

DIVISION OFFICERS

D. E. WALKER.....Superintendent.....Palestine, 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
Mart Subdiv.....Valley Jct., Tex.
R. G. SWINDLER.....Asst. Trainmaster
Fort Worth,
Mart Subdivs.....Ft. Worth, Texas
R. F. DUBUS.....Road Foreman
of Engines.....Palestine, Texas
G. F. BROOKS.....Division
Trainmaster.....Palestine, Texas

SAFETY FIRST



INTERNATIONAL-GREAT NORTHERN RAILROAD COMPANY SUGAR LAND RAILWAY

PALESTINE DIVISION

TIMETABLE No. 82

Effective 12:01 A. M.

SUNDAY, NOVEMBER 20, 1955

CENTRAL STANDARD TIME

Superseding Timetable No. 81, dated June 5, 1955,
and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
NO. 8 DATED JANUARY 1, 1955

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.
M. L. SMITH, General Superintendent Transportation.
E. C. SHEFFIELD, General Manager.
V. A. GORDON, 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When properly authorized, rules may be cancelled, superseded or changed by: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 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.


Chief Operating Officer

LONGVIEW SUBDIV.—LONGVIEW TO PALESTINE

Station Numbers	Miles from Longview	TIMETABLE NO. 82 NOVEMBER 20, 1955	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	Mon., Wed., Fri.		
0	0.0	OS.....LONGVIEW.....@D&Y	Yard	3 20 AM	5 15 AM	6 05 PM		5 20 AM	5 00 PM	8 20 AM		
5	4.9	P.....FOOTES..... ^{4.9}	96	3 28	5 22	6 13		5 30	5 10	8 35		
10	10.8	P.....BA SIDING..... ^{5.9}	93	3 36	5 29	6 19		5 40	5 20	8 50		
12	12.1	LS.....KILGORE.....* ^{1.3}	40	s 3 40	a 5 31	s 6 25		5 45	5 23	9 00		
18	17.9	P.....REEDS..... ^{5.8}	77	3 48	5 38	6 31		5 55	5 31	9 15		
22	22.4	LS.....OVERTON.....* ^{4.5}	112	s 3 57	5 44	s 6 40		6 05	5 38	9 45		
29	28.6	LS.....ARP.....* ^{6.2}	95	4 06	5 51	s 6 48		6 17	5 46	10 10		
36	35.9	CS.....TROUP.....*Y ^{7.3}	121	s 4 18	a 6 01	s 7 02		6 33 ⁶⁶ 6 57 ⁸⁸	5 56	10 45		
48	47.9	P.....TECULA..... ^{12.0}	96	4 34	6 15 ⁶⁶	7 18		7 21	6 12	11 10		
54	54.1	LS.....JACKSONVILLE.....* ^{6.2}	80	s 4 41	a 6 21 ⁸⁸	s 7 28		7 32	6 22	11 25 AM		
	54.3	.....StLSW CROSSING..... ^{0.2}									
57	57.7	P.....HUMB..... ^{8.4}	98	4 50	6 28	8 13 ²²		7 41	6 29	12 05 PM		
70	69.4	P.....NECHES.....* ^{11.7}	150	5 04 ⁶⁶	6 42	s 8 30 ²⁶		8 05 ¹⁹⁰	6 44	12 35		
76	76.3	P.....WELLS CREEK..... ^{6.9}	105	5 12	6 50	8 38		8 30	6 53	12 50		
81	81.3	OS.....PALESTINE.....@D&Y ^{5.0}	Yard	5 25 AM	7 00 AM	8 45 PM		9 00 AM	7 20 PM	1 10 PM		
		81.3		Daily	Daily	Daily		Daily	Daily	Mon., Wed., Fri.		

LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

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Station Numbers	Miles from Palestine	TIMETABLE NO. 82 NOVEMBER 20, 1955	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		Tue., Thur., Sat.	
0	81.3	OS.....LONGVIEW.....@D\$Y	Yard	8 10 AM	9 25 PM	10 10 PM	7 35 AM		2 00 PM	
5	76.4	P.....FOOTES..... ^{4.9}	96	7 50	9 16	10 00	7 22		1 40	
10	70.5	P.....BA SIDING..... ^{5.9}	93	7 42	9 09	9 53	7 12		1 20	
12	69.2	LS.....KILGORE..... ^{1.3} *	40	7 37	9 06	9 51	7 09		1 15	
18	63.4	P.....REEDS..... ^{5.8}	77	7 28	8 58	9 42	7 00		12 40	
22	58.9	LS.....OVERTON..... ^{4.5} *	112	7 20	8 53	9 37	6 53		12 30	
29	52.7	LS.....ARP..... ^{6.2} *	95	7 08	8 47	9 30	6 43		12 10 PM	
36	45.4	OS.....TROUP..... ^{7.3} *Y	121	6 57 ⁶⁵	8 39	9 21	6 33 ⁶⁵		11 50 AM	
48	33.4	P.....TEOLA..... ^{12.0}	96	6 30	8 25	9 05	6 15 ²¹		10 45	
54	27.2	LS.....JACKSONVILLE..... ^{6.2} *	80	6 21 ²¹	8 18	8 55	5 37		10 30	
	27.0	.....SLSW CROSSING..... ^{0.2}							
57	23.6	P.....HUME..... ^{3.4}	98	5 59	8 13 ³⁷	8 45	5 27		8 31	
70	11.9	P.....NECHES..... ^{11.7} *	150	5 45	7 59	8 30 ⁸⁷	5 04 ²⁵		8 05 ⁶⁵	
76	5.0	P.....WELLS CREEK..... ^{6.9}	105	5 37	7 51	8 17	4 40		7 40	
81	0.0	OS.....PALESTINE..... ^{5.0} @D\$Y	Yard	5 30 AM	7 45 PM	8 10 PM	4 30 AM		7 30 AM	
	81.3			Daily	Daily	Daily	Daily		Tue., Thur., Sat.	

TRINITY SUBDIV.—PALESTINE TO BELT JCT.

TRAINS SOUTHWARD

Miles from SY Jct.	TIMETABLE NO. 82 NOVEMBER 20, 1955	FIRST CLASS									SECOND CLASS			THIRD CLASS	
		121	27					73	167	71			193	195	
		Passenger	Passenger					Red Ball Freight	Red Ball Freight	Red Ball Freight			Local Freight	Local Freight	
	STATIONS	Daily	Daily				Daily	Daily	Daily			Mon., Wed., Fri.	Mon., Wed., Fri.		
0.0	CS PALESTINE @D&Y	7 25 AM	11 45 PM SEE NOTE 1					9 40 PM				8 15 AM			
0.0	P SY JOT	7 27	11 47 PM												
7.5	P ORONIN	7 36	f 12 01 AM					9 52				8 30			
12.2	LS ELKHART	7 41	s 12 11					10 00				8 45			
18.2	P SALMON	7 47	12 25					10 10				9 00			
24.5	LS GRAPPLAND	a 7 55	s 12 40					10 25 ⁶⁴				9 30			
31.0	P LATEXO	8 02	f 12 54					10 40				9 45			
37.5	LS CROCKETT	s 8 09	s 1 09					10 52				10 39			
44.0	P CUT	8 17	f 1 25					11 02				10 55			
51.2	LS LOVE LADY	8 25	s 1 43					11 13				11 10			
55.8	P RED BRANCH	8 30	f 1 55					11 21				11 20			
64.8	LS TRINITY	a 8 41	s 2 15 ²⁸					11 35				11 35			
71.7	LS RIVERSIDE	8 49 ¹⁹²	s 2 32					11 47 PM				11 50 AM			
79.6	P DODGE	8 59	s 2 46					12 02 AM				12 05 PM			
84.0	LS PHELPS	Y* a 9 05	s 3 05					12 10				12 14	9 30 AM		
84.1	HS HV JOT											12 15 PM	9 31		
95.7	LS NEW WAVERLY	9 19	s 3 26					12 25					9 55		
103.7	TP WILLIS	9 28	s 3 43					12 35					10 20		
111.7	CS CONROE (GC&SF Cross.)	Y s 9 37	s 3 54					12 55 ²⁸					11 01		
115.0	P CAMP STRAKE		f 4 11												
120.6	P TAMINA	9 49	f 4 23					1 12					11 31 AM		
127.7	CS SPRING	Y* 9 56	s 4 38				4 55 AM	1 23	11 35 PM				12 10 PM		
128.2	P SW SIDING	9 57	4 39 ⁷⁰				5 00 ⁷⁰	1 23	11 37 PM				12 23		
131.8	P WESTFIELD		f 4 46												
137.8	P ALDINE	10 08 ¹⁹⁴	f 4 56				5 15	1 38	12 14 ²⁸				12 43		
145.8	CS BELT JCT.	10 20 AM	5 10 AM				5 30 AM	2 00 AM	12 41 AM				1 05 PM		
150.1	CS SETTEGAST YARD @D&Y						5 50 AM	4 00 AM	1 00 AM				1 20 PM		
146.0	H. B. & T. CROSSING														
150.8	CS HOUSTON (Union Station)	10 40 AM	5 30 AM												
	151.8	Daily	Daily				Daily	Daily	Daily			Mon., Wed., Fri.	Mon., Wed., Fri.		

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

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Station Numbers	Miles from Houston	TIMETABLE NO. 82 NOVEMBER 20, 1955	Siding Capacity in Cars	TRAINS NORTHWARD									
				FIRST CLASS			SECOND CLASS			THIRD CLASS			
				122 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		Tue., Thur., Sat.	Tue., Thur., Sat.	
81	151.8	CS..... PALESTINE..... @D\$Y	Yard	7 15 PM	4 30 AM SEE NOTE 1			1 00 AM				12 30 PM	
	150.8	P..... SY JCT		7 05	4 12								
A89	143.3	P..... CRONIN	75	6 59	f 4 02			10 55 PM				12 10 PM	
A94	138.6	LS..... ELKHART	74	6 51	s 3 52			10 45				11 55 AM	
A100	132.6	P..... SALMON	82	6 43	3 41			10 35				11 37	
A106	126.3	LS..... GRAPELAND	62	a 6 34	s 3 31			10 25 ¹⁶⁷				11 05	
A112	119.8	P..... LATEXO	74	6 26	f 3 20			10 10				10 45	
A119	113.3	LS..... CROCKETT	93	s 6 19	s 3 06			9 55				10 05	
A125	106.8	P..... OUT	73	6 12	f 2 58			9 40				9 45	
A133	99.6	LS..... LOVE LADY	70	6 05	s 2 47			9 25				9 30	
A137	95.0	P..... RED BRANCH	73	6 01	f 2 36			9 15				9 20	
A146	86.0	LS..... TRINITY	87	a 5 52	s 2 15 ²⁷			8 55				9 05	
A153	79.1	LS..... RIVERSIDE	66	5 43	s 2 04			8 08				8 49 ¹²¹	
A161	71.2	P..... DODGE	66	5 36	s 1 52			7 48				7 46	
A165	66.8	LS..... PHELPS	94	a 5 32	s 1 43			7 38				7 35 AM	
	66.7	P..... HV JCT.											1 50 PM
A177	55.1	LS..... NEW WAVERLY	86	5 20	s 1 19			7 13				1 10	
A185	47.1	TP..... WILLIS	86	5 12	s 1 09			6 56				12 50	
A193	39.1	CS..... CONROE (GC&SF Cross.)	124	s 5 04	s 12 55 ¹⁶⁷			6 39				12 30 PM	
A196	35.8	P..... CAMP STRAKE			f 12 45								
A202	30.2	P..... TAMINA	72	4 54	f 12 38			6 19				10 55 AM	
A209	23.1	CS..... SPRING	Y*	4 48	s 12 29		5 05 AM	6 04	8 50 PM			10 30	
	22.6	P..... SW SIDING	120	4 47	12 27		(5 00) ⁷³ (4 39) ²⁷	6 02	8 48			10 25	
A213	19.0	P..... WESTFIELD			f 12 22								
A216	13.0	P..... ALDINE	123	4 39	f 12 14 ⁷¹		4 10	5 42	8 34			10 08 ¹²¹	
A227	5.0	NOTE 2 CS BELT JCT.		4 32 PM	12 03 AM		3 55 AM	5 25 PM	8 20 PM			9 35 AM	
A232	0.0	CS..... SETTEGAST YARD @D\$Y	Yard				3 30 AM	5 00 PM	8 00 PM			9 00 AM	
	4.8	H. B. & T. CROSSING											
	0.0	CS..... HOUSTON (Union Station)		4 15 PM	11 45 PM								
				Daily	Daily		Daily	Daily	Daily			Tue., Thur., Sat.	Tue., Thur., Sat.

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. 82 NOVEMBER 20, 1955	Stations	Stiding Capacity in Cars	TRAINS SOUTHWARD					
					SECOND CLASS		THIRD CLASS			
					71 Red Ball Freight	73 Red Ball Freight	395 Local Freight			
			Daily	Daily		Mon., Wed., Fri.				
Bv159	114.4	OS.....	MART D&Y	Yard	5 00 PM	11 10 PM				
Bv152	121.1	P.....	OTTO	79	5 12	11 20				
Bv145	128.4	P.....	MA SIDING	100	5 24	11 32				
	133.8		T. & N. O. CROSSING							
Bv139	134.4	LS.....	MARLIN	82	5 39	11 46 PM				
Bv129	144.0	P.....	COYMAOK	88	6 00	12 01 AM				
Bv116	156.4	P.....	SALTER	98	6 20	12 18				
Bv110	162.8	P.....	AJ SIDING	100	6 32	12 29				
175	172.3	OS.....	VALLEY JOCT. @DY	131	7 20	12 50 72 1 35	5 30 AM			
			S. A. DIV. CROSSING							
	175.9		TATSIE (T&NO Crossing)							
Bv92	180.9	P.....	MUMFORD	78	8 11	1 55	5 50			
Bv86	187.4	P.....	FOUNTAIN	77	8 21	2 10	6 00			
Bv78	194.8	OS	BRYAN	75	8 31	2 24	7 10			
	195.1		T. & N. O. CROSSING							
Bv74	199.3	LS	COLLEGE STATION		8 41	2 34	7 25			
	199.6		T. & N. O. CROSSING							
Bv70	202.4	P.....	KOPPE	70	8 47	2 39	7 40 70			
Bv65	207.6	P.....	ENRIGHT	100	8 57	2 48	7 48			
Bv55	217.5	P.....	DINKINS	75	9 12	3 03	8 10			
	224.2		T. & N. O. CROSSING							
Bv49	224.4	OS.....	NAVASOTA	74	9 23	3 28	9 10			
Bv37	236.4	P.....	STONHAM	100	9 49 72	3 52	9 35			
Bv27	245.6	P.....	FETZER	70	10 09	4 07	9 55			
Bv22	250.8	LS	MAGNOLIA	100	10 29	4 16	10 05			
Bv11	261.7	P.....	HUFSMITH	125	11 01	4 34	10 25			
A209	272.9	OS.....	SPRING Y		11 35 PM	4 55 AM	10 45 AM			
			158.5		Daily	Daily	Mon., Wed., Fri.			

MART SUBDIV.—SPRING TO MART

Station Numbers	Miles from Spring	TIMETABLE NO. 82 NOVEMBER 20, 1955	Siding Capacity in Cars	TRAINS NORTHWARD							
				SECOND CLASS			THIRD CLASS				
				70 Red Ball Freight	72 Red Ball Freight	394 Local Freight					
STATIONS				Daily	Daily	Tue., Thur., Sat.					
Bv159	158.5	OS.....MART.....D&Y	Yard	11 00 AM	2 35 AM	\					
Bv152	151.8	P.....OTTO..... 6.7	79	10 46	2 16						
Bv145	144.5	P.....MA SIDING..... 7.3	100	10 33	2 04						
	139.1	T. & N. O. CROSSING..... 5.4									
Bv139	138.5	LS.....MABLEN..... 0.6	82	10 15	1 50						
Bv129	128.8	P.....COYMACK..... 10.2	88	9 56	1 35						
Bv118	118.5	P.....SALTER..... 11.8	98	9 40	1 18						
Bv110	110.1	P.....AJ SIDING..... 6.4	100	9 28	1 08						
175	100.6	OS.....VALLEY JCT.....@DY	131	9 11	12 50 ⁷³ AM	11 00 AM					
		S. A. DIV. CROSSING..... 0.0									
	97.0	TATSIE (T&NO Crossing)..... 3.6									
Bv92	92.0	P.....MUMFORD..... 5.0	78	8 42	11 30 PM	10 30					
Bv86	85.5	P.....FOUNTAIN..... 6.5	77	8 30	11 20	10 15					
Bv78	78.1	OS.....BRYAN..... 7.4	75	8 05	11 08	10 00					
	77.8	T. & N. O. CROSSING..... 0.3									
Bv74	73.8	LS.....COLLEGE STATION..... 4.2		7 50	11 01	8 50					
	73.3	T. & N. O. CROSSING..... 0.3									
Bv70	70.5	P.....KOPPE..... 2.2	70	7 40 ³⁹⁵	10 56	8 40					
Bv65	65.3	P.....ENLIGHT..... 5.2	100	7 30	10 48	8 30					
Bv55	55.4	P.....DINKINS..... 9.9	75	7 13	10 33	8 10					
	48.7	T. & N. O. CROSSING..... 6.7									
Bv49	48.5	OS.....NAVASOTA..... 0.2	74	6 50	10 16	7 50					
Bv87	36.5	P.....STONEHAM..... 12.0	100	6 20	9 49 ⁷¹	6 40					
Bv27	27.3	P.....FETZER..... 9.2	70	6 00	9 33	6 20					
Bv22	22.1	LS.....MAGNOLIA..... 5.2	100	5 50	9 24	6 10					
Bv11	11.2	P.....HUF SMITH..... 10.9	125	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	Tue., Thur., Sat.					

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

TRAINS SOUTHWARD				Station Numbers	Miles from Spring	TIMETABLE NO. 82 NOVEMBER 20, 1955	Siding Capacity in Cars	TRAINS NORTHWARD		
THIRD CLASS	SECOND 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	
Tue., Thur., Sat.	Daily	Daily	Daily	Daily	Mon., Wed., Fri.					
9 30 AM	7 00 PM	11 00 AM	Bv272	272.1	P.....TP CONN.....	7 40 AM	5 30 PM	12 01 PM		
9 40	7 06	11 07	Bv270	270.1	P..... ^{2.0} MARA.....	6 55	4 25	11 50 AM		
10 00	7 18	11 25 ⁸⁹⁰	Bv263	263.9	P..... ^{6.2} EVERMAN.....	6 45	4 15	11 25 71		
10 25	7 38	11 47 AM	Bv252	252.8	P..... ^{11.1} LILLIAN.....	6 27	3 42	11 04		
10 50	7 52	12 03 PM	Bv245	245.4	P..... ^{7.4} VENUS.....	6 15	3 21	10 50		
11 10	8 11	12 23	Bv234	234.9	LS..... ^{10.5} MAYPEARL.....	5 55	2 55	10 23		
11 40	8 34	1 03	Bv222	222.3	LS..... ^{12.5} ITALY.....	5 35	2 10	9 40		
11 55 AM	8 48	1 19	Bv213	213.7	P..... ^{8.6} MERTENS.....	5 20	1 55	9 20		
12 10 PM	8 57	1 35 70	Bv208	208.9	P..... ^{4.8} IRENE.....	5 10	1 35 71	9 05		
12 27	9 13	2 10	Bv198	199.0	P..... ^{9.9} PENELOPE.....	4 55	1 15	8 35		
12 50 70	9 29	2 46	Bv188	188.6	P..... ^{10.4} LEROY.....	4 35	12 50 ⁸⁹¹	8 01		
1 10	9 46	3 10	Bv178	177.7	P..... ^{10.9} EASTCO (SLSW Crossing).....	4 15	12 30	7 35		
				177.2	P..... ^{0.5} WF CONN.....					
				175.6	LS..... ^{1.6} WACO.....					
2 15	10 06	3 30	Bv167	166.8	P..... ^{8.6} HALLSBURG.....	3 50	12 05 PM	5 20		
2 35 PM	10 40 PM	4 00 PM	Bv159	158.5	CS..... ^{8.3} MART..... DSY	3 35 AM	11 45 AM	5 00 AM		
Tue., Thur., Sat.	Daily	Daily		113.6		Daily	Daily	Mon., Wed., Fri.		

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

9

TRAINS SOUTHWARD				Station Numbers	Miles from Mineola	TIMETABLE NO. 82		Miles from Troup	TRAINS NORTHWARD				
THIRD CLASS						NOVEMBER 20, 1955			THIRD CLASS				
			197 Local Freight						STATIONS			196 Local Freight	
			Daily Except Sunday						Daily Except Sunday				
			6 30 AM	B 44	0.0	LS	MINEOLA	Y	44.2				1 45 PM
			6 45	B 39	4.8		EADS		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 (StLSW Cross.)	S	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	Y	0.0				10 40 AM
			Daily Except Sunday				44.2						Daily Except Sunday

HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND HV JCT.

TRAINS SOUTHWARD				Station Numbers	Miles from Huntsville	TIMETABLE NO. 82		Miles from Phelps	TRAINS NORTHWARD				
THIRD CLASS						NOVEMBER 20, 1955			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 29 AM	A195	6.9	LS	PHELPS	Y	0.1				2 46 PM
			7 30 AM		7.0		HV JCT		0.0				2 45 PM
			Daily Except Sunday				7.0						Daily Except Sunday

EAST COLUMBIA SUBDIV.—BETWEEN SETTEGAST YARD AND EAST COLUMBIA

TRAINS SOUTHWARD				Miles from Congress Ave.	Station Numbers	TIMETABLE NO. 82 NOVEMBER 20, 1955	Miles from East Columbia	TRAINS NORTHWARD			
THIRD CLASS								THIRD CLASS			
	381 Local Freight	383 Local Freight						382 Local Freight	380 Local Freight		
	Daily Except Sunday	Mon., Wed., Fri.						Tue., Thur., Sat.	Daily Except Sunday		
	7 30 PM	7 00 AM		A 232	OS	SETTEGAST YARD @DSY	58.0	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.....	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				
				0.6		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				
				6.0		T. & N. O. CROSSING.....	43.1				
	8 55	8 25	8.5	08		MYRTLE.....	41.5	10 50	5 20		
	9 05	8 35	11.5	0 11		ALMEDA.....	38.5	10 40	5 10		
	9 25	8 50	16.3	0 16		FRESNO.....	33.7	10 20	4 55		
	9 47	9 01	18.8	0 19		ARCOLA (GC&SF Crossing).....	31.2	10 10	4 45		
	9 57 PM	9 15	21.1	0 21		HAWDON.....	28.9	9 45	4 35 PM		
		9 30	23.0	0 23		JULIFF.....	27.0	9 30			
		9 50	27.5	0 27		SANDY POINT.....	22.5	9 13			
		10 01	29.7	0 30		ROSEARON.....	20.3	8 50			
		10 20	32.4	0 32		BONNEY.....	17.6	8 30			
		10 40	37.0	0 37		CHEENANGO.....	13.0	8 10			
		11 05 AM	40.0	0 40	LS	ANCHOR.....	10.0	7 50			
			42.2	0 42		OYSTER CREEK.....	7.8				
		12 01 PM	50.0	0 50	LS	EAST COLUMBIA.....	0.0	7 00 AM			
	Daily Except Sunday	Mon., Wed., Fri.				58.0		Tue., Thur., Sat.	Daily Except Sunday		

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

11

TRAINS SOUTHWARD				Station Numbers	Miles from Henderson	TIMETABLE		Miles from Overton	TRAINS NORTHWARD						
THIRD CLASS						NO. 82			THIRD CLASS						
51 Local Freight						NOVEMBER 20, 1955			50 Local Freight						
			Daily Except Sunday			STATIONS						Daily Except Sunday			
			10 15 AM	22	16.0	LS	OVERTON	0.0				9 45 AM			
				E4	12.0		NOFOLK	4.0							
			11 30 AM	E16	0.0	LS	HENDERSON	16.0				8 30 AM			
			Daily Except Sunday			16.0						Daily Except Sunday			

SUGAR LAND SUBDIV.—BETWEEN SUGAR LAND AND HAWDON

TRAINS SOUTHWARD				Station Numbers	Miles from Sugar Land	TIMETABLE		Miles from Hawdon	TRAINS NORTHWARD						
THIRD CLASS						NO. 82			THIRD CLASS						
371 Local Freight						NOVEMBER 20, 1955			370 Local Freight						
			Daily Except Sunday			STATIONS						Daily Except Sunday			
			3 30 PM	833	.0	LS	SUGAR LAND (T&NO Cross.)	15.3				11 00 PM			
			3 55		6.7		DEWALT	8.6				10 35			
			4 10	822	11.3		SUGAR LAND JCT. (GC&SF Cross.)	4.0				10 20			
			4 25	820	13.8		HOUSE	1.5				10 05			
			4 35 PM		15.3		HAWDON	0.0				9 57 PM			
			Daily Except Sunday			15.3						Daily Except Sunday			

SPECIAL INSTRUCTIONS

1. Northward regular trains are superior to trains of the same class in the opposite direction, except:

Mineola Subdiv. No. 197 is superior to No. 196.
Sugar Land Subdiv. No. 371 is superior to No. 370.

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".....Diesel engines with one or more, or all, cars equipped with freight car trucks.

CONSIST "B".....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, lightweight—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		59	59	Hour	
MINEOLA SUBDIV.....	25	30	30	30	Shown on	30	30	Above	
Except between Tyler and Mineola.....	20	20	20	20		20	20	Speed	
HENDERSON SUBDIV.....	25	30	30	30	Slow	30	30	Shown	
HUNTSVILLE SUBDIV.....	30	30	30	30	Speed	30	30	on Slow	
EAST COLUMBIA SUBDIV.....	25	30	30	30		30	30	Speed	
Except between Anchor and East Columbia.....	15	15	15	15	Signs	15	15	Signs	
SUGAR LAND SUBDIV.....	20	25	25	25		25	25		

2-B. MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

GCL and IGN Engines	Miles Per Hour	Missouri Pacific Engines	Miles Per Hour
Diesel 7007 to 7009.....	.98	Diesel 301 to 372 .....	.65
Diesel 7012 to 7013.....	.98	Diesel 501 to 626 .....	.65
Diesel 8011 to 8012.....	.98	Diesel 7000 to 7021 .....	.98
Diesel 525 to 618 .....	.65	Diesel 7100 .....	.90
Diesel 4112 to 4331 .....	.65	Diesel 8001 to 8036 .....	.98
Diesel 9016 to 9232 .....	.35	Diesel 4100 to 4101 .....	.35
		Diesel 4102 to 4103 .....	.75
Texas & Pacific Engines		Diesel 4104 to 4289 .....	.65
Diesel 1500 to 1580 .....	.65	Diesel 4332 to 4371 .....	.65
Diesel 2000 to 2017 .....	.98	Diesel 4501 to 4526 .....	.65

3. SPEED RESTRICTIONS: (Where maximum train or engine speed is LOWER, it will govern).

3-A. Engines Light Moving Forward:
BLANK.

3-B. Engines Moving Backward, or Moving Forward Shoving Cars:

Diesel engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

SUBDIVISION:	Miles Per Hour
Henderson	15
Huntsville	15
Mineola	15

3-C. Through Turnouts and Crossovers, and Spring Switches:

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

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

SPECIAL INSTRUCTIONS

3-C. Through Turnouts and Crossovers, and Spring Switches: (Concluded)

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-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

	Miles Per Hour	
	Consist "A"	Consist "B" "C" and "D"
LONGVIEW SUBDIV.:		
Longview, Mile Post 80, Pole 27 to T&P Passenger station and T&P freight connection.....	15	15
Kilgore, city limits	45	45
Troup, city limits	45	45
Jacksonville, city limits	15	15
Palestine, city limits	30	30
TRINITY SUBDIV.:		
Palestine, city limits	30	30
Elkhart, city limits	45	45
Grapeland, city limits	30	30
Crockett, city limits	30	30
Lovelady, city limits	50	55
Trinity, city limits	40	40
Houston, city limits	18	18
FORT WORTH SUBDIV.:		
Forth Worth, city limits.....	18	18
Italy, city limits	30	30
MART SUBDIV.:		
Mart, city limits	35	35
Marlin, city limits	10	10
Bryan:		
City Limits	15	15
Between station and end of 27th St.....	15	15
Navasota:		
City Limits	25	25
Through interlocking limits	15	15
MINEOLA SUBDIV.:		
Tyler, city limits	15	15

3-D. Continued:

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
60	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	28	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
50	53	27	54	05	50	18	03	17	10
65	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

SPECIAL INSTRUCTIONS

3-D. Continued:

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

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	18	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

3-D. Concluded:

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

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

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

Miles Per Hour

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition.....Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

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 cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels.... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels 10

No restriction for flat spots shorter than above specified lengths.

3-F. TRAIN HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

	Miles Per Hour
Pile Drivers	25
Steam Shovels	25
Bridge Derrick Cars (non-revolving).....	30

Bridge derrick cars (non-revolving) 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; and 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-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)	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. Side rods and cranks must be removed from trucks.

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.

American Ditchers, loaded on flat cars.....	25
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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, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Industrial Brownhoist Locomotive Crane.....	25
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Industrial Brownhoist, Diesel Powered, Full Revolving Locomotive Crane should be moved with boom lowered on the racks on boom car. Boom must be disconnected from rotating portion of machine, and supported entirely upon boom car. Cables need not be removed from boom, but must be left slack between machine and boom.

3-F. Concluded:

	Miles Per Hour
Wrecking Cranes (non-self-propelling)	25

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes (self-propelling):

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-Propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position	Maximum Train Speed Consist "A"
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Scale Test Cars	Maximum Train Speed Consist "A" caboose.
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3-G. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

3-H. STEAM ENGINES—MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

EXPLANATION OF CHARACTERS

- Ⓢ—Radio Base Station.
- D—Diesel oil.
- Y—Wye track.
- §—Track scales.
- *—Mail crane.
- 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.

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.

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

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 } { SanAntonio22 }	8:45 P.M.	1 Hour	For either connection.
Palestine.....	38	{ Palestine 28 } { SanAntonio38 }	6:30 A.M.	1 Hour	For connection.
Palestine.....	121	Palestine .....21	Indefinitely	Indefinitely	For connection.
Palestine.....	121	Palestine .....25	8:40 A.M.	1 Hr., 15 Min.	For connection.
Palestine.....	27	Palestine .....37	3:00 A.M.	3 Hrs., 15 Min.	For connection.
Houston.....	122	Kingsville .....12	4:30 P.M.	15 Minutes	For connection.
Palestine.....	26	{ SanAntonio22 } { Palestine 122 }	10:10 P.M.	2 Hours	For connection.

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

MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. HARRY A. HAVERLAH, Chief Surgeon

DISTRICT SURGEONS:

Dr. F. W. Braastad.....Houston, Texas
 Dr. D. L. Moore.....Houston, Texas
 Dr. G. E. Dodd.....Houston, Texas
 Dr. M. B. Gunter.....Mart, Texas
 Dr. Will S. Horn.....Ft. Worth, Texas

LOCAL SURGEONS:

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 Dr. J. E. Adams.....Kilgore, Texas
 Dr. L. L. Allums.....Kilgore, Texas
 Dr. Seth M. Downs.....Kilgore, Texas
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 Dr. Lynn Hilbun.....Henderson, Texas
 Dr. J. G. Sadler.....Henderson, Texas
 Dr. R. F. Shaw.....Henderson, Texas
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 Dr. Paul E. Suehs.....Henderson, Texas
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 Dr. C. W. Darsey.....Crockett, Texas
 Dr. Carl Murray.....Crockett, Texas
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 Dr. S. L. Autrey.....Trinity, Texas
 Dr. Sam R. Barnes.....Trinity, 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. H. E. McKay, Jr.....Spring, Texas
 Dr. Norman E. Graham.....Spring, Texas
 Dr. F. W. Braastad.....Houston, Texas
 Dr. D. L. Moore.....Houston, Texas
 Dr. G. E. Dodd.....Houston, Texas
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 Dr. W. W. Stephen.....Galveston, Texas
 Dr. Carlos Slaughter.....Sugarland, Texas
 Dr. H. D. Kuykendall.....Sugarland, 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
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EYE, EAR, NOSE AND THROAT:

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 Dr. Edward H. Vaughn.....Tyler, Texas
 Dr. A. D. Wages.....Palestine, 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 Service at Fort Worth is under the supervision of Dr. Will S. Horn, Sr. as District Surgeon. Doctor Horn is assisted in this service by the various members of his staff at the Fifth Avenue Clinic, Fort Worth, Texas.

The Medical and Surgical Service at Houston is under the supervision of Drs. Braastad, Moore and Dodd as District Surgeons. Offices located East End Medical Clinic, 5424 Canal Street, at Altic Street, Houston, Texas, telephone number WALnut 3-6629. Drs. Braastad and Moore also located Hermann Professional Building. Dr. Dodd has office at 5012 Travis. When clinic closed these doctors may be contacted by calling CAPITol 7-2201 for emergency.