

DIVISION OFFICERS

F. H. COOK.....Superintendent.....Palestine, Texas
 E. C. SHEFFIELD.....Superintendent,
 Houston Terminal.....Houston, Texas
 N. L. MORRIS.....Trainmaster,
 Houston Terminal.....Houston, Texas
 G. M. HOLZMANN.....Trainmaster,
 Longview,
 Trinity,
 Mineola,
 Huntsville,
 Henderson Subdivs.....Palestine, Texas
 J. A. SHAVER.....Trainmaster,
 Fort Worth,
 Mart Subdivs.....Mart, Texas
 G. F. BROOKS.....Trainmaster.....Palestine, Texas
 J. E. CARLSON.....Night Chief
 Dispatcher.....Palestine, Texas
 B. E. WATSON.....Trainmaster,
 East Columbia,
 Sugar Land Subdivs..Freeport, Texas
 G. D. RICHEY.....Ass't Trainmaster.....Valley Jct., Tex.
 C. H. BAILEY.....Dispatcher.....Palestine, Texas
 R. P. BAILEY.....Dispatcher.....Palestine, Texas
 A. V. BLACK.....Dispatcher.....Palestine, Texas
 J. H. BRADLEY.....Dispatcher.....Palestine, Texas
 C. M. CARTER.....Dispatcher.....Palestine, Texas
 J. S. FORD.....Dispatcher.....Palestine, Texas
 W. R. JOHNSON.....Dispatcher.....Palestine, Texas
 C. W. PLUMMER.....Dispatcher.....Palestine, Texas
 W. O. SHERWOOD.....Dispatcher.....Palestine, Texas
 G. P. SOWELL.....Dispatcher.....Palestine, Texas
 A. R. TABER.....Dispatcher.....Palestine, Texas
 J. M. WATLINGTON.....Dispatcher.....Palestine, Texas
 R. F. DUBUS.....Road Foreman
 of Engines.....Palestine, Texas

SAFETY FIRST



INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY SUGAR LAND RAILWAY

PALESTINE DIVISION

TIME-TABLE No. 71

Effective 12:01 A. M.

SUNDAY, AUGUST 15, 1948

CENTRAL STANDARD TIME

Superseding Time-Table No. 70, dated May 23, 1948,
and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
NO. 5 DATED MARCH 10, 1946.

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

F. E. BATES, Senior Executive Assistant.
 A. B. KELLY, General Manager.
 L. A. GREGORY, Assistant General Manager.
 C. W. PACE, General Superintendent Transportation.
 C. A. FINK, Ass't General Superintendent Transportation.
 E. W. HARGRAVE, Ass't General Supt. Transportation.

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

GENERAL RULES (in part): Rule B: Employees must be conversant with and obey the rules and special instructions.

RULE E: Employees must render every assistance in their power in carrying out the rules and special instructions and must report to the proper official any violation thereof.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 518: In foggy or stormy weather, enginemen must approach ALL signals, the indication of which cannot be plainly seen, at Low Speed.

RULE 885: (in part): Conductors must not allow other duties to interfere with the proper protection of their train, and must require their flagman to act promptly and in accordance with the Rules.

RULE 956: Enginemen are jointly responsible with the conductor for the safety of the train and proper observance of the rules; and although they are under the direction of the conductor regarding the management of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of rules or law.

RULE 887: Brakemen must carefully read train orders, keep them in mind and assist in their observance, call attention of conductor or engineman immediately to any apparent failure to observe train orders, or to clear the time of superior trains, or to comply with rules and instructions.

In cases where safety of trains and observance of rules or train orders are involved, brakemen are responsible to the extent of their ability to prevent accident or violation of rules.

RULE 979: (Makes the same requirements as contained in Rule 887, applicable to firemen and forward trainmen.)

ITEM 2, Circular 44-D (Instructions to Train Dispatchers):

The train dispatcher is in position to render valuable service in bringing about 100% observance of the rules; first, by habitually conforming to the rules in the performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact, and third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

He must bear in mind that his more extended means of communication and consequent knowledge of conditions, gives him a point of view not available to any other person connected with train or yard movements and that it is his duty to impart that knowledge to any person when it will promote safety or expedite the movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.

2. No officer or employe has the authority to tell anyone to violate a rule.

3. Rules can be eliminated, modified or changed by (a) Paster in the Book of Rules, after being properly authorized; (b) by Special Instructions Supplementary to the Uniform Code of Operating Rules (in time-table or in pamphlet form); (c) by Bulletin Order; (d) by train order, when properly authorized.

4. No employe will be censured for failure to make schedule, or make up lost time on a schedule, when to do so, a disregard for safety or rules will be involved.

5. Conductors and Enginemen must inform themselves of conditions, and during and after heavy storms, or any conditions which may restrict visibility or condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY. When storms, fogs or other conditions obscure track or signals, speed of train must be restricted to insure seeing and complying with signal indications. THESE INSTRUCTIONS MUST BE OBSERVED REGARDLESS OF LOSS OF TIME.



General Manager

**ATTENTION
TRAIN AND ENGINE CREWS**

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

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

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their

first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

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

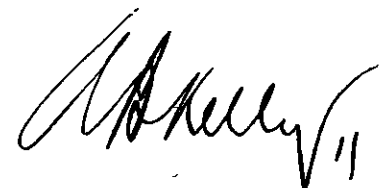
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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

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

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

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



General Manager.

LONGVIEW SUBDIV.—LONGVIEW TO PALESTINE

Station Numbers	Distance from Longview	TIME-TABLE NO. 71 AUGUST 15, 1948	Siding Capacity in Cars	TRAINS SOUTHWARD						
				FIRST CLASS			SECOND CLASS		THIRD CLASS	
				21 Passenger	31 Passenger	37 Passenger	65 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	4 50 AM	7 15 AM	7 10 PM	5 00 AM	6 30 PM	8 20 AM	
5	4.9	P.....FOOTES..... 4.9	83	4 57	7 23 ⁶⁶	7 17	5 10	6 40	8 35	
10	10.8	P.....BA SIDING..... 5.9	107	5 04	7 31	7 25	5 20	6 50	8 50	
12	12.1	LS.....KILGORE..... 1.3	55	5 05	7 35 ⁸⁸	7 28	5 25	6 53	9 00	
18	17.9	P.....REEDS..... 5.8	89	5 12	7 43	7 36	5 35	7 02	9 15	
22	22.4	LS.....OVERTON.....*W 4.5	83	5 18	7 52	7 46	6 00	7 14	9 45	
29	28.6	LS.....ARP.....* 6.2	104 58	5 25	8 01	7 56	6 25 ⁶⁶	7 26	10 10	
36	35.9	OS.....TROUP.....*WY 7.8	107	5 34	8 13	8 11 ²²	6 54 ³⁸	7 43	10 45	
42	42.3	P.....GOULD..... 6.4	83	5 41	8 22	8 22	7 15	8 03 ²²	11 00 ¹⁹⁰	
48	47.9	P.....TEOLA..... 5.6	83	5 48 ⁶⁶	8 29	8 30	7 30	8 15	11 10	
54	54.1	OS.....JACKSONVILLE.....*W 6.2	80	5 54	8 37	8 38	7 41	8 26	11 25 AM	
54.3		StLS-W CROSSING..... 0.2								
57	57.7	P.....HUME..... 3.4	83	5 59	8 46 ¹⁹⁰	8 50	7 50	8 35	1 205 PM	
61	61.3	P.....IRONTON.....* 3.6	31	6 04 ⁸⁸	8 51	8 55	7 57	8 42	12 15	
65	64.6	P.....PRIORS..... 3.5	49	6 08	8 56	9 00	8 04	8 49	12 25	
70	69.6	LS.....NECHES.....* 4.8	103	6 14	9 02	9 09	8 14 ¹⁹⁰	8 58	12 35	
76	76.3	P.....WELLS CREEK..... 6.7	83	6 22	9 10	9 21	8 30	9 10	12 50	
81	81.3	OS.....PALESTINE.....WO\$YT 5.0	Yard	6 30 AM	9 25 AM	9 40 PM	9 00 AM	9 30 PM	1 10 PM	
		81.3		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	

LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

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Station Numbers	Distance from Palestine	TIME-TABLE NO. 71 AUGUST 15, 1948	Siding Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS			SECOND CLASS		THIRD CLASS	
				38 Passenger	32 Passenger	22 Passenger	66 Red Ball Freight	190 Local Freight		
		STATIONS		Daily	Daily	Daily		Daily		Daily Except Sunday
0	81.3	OS.....LONGVIEW.....WO&YT	Yard	8 10 AM	5 15 PM	9 00 PM		7 35 AM		2 00 PM
5	78.4	P.....FOOTES..... ^{4.9}	83	7 50	5 02	8 49		7 23 ³¹		1 40
10	70.5	P.....BA SIDING..... ^{5.9}	107	7 40	4 53	8 41		7 00		1 20
12	69.2	LS.....KILGORE..... ^{1.3} *	55 s	7 35 ³¹	4 50	b 8 39		6 57		1 15
18	63.4	P.....REEDS..... ^{5.8}	89	7 22	4 41	8 31		6 47		12 40
22	58.9	LS.....OVERTON..... ^{4.5} *W	83 s	7 16	s 4 35	8 26		6 39		12 30
29	52.7	LS.....ARP..... ^{6.2} * ^{7.3}	¹⁰⁴ s 58	7 04	4 23	8 19		6 25 ⁶⁵		12 10 PM
36	45.4	OS.....TROUP..... ^{6.4} *WY	107 s	6 54 ⁶⁵	s 4 14	b 8 11 ³⁷		6 11		11 50 AM
42	39.0	P.....GOULD..... ^{5.6}	83	6 40	4 04	8 03 ⁶⁷		5 58		11 00 ¹⁹¹
48	33.4	P.....TECULA..... ^{6.2}	83	6 32	3 56	7 57		5 48 ²¹		10 45
54	27.2	OS.....JACKSONVILLE..... ^{0.2} *W	80 s	6 22	s 3 47	b 7 50		5 26		10 30
	27.0StLS-W CROSSING..... ^{3.4}								
57	23.6	P.....HUME..... ^{3.6}	83	6 10	3 39	7 45		5 16		8 46 ³¹
61	20.0	P.....IRONTON..... ^{3.5} *	31	6 04 ²¹	3 33	7 40		5 08		8 29
65	16.5	P.....PRICES..... ^{4.3}	49	5 52	3 27	7 35		4 59		8 23
70	11.7	LS.....NECHES..... ^{6.7} *	103 f	5 46	3 21	7 29		4 51		8 14 ⁶⁵
76	5.0	P.....WELLS CREEK..... ^{5.0}	83	5 37	3 12	7 21		4 40		7 40
81	0.0	OS.....PALESTINE.....WO&YT	Yard	5 30 AM	3 05 PM	7 15 PM		4 30 AM		7 30 AM
		81.3		Daily	Daily	Daily		Daily		Daily Except Sunday

TRINITY SUBDIV.—PALESTINE TO PERCIVAL

Distance from Palestine	TIME-TABLE NO. 71 AUGUST 15, 1948		TRAINS SOUTHWARD									
			FIRST CLASS				SECOND CLASS				THIRD CLASS	
			25 Passenger	131 Passenger	17 Passenger	27 Passenger	73 Red Ball Freight	71 Red Ball Freight	165 Red Ball Freight	167 Red Ball Freight	195 Local Freight	193 Local Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
0.0	OS.	PALESTINE WOSYT	6 50 AM	9 45 AM		11 59 PM		11 00 AM	10 45 PM			8 15 AM
1.7		T. & N. O. CROSSING										
7.5	P.	CRONIN	6 59	9 57		12 14 AM		11 15	11 00			8 30
12.2	LS.	ELKHART *	7 05	10 04		12 24		11 25	11 10			8 45
18.2	P.	SALMON *	7 12	10 12		12 38		11 37 ¹⁹²	11 22			9 00
24.5	LS.	GRAPELAND W*	7 20	10 21		12 51		11 50 AM	11 35			9 30
31.0	P.	LATEXO *	7 27	10 29		1 05		12 03 PM	11 48 PM			9 45
37.5	LS.	CROCKETT W	7 34	10 39 ¹⁹²		1 20 ⁶⁴		12 17	12 03 AM			10 39 ¹⁹²
44.0	P.	CUT	7 42	10 50		1 36		12 30	12 25 ⁶⁴			10 55
51.2	LS.	LOVELADY *	7 50	10 59		1 54		12 48	12 42			11 10
55.8	P.	RED BRANCH	7 55	11 05		2 06		1 05 ¹⁹²	12 51			11 20
64.8	LS.	TRINITY W	8 06	11 18		2 30 ²⁸		1 25	1 07			11 35
71.7	LS.	RIVERSIDE W*	8 14 ¹⁹²	11 27		2 42		1 40	1 19			11 50 AM
79.6	P.	DODGE *	8 24	11 38		2 56		1 56	1 35			12 05 PM
84.0	CS.	PHELPS WY	8 30	11 47		3 15		2 05	1 53 ²⁸	8 00 AM		12 15 PM
90.4	P.	KELLEYS	8 38	11 56 AM		3 25		2 15	2 15	8 15		
95.7	LS.	NEW WAVERLY *	8 44 ¹⁹⁵	12 11 ¹³²		3 36		2 25	2 26	8 44 ²⁵		
103.7	TP.	WILLIS *	8 53	12 21		3 53		2 40	2 44	9 30 ¹⁹⁴		
111.7	OS.	CONROE (GC & SF Cross.) WY	9 02 ¹⁹⁴	12 30		4 03		2 55	3 03	10 30		
115.0	P.	GRAND LAKE	9 07	12 36		4 20		3 05	3 11	10 50		
120.6	P.	TAMINA	9 13	12 42		4 35		3 15	3 25	11 05		
127.7	OS.	SPRING * WY	9 20	12 49	2 30 PM	4 50	5 00 AM	10 26 PM	3 29	3 40	11 20	
128.2	P.	SW SIDING	9 21	12 50	2 31	4 51 ⁷⁰	5 02 ⁷⁰	10 28	3 31	3 42	11 33 ³²	
131.8	P.	WESTFIELD *	9 25	12 54	2 36	5 00	5 10	10 35	3 37	3 49	11 55 AM	
137.8	P.	ALDINE	9 31 ¹⁸	1 00	2 44	5 10	5 20	10 47	3 46	4 10 ⁷⁰	12 10 PM	
145.2	P.	CROSS TIMBERS										
145.8		HBT JCT.	9 40 AM	1 10 PM	2 55 PM	5 25 AM	5 35	11 05	4 05	4 25	12 25	
146.0	CS.	H. B. & T. CROSSING (Tower 80)										
146.4		PERCIVAL W					5 40	11 10	4 20	4 30	12 30	
147.7		H. E. & W. T. CROSSING W										
149.0		T. & N. O. CROSSING										
149.8		T. & N. O. CROSSING										
149.9		DRAW BRIDGE (Buffalo Bayou)										
150.8	CS.	HOUSTON (Congress Ave. Yd.) WOTSY	10 00 AM				6 00 AM	11 59 PM	5 00 PM	5 00 AM	12 50 PM	
150.8	CS.	HOUSTON (Union Station)	10 25 AM	1 30 PM	3 15 PM	5 45 AM						
200.3	OS.	GALVESTON	11 50 AM									
		200.3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

TRINITY SUBDIV.—PERCIVAL TO PALESTINE

Station Numbers	Distance from Houston	TIME-TABLE NO. 71 AUGUST 15, 1948		Siding Capacity in Cars	TRAINS NORTHWARD									
					FIRST CLASS				SECOND CLASS			THIRD CLASS		
					28	18	132	26	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	OS PALESTINE W3OYT	Yard		4 30 AM		2 40 PM	6 55 PM			2 45 AM		12 30 PM	
		T. & N. O. CROSSING			4 19		2 29	6 50						
A89	143.3	P CRONIN	85	f	4 09		2 18	6 43			2 25		12 10 PM	
A94	138.6	LS ELKHART	82	s	4 00		2 11	6 38			2 15		11 55 AM	
A100	132.6	P SALMON	94	f	3 49		2 01	6 31			2 03		11 37 ¹⁶⁵	
A106	126.3	LS GRAPELAND W*	78	s	3 38		1 51	6 24			1 50		11 10	
A112	119.8	P LATEXO	86	f	3 27		1 41	6 17			1 35		10 50	
A119	113.3	LS CROCKETT W	59	s	3 14		1 28	6 09			1 20 ²⁷		10 39 ¹³¹	
A125	106.8	P CUT	84	f	3 06		1 20	6 02			12 25 ¹⁶⁷		9 40	
A133	99.6	LS LOVE LADY	87	s	2 55		1 11	5 54			12 10 AM		9 25	
A137	95.0	P RED BRANCH	84	f	2 44		1 05 ¹⁶⁶	5 49			11 55 PM		9 15	
A146	86.0	LS TRINITY W	128	s	2 30 ²⁷		12 54	5 40			11 35		9 00	
A153	79.1	LS RIVERSIDE W*	80	s	2 14		12 42	5 32			11 20		8 14 ²⁶	
A161	71.2	P DODGE	80	s	2 02		12 33	5 24			11 07		7 43	
A165	66.8	OS PHELPS WY	84	s	1 53 ¹⁶⁷		12 28	5 20			10 58	11 15 AM	7 35 AM	
A172	60.4	P KELLEYS	78	f	1 38		12 16	5 13			10 43	10 40		
A177	55.1	LS NEW WAVERLY	100	s	1 30		12 11 ¹⁸¹	5 07			10 33	9 50		
A185	47.1	TP WILLIS	103	s	1 18		12 02 PM	4 59			10 18	9 30 ¹⁹⁵		
A193	39.1	OS CONROE (GC&SF Cross.) WY	88	s	1 06		11 53 AM	4 51			10 03	9 02 ²⁵		
A196	35.8	P GRAND LAKE	41	f	12 58		11 47	4 47			9 50	8 25		
A202	30.2	P TAMINA	84	f	12 51		11 41	4 41			9 40	8 15		
A209	23.1	OS SPRING WY		s	12 42	s	9 45 AM	11 34	4 34	5 05 AM	8 50 PM	9 28	7 55	
	22.6	P SW SIDING	80	f	12 40		9 43	11 33 ¹⁹⁵	4 33	5 02 ⁷⁸ 4 36 ²⁷	8 48	9 27	7 52	
A213	19.0	P WESTFIELD	82	f	12 35	f	9 39	11 29	4 30	4 22	8 43	9 20	7 45	
A219	13.0	P ALDINE	87	f	12 26	f	9 31 ²⁶	11 23	4 24	4 10 ¹⁶⁷	8 34	9 10	7 33	
A226	5.8	P CROSS TIMBERS	25	f										
A227	5.0	HBT JCT.			12 16 AM		9 06 AM	11 15 AM	4 15 PM	3 55	8 23	8 55	7 20	
	4.8	OS H. B. & T. CROSSING (Tower 80)												
A228	4.4	PERCIVAL W	Yard							3 50	8 20	8 50	7 15	
		H. B. & W. T. CROSSING W												
		T. & N. O. CROSSING												
		T. & N. O. CROSSING												
		DRAW BRIDGE (Buffalo Bayou)												
A232	0.0	OS HOUSTON (Congress Ave. Yd.) WOT&Y	Yard							3 30 AM	8 00 PM	8 30 PM	7 00 AM	
	0.0	OS HOUSTON (Union Station)			12 01 AM	8 50 AM	11 00 AM	14 00 PM 13 25 PM						
A280		OS GALVESTON						2 00 PM						
	200.3				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. 71 AUGUST 15, 1948		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	OS	MART	WO&Y	Yard	10 10 AM									
Bv152	121.1	P	OTTO		79	10 20 ³⁹²			3 05 PM	11 30 PM				11 00 ⁷⁰ AM	
Bv145	128.4	P	MA SIDING		100	10 30 ⁷⁰			3 20	11 40				11 20	
	133.8		T. & N. O. CROSSING						3 35	11 52 PM				11 35	
Bv139	134.4	CS	MARLIN	W	82	10 42			3 55	12 05 AM				11 55 AM	
Bv139	144.6	P	COYMACK		88	10 55			4 20	12 20				12 15 PM	
Bv128	145.1		HIGH BANK			10 56									
Bv116	156.4	P	GH SIDING		98	11 10			4 43	12 37				12 30	
Bv110	162.8	P	AJ SIDING		52	11 19			4 55	12 46				12 49 ¹⁸	
Bv108	169.3	P	GOODLAND		84	11 28			5 07	12 59 ⁷²				1 02	
175	172.3	CS	VALLEY JCT. (S.A. Div. Cross.)	WOY	131	11 50 AM			6 30	1 35			6 30 AM	2 00 ³⁹⁴	
	175.9		TATSIE (T&N O Crossing)												
Bv98	177.4	P	NICHOLAS		84	12 01 ¹⁸ PM			6 40	1 45			6 40	2 25	
Bv92	180.9	P	MUMFORD		78	12 08			6 48	1 55			6 50	2 35	
Bv86	187.4	P	FOUNTAIN		77	12 18			7 01	2 10			7 00	2 45	
Bv78	194.8	CS	BRYAN	WY	75	12 31 ³⁹⁴			7 21	2 25			7 20 ³⁹² 8 05 ⁷⁰	3 05 PM	
	195.1		T. & N. O. CROSSING												
Bv74	199.3	LS	COLLEGE STATION			12 37			7 31	2 35			8 25		
	199.6		T. & N. O. CROSSING												
Bv70	202.4	P	KOPPE		70	12 42			7 37	2 41			8 35		
Bv65	207.6	P	ENRIGHT		43	12 50			7 47	2 50			8 45		
Bv59	214.0	P	CAWTHON		61	1 00			8 00	2 59			8 57		
Bv55	217.5	P	DINKINS		75	1 05			8 07	3 05			9 05		
	224.2		T. & N. O. CROSSING												
Bv49	224.4	OS	NAVASOTA	W	74	1 19			8 25	3 25			9 50 ³⁹⁴		
Bv40	232.7	P	McCOERMACK		45	1 31			8 41	3 43			10 05		
Bv37	236.4	P	STONEHAM		63	1 37			8 48	3 51			10 33 ¹⁸		
Bv27	245.6	P	FETZER		70	1 50			9 06	4 05			10 50		
Bv23	250.8	LS	MAGNOLIA	W	100	1 58			9 24 ⁷²	4 14			11 10		
Bv17	255.9	P	PINEHURST		43	2 06			9 40	4 24			11 35		
Bv11	261.7	P	HUFSMITH		67	2 14			9 55	4 34			11 50 AM		
Bv6	266.7	P	AVONAK		41	2 21			10 10	4 45			12 05 PM		
A209	272.9	OS	SPRING	WY		2 30 PM			10 26 PM	5 00 AM			12 15 PM		
						Daily			Daily	Daily			Daily Except Sunday	Daily Except Sunday	
			158.5												

MART SUBDIV.—SPRING TO MART

7

Station Numbers	Distance from Spring	TIME-TABLE NO. 71 AUGUST 15, 1948		Siding Capacity in Cars	TRAINS NORTHWARD					
					FIRST CLASS		SECOND CLASS		THIRD CLASS	
					18 Passenger		70 Red Ball Freight	72 Red Ball Freight	394 Local Freight	392 Local Freight
				Daily		Daily	Daily	Daily Except Sunday	Daily Except Sunday	
Bv150	158.5	OS	MART WO\$Y	Yard	1 58 PM		11 00 ³⁹³ AM	2 35 AM		10 40 AM
Bv152	151.8	P	OTTO	79	f 1 47		10 45	2 21		10 20 ¹⁷
Bv145	144.5	P	MA SIDING	100	1 37		10 30 ¹⁷	2 10		9 50
	139.1		T. & N. O. CROSSING							
Bv139	138.5	OS	MARLIN W	82	s 1 25		10 05	1 55		9 40
Bv129	128.3	P	COYMACK	88	1 13		9 50	1 41		9 25
Bv128	127.8		HIGH BANK		f 1 12					
Bv116	116.5	P	GH SIDING	98	12 58		9 34	1 23		9 05
Bv110	110.1	P	AJ SIDING	52	f 12 49 ³⁹³		9 22	1 10		8 50
Bv103	103.6	P	GOODLAND	84	a 12 40		9 10	12 59 ⁷³		8 35
175	100.6	OS	VALLEY JCT. (S. A. Div. Cross.) WOY	131	s 12 35		9 05	12 40 AM		8 25
	97.0		TATSIE (T & N O Crossing)						2 00 ³⁹³ PM	
Bv96	95.5	P	NICHOLAS	84	12 01 ¹⁷ PM		8 41	11 36 PM		1 35
Bv92	92.0	P	MUMFORD	78	f 11 56 AM		8 35	11 30		1 25
Bv86	85.5	P	FOUNTAIN	77	f 11 46		8 20	11 20		1 11
Bv78	78.1	OS	BRYAN WY	75	s 11 34		8 05 ³⁹⁵	11 08		12 31 ¹⁷
	77.8		T. & N. O. CROSSING							
Bv74	73.6	LS	COLLEGE STATION		s 11 29		7 55	11 01		12 01 PM
	73.3		T. & N. O. CROSSING							
Bv70	70.5	P	KOPPE	70	11 24		7 45	10 56		11 40 AM
Bv65	65.3	P	ENRIGHT	43	11 17		7 35	10 48		11 30
Bv59	58.9	P	CAWTHON	61	f 11 08 ³⁹⁴		7 25	10 39		11 08 ¹⁸
Bv55	55.4	P	DINKINS	75	f 11 03		7 15	10 33		10 45
	48.7		T. & N. O. CROSSING							
Bv49	48.5	OS	NAVASOTA W	74	s 10 49		6 50	10 16		9 50 ³⁹⁵
Bv40	40.0	P	McCORMACK	45	10 38		6 30	9 56		9 30
Bv37	36.5	P	STONEHAM	63	f 10 33 ³⁹⁵		6 20	9 49		9 20
Bv27	27.3	P	FETZER	70	f 10 21		6 00	9 33		9 01
Bv22	22.1	LS	MAGNOLIA W	100	f 10 14		5 50	9 24 ⁷¹		8 50
Bv17	17.0	P	PINEHURST	43	f 10 07		5 40	9 16		8 35
Bv11	11.2	P	HUF SMITH	67	f 10 00		5 30	9 07		8 25
Bv6	6.2	P	AVONAK	41	9 53		5 20	8 59		8 15
A209	0.0	OS	SPRING WY		s 9 45 AM		5 05 AM	8 50 PM		8 00 AM
	158.5				Daily		Daily	Daily		Daily Except Sunday

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

TRAINS SOUTHWARD				Station Numbers	Distance from Spring	TIME-TABLE NO. 71 AUGUST 15, 1948	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS	SECOND CLASS		FIRST CLASS					FIRST CLASS	SECOND CLASS		THIRD CLASS
391 Local Freight	73 Red Ball Freight	71 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 10 AM	Bv272	272.0	CS. FT. WORTH (Passenger Sta.) WY		5 05 PM			
9 30 AM	7 20 PM	8 00 AM	7 15		272.1	P. TP CONN.		5 00	7 40 AM	5 30 PM	2 30 PM
9 35	7 26	8 10	7 20 72	Bv270	270.1	P. MAHA	68	4 55 70	7 20 17	4 55 18	2 20
					269.3	WATER TANK W					
9 50	7 39	8 26	7 29	Bv263	263.9	P. EVERMAN	90	4 46	6 55	4 15	2 05
10 05	7 50	8 42	7 38	Bv257	257.6	P. RETTA	65	4 36	6 44	3 55	1 50
10 15	8 00	8 54	7 45	Bv252	252.8	P. LILLIAN	57	4 29	6 36	3 42	1 35
					250.7	WATER TANK W					
10 30	8 15	9 10	7 56	Bv245	245.4	P. VENUS	83	4 18	6 23	3 21	1 15
10 50	8 34	9 30	8 11	Bv234	234.9	LS. MAYPEARL	64	4 02	6 04	2 55	12 45
11 05	8 46	9 50	8 21	Bv227	227.6	P. BELL BEANCH W	58	3 51	5 50	2 35	12 30
					222.4	TEXAS ELECTRIC CROSSING					
11 25	9 01	10 10	8 34	Bv222	222.3	CS. ITALY	74	3 37	5 40	2 10	12 15 PM
11 45 390 AM	9 15	10 30	8 46	Bv213	213.7	P. MERTENS	65	3 24	5 27	1 55	11 45 391 AM
					210.0	WATER TANK W					
12 01 PM	9 26	10 47	8 53	Bv208	208.9	LS. IRENE	66	3 17	5 13	1 35	11 35
12 16	9 36	11 02	9 01	Bv203	203.3	P. MALONE		3 08	5 03	1 25	11 22
12 26	9 46	11 14 390	9 07	Bv198	199.0	LS. PENELOPE	100	3 01	4 55	1 15	11 14 71
12 50 70	10 06	11 44 AM 70 PM	9 21	Bv188	188.6	P. LEROY	84	2 46	4 35	12 50 391	10 28
1 10	10 22	12 30 70 PM	9 35 390	Bv178	177.7	CS. BASTOO (St. S-W Crossing)	101	2 31	4 15	12 30 71	9 35 17
					177.2	P. WF CONN					
			9 40		175.6	WACO W		2 27			
2 15 18	10 42	12 55	9 52	Bv167	166.8	P. HALLSBURG	67	2 15 391	3 50	12 05 PM	8 50
2 35 PM	11 00 PM	1 30 PM	10 05 AM	Bv159	158.5	CS. MART WOSY	Yard	2 03 PM	3 35 AM	11 45 AM	8 30 AM
Daily Except Sunday	Daily	Daily	Daily			113.6		Daily	Daily	Daily	Daily Except Sunday

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

9

TRAINS SOUTHWARD				Station Numbers	Distance from Mineola	TIME-TABLE NO. 71		Distance from Troup	TRAINS NORTHWARD				
SECOND CLASS						AUGUST 15, 1948			THIRD CLASS				
197 Local Freight									196 Local Freight				
			Daily Except Sunday			STATIONS					Daily Except Sunday		
		6 30 AM		B 44	0.0	LS	MINEOLA	WY	44.2		1 45 PM		
		6 45		B 39	4.8		4.8 EADS		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 (St. LS-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. 71		Distance from Phelps	TRAINS NORTHWARD				
THIRD CLASS						AUGUST 15, 1948			THIRD CLASS				
199 Local Freight									198 Local Freight				
			Daily Except Sunday			STATIONS					Daily Except Sunday		
		7 00 AM		D 7	0.0	LS	HUNTSVILLE	O	7.0		1 00 PM		
		7 30 AM		A 165	7.0	CS	7.0 PHELPS	WY	0.0		12 30 PM		
			Daily Except Sunday			7.0					Daily Except Sunday		

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

TRAINS SOUTHWARD				Station Numbers	Distance from Henderson	TIME-TABLE NO. 71		Distance from Overton	TRAINS NORTHWARD				
THIRD CLASS						AUGUST 15, 1948			THIRD CLASS				
51 Local Freight									50 Local Freight				
			Daily			STATIONS					Daily		
		10 15 AM		E 2	16.0	LS	4.0 OVERTON	W	0.0		9 45 AM		
				E 4	12.0		12.0 NOFOLK		4.0				
		11 30 AM		E 16	0.0	LS	12.0 HENDERSON	W	16.0		8 30 AM		
			Daily			16.0					Daily		

10 EAST COLUMBIA SUBDIV.—BETWEEN HOUSTON AND EAST COLUMBIA

TRAINS SOUTHWARD				Distance from Houston	Station Numbers	TIME-TABLE		Distance from East Columbia	TRAINS NORTHWARD				
THIRD CLASS						NO. 71			THIRD CLASS				
		381 Local Freight	383 Local Freight						AUGUST 15, 1948				382 Local Freight
		Daily Except Sunday	Daily Except Sunday			STATIONS				Daily Except Sunday	Daily Except Sunday		
		7 30 PM	7 00 AM	0.0	A232	OS	HOUSTON	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	11.5	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	18.6	O 19	ARCOLA	(GC&SF Crossing)	31.2		10 10	4 45		
		9 27 PM	8 45	21.1	O 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 13 ³⁸²	27.5	O 27		SANDY POINT	22.5		9 13 ³⁸³			
			9 23	29.7	C 30		ROSELARON	20.3		8 50			
			9 38	32.4	C 32		BONNEY	17.6		8 30			
			9 58	37.0	C 37		CHENANGO	13.0		8 10			
			10 15	40.0	O 40	LS	ANCHOR	Y 10.0		7 50			
				42.2	C 42		OYSTER CREEK	7.8					
			11 05 AM	50.0	O 50	LS	EAST COLUMBIA	Y 0.0		7 00 AM			
		Daily Except Sunday	Daily Except Sunday				50.0			Daily Except Sunday	Daily Except Sunday		

SUGAR LAND SUBDIV.—BETWEEN CABELL AND HAWDON

TRAINS SOUTHWARD				Station Numbers	Distance from Cabell	TIME-TABLE		Distance from Hawdon	TRAINS NORTHWARD			
SECOND CLASS						NO. 71			THIRD CLASS			
		371 Local Freight							AUGUST 15, 1948			
		Daily Except Sunday				STATIONS				Daily Except Sunday		
				838	0.0		CABELL	20.1				
		3 30 PM		833	4.8	LS	SUGAR LAND (T&NO Cross.)	WYO 15.3		10 30 PM		
		3 55		11.5			DEWALT	8.6		10 05		
		4 10		822	16.1		SUGAR LAND JCT. (GC&SF Cross.)	4.0		9 50		
		4 25		820	18.6		HOUSE	Y 1.5		9 35		
		4 35 PM		20.1			HAWDON	0.0		9 27 PM		
		Daily Except Sunday					20.1			Daily Except Sunday		

SPECIAL INSTRUCTIONS

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

2. MAXIMUM SPEED:

	MILES PER HOUR		
	Psgr. Trains Diesel Power	Psgr. Trains Steam Power	Freight Trains
Longview Subdiv.	79	65	50
Trinity Subdiv.	79	65	50
EXCEPT: Between Mile Post 120 and HBT Jct. Mile 145.8.....	79	75	50
Fort Worth Subdiv.		59	45
Mart Subdiv.		59	45
Mineola Subdiv.		30	25
EXCEPT: Between Tyler and Mineola		20	20
Henderson Subdiv.		30	25
EXCEPT: Between Mile Post 10 and Henderson		30	20
Huntsville Subdiv.		20	20
East Columbia Subdiv.		30	25
EXCEPT: Between Anchor and East Columbia		15	15
Sugar Land Subdiv.		25	20

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 restrictions will be observed.
 Trains must not exceed 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 15 and No. 20 turnouts or crossovers.
 All main track turnouts are No. 10 turnouts or less, except the following which are No. 20 turnouts:
 Spring—Mart Subdiv. connection.

LONGVIEW SUBDIV.:

	MILES PER HOUR	
	Passenger Trains	Freight Trains
Longview, Mile Post 80 Pole 27 to T&P Passenger station and T&P freight connection.....	10	10
Kilgore, city limits	45	45
Troup, city limits	45	45
Jacksonville, city limits	15	15
Palestine:		
City Limits	30	30
Through limits of interlocking	15	15
Between passenger station and Reagan St.	15	15
TRINITY SUBDIV.:		
Palestine:		
City Limits	30	30
Through limits of interlocking	15	15
Between passenger station and Reagan St.	15	15
Elkhart, city limits	45	45
Grapeland, city limits	30	30
Crockett, city limits	30	30
Lovelady, city limits	55	45
Trinity, city limits	40	40
HBT Jct., through limits of interlocking (passenger route)	10	10
Houston:		
City Limits	18	18
Buffalo Bayou bridge	12	12
FORT WORTH SUBDIV.:		
Fort Worth, city limits	18	18
Italy, city limits	12	12
Eastco, StLS-W passenger connection.....	10	10
Waco: Plum Street connection	15	15
MART SUBDIV.:		
Mart, city limits	35	25
Marlin:		
City Limits	10	10
Between T&NO crossing and Falls Street.....	15	15
Valley Jct.:		
No. 17 and No. 18 run at restricted speed between siding switches		
Bryan:		
City Limits	15	15
Between psgr. station and end of 27th St.	15	15
Navasota:		
City Limits	25	25
Through limits of interlocking	15	15
Spring, between Trinity Subdiv. connection and north wye switch	30	30
MINEOLA SUBDIV.:		
Tyler, city limits	15	15

3. SPEED RESTRICTIONS (Cont'd)

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED. EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS. PASSENGER TRAINS WITH DIESEL POWER, ALL STREAMLINE LOW CENTER OF GRAVITY LIGHT WEIGHT EQUIPMENT PERMITTED TO OPERATE FIVE MILES PER HOUR ABOVE SPEED INDICATED ON SPEED RESTRICTION SIGNS:

LONGVIEW SUBDIVISION:

Mile Post	Pole To	Mile Post	Pole	MILES PER HOUR		
				Psgr. Trains all Streamline Equipment Diesel Power	Psgr. Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains
0	05	0	16	50	45	45
0	26	1	12	70	65	50
2	28	3	07	70	65	50
3	11	3	26	55	50	50
4	08	4	17	70	65	50
5	03	5	09	70	65	50
5	13	6	01	55	50	50
7	14	7	22	70	65	50
7	26	8	10	55	50	50
8	12	9	18	70	65	50
10	00	10	07	70	65	50
11	01	11	14	55	50	50
11	15	12	29	70	65	50
13	05	14	20	55	50	50
14	21	15	05	70	65	50
17	10	18	08	55	50	50
18	21	23	00	55	50	50
23	07	23	17	70	65	50
24	25	25	06	70	65	50
28	06	28	14	70	65	50
29	14	29	24	70	65	50
30	01	31	15	55	50	50
32	02	32	09	70	65	50
32	27	33	07	55	50	50
33	20	33	27	70	65	50
33	29	36	19	55	50	50
38	16	38	25	70	65	50
38	30	40	06	55	50	50
42	21	43	22	70	65	50
43	24	44	04	55	50	50
44	17	44	28	70	65	50
45	02	45	08	55	50	50
45	18	48	19	70	65	50
48	28	50	21	55	50	50
51	03	51	16	70	65	50
51	27	52	04	55	50	50
53	27	54	05	55	50	50
54	07	54	17	70	65	50
55	05	55	14	55	50	50
56	06	56	17	50	45	45
57	25	59	00	70	65	50
59	14	60	16	50	45	45
62	23	64	19	70	65	50
65	07	66	14	55	50	50
70	18	71	02	70	65	50
71	02	71	11	55	50	50
71	11	72	04	70	65	50
73	05	73	23	50	45	45
73	25	74	19	70	65	50
76	28	77	11	70	65	50
77	13	77	25	55	50	50
78	22	79	01	70	65	50

TRINITY SUBDIVISION:

1	05	4	05	50	45	45
4	24	5	05	55	50	50
5	13	6	15	70	65	50
6	30	8	12	55	50	50
9	04	9	28	55	50	50
11	02	11	09	55	50	50
11	09	11	30	70	65	50
12	27	13	05	65	60	50
14	01	14	06	70	65	50
14	12	14	19	50	45	45
14	20	15	12	55	50	50
15	18	15	24	50	45	45
16	02	16	08	65	60	50

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Cont'd)

TRINITY SUBDIV.: (Cont'd)

Mile Post	Pole To	Mile Post	Pole	MILES PER HOUR		
				Psgr. Trains all Streamline Equipment Diesel Power	Psgr. Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains
17	08	17	22	50	45	45
18	17	18	24	70	65	50
20	29	21	24	55	50	50
21	29	23	15	70	65	50
23	27	24	03	50	45	45
25	10	26	26	50	45	45
28	02	32	08	70	65	50
35	01	36	05	70	65	50
37	02	37	16	45	40	40
42	02	42	14	70	65	50
42	29	43	07	55	50	50
43	15	43	23	65	60	50
45	01	45	09	65	60	50
46	18	47	00	70	65	50
48	02	48	09	65	60	50
48	19	48	27	70	65	50
50	25	51	19	70	65	50
52	19	54	20	70	65	50
56	23	57	21	70	65	50
59	26	60	03	65	60	50
63	17	63	25	70	65	50
68	30	69	14	70	65	50
71	14	72	25	55	50	50
76	28	77	30	70	65	50
80	12	80	27	70	65	50
82	06	82	29	55	50	50
83	03	83	10	70	65	50
85	00	85	07	70	65	50
85	28	87	20	55	50	50
87	26	88	12	70	65	50
88	22	89	02	55	50	50
90	16	90	30	70	65	50
91	23	92	03	70	65	50
93	22	94	03	70	65	50
98	10	98	19	70	65	50
99	14	99	26	55	50	50
103	02	103	11	70	65	50
105	12	105	19	65	60	50
106	08	106	15	70	65	50

MART SUBDIVISION:

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	19	50	40
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	50	25	30	30
73	02	73	10	30	30
78	00	78	18	15	15
78	18	79	00	30	30
104	20	106	30	45	40
139	10	139	27	40	40

FORT WORTH SUBDIVISION:

Mile Post	Pole To	Mile Post	Pole	MILES PER HOUR	
				Passenger Trains	Freight Trains
159	00	159	10	30	30
162	22	165	19	45	40
175	12	175	26	45	40
221	16	222	00	30	30
225	25	228	14	50	40
236	27	237	11	45	40
245	09	246	08	40	40
253	03	253	16	50	40
257	17	257	25	50	40
259	01	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:

GCL and IGN Engines	Miles Per Hour	Missouri Pacific Engines	Miles Per Hour
301 to 319	50	1 to 178	60
Except 310	61	1201 to 1280	55
320 to 339	65	1401 to 1571	55
Except 321, 332, 338	50	5201 to 5207	55
341 to 349	50	5507 to 5539	80
Except 342, 343, 347, 348	65	6401 to 6444	80
350 to 351	65	6501 to 6516	70
352 to 360	50	6601 to 6629	80
361 to 389	65	Diesel 501 to 524	65
941 to 948	45	Diesel 7000 to 7006	98
1011 to 1040	55	Diesel 7010 and 7011	98
Except 1022, 1027, 1036	40	Diesel 7014 to 7017	98
1051 to 1073	53	Diesel 7100	90
Except 1066	40	Texas Pacific Engines	
1101 to 1125	63	600 to 669	63
1151 to 1161	80	Engines running backward with or without cars must not exceed a speed of twenty five miles per hour except:	
1201 to 1280	55	SUBDIVISION:	
1401 to 1571	55	Henderson	18
Diesel 7007 to 7009, 7012, 7013	98	Huntsville	15
Diesel 525 to 552	65	Mineola	20
		Except: Between Tyler and Mineola	15

DISABLED ENGINES AND ENGINES IN TOW:

Motor Cars Dead in Tow 50

DIESEL ENGINES DEAD IN TOW:

Nos. 501 to 576	50
Nos. 800 to 815	30
Nos. 4100, 4101, 9000, 9100 and 9200 series	35
Nos. 4102 to 4111	50
Nos. 7000 to 7017	50
No. 7100	50

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

STEAM ENGINES DEAD IN TOW:

With side rods in position, main rods disconnected	35
Dead Engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with part or all of side rods down, on authority of Superintendent.	
Moving backward or with part or all side rods down	15
With all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinder	40
Dead engines must be in charge of locomotive fireman acting as messenger, and must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.	
With front drivers blocked	20

Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.

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

Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side 15

3. SPEED RESTRICTIONS (Cont'd)

WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

Wrecking Cranes (self-propelling)	25
Pile Drivers	25
Steam Shovels	25
Bridge Derrick Cars (non-revolving) Boom connected	30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick Cars (non-revolving), boom disconnected may be handled at maximum speed.

Bridge derrick cars shipped with boom disconnected must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick must be faced toward front of train.

Bridge derrick-pile driver (combination machine)	25
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Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers, self-propelling	20
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American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.

Locomotive Cranes or Clam Shells	20
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Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

American Ditchers, loaded on flat cars	20
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Yard (clam shell) and "Burro" Cranes, loaded on flat cars ..	20
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Jordan Spreaders and Spreader-Ditchers	25
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Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Scale test cars must be handled next to caboose and may be handled at maximum speed.

Rail unloaders must have boom disconnected and stored on car, and may be handled at maximum speed.

Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.

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 faced type.

EXPLANATION OF STOPS

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

PASSENGER TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

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

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

TABLE OF SPEEDS:

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
50	1	12
55	1	5
59	1	1
60	1	0
65	0	55
70	0	51
75	0	48
79	0	46

ARBITRARY HOLDS---PASSENGER TRAINS

STATION	Train No.	Hold for Division Train	Hold Until	Length of Hold	REMARKS
Longview	21	T. & P. 221	Indefinitely	Indefinitely	For connection.
Longview	31	T. & P. 231	Indefinitely	Indefinitely	For connection.
Longview	37	T. & P. 237	Indefinitely	Indefinitely	For connection.
Palestine	22	{ Palestine . 26 } { San Antonio 22 }	8:15 P.M.	1 Hour	For either connection.
Palestine	32	{ San Antonio 32 } { Palestine 132 }	4:05 P.M.	1 Hour	For passengers.
Palestine	38	{ Palestine . 28 } { San Antonio 38 }	6:30 A.M.	1 Hour	For connection.
Palestine	131	Palestine 31	Indefinitely	Indefinitely	For connection.
Palestine	25	Palestine 21	Indefinitely	Indefinitely	For connection.
Palestine	27	Palestine 37	3:00 A.M.	3 Hrs., 1 Min.	For connection.
Valley Jct.	17	San Antonio . 31	12:50 P.M.	1 Hour	For passengers.
Valley Jct.	18	San Antonio . 32	1:35 P.M.	1 Hour	For passengers.
Houston	26	Kingsville ... 12	4:30 P.M.	30 Minutes	For connection.

MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. HARRY A. HAVERLAH, Chief Surgeon

DISTRICT SURGEONS:

- Dr. A. Philo Howard.....Houston, Texas
- Dr. N. E. Dunn.....Mart, Texas
- Dr. C. H. Harris.....Ft. Worth, Texas

LOCAL SURGEONS:

- Dr. I. N. Markham.....Longview, Texas
- Dr. J. T. McKee.....Longview, Texas
- Dr. B. A. Swinney.....Longview, Texas
- Dr. L. E. Adams.....Kilgore, Texas
- Dr. T. L. Allums.....Kilgore, Texas
- Dr. Seth M. Downs.....Kilgore, Texas
- Dr. R. O. Price.....Kilgore, Texas
- Dr. P. C. Pienunke.....Overton, Texas
- Dr. J. A. Biddwell.....Overton, Texas
- Dr. W. N. Dean.....Overton, Texas
- Dr. Thomas B. Abney.....Overton, Texas
- Dr. Richard De Young.....Overton, Texas
- Dr. J. H. Dickson.....Arp, Texas
- Dr. C. W. Cashe.....Troup, Texas
- Dr. Lynn Hibban.....Henderson, Texas
- Dr. J. E. Watkins.....Henderson, Texas
- Dr. J. G. Sadler.....Henderson, Texas
- Dr. H. E. Shaw.....Henderson, Texas
- Dr. Herbert A. Stubbs.....Henderson, Texas
- Dr. C. H. Williamson.....Whitehouse, Texas
- Dr. W. H. Bryant.....Tyler, Texas
- Dr. John H. Mitchell.....Tyler, Texas
- Dr. L. H. Peterson.....Mineola, Texas
- Dr. A. F. Buchanan.....Mineola, Texas
- Dr. R. T. Travis.....Jacksonville, Texas
- Dr. W. E. Davis.....Kilbuck, Texas
- Dr. Sam Kennedy.....Grapeland, Texas
- Dr. R. A. Farmer.....Grapeland, Texas
- Dr. J. S. Wooley.....Crockett, Texas
- Dr. C. W. Butler, Jr.....Crockett, Texas

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.

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.

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.

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.

- Dr. W. H. Brown.....Lovelady, Texas
- Dr. S. L. Aubrey.....Trinity, Texas
- Dr. M. C. Briscoe.....Trinity, Texas
- Dr. Sam H. Barnes.....Trinity, Texas
- Dr. Ray Black.....Huntsville, Texas
- Dr. T. C. Cole.....Huntsville, Texas
- Dr. W. B. Veary.....Huntsville, Texas
- Dr. W. P. Ingram.....Conroe, Texas
- Dr. W. M. Holland.....Conroe, Texas
- Dr. A. N. Wilkins.....Conroe, Texas
- Dr. H. E. McKay, Sr.....Spring, Texas
- Dr. H. E. McKay, Jr.....Spring, Texas
- Dr. A. Philo Howard.....Houston, Texas
- Dr. M. B. Stokes.....Houston, Texas
- Dr. J. Thom Jones.....Houston, Texas
- Dr. A. L. W. Lackberry.....Houston, Texas
- Dr. F. E. McAlister.....Houston, Texas
- Dr. Carl F. Shafter.....Houston, Texas
- Dr. N. A. Kilgore.....Houston, Texas
- Dr. W. M. Palm.....Houston, Texas
- Dr. E. W. Aves.....Galveston, Texas
- Dr. J. J. Delaney.....Galveston, Texas
- Dr. E. E. Jenkins.....Sugar Land, Texas
- Dr. James A. McKay.....Madisonville, Texas
- Dr. J. E. Morris.....Madisonville, Texas
- Dr. M. E. Parker.....Anderson, Texas
- Dr. S. D. Coleman.....Navasota, Texas
- Dr. H. T. Stewart.....Navasota, Texas
- Dr. Hardy E. Thompson.....Navasota, Texas
- Dr. E. J. Ketchum.....Navasota, Texas
- Dr. J. E. Marsh.....College Station, Texas
- Dr. R. B. Ellinger.....Bryan, Texas
- Dr. R. J. Hanniffant.....Bryan, Texas
- Dr. R. J. Hanniffant.....Bryan, Texas
- Dr. R. B. Ellinger.....Bryan, Texas
- Dr. Wm. S. Webb.....Ft. Worth, Texas
- Dr. James S. Perry.....Bryan, Texas

- ### EYE, EAR, NOSE AND THROAT:
- Dr. Albert G. McGill, Jr.....Bryan, Texas
 - Dr. T. L. Walton.....Bryan, Texas
 - Dr. W. C. Taylor, Jr.....Calvert, Texas
 - Dr. J. B. Barnett.....Martin, Texas
 - Dr. T. J. Glass.....Martin, Texas
 - Dr. J. W. Forbett.....Martin, Texas
 - Dr. N. E. Dunn.....Mart, Texas
 - Dr. H. R. Dudgeon, Jr.....Waco, Texas
 - Dr. H. R. Dudgeon.....Waco, Texas
 - Dr. H. R. Dudgeon, Jr.....Waco, Texas
 - Dr. J. E. Killian.....Martens, Texas
 - Dr. T. R. Wilson.....Italy, Texas
 - Dr. A. O. Dykes.....Italy, Texas
 - Dr. J. H. Curby.....Maypearl, Texas
 - Dr. C. C. Anderson.....Venus, Texas
 - Dr. M. C. Cahill.....Lillian, Texas
 - Dr. G. B. Enloe.....Ft. Worth, Texas
 - Dr. C. H. Harris.....Ft. Worth, Texas
 - Dr. Will S. Horn.....Ft. Worth, Texas
 - Dr. J. M. Lawson.....Ft. Worth, Texas
 - Dr. William R. Leon.....Ft. Worth, Texas
 - Dr. J. K. Norman.....Ft. Worth, Texas
 - Dr. V. R. Hurst.....Longview, Texas
 - Dr. Edward H. Vaughn.....Tyler, Texas
 - Dr. Jno. McDougle.....Jacksonville, Texas
 - Dr. A. D. Wages.....Palestine, Texas
 - Dr. Geo. C. Farfah.....Houston, Texas
 - Dr. H. T. Angeworth.....Waco, Texas
 - Dr. Stanley F. Howard.....Waco, Texas
 - Dr. V. R. Woodward.....Ft. Worth, Texas
 - Dr. Wm. S. Webb.....Ft. Worth, Texas
 - Dr. James S. Perry.....Bryan, Texas