

DIVISION OFFICERS

- J. G. SHEPPARD.....Superintendent.....Palestine, Texas
- T. W. FAULK.....Trainmaster,
Fort Worth and
Mart Subdivs.....Mart, Texas
- M. H. CUNNINGHAM. Trainmaster,
Longview, Trinity, Taylor,
Mineola, Huntsville and
Henderson Subdivs.....Palestine, Texas
- B. E. WATSON.....Trainmaster,
Anchor and
Sugar Land Subdivs.....Freeport, Texas
- L. H. MILLER.....Trainmaster,
San Antonio Terminal,
Austin and
Georgetown
Subdivs.....San Antonio, Texas
- G. R. JOHNSON.....Trainmaster,
Laredo, Crystal City,
Uvalde, Jourdanton,
and Asphalt Belt
Subdivs.....San Antonio, Texas
- J. N. CUNNINGHAM. Assistant Trainmaster,
Taylor and Mart
Subdivs.....Valley Jct., Texas
- R. J. MCGUYER.....Road Foreman
of Engines.....San Antonio, Texas
- R. F. DUBUS.....Road Foreman
of Engines.....Palestine, Texas
- G. G. FRETWELL.....Division Trainmaster,
Austin, Laredo,
Crystal City, Uvalde,
Jourdanton, Georgetown
and Asphalt Belt
Subdivs.....San Antonio, Texas
- V. E. DAVIDSON.....Division Trainmaster,
Longview, Trinity, Taylor,
Mineola, Huntsville,
Henderson, Anchor, Sugarland,
Mart and Ft. Worth
Subdivs.....Palestine, Texas

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

PALESTINE DIVISION

TIMETABLE

No. 2

Effective 12:01 a.m., Tuesday, July 1, 1958

CENTRAL STANDARD TIME

Superseding Palestine Division Timetable No. 1,
effective July 22, 1956, San Antonio Division
Timetable No. 3, effective March 3, 1957,
and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF PALESTINE DIVN. SPECIAL INSTRUCTIONS
NO. 1, EFFECTIVE JANUARY 1, 1958, AND
COPY OF SAN ANTONIO DIVN. SPECIAL INSTRUCTIONS
NO. 1, EFFECTIVE JANUARY 1, 1958.

The Railroad Company Reserves the Right to Vary Therefrom
as Circumstances May Require.

- L. A. GREGORY, Vice President-Operation.
E. C. SHEFFIELD, Assistant Vice President-Operation.
M. L. SMITH, General Superintendent Transportation.
V. A. GORDON, General Manager.
D. E. WALKER, Assistant General Manager.

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: Employees 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, employees 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): Employees must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employees 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:

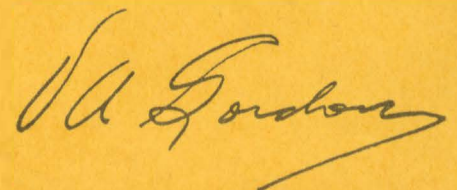
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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 dispatcher 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 employes — so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

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

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

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

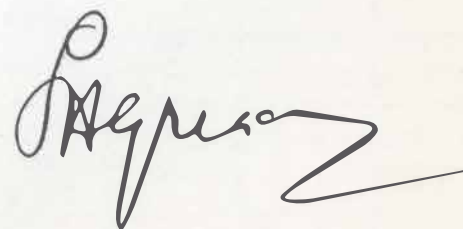
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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 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.



Vice President-Operation,

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train No.	Hold for Train	Hold Until	Hold If On Time	Remarks
Longview.....	Palestine Div.....21	T. & P.....221	Indefinitely	.....	For connection.
Longview.....	Palestine Div.....37	T. & P.....237	Indefinitely	.....	For connection.
Palestine.....	Palestine Div.....22	Palestine Div.....122	8:40 P.M.	1 Hour	For connection.
Palestine.....	Palestine Div.....38	Palestine Div.....138	6:30 A.M.	1 Hour	For connection.
Palestine.....	Palestine Div.....121	Palestine Div.....21	Indefinitely	.....	For connection.
Palestine.....	Palestine Div.....137	Palestine Div.....37	1:45 A.M.	3 Hrs., 15 Min.	For connection.
Palestine.....	Palestine Div.....21	Palestine Div.....25	7:35 A.M.	30 Minutes	For connection.
Houston.....	Palestine Div.....122	Kingsville Div.....322	4:30 P.M.	15 Minutes	For connection.
Laredo.....	Palestine Div.....22	N. De M.....1	10:05 A.M.	1 Hour	For connection.

EXPLANATION OF CHARACTERS

- ⓑ—Radio Base Station.
 - D—Diesel Fuel Oil.
 - T—Turntable.
 - W—Water.
 - 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 any station to discharge passengers holding tickets from connecting lines.

TABLE OF SPEEDS

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

ANCHOR SUBDIV.—BETWEEN SETTEGAST YARD AND ANGLETON

TRAINS SOUTHWARD				TIMETABLE				TRAINS NORTHWARD				
SECOND CLASS				No. 2				SECOND CLASS				
	693	699	Station Number	Miles from Congress Ave.	JULY 1, 1958		Miles from Angleton	Siding Capacity in Cars	698	692		
	Local Freight	Local Freight									Local Freight	Local Freight
	Daily Except Sunday	Daily Except Sunday			STATIONS				Daily Except Monday	Daily Except Sunday		
	7 30PM	7 00AM	B 379	.....	CS.....	SETTEGAST YARD @DWY §	53.0		12 15PM	6 45PM		
	7 50PM	7 20AM				BELT JUNCTION.....	48.7		11 55AM	6 25PM		
						H. E. & W. T. CROSSING....	47.5					
						T. & N. O. CROSSING.....	46.2					
						T. & N. O. CROSSING.....	45.4					
						DRAW BRIDGE (Buffalo Bayou)	45.3					
				0.0		CONGRESS AVE.....	44.4					
				0.6		G. H. & H. CROSSING.....	43.8					
				0.8		H. B. & T. CROSSING.....	43.6					
				0.9		H. B. & T. JCT.....	43.5					
				1.1		T. & N. O. CROSSING.....	43.3					
				6.9		T. & N. O. CROSSING.....	37.5					
	8 55	8 25	AE 8	8.5		MYRTLE.....	35.9		10 50	5 05		
	9 05	8 35	AE 11	11.5		ALMEDA.....	32.9		10 40	4 55		
	9 25	8 50	AE 16	16.3		FRESNO.....	28.1		10 20	4 40		
	9 45	9 01	AE 19	18.8		ARCOLA (G.C. & S.F. Crossing)...	25.6		10 10	4 30		
	9 55PM	9 15	AE 21	21.1		HAWDON JCT.....	23.3		9 45	4 20PM		
		9 30	AE 23	23.0		JULIFF.....	21.4		9 30			
		9 50	AE 27	27.5		SANDY POINT.....	16.9		9 13			
		10 01	AE 30	29.7	LS.....	ROSHARON.....	14.7		8 50			
		10 20	AE 32	32.4		BONNEY.....	12.0		8 30			
		10 40	AE 37	37.0		CHENANGO.....	7.4		8 10			
		11 05	AE 40	40.0		ANCHOR..... Y	4.4		7 50			
		11 30AM	B 321	44.4	CS.....	ANGLETON.....	0.0	Yd.	7 30AM			
	Daily Except Sunday	Daily Except Sunday					53.0		Daily Except Monday	Daily Except Sunday		

SUGARLAND SUBDIV.—BETWEEN SUGARLAND AND HAWDON JCT.

TRAINS SOUTHWARD				TIMETABLE				TRAINS NORTHWARD			
SECOND CLASS				No. 2				SECOND CLASS			
	693		Station Numbers	Miles from Sugarland	JULY 1, 1958		Siding Capacity in Cars	692			
	Local Freight									Local Freight	
	Daily Except Sunday				STATIONS			Daily Except Sunday			
	9 55PM			15.3		HAWDON JCT.....		4 20PM			
	9 59		AG 20	13.8		HOUSE.....		4 15			
	10 10		AG 22	11.3		SUGARLAND JCT. (GC&SF Cross.)		4 05			
	10 25			6.7		DEWALT.....		3 50			
	10 55PM		AG 33	0.0	LS..	SUGARLAND (T&NO Cross.) . Y §	Yd.	3 30PM			
	Daily Except Sunday							Daily Except Sunday			
							15.3				

LONGVIEW SUBDIV.—LONGVIEW TO PALESTINE

Station Numbers	Miles from Longview	TIMETABLE No. 2 JULY 1, 1958	Siding Capacity in Cars	TRAINS SOUTHWARD									
				FIRST CLASS				SECOND CLASS					
				25 Passenger Daily	21 Passenger Daily	37 Passenger Daily		65 Red Ball Freight Daily	91 Local Freight Daily Except Sunday	67 Red Ball Freight Daily			
		STATIONS											
AX 0	0.0	CS.....LONGVIEW..@DWY§	Yd.	1 40AM	5 00AM	6 05PM		5 20AM	8 20AM	5 00PM			
AX 5	4.9	P.....FOOTES..... 4.9	96	1 47	5 07	6 13		5 30	8 35	5 10			
AX 10	10.8	P.....BA SIDING..... 5.9	93	1 54	5 13	6 19		5 40	8 50	5 20			
AX 12	12.1	LS.....KILGORE.....* 1.3	40	s 2 00	a 5 16	s 6 25		5 45	9 00	5 23			
AX 18	17.9	P.....REEDS..... 5.8	77	2 08	5 23	6 31		6 05 60	9 15	5 31			
AX 22	22.4	LS.....OVERTON.....* 4.5	112	s 2 17	5 29	s 6 40		6 20	9 45	5 38			
AX 29	28.6	LS.....ARP.....* 6.2	95	2 24	5 36 60	s 6 48		6 30	10 10	5 46			
AX 36	35.9	CS.....TROUP.....*Y 7.3	121	s 2 34	a 5 44	s 7 02		6 57 38	11 01 90	5 56			
AX 48	47.9	P.....TECULA..... 12.0	150	2 49	5 58	7 15		7 21	11 19	6 12			
AX 54	54.1	LS..JACKSONVILLE.....* 6.2	80	s 2 54	a 6 04	s 7 24		7 32	11 55AM	6 22			
	54.3	...StLSW CROSSING..... 0.2											
AX 57	57.7	P.....HUME..... 3.4	150	3 15	6 13 38	7 35		7 41	12 05PM	6 29			
AX 70	69.4	P.....NECHES.....* 11.7	150	3 28	6 27	s 7 54 22		8 05 90	12 35	6 44			
AX 76	76.3	P...WELLS CREEK..... 6.9	105	3 35 60	6 35	8 17		8 30	12 50	6 53			
AX 81	81.3	CS....PALESTINE..@DWY§ 5.0	Yd.	s 3 45AM	s 6 45AM	s 8 45PM		9 00AM	1 10PM	7 20PM			
		81.3		Daily	Daily	Daily		Daily	Daily Except Sunday	Daily			

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

TRAINS SOUTHWARD				Station Numbers	Miles from Mineola	TIMETABLE No. 2 JULY 1, 1958	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
			691 Local Freight Daily Except Sunday								690 Local Freight Daily Except Sunday
			6 30AM	CX 44	0.0	LS.....MINEOLA.....Y§		1 45PM			
			6 45	CX 39	4.8	.....EADS..... 4.8		1 15			
			7 05	CX 33	11.5	TP.....LINDALE..... 6.7		12 55			
			7 25	CX 27	17.9	.....SWAN..... 6.4		12 35			
			8 15	CX 19	25.2	LS..TYLER (St.L.S.W. Cross.)...§ 7.3		12 01PM			
			8 35	CX 14	30.3	.....ELBERTA..... 5.1		11 20AM			
			8 55	CX 9	35.6	.....WHITEHOUSE..... 5.3		11 00			
			9 20AM	AX 36	44.2	CS.....TROUP.....Y		10 40AM			
			Daily Except Sunday			44.2		Daily Except Sunday			

LONGVIEW SUBDIV.—PALESTINE TO LONGVIEW

Station Numbers	Miles from Palestine	TIMETABLE No. 2 JULY 1, 1958		Siding Capacity in Cars	TRAINS NORTHWARD								
					FIRST CLASS				SECOND CLASS				
					38	22	26	60	90				
					Passenger	Passenger	Passenger	Red Ball Freight	Local Freight				
STATIONS					Daily	Daily	Daily	Daily	Daily Except Sunday				
AX 0	81.3	CS.....LONGVIEW..@DTW§	Yd.	\$ 8 10AM	\$ 9 25PM	\$ 12 55AM		7 35AM	2 00PM				
AX 5	76.4	P.....FOOTES..... 4.9	96	7 50	9 11	12 32		6 35	1 40				
AX 10	70.5	P.....BA SIDING..... 5.9	93	7 42	9 04	12 22		6 20	1 20				
AX 12	69.2	LS.....KILGORE.....* 1.3	40	\$ 7 37	a 9 01	\$ 12 12		6 15	1 15				
AX 18	63.4	P.....REEDS..... 5.8	77	7 28	8 53	12 02AM		6 05 65	12 40				
AX 22	58.9	LS.....OVERTON.....* 4.5	112	\$ 7 20	8 48	\$ 11 55PM		5 55	12 30				
AX 29	52.7	LS.....ARP.....* 6.2	95	\$ 7 08	8 42	11 45		5 36 21	12 10PM				
AX 36	45.4	CS.....TROUP.....*Y 7.3	121	\$ 6 57 65	a 8 34	\$ 11 35		5 00	11 01 AM 91				
AX 48	33.4	P.....TECULA..... 12.0	150	6 30	8 20	11 18		4 30	10 45				
AX 54	27.2	LS..JACKSONVILLE.....* 6.2	80	\$ 6 21	a 8 13	\$ 11 10		4 20	10 30				
AX 57	27.0	...StLSW CROSSING..... 0.2											
AX 57	23.6	P.....HUME..... 3.4	150	6 13 21	8 07	10 58		4 10	8 31				
AX 70	11.9	P.....NECHES.....* 11.7	150	f 5 45	7 54 37	10 45		3 55	8 05 65				
AX 76	5.0	P.....WELLS CREEK..... 6.9	105	5 37	7 46	10 37		3 35 25	7 40				
AX 81	0.0	CS.....PALESTINE..@DWY§	Yd.	5 30AM	7 40PM	10 30PM		3 00AM	7 30AM				
	81.3			Daily	Daily	Daily		Daily	Daily Except Sunday				

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

Station Numbers	Miles from Overton	TIMETABLE No. 2 JULY 1, 1958		Siding Capacity in Cars				
					STATIONS			
					AX 22	0.0	LS.....OVERTON.....	
					BX 4	4.0	.....NORFOLK..... 4.0	
BX 16	16.0	LS.....HENDERSON..... 12.0						
	16.0							

HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND HV JCT.

TRAINS SOUTHWARD SECOND CLASS	Station Numbers	Miles from Huntsville	TIMETABLE No. 2 JULY 1, 1958		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS				
							STATIONS			
							695			694
							Local Freight			Local Freight
Daily Except Sunday			Daily Except Sunday							
7 00AM	AD 7	0.0	LS.....HUNTSVILLE.....		3 15PM					
7 29	A 165	6.9	.....PHELPS..... 6.9	Y	2 46				
7 30AM		7.0	.....HV JCT..... 0.1		2 45PM				
Daily Except Sunday					Daily Except Sunday					
			7.0							

TRINITY SUBDIV.—SY JCT. TO BELT JCT.

TIMETABLE

No. 2

JULY 1, 1958

TRAINS SOUTHWARD

FIRST CLASS

SECOND CLASS

Station Numbers	Miles from SY Jct.	STATIONS	FIRST CLASS		SECOND CLASS				
			121 Passenger	137 Passenger	171 Red Ball Freight	193 Local Freight	195 Local Freight	167 Red Ball Freight	175 Red Ball Freight
AX 81	0.0	CS.....PALESTINE....@DWY §	7 15AM	10 30PM SEE NOTE 1		8 15AM		9 40PM	
		1.0							
	0.0	P.....SY JCT.....	7 17AM	10 32PM					
A 89	7.5	P.....CRONIN.....	7 26	<i>f</i> 10 42 ¹⁶⁰		8 30		9 52	
A 94	12.2	LS.....ELKHART.....*	7 31	<i>s</i> 10 55		8 45		10 00 ¹⁶⁰	
A 100	18.2	P.....SALMON.....	7 37	11 05		9 00		10 10	
A 106	24.5	LS.....GRAPELAND.....*	<i>a</i> 7 45	<i>s</i> 11 20		9 30		10 25	
A 112	31.0	P.....LATEXO.....*	7 52	<i>s</i> 11 30		9 45		10 40	
A 119	37.5	LS.....CROCKETT.....	<i>s</i> 7 59	<i>s</i> 11 45		10 39		10 52	
A 125	44.0	P.....CUT.....	8 07	<i>f</i> 11 55PM		10 55		11 02	
A 133	51.2	LS.....LOVELADY.....*	8 15	<i>s</i> 12 05AM		11 10		11 13	
A 137	55.8	P.....RED BRANCH.....	8 20	<i>f</i> 12 11		11 20		11 21	
A 146	64.8	LS.....TRINITY.....*	<i>a</i> 8 31	<i>s</i> 12 27		11 35		11 35	
A 153	71.7	LS.....RIVERSIDE.....*	8 39 ¹⁹²	<i>s</i> 12 37		11 50AM		11 47PM	
A 161	79.6	P.....DODGE.....*	8 49	<i>s</i> 12 48		12 05PM		12 02AM	
A 165	84.0	LS.....PHELPS.....WY*	<i>a</i> 8 55	<i>s</i> 1 10		12 14	9 30AM	12 10	
	84.1	.....HV JCT.....				12 15PM	9 31		
A 177	95.7	LS.....NEW WAVERLY.....*	9 09	<i>s</i> 1 25 ¹³⁸			9 55	12 25	
A 185	103.7	TP.....WILLIS.....*	9 18	<i>s</i> 1 40			10 20	12 35	
A 193	111.7	CS.CONROE (GC&SF Crossing)...Y	<i>s</i> 9 26	<i>s</i> 1 48			11 01	12 55 ¹³⁸	
A 196	115.0	P.....CAMP STRAKE.....		<i>f</i> 2 10					
A 202	120.6	P.....TAMINA.....	9 41	<i>f</i> 2 15			11 31AM	1 12	
A 209	127.7	CS.....SPRING.....Y*	9 48	<i>s</i> 2 25	4 55AM		12 10PM	1 22	11 35PM
	128.2	P.....SW SIDING.....	9 49	2 27	5 00 ¹⁷⁰		12 23	1 23	11 37PM
A 213	131.8	P.....WESTFIELD.....*		<i>s</i> 2 32					
A 219	137.8	Note 2 { P.....ALDINE.....	10 01 ¹⁹⁴	<i>f</i> 2 39	5 15		12 43	1 38	12 14AM ¹³⁸
A 227	145.8	{ CS...BELT JCT.....	10 15AM	2 50AM	5 30AM		1 05PM	2 00AM	12 41AM
B 379	150.1	CS.....SETTEGAST YARD @DWY §			5 50AM		1 20PM	4 00AM	1 00AM
	146.0	.....H.B.&T. CROSSING.....							
B 372	150.8	CS..HOUSTON (Union Station)...W	<i>s</i> 10 40AM	<i>s</i> 3 15AM					
		Passenger (to Houston U.S.)...151.8	Daily	Daily	Daily	Monday, Wednesday and Friday	Monday, Wednesday and Friday	Daily	Daily
		Freight (to Settegast Yd)...151.1							

Note 1.—First Class Trains. See Taylor Subdiv. between SY Jct. and Palestine.

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

TRINITY SUBDIV.—BELT JCT. TO SY JCT.

Miles from Houston	TIMETABLE		TRAINS NORTHWARD								
	No. 2		FIRST CLASS			SECOND CLASS					
	JULY 1, 1958		122	138		170	192	194	160	176	
			Passenger	Passenger		Red Ball Freight	Local Freight	Local Freight	Red Ball Freight	Red Ball Freight	
STATIONS		Daily	Daily		Daily	Tuesday, Thursday, & Saturday	Tuesday, Thursday, & Saturday	Daily	Daily		
151.8	CS.....PALESTINE...@DWY§	Yd.	s 7 10PM SEE	s 4 30AM NOTE 1				12 30PM		1 00AM	
	1.0										
150.8	P.....SY JCT.....		7 00PM	4 12AM							
143.3	P.....CRONIN.....	75	6 52	f 4 02				12 10PM		10 42PM ¹³⁷	
138.6	LS.....ELKHART.....*	74	6 46	s 3 52				11 55AM		10 00 ¹⁶⁷	
132.6	P.....SALMON.....	82	6 37	3 41				11 37		9 15	
126.3	LS.....GRAPELAND.....*	62	a 6 30	s 3 31				11 05		9 01	
119.8	P.....LATEXO.....*	74	6 23	s 3 20				10 45		8 50	
113.3	LS.....CROCKETT.....	93	s 6 16	s 3 06				10 05		8 40	
106.8	P.....CUT.....	73	6 10	f 2 58				9 45		8 30	
99.6	LS.....LOVELADY.....*	70	6 03	s 2 47				9 30		8 18	
95.0	P.....RED BRANCH.....	73	5 59	f 2 36				9 20		8 10	
86.0	LS.....TRINITY.....*	87	a 5 50	s 2 15				9 05		7 55	
79.1	LS.....RIVERSIDE.....*	66	5 43	s 2 04				8 39 ¹²¹		7 40	
71.2	P.....DODGE.....*	66	5 36	s 1 52				7 46		7 28	
66.8	LS.....PHELPS.....WY*	94	a 5 32	s 1 43				7 35AM		7 20	
66.7	0.1										
55.1	LS...NEW WAVERLY.....*	88	5 20	s 1 25 ¹³⁷						1 10	6 59
47.1	TP.....WILLIS.....*	86	5 12	s 1 09						12 50	6 45
39.1	CS.CONROE (G C & S F Crossing)...Y	124	s 5 04	s 12 55 ¹⁶⁷						12 30PM	6 30
35.8	P.....CAMP STRAKE.....			f 12 45							
30.2	P.....TAMINA.....	72	4 54	f 12 38						10 55AM	6 15
23.1	CS.....SPRING.....Y*		4 48	s 12 29				5 05AM		10 30	6 01
22.6	P.....SW SIDING.....	120	4 47	12 27				5 00 ¹⁷¹		10 25	5 59
19.0	P.....WESTFIELD.....*			s 12 22							
13.0	Note 2 P.....ALDINE.....	123	4 39	f 12 14 ¹⁷⁵				4 10		10 01 ¹²¹	5 42
5.0	CS...BELT JCT.....		4 32PM	12 03AM				3 55AM		9 35AM	5 25PM
0.0	4.3										
0.0	CS.....SETTEGAST YARD @DWY§	Yd.						3 30AM		9 00AM	5 00PM
4.8	0.2										
4.8	H.B.&T. CROSSING.....										
0.0	4.8										
0.0	CS...HOUSTON (Union Station)...W		4 15PM	11 45PM							
	Passenger (from Houston U.S.)...151.8		Daily	Daily				Daily	Tuesday, Thursday & Saturday	Tuesday, Thursday & Saturday	Daily
	Freight (from Settegast Yd)...151.1										Daily

Note 1.—First Class Trains. See Taylor Subdiv. between SY Jct. and Palestine.

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

TAYLOR SUBDIV.—PALESTINE TO TAYLOR

Station Numbers	Miles from Palestine	TIMETABLE No. 2 JULY 1, 1958	TRAINS SOUTHWARD							
			FIRST CLASS				SECOND CLASS			
			21 Passenger	121 Passenger	37 Passenger	137 Passenger	73 Red Ball Freight	81 Local Freight	65 Red Ball Freight	67 Red Ball Freight
		STATIONS	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily
AX 81	0	CS..... PALESTINE..... @DWY\$	7 05AM	7 15AM	9 20PM	10 30PM		8 00AM	10 30AM	8 45PM
	1.0	P..... SY JCT..... 1.0 7.5	7 07	7 17AM	9 22	10 32PM				
AX 90	8.5	P..... TUCKER..... 9.5	7 14		a 9 32		8 20	10 55	9 00	
AX 99	18.0	LS..... OAKWOOD.....*	7 25		s 9 44		8 50	11 15	9 15	
AX105	23.2	P..... PEELER..... 5.2	7 31		9 56		9 00	1130 ⁸⁰	9 25	
AX116	34.7	LS..... BUFFALO.....* 11.5	7 43		s 10 10 ⁶⁰		9 20	11 54AM	9 45 ⁶⁰	
AX125	43.8	LS..... JEWETT.....* 9.1	a 7 58		s 10 25		9 39	12 12PM	10 00	
AX136	54.8	LS..... MARQUEZ.....* 11.0	8 04		s 10 40		10 01	12 33	10 15	
AX144	63.0	P..... RIDGE.....* 8.2	8 14		f 10 51		10 17	12 49	10 26	
AX150	68.3	P..... EASTERLY.....* 5.3			f 10 58					
AX152	70.4	P..... AN SIDING..... 2.1	8 22		11 01		10 30	1 01	10 36	
AX154	73.1	P..... NEW BADEN.....* 2.7			f 11 05					
AX158	77.1	LS..... FRANKLIN.....* 4.0	a 8 31		s 11 13		10 50	1 24	10 46	
AX165	83.9	P..... ELLIOTT.....* 6.8	8 36 ⁸⁰		11 20		11 01AM	1 45	10 55	
AX171	89.6	LS... HEARNE (T&NO Crossing)... \$ 5.7	s 8 45		s 11 35		1 00PM	2 00	11 05	
	93.9	MART SUBDIV. CROSSING .. 4.3								
AX175	93.9	CS..... VALLEY JCT..... @DWY\$ 0.9	8 51		s 11 40 ⁷⁴		1 35AM	1 30PM	2 15	11 13
AX181	99.6	P..... GAUSE.....* 5.7	8 57		s 11 46PM		1 45	2 30	11 25 ⁷⁴	
AX191	110.0	CS... MILANO (GCSF Crossing) . . Y* 10.4	s 9 10		s 12 06AM		2 04	2 50	11 42	
AX201	119.1	LS.. ROCKDALE (T&NO Crossing) .. 9.1	s 9 23		s 12 36 ³⁸		2 20	3 10	11 54PM	
AX205	123.8	P... MARJORIE (RS&S Conn.)..... 4.7								
AX214	132.2	LS..... THORNDALE.....* 8.4	9 37		s 12 58		2 42	3 36	12 16 AM ³⁸	
AX220	138.4	LS..... THRALL.....* 6.2	9 45		s 1 18		2 52	3 50	12 47	
	144.7	M-K-T CROSSING..... 6.3								
AX226	144.8	CS..... TAYLOR..... @DWY\$ 0.1	s 9 55AM		s 1 50AM		3 05AM	4 25PM	1 10AM	
	144.8		Daily	Daily	Daily	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily

TAYLOR SUBDIV.—TAYLOR TO PALESTINE

Miles from Laredo	TIMETABLE No. 2 JULY 1, 1958		Siding Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS				SECOND CLASS		
				138 Passenger	22 Passenger	122 Passenger	38 Passenger	80 Local Freight	60 Red Ball Freight	74 Red Ball Freight
STATIONS	Daily	Daily	Daily	Daily	Tuesday, Thursday & Saturday	Daily	Daily			
412.2	CS.....PALESTINE....@DWY§	Yd.	s 4 30AM	s 7 15PM	s 7 10PM	s 4 40AM	12 30PM	1 00AM	5 30AM	
411.2	P.....SY JCT.....		4 12AM	7 05	7 00PM	4 28				
403.7	P.....TUCKER.....	70		6 56		a 4 18	12 01PM	11 15PM	4 41	
394.2	LS.....OAKWOOD.....*	150		6 47		s 4 02	11 45AM	10 40	4 21	
389.0	P.....PEELER.....	74		6 42		3 50	11 30 ⁶⁵	10 30	4 11	
377.5	LS.....BUFFALO.....*	62		6 30		s 3 32	10 45	{ 10 10 ³⁷ 9 45 ⁶⁷	3 51	
368.4	LS.....JEWETT.....*	77		a 6 21		s 3 15	10 25	9 33	3 33	
357.4	P.....MARQUEZ.....*	150		6 10		s 2 55	9 55	9 15	3 11	
349.2	P.....RIDGE.....*	73		6 02		s 2 40	9 35	9 03	2 55	
343.9	P.....EASTERLY.....*					s 2 30				
341.8	P.....AN SIDING.....	75		5 56		2 25	9 20	8 51	2 41	
339.1	P.....NEW BADEN.....*					s 2 20				
335.1	LS.....FRANKLIN.....*	60		a 5 49		s 2 12	9 00	8 40	2 27	
328.3	P.....ELLIOTT.....	70		5 42		2 01	8 36 ²¹	8 27	2 15	
322.6	LS. HEARNE (T&NO Crossing).....§	115		s 5 36		s 1 52	8 00	8 17	2 05	
318.3	..MART SUBDIV. CROSSING.....									
318.3	CS.....VALLEY JCT....@DWY	110		5 30		s 1 25 ⁷⁴	7 15AM	8 01	{ 1 30AM ³⁷ 11 40PM ³⁸	
312.6	P.....GAUSE.....*	128		5 23		s 1 09		6 55	11 25 ⁶⁷	
302.2	CS. MILANO (GCSF Crossing).....Y*	132		a 5 14		s 12 47		6 35	11 05	
293.1	LS. ROCKDALE (T&NO Crossing).....	90		s 5 05		s 12 36 ³⁷		6 20	10 50	
288.4	P. MARJORIE (RS&S Conn.).....									
280.0	LS.....THORNDALE.....*	73		4 53		s 12 16 ⁶⁷		6 01	10 26	
273.8	LS.....THALL.....*	84		4 47		s 12 01AM		5 50	10 15	
267.5	...M-K-T CROSSING.....									
267.4	CS.....TAYLOR.....@DWY§	Yd.		4 40PM		11 45PM		5 35PM	10 00PM	
	144.8		Daily	Daily	Daily	Daily	Tuesday, Thursday & Saturday	Daily	Daily	

AUSTIN SUBDIV.—TAYLOR TO SAN ANTONIO

Station Numbers	Miles from Palestine	TIMETABLE No. 2 JULY 1, 1958	TRAINS SOUTHWARD								
			FIRST CLASS				SECOND CLASS				
			37	905	21	901	67	73	87	65	973
			Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	M-K-T Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday & Saturday	Daily	Daily	
AX226	144.8	CS.....TAYLOR.....@DWY§	2 00AM		9 58AM		2 30AM	4 05AM		6 10PM	
AX235	153.4	P.....HUTTO.....*	s 2 17		10 07		2 50	4 20		6 35	
AX243	161.6	LS...ROUND ROCK.....*	s 2 32		10 15		3 02	4 35		6 50	
AX247	166.0	LS..McNEIL (T&NO Crossing).....*	s 2 44		10 19		3 08	4 45		7 02	
AX253	173.8	P.....SNEED.....	2 54		10 25		3 20	5 01		7 20	
AX262	179.1	P.....AUSTIN.....	s 3 27		s 10 38		3 35	5 12		7 50 ⁷⁴	
		CONGRESS AVE. - AUSTIN.....		5 00AM	See Note 1	3 49PM					
AX261	179.6	CS..COLORADO BRIDGE.DWY§	3 28	5 05	10 39	3 54 ²²	3 36	5 13	7 00AM	7 55	9 05PM
AX268	187.3	P.....AF SIDING.....	3 42	5 14	10 48	4 03	3 55	5 34	7 24	8 40	9 22 ⁹⁷²
AX271	190.0	.....MANCHACA.....*	s 3 45								
AX276	194.2	LS.....BUDA.....*	s 3 53	5 21	10 55	4 10	4 07	5 46	7 36	9 10 ⁹⁷²	9 55 ³⁸
AX282	201.0	LS.....KYLE.....*	s 4 03	5 29	11 02 ⁹⁰²	4 17	4 18	5 56	7 48	9 44 ³⁸	10 10
AX289	208.7	P.....CENTEX.....	4 12	5 39	11 10	4 25	4 33	6 09	8 01	10 19	10 25
AX290	208.8	CS.....M-K-T JCT.....	4 13	5 40AM	11 11	4 26PM	4 34	6 10	8 02	10 20	10 26PM
AX291	209.7	P.....SAN MARCOS.....*	s 4 23		s 11 15		4 37	6 13	8 45	10 25	
AX298	216.9	P.....HUNTER.....	a 4 32		11 24		4 49	6 28	8 57	10 40	
AX308	227.3	LS...NEW BRAUNFELS.....*§	s 4 46		s 11 35		5 10	6 52	9 15	11 20	
	227.4	.....M-K-T CROSSING.....									
AX309	227.8	P...LANDA'S PARK.....Y	4 49		11 39		5 15	6 56	9 45	11 25	
AX316	235.0	P.....CORBYN.....	4 58		11 46		5 26	7 07 ⁸⁶	10 00	11 36	
AX318	236.7	P.....OGDEN.....									
AX322	241.0	P.....BRACKEN.....	f 5 05		11 52		5 38	7 18	10 15	11 57PM	
AX329	248.0	P.....WETMORE.....*	s 5 14		11 59AM ⁶⁰		5 50	7 32	10 30	12 16AM	
AX330	249.2	LS...LONGHORN.....Y	5 16		12 01PM		5 53	7 35	10 33	12 19	
AX335	254.0	P.....ADAMS.....	5 22		12 06		6 10 ⁸⁶	7 42	10 40	12 30	
	256.3	.....MONTE VISTA.....	s 5 26		s 12 11						
AX340	259.1	CS....SAN ANTONIO...@DTW§	s 5 45AM		s 12 25PM		7 50AM	8 00AM	11 00AM	1 00AM	
	114.3		Daily	Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday & Saturday	Daily	Daily

Note 1—Time shown for M-K-T trains between Congress Ave. — Austin and Colorado Bridge is for information only and does not confer timetable authority. M-K-T trains moving between Congress Ave. — Austin and Colorado Bridge, will be governed by Rule 105.

GEORGETOWN SUBDIV.—BETWEEN ROUND ROCK AND GEORGETOWN

TRAINS SOUTHWARD				Station Numbers	Miles from Round Rock	TIMETABLE No. 2 JULY 1, 1958	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS								SECOND CLASS			
STATIONS								STATIONS			
STATIONS								STATIONS			
				AX243	0.0	LS.....ROUND ROCK.....	89				
				DX 10	10.0	LS.....GEORGETOWN.....	Yd.				
						10.0					

AUSTIN SUBDIV.—SAN ANTONIO TO TAYLOR

Miles from Laredo	TIMETABLE No. 2 JULY 1, 1958		Siding Capacity in Cars	TRAINS NORTHWARD									
				FIRST CLASS				SECOND CLASS					
				902	22	38	906	86	60	74	972		
				M-K-T Passenger	Passenger	Passenger	M-K-T Passenger	Local Freight	Red Ball Freight	Red Ball Freight	M-K-T Freight		
STATIONS				Daily	Daily	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily	Daily		
267.4	CS.....	TAYLOR.....	@DWY	Yd.		<i>s</i> 4 36PM	<i>s</i> 11 40PM						
258.8	P.....	HUTTO.....	*	65		4 25	<i>s</i> 11 20			3 35PM	9 00PM		
250.6	LS.....	ROUND ROCK.....	*	87		4 17	<i>s</i> 11 07			3 12	8 37		
246.2	LS.....	McNEIL (T&NO Crossing).....	*	96		4 13	10 56			2 59	8 25		
238.4	P.....	SNEED.....		108		4 05	10 45			2 52	8 17		
233.1	P.....	AUSTIN.....		86		<i>s</i> 3 59	<i>s</i> 10 35			2 40	8 05		
		CONGRESS AVE. - AUSTIN.....				11 30AM	See Note 1	11 28PM		2 30	7 50 ⁶⁵		
232.6	CS.....	COLORADO BRIDGE .DWY	§			11 25	3 54 ⁹⁰¹	10 13	11 23	10 30AM	2 25	7 41	9 40PM
224.9	P.....	AF SIDING.....		150		11 18	3 47	10 04	11 14	10 14	2 08	7 30	9 22 ⁹⁷³
222.2		MANCHACA.....	*					<i>s</i> 10 00					
218.0	LS.....	BUDA.....	*	85		11 10	3 40	<i>s</i> 9 55 ⁹⁷³	11 07	10 03	1 58	7 20	9 10 ⁶⁵
211.2	LS.....	KYLE.....	*	150		11 02 ²¹	3 34	<i>s</i> 9 44 ⁶⁵	11 00	9 18	1 46	7 11	8 43
203.5	P.....	CENTEX.....		150		10 51	3 27	9 33	10 51	9 04	1 17	7 00	8 32
203.4	CS.....	M-K-T JCT.....				10 50AM	3 26	9 32	10 50PM	9 03	1 15	6 59	8 31PM
202.5	P.....	SAN MARCOS.....	*				<i>a</i> 3 24	<i>s</i> 9 30		9 00	1 12	6 56	
195.3	P.....	HUNTER.....		92			3 17	<i>a</i> 9 16		8 20	1 01	6 46	
184.9	LS.....	NEW BRAUNFELS.....	*§	46			<i>a</i> 3 07	<i>s</i> 9 02		8 05	12 45	6 28	
184.8		M-K-T CROSSING.....											
184.4	P.....	LANDA'S PARK.....	Y	81			3 05	8 57		7 22	12 40	6 24	
177.2	P.....	CORBYN.....		82			2 58	8 50		7 07 ⁷³	12 25	6 14	
175.5	P.....	OGDEN.....	§										
171.2	P.....	BRACKEN.....		91			2 52	<i>f</i> 8 43		6 35	12 15PM	6 05	
164.2	P.....	WETMORE.....	*	75			2 45	<i>f</i> 8 34		6 20	11 59AM ²¹	5 54	
163.0	LS.....	LONGHORN.....	Y				2 43	8 32		6 17	11 38	5 50	
158.2	P.....	ADAMS.....		77			2 38	8 27		6 10 ⁶⁷	11 28	5 45	
155.9		MONTE VISTA.....					<i>s</i> 2 35	<i>s</i> 8 23					
153.1	CS.....	SAN ANTONIO ..	@DTW	Yd.			2 30PM	8 15PM		5 50AM	11 15AM	5 30PM	
		114.3				Daily	Daily	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily	Daily

Note 1—Time shown for M-K-T trains between Congress Ave. —Austin and Colorado Bridge is for information only and does not confer timetable authority. M-K-T trains moving between Congress Ave. — Austin and Colorado Bridge, will be governed by Rule 105.

LAREDO SUBDIV.—SAN ANTONIO TO LAREDO

Station Numbers	Miles from Palestine	TIMETABLE No. 2 JULY 1, 1958		Siding Capacity in Cars	TRAINS SOUTHWARD									
					FIRST CLASS				SECOND CLASS					
					21				291	261	67			
Passenger				Local Freight	Red Ball Freight	Red Ball Freight								
STATIONS					Daily				Daily Except Sunday	Daily	Daily			
AX340	259.1	CS.	SAN ANTONIO @DTW	Yd.	12 40PM				7 20AM	8 00PM	8 45PM			
	259.8		T. & N. O. CROSSING											
	260.4		S. P. CROSSING											
	262.2		S. A. U. & G. CROSSOVER		12 49				7 35AM	8 15PM				
	263.3		SA JCT		12 51									
AX345	264.3		SOUTH SAN ANTONIO Y	Yd.							9 10			
AX353	272.1	P.	VON ORMY	57	1 02 22						9 32			
AX356	274.7	P.	KIRK JCT.		1 06						9 38			
AX363	282.1	P.	LYTLE	55	f 1 14						10 05			
AX368	287.1	LS.	NATALIA	32	f 1 20						10 15			
AX373	291.5	LS.	DEVINE	55	s 1 27						10 35			
AX382	300.4	P.	MOORE	56	1 39						10 55			
AX386	305.0	P.	JENSEN	56	1 55						11 10			
AX394	313.0	LS.	PEARSALL	60	s 2 07						11 30			
AX403	321.9	P.	DERBY	56	2 17						11 50PM			
AX410	329.1	LS.	DILLEY	61	s 2 27						12 10AM			
AX422	340.5	P.	GARDENDALE Y	51	2 39						1 10			
AX427	345.8	LS.	COTULLA	119	s 2 48						2 00			
AX435	354.0	P.	TUNA	22	2 59						2 25			
AX438	356.9	P.	ARTESIA WELLS		3 02						2 35			
AX449	367.6	P.	ATLEE	75	3 15						3 10			
AX455	374.1	LS.	ENCINAL	64	s 3 24						3 49			
AX467	385.3	P.	CALLAGHAN	56	f 3 36						4 25 60			
AX473	391.8	P.	WEBB	75	a 3 45						4 50			
AX484	402.5	P.	ORVIL	75	3 58						5 30			
AX490	408.3		NYE	32	4 05						5 50			
	412.0		TEXAS MEXICAN CROSSING											
AX494	412.2	LS.	LAREDO @DWY	Yd.	s 4 40PM						6 20AM			
	153.1				Daily				Daily Except Sunday	Daily	Daily			

JOURDANTON SUBDIV.—BETWEEN KIRK JCT. AND JOURDANTON

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIMETABLE No. 2 JULY 1, 1958		Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS						SECOND CLASS							
STATIONS						STATIONS							
					15.8	P.	KIRK JCT.						
				EX 5	20.4		SOMERSET	13					
				EX 20	35.7	LS.	POTEET	34					
					43.5		CRYSTAL CITY SUBDIV. CROSSING						
				FX 40	45.0	LS.	JOURDANTON	Yd.					
29.2													

LAREDO SUBDIV.—LAREDO TO SAN ANTONIO

Miles from Laredo	TIMETABLE No. 2 JULY 1, 1958		TRAINS NORTHWARD									
			FIRST CLASS			SECOND CLASS						
			22 Passenger			60 Red Ball Freight	260 Red Ball Freight	290 Local Freight				
											Daily	Daily	Daily	Daily Except Sunday
153.1	CS.....	SAN ANTONIO...@DTW	Yd.	s	1 35PM			9 45AM	5 45AM	3 10PM		
152.4	.....	T. & N. O. CROSSING...			1 20							
151.8	.....	S. P. CROSSING.....										
150.0	.....	S. A. U. & G. CROSSOVER...			1 16				4 55AM	2 50PM		
148.9	.....	SA JCT.....			1 13							
147.9	.....	SOUTH SAN ANTONIO...Y	Yd.		1 11			8 30				
140.1	P.....	VON ARMY.....	57		1 02 21			8 13				
137.5	P.....	KIRK JCT.....			12 46			8 08				
130.1	P.....	LYTLE.....	55	s	12 35			7 54				
125.1	LS.....	NATALIA.....*	32	f	12 24			7 44				
120.7	LS.....	DEVINE.....	55	s	12 13PM			7 34				
111.8	P.....	MOORE.....*	56		11 55AM			7 16				
107.2	P.....	JENSEN.....	56		11 46			7 08				
99.2	LS.....	PEARSALL.....	60	s	11 34			6 55				
90.3	P.....	DERBY.....	56		11 20			6 37				
83.1	LS.....	DILLEY.....	61	s	11 09			6 24				
71.7	P.....	GARDENDALE.....Y	51		10 50			6 00				
66.4	LS.....	COTULLA.....	119	s	10 34			5 30				
58.2	P.....	TUNA.....	22		10 23			5 18				
55.3	.....	ARTESIA WELLS.....			10 18			5 13				
44.6	P.....	ATLEE.....	75		10 06			4 55				
38.1	LS.....	ENCINAL.....	64	s	9 56			4 45				
26.9	P.....	CALLAGHAN.....	56	f	9 41			4 25 67				
20.4	P.....	WEBB.....	75	a	9 33			4 12				
9.7	P.....	ORVIL.....	75		9 19			3 51				
3.9	.....	NYE.....	32		9 13			3 40				
0.2	.....	TEXAS MEXICAN CROSSING.....										
0.0	LS.....	LAREDO.....@DWY	Yd.		9 05AM			3 30AM				
153.1					Daily			Daily	Daily	Daily Except Sunday		

MART SUBDIV.—MART TO SPRING

TIMETABLE

No. 2

JULY 1, 1958

TRAINS SOUTHWARD

SECOND CLASS

Station Numbers	Miles from Ft. Worth	STATIONS	Siding Capacity in Cars	197			175			171		
				Local Freight			Red Ball Freight			Red Ball Freight		
				Monday, Wednesday and Friday	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily
Bv 159	114.4	CS.....MART.....DWY§	Yd.		5 00PM	11 10PM						
Bv 152	121.1	P.....OTTO	79		5 12	11 20						
Bv 145	128.4	P.....MA SIDING	100		5 24	11 32						
	133.8	T&NO CROSSING										
Bv 139	134.4	LS.....MARLIN	82		5 39	11 46PM						
Bv 129	144.6	P.....COYMACK	88		6 00	12 01AM						
Bv 116	156.4	P.....SALTER	98		6 20	12 18						
Bv 110	162.8	P.....AJ SIDING	100		6 32	12 29						
AX175	172.3	CS.....VALLEY JCT.....@DWY	131	5 30AM	7 20	{ 12 50 1 35 } ¹⁷⁶						
		TAYLOR SUBDIV. CROSSING										
	175.9	TATSIE (T&NO Crossing)										
Bv 92	180.9	P.....MUMFORD	78	5 50	8 11	1 55						
Bv 86	187.4	P.....FOUNTAIN	77	6 00	8 21	2 10						
Bv 78	194.8	LS.....BRYAN	75	7 10	8 31	2 24						
	195.1	T&NO CROSSING										
Bv 74	199.3	LS.....COLLEGE STATION		7 25	8 41	2 34						
	199.6	T&NO CROSSING										
Bv 70	202.4	P.....KOPPE	70	7 40 ¹⁷⁰	8 47	2 39						
Bv 65	207.6	P.....ENRIGHT	100	7 48	8 57	2 48						
Bv 55	217.5	P.....DINKINS	75	8 10	9 12	3 03						
	224.2	T&NO CROSSING										
Bv 49	224.4	LS.....NAVASOTA	74	9 10	9 23	3 28						
Bv 37	236.4	P.....STONEHAM	100	9 35	9 49 ¹⁷⁶	3 52						
Bv 27	245.6	P.....FETZER	70	9 55	10 09	4 07						
Bv 22	250.8	LS.....MAGNOLIA	100	10 05	10 29	4 16						
Bv 11	261.7	P.....HUFSMITH	125	10 25	11 01	4 34						
A 209	272.9	CS.....SPRING.....Y		10 45AM	11 35PM	4 55AM						
	158.5			Monday, Wednesday and Friday	Daily	Daily						

MART SUBDIV.—SPRING TO MART

Miles from Spring	TIMETABLE No. 2 JULY 1, 1958		Siding Capacity in Cars	TRAINS NORTHWARD						
				SECOND CLASS						
				170 Red Ball Freight	196 Local Freight	176 Red Ball Freight				
STATIONS			Daily	Tuesday, Thursday & Saturday	Daily					
158.5	CS.	MART.....DWY	Yd.	11 00AM		2 35AM				
151.8	P.	OTTO.....	79	10 46		2 16				
144.5	P.	MA SIDING.....	100	10 33		2 04				
139.1		T&NO CROSSING.....								
138.5	LS.	MARLIN.....	82	10 15		1 50				
128.3	P.	COYMACK.....	88	9 56		1 35				
116.5	P.	SALTER.....	98	9 40		1 18				
110.1	P.	AJ SIDING.....	100	9 28		1 08				
100.6	CS.	VALLEY JCT.....@DWY	131	9 11	11 00AM	12 50AM ¹⁷¹				
		TAYLOR SUBDIV. CROSSING.....								
97.0		TATSIE (T&NO Crossing).....								
92.0	P.	MUMFORD.....	78	8 42	10 30	11 30PM				
85.5	P.	FOUNTAIN.....	77	8 30	10 15	11 20				
78.1	LS.	BRYAN.....	75	8 05	10 00	11 08				
77.8		T&NO CROSSING.....								
73.6	LS.	COLLEGE STATION.....		7 50	8 50	11 01				
73.3		T&NO CROSSING.....								
70.5	P.	KOPPE.....	70	7 40 ¹⁹⁷	8 40	10 56				
65.3	P.	ENRIGHT.....	100	7 30	8 30	10 48				
55.4	P.	DINKINS.....	75	7 13	8 10	10 33				
48.7		T&NO CROSSING.....								
48.5	LS.	NAVASOTA.....	74	6 50	7 50	10 16				
36.5	P.	STONEHAM.....	100	6 20	6 40	9 49 ¹⁷⁵				
27.3	P.	FETZER.....	70	6 00	6 20	9 33				
22.1	LS.	MAGNOLIA.....	100	5 50	6 10	9 24				
11.2	P.	HUFSMITH.....	125	5 30	5 50	9 07				
0.0	CS.	SPRING.....Y		5 05AM	5 30AM	8 50PM				
158.5				Daily	Tuesday, Thursday & Saturday	Daily				

UVALDE SUBDIV.—BETWEEN UVALDE JCT. AND CARRIZO SPRINGS

TRAINS SOUTHWARD SECOND CLASS 687 Local Freight Daily Ex. Sunday	Station Numbers	Miles from San Antonio	TIMETABLE No. 2 JULY 1, 1958	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS 686 Local Freight Daily Ex. Sunday
STATIONS					
	GX187	186.6	UVALDE JCT.....Y		
	GX185	184.5	LS.....UVALDE.....	Yd.	
2 00PM	GX173	172.9	P.....AB JCT.....Y	26	9 30AM
2 35	GX164	163.9	LS.....LA PRYOR.....	28	9 00
4 00PM	FX146	145.8	LS.....CRYSTAL CITY.....DWY	Yd.	8 00AM
	FX149	149.2	.....WINTER HAVEN.....	6	
	FX156	156.2	LS.....CARRIZO SPRINGS.....	Yd.	
Daily Ex. Sunday	53.0				Daily Ex. Sunday

ASPHALT BELT SUBDIV.—BETWEEN DABNEY AND AB JCT.

TRAINS SOUTHWARD SECOND CLASS 687 Local Freight Daily Except Sunday	Station Numbers	Miles from San Antonio	TIMETABLE No. 2 JULY 1, 1958	Miles from San Antonio	TRAINS NORTHWARD SECOND CLASS 686 Local Freight Daily Except Sunday
STATIONS					
12 30PM	HX 18	P.....DABNEY.....	190.8	11 30AM	
		.....U. R. A. CO. CROSSING.....		
2 00PM	GX 173	P.....AB JCT.....Y	172.9	9 30AM	
Daily Except Sunday	17.9			Daily Except Sunday	

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

TRAINS SOUTHWARD				Station Numbers	Miles from Spring	TIMETABLE		Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 2			SECOND CLASS			
171	175	191				JULY 1, 1958			176	190	170	
Red Ball Freight	Red Ball Freight	Local Freight				Red Ball Freight	Local Freight	Red Ball Freight				
Daily	Daily	Tuesday, Thursday & Saturday				Daily	Monday, Wednesday and Friday	Daily				
7 00PM	11 00AM	9 30AM	Bv 272	272.1	P.....	TP CONN.....	63	7 40AM	12 01PM	5 30PM		
7 06	11 07	9 40	Bv 270	270.1	P.....	MARA 2.0	63	6 55	11 35AM	4 25		
7 18	11 25 ¹⁹⁰	10 00	Bv 263	263.9	P.....	EVERMAN 6.2	90	6 45	11 25 ¹⁷⁵	4 15		
7 38	11 47AM	10 25	Bv 252	252.8	P.....	LILLIAN 11.1	57	6 27	11 04	3 42		
7 52	12 03PM	10 50	Bv 245	245.4	P.....	VENUS 7.4	83	6 15	10 50	3 21		
8 11	12 23	11 10	Bv 234	234.9	LS.....	MAYPEARL 10.5	100	5 55	10 23	2 55		
8 34	1 03	11 40	Bv 222	222.3	LS.....	ITALY 12.6	100	5 35	9 40	2 10		
8 46	1 19	11 55AM	Bv 213	213.7	P.....	MERTENS 8.6	65	5 20	9 20	1 55		
8 53	1 35 ¹⁷⁰	12 10PM	Bv 208	208.9	P.....	IRENE 4.8	86	5 10	9 05	1 35 ¹⁷⁵		
9 07	2 10	12 27	Bv 198	199.0	P.....	PENELOPE 9.9	100	4 55	8 35	1 15		
9 22	2 46	12 50 ¹⁷⁰	Bv 188	188.6	P.....	LEROY 10.4	84	4 35	8 01	12 50 ¹⁹¹		
9 39	3 10	1 10	Bv 178	177.7	P.....	EASTCO (StLSW Crossing) 10.9	101	4 15	7 35	12 30		
				177.2	P.....	WF CONN. 0.5						
				175.6	LS.....	WACO 1.6						
10 06	3 30	2 15	Bv 167	166.8	P.....	HALLSBURG 8.8	100	3 50	5 20	12 05PM		
10 40PM	4 00PM	2 35PM	Bv 159	158.5	CS.....	MART 8.3	Yd.	3 35AM	5 00AM	11 45AM		
Daily	Daily	Tuesday, Thursday & Saturday				113.6		Daily	Monday, Wednesday and Friday	Daily		

CRYSTAL CITY SUBDIV.—BETWEEN PLEASANTON JCT. AND CRYSTAL CITY

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIMETABLE		Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 2			SECOND CLASS			
		257				JULY 1, 1958			256			
		Local Freight				Local Freight						
		Daily				Daily						
			G 33	33.7	P.....	NORTH PLEASANTON.....	Yd.					
			G 32	32.7	.....	PLEASANTON JCT.....					
			FX 39	38.6	.....	JOURDANTON JCT.....	Y				
				38.6	.....	JOURDANTON SUBDIV. Crossing..					
			FX 49	49.3	LS.....	CHARLOTTE.....	20					
			FX 61	61.1	P.....	HINDES.....	26					
			FX 72	72.2	.....	ZELLA.....	23				
			FX 79	78.8	P.....	FOWLERTON.....	30					
			FX 91	91.4	P.....	LOS ANGELES.....	18					
			3 30AM	AX422	105.0	P.....	GARDENDALE.....	Yd.	3 00AM			
			4 20	FX118	118.3	P.....	KX SIDING.....	44	2 10			
			4 47	FX127	127.1	LS.....	BIG WELLS.....		1 37			
			5 10	FX134	134.5	P.....	JN SIDING.....	92	1 15			
			5 40	FX143	143.4	.....	RIVER.....	Yd.	12 45		
			5 50AM	FX146	145.8	LS.....	CRYSTAL CITY.....	Yd.	12 35AM			
			Daily			114.1		Daily				

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

Mineola Subdiv. No. 691 is Superior to No. 690.

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.

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 tight lock couplers and roller bearing trucks), with or without one or more streamlined — LOW center of gravity cars. Passenger cars MP 6330 to 6336 inclusive, Sleepers Shrine Tower, Beacon Tower, and Temple Tower, Baggage Cars 4255 to 4259 inclusive, Diner 10242 and Office Car "The Eagle" are Streamlined—HIGH center of gravity cars.
 CONSIST "D".... Diesel engines with streamlined, lightweight—LOW center of gravity cars only. MP passenger cars of the 700 and 800 series, T&P passenger cars of the 100, 200, 300, 400, and 500 series, and Sleepers with "Eagle" and "Cascade" prefix or "River" suffix, are streamlined—LOW center of gravity cars.

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

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	
Trinity Subdiv.....	50	70	79	79		79	79	
Fort Worth Subdiv.....	45	59	59	59		59	59	
Mart Subdiv.....	45	59	59	59		59	59	
Mineola Subdiv.....	25	30	30	30		30	30	
Except between Tyler and Mineola.....	20	20	20	20		20	20	
Henderson Subdiv.....	25	30	30	30		30	30	Five
Huntsville Subdiv.....	30	30	30	30	Speed	30	30	Miles
Anchor Subdiv.....	25	30	30	30		30	30	
Sugarland Subdiv.....	20	25	25	25		25	25	
Taylor Subdiv.....	50	70	79	79	Shown	79	79	Per Hour
Austin Subdiv.....	50	70	79	79		79	79	
Georgetown Subdiv.....	15	15	15	15		15	15	Above
Laredo Subdiv.:					on slow			
Between San Antonio and SA Jct.....	35	50	50	50		50	50	Speed
Between SA Jct. and Gardendale.....	40	59	59	59		59	59	
Between Gardendale and Laredo.....	35	59	59	59	Speed	59	59	Shown on
Crystal City Subdiv.:								
Between North Pleasanton and MP 124.....	20	20	20	20		20	20	Slow Speed
Between MP 124 and River.....	30	30	30	30	Signs	30	30	
Between River and Crystal City.....	20	20	20	20		20	20	Signs
Uvalde Subdiv.:								
Between Uvalde Jct. and AB Jct.....	20	20	20	20		20	20	
Between AB Jct. and MP 156.....	30	30	30	30		30	30	
Between MP 156 and Carrizo Springs.....	20	20	20	20		20	20	
Asphalt Belt Subdiv.....	30	30	30	30		30	30	
Jourdanton Subdiv.....	20	20	20	20		20	20	

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.

MO. PAC. DIESEL ENGINES		T&P DIESEL ENGINES	
Diesel	MPH	Diesel	MPH
201 to 208.....	.65	1100 to 1130.....	.65
301 to 392.....	.65	1500 to 1582.....	.65
501 to 626.....	.65	2000 to 2017.....	.85
800 to 815.....	.30		
4100 to 4101.....	.35	MV-KO&G-OCAA	
4102 to 4103.....	.75	DIESEL ENGINES	
4104 to 4371.....	.65	751 to 756.....	.65
4501 to 4526.....	.65		
7000 to 7021.....	.98	Motor Cars:	
7100.....	.90	Passenger Motor	
8001 to 8036.....	.98	Car No. 670, with	
9000 to 9022.....	.35	mechanical drive	
9102 to 9191.....	.35	.....70	
9200 to 9239.....	.35		

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:

Subdiv.:	Miles Per Hour
Taylor, Austin, Laredo, Longview, Trinity, Mart and Fort Worth.....	25
Henderson, Huntsville, Mineola, Anchor, Sugarland, Georgetown, Crystal City, Uvalde, Asphalt Belt and Jourdanton.....	15

3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES:

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

SPECIAL INSTRUCTIONS

3-C. THROUGH TURNOUTS AND CROSSOVERS, AND SPRING SWITCHES: (Concluded)

Miles Per Hour

Through No. 10 turnout and crossovers, entire train.....	15
Through Nos. 15, 16 and 20 turnout 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.)	
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	
SY Jct. —Trinity Subdiv., connection	
Valley Jct. —South siding switch	
Rockdale —North siding switch	
Taylor —North switch freight route	
Austin —North siding switch	
MKT Jct. —MKT connection	
Landa's Park —North and South siding switches	
San Antonio —North switch freight route Martin Street	
SA Jct. —End of two main tracks	

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
Arp, city limits.....	30	30
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
Conroe, city limits.....	30	30
Houston City Limits:		
Between MP 142, Pole 16 and Belt Jct.....	45	45
Between Belt Jct. and Gulf Coast Jct.....	45	45
Between Belt Jct. and Collingsworth St.....	30	30
Between Collingsworth St. and Houston Union Station.....	20	20
Between Gulf Coast Jct. and Settegast Yard.....	20	20
Fort Worth Subdiv.:		
Fort 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

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED: (Continued)

Miles Per Hour
Consist "A" Consist "B" "C" and "D"

Mineola Subdiv.:		
Tyler, city limits.....	15	15
Taylor Subdiv.:		
Palestine, city limits.....	30	30
Oakwood, city limits.....	45	45
Franklin, city limits.....	45	45
Hearne, city limits.....	30	30
Rockdale, city limits.....	45	45
Thorndale, city limits.....	45	45
Taylor, city limits.....	25	25
Between M-K-T crossing and passenger station, passenger route.....	15	15
Main Street crossing.....	8	8
Anchor Subdiv.:		
Houston, city limits:		
Between Pierce Jct. and Belt Jct.....	20	20
Between Belt Jct. and Gulf Coast Jct.....	45	45
Between Gulf Coast Jct. and Settegast Yd.....	20	20
Austin Subdiv.:		
Taylor, city limits.....	25	25
Main Street crossing.....	8	8
Austin, city limits.....	12	12
Except between West Ave. and Congress Ave..	6	6
Colorado Bridge, wye tracks.....	15	15
San Marcos, city limits.....	30	30
New Braunfels, city limits:		
San Antonio street crossing.....	6	6
San Antonio City Limits:		
MP 253 pole 21 (Cementville Crossing to MP 254 pole 28 (Hermine Blvd.).....	50	60
MP 254 pole 28 (Hermine Blvd.) to MP 256 pole 3 (Norwood Court).....	50	50
MP 256 pole 3 (Norwood Court) to MP 257 pole 10 (Craig Place).....	40	40
MP 257 pole 10 (Craig Place) to MP 258 pole 17 (Leal St.).....	30	30
MP 258 pole 17 (Leal St.) to Commerce St....	20	20
Laredo Subdiv.:		
San Antonio City Limits:		
Commerce St. to MP 259 pole 27 (Colima St.)..	20	20
MP 259 pole 27 (Colima St.) to MP 260 pole 25 (Goodwin Ave.).....	30	30
MP 260 pole 25 (Goodwin Ave.) to MP 261 pole 25 (Taft Blvd.).....	40	40
MP 261 pole 25 (Taft Blvd.) to MP 263.....	50	50
Devine, city limits.....	40	40
Cotulla, city limits.....	40	40
Laredo, between Texas-Mexican crossing and passenger station, passenger route.....	15	15
Crystal City Subdiv.:		
Crystal City, wye tracks.....	10	10
Uvalde Subdiv.:		
Uvalde Jct. turn out, north wye switch.....	5	5

3-D. LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS—Continued:

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

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

Taylor Subdiv.:

65	143	20	143	12	40	0	00	1	10
60	130	05	129	29	65	2	19	2	24
65	127	08	126	06	50	2	27	4	14
65	123	06	122	23	65	4	15	5	00
65	115	15	115	08	50	5	23	6	03
65	113	29	112	21	65	6	13	6	23
65	95	10	95	00	40	13	03	13	12
45	94	26	94	20	50	13	21	13	27
65	91	20	91	05	65	18	15	18	22
65	88	10	87	02	50	19	13	22	21
65	80	10	80	05	50	23	24	25	27
65	72	00	70	25	65	26	08	26	19
65	70	08	69	25	50	27	05	28	20
65	68	13	68	04	65	29	15	29	20
65	67	18	67	14	50	31	15	32	00
50	67	02	64	06	65	32	06	35	18
50	62	07	61	26	50	35	25	38	02
65	61	23	61	14	65	38	09	38	20
50	60	13	59	24	65	39	24	40	27
65	59	22	59	15	65	42	10	42	29
50	59	05	58	20	65	44	20	45	04
65	58	13	57	09	65	45	27	46	15
65	55	16	55	11	65	47	06	47	15
65	48	19	48	10	65	48	10	48	19
65	47	15	47	06	65	55	11	55	16
65	46	15	45	27	65	57	09	58	13
65	45	04	44	20	50	58	20	59	05
65	42	29	42	10	65	59	15	59	22
65	40	27	39	24	50	59	24	60	13
65	38	20	38	09	65	61	14	61	23
50	38	02	35	25	50	61	26	62	07
65	35	18	32	06	50	64	06	67	02
50	32	00	31	15	65	67	14	67	18
65	29	20	29	15	65	68	04	68	13
50	28	20	27	05	65	69	25	70	08
65	26	19	26	08	65	70	25	72	00
50	25	27	23	24	65	80	05	80	10
50	22	21	19	13	65	87	02	88	10
65	18	22	18	15	65	91	05	91	20
50	13	27	13	21	45	94	20	94	26
40	13	12	13	03	65	95	00	95	10
65	6	23	6	13	65	112	21	113	29
50	6	03	5	23	65	115	08	115	15
65	5	00	4	15	65	122	23	123	06
50	4	14	2	27	65	126	06	127	08
65	2	24	2	19	60	129	29	130	05
40	1	10	0	00	65	143	12	143	20

3-D. LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS—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

Austin Subdiv.:

65	249	09	249	04	40	146	14	146	24
65	247	16	247	12	65	147	03	147	18
65	244	05	242	27	65	160	02	160	10
65	240	14	240	08	60	161	09	161	22
65	232	02	231	29	65	166	31	167	03
65	231	06	231	03	65	167	30	168	01
65	229	10	229	05	65	169	25	169	38
40	227	33	227	24	65	174	13	174	23
50	226	02	225	26	65	176	18	178	03
65	220	01	219	24	50	178	11	181	26
65	211	04	210	30	50	182	24	184	18
50	207	06	205	11	65	190	21	190	27
65	203	02	202	09	60	191	22	191	26
50	202	00	201	24	50	201	24	202	00
60	191	26	191	22	65	202	09	203	02
65	190	27	190	21	50	205	11	207	06
50	184	18	182	24	65	210	30	211	04
50	181	26	178	11	65	219	24	220	01
65	178	03	176	18	50	225	26	226	02
65	174	23	174	13	40	227	24	227	33
65	169	38	169	25	65	229	05	229	10
65	168	01	167	30	65	231	03	231	06
65	167	03	166	31	65	231	29	232	02
60	161	22	161	09	65	240	08	240	14
65	160	10	160	02	65	242	27	244	05
65	147	18	147	03	65	247	12	247	16
40	146	24	146	14	65	249	04	249	09

Laredo Subdiv.:

50	402	07	402	01	50	292	29	293	03
50	400	24	400	19	50	300	17	301	11
50	399	20	399	14	50	302	26	303	02
50	398	23	398	17	50	350	22	350	28
50	350	28	350	22	50	398	17	398	23
50	303	02	302	26	50	399	14	399	20
50	301	11	300	17	50	400	19	400	24
50	293	03	292	29	50	402	01	402	07

Crystal City Subdiv.:

10	78	15	77	00	10	77	00	78	15
----	----	----	----	----	----	----	----	----	----

Uvalde Subdiv.:

15	164	19	164	03	15	164	03	164	19
----	-----	----	-----	----	----	-----	----	-----	----

3-E. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

- Four wheel truck cars:**
 - All types including BX cars..... 3.25 inches
- Six wheel truck cars:**
 - Coaches..... 3.50 inches
 - All other..... 3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

20.00 # 58841

3-F. 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, control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot $2\frac{3}{4}$ " 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-G. TRAIN HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

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
 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.

3-G. TRAIN HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded): 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, 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

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.

Wrecking Cranes (non-self-propelling)..... 25

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling work equipment shown under Item 3-G above, 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"

Scale Test Cars (Except MPX 5121)..... 30

Scale Test Car MPX 5121..... Maximum Train Speed Consist "A"

Scale test cars must be handled next to caoose.

3-H. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in Items 3-E, 3-F and 3-G, 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-I. 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.

MISSOURI PACIFIC RAILROAD EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. H. A. HAVERLAH, Chief Surgeon

DISTRICT SURGEONS

Dr. F. W. Braastad.....Houston, Texas	Dr. E. Doak.....Taylor, Texas
Dr. D. L. Moore.....Houston, Texas	Dr. E. W. Stromberg.....Taylor, Texas
Dr. G. E. Dodd.....Houston, Texas	Dr. C. C. Shotts.....San Antonio, Texas
Dr. M. B. Gunter.....Mart, Texas	Dr. W. R. Powell.....Laredo, Texas
Dr. W. S. Horn.....Ft. Worth, Texas	

EYE, EAR, NOSE AND THROAT

Dr. C. W. Payton.....Longview, Texas	Dr. J. C. Gallagher.....Hearne, Texas
Dr. E. H. Vaughn.....Tyler, Texas	Dr. Margaret Alexander.....Taylor, Texas
Dr. A. D. Wages.....Palestine, Texas	Dr. H. L. Hilgartner.....Austin, Texas
Dr. H. T. Aynesworth.....Waco, Texas	Dr. C. J. Boehs.....San Antonio, Texas
Dr. S. P. Howard.....Waco, Texas	Dr. E. D. Dumas.....San Antonio, Texas
Dr. E. P. Hutchings.....Marlin, Texas	Dr. G. E. Penny.....Laredo, Texas

LOCAL SURGEONS

Dr. J. T. McRee.....Longview, Texas	Dr. W. W. Stephen.....Galveston, Texas	Dr. D. B. Gregg.....Round Rock, Texas
Dr. J. E. Adams.....Kilgore, Texas	Dr. C. Slaughter.....Sugarland, Texas	Dr. A. J. Rice.....Georgetown, Texas
Dr. L. L. Allums.....Kilgore, Texas	Dr. H. D. Kuykendall.....Sugarland, Texas	Dr. H. A. Scott.....Austin, Texas
Dr. S. M. Downs.....Kilgore, Texas	Dr. S. D. Coleman.....Navasota, Texas	Dr. E. V. Chauvin.....Austin, Texas
Dr. R. H. Robertson, Jr.....Kilgore, Texas	Dr. H. E. Thompson.....Navasota, Texas	Dr. T. C. McCormick.....Buda, Texas
Dr. H. E. Kennamer.....Overton, Texas	Dr. E. T. Ketchum.....Navasota, Texas	Dr. G. Teddlie.....Kyle, Texas
Dr. J. M. Hamilton.....Overton, Texas	Dr. J. E. Marsh.....College Station, Texas	Dr. R. F. Sowell.....San Marcos, Texas
Dr. L. Hilbun.....Henderson, Texas	Dr. R. H. Benbow.....Bryan, Texas	Dr. M. D. Heatly.....San Marcos, Texas
Dr. H. A. Suehs.....Henderson, Texas	Dr. R. B. Grant.....Bryan, Texas	Dr. M. C. Williams.....San Marcos, Texas
Dr. P. E. Suehs.....Henderson, Texas	Dr. T. O. Walton, Jr.....Bryan, Texas	Dr. D. L. White.....San Marcos, Texas
Dr. J. H. Mitchell.....Tyler, Texas	Dr. A. G. McGill, Jr.....Bryan, Texas	Dr. H. E. Karbach.....New Braunfels, Texas
Dr. P. M. Bailes, Jr.....Tyler, Texas	Dr. T. T. Walton.....Bryan, Texas	Dr. W. Sullivan.....New Braunfels, Texas
Dr. T. H. Peterson.....Mineola, Texas	Dr. W. C. Taylor, Jr.....Calvert, Texas	Dr. S. M. Woodard.....New Braunfels, Tex.
Dr. R. T. Travis.....Jacksonville, Texas	Dr. J. B. Barnett.....Marlin, Texas	Dr. C. C. Shotts.....San Antonio, Texas
Dr. W. E. Davis.....Elkhart, Texas	Dr. T. J. Glass.....Marlin, Texas	Dr. D. T. McMahon.....San Antonio, Texas
Dr. S. Kennedy.....Grapeland, Texas	Dr. A. C. Bennett.....Marlin, Texas	Dr. J. R. Chandler.....San Antonio, Texas
Dr. C. W. Butler, Jr.....Crockett, Texas	Dr. H. Smith.....Marlin, Texas	Dr. L. E. Peters.....Devine, Texas
Dr. C. Murray.....Crockett, Texas	Dr. M. B. Gunter.....Mart, Texas	Dr. G. S. Woods.....Devine, Texas
Dr. A. B. Brown, Jr.....Crockett, Texas	Dr. W. L. Crosthwaite.....Waco, Texas	Dr. E. M. Howard.....Pearsall, Texas
Dr. E. S. Darsey.....Crockett, Texas	Dr. H. R. Dudgeon, Jr.....Waco, Texas	Dr. T. D. O'Connor.....Pearsall, Texas
Dr. C. O. Murray.....Trinity, Texas	Dr. A. O. Dykes.....Italy, Texas	Dr. J. S. Primomo.....Dilley, Texas
Dr. S. L. Autrey.....Trinity, Texas	Dr. W. S. Horn.....Ft. Worth, Texas	Dr. C. P. Myers.....Cotulla, Texas
Dr. S. R. Barnes.....Trinity, Texas	Dr. F. L. Bynum.....Ft. Worth, Texas	Dr. U. B. Ogden.....Pleasanton, Texas
Dr. W. B. Veazy.....Huntsville, Texas	Dr. A. E. Van Wey.....Buffalo, Texas	Dr. B. E. Pickett.....Carrizo Springs, Texas
Dr. T. C. Cole.....Huntsville, Texas	Dr. R. W. Huling.....Franklin, Tex.	Dr. C. A. Poindexter.....Crystal City, Texas
Dr. J. E. Carroll.....Conroe, Texas	Dr. T. A. Searcy.....Hearne, Texas	Dr. J. C. Spencer.....Crystal City, Texas
Dr. W. M. Holland.....Conroe, Texas	Dr. E. M. Boyd.....Hearne, Texas	Dr. T. B. Samsel, Jr.....Crystal City, Texas
Dr. D. L. Sadler.....Conroe, Texas	Dr. J. P. Fleming.....Hearne, Texas	Dr. O. King.....La Pryor, Texas
Dr. H. E. McKay, Jr.....Spring, Texas	Dr. L. B. Hughes.....Hearne, Texas	Dr. R. A. Eads.....Uvalde, Texas
Dr. N. E. Graham.....Spring, Texas	Dr. W. H. Lindsey.....Hearne, Texas	Dr. H. La Forge.....Uvalde, Texas
Dr. J. F. Warren.....Spring, Texas	Dr. T. S. Barkley.....Rockdale, Texas	Dr. G. H. Merritt.....Uvalde, Texas
Dr. F. W. Braastad.....Houston, Texas	Dr. C. D. Johnson.....Thorndale, Texas	Dr. S. H. Graham, Jr.....Laredo, Texas
Dr. D. L. Moore.....Houston, Texas	Dr. E. Doak.....Taylor, Texas	Dr. W. R. Powell.....Laredo, Texas
Dr. G. E. Dodd.....Houston, Texas	Dr. E. W. Stromberg.....Taylor, Texas	Dr. V. L. Puig.....Laredo, Texas
Dr. J. J. Delaney.....Galveston, Texas	Dr. W. R. Swanson.....Taylor, Texas	Dr. P. H. Powell.....Laredo, Texas

The Medical and Surgical Service at Fort Worth is under the supervision of Dr. W. S. Horn as District Surgeon. Dr. Horn is assisted in this service by the various members of his staff at the Fifth Avenue Clinic, Fort Worth, Texas.

Missouri Pacific Lines Employees Clinic located at 1503 West Houston Street, corner of Houston and Comal, San Antonio, Texas. Hours from 8:00 A. M. to 5:00 P. M. daily except Sundays. Telephone Capitol 6-1037.

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 Altie 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.