

DIVISION OFFICERS

V. A. GORDON.....Superintendent.....Palestine, Texas

W. WICKER.....Superintendent,
Houston Terminal
(M. P. Lines).....Houston, Texas

M.H.CUNNINGHAM..Trainmaster,
Fort Worth,
Mart Subdivs.....Mart, Texas

W. L. FAGAN.....Trainmaster,
Longview,
Trinity,
Mineola,
Huntsville,
Henderson Subdivs.....Palestine, Texas

B. E. WATSON.....Trainmaster,
East Columbia,
Sugar Land Subdivs..Freeport, Texas

J. N. CUNNINGHAM..Asst. Trainmaster.....Valley Jct., Tex.

C. W. BROWN.....Asst. Trainmaster
Ft. Worth Subdiv.....Ft. Worth, Tex.

R. F. DUBUS.....Road Foreman
of Engines.....Palestine, Texas

G. F. BROOKS.....Division
Trainmaster.....Palestine, Texas

C. H. BAILEY.....Night Chief
Dispatcher.....Palestine, Texas

J. E. CARLSON.....Asst. Chief
Dispatcher.....Palestine, Texas

A. R. TABER.....Asst. Chief
Dispatcher.....Palestine, Texas

R. P. BAILEY.....Dispatcher.....Palestine, Texas

A. V. BLACK.....Dispatcher.....Palestine, Texas

J. H. BRADLEY.....Dispatcher.....Palestine, Texas

B. C. JONES.....Dispatcher.....Palestine, Texas

R. A. JONES.....Dispatcher.....Palestine, Texas

W. H. McDONALD.....Dispatcher.....Palestine, Texas

C. W. PLUMMER.....Dispatcher.....Palestine, Texas

G. P. SOWELL.....Dispatcher.....Palestine, Texas

J. M. WATLINGTON..Dispatcher.....Palestine, Texas

SAFETY FIRST



INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY SUGAR LAND RAILWAY

PALESTINE DIVISION

TIMETABLE No. 78

Effective 12:01 A. M.

SUNDAY, FEBRUARY 15, 1953

CENTRAL STANDARD TIME

Superseding Timetable No. 77, dated December 7,
1952, and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
NO. 7 DATED SEPTEMBER 15, 1952

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

R. P. HART, Chief Operating Officer.
L. A. GREGORY, Asst. Chief Operating Officer and
General Superintendent Transportation.
S. HAMMER, General Manager.
E. C. SHEFFIELD, Assistant General Manager.
E. W. HARGRAVE, Asst. 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.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

Where safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

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

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure **ABSOLUTE SAFETY**, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs, or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, **REGARDLESS OF LOSS OF TIME**.

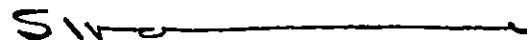
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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

Train dispatchers must bear in mind that his more extended means of communication and consequent knowledge of conditions give him a point of view not available to any other person connected with train, engine or yard movements, and that it is his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

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



General Manager

**ATTENTION
TRAIN AND ENGINE CREWS**

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

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

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

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

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

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

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car 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 employees 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.


Chief Operating Officer

LONGVIEW SUBDIV.—LONGVIEW TO PALESTINE

Station Numbers	Miles from Longview	TIMETABLE NO. 78 FEBRUARY 15, 1953	Siding Capacity in Cars	TRAINS SOUTHWARD								
				FIRST CLASS			SECOND CLASS		THIRD CLASS			
				25 Passenger	21 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..... WOSTY	Yard		3 20 AM	5 10 AM	6 55 PM		5 20 AM	6 00 PM	8 20 AM	
5	4.9	P.....FOOTES	100		3 28	5 17	7 02		5 30	6 10	8 35	
10	10.8	P.....BA SIDING	107		3 36	5 24	7 10		5 40	6 20	8 50	
12	12.1	LS.....KILGORE.....*	55	s	3 40	a 5 26	s 7 13		5 45	6 23	9 00	
18	17.9	P.....REEDS	89		3 48	5 33	7 21		5 55	6 32	9 15	
22	22.4	LS.....OVERTON.....*W	100	s	3 57	5 39	s 7 31		6 05	6 39	9 45	
29	28.6	LS.....ARP.....*	104		4 06	5 46	s 7 41		6 25 ⁶⁶	6 48	10 10	
36	35.9	OS.....TROUP.....*WY	107	s	4 18	a 5 56	s 7 51		6 57 ³⁸	6 58	10 45	
42	42.3	P.....GOULD	83		4 27	6 03 ⁶⁶	8 06 ²²		7 11	7 07	11 00 ¹⁹⁰	
48	47.9	P.....TEOLA	100		4 34	6 10	8 16		7 21	7 15	11 10	
54	54.1	LS.....JACKSONVILLE.....*W	94	s	4 41	a 6 16 ³⁸	s 8 22		7 32	7 25	11 25 AM	
57	57.7	P.....HUMB	100		4 50	6 23	8 30		7 41	7 48 ²²	12 05 PM	
61	61.3	P.....IRONTON	81		4 54	6 27	8 35		7 48	8 00	12 15	
70	69.6	LS.....NECHES.....*	103		5 04 ⁶⁶	6 37	s 8 45		8 05 ¹⁹⁰	8 18	12 35	
76	76.3	P.....WELLS CREEK	109		5 12	6 45	9 00		8 30	8 30	12 50	
81	81.3	OS.....PALESTINE..WDO\$YT	Yard		5 25 AM	6 55 AM	9 30 PM		9 00 AM	8 50 PM	1 10 PM	
		81.3			Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	

LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

3

Station Numbers	Miles from Palestine	TIMETABLE NO. 78 FEBRUARY 15, 1953	Siding Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS			SECOND CLASS		THIRD CLASS	
				38 Passenger	22 Passenger	26 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	9 00 PM	1 00 AM	7 35 AM			
5	76.4	P.....FOOTES ^{4.9}	100	7 50	8 51	12 45	7 08	2 00 PM		
10	70.5	P.....BA SIDDING ^{5.9}	107	7 42	8 44	12 36	6 55	1 40		
12	69.2	LS.....KILGORE ^{1.3}*	55	7 37	8 41	12 33	6 52	1 20		
18	63.4	P.....REEDS ^{5.8}	89	7 28	8 33	12 21	6 43	1 15		
22	58.9	LS.....OVERTON ^{4.5}.....*W	100	7 20	8 28	12 15	6 43	12 40		
29	52.7	LS.....ARP ^{6.2}*	104	7 08	8 22	12 07 AM	6 36	12 30		
36	45.4	CS.....TROUP ^{7.3}.....*WY	107	6 57 ⁶⁵	8 14	11 59 PM	6 25 ⁶⁵	12 10 PM		
42	39.0	P.....GOULD ^{6.4}	83	6 43	8 06 ³⁷	11 50	6 15	11 50 AM		
48	33.4	P.....TEOULA ^{6.6}	100	6 43	8 06	11 50	6 03 ²¹	11 00 ¹⁹¹		
54	27.2	LS.....JACKSONVILLE ^{6.2}.....*W	94	6 30	8 00	11 43	5 43	10 45		
	27.0	.....StLs-W CROSSING ^{0.2}		6 16 ²¹	7 53	11 35	5 33	10 30	
57	23.6	P.....HUME ^{3.4}	100	5 58	7 48 ⁶⁷	11 27	5 27	8 31		
61	20.0	P.....IRONTON ^{3.6}	81	5 53	7 43	11 21	5 20	8 20		
70	11.7	LS.....NECHES ^{3.3}*	103	5 44	7 34	11 11	5 04 ²⁵	8 05 ⁶⁵		
76	5.0	P.....WELLS CREEK ^{6.7}	109	5 36	7 26	11 02	4 40	7 40		
81	0.0	OS.....PALESTINE.....WDO\$YT	Yard	5 30 AM	7 20 PM	10 55 PM	4 30 AM	7 30 AM		
		81.3		Daily	Daily	Daily	Daily	Daily Except Sunday		

TRINITY SUBDIV.—PALESTINE TO BELT JCT.

Miles from SY Jct.	TIMETABLE NO. 78 FEBRUARY 15, 1953	TRAINS SOUTHWARD									
		FIRST CLASS				SECOND CLASS				THIRD CLASS	
		125 Passenger	121 Passenger	27 Passenger		73 Red Ball Freight	165 Red Ball Freight	167 Red Ball Freight	71 Red Ball Freight	193 Local Freight	195 Local Freight
STATIONS		Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
0.0	OS..... PALESTINE... WDO\$YT	5 50 AM	7 15 AM	11 45 PM			11 00 AM	9 40 PM		8 15 AM	
	1.0	SEE NOTE 1									
0.0	P..... SY JCT.....	5 52	7 17	11 47 PM							
7.5	P..... ORONIN.....	6 04	7 26	12 01 AM		11 17	9 52		8 30		
12.2	LS..... ELKHART.....	6 11	7 31	12 11		11 25	10 07 ¹²⁶		8 45		
18.2	P..... SALMON.....	6 19	7 37	12 25		11 37 ¹⁹²	10 22		9 00		
24.5	LS..... GRAPELAND..... W*	6 28	7 45	12 40		11 50 AM	10 31		9 30		
81.0	P..... LATEXO.....	6 36	7 52	12 54		12 03 PM	10 45 ⁶⁴		9 45		
37.5	LS..... CROCKETT.....	6 46	7 59	1 09		12 17	10 55		10 39 ¹⁹²		
44.0	P..... OUT.....	6 57	8 07	1 25		12 30	11 05		10 55		
51.2	LS..... LOVELEADY.....	7 06	8 15	1 43		12 48	11 17		11 10		
55.8	P..... RED BRANCH.....	7 12	8 20	1 55		1 05	11 27		11 20		
64.8	LS..... TRINITY..... W*	7 26	8 31	2 15 ²⁸		1 25	11 45		11 35		
71.7	LS..... RIVERSIDE.....	7 35	8 39 ¹⁹²	2 32		1 40	11 59 PM		11 50 AM		
79.8	P..... DODGE.....	7 46 ¹⁹⁴	8 49	2 46		1 56	12 19 AM		12 05 PM		
84.0	LS..... PHELPS..... WY*	7 57	8 55	3 05		2 10	12 27		12 15 PM	8 30 AM	
95.7	LS..... NEW WAVERLY.....	8 21	9 09 ¹⁹⁵	3 26		2 40	12 47			9 09 ¹²¹	
108.7	TP..... WILLIS.....	8 31	9 18	3 43		2 55	1 09 ²⁸			9 30	
111.7	OS..... CONROE (GC&SF Cross.)... Y*	8 40	9 27	3 54		3 10	1 29			10 15	
115.0	P..... CAMP STRAKE.....			4 11							
120.6	P..... TAMINA.....	8 52	9 38	4 23		3 30	1 41			10 55 ¹⁹⁴	
127.7	OS..... SPRING..... WY*	9 00	9 45	4 38		4 55 AM	3 48	1 51	11 35 PM	11 20	
128.2	P..... SW SIDING.....	9 01	9 46	4 39 ⁷⁰		5 00 ⁷⁰	3 50	1 53	11 37 PM	11 33 AM	
131.8	P..... WESTFIELD.....			4 46							
137.8	P..... ALDINE.....	9 12	9 56 ¹⁹⁴	4 56		5 20	4 24 ¹²²	2 07	12 14 ²⁸	12 10 PM	
145.8	OS..... BELT JCT.....	9 22 AM	10 05 AM	5 10 AM		5 30 AM	4 40 PM	2 30 AM	12 41 AM	12 25 PM	
150.1	OS..... SETTEGAST YARD... WDO\$Y					5 50 AM	5 00 PM	4 00 AM	1 00 AM	12 50 PM	
146.0	H. B. & T. CROSSING.....										
150.8	OS..... HOUSTON (Union Station).....	9 40 AM	10 25 AM	5 30 AM							
			10 50 AM								
200.3	OS..... GALVESTON.....		12 25 PM								
	201.3	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

NOTE 1—First Class Trains. See Current Time Table San Antonio Division between SY Jct. and Palestine.

NOTE 2—Between Aldine and Belt Jct. Signal Indication, both Opposing and Following Movements.

TRINITY SUBDIV.—BELT JCT. TO PALESTINE

5

Station Numbers	Miles from Houston	TIMETABLE NO. 78 FEBRUARY 15, 1953	Siding Capacity in Cars	TRAINS NORTHWARD									
				FIRST CLASS			SECOND CLASS			THIRD CLASS			
				122 Passenger	126 Passenger	28 Passenger	70 Red Ball Freight	64 Red Ball Freight	72 Red Ball Freight	192 Local Freight	194 Local Freight		
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
81	151.8	OS..... PALESTINE. WD\$OYT	Yard	6 55 PM	10 30 PM SEE NOTE 1	4 30 AM		1 00 AM			12 30 PM		
		1.0											
	150.8	P..... SY JCT.		6 47	10 23	4 12							
A89	143.3	P..... CRONIN	85	6 38	10 14	f 4 02		12 01 ²⁷ AM			12 10 PM		
A94	138.6	LS..... ELKHART	82	6 32	10 07 ¹⁶⁷ s	3 52		11 20 PM			11 55 AM		
A100	132.6	P..... SALMON	94	6 25	9 59	f 3 41		11 05			11 37 ¹⁶⁵		
A106	126.3	LS..... GRAPPLAND	78	b 6 17	s 9 50	s 3 31		10 55			11 10		
A112	119.8	P..... LATHRO	86	6 09	9 41	f 3 20		10 45 ¹⁶⁷			10 55		
A119	113.3	LS..... CROCKETT	100	f 6 02	s 9 30	s 3 06		10 25			10 39 ¹⁹³		
A125	106.8	P..... CUT	84	5 56	9 22	f 2 58		9 40			9 40		
A133	99.6	LS..... LOVEGLADY	87	5 49	a 9 13	s 2 47		9 25			9 25		
A137	95.0	P..... RED BRANCH	84	5 45	9 07	f 2 36		9 15			9 15		
A146	86.0	LS..... TRINITY	100	b 5 36	s 8 55 ⁶⁴ s	2 15 ²⁷		8 55 ¹²⁶			9 00		
A153	79.1	LS..... RIVERSIDE	77	5 28	8 36	s 2 04		8 08			8 39 ¹²¹		
A161	71.2	P..... DODGE	80	5 21	8 27	s 1 52		7 48			7 46 ¹²⁵		
A165	66.8	LS..... PHELPS	100	f 5 17	s 8 20	s 1 43		7 38			7 35 AM	1 50 PM	
A177	55.1	LS..... NEW WAVERLY	100	5 05	8 05	s 1 19		7 13				1 10	
A185	47.1	TP..... WILLIS	103	4 57	7 55	s 1 09 ¹⁶⁷		6 56				12 50	
A193	39.1	OS..... CONROE (GC&SF Cross.)	125	f 4 49	s 7 46	s 12 55		6 39				12 30 PM	
A196	35.8	P..... CAMP STRAKE				f 12 45							
A202	30.2	P..... TAMINA	84	4 39	7 34	f 12 38		6 19				10 55 ¹⁹⁵ AM	
A209	23.1	OS..... SPRING	WY*	4 33	7 26	s 12 29		5 05 AM	6 04	8 50 PM		10 17	
	22.6	P..... SW SIDING	125	4 32	7 25	12 27		(5 00) ⁷³ (4 39) ²⁷	6 02	8 48		10 08	
A213	19.0	P..... WESTFIELD				f 12 22							
A219	13.0	P..... ALDINE	125	4 24 ¹⁶⁵	7 14	f 12 14 ⁷¹		4 10	5 42	8 34		9 56 ¹²¹	
A227	5.0	NOTE 2 { OS..... BELT JCT.		4 17 PM	7 05 PM	12 03 AM		3 55 AM	5 25 PM	8 20 PM		9 30 AM	
A232	0.0	OS..... SETTEGAST YARD	WDO\$Y	Yard				3 30 AM	5 00 PM	8 00 PM		9 00 AM	
	4.8	H. B. & T. CROSSING											
	0.0	OS..... HOUSTON (Union Station)		4 00 PM 3 25 PM	6 45 PM	11 45 PM							
A280	49.5	OS..... GALVESTON		2 00 PM									
		201.3		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

NOTE 1—First Class Trains. See Current Time Table San Antonio Division between SY Jct. and Palestine.

NOTE 2—Between Aldine and Belt Jct. Signal Indication, both Opposing and Following Movements.

MART SUBDIV.—MART TO SPRING

Station Numbers	Miles from Ft. Worth	TIMETABLE NO. 78 FEBRUARY 15, 1953	Siding Capacity in Cars	TRAINS SOUTHWARD							
				SECOND CLASS				THIRD CLASS			
				71 Red Ball Freight	73 Red Ball Freight			395 Local Freight	393 Local Freight		
STATIONS				Daily	Daily			Daily Except Sunday	Daily Except Sunday		
Bv159	114.4	OS.....MART.....D&Y	Yard	5 00 PM	11 10 PM						
Bv152	121.1	F..... ^{6.7} OTTO	79	5 12	11 20					5 01 AM	
Bv145	128.4	P..... ^{7.3} MA SIDING	100	5 24	11 32					5 21	
	133.8	.....^{5.4} T. & N. O. CROSSING								5 36	
Bv189	134.4	LS..... ^{0.6} MARLIN	82	5 39	11 48 PM						6 20
Bv129	144.6	P..... ^{10.2} COYMACK	88	6 00	12 01 AM						6 40
Bv116	156.4	P..... ^{11.8} GH SIDING	98	6 20	12 18						7 00
Bv110	162.8	P..... ^{6.4} AJ SIDING	100	6 32	12 29						7 10
175	172.3	OS..... ^{9.5} VALLEY JCT. (S.A. Div. Cross.)...DY	181	7 20	^{12 50} _{1 35} ⁷²			5 30 AM		7 31 AM	
	175.9	.....^{3.6} TATSIE (T&NO Crossing)									
Bv96	177.4	P..... ^{1.5} NICHOLAS	84	7 50	1 45			5 40			
Bv92	180.9	P..... ^{3.5} MUMFORD	78	8 11	1 55			5 50			
Bv86	187.4	P..... ^{8.5} FOUNTAIN	77	8 21	2 10			6 00			
Bv78	194.8	OS..... ^{7.4} BRYAN.....Y	75	8 31	2 24			7 10			
	195.1	.....^{0.3} T. & N. O. CROSSING									
Bv74	199.3	LS..... ^{4.2} COLLEGE STATION		8 41	2 34			7 25			
	199.6	.....^{0.3} T. & N. O. CROSSING									
Bv70	202.4	P..... ^{2.3} KOPPE	70	8 47	2 39			7 40 ⁷⁶			
Bv65	207.6	P..... ^{5.2} ENRIGHT	100	8 57	2 48			7 48			
Bv55	217.5	P..... ^{9.9} DINKINS	75	9 12	3 03			8 10 ⁸⁹⁴			
	224.2	.....^{6.7} T. & N. O. CROSSING									
Bv49	224.4	OS..... ^{0.2} NAVASOTA	74	9 23	3 28			9 10			
Bv87	236.4	P..... ^{12.0} STONEHAM	100	9 49 ⁷²	3 52			9 35			
Bv87	245.6	P..... ^{9.2} FETZER	70	10 09	4 07			9 55			
Bv22	250.8	LS..... ^{5.2} MAGNOLIA	100	10 29	4 16			10 05			
Bv17	255.9	P..... ^{5.1} PINEHURST	48	10 45	4 25			10 15			
Bv11	261.7	P..... ^{5.3} HUFSMITH	100	11 01	4 34			10 25			
A209	272.9	OS..... ^{11.2} SPRING.....Y		11 35 PM	4 55 AM			10 45 AM			
		158.5		Daily	Daily			Daily Except Sunday		Daily Except Sunday	

MART SUBDIV.—SPRING TO MART

7

Station Numbers		Miles from Spring		TIMETABLE NO. 78 FEBRUARY 15, 1953		Siding Capacity in Cars		TRAINS NORTHWARD							
								SECOND CLASS			THIRD CLASS				
								70	72		394	392			
								Red Ball Freight	Red Ball Freight		Local Freight	Local Freight			
		STATIONS			Daily	Daily		Daily Except Sunday	Daily Except Sunday						
Bv159	158.5	OS	MART	D&Y	Yard	11 00 AM	2 35 AM								
Bv152	151.8	P	OTTO		79	10 48	2 16		11 30 AM						
Bv145	144.5	P	MA SIDING		100	10 33	2 04		11 10						
	139.1		T. & N. O. CROSSING						10 55						
Bv139	138.5	LS	MAHLIN		82	10 15	1 50		10 25						
Bv129	128.8	P	COYMAOK		88	9 56	1 35		10 05						
Bv116	118.5	P	GH SIDING		98	9 40	1 18		9 45						
Bv110	110.1	P	AJ SIDING		100	9 28 ³⁹²	1 08		9 28 ⁷⁰						
175	100.6	OS	VALLEY JCT. (S.A.Div. Cross.)	DY	131	9 11	12 50 ^{73 AM}		11 00 AM	9 00 AM					
	97.0		TATSIE (T&NO Crossing)												
Bv96	95.5	P	NICHOLAS		84	8 48	11 36 PM		10 35						
Bv92	92.0	P	MUMFORD		76	8 42	11 30		10 30						
Bv86	85.5	P	FOUNTAIN		77	8 30	11 20		10 15						
Bv78	78.1	OS	BRYAN	Y	75	8 05	11 08		10 00						
	77.8		T. & N. O. CROSSING												
Bv74	73.6	LS	COLLEGE STATION			7 50	11 01		8 50						
	73.3		T. & N. O. CROSSING												
Bv70	70.5	P	KOPPE		70	7 40 ³⁹⁵	10 56		8 40						
Bv65	65.3	P	ENRIGHT		100	7 30	10 48		8 30						
Bv55	55.4	P	DINKINS		75	7 13	10 33		8 10 ³⁹⁵						
	48.7		T. & N. O. CROSSING												
Bv49	48.5	OS	NAVASOTA		74	6 50	10 16		7 50						
Bv37	36.5	P	STONEHAM		100	6 20	9 49 ⁷¹		6 40						
Bv27	27.3	P	FETZER		70	6 00	9 33		6 20						
Bv22	22.1	LS	MAGNOLIA		100	5 50	9 24		6 10						
Bv17	17.0	P	PINEHURST		43	5 40	9 16		6 00						
Bv11	11.2	P	HUFSMITH		100	5 30	9 07		5 50						
A209	0.0	OS	SPRING	Y		5 05 AM	8 50 PM		5 30 AM						
		158.5				Daily	Daily		Daily Except Sunday	Daily Except Sunday					

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

TRAINS SOUTHWARD				Station Numbers	Miles from Spring	TIMETABLE NO. 78 FEBRUARY 15, 1953	Siding Capacity in Cars	TRAINS NORTHWARD		
THIRD CLASS	SECOND CLASS		THIRD CLASS							
391 Local Freight	73 Red Ball Freight	71 Red Ball Freight	72 Red Ball Freight					70 Red Ball Freight	390 Local Freight	
Daily Except Sunday	Daily	Daily			STATIONS	Daily	Daily	Daily Except Sunday		
9 30 AM	7 00 PM	11 00 AM	Bv272	272.1	P..... TP CONN. 2.0	7 40 AM	5 30 PM	12 01 PM		
9 40	7 06	11 07	Bv270	270.1	P..... MABA 6.2	6 55	4 25	11 50 AM		
10 00	7 18	11 25 ³⁹⁰	Bv263	263.9	P..... EVERMAN 11.1	6 45	4 15	11 25 71		
10 25	7 38	11 47 AM	Bv252	252.3	P..... LILLIAN 7.4	6 27	3 42	11 04		
10 50 ³⁹⁰	7 52	12 03 PM	Bv245	245.4	P..... VENUS 10.5	6 15	3 21	10 50 ³⁹¹		
11 10	8 11	12 23	Bv234	234.9	LS..... MAYPEARL 12.6	5 55	2 55	10 23		
11 40	8 34	1 03	Bv222	222.3	LS..... ITALY 8.6	5 35	2 10	9 40		
11 55 AM	8 48	1 19	Bv213	213.7	P..... MERTENS 4.8	5 20	1 55	9 20		
12 10 PM	8 57	1 35 70	Bv208	208.9	P..... IRENE 9.9	5 10	1 35 71	9 05		
12 27	9 13	2 10	Bv198	199.0	P..... PENNELOPE 10.4	4 55	1 15	8 35		
12 50 70	9 29	2 46	Bv188	188.6	LS..... LEROY 10.9	4 35	12 50 ³⁹¹	8 01		
1 10	9 46	3 10	Bv178	177.7	P..... EASTCO (SILS-W Crossing) 0.5	4 15	12 30	7 35		
				177.2	P..... WF CONN. 1.6					
				175.3	..... WACO 8.3				
2 15	10 06	3 30	Bv167	166.9	P..... HALLSBURG 8.3	3 50	12 05 PM	5 20		
2 35 PM	10 40 PM	4 00 PM	Bv159	158.5	CS..... MART..... D&Y	3 35 AM	11 45 AM	5 00 AM		
Daily Except Sunday	Daily	Daily			118.6	Daily	Daily	Daily Except Sunday		

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

9

TRAINS SOUTHWARD				Station Numbers	Miles from Mineola	TIMETABLE NO. 78		Miles from Troup	TRAINS NORTHWARD					
SECOND CLASS						FEBRUARY 15, 1953			THIRD CLASS					
			197 Local Freight			STATIONS							196 Local Freight	
			Daily Except Sunday							Daily Except Sunday				
			6 30 AM	B 44	0.0	LS	MINEOLA	WY 3	44.2		1 45 PM			
			6 45	B 39	4.8		HADS.		39.4		1 15			
			7 05	B 33	11.5	TP	LINDALE		32.7		12 55			
			7 25	B 27	17.9		SWAN		26.3		12 35			
			8 15	B 19	25.2	LS	TYLER (St. LS-W Cross.)	SW	19.0		12 01 PM			
			8 35	B 14	30.3		ELBERTA		13.9		11 20 AM			
			8 55	B 9	35.6		WHITEHOUSE		8.6		11 00			
			9 20 AM	36	44.2	CS	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	Miles from Huntsville	TIMETABLE NO. 78		Miles from Phelps	TRAINS NORTHWARD					
THIRD CLASS						FEBRUARY 15, 1953			THIRD CLASS					
			199 Local Freight			STATIONS							198 Local Freight	
			Daily Except Sunday							Daily Except Sunday				
			7 00 AM	D7	0.0	LS	HUNTSVILLE		7.0		3 15 PM			
			7 30 AM	A165	7.0	LS	PHELPS	WY	0.0		2 45 PM			
			Daily Except Sunday						7.0		Daily Except Sunday			

10 EAST COLUMBIA SUBDIV.—BETWEEN SETTEGAST YARD AND EAST COLUMBIA

TRAINS SOUTHWARD						TIMETABLE				TRAINS NORTHWARD			
THIRD CLASS						NO. 78				THIRD CLASS			
		381 Local Freight	383 Local Freight	Miles from Congress Ave.	Station Numbers			Miles from East Columbia		382 Local Freight	380 Local Freight		
		Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	Daily Except Sunday		
		7 30 PM	7 00 AM		A 332	OS.....	SETTEGAST YARD WDO&Y	58.6		12 15 PM	6 45 PM		
		7 50 PM	7 20 AM				BELT JUNCTION.....	54.3		11 55 AM	6 25 PM		
							H.E. & W. T. CROSSING..... W	53.1					
							T. & N. O. CROSSING.....	51.8					
							T. & N. O. CROSSING.....	51.0					
							DRAW BRIDGE (Buffalo Bayou)	50.9					
				0.0			CONGRESS AVE.....	50.0					
				0.8			G. H. & H. CROSSING.....	49.4					
				0.8			H. B. & T. CROSSING.....	49.2					
				0.9			H. B. & T. JOT.....	49.1					
				1.1			T. & N. O. CROSSING.....	48.9					
				6.9			T. & N. O. CROSSING.....	43.1					
		8 55	8 25	8.5	O 8		MYRTLE.....	41.5		10 50	5 20		
		9 05	8 35	11.5	O 11		ALMEDA.....	38.5		10 40	5 10		
		9 25	8 50	16.3	C 16		FRESNO.....	33.7		10 20	4 55		
		9 47	9 01	18.8	C 19		ARCOOLA (GO&SF Crossing).....	31.2		10 10	4 45		
		9 57 PM	9 15	21.1	O 21		HAWDON.....	28.9		9 45	4 35 PM		
			9 30 ³⁸²	23.0	O 23		JULIFF.....	27.0		9 30 ³⁸³			
			9 50	27.5	O 27		SANDY POINT.....	22.5		9 13			
			10 01	29.7	O 30		ROSHARON.....	20.3		8 50			
			10 20	32.4	O 32		BONNEY.....	17.6		8 30			
			10 40	37.0	C 37		CHENANGO.....	13.0		8 10			
			11 05 AM	40.0	C 40	LS	ANCHOR.....	10.0		7 50			
				42.2	C 42		OYSTER CREEK.....	7.8					
			12 01 PM	50.0	O 50	LS	EAST COLUMBIA.....	0.0		7 00 AM			
		Daily Except Sunday	Daily Except Sunday					58.6		Daily Except Sunday	Daily Except Sunday		

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

TRAINS SOUTHWARD				Station Numbers	Miles from Henderson	TIMETABLE NO. 78		Miles from Overton	TRAINS NORTHWARD					
THIRD CLASS						STATIONS				THIRD CLASS				
			51 Local Freight											
			Daily Except Sunday											
			10 15 AM	22	16.0	LS.....	OVERTON	W	0.0					
				E4	12.0		NORFOLK		4.0					
			11 30 AM	E16	0.0	LS.....	HENDERSON	WO	16.0					
			Daily Except Sunday											
							16.0							

SUGAR LAND SUBDIV.—BETWEEN SUGAR LAND AND HAWDON

TRAINS SOUTHWARD				Station Numbers	Miles from Sugar Land	TIMETABLE NO. 78		Miles from Hawdon	TRAINS NORTHWARD					
SECOND CLASS						STATIONS				THIRD CLASS				
			371 Local Freight											
			Daily Except Sunday											
			3 30 PM	S33	0.0	LS.....	SUGAR LAND (T&NO Cross.)	WOYS	16.3					
			3 55		6.7		DEWALT		8.6					
			4 10	S22	11.3		SUGAR LAND JCT. (GC&SF Cross.)		4.0					
			4 25	S20	13.8		HOUSE		1.5					
			4 35 PM		15.3		HAWDON		0.0					
			Daily Except Sunday											
							15.3							

SPECIAL INSTRUCTIONS

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

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS", and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

The speed shown below is the highest speed authorized for the operation of trains of the specified consist:

CONSIST "A".....Any engine, or engines, with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....Engines other than Diesel with all passenger cars of any type; or
Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".....Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tight lock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars.

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

SUBDIVISION	MILES PER HOUR								
	Consist "A"	Consist "B"	Consist "C"			Consist "D"			
			Track Without Slow Speed Signs	Track Without Slow Speed Signs	Straight Track Without Slow Speed Signs	Curves Without Slow Speed Signs	Curves With Slow Speed Signs	Straight Track Without Slow Speed Signs	Curves Without Slow Speed Signs	Curves With Slow Speed Signs
LONGVIEW SUBDIV.....	50	70	79	79			79	79	Five
TRINITY SUBDIV.....	50	70	79	79			79	79	Miles
FORT WORTH SUBDIV.....	45	59	59	59		Speed	59	59	Per
MART SUBDIV.....	45	59	59	59		Shown on	59	59	Hour
MINEOLA SUBDIV.....	25	30	30	30		Slow	30	30	Above
Except between Tyler and Mineola.....	20	20	20	20		Speed	20	20	Speed
HENDERSON SUBDIV.....	25	30	30	30		Signs	30	30	Shown
HUNTSVILLE SUBDIV.....	30	30	30	30		Speed	30	30	on Slow
EAST COLUMBIA SUBDIV.....	25	30	30	30		Signs	30	30	Speed
Except between Anchor and East Columbia.....		15	15	15			15	15	Signs
SUGARLAND SUBDIV.....	20	25	25	25			25	25	

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.

All trains must observe following maximum speed through turnouts, crossovers and spring switches:

	M.P.H.
Through No. 10 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 or 20 turnouts and crossovers, entire train.....	30
In straightaway movement when moving points of No. 10 spring switch.....	15
In straightaway movement when moving points of Nos. 15, 16 or 20 spring switches.....	30
(In straightaway movement when lead wheels have passed over points of spring switches, normal speed may be resumed.)	

All main track turnouts are No. 10 turnouts or less, except the following which are No. 15, 16 or 20 turnouts:

- Longview—South Switch No. 1 track
- Wells Creek—South siding switch
- Palestine—North switch freight route
- Palestine—Trinity Subdiv. freight connection
- SY Jct.—Taylor Subdiv. connection
- Cronin—North Siding switch
- Aldine—North and South Siding switches
- Spring—Mart Subdiv. connection
- Belt Jct.—Freight connection to Settegast Yard

3. SPEED RESTRICTIONS: (Cont'd)

	M.P.H.
LONGVIEW SUBDIV.:	
Longview, Mile Post 80 Pole 27 to T&P Passenger station and T&P freight connection.....	15
Kilgore, city limits.....	45
Troup, city limits.....	45
Jacksonville, city limits.....	15
Palestine:	
City Limits.....	30
Through interlocking limits.....	15
TRINITY SUBDIV.:	
Palestine, city limits.....	30
Elkhart, city limits.....	45
Grapeland, city limits.....	30
Crockett, city limits.....	30
Lovelady, city limits.....	55
Trinity, city limits.....	40
Houston, city limits.....	18
FORT WORTH SUBDIV.:	
Fort Worth, city limits.....	18
Italy, city limits.....	30
MART SUBDIV.:	
Mart, city limits.....	35
Marlin, city limits.....	10
Bryan:	
City Limits.....	15
Between psgr. station and end of 27th St.....	15
Navasota:	
City Limits.....	25
Through interlocking limits.....	15
MINEOLA SUBDIV.:	
Tyler, city limits.....	15

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Cont'd)

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

Permissible Speed in Miles per hour	NORTHWARD				Permissible Speed in Miles per hour	SOUTHWARD			
	From		To			From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

LONGVIEW SUBDIV.:

45	0	05	0	16	65	79	01	78	22
65	0	26	1	12	50	77	25	77	13
65	2	28	3	07	65	77	11	76	28
50	3	11	3	26	65	74	19	73	25
65	4	08	4	17	45	73	23	73	05
65	5	03	5	09	65	72	04	71	11
50	5	13	6	01	50	71	11	71	02
65	7	14	7	22	65	71	02	70	18
50	7	26	8	10	50	66	14	65	07
65	8	12	9	18	65	64	19	62	23
65	10	00	10	07	45	60	16	59	14
50	11	01	11	14	65	59	00	57	25
65	11	15	12	29	45	56	17	56	06
50	13	05	14	20	50	55	14	55	05
65	14	21	15	05	65	54	17	54	07
50	17	10	18	03	50	54	05	53	27
50	18	21	23	00	50	52	04	51	27
65	23	07	23	17	65	51	16	51	03
65	24	25	25	06	50	50	21	48	28
65	28	06	23	14	65	48	19	45	18
65	29	14	29	24	50	45	08	45	02
50	30	01	31	15	65	44	28	44	17
65	32	02	32	09	50	44	04	43	24
50	32	27	33	07	65	43	22	42	21
65	33	20	33	27	50	40	06	38	30
50	33	29	36	19	65	38	25	38	16
65	38	16	38	25	50	36	19	33	29
50	38	30	40	06	65	33	27	33	20
65	42	21	43	22	50	33	07	32	27
50	43	24	44	04	65	32	09	32	02
65	44	17	44	28	50	31	15	30	01
50	45	02	45	08	65	29	24	29	14
65	45	18	48	19	65	28	14	28	06
50	48	28	50	21	65	25	06	24	25
65	51	03	51	16	65	23	17	23	07
50	51	27	52	04	50	23	00	18	21
65	53	27	54	05	50	18	03	17	10
50	54	07	54	17	65	15	05	14	21
50	55	05	55	14	50	14	20	13	05
45	56	06	56	17	65	12	29	11	15
65	57	25	59	00	50	11	14	11	01
45	59	14	60	16	65	10	07	10	00
65	62	23	64	19	65	9	18	8	12
50	65	07	66	14	50	8	10	7	26
65	70	18	71	02	65	7	22	7	14
50	71	02	71	11	50	6	01	5	13
65	71	11	72	04	65	5	09	5	03
45	73	05	73	23	65	4	17	4	08
65	73	25	74	19	50	3	26	3	11
65	76	28	77	11	65	3	07	2	28
50	77	13	77	25	65	1	12	0	26
65	78	22	79	01	45	0	16	0	05

3. SPEED RESTRICTIONS—(Cont'd)

Permissible Speed in Miles per hour	NORTHWARD				Permissible Speed in Miles per hour	SOUTHWARD			
	From		To			From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

TRINITY SUBDIV.:

65	106	15	106	08	40	0	3	0	12
60	105	19	105	12	45	1	18	4	05
65	103	11	103	02	50	4	24	5	05
50	99	26	99	14	65	5	13	6	15
65	98	19	98	10	50	6	30	8	12
65	94	03	93	22	50	9	04	9	28
65	92	03	91	23	50	11	02	11	09
65	90	30	90	16	65	11	09	11	30
50	89	02	88	22	60	12	27	13	05
65	88	12	87	26	65	14	01	14	06
50	87	20	85	28	45	14	12	14	19
65	85	07	85	00	50	14	20	15	12
65	83	10	83	03	45	15	18	15	24
50	82	29	82	06	60	16	02	16	08
65	80	27	80	12	45	17	08	17	22
65	77	30	76	28	65	18	17	18	24
60	72	25	71	14	50	20	29	21	24
65	69	14	68	30	65	21	29	23	15
65	63	25	63	17	45	23	27	24	03
60	60	03	59	26	45	25	10	26	26
65	57	21	56	23	65	28	02	32	08
65	54	20	52	19	65	35	01	36	05
65	51	19	50	25	40	37	02	37	16
65	48	27	48	19	65	42	02	42	14
60	48	09	48	02	50	42	29	43	07
65	47	00	46	18	60	43	15	43	23
60	45	09	45	01	60	45	01	45	09
60	43	23	43	15	65	46	18	47	00
50	43	07	42	29	60	48	02	48	09
65	42	14	42	02	65	48	19	48	27
40	37	16	37	02	65	50	25	51	19
65	36	05	35	01	65	52	19	54	20
65	32	08	28	02	65	56	23	57	21
45	26	26	25	10	60	59	26	60	03
45	24	03	23	27	65	63	17	63	25
65	23	15	21	29	65	68	30	69	14
50	21	24	20	29	60	71	14	72	25
65	18	24	18	17	65	76	28	77	30
45	17	22	17	08	65	80	12	80	27
60	16	08	16	02	50	82	06	82	29
45	15	24	15	18	65	83	03	83	10
50	15	12	14	20	65	85	00	85	07
45	14	19	14	12	50	85	28	87	20
65	14	06	14	01	65	87	26	88	12
60	13	05	12	27	50	88	22	89	02
65	11	30	11	09	65	90	16	90	30
50	11	09	11	02	65	91	23	92	03
50	9	28	9	04	65	93	22	94	03
50	8	12	6	30	65	98	10	98	19
65	6	15	5	13	50	99	14	99	26
50	5	05	4	24	65	103	02	103	11
45	4	05	1	18	60	105	12	105	19
40	0	12	0	3	65	106	08	106	15

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS—(Cont'd.)

NORTHWARD					SOUTHWARD				
Permissible Speed in Miles per hour	From		To		Permissible Speed in Miles per hour	From		To	
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole

MART SUBDIV.:

30	0	0	0	11	40	139	27	139	10
50	25	12	25	20	40	106	30	104	20
50	31	05	32	06	30	79	00	78	18
50	34	21	35	00	15	78	18	78	00
50	37	19	38	00	30	73	10	73	02
40	39	16	40	19	30	50	25	50	13
50	41	10	42	05	30	50	13	49	03
50	45	10	45	18	15	48	32	48	12
30	47	20	47	28	30	47	28	47	20
15	48	12	48	32	50	45	18	45	10
30	49	03	50	13	50	42	05	41	10
30	50	13	50	25	40	40	19	39	16
30	73	02	73	10	50	38	00	37	19
15	78	00	78	18	50	35	00	34	21
30	78	18	79	00	50	32	06	31	05
40	104	20	106	30	50	25	20	25	12
40	139	10	139	27	30	0	11	0	0

FORT WORTH SUBDIV.:

30	159	00	159	10	30	TP	Conn	270	24
40	162	22	165	19	40	268	15	268	12
40	175	12	175	26	40	260	04	259	01
30	221	16	222	00	40	257	25	257	17
40	225	25	228	14	40	253	16	253	03
40	236	27	237	11	40	246	08	245	09
40	245	09	246	08	40	237	11	236	27
40	253	03	253	16	40	228	14	225	25
40	257	17	257	25	30	222	00	221	16
40	259	01	260	04	40	175	26	175	12
40	268	12	268	15	40	165	19	162	22
30	270	24	TP	Conn	30	159	10	159	00

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
348	65	Diesel 301 to 372	65
374 to 389	65	Diesel 501 to 626	65
1055 to 1070	53	Diesel 7000 to 7021	98
1103 to 1125	63	Diesel 7100	90
1151 to 1161	80	Diesel 8001 to 8036	98
1201 to 1258	55		
1429 to 1478	55	Texas & Pacific Engines	
Diesel 7007 to 7009, 7012, 7013	98	Diesel 1500 to 1580	65
Diesel 8011-8012	98	Diesel 2000 to 2017	98
Diesel 525 to 618	65		
Diesel 4112 to 4251	65		
Diesel 9016 to 9232	35		

Engines running backward with or without cars must not exceed a speed of twenty five miles per hour except:

SUBDIVISION:

Henderson	18
Huntsville	15
Mineola	20
Except: Between Tyler and Mineola	15

3. SPEED RESTRICTIONS—(Cont'd.)

TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

Miles Per Hour

Diesel Engines and Motor Cars dead in tow:

Road or Switch, with trucks and traction motors in good running condition	Maximum Train Speed, or Maximum Engine speed for particular engine in tow, whichever is lower.
---	--

Road or Switch, with trucks or parts of same not in good running condition

As Authorized by Superintendent

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent.

STEAM ENGINES DEAD IN TOW:

Miles Per Hour

With side rods in position, main rods disconnected

Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with a part or all of the side rods down ON AUTHORITY OF SUPERINTENDENT.

With all or part of side rods down

With all side rods, main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders

Moving backward in tow: (Side Rods in position)
Longview, Trinity, Mart and Ft. Worth Subdivs.....

Henderson, Huntsville, Mineola, East Columbia and Sugar Land Subdivs.....

Dead engines 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.

Disabled Engines:

With all or part of side rods down

With front drivers blocked

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 speed not exceeding

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

With flat spots 3" or more on driving tires, MAINTAIN SPEED

3. SPEED RESTRICTIONS: (Cont'd)

WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

Wrecking Cranes (self-propelled) see table below:

Maximum freight train speed	Permissible speed of trains handling self-propelled wrecking cranes
15 MPH	10 MPH
20 "	15 "
25 "	15 "
30 "	20 "
35 "	20 "
40 "	25 "
45 "	30 "
50 "	30 "

	Miles Per Hour
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	Maximum Speed

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

Bridge derrick-pile driver (combination machine)	25

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

American Ditchers, self-propelled	25

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

Locomotive Cranes or Clam Shells	25

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. 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.

3. SPEED RESTRICTIONS: (Cont'd)

	Miles Per Hour
American Ditchers, loaded on flat cars	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars	25
Jordan Spreaders and Spreader-Ditchers	25

Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

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

Rail Unloaders	Maximum Speed
Rail unloaders must have boom disconnected and stored on car.	

Scale Test Cars must be handled next to caboose. Maximum Speed

EXPLANATION OF CHARACTERS

- CS—Continuous train order office.
- LS—Limited train order office (hours of service specified by General Order).
- P—Telephone communication only.
- TP—Telegraph or telephone office; not a train order office.
- O—Fuel oil.
- D—Diesel 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.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal to receive or discharge revenue passengers.
- b—Stop on signal to receive revenue passengers.
- c—Stop on signal to discharge revenue passengers.

Passenger trains will stop at non-stop stations to discharge passengers holding tickets from connecting lines, except trains 21, 22, 121 and 122.

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.....	25	T. & P. ....225	Indefinitely	Indefinitely	For connection.
Longview.....	37	T. & P. ....237	Indefinitely	Indefinitely	For connection.
Palestine.....	22	{ Palestine 122 } { San Antonio 22 }	8:20 P.M.	1 Hour	For either connection.
Palestine.....	26	{ Palestine 126 } { San Antonio 26 }	1:25 A.M.	2 Hrs., 30 Min.	For connection.
Palestine.....	38	{ Palestine 28 } { San Antonio 38 }	6:30 A.M.	1 Hour	For connection.
Palestine.....	121	Palestine .....21	Indefinitely	Indefinitely	For connection.
Palestine.....	27	Palestine .....37	3:00 A.M.	3 Hrs., 15 Min.	For connection.
Palestine.....	125	Palestine .....25	Indefinitely	Indefinitely	For connection.
Houston.....	122	Kingsville .....12	4:30 P.M.	30 Minutes	For connection.
Houston.....	126	DeQuincy .....3	7:10 P.M.	25 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. J. T. McRee.....Longview, Texas
 Dr. B. A. Swinney.....Longview, Texas
 Dr. J. E. Adams.....Kilgore, Texas
 Dr. L. L. Allums.....Kilgore, Texas
 Dr. Seth M. Downs.....Kilgore, Texas
 Dr. R. H. Robertson, Jr.....Kilgore, Texas
 Dr. J. A. Birdwell.....Overton, Texas
 Dr. H. E. Kennamer.....Overton, Texas
 Dr. John R. Brown.....Arp, Texas
 Dr. Lynn Hilbun.....Henderson, Texas
 Dr. J. G. Sadler.....Henderson, Texas
 Dr. R. F. Shaw.....Henderson, Texas
 Dr. Herbert A. Suehs.....Henderson, Texas
 Dr. Paul E. Suehs.....Henderson, Texas
 Dr. C. H. Willingham.....Whitehouse, Texas
 Dr. W. H. Bryant.....Tyler, Texas
 Dr. John H. Mitchell.....Tyler, Texas
 Dr. T. H. Peterson.....Mineola, Texas
 Dr. A. P. Buchanan.....Mineola, Texas
 Dr. R. T. Travis.....Jacksonville, Texas
 Dr. W. E. Davis.....Elkhart, Texas
 Dr. Sam Kennedy.....Grapeland, Texas
 Dr. C. W. Butler, Jr.....Crockett, Texas
 Dr. C. W. Dorsey.....Crockett, Texas
 Dr. Carl Murray.....Crockett, Texas
 Dr. A. B. Brown, Jr.....Crockett, Texas

Dr. S. L. Autrey.....Trinity, Texas
 Dr. S. M. Briscoe.....Trinity, Texas
 Dr. Sam R. Barnes.....Trinity, Texas
 Dr. Ray Black.....Huntsville, Texas
 Dr. W. B. Veazy.....Huntsville, Texas
 Dr. T. C. Cole.....Huntsville, Texas
 Dr. E. W. Anderson.....Conroe, Texas
 Dr. W. M. Holland.....Conroe, Texas
 Dr. A. N. Wilkins.....Conroe, Texas
 Dr. H. E. McKay, Jr.....Spring, Texas
 *Dr. A. Philo Howard.....Houston, Texas
 *Dr. M. B. Stokes.....Houston, Texas
 *Dr. W. B. Thorning.....Houston, Texas
 *Dr. N. A. Kilgore.....Houston, Texas
 *Dr. W. M. Palm.....Houston, Texas
 *Dr. L. E. Carlton.....Houston, Texas
 *Dr. C. G. Breckenridge.....Houston, Texas
 *Dr. A. L. W. Tackaberry.....Houston, Texas
 *Dr. F. E. McAlister.....Houston, Texas
 Dr. J. J. Delaney.....Galveston, Texas
 Dr. Carlos Slaughter.....Sugarland, Texas
 Dr. H. D. Kuykendall.....Sugarland, Texas
 Dr. James A. McKay.....Madisonville, Texas
 Dr. J. E. Morris.....Madisonville, Texas
 Dr. W. E. Parker.....Anderson, Texas
 Dr. S. D. Coleman.....Navasota, Texas
 Dr. H. L. Stewart.....Navasota, Texas
 Dr. Hardy E. Thompson.....Navasota, Texas
 Dr. E. T. Ketchum.....Navasota, Texas
 Dr. J. E. Marsh.....College Station, Texas
 Dr. R. H. Benbow.....Bryan, Texas
 Dr. R. B. Grant.....Bryan, Texas
 Dr. T. O. Walton, Jr.....Bryan, Texas

Dr. Albert G. McGill, Jr.....Bryan, Texas
 Dr. T. T. Walton.....Bryan, Texas
 Dr. W. C. Taylor, Jr.....Calvert, Texas
 Dr. J. B. Barnett.....Marlin, Texas
 Dr. T. J. Glass.....Marlin, Texas
 Dr. A. C. Bennett.....Marlin, Texas
 Dr. Howard Smith.....Marlin, Texas
 Dr. N. E. Dunn.....Mart, Texas
 Dr. W. L. Crosthwaite.....Waco, Texas
 Dr. H. R. Dudgeon.....Waco, Texas
 Dr. H. R. Dudgeon, Jr.....Waco, Texas
 Dr. A. O. Dykes.....Italy, Texas
 Dr. J. H. Curby.....Maypearl, Texas
 Dr. C. C. Anderson.....Venus, Texas
 Dr. C. H. Harris.....Ft. Worth, Texas
 Dr. Will S. Horn.....Ft. Worth, Texas
 Dr. J. M. Lawson.....Ft. Worth, Texas
 Dr. J. K. Norman.....Ft. Worth, Texas
 Dr. Frank L. Bynum.....Ft. Worth, Texas

EYE, EAR, NOSE AND THROAT:

Dr. V. R. Hurst.....Longview, Texas
 Dr. Edward H. Vaughn.....Tyler, Texas
 Dr. A. D. Wages.....Palestine, Texas
 *Dr. Geo. C. Farrish.....Houston, Texas
 Dr. H. T. Anyesworth.....Waco, Texas
 Dr. Stanley P. Howard.....Waco, Texas
 Dr. V. R. Woodward.....Ft. Worth, Texas
 Dr. Wm. S. Webb.....Ft. Worth, Texas
 Dr. James S. Perry.....Bryan, Texas
 Dr. E. P. Hutchings.....Marlin, 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.