

## DIVISION OFFICERS

F. H. COOK.....Superintendent.....Palestine, Tex.  
O. J. BROWN..... Superintendent,  
Houston Terminal... Houston, Tex.  
G. M. HOLZMANN. Trainmaster,  
Longview,  
Trinity,  
Mineola,  
Huntsville,  
Henderson Subdivs... Palestine, Tex.  
E. C. SHEFFIELD. Trainmaster,  
Fort Worth,  
Mart Subdivs..... Mart, Tex.  
L. M. ELLEDGE... Trainmaster,  
Freeport,  
Hoskins Subdivs.... Freeport, Tex.  
G. F. BROOKS..... Trainmaster ..... Palestine, Tex.  
J. E. CARLSON... Trainmaster ..... Palestine, Tex.  
O. J. BROWN..... Trainmaster,  
East Columbia,  
Sugar Land Subdivs. Houston, Tex.  
A. P. HOSACK..... Ass't Trainmaster... Valley Jct., Tex.  
W. H. SEIDEL..... Ass't Trainmaster,  
Sugar Land Subdiv.. Sugar Land, Tex.  
A. V. BLACK..... Dispatcher ..... Palestine, Tex.  
C. M. CARTER..... Dispatcher ..... Palestine, Tex.  
W. CROWNOVER.. Dispatcher ..... Palestine, Tex.  
H. L. FLEWELLEN. Dispatcher ..... Palestine, Tex.  
J. S. FORD..... Dispatcher ..... Palestine, Tex.  
L. D. FRETWELL.. Dispatcher ..... Palestine, Tex.  
W. R. JOHNSON... Dispatcher ..... Palestine, Tex.  
C. W. PLUMMER.. Dispatcher ..... Palestine, Tex.  
W. O. SHERWOOD. Dispatcher ..... Palestine, Tex.  
A. R. TABER..... Dispatcher ..... Palestine, Tex.  
J. M. WATLINGTON. Dispatcher ..... Palestine, Tex.

SAFETY FIRST



## INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY SUGAR LAND RAILWAY HOUSTON AND BRAZOS VALLEY RAILWAY

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## PALESTINE DIVISION

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# TIME-TABLE No. 62

Effective 12:01 A. M.

SUNDAY, FEBRUARY 18, 1945

CENTRAL STANDARD TIME

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Superseding Time-Table No. 61, dated March 26,  
1944, and all Supplements thereto.

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FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO  
CARRY COPY OF SPECIAL INSTRUCTIONS  
NO. 4 DATED MARCH 26, 1944.

The Railroad Company reserves the right to vary therefrom  
as circumstances may require.

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P. J. NEFF, Senior Executive Assistant.

A. B. KELLY, General Manager.

L. A. GREGORY, Assistant General Manager.

E. SULLIVAN, Gen'l Superintendent Transportation.

C. W. IVEY, Ass't Gen'l Sup't Transportation.

## ARBITRARY HOLDS--PASSENGER TRAINS

STATION	Train No.	Hold for Division Train	Hold Until	Length of Hold	REMARKS
Longview.....	21	T. & P. .... 201	Indefinitely	Indefinitely	For connection
Longview.....	25	T. & P..... 15	8:25 A. M.	3 Hours	For connection. When connection missed handle on No. 21.
Longview.....	7	T. & P..... 207	Indefinitely	Indefinitely	For connection
Palestine.....	22	{ Palestine . 22 } { San Antonio 2 }	3:35 P. M.	45 Minutes	For either connection.
Palestine.....	21	Palestine . . . 21	Indefinitely	Indefinitely	For connection
Palestine.....	25	Palestine . . . 25	Indefinitely	Indefinitely	For connection
Palestine.....	27	Palestine . . . 7	3:00 A. M.	3 Hrs., 1 Min.	For connection. When connection missed handle on No. 25.
Palestine.....	8	{ Palestine . 28 } { San Antonio 8 }	5:10 A. M.	1 Hour	For connection
Valley Jct. ....	17	San Antonio... 8	2:10 A. M.	1 Hour	For passengers reported.
Valley Jct. ....	18	San Antonio... 8	Indefinitely	Indefinitely	For connection.

### EXPLANATION OF CHARACTERS

- CS—Continuous train order office.  
 LS—Limited train order office (hours of service specified by bulletin order).  
 P—Telephone communication only.  
 TP—Telegraph or telephone office; not a train order office.  
 O—Fuel oil.  
 W—Water.  
 Y—Wye.  
 T—Turntable.  
 §—Track scales.  
 \*—Mail crane.  
 Register stations are shown in full face type.

### EXPLANATION OF STOPS

- s—Regular stop.  
 f—Stop on signal for revenue passengers, mail, baggage and express.  
 a—Stop on signal for revenue passengers for Huntsville.  
 d—Stop on signal to receive and discharge revenue passengers from or to points where this train makes regular or conditional stops.  
 m—Stop on signal to receive and discharge revenue passengers from or to points where this train makes regular stops.

### PASSENGER TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

Stations	Miles from Spring	Train Nos.	
<b>Ft. Worth Subdiv:</b>			
Griffith . . . . .	241.2	17	18
Birome . . . . .	193.3	17	18
Hoer . . . . .	192.7	17	18
<b>Mart Subdiv:</b>			
Eloise . . . . .	124.5	17	18
Salter . . . . .	117.1	17	18
Royder . . . . .	67.3	17	18

Passenger trains, except No. 25, will stop at non-stop stations to let off passengers holding tickets from connecting lines and connecting divisions.

No. 22 will stop at non-stop stations to discharge passengers holding tickets from points on GH&H RR.

Freeport Subdiv:	Miles from Freeport		
Broad St. . . . .	0.5	303	304
<b>Sugar Land Subdiv:</b>			
Smada . . . . .	3.9	371	370
Trammels . . . . .	8.8	371	370
Herman . . . . .	10.2	371	370

## 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.

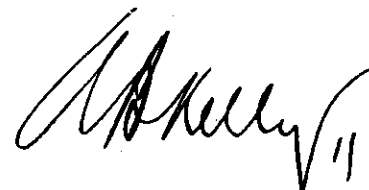
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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 or to regain time whenever necessary and possible.



General Manager.

## LONGVIEW SUBDIV.—LONGVIEW TO PALESTINE

Station Numbers	Distance from Longview	TIME-TABLE NO. 62 FEBRUARY 18, 1945	Siding Capacity in Cars	TRAINS SOUTHWARD							
				FIRST CLASS			SECOND CLASS		THIRD CLASS		
				25 Passenger	21 Passenger	7 Passenger	69 Red Ball Freight	67 Red Ball Freight	191 Local Freight		
		STATIONS		Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	
0	0.0	OS.....LONGVIEW.....WO\$TY	Yard		5 25 AM	8 20 AM	7 00 PM		7 45 AM	9 00 AM	7 00 AM
5	4.9	P.....FOOTES <sup>4.9</sup>	83		5 32	8 27	7 07		7 55 <sup>66</sup>	9 10	7 10
10	10.8	P.....BA SIDING <sup>5.9</sup>	107		5 41	8 36	7 16		8 05	9 20	7 20
12	12.1	CS.....KILGORE <sup>1.3</sup>	55	d	5 43	s 8 40	s 7 30 <sup>26</sup>		8 10	9 30	7 35 <sup>66</sup>
18	17.9	P.....REEDS <sup>5.8</sup>	124		5 51	8 47	7 40		8 20	9 40	7 50
22	22.4	LS.....OVERTON <sup>4.5</sup>	83	d	6 02	s 8 59	s 7 50		8 35	9 55	8 25
29	28.6	LS.....ARP <sup>6.2</sup>	83	s	6 12	s 9 09 <sup>191</sup>	s 8 00		8 50 <sup>191</sup>	10 10	8 40 <sup>69</sup> 9 30 <sup>21</sup>
38	35.9	CS.....TROUP <sup>7.3</sup>	107	d	6 24	s 9 23	s 8 15		9 05	10 30 <sup>191</sup>	10 30 <sup>67</sup>
42	42.3	P.....GOULD <sup>6.4</sup>	83		6 33 <sup>66</sup>	9 31	8 25		9 17	10 40	11 05 <sup>190</sup>
48	47.9	P.....TEOLA <sup>5.6</sup>	83		6 40	9 39 <sup>69</sup>	8 34		9 39 <sup>21</sup>	10 50 <sup>190</sup>	11 15 AM
54	54.1	OS.....JACKSONVILLE.....W <sup>6.2</sup>	98	d	6 48	s 9 47 <sup>190</sup>	s 8 42		10 30 <sup>190</sup>	11 01	12 05 PM
	54.3	StLs-W CROSSING <sup>0.2</sup>									
57	57.7	P.....HUME <sup>3.4</sup>	83		6 56	9 59	8 52		10 50	11 20	12 25
61	61.3	P.....IRONTON <sup>3.6</sup>	31		7 01	10 04	8 57		11 00	11 30	12 40
65	64.8	P.....PRIES <sup>3.5</sup>	49		7 06	10 09	9 02		11 15	11 40	12 50
70	69.6	LS.....NECHES <sup>4.8</sup>	103		7 13	10 15	s 9 10		11 25	11 50 AM	1 05
78	76.3	P.....WELLS CREEK <sup>6.7</sup>	83		7 23	10 25	9 25		11 40	12 05 PM	1 15
81	81.3	OS.....PALESTINE.....WO\$YT <sup>5.0</sup>	Yard		7 40 AM	10 40 AM	9 40 PM		11 59 AM	12 30 PM	1 30 PM
		81.3		Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	

33.4 35.3 28.6

# LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

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Station Numbers	Distance from Palestine	TIME-TABLE NO. 62 FEBRUARY 18, 1945	Siding Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS			SECOND CLASS		THIRD CLASS	
				8 Passenger	22 Passenger	26 Passenger	66 Red Ball Freight	190 Local Freight		
		<b>STATIONS</b>		Daily	Daily	Daily		Daily		Daily Except Sunday
0	81.3	OS.....LONGVIEW.....WO\$YT	Yard	6 50 AM	5 15 PM	8 00 PM		8 10 AM		2 15 PM
5	76.4	P.....FOOTES..... <sup>4.9</sup>	83	6 38	5 03	7 40		7 55 <sup>89</sup>		1 55
10	70.5	P.....BA SIDING..... <sup>5.9</sup>	107	6 29	4 53	7 32		7 40		1 40
12	69.2	OS.....KILGORE..... <sup>1.3</sup>	55	6 25	4 50	7 30 <sup>7</sup>		7 35 <sup>191</sup>		1 30
18	63.4	P.....REEDS..... <sup>6.8</sup>	124	6 10	4 38	7 20		7 25		12 50
22	58.9	LS.....OVERTON.....*W <sup>4.5</sup>	83	6 02 <sup>25</sup>	4 30	7 14		7 15		12 35
29	52.7	LS.....ARP.....* <sup>8.2</sup>	83 in 55	5 46	4 18	7 04		7 05		12 15 PM
36	45.4	OS.....TROUP.....WY <sup>7.3</sup>	107	5 34	4 08	6 53		6 50		11 30 AM
42	39.0	P.....GOULD..... <sup>6.4</sup>	83	5 21	3 55	6 41		6 33 <sup>25</sup>		11 05 <sup>191</sup>
48	33.4	P.....TEOLA..... <sup>5.5</sup>	83	5 13	3 47	6 34		5 55		10 50 <sup>87</sup>
54	27.2	OS.....JACKSONVILLE.....W <sup>8.2</sup>	98	5 02	3 37	6 25		5 35		10 30 <sup>69</sup> 9 20 <sup>21</sup>
	27.0	StLS-W CROSSING..... <sup>0.2</sup>								
57	23.6	P.....HUME..... <sup>3.4</sup>	83	4 47	3 26	6 15		5 20		9 10
61	20.0	P.....IRONTON.....* <sup>3.6</sup>	31	4 41	3 20	6 10		5 10		8 35
65	16.5	P.....PRIES..... <sup>3.5</sup>	49	4 35	3 14	6 04		5 00		8 25
70	11.7	LS.....NECHES.....* <sup>4.5</sup>	103	4 29	3 08	5 58		4 50		8 15
76	5.0	P.....WELLS CREEK..... <sup>6.7</sup>	83	4 18	2 58	5 48		4 40		8 00
81	0.0	OS.....PALESTINE.....WO\$YT <sup>5.0</sup>	Yard	4 10 AM	2 50 PM	5 40 PM		4 30 AM		7 50 AM
	81.3			Daily	Daily	Daily		Daily		Daily Except Sunday

31.7      33.7      36.2

TRINITY SUBDIV.—PALESTINE TO PERCIVAL

Distance from Palestine	TIME-TABLE NO. 62 FEBRUARY 18, 1945		TRAINS SOUTHWARD									
			FIRST CLASS				SECOND CLASS				THIRD CLASS	
			17 Passenger Daily	25 Passenger Daily	21 Passenger Daily	27 Passenger Daily	73 Red Ball Freight Daily	71 Red Ball Freight Daily	65 Red Ball Freight Daily	167 Red Ball Freight Daily	195 Local Freight Daily Except Sunday	193 Local Freight Daily Except Sunday
0.0	OS..... PALESTINE..... WOT&YT		8 00 AM	10 55 AM	11 59 PM			1 30 PM	7 00 PM		8 15 AM	
1.7	1.7 T. & N. O. CROSSING.....											
7.5	5.8 P..... CRONIN.....		8 12	11 07	f 12 20 AM			1 50	7 20		8 35	
12.2	4.7 LS..... ELKHART.....		8 19	11 14	s 12 31			2 09 <sup>22</sup>	7 35		8 50	
18.2	6.0 P..... SALMON.....		8 27	11 22 <sup>192</sup>	f 12 48			2 20	7 50		9 05	
24.5	6.3 LS..... GRAPPELAND..... W*	d	8 35	11 31	s 1 02			2 40	8 45		9 30	
31.0	6.5 P..... LATEXO.....		8 44	11 40	f 1 12 <sup>64</sup>			2 55	9 00		10 10 <sup>192</sup>	
37.5	6.5 CS..... CROCKETT..... W	d	8 56	s 11 51 AM	s 1 30			3 15	9 30		10 25	
44.0	6.5 P..... OUT.....		9 05	12 01 PM	f 1 38			3 26	9 45		10 50	
51.2	7.2 LS..... LOVELADY.....		9 14 <sup>192</sup>	12 11	s 1 51 <sup>28</sup>			3 38	10 00		11 10	
55.8	4.6 P..... RED BRANCH.....		9 20	12 18	f 1 59			3 53 <sup>26</sup>	10 10		11 25	
64.8	9.0 OS..... TRINITY..... W	d	9 33	s 12 33	s 2 22			4 10	11 00	5 00 AM	11 45 AM	
71.7	6.9 LS..... RIVERSIDE..... W*		9 42	12 45 <sup>22</sup>	s 2 37			4 25	11 20 <sup>64</sup>	5 15		
79.6	7.9 P..... DODGE.....		9 52	1 00	s 2 53			4 40	11 45 PM	5 35		
84.0	4.4 LS..... PHELPS..... WY		10 00	s 1 10 <sup>194</sup>	s 3 15			4 55	12 15 AM	(5 50) (7 10)		
90.4	6.4 P..... KELLEYS.....		10 08	1 20	3 25			5 07	12 35 <sup>28</sup>	7 30		
95.7	5.3 LS..... NEW WAVERLY.....		10 15 <sup>194</sup>	1 28	s 3 36			5 17	1 00	7 50		
103.7	8.0 TP..... WILLIS.....		10 25	1 39	s 3 53			5 30	1 20	8 20		
111.7	8.0 CS..... CONROE (G&SF Cross.) WY	d	10 34	s 1 48	s 4 03			5 45	2 00	8 50 <sup>194</sup>		
115.0	8.3 P..... GRAND LAKE.....		10 41	1 58	f 4 20			5 51	2 20	9 10		
120.6	5.6 P..... TAMINA.....		10 47	2 06	f 4 35			6 10	2 50	9 30		
127.7	7.1 CS..... SPRING..... *WY		4 40 AM	10 55	2 15	s 4 50	5 00 AM	3 00 PM	6 35	3 25	9 45	
128.2	0.5 SW SIDING.....		4 41 <sup>70</sup>	10 56	2 20 <sup>26</sup>	4 51 <sup>70</sup>	5 02 <sup>70</sup>	3 05	6 40	3 30	9 50	
131.8	3.6 P..... WESTFIELD.....	f	4 47	11 01	2 30	f 5 00	5 10	3 14	6 50	3 45	10 00	
137.8	6.0 P..... ALDINE.....	f	4 57	11 08	2 40	f 5 10	5 20	3 25	7 10	4 10 <sup>70</sup>	10 20	
145.2	7.4 CROSS TIMBERS.....			11 20 <sup>22</sup>								
145.8	0.6 H&T JCT.....		5 10 AM	11 30 AM	2 55 PM	5 25 AM	5 35	3 40	7 30	4 25	10 35	
146.0	0.2 OS..... H. B. & T. CROSSING (Tower 80)											
146.4	0.4 PERCIVAL..... W					5 40	3 45	7 35	4 30	10 40		
147.7	1.2 H.E. & W. T. CROSSING..... W											
149.0	1.3 T. & N. O. CROSSING.....											
149.8	0.8 T. & N. O. CROSSING.....											
149.9	0.1 DRAW BRIDGE (Buffalo Bayou)											
150.8	0.3 OS..... HOUSTON (Congress Ave. Yd.) WOT&YT					6 00 AM	4 05 PM	8 00 <sup>72</sup> PM	5 00 AM	11 00 AM		
150.8	OS..... HOUSTON (Union Station).....		5 30 AM	11 55 AM	(3 20 PM) (3 45 PM)	5 45 AM						
200.3	49.5 OS..... GALVESTON.....			5 30 PM								
200.3	200.3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

47.4 37.8 24.1

# TRINITY SUBDIV.—PERCIVAL TO PALESTINE

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Station Numbers		Distance from Houston		TIME-TABLE NO. 62 FEBRUARY 18, 1945		Siding Capacity in Cars		TRAINS NORTHWARD									
								FIRST CLASS				SECOND CLASS			THIRD CLASS		
								22	26	18	28	70	72	64	194	192	
Passenger	Passenger	Passenger	Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight									
		STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday			
81	150.8	Automatic Block	OS..... PALESTINE..... W	Yard	2 35 PM	5 25 PM		3 20 AM			2 45 AM		12 15 PM				
			T. & N. O. CROSSING		2 25	5 15		3 10									
A89	143.3	Automatic Block	P..... CRONIN	85	2 15	5 04		3 01			2 15		11 50 AM				
A94	138.6		LS..... ELKHART	82	2 09 <sup>65m</sup>	4 56		2 52			2 05		11 40				
A100	132.6	Automatic Block	P..... SALMON	84	2 00	4 48		2 41			1 55		11 22 <sup>21</sup>				
A106	126.3		LS..... GRAPHLAND..... W	78	1 51	4 38		2 31			1 40		10 45				
A112	119.8	Automatic Block	P..... LATEXO	86	1 42	4 28		2 21			1 12 <sup>27</sup>		10 10 <sup>193</sup>				
A119	113.3		OS..... CROCKETT..... W	72	1 32	4 18		2 08			12 55		9 55				
A125	106.8	Automatic Block	P..... CUT	84	1 25	4 09		2 01			12 40		9 35				
A133	99.8		LS..... LOVELEADY	87	1 16	4 00		1 51 <sup>27</sup>			12 25		9 14 <sup>25</sup>				
A137	95.0	Automatic Block	P..... RED BRANCH	84	1 09	3 53 <sup>65</sup>		1 38			12 15 AM		8 40				
A146	86.0		CS..... TRINITY..... W	128	12 57	3 42		1 25			11 59 PM		2 15 PM	8 20 AM			
A153	79.1	Automatic Block	LS..... RIVERSIDE..... W	80	12 45 <sup>21</sup>	3 32		1 10			11 20 <sup>167</sup>		1 55				
A161	71.2		P..... DODGE	80	12 36	3 22		12 59			11 05		1 30				
A165	66.8	Automatic Block	LS..... PHELPS..... WY	84	12 31 <sup>194s</sup>	3 18		12 50			10 55		1 10 <sup>PM 21</sup> 11 05 <sup>AM 22</sup>				
A172	60.4		P..... KELLEYS	78	12 24	3 07		12 35 <sup>167</sup>			10 40		10 50				
A177	55.1	Automatic Block	LS..... NEW WAVERLY	58	12 18	3 00		12 28			10 30		10 15 <sup>25</sup>				
A185	47.1		TP..... WILLIS	103	12 09 PM	2 50		12 18			10 15		9 50				
A193	39.1	Automatic Block	OS..... CONROE (G.C.&S.F. Cross.) WY	88	11 59 AM	2 40		12 07 AM			10 00		9 35 <sup>195</sup>				
A196	35.8		P..... GRAND LAKE	41	11 54	2 35		11 59 PM			9 50		8 20				
A202	30.2	Automatic Block	P..... TAMINA	84	11 48	2 29		11 52			9 40		8 10				
A209	23.1		OS..... SPRING..... WY	84	11 40	2 21		9 40 PM	11 43	5 05 AM	8 50 PM	9 28	7 55				
	22.6	Automatic Block	SW SIDING	80	11 39	2 20 <sup>21</sup>		9 38	11 41	5 02 <sup>73</sup> 4 36 <sup>27</sup>	8 48	9 27	7 50				
A213	19.0		P..... WESTFIELD	82	11 35	2 14		9 33	11 36	4 25	8 43	9 20	7 40				
A219	13.0	Automatic Block	P..... ALDINE	87	11 28	2 08		9 28	11 27	4 10 <sup>167</sup>	8 34	9 10	7 30				
A226	5.6		CROSS TIMBERS	25	11 20 <sup>25</sup>												
A227	5.0	Automatic Block	HBT JCT.		11 17 AM	1 57 PM		9 17 PM	11 17 PM	3 55	8 23	8 55	7 20				
	4.8		OS..... H. B. & T. CROSSING (Tower 80)								3 50	8 20	8 50	7 15			
A228	4.4	Automatic Block	PERCIVAL..... W	Yard													
			H. E. & W. T. CROSSING..... W														
		Automatic Block	T. & N. O. CROSSING														
			T. & N. O. CROSSING														
		Automatic Block	DRAW BRIDGE (Buffalo Bayou)														
A232	0.0		OS..... HOUSTON (Congress Ave. Yd.) W	Yard							3 30 AM	8 00 <sup>65</sup> PM	8 30 PM	7 00 AM			
	0.0	Automatic Block	OS..... HOUSTON (Union Station)		11 00 AM	1 40 PM	9 00 PM	1 00 PM									
						10 30 AM											
A280	49.5	Automatic Block	OS..... GALVESTON		8 45 AM												
	200.3				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday			

## MART SUBDIV.—MART TO SPRING

Station Numbers	Distance from Ft. Worth	TIME-TABLE NO. 62 FEBRUARY 18, 1945		Siding Capacity in Cars	TRAINS SOUTHWARD						
					FIRST CLASS		SECOND CLASS		THIRD CLASS		
					17 Passenger		71 Red Ball Freight	73 Red Ball Freight	395 Local Freight	393 Local Freight	
		STATIONS		Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday		
Bv159	114.4	CS	MART	WOZY	Yard	10 40 PM		6 45 AM	11 25 PM		1 00 PM
Bv152	121.1	P	OTTO		79	10 51		7 01	11 36		1 15
Bv145	128.4	P	MA SIDING		63	11 00		7 17	11 48 PM		1 30
	193.8		T. & N. O. CROSSING								
Bv139	194.4	LS	MARLIN	W	82	11 13		7 37	12 01 AM		1 50
Bv129	144.6	P	COYMACK		88	11 25		8 00	12 16		2 15
Bv128	145.1		HIGH BANK			11 27					
Bv120	153.1		BURKIN			11 42		8 20	12 29		2 35
Bv116	156.4	P	GH SIDING		98	11 47		8 28	12 35		2 45
Bv110	162.8	P	AJ SIDING		62	11 55 PM		8 40	12 45		2 58
Bv109	169.3	P	GOODLAND		84	12 04 AM		8 53	12 55 72		3 10
175	172.3	CS	VALLEY JCT. (S.A. Div. Cross.)	WOY	54	12 15 72		9 10	1 05 17	8 00 AM	3 20 PM
	175.9		TATSIE (T & N O Crossing)			1 10 73		10 00 70	1 35 18		
Bv96	177.4	P	NICHOLAS		84	1 25		10 35	1 45	8 15	
Bv92	180.9	P	MUMFORD		78	1 33		10 49	1 55	8 35 70	
Bv86	187.4	P	FOUNTAIN		77	1 42		11 10	2 10	8 50	
Bv78	194.8	CS	BRYAN	WY	75	1 58		11 36 394	2 25	10 00	
	195.1		T. & N. O. CROSSING								
Bv74	199.3	LS	COLLEGE STATION			2 17		11 46	2 35	10 20	
	199.6		T. & N. O. CROSSING								
Bv70	202.4	P	KOPPE		70	2 24		11 52 AM	2 41	10 30 394	
Bv65	207.6	P	ENRIGHT		43	2 34		12 02 PM	2 50	10 40	
Bv59	214.0	P	CAWTHON		61	2 45		12 14	2 59	10 50	
Bv55	217.5	P	DINKINS		75	2 52		12 22	3 05	11 00	
	224.2		T. & N. O. CROSSING								
Bv49	224.4	CS	NAVASOTA	W	74	3 12		12 45	3 25	11 45 AM	
Bv40	232.7	P	McCORMACK		45	3 30		1 05	3 43	12 01 PM	
Bv37	236.4	P	STONEHAM		63	3 37		1 15	3 51	12 10	
Bv27	245.6	P	FEITZER		70	3 52		1 40	4 05	12 30	
Bv22	250.8	LS	MAGNOLIA	W	67	4 01		2 10	4 14	12 45	
Bv17	255.9	P	PINEHURST		43	4 10		2 20	4 24	12 55	
Bv11	261.7	P	HURSMITH		67	4 19		2 35	4 34	1 10	
Bv6	266.7	P	AVONAK		41	4 30		2 45	4 45	1 20	
A209	272.9	CS	SPRING	WY		4 40 AM		3 00 PM	5 00 AM	1 40 PM	
			188.5			Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday



# MART SUBDIV.—SPRING TO MART

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Station Numbers	Distance from Spring	<h2 style="margin: 0;">TIME-TABLE NO. 62</h2> <p style="margin: 0;">FEBRUARY 18, 1945</p>		Siding Capacity in Cars	TRAINS NORTHWARD							
					FIRST CLASS		SECOND CLASS		THIRD CLASS			
					18		70	72	394	392		
					Passenger		Red Ball Freight	Red Ball Freight	Local Freight	Local Freight		
		Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday					
Bv159	158.5	OS.....	MART.....	WO&Y	Yard	3 10 AM						
Bv152	151.8	P.....	OTTO		79	2 53		11 00 AM	2 30 AM			6 50 PM
Bv145	144.5	P.....	MA SIDING		63	2 43		10 45	2 15			6 30
	139.1		T. & N. O. CROSSING					10 33	2 04			6 15
Bv139	138.5	LS.....	MARLIN	W	82	2 27		10 20	1 55			6 01
Bv129	128.3	P.....	COYMACK		88	2 15		10 05	1 42			5 20
Bv128	127.8		HIGH BANK			2 13						
Bv120	119.8		BURKIN			2 00		9 50	1 30			4 55
Bv118	118.5	P.....	GH SIDING		98	1 54		9 43	1 23			4 45
Bv110	110.1	P.....	AJ SIDING		52	1 43		9 30	1 10			4 25
Bv103	103.6	P.....	GOODLAND		84	1 32		9 18	12 55 <sup>73</sup>			4 10
175	100.6	OS.....	VALLEY JCT. (S.A. Div. Cross.)	WOY	54	1 25 <sup>17</sup>		9 10 <sup>71</sup>	12 45 <sup>AM 18 17</sup>		12 40 PM	4 01 PM
	97.0		TATSIE (T&NO Crossing)			12 15 <sup>72</sup>						
Bv96	95.5	P.....	NICHOLAS		84	12 03 AM		8 41	11 48 PM		12 15	
Bv92	92.0	P.....	MUMFORD		78	11 57 PM		8 35 <sup>395</sup>	11 42		12 05 PM	
Bv86	85.5	P.....	FOUNTAIN		77	11 47		8 20	11 30		11 50 AM	
Bv78	78.1	OS.....	BRYAN	WY	75	11 32		8 05	11 15		11 36 <sup>71</sup>	
	77.8		T. & N. O. CROSSING									
Bv74	73.8	LS.....	COLLEGE STATION			11 27		7 55	11 05		10 50	
	73.3		T. & N. O. CROSSING									
Bv70	70.5	P.....	KOPPE		70	11 21		7 45	10 59		10 30 <sup>395</sup>	
Bv65	65.3	P.....	ENRIGHT		43	11 14		7 35	10 50		10 10	
Bv59	58.9	P.....	CAWTHON		61	11 05		7 25	10 40		9 55	
Bv55	55.4	P.....	DINKINS		75	10 59		7 15	10 33		9 45	
	48.7		T. & N. O. CROSSING									
Bv49	48.5	OS.....	NAVASOTA	W	74	10 44		6 50	10 16		9 30	
Bv40	40.0	P.....	MCCORMACK		45	10 34		6 30	9 56		8 30	
Bv37	36.5	P.....	STONEHAM		63	10 29		6 20	9 49		8 20	
Bv27	27.3	P.....	FETZER		70	10 18		6 00	9 33		8 01	
Bv22	22.1	LS.....	MAGNOLIA	W	67	10 11		5 50	9 24		7 50	
Bv17	17.0	P.....	PINEHURST		43	10 04		5 40	9 16		7 35	
Bv11	11.2	P.....	HUFSMITH		67	9 56		5 30	9 07		7 25	
Bv6	6.2	P.....	AVONAK		41	9 49		5 20	8 59		7 15	
A209	0.0	OS.....	SPRING	WY		9 40 PM		5 05 AM	8 50 PM		7 01 AM	
	158.5					Daily		Daily	Daily		Daily Except Sunday	Daily Except Sunday

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

TRAINS SOUTHWARD				Station Numbers	Distance from Spring	TIME-TABLE NO. 62 FEBRUARY 18, 1945	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS	SECOND CLASS		FIRST CLASS					FIRST CLASS	SECOND CLASS		THIRD CLASS
391 Local Freight	71 Red Ball Freight	73 Red Ball Freight	17 Passenger					18 Passenger	72 Red Ball Freight	70 Red Ball Freight	390 Local Freight
Daily Except Sunday	Daily	Daily	Daily					Daily	Daily	Daily	Daily Except Sunday
			7 15 PM	Bv272	272.9	CS. FT. WORTH (Passenger Sta.) WY		6 50 AM			
8 20 AM	11 00 PM	6 50 PM	7 21		272.1	P TP CONN.		6 40	7 30 AM	5 30 PM	2 00 PM
8 25	11 08	7 00	7 25	Bv270	270.1	P MAHA	70	6 30	7 21	4 55	1 50
					269.3	WATER TANK W					
8 40	11 20	7 14	7 34	Bv263	263.9	P EVERMAN	57	6 17	7 12	4 30	1 35
8 55	11 35	7 27	7 44	Bv257	257.6	P BETTA	65	6 06	7 01	3 55	1 20
9 05	11 45 PM	7 36	7 53	Bv252	252.8	P LILLIAN	57	5 58	6 52	3 42	1 05
					250.7	WATER TANK W					
9 25	12 05 AM	8 05	8 05	Bv245	245.4	P VENUS	83	5 45	6 35	3 21	12 45
9 50	12 25	8 29	8 19	Bv234	234.9	LS MAYEARL	64	5 29	6 15	2 55	12 15 PM
10 08	12 40	8 41	8 28	Bv227	227.6	P BELL BRANCH W	58	5 18	6 00	2 35	11 50 AM
					222.4	TEXAS ELECTRIC CROSSING					
10 45	12 50	8 50	8 40	Bv222	222.3	LS ITALY	74	5 02	5 42	2 10	11 35
11 10 <sup>390</sup>	1 05	9 04	8 52	Bv213	213.7	P MERTENS	65	4 51	5 28	1 55	11 10 <sup>391</sup>
					210.0	WATER TANK W					
11 20	1 15	9 20	9 07	Bv208	208.9	LS IRENE	88	4 43	5 14	1 35	10 50
11 32	1 25	9 30	9 15	Bv203	203.3	LS MALONE		4 33	5 04	1 25	10 30
11 42 AM	1 33	9 40	9 23	Bv198	199.0	LS PENELOPE	100	4 25	4 55	1 15	10 15
					195.6	WATER TANK W					
12 02 PM	1 50	10 00	9 39	Bv188	188.6	P LEROY	84	4 05	4 35	12 50	9 40
12 30 <sup>70</sup>	2 10	10 20	9 51	Bv178	177.7	CS EASTCO (St. L. & W. Crossing)	101	3 50	4 15	12 30 <sup>391</sup>	9 15
					177.2	P WE CONN					
			10 06		175.6	WACO		3 40			
12 45	2 35	10 39	10 18	Bv167	166.8	P HALLSBURG	67	3 27	3 45	12 05 PM	8 35
1 00 PM	2 55 AM	10 55 PM	10 35 PM	Bv159	158.5	CS MART WOSY	Yard	3 15 AM	3 25 AM	11 45 AM	8 15 AM
Daily Except Sunday	Daily	Daily	Daily			113.6		Daily	Daily	Daily	Daily Except Sunday

# MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

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TRAINS SOUTHWARD				Station Numbers	Distance from Mineola	TIME-TABLE NO. 62		Distance from Troup	TRAINS NORTHWARD						
SECOND CLASS						FEBRUARY 18, 1945			THIRD CLASS						
			<b>197</b> Local Freight			STATIONS									<b>196</b> Local Freight
			Daily Except Sunday												Daily Except Sunday
			6 30 AM	B 44	0.0	LS	MINEOLA	WYS	44.2						1 45 PM
			6 45	B 39	4.8		4.8 HEADS		39.4						1 15
			7 05	B 33	11.5	TP	6.7 LINDALE		32.7						12 55
			7 25	B 27	17.9		6.4 SWAN		26.3						12 35
			8 15	B 19	25.2	LS	7.3 TYLER (StLS-W Cross.)	W	19.0						12 01 PM
			8 35	B 14	30.3		5.1 ELBERTA		13.9						11 20 AM
			8 55	B 9	35.6		5.3 WHITEHOUSE		8.6						11 00
			9 20 AM	36	44.2	CS	8.6 TROUP	WY	0.0						10 40 AM
			Daily Except Sunday			44.2									Daily Except Sunday

# HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND PHELPS

TRAINS SOUTHWARD				Station Numbers	Distance from Huntsville	TIME-TABLE NO. 62		Distance from Phelps	TRAINS NORTHWARD						
THIRD CLASS						FEBRUARY 18, 1945			THIRD CLASS						
			<b>199</b> Local Freight			STATIONS									<b>198</b> Local Freight
			Daily Except Sunday												Daily Except Sunday
			6 40 AM	D7	0.0	LS	HUNTSVILLE	O	7.0						6 30 AM
			7 10 AM	A165	7.0	LS	7.0 PHELPS	WY	0.0						6 00 AM
			Daily Except Sunday			7.0									Daily Except Sunday

# HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

TRAINS SOUTHWARD				Station Numbers	Distance from Henderson	TIME-TABLE NO. 62		Distance from Overton	TRAINS NORTHWARD						
SECOND CLASS						FEBRUARY 18, 1945			THIRD CLASS						
			<b>51</b> Local Freight			STATIONS									<b>50</b> Local Freight
			Daily Except Sunday												Daily Except Sunday
			9 25 AM	22	16.0	LS	OVERTON		0.0						8 55 AM
				E4	12.0		4.0 NOBFOLK		4.0						
				E9	7.5		4.5 FEIAR		8.5						
			10 30 AM	E16	0.0	LS	7.5 HENDERSON	WYO	16.0						8 00 AM
			Daily Except Sunday			16.0									Daily Except Sunday

# 10 EAST COLUMBIA SUBDIV.—BETWEEN HOUSTON AND EAST COLUMBIA

TRAINS SOUTHWARD				Distance from Houston	Station Numbers	TIME-TABLE NO. 62		Distance from East Columbia	TRAINS NORTHWARD			
THIRD CLASS						STATIONS			THIRD CLASS			
	381 Local Freight	383 Local Freight							382 Local Freight	380 Local Freight		
	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday	Daily Except Sunday					
	7 30 PM	7 00 AM	0.0	A292	CS	HOUSTON	WOSTY	50.0	11 55 AM	6 30 PM		
			0.6			G. H. & H. CROSSING		49.4				
			0.8			H. B. & T. CROSSING		49.2				
			0.9			H. B. & T. JCT.		49.1				
			1.1			T. & N. O. CROSSING		48.9				
			6.9			T. & N. O. CROSSING		43.1				
	8 15	7 45	8.5	O 8		MYRTLE		41.5	11 01	5 30		
	8 35	8 01	11.6	O 11		ALMEDA		38.5	10 50	5 15		
	8 55	8 20	16.3	O 16		FRESNO		33.7	10 30	4 55		
	9 17	8 30	18.8	O 19		ARCOLA (GO&SF Crossing)		31.2	10 10	4 45		
	9 37 PM	8 45	21.1	C 21		HAWDON		28.9	9 45	4 35 PM		
			21.1	S 20		HOUSE JCT.	Y					
			21.1	O 21		HAWDON		28.9				
		8 53	23.0	O 23		JULIFF		27.0	9 30			
		9 13 <sup>382</sup>	27.5	O 27		SANDY POINT		22.5	9 13 <sup>383</sup>			
		9 23	29.7	O 30		ROSLARON		20.3	8 50			
		9 38	32.4	O 32		BONNEY		17.6	8 30			
		9 58	37.0	C 37		CHENANGO		13.0	8 10			
		10 15	40.0	C 40	LS	ANCHOR	Y	10.0	7 50			
			42.2	C 42		OYSTER CREEK		7.8				
		11 05 AM	50.0	C 50	LS	EAST COLUMBIA	Y	0.0	7 00 AM			
	Daily Except Sunday	Daily Except Sunday				50.0			Daily Except Sunday	Daily Except Sunday		

**FREEPORT SUBDIV.—BETWEEN ANCHOR AND FREEPORT**

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TRAINS SOUTHWARD				Station Numbers	Distance from Anchor	TIME-TABLE NO. 62 FEBRUARY 18, 1945	Distance from Freeport	TRAINS NORTHWARD			
THIRD CLASS		FIRST CLASS						FIRST CLASS		THIRD CLASS	
<b>389</b> Freight	<b>387</b> Local Freight		<b>303</b> Passenger								
Daily	Daily Except Sunday		Daily Except Sunday					Daily Except Sunday		Daily Except Sunday	Daily
	12 50 PM			F22	0.0	LS ANCHOR	Y				
11 30 PM	1 15			F18	4.4	OS ANGLETON (Kingsville Div. Cross.)	YW			12 30 PM	
				F10	11.7	BOSS				11 50 AM	11 10 PM
	1 50			F8	13.9	CLUTE				11 15	
12 15 AM	1 55		5 15 PM	F6	15.8	LS HOSKINS JCT.	W&Y	7 15 AM		11 05	10 30 PM
	2 10		5 24	F2	19.8	VELASCO	\$WO	7 06		10 53	
					20.0	DRAW BRIDGE (Brazos River)					
	2 20 PM		5 30 PM	F0	21.5	LS FREEPORT	WY	7 00 AM		10 45 AM	
Daily	Daily Except Sunday		Daily Except Sunday					Daily Except Sunday		Daily Except Sunday	Daily
							21.5				

**HOSKINS SUBDIV.—BETWEEN HOSKINS AND HOSKINS JCT.**

TRAINS SOUTHWARD				Station Numbers	Distance from Hoskins	TIME-TABLE NO. 62 FEBRUARY 18, 1945	Distance from Hoskins Junction	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		THIRD CLASS	
	<b>385</b> Local Freight		<b>303</b> Passenger								
	Daily Except Sunday		Daily Except Sunday					Daily Except Sunday		Daily Except Sunday	
	10 00 AM		4 40 PM	F19	0.0	P HOSKINS	WY	7 50 AM		12 35 PM	
	10 20		4 51	F13	4.6	MIMS		7 37		12 08 PM	
	10 40		5 02	F9	8.9	STRATTON RIDGE		7 26		11 48 AM	
	10 55 AM		5 15 PM	F6	12.9	LS HOSKINS JCT.	W&Y	7 15 AM		11 30 AM	
	Daily Except Sunday		Daily Except Sunday					Daily Except Sunday		Daily Except Sunday	
							12.9				

**SUGAR LAND SUBDIV.—BETWEEN CABELL AND HAWDON**

TRAINS SOUTHWARD				Station Numbers	Distance from Cabell	TIME-TABLE NO. 62 FEBRUARY 18, 1945	Distance from Hawdon	TRAINS NORTHWARD			
SECOND CLASS								THIRD CLASS			
			<b>371</b> Local Freight								
			Daily Except Sunday					Daily Except Sunday			
			3 30 PM	S38	0.0	CABELL					
			3 55	S33	4.8	LS SUGAR LAND (T&NO Cross.)	WOYS	10 30 PM			
			4 10	S22	11.5	DEWALT		10 05			
			4 25	S20	16.1	SUGAR LAND JCT. (GC&SF Cross.)		9 50			
			4 35 PM		18.6	HOUSE	Y	9 35			
					20.1	HAWDON		9 27 PM			
			Daily Except Sunday					Daily Except Sunday			
							20.1				

**SPECIAL INSTRUCTIONS**

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

	Miles per hour	
	Passenger Trains	Freight Trains
<b>2. MAXIMUM SPEED:</b>		
Longview Subdiv.....	65	45
Trinity Subdiv.....	65	45
Fort Worth Subdiv.....	60	40
Mart Subdiv.....		
Mart to M. P. 89.....	60	40
Mile Post 89 to Spring.....	65	45
Mineola Subdiv.....	30	20
EXCEPT: Between Tyler and Mineola.....	20	20
Henderson Subdiv.....	30	25
EXCEPT: Between M. P. 10 and Henderson.....	30	18
Huntsville Subdiv.....	20	20
East Columbia Subdiv.....	30	25
EXCEPT: Between Anchor and E. Columbia.....	15	15
Sugar Land Subdiv.....	25	20
Freeport Subdiv.....	35	25
EXCEPT: Between Anchor and Hoskins Jct.....	25	20
Hoskins Subdiv.....	25	15

**3. SPEED RESTRICTIONS:**

Passenger or freight engines light or with rider or caboose only, running in forward movement must not exceed 45 miles per hour. Where maximum speed is less, such restriction will be observed.

Trains must not exceed 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 20 turnouts or crossovers.

	Miles per hour	
	Passenger Trains	Freight Trains
<b>LONGVIEW SUBDIV:</b>		
Longview. M.P. 80 Pole 27 to T&P passenger station and T&P freight connection.....	10	10
Kilgore; city limits.....	45	45
Troup; city limits.....	25	25
Jacksonville; city limits.....	15	15
Palestine:		
City limits.....	18	18
Through limits of interlocking.....	15	15
Between passenger station and Reagan St....	15	15
<b>TRINITY SUBDIV:</b>		
Palestine:		
City limits.....	18	18
Through limits of interlocking.....	15	15
Between passenger station and Reagan St.....	15	15
Reagan Street crossing.....	6	6
Elkhart; city limits.....	20	20
Grapeland; city limits.....	20	20
Crockett; city limits.....	25	25
Lovelady; city limits.....	25	25
Trinity; city limits.....	20	20
Trinity River bridge 71.1-1156 class engines and heavier.....	40	40
HBT Jct., through limits of interlocking (passenger route).....	10	10
Houston:		
City limits.....	18	18
Buffalo Bayou bridge.....	12	12
<b>FORT WORTH SUBDIV:</b>		
Fort Worth; city limits.....	20	20
Italy; city limits.....	12	12
Chambers Creek bridge 230.0-1100 class engines and heavier.....	20	20
Eastco; StLS-W passenger connection.....	10	10
Waco:		
City limits.....	15	15
Plum Street connection.....	15	15
Tehuacana bridge 171.5-1100 class engines and heavier.....	20	20

	Miles per hour	
	Passenger Trains	Freight Trains
<b>MART SUBDIV:</b>		
Mart; city limits.....	35	25
<b>Marlin:</b>		
City limits.....	10	10
Between T&NO crossing and Falls Street..	15	15
<b>Valley Jct.;</b>		
No. 17 and No. 18 run at restricted speed between siding switches.....		
Little Brazos River bridge 87.6-1100 class engines and heavier.....	20	20
<b>Bryan:</b>		
City limits.....	15	15
Between psgr. station and end of 27th St.	15	15
Navasota River bridge 50.9-1100 class engines and heavier.....	20	20
<b>Navasota:</b>		
City limits.....	15	15
Through limits of interlocking.....	15	15
Spring; between Trinity Subdiv. connection and north wye switch.....	30	30
<b>MINEOLA SUBDIV:</b>		
Tyler; city limits.....	15	15
<b>FREEPORT SUBDIV:</b>		
Brazos River bridge, 1.20.....	10	10
<b>HOSKINS SUBDIV:</b>		
Bastrop Bayou bridge, 8.4.....	10	10

**PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS.**

					Miles per hour	
					Passenger Trains	Freight Trains
<b>LONGVIEW SUBDIV:</b>						
Mile Post	Pole	To	Mile Post	Pole	Passenger Trains	Freight Trains
0	00		1	12	45	45
3	11		3	26	50	45
5	14		6	01	50	45
7	26		8	10	50	45
11	01		11	14	50	45
13	05		14	20	50	45
17	10		23	00	50	45
29	17		31	17	50	45
32	27		36	19	50	45
38	29		40	04	50	45
43	25		46	18	50	45
48	28		50	21	50	45
51	27		54	05	50	45
55	05		55	14	50	45
56	06		56	17	45	45
59	14		60	16	45	45
65	05		66	14	50	45
71	02		71	11	50	45
73	05		73	22	45	45
77	13		77	25	50	45
<b>TRINITY SUBDIV:</b>						
1	00		4	05	40	40
4	26		11	15	50	45
14	12		17	22	50	45
20	29		21	26	50	45
23	27		26	28	45	45
37	02		37	16	30	30
42	29		43	23	50	45
50	23		51	20	45	45
71	14		72	25	50	45
82	06		82	28	50	45
85	29		89	02	50	45
99	14		99	26	50	45

# SPECIAL INSTRUCTIONS

## PERMANENT SPEED RESTRICTIONS CONTINUED:

### MART SUBDIV:

Mile Post	Pole	To	Mile Post	Pole	Miles Per Hour	
					Passenger Trains	Freight Trains
0	0		0	11	30	30
25	12		25	20	50	45
31	05		32	06	50	45
34	21		35	00	50	45
37	19		38	00	50	45
39	16		40	17	50	45
41	10		42	05	50	45
45	10		45	18	50	45
47	20		47	28	40	30
48	12		48	32	15	15
49	03		50	13	40	30
50	13		51	00	20	20
73	02		73	10	30	30
78	00		78	18	15	15
78	18		79	00	30	30
87	20		87	25	30	20
105	08		106	22	45	40
115	20		116	00	45	40
117	20		118	07	45	40
119	10		119	22	45	40
121	10		121	28	45	40
127	27		128	06	45	40
134	05		134	19	45	40
139	10		139	27	40	40

### FORT WORTH SUBDIV:

159	00		159	10	30	30
162	22		165	19	45	40
175	12		176	15	45	40
221	16		222	00	30	30
225	25		228	14	50	40
236	27		237	11	45	40
245	09		246	08	15	10
253	03		253	16	50	40
257	17		260	04	50	40
268	12		268	15	50	40
270	24		TP Conn.		30	30

Where maximum speed will permit engines in either freight or passenger service may be operated at the following speeds:

	Miles Per Hour	
	Passenger Trains	Freight Trains
GCL and I-G-N Engines:		
301 to 319	50	50
Except 310	61	61
320, 322, 333 and 339	65	65
321, 323 to 332	50	50
334 to 338	50	50
341	50	50
342 to 343	65	65
344 to 346	50	50
347 to 348	65	65
349	50	50
350 to 351	65	65
352 to 360	50	50
361 to 389	65	65
941 to 948	45	45
1011 to 1030	55	55
Except 1012, 1014, 1015, 1017, 1021, 1022, 1027, 1029	40	40
1031 to 1040	53	53
Except 1032, 1034, 1036	40	40
1051 to 1073	53	53
Except 1055, 1056, 1057, 1066, 1067, 1068, 1073	40	40
1101 to 1125	63	63
1151 to 1161	80	80

### Missouri Pacific Engines:

1201 to 1280	63	63
1401 to 1571	63	63
5201 to 5207	55	55
5502 to 5540	80	80
6401 to 6444	80	80
6501 to 6521	70	70
6601 to 6629	80	80

### Texas and Pacific Engines:

500 to 550	35	35
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Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

Scale test car X-5121 when placed in train next ahead of caboose may be handled at maximum freight train speed.

	Maximum Speed Miles Per Hour
Dead engines moving backward or with part or all side rods down	15
Dead engines with all main rods, side rods, and pistons in position, valve blocked to cover ports, port plugs and cylinder cocks removed on disabled side	15
Movement of engines with front drivers blocked	20
Dead engines with side rods in position, main rods disconnected	35
Dead engines with all side rods, main rods, and pistons in position, cylinder head removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front cylinder	40
Trains handling self propelled pile drivers, steam shovels, steam "Wrecking" derricks, derrick cars, Jordan spreaders and spreader ditchers, scale test cars (Non-Self-Propelling)	25
Trains handling self propelling American Ditchers, American ditchers (loaded on flat cars) Locomotive (Clam shell) cranes (Boom should be detached, water tanks drained and wherever practicable rear of machine should face toward front of train), Yard (Clam shell) and "Burro" cranes (Loaded on flat cars)	20
Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling wrecking cranes, pile drivers, Jordan spreaders or spreader ditchers must be restricted to five miles per hour less than maximum speed.	
Diesel engines (switch) for movement dead in tow or under their own power, 800 series	30
Diesel engines (switch) for movement dead in tow or under their own power, 4100, 4101, 9000, 9100 and 9200 Series	35
Diesel engines (Road) including engines 4102 and 4103 dead in tow may be handled at maximum permissible speed.	
Motor cars moving dead in tow	50

Dead engines for movement must be inspected and have all side rods in position, but may, in emergency, be handled with part or all of side rods down on authority of Superintendent. They must be placed not less than 3 cars from engines handling train and from each other, and be headed in direction of movement, except in emergency, in which case must be turned at first available point. Engines moving dead in train must be in charge of locomotive fireman acting as messenger. Switch engines not equipped with engine trucks either dead in tow, or under steam in road movement, must be moved tender forward.

All Diesel engines (road or switch) for movement dead in tow must have all switches open; main fuse removed, reversing drums and main power contractors blocked and should be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

Engines without full set of driving wheels, trucks, or trailers, may be moved at speed not exceeding 6 miles per hour to first siding to clear main track. Further movement must be authorized by Superintendent.

When physical condition of track or machines above mentioned require, slower speed must be maintained.

# MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

## HOSPITAL, PALESTINE, TEXAS

DR. HARRY A. HAVERLAH, Chief Surgeon

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 Dr. C. H. Harris.....Ft. Worth, Texas

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 Dr. W. B. Cline.....Bryan, Texas

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

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

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

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