

UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, Director General of Railroads

INTERNATIONAL & GREAT NORTHERN RAILROAD

GULF DIVISION TIME TABLE No. 5

Superseding Previous Time Tables

Effective 12:01 A. M., Sunday, August 3, 1919
CENTRAL TIME

DESTROY ALL TIME TABLES OF PREVIOUS DATE

This Time Table is for the information and guidance of employes only, and is not intended as an advertisement of the time or hours of any train. Right is reserved to vary from it at pleasure.

J. L. LANCASTER,
Federal Manager

A. G. WHITTINGTON,
General Manager

E. G. GOFORTH,
Assistant General Manager

R. M. SEALE,
Superintendent of Transportation

R. B. MARTIN,
Superintendent

INTERNATIONAL & GREAT NORTHERN RAILROAD
Gulf Division

Toward Palestine—Southward

LONGVIEW SUB-DIVISION

Toward Longview Jct.—Northward

Length of Siding in feet, and location of Stacks, Fuel, Water and Turning Stations.	THIRD CLASS					SECOND CLASS		FIRST CLASS			Distance from Longview Jct.	Time Table No. 5 Aug. 3, 1919	Distance from Palestine	FIRST CLASS			SECOND CLASS		THIRD CLASS		Telegraph Office Hours
		31		55		5	3	1		2				4	6	56		32			
		Local Freight		Red Ball		San Antonio Express	San Antonio Houston Express	Sunshine Special		Sunshine Special				St. Louis Limited	St. Louis Express	Red Ball		Local Freight			
	Leave Daily Ex. Sunday		Leave Daily		Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday							
Y O Yard		7 00 ^{AM}		1 45 ^{AM}		8 00 ^{PM}	6 00 ^{AM}	10 40 ^{AM}	.0	N	LONGVIEW JCT.	81.3	7 20 ^{PM}	12 40 ^{AM}	9 40 ^{AM}	2 30 ^{AM}		2 45 ^{PM}		Continuous	
2132 W near MP77		7 15		2 10 ⁵⁶		8 15	6 14	10 50	4.9		FOOTES	76.3	7 08	12 24	9 28	2 10 ⁵⁵		2 22			
2611		7 45		2 35		8 38	6 31	11 05	12.1	D	KILGORE	69.2	6 53	12 10 ^{AM}	9 15	1 44		2 05		8.00 AM to 5.00 PM	
2317		8 00		2 55		8 52	6 43	11 15	17.9		REEDS	63.4	6 41	11 53 ^{PM}	9 03	1 21		1 45			
3000		8 53 ⁶		3 15		9 10	6 57	11 27	22.4	N	OVERTON	58.9	6 31	11 43	8 53 ³¹	1 05		1 30		8.00 AM to 12 Midnight	
3637 W near MP54		9 45		3 40		9 30	7 12	11 41	28.8	D	ARP	52.7	6 16	11 20	8 33	12 40		12 30 ^{PM}		8.00 AM to 5.00 PM	
WF Ys 2323 W 2025		11 05 ³²		4 20		10 00	7 34	11 57 ³²	36.1	N	TROUP	45.4	6 03	11 05	8 15	12 15 ^{AM}		11 57 ^{AM} 11 05 ^{AM} ³¹		Continuous	
2282		11 30		4 45		10 15	7 50 ⁵	12 10 ^{PM}	42.5		GOULD	38.8	5 47	10 45	7 50 ³	11 35 ^{PM}		10 40			
2453		11 55 ^{AM}		5 05		10 30 ⁴	8 05	12 21	48.1		TECULA	33.4	5 34	10 30 ⁵	7 35	11 15		10 20			
W 2145		12 33 ¹		5 30		10 55 ⁵⁶	8 20	12 33 ³¹	54.3	N	JACKSONVILLE	27.2	5 21	10 15	7 21	10 55 ⁵		10 00		Continuous	
2171		12 55		5 40		11 02	8 26	12 39	57.9		HUME	23.6	5 11	9 57	7 06	10 35		9 18			
1700		1 10		5 55		11 10	8 34	12 46	61.5		IRONTON	20.0	5 03	9 49	6 57	10 20		9 00			
W 2739		1 25		6 10		11 18	8 44 ³²	12 55	64.0		PRICES	16.5	4 55	9 39	6 48	10 05		8 44 ³			
2250		1 55		6 39 ⁶		11 29	9 00	1 05	68.8	D	NECHES	11.7	4 45	9 29	6 39 ⁵⁵	9 50		8 10		6.00 AM to 10.00 PM	
2234		2 25		7 15 ³³		11 44	9 17	1 20	75.5		WELLS CREEK	5.0	4 30	9 13	6 23	9 25		7 15 ⁵⁵			
WF Y TO Yard		2 45 ^{PM}		7 35 ^{AM}		11 59 ^{PM}	9 30 ^{AM}	1 30 ^{PM}	81.3		PALESTINE	.0	4 20 ^{PM}	9 00 ⁵⁶	6 10 ^{AM}	9 10 ⁴		6 50 ^{AM}		Continuous	
		31 Arrive Daily Ex. Sunday		55 Arrive Daily		5 Arrive Daily	3 Arrive Daily	1 Arrive Daily				81.3	2 Leave Daily	4 Leave Daily	6 Leave Daily	56 Leave Daily		32 Leave Daily Ex. Sunday			
		(7.45) 10.4		(5.50) 12.2		(3.50) 20.3	(3.30) 23.2	(2.50) 28.7		Time Over Sub-Division.....		(3.60) 27.1	(3.40) 22.1	(3.30) 23.2	(5.20) 15.2		(7.55) 10.3			
										Average Speed per Hour.....										

SPECIAL INSTRUCTIONS

Northward trains are superior to trains of the same class in the opposite direction.
Nos. 1 and 2 are superior to all trains.
Extra trains may pass and run ahead of third class trains.

No. 55 is Superior to No. 56.
McDonald is a flag for Nos. 3, 4, 5 and 6.
All trains will proceed under control through yard limits Jacksonville, looking out for St. L. S. W. and T. & N. O. trains occupying I. & G. N. main track.
BULLETIN BOOKS: Longview Jct., Palestine.
REGISTER STATIONS: Longview Jct., Troup, Palestine.
YARD LIMIT BOARDS: Longview Jct., Kilgore, Overton, Arp, Troup, Jacksonville, Neches and Palestine.
Maximum Speed, Engines running backward, twelve (12) miles per hour.

Passenger trains, except Nos. 1 and 2, will stop at non-stop stations to let off passengers holding tickets to such stations, when such tickets are sold by connecting lines.
STANDARD CLOCK: Dispatcher's Office, Palestine.
RAILROAD CROSSING: St. L. S. W., Jacksonville.
SPEED ORDINANCE: Miles per hour, city limits: Overton 15, Troup 10, Palestine 6.
Maximum Speed of all trains entering and passing through sidings will be Eight Miles per hour.
All persons are strictly forbidden to board engines or cars when they are in too rapid motion, or stand on track and board engines or cars when same are approaching them.

SPECIAL INSTRUCTION GOVERNING ALL SUB-DIVISIONS AND BRANCHES

When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineer will whistle out a Flagman, after which he should call for a signal. If no one can be located in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for distance of one-half mile after first calling in Flagman. In cases of this kind it is reasonable to assume that some one has placed the stop signal to protect against broken rail or other track obstruction, and extreme care must be taken in moving train until full flagging distance has been covered.

In conformity with Rule 14-C, Engineman must whistle out Flagman to protect the rear of their trains, and will recall them with engine whistle as per Rule 14-D, or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from the rear of train. Flagman must not wait for signal from either Engineman or Conductor to protect train.

Maximum speed for freight trains, Gulf Division (Main Line), Class "L" Engines, twenty miles per hour. Class "G" Engines and lighter, twenty-five miles per hour. Branches, fifteen miles per hour.

INTERNATIONAL & GREAT NORTHERN RAILROAD
Gulf Division

Toward Sellers—Southward

PALESTINE SUB-DIVISION

Toward Palestine—Northward

Length of Sidings in feet Location of Crossover, Wagonway and Turn ing Stations	THIRD CLASS				SECOND CLASS		FIRST CLASS			Distance from Palestine	Time Table No. 5 August 3, 1919	Distance from Sellers	FIRST CLASS			SECOND CLASS		THIRD CLASS		Telephone Office Hours			
		35	33		55	5	3	1					2	4	8	56		32	34				
		Local Freight	Local Freight		Red Ball	St. Louis- Houston Express	Local Passenger	Sunshine Special					Sunshine Special	Houston St. Louis Express	Local Passenger	Red Ball		Local Freight	Local Freight				
		Leave Daily Ex. Sunday	Leave Mon. Wed. Fri. Only		Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Tues. Thur. Sat. Only	Arrive Daily Ex. Sunday				
W TO Y F Yard			6 45 ^{AM}		10 30 ^{AM}	12 45 ^{AM}	10 00 ^{AM}	1 40 ^{PM}	0.0	N	PALESTINE	128.7	4 05 ^{PM}	8 35 ^{PM}	2 40 ^{PM}	7 00 ^{PM}		3 30 ^{PM}			Continuous		
2424			7 05		11 00	1 03	11 18	1 56	7.5		CRONIN	121.2	3 45	8 15	2 21	6 30		2 50			8.00 AM to 5.00 PM		
1922			7 40		11 25	1 15	11 30	2 07 ³²	12.2	D	ELKHART	116.5	3 35	8 02	2 07 ³²	6 10		2 07 ¹⁸					
2121			8 00		11 50 ^{AM}	1 28	11 42	2 21	18.2		SALMON	110.5	3 24	7 47	1 48	5 45		1 25					
W 2084			9 15		12 30 ³²	1 45	11 00	2 37	24.5	D	GRAPELAND	104.2	3 10	7 30	1 35	5 15		12 30 ⁵⁵				8.00 AM to 5.00 PM	
2920			9 40		1 14 ⁵⁶	2 00	11 13	2 55 ²	31.0		LATEXO	97.7	2 55 ¹	7 10	1 14 ⁵⁵	4 40		11 55 ^{AM}					
2537			10 50		1 50	2 17	11 27 ³²	3 09	37.5	N	CROCKETT	91.2	2 40	6 57	1 01	4 15		11 27 ³				8.00 AM to 12 Midnight	
W 2011			11 10		2 25 ²	2 32	11 40	3 23	44.0		CUT	84.7	2 25 ⁵⁵	6 40	12 43	3 50		10 20					
1806			11 52 ³²		2 50	2 44	11 52 ³³	3 33 ⁵⁵	49.0		WOOTERS SIDING	79.7	2 13	6 29	12 28	3 33 ¹		9 50					
2090			12 23 ⁵⁵		3 05 ⁵⁵	2 49	11 57 ^{AM}	3 37	51.2	D	LOVELADY	77.5	2 09	6 24	12 23 ³³	3 05 ⁵⁵		9 05				8.00 AM to 5.00 PM	
1859			12 45		3 25	3 02	12 10 ⁵⁸	3 47	55.8		RED BRANCH	72.9	2 00	6 12	12 10 ³³	2 45		8 30					
W Y O Yard 2457			7 00 ^{AM}	1 30 ^{PM}	4 05 ¹	3 23	12 35	4 05 ⁵⁵	64.8	N	TRINITY	63.9	1 42	5 50	11 48 ^{AM}	2 15		8 00 ^{AM}	3 45 ^{PM}				Continuous
W 2173			7 30		4 30	3 37	12 50	4 17	71.7	D	RIVERSIDE	57.0	1 27	5 18	11 32	1 50						8.00 AM to 5.00 PM	
4086			8 00		5 00 ⁴	3 56	1 12 ⁵⁵	4 34	79.6	D	DODGE	49.1	1 12 ³⁵	5 00 ⁵⁵	11 15	1 12 ³⁰		2 45				8.00 AM to 5.00 PM	
W 1027			8 25		5 20	4 07	1 25	4 45 ⁴	84.0	D	PHELPS	44.7	1 02	4 45 ¹	11 01	12 32 ^{PM}		2 10				8.00 AM to 5.00 PM	
3700			8 40		5 40	4 20	1 36 ³⁴	4 55	89.6		KELLEYS	39.1	12 49	4 25	10 47	11 59 ^{AM}		1 36 ³					
2035			9 30		6 00	4 34	1 49	5 06	95.7	D	NEW WAVERLY	33.0	12 37	4 11	10 33	11 30		1 00				8.00 AM to 5.00 PM	
Y W 2443			10 15 ⁸		6 25	4 50	2 03	5 20	103.7	D	WILLIS	25.0	12 25 ³⁴	3 53	10 16 ³⁵	11 05 ³⁵		12 25 ²				8.00 AM to 5.00 PM	
Y N 3766 1520			11 50 ³⁴		6 55	5 07	2 18	5 35	111.7	N	CONROE	17.0	12 13	3 35	9 57	10 25		11 50 ⁵⁵				Continuous	
2132 Wnear MP115			12 06 ²		7 05	5 14	2 24	5 41	115.0		GRAND LAKE	13.7	12 06 ³⁵	3 25	9 44	10 15		10 25					
3017			12 35		7 25	5 25	2 35	5 50	120.6		TAMINA	8.1	11 58 ^{AM}	3 15	9 32	9 58		10 10					
W F Y 10780			1 00		7 50	5 40	2 48	6 02	127.7	D	SPRING	1.0	11 47	3 00	9 17	9 40 ³⁴		9 40 ⁵⁵				No Train Orders	
Yard			1 10 ^{PM}		8 00 ^{PM}	5 45 ^{PM}	2 55 ⁴	6 05 ^{PM}	128.7	N	SELLERS	0.0	11 45 ^{AM}	2 55 ³	9 10 ³⁴	9 35 ^{AM}		9 10 ⁵				Continuous	
			35 Arrive Daily Ex. Sunday	33 Arrive Mon. Wed. Fri. Only	55 Arrive Daily	5 Arrive Daily	3 Arrive Daily	1 Arrive Daily			128.7		2 Leave Daily	4 Leave Daily	8 Leave Daily	56 Leave Daily		32 Leave Tues. Thur. Sat. Only	34 Leave Daily Ex. Sunday				
			(6.10) 10.2	(6.45) 9.5	(9.30) 13.5	(5.00) 25.7	(4.55) 28.2	(4.25) 29.1			Time Over Sub-Division		(4.20) 29.7	(5.40) 29.7	(5.30) 23.4	(9.25) 13.5		(7.30) 8.6	(6.35) 9.7				

SPECIAL INSTRUCTIONS

Northward trains are superior to trains of the same class in the opposite direction.
Nos. 1 and 2 are superior to all trains.
Extra trains may pass and run ahead of third class trains.

No. 55 is Superior to No. 56.
Nos. 1 and 2 will register at Sellers by Register Ticket Form 319, and will not stop at Sellers for Clearance Card unless train order signal is at stop.
All trains will proceed between Spring and Sellers under control, prepared to stop, unless Main track is seen to be clear.
Rayford, Frazers, Barado and Carolina are flag stops for Nos. 3, 4 and 8. Edjo is flag stop for Nos. 3 and 8. Esperanza is flag for No. 4 and stop for Nos. 3 and 8. Elmina is flag for Nos. 4 and 5, and stop for Nos. 3 and 8.
BULLETIN BOOKS: Palestine and Sellers.
REGISTER STATIONS: Palestine, Sellers and Trinity.
STANDARD CLOCKS: Dispatcher's Office, Palestine; Yard Office, Sellers.
RAILROAD CROSSINGS: State Railroad near mile 1; B. & G. N. at Trinity; G. C. & S. F. at Conroe; Walker County Lumber Co., Elmina (Interlocked).

YARD LIMIT BOARDS: Palestine, Grapeland, Crockett, Wooters, Lovelady, Trinity, Riverside, Elmina, Willis, Phelps, Spring and Sellers.
Freight trains reduce speed to ten (10) miles per hour, and Passenger trains to fifteen (15) miles per hour over Trinity River Bridge and Trestle.
SPEED ORDINANCE: Miles per hour, city limits: Palestine 6, Crockett 10, Trinity 6.
Maximum Speed, engines running backward, twelve (12) miles per hour.
Maximum Speed of all trains entering and passing through sidings will be eight (8) miles per hour.
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.
Passenger trains, except Nos. 1 and 2, will stop at non-stop stations to let off passengers holding tickets to such stations, when such tickets are sold by connecting lines or connecting Divisions.

INTERNATIONAL & GREAT NORTHERN RAILROAD

Gulf Division

Towards East Columbia—Southward

COLUMBIA BRANCH

Towards Houston—Northward

Towards Henderson—Southward

OVERTON-HENDERSON BRANCH

Towards Overton—Northward

Length of Sidings in feet and location of Scales, Weighing and Turning Stations	SECOND CLASS				FIRST CLASS		Distance from Houston	Time Table No. 5 August 3, 1919				Distance from Columbia	FIRST CLASS		SECOND CLASS		Telegraph Office Hours	Length of Sidings in feet and location of Scales, Weighing and Turning Stations	SECOND CLASS		Distance from Overton	Time Table No. 5 August 3, 1919				Distance from Henderson	SECOND CLASS		Telegraph Office Hours
	437		435		407	405		404		406			434		436				105			103		106			102		
	S. L. Ry. Freight	Local Freight	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Local Freight	S. L. Ry. Freight		Local Freight	S. L. Ry. Freight	Mixed	Mixed			Mixed	Mixed		Mixed	Mixed	Mixed	Mixed				
Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								
Yard				4 00 PM	6 45 AM	0.0	N HOUSTON UNION STATION	50.0	1 30 PM	9 55 PM		Continuous	T 1700	6 45 PM	9 15 AM	0.0	D OVERTON	16.0	8 40 AM	6 15 PM	8 00 AM to 12 Midnight								
Yard	11 30 PM	7 10 AM				0.9	N HOUSTON FREIGHT YARD	50.0			4 20 PM	9 00 PM	Continuous			8.0	BURNS Spur	8.0											
Yard	11 38 PM	7 16 AM	4 10 PM	6 55 AM	0.9	H. B. & T. Junction	49.1	1 20 PM	9 45 PM	4 10 PM	8 50 PM		W Near MP 12			8.5	FRIARS Spur	7.5											
750	12 01 AM	7 38 AM	4 23 PM	7 08 AM	7.4	MYRTLE	41.8	1 08 PM	9 32 PM	3 12 PM	8 20 PM		T Yard	8 05 PM	10 35 AM	16.0	D HENDERSON	0.0	7 20 AM	4 55 PM	8 00 AM to 5 00 PM								
1363	12 16 AM	7 47 AM	4 30 PM	7 15 AM	11.3	ALMEDA	38.7	1 01 PM	9 23 PM	3 00 PM	8 05 PM																		
1715	12 41 AM	8 07 AM	4 43 PM	7 28 AM	16.3	FRESNO	33.7	12 50 PM	9 12 PM	2 45 PM	7 50 PM																		
1407	12 54 AM	8 20 AM	4 52 PM	7 37 AM	19.0	ARCOLA	31.0	12 43 PM	9 05 PM	2 35 PM	7 40 PM																		
	1 04 AM	8 27 AM	4 58 PM	7 43 AM	21.0	N HAWDON	29.0	12 38 PM	9 00 PM	2 20 PM	7 30 PM	4 00 PM to 2 00 AM																	
	1 14 AM	8 37 AM		7 51 AM	22.7	HOUSE'S Spur	30.7	12 30 PM			7 20 PM	4 00 PM to 2 00 AM																	
		8 47 AM	4 58 PM	8 00 AM	21.0	N HAWDON	29.0	12 22 PM	9 00 PM	2 20 PM																			
1085		8 55 AM	5 04 PM	8 06 AM	23.0	JULIFF	27.0	12 16 PM	8 54 PM	2 10 PM																			
900		9 35 AM	5 17 PM	8 20 AM	28.5	SANDY POINT	21.5	12 03 PM	8 42 PM	1 50 PM																			
W M P 29		9 45 AM	5 23 PM	8 26 AM	30.3	ROSHARON	19.7	11 57 AM	8 36 PM	1 40 PM																			
1184		9 55 AM	5 29 PM	8 33 AM	32.4	BONNEY	17.6	11 50 AM	8 29 PM	1 32 PM																			
770		10 15 AM	5 40 PM	8 47 AM	36.9	CHENANGO	13.1	11 39 AM	8 19 PM	1 15 PM																			
Y 1800		11 05 AM	5 50 PM	8 55 AM	40.0	D ANCHOR	10.0	11 30 AM	8 10 PM	1 00 PM		8 00 AM to 12 Midnight																	
W		11 20 AM	6 05 PM	9 18 AM	41.9	OYSTER CREEK	8.1	11 05 AM	7 50 PM		1 00 PM																		
975		11 55 AM	6 30 PM	9 50 AM	50.0	D EAST COLUMBIA	0.0	10 00 AM	6 40 PM	12 01 PM		8 00 AM to 12 Midnight																	
	437	435	407	405			50.0	404	406	434	436																		
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday																		
	(1.44) 13.0	(4.45) 10.1	(2.35) 19.3	(3.85) 16.2				(3.20) 15.0	(3.00) 16.6	(4.19) 11.0	(1.40) 13.0																		
	Time Over Sub-Division.....						Time Over Sub-Division.....																						
	Average Speed per Hour.....						Average Speed per Hour.....																						

SPECIAL INSTRUCTIONS—No. 103 is superior to No. 102

Towards Phelps—Southward HUNTSVILLE BRANCH Towards Huntsville—Northward

Length of Sidings in feet and location of Scales, Weighing and Turning Stations	SECOND CLASS			Distance from Huntsville	Time Table No. 5 August 3, 1919			Distance from Phelps	SECOND CLASS					
	305				302				304			306		
	Mixed	Mixed	Mixed		Mixed	Mixed	Mixed		Mixed	Mixed	Mixed	Mixed	Mixed	
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	4 05 PM	12 25 PM	10 20 AM	0.0	D HUNTSVILLE	7.0	11 35 AM	2 00 PM	5 25 PM					
	4 30 PM	12 50 PM	10 45 AM	7.0	D PHELPS	0.0	11 10 AM	1 35 PM	5 00 PM					
	305	301	303				302	304	306					
	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily					
	(0.25) 16.8	(0.25) 16.8	(0.25) 16.8				(0.25) 16.8	(0.25) 16.8	(0.25) 16.8					
	Time Over Sub-Division.....						Time Over Sub-Division.....							
	Average Speed per Hour.....						Average Speed per Hour.....							

Northward trains are superior to trains of same class in opposite direction. Extra trains may pass and run ahead of second-class trains.

SPECIAL INSTRUCTIONS.

No. 405 is Superior to No. 404
No. 407 is Superior to No. 406
All First-Class trains will leave and enter main track at New Cross-over South of H. B. & T. Co. Crossing, Houston, and operate over tracks of the H. B. & T. Co. between this point and Houston Union Station. Employees of I. & G. N. R. will be governed by rules, regulations and special instructions issued by officers of the H. B. & T. Co. and by time table of that line while moving over H. B. & T. Co.'s tracks. Normal position Main Track Switch, H. B. & T. Junction, Houston, will be lined for I. & G. N. Main Track.
STANDARD CLOCK: Houston. BULLETIN BOOK: Houston, Hawdon and Anchor. YARD LIMIT BOARDS: Houston, Arcola and Anchor.
Speed Ordinances, miles per hour, city limits: Houston 6.
Maximum Speed, Engines running backward, twelve (12) miles per hour.

RAILROAD CROSSINGS: G. C. & S. F. near M. P. 1; S. A. & A. P. near M. P. 1; G. H. & S. A. near M. P. 3; G. C. & S. F. at Arcola.
REGISTER STATIONS: Houston, H. B. & T. Junction, Hawdon, Anchor and East Columbia. First Class Trains only will register at H. B. & T. Junction. Maximum Speed of all trains entering and passing through sidings will be eight (8) miles per hour.
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.
Nos. 436 and 437 will register at Hawdon instead of House, and have right over all trains between Hawdon and House.
No. 436 will get clearance at Hawdon instead of House.

No. 303 is superior to No. 302.
No. 301 is superior to No. 304.
No. 305 is superior to No. 306.

RATING OF LOCOMOTIVES IN TONS OF 2,000 POUNDS—GULF DIVISION

LONGVIEW-MINEOLA SUB-DIVISIONS

BETWEEN	NORTH BOUND					
	Class "D" Engines 110 to 119	Class "E" Engines 120 to 129	Class "F" Engines 130 to 144	Class "H" Engines 145 to 154	Class "G" Engines 201 to 265	Class "L" Engines 401 to 423
Palestine and Jacksonville	500	550	750	750	900	1450
Jacksonville and Longview	700	750	900	950	1100	1650
Troup and Mineola	575	625	775	825	900	1200
SOUTH BOUND						
Mineola and Tyler	500	550	700	750	875	1175
Tyler and Troup	500	550	700	750	850	1150
Longview and Overton	500	550	700	750	900	1300
Overton and Troup	575	625	775	825	1100	1475
Troup and Palestine	550	600	750	800	950	1450

PALESTINE-GALVESTON SUB-DIVISIONS

BETWEEN	NORTH BOUND						
	Class "B" Engines 71 to 80	Class "D" Engines 110 to 119	Class "E" Engines 120 to 129	Class "R" Engines 130 to 144	Class "H" Engines 145 to 154	Class "G" Engines 201 to 265	Class "L" Engines 401 to 423
Galveston and Houston	1600	1775	1850	2000	2100	2225	2525
Columbia and Houston	1600	1775	1850	2000	2100	2400	2700
Houston and Sellers	1600	1775	1850	2000	2100	2225	2525
Sellers and Grand Lake	1200	1375	1450	1600	1650	2000	2300
Grand Lake and Crockett	525	725	775	925	975	1150	1450
Crockett and Palestine	310	515	565	715	765	915	1215
SOUTH BOUND							
Palestine and Crockett	375	550	600	750	800	950	1300
Crockett and Riverside	575	750	800	950	1000	1300	1600
Riverside and Dodge	360	535	585	735	785	935	1300
Dodge and Willis	625	800	850	1000	1050	1200	1600
Willis and Sellers	1425	1600	1800	2000	2200	2500	3500
Houston and Columbia	1425	1700	1900	2100	2200	2300	2700
Sellers and Galveston	1425	1700	1900	2100	2200	2500	3500

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

Bodie Spur, between Longview Jct. and Footes near mile 77	77
Duke's Spur, between Longview and Kilgore	72
McDonald, between Neches and Wells Creek	9
Norfolk (H. & O. Branch)	3
Nighttower (H. & O. Branch)	5
Friars (H. & O. Branch)	9
Truckton (H. & O. Branch)	11
Telmal (H. & O. Branch)	13
Tip Top (H. & O. Branch)	15

Cope (Mineola Branch)	near mile 41
Tates (Mineola Branch)	37
Thedford (Mineola Branch)	30
Willingham (Mineola Branch)	5
Williams (Mineola Branch)	3
Reiter, between Cronin and Elkhart	9
Leach, between Salmon and Grapeland	20
Wetzel, between Crockett and Cut	41
Peyton, between Trinity and Riverside	69

Innman, between Trinity and Riverside	near mile 70
Carolina Spur, between Riverside and Dodge	76
Barretts, between Phelps and Kelleys	88
Barado Spur, between Phelps and Kelleys	89
Elmina, between Kelleys and New Waverly	94
Esperanza, between New Waverly and Willis	99
Alonzo, between New Waverly and Willis	97
Pineview, between Willis and Conroe	106
Edjo, between Willis and Conroe	108

Frazier, between Grand Lake and Tamina	near mile 117
Minnocks, between Grand Lake and Tamina	119
Haltoms, between Tamina and Spring	123
Rayford, between Tamina and Spring	125
Dyer's Spur (Columbia Branch)	46
Southland Terrace, between Houston and Myrtle	5
Denike (Columbia Branch)	36

SIGNS AND CHARACTERS

W—Water stations Y—Wye track
F—Fuel station O—Track scales
T—Turn table

DR. E. B. PARSONS, Chief Surgeon

Office, I. & G. N. R.: Hospital, Magnolia Street, Palestine, Texas; Telephone 1-5;
Residence, 909 South Sycamore Street, Palestine, Texas; Telephone 124.

LOCAL SURGEONS

Dr. W. G. Northcutt	Longview, Tex.	Dr. M. K. Maris	Troup, Tex.
Dr. L. N. Markham	Longview, Tex.	Dr. D. B. Braly	Troup, Tex.
Dr. J. B. Crane	Kilgore, Tex.	Dr. G. W. Barnett	Tecula, Tex.
Dr. C. E. Eaton	Kilgore, Tex.	Dr. C. H. Willingham	White House, Tex.
Dr. J. G. Motley	Overton, Tex.	Dr. Irvin Pope	Tyler, Tex.
Dr. W. P. White	Henderson, Tex.	Dr. Jno. H. Pope	Tyler, Tex.
Dr. J. G. Sadler	Henderson, Tex.	Dr. J. D. Phillips	Tyler, Tex.
Dr. P. M. Hawkins	Arp, Tex.	Dr. H. H. Wisdom	Swan, Tex.
		Dr. J. S. Christian	Lindale, Tex.

INTERNATIONAL & GREAT NORTHERN RAILROAD EMPLOYEES' HOSPITAL ASSOCIATION

Dr. A. P. Buchanan	Mineola, Tex.	Dr. C. C. Hill	Grapeland, Tex.
Dr. T. H. Peterson	Mineola, Tex.	Dr. J. E. Woosters	Crockett, Tex.
Dr. F. A. Fuller	Jacksonville, Tex.	Dr. W. B. Collins	Lovelady, Tex.
Dr. J. M. Travis	Jacksonville, Tex.	Dr. S. M. Briscoe	Trinity, Tex.
Dr. M. B. Canon	Jacksonville, Tex.	Dr. Geo. Barnes	Trinity, Tex.
Dr. J. T. Seals	Neches, Tex.	Dr. W. B. Taylor	Dodge, Tex.
Dr. W. O. Funderburk	Neches, Tex.	Dr. H. S. Robertson	Elmina, Tex.
Dr. J. H. Paxton	Elkhart, Tex.	Dr. W. A. Whiteside	New Waverly, Tex.
Dr. W. D. McCarty	Grapeland, Tex.	Dr. O. M. Tinsley	New Waverly

DR. E. V. CONVERSE, Ass't Chief Surgeon,
Telephone 1-5

DR. J. R. MARTIN, House Surgeon,
Telephone 1-5

DR. W. P. BARTON, Palestine, Phone 188

Dr. R. B. Wright	Willis, Tex.	Dr. L. H. Bush	Huntsville, Tex.
Dr. H. W. Earhman	Conroe, Tex.	Dr. M. A. Weems	East Columbia, Tex.
Dr. W. P. Ingram	Conroe, Tex.	Dr. F. W. Aves	Galveston, Tex.
Dr. T. E. Dunnam	Spring, Tex.		
Dr. F. L. Barnes	Houston, Tex.		
Dr. M. J. Taylor	Houston, Tex.		
Dr. T. F. Harris	Houston, Tex.		
Dr. W. E. Ashton	Houston, Tex.		
Dr. J. R. Martin	Huntsville, Tex.		

OCULIST.

Dr. T. A. Dickson	Houston, Tex.
Dr. C. F. Card	Palestine, Tex.
Dr. V. R. Hurst	Longview, Tex.

At points indicated with * both Medical and Surgical Attention will be given. When Passengers or Employees 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.

LOCATION OF HOSPITAL, PALESTINE, TEXAS

J. P. BURRUS,
Superintendent Terminals,
Houston, Texas.

R. D. FRAME,
Train Master,
Palestine, Texas.

M. L. MORRIS,
Ass't Train Master
Houston, Texas.

G. F. BROOKS,
Chief Train Dispatcher,
Palestine, Texas.

R. E. RIGGIN,
Ass't Chief Dispatcher,
Palestine, Texas.

T. J. ARNOLD, R. M. SMITH,
H. L. FLEWELLEN, J. VALENTINE,
Train Dispatchers, Palestine, Texas.

S. YARBROUGH,
Chief Train Dispatcher
Houston, Texas.

G. H. EBERT,
N. N. NELSON,
S. N. SMITH, Train Dispatchers, Houston, Texas.

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 letter 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 know-

ingly 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.

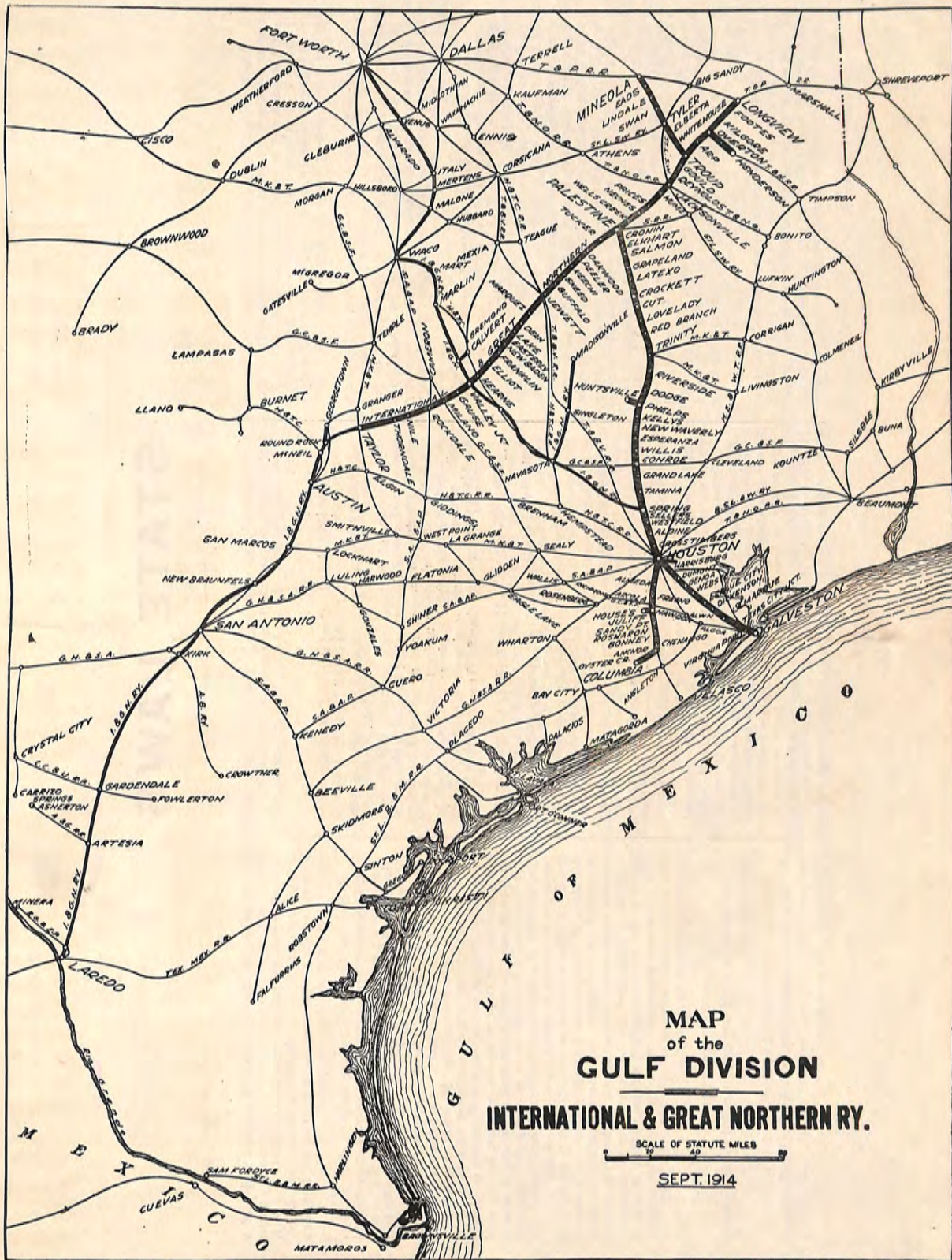
Acts 1907, Page 93. If any Railway Company or any officer, agent or employe of any such Company in this State shall knowingly haul or carry any person or property free of charge, or give or grant to any person, firm, association of persons or corporations, a free pass, a privilege or a substitute for 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 \$5,000.00 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 \$2,000.00, 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
GULF DIVISION
INTERNATIONAL & GREAT NORTHERN RY.

SCALE OF STATUTE MILES
0 20 40

SEPT. 1914