			11 55 <sup>AM</sup>	6 15	4 47	\$ 5 05	122.0		D	STONEHAM	37.4	\$10 42	11 12	10 00	9 45		7.30 AM to 6.30 PM	
3358			12 25 <sup>PM</sup>	6 45	5 05	f 5 24	131.2			FETZER	28.2	f 10 22	10 57	9 31	8 55			
3209			12 55	7 00	5 14	\$ 5 35	136.4		D	MAGNOLIA	23.0	\$10 12	10 49	9 15	8 35		7.00 AM to 6.00 PM	
2130			1 10	7 15	5 23	f 5 45	141.5			PINEHURST	17.9	f 10 00	10 41	8 56	8 10			
3117			1 35	7 40	5 35	\$ 5 59	147.3		D	HUFSMITH	12.1	\$ 9 45	10 32	8 32	7 50		7.30 AM to 6.30 PM	
1798			1 50	7 55	5 43	6 10	152.3			AVONAK	7.1	9 33	10 24	8 13	7 25			
YFW			2 10	8 20	\$ 5 55	\$ 6 20	158.5			SPRING	0.9	\$ 9 20	\$10 15	7 52	7 05			
Yard			2 15 <sup>PM</sup>	8 30 <sup>PM</sup>	6 00 <sup>AM</sup>	6 25 <sup>PM</sup>	159.4		N	SELLERS	0.0	9 15 <sup>AM</sup>	10 10 <sup>PM</sup>	7 45 <sup>AM</sup>	7 00 <sup>AM</sup>		Continuous	
			33	31	55	17	15		159.4		14	16	56	30	32			
			Arrive Daily Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
			(6.65) 11.1	(9.15) 11.0	(11.00) 14.5	(5.50) 27.3	(6.40) 25.3		Time Over Sub-Division.....		(7.10) 23.6	(5.15) 30.3	(10.00) 16.0	(9.20) 10.8	(7.0) 9.7			
									Average Speed per Hour.....									

SPECIAL INSTRUCTIONS:—Northward trains are superior to trains of the same class in the opposite direction except No. 17 is superior to No. 14. Extra trains may pass and run ahead of third-class trains  
REMAINDER OF SPECIAL INSTRUCTIONS PERTAINING TO MART SUB-DIVISION ARE ON PAGE 4. READ THEM CAREFULLY.

**INTERNATIONAL & GREAT NORTHERN RAILWAY**  
Fort Worth Division

Toward Navasota—Southward

MADISONVILLE BRANCH

Northward—Toward Madisonville

Length of Sidings in feet and location of Scales, Fuel, Water and Turning Stations	THIRD CLASS		FIRST CLASS		Distance from Madisonville	STATIONS	Distance from Navasota	FIRST CLASS		THIRD CLASS		Telephone Office Hours
		531 Local Freight		515 Passenger				514 Passenger		530 Local Freight		
		Leave Daily Except Sunday		Leave Daily				Arrive Daily		Arrive Daily Except Sunday		
Yard Y		11 50 <sup>AM</sup>		2 00 <sup>PM</sup>	0.0	D MADISONVILLE	44.7	1 45 <sup>PM</sup>		11 10 <sup>AM</sup>		8.00 AM to 7.00 PM
1480		1 03 <sup>51c</sup>		\$ 2 40	12.3	D BEDIAS	32.4	\$ 1 03 <sup>25c</sup>		10 05		8.00 AM to 7.00 PM
1000		2 00		\$ 3 10	21.1	D SINGLETON	23.6	\$12 36		9 15		8.00 AM to 7.00 PM
887		2 30		\$ 3 26	26 2	D ROAN'S PRAIRIE	18.5	\$12 20 <sup>PM</sup>		8 40		8.00 AM to 7.00 PM
1462		3 10		\$ 3 47	33.7	D ANDERSON	11.0	\$11 58 <sup>AM</sup>		8 00		7.30 AM to 6.30 PM
Yard TF		4 00 <sup>PM</sup>		4 25 <sup>PM</sup>	44.7	D NAVASOTA	0.0	11 20 <sup>AM</sup>		7 00 <sup>AM</sup>		7.00 AM to 6.00 PM
		531 Arrive Daily Except Sunday		515 Arrive Daily				514 Leave Daily		530 Leave Daily Except Sunday		
		(4.10) 10.8		(2.25) 18.6		44.7		(2.25) 18.6		(4.10) 10.8		

.....Time over District.....  
.....Average Speed per Hour.....

**SPECIAL INSTRUCTIONS MADISONVILLE BRANCH**

Northward trains are superior to trains of the same class in opposite direction.  
Extra trains may pass and run ahead of third-class trains.  
All trains will stop on flag at Becker, Larimer, Eugenia and Jozey.  
Speed Ordinance, miles per hour, city limits: Navasota 6.  
Maximum Speed: Engines backing twelve miles per hour.

Maximum speed all trains entering and passing through sidings will be eight miles per hour.  
Register Stations: Madisonville, Navasota.  
Bulletin Book: Navasota.  
Railroad Crossings: H. & T. C., Navasota; T. & B. V., Singleton.

Yard Limit Board: Navasota, Madisonville.

Water Stations: Holland Creek near M. P. 7, Larimer near M. P. 25.

All persons are strictly forbidden to board engines or cars when they are in too rapid motion or to stand on track and board engines or cars when same are approaching them.

**SPECIAL INSTRUCTIONS MART SUB-DIVISION (Continued from Page 3)**

Maximum speed of engines backing, twelve miles per hour.  
Maximum speed of all trains entering and passing through sidings will be eight miles per hour.  
Freight trains reduce speed to fifteen miles per hour over Navasota river and Little Brazos river bridges.  
Standard Clock: Mart, Dispatcher's Office; Yard Office, Sellers.  
Register Stations: Mart, Calvert Jct., Valley Jct. and Sellers.  
Nos. 16 and 17 will not register at Calvert Jct.  
Bulletin Books: Mart, Valley Jct. and Sellers.  
Railroad Crossings: H. & T. C., Marlin; Gulf Division, Valley Jct.; H. & B. V. crossing north of Nicholas, and H. & T. C., Bryan, College Station and Navasota.  
Speed Ordinance, miles per hour, city limits: Mart 12; Marlin 4; Calvert 6; Bryan 6; Navasota 6.

Yard Limit Boards: Mart, Marlin, Calvert Jct., Calvert, Valley Jct., Bryan, College Station, Navasota, Spring and Sellers.  
Semaphore Signals located south of Navasota indicate position of G. C. & S. F. transfer switch, and south passing track switch. Arm in horizontal position indicates switch set for siding. When signal is at angle of 45 degrees, indicates switch set for main track.  
Nos. 14 and 15 will stop on flag at Connally, Clarkview, Salter, Black-Bridge, Marvin, Tatsie, Onah, Wicker, Yuma, Dallam, Yarbrough, Crooks, Todd, Virgie and Willow.  
See Gulf Division Time Table for trains between Spring and Houston.  
Water Stations located between sidings: Mile 86, mile 57, mile 40, mile 13.  
All persons are strictly forbidden to board engines or cars when they are in too rapid motion, or to stand on track and board engines or cars when same are approaching them.

**SIGNS AND CHARACTERS**

W—Water Station.  
F—Fuel Station.  
Y—Wye Track.

T—Turn Table.  
O—Track Scales.

**E. G. GOFORTH, Superintendent**  
MART, TEXAS

**T. J. HUNT, Ass't Superintendent**  
MART, TEXAS

**C. D. BLANK, Assistant Train Master**  
VALLEY JUNCTION, TEXAS

**J. W. MARSHALL, Chief Dispatcher**

O. M. SLAIGHT, Dispatcher  
L. D. FRETWELL, Dispatcher  
C. E. PARNELL, Dispatcher

## Rating of Engines, Tons

NORTHWARD						
BETWEEN	Class "D" Engines 110 to 119	Class "E" Engines 120 to 129	Class "F" Engines 130 to 144 & 307-312	Class "H" Engines 145 to 154	Class "G" Engines 201 to 265	Class "L" Engines 401 to 423
Sellers and Valley Jct.....	1000	1000	1050	1200	1400	1700
Valley Jct. and Mart.....	1000	1000	1050	1200	1500	1900
Mart and Waco.....	1000	1100	1200	1300	1500	1900
Waco and Fort Worth.....	900	900	1000	1100	1250	1600
SOUTHWARD						
Fort Worth and Waco.....	1000	1000	1100	1250	1500	2000
Waco and Mart.....	1100	1150	1250	1400	1600	2200
Mart and Marlin.....	1100	1150	1300	1400	1600	2200
Marlin and Valley Jct.....	1650	1750	2000	2350	2550	3500
Valley Jct. and Stoneham.....	1000	1050	1250	1300	1500	2200
Stoneham and Sellers.....	1650	1750	2000	2350	2500	3500

SUPERHEATED CLASS "E" ENGINES WILL HANDLE CLASS "H" TONNAGE

## Business Tracks Not Shown as Stations on Time Table:

	Mile		Mile
Brick Yard .....	270	Hay Market .....	97
Bradley .....	249	Olinda .....	95
Griffith .....	241	Shoreacres .....	93
McDaniels .....	217	Onah .....	81
Brome .....	194	Higgs .....	88
Battle .....	162	Smitana .....	88
Connally .....	132	Wicker .....	88
Rionel .....	131	Royder .....	67
Clarkview .....	130	Yuma .....	62
Recon .....	122	Dallam .....	56
Salter .....	117	Hylie .....	47
Black Bridge .....	113	Sandall .....	45
Peterson .....	109½	Levin .....	41
Beckham .....	109	Crooks .....	32
Barton .....	108	Todd .....	29
Marvin .....	107	Cody .....	26
North Harlan .....	106	Amster .....	24
Dunns .....	103	Virgie .....	18
Algadon .....	102	Willow .....	7
Coker .....	100	Rotherwood .....	5

### MADISONVILLE BRANCH.

	Mile
Premier .....	6
Becker .....	7
Larimer .....	25
Eugenia .....	37
Jozey .....	40

# INTERNATIONAL & GREAT NORTHERN RAILWAY EMPLOYES' HOSPITAL ASSOCIATION

LOCATION OF HOSPITAL, Palestine, Texas

**DR. E. B. PARSONS,**  
Chief Surgeon,  
PALESTINE, TEXAS.

**DR. GEO. WILHITE,**  
Asst. Chief Surgeon,  
PALESTINE, TEXAS.

**DR. L. H. COCKERHAM,**  
House Surgeon,  
PALESTINE, TEXAS.

## LOCAL SURGEONS

Dr. Bacon Saunders.....Local Surgeon.....Fort Worth, Tex.	Dr. J. F. Cook.....Local Surgeon.....Mart, Tex.
Dr. Roy Saunders.....Local Surgeon.....Fort Worth, Tex.	Dr. C. C. Collum.....Local Surgeon.....Mart, Tex.
Dr. E. A. Woodward.....Local Surgeon.....Fort Worth, Tex.	Dr. J. A. Dix.....Local Surgeon.....Otto, Tex.
Dr. J. J. O'Reiley.....Local Surgeon.....Fort Worth, Tex.	Dr. T. B. Sewell.....Local Surgeon.....Marlin, Tex.
Dr. Graves Everman.....Local Surgeon.....Everman, Tex.	Dr. S. P. Rice.....Local Surgeon.....Marlin, Tex.
Dr. M. C. Cahill.....Local Surgeon.....Lillian, Tex.	Dr. H. P. Curry.....Local Surgeon.....Highbank, Tex.
Dr. Grady Shytles.....Local Surgeon.....Venus, Tex.	Dr. J. F. Gibson.....Local Surgeon.....Calvert, Tex.
Dr. W. B. Weeks.....Local Surgeon.....Maypearl, Tex.	Dr. R. F. Curry.....Local Surgeon.....Mumford, Tex.
Dr. T. H. Carlile.....Local Surgeon.....Italy, Tex.	Dr. W. L. Oliver.....Local Surgeon.....Bryan, Tex.
Dr. G. W. Carlile.....Local Surgeon.....Italy, Tex.	Dr. H. L. Fountain.....Local Surgeon.....Bryan, Tex.
Dr. S. Price.....Local Surgeon.....Mertens, Tex.	Dr. T. C. Bell.....Local Surgeon.....Magnolia, Tex.
Dr. H. H. Stephenson.....Local Surgeon.....Irene, Tex.	Dr. W. F. Wilson.....Local Surgeon.....Navasota, Tex.
Dr. C. W. Drake.....Local Surgeon.....Malone, Tex.	Dr. S. J. Emory.....Local Surgeon.....Navasota, Tex.
Dr. J. W. Jenkins.....Local Surgeon.....Penelope, Tex.	Dr. Oscar Davis.....Local Surgeon.....Anderson, Tex.
Dr. J. M. Witt.....Local Surgeon.....Waco, Tex.	Dr. L. A. Barnes.....Local Surgeon.....Bedias, Tex.
Dr. G. B. Foscue.....Local Surgeon.....Waco, Tex.	Dr. A. G. Weber.....Local Surgeon.....Roans Prairie, Tex.
Dr. H. F. Connally.....Local Surgeon.....Waco, Tex.	Dr. J. P. Westmoreland.....Local Surgeon.....Madisonville, Tex.
Dr. I. L. McGlasson.....Local Surgeon.....Waco, Tex.	Dr. J. E. Morris.....Local Surgeon.....Madisonville, Tex.
Dr. M. L. Langford.....Local Surgeon.....Mart, Tex.	

## OCULIST

Dr. W. R. Thompson.....Fort Worth, Tex.  
Dr. H. T. Aynesworth.....Waco, Tex.

At points indicated with \* both Medical and Surgical attention will be given. When Passengers or Employes are injured and require treatment, the nearest Company Surgeon will be called. When absolutely necessary, outside Surgeons may be called, but, as far as practicable, only to give first aid. They must be so informed at the time.

## STATE LAWS

ARTICLE 4503. Every conductor, baggage master, engineer, brakeman or other servant of such railroad corporation employed in a passenger train or at stations for passengers, shall wear upon his hat or cap a badge which shall indicate his office and the initial letters of the style of the corporation by which he is employed.

ARTICLE 4504. No conductor or collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket or exercise any of the powers of his office, and no other of the said officers or servants without such badge shall have any authority to meddle or interfere with the passengers, their baggage or property.

ARTICLE 4507. A bell of at least 30 pounds weight and a steam whistle shall be placed on each locomotive engine, and the whistle shall be blown and the bell rung at a distance of 80 rods from the place where the railroad crosses any public road or street and said bell shall be kept ringing until it shall have crossed such public road or stopped; and each locomotive engine approaching a place where two lines of railway cross each other shall, before reaching such railroad crossing, be brought to a full stop; and any engineer having charge of such engine and neglecting to comply with any of the provisions of this Article shall be fined in any sum not less than Five (\$5.00) Dollars nor more than One Hundred (\$100.00) Dollars for such neglect; provided, however, that the full stop at such crossing may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus and shall keep a flagman in attendance at such crossing.

ARTICLE 4508. In forming a passenger train the baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they or any of them shall be so placed and any accident happen

to life or limb, the officer or agent who so directed or knowingly suffered such arrangement, and the conductor and engineer of the train, shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

ARTICLE 1010, SEC. 9. Conductors of passenger trains provided with separate coaches shall have the authority to refuse any passengers admittance to any coach or compartment in which they are not entitled to ride under the provisions of the Separate Coach Act, and the conductor in charge of the train shall have authority and it shall be his duty to remove from a coach any passenger not entitled to ride therein under the provisions of said Act, and upon his refusal to do so knowingly shall be guilty of a misdemeanor, and upon conviction shall be fined in any sum not less than \$5.00 nor more than \$25.00.

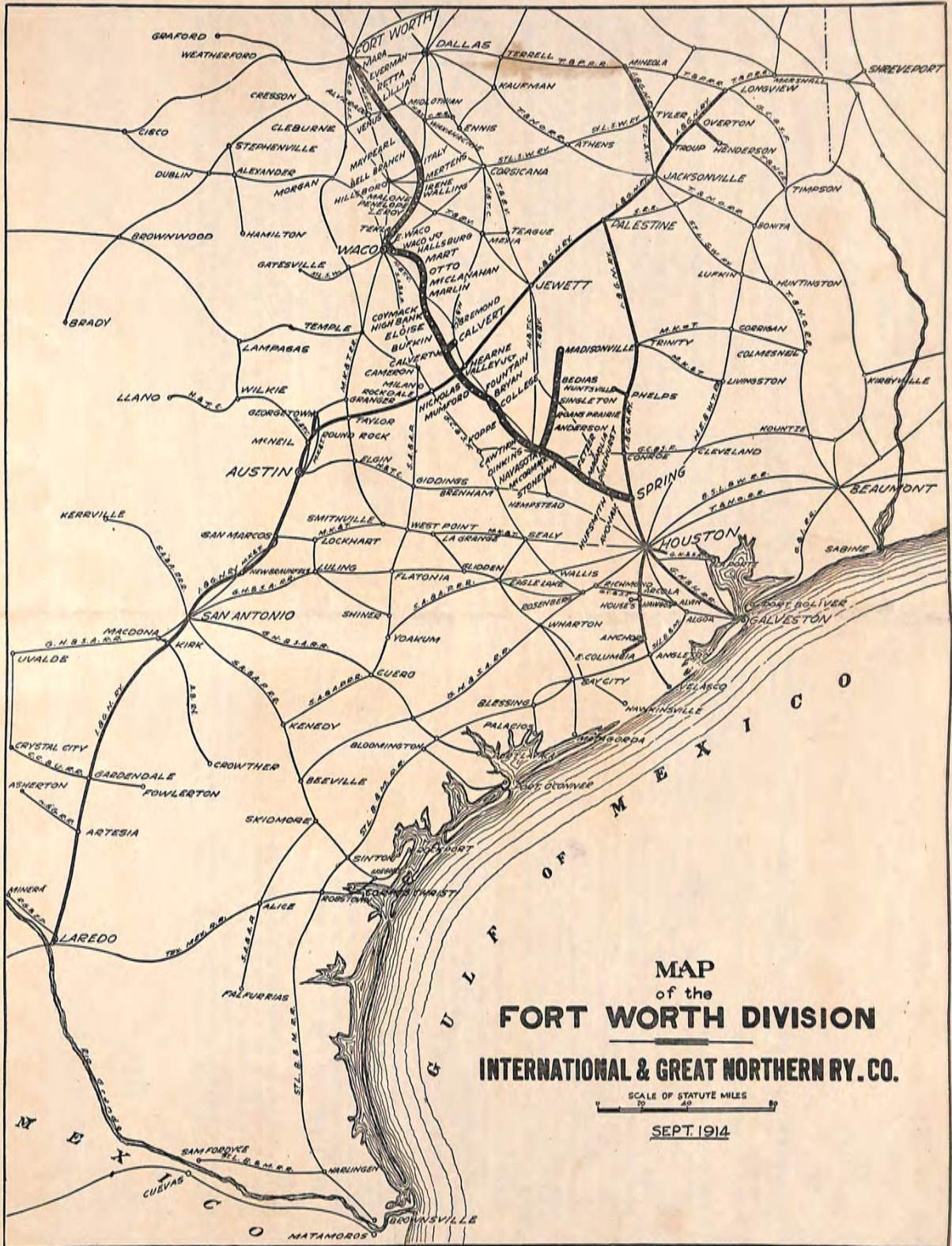
ACTS 1907, Page 93. If any Railway Company or any officer, agent or employe of any such Company in this State shall knowingly haul or carry any person or property free of charge, or give or grant to any person, firm, association of persons or corporations, a free pass, a privilege or a substitute for pay or a subterfuge which is used or which is given to be used instead of the regular fare or rate for transportation, or any authority or permit whatsoever, to travel or to pass or convey or transport any person or property free or sell any transportation for anything except money or for any greater or less rate than is charged to all persons under the same conditions over any railway or transportation line or part of line in this State, except such persons as are expressly exempted under the provisions of the Act, shall be deemed guilty of a misdemeanor and upon conviction shall pay to the State of Texas the sum of \$5000.00 for each violation of the Act, and any employe or agent of such Railway Company who shall sell any transportation for anything except money, or knowingly give, grant, issue or cause to be issued a free pass, a privilege or any substitute for or in lieu thereof, for

the transportation of any person, article or thing except to such persons as are exempt under the provisions of the Act, shall be deemed guilty of a felony and upon conviction shall be punished by a fine of not less than \$500.00 nor more than \$2000.00 and may in addition thereto in the discretion of the jury be imprisoned in the penitentiary for a term of not less than six months nor more than two years.

A Railroad Company has the right to eject from its trains any passenger or person who refuses upon demand to produce a proper ticket or other transportation or satisfactory evidence of his right to ride, or to pay his fare to destination; any drunken or disorderly person whose conduct is such as is calculated to operate as a serious annoyance to other passengers, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car or who threatens to assault any passengers or train employes, whether he has paid his fare or not. In such cases such passenger or person may be expelled from the train at any point along the line, whether at a depot or elsewhere, except in case the passenger or person is unable by reason of age, sex, infirmity or other condition or circumstance to travel from the place of ejection to a dwelling house or town, or in case of great distance, inclement weather, darkness or other condition or circumstances, rendering it unsafe, frightful or dangerous for such passenger or person to travel to the nearest dwelling or town; then in any of such cases such passenger or person should be expelled at a station where reasonably safe and comfortable accommodations can be secured.

The attention of all employes is called to the extracts published above.

Engineers are cautioned against any failure to comply with the law concerning whistling and bell ringing, and are instructed to use both the whistle and the bell at highways and crossings.



MAP  
of the  
**FORT WORTH DIVISION**  
**INTERNATIONAL & GREAT NORTHERN RY. CO.**

SCALE OF STATUTE MILES  
0 20 40

SEPT. 1914