

DIVISION OFFICERS

- J. G. SHEPPARD.....Superintendent.....Palestine, Texas
- J. R. HINTON.....Trainmaster,
Fort Worth and
Mart Subdivs.....Mart, Texas
- T. W. FAULK.....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 and
Austin Subdiv.....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
- P. V. WOOLEY, Jr....Road Foreman
of Engines.....Palestine, Texas
- G. G. FRETWELL....Division Trainmaster,
Austin, Laredo,
Crystal City, Uvalde,
Jourdanton and
Asphalt Belt
Subdivs.....San Antonio, Texas
- M. H. CUNNINGHAM.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. 3

Effective 12:01 a.m., Sunday, February 8, 1959

CENTRAL STANDARD TIME

Superseding Palestine Division Timetable No. 2,
effective July 1, 1958 and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF PALESTINE DIVN. SPECIAL INSTRUCTIONS
NO. 2, EFFECTIVE DECEMBER 15, 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.
J. A. AUSTIN, General Superintendent Transportation.
M. L. SMITH, 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, 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When properly authorized, rules may be cancelled, superseded or changed by: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): Employees 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 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.

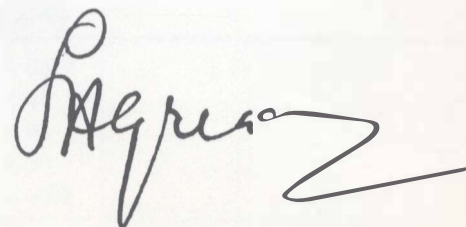
10. On crowded trains, Missouri Pacific employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.....25	T. & P.....4	2:40 A.M.	.....	For connection.
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	10:35 A.M.	1 Hr., 30 Min.	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. 3				SECOND CLASS			
		693	699	Station Number	Miles from Congress Ave.	STATIONS		Miles from Angleton	Siding Capacity in Cars	698	692		
		Local Freight	Local Freight							Local Freight	Local Freight		
		Daily Except Sunday	Daily Except Sunday							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				4.3			11 55AM	6 25PM		
							1.2	48.7					
							1.3	47.5					
							0.8	46.2					
							0.1	45.4					
							0.9	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 30 ⁶⁹⁸	AE 23	23.0		JULIFF.....	21.4		9 30 ⁶⁹⁹			
			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. 3				SECOND CLASS				
		693			Station Numbers	Miles from Sugarland	STATIONS		Siding Capacity in Cars	692				
		Local Freight								Local Freight				
		Daily Except Sunday									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			15.3						Daily Except Sunday			

4 LONGVIEW SUBDIV.—LONGVIEW TO PALESTINE

Station Numbers	Miles from Longview	TIMETABLE No. 3 FEBRUARY 8, 1959		Siding Capacity in Cars	TRAINS SOUTHWARD							
					FIRST CLASS				SECOND CLASS			
					25	21	37		65	91	67	
					Passenger	Passenger	Passenger		Red Ball Freight	Local Freight	Red Ball Freight	
STATIONS					Daily	Daily	Daily		Daily	Daily Except Sunday	Daily	
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 7.3	95		2 24	5 36 ⁶⁰	s 6 48		6 30	10 10	5 46	
AX 36	35.9	CS.....TROUP.....*Y 12.0	121	s	2 34	a 5 44	s 7 02		6 57 ³⁸	11 01 ⁹⁰	5 56	
AX 48	47.9	P.....TECULA..... 6.2	150		2 49	5 58	7 15		7 21	11 19	6 12	
AX 54	54.1	LS.....JACKSONVILLE.....* 0.2	80	s	2 54	a 6 04	s 7 24		7 32	11 55AM	6 22	
	54.3	.....StLSW CROSSING..... 3.4										
AX 57	57.7	P.....HUME..... 11.7	150		3 15	6 13 ³⁸	7 35		7 41	12 05PM	6 29	
AX 70	69.4	P.....NECHES.....* 6.9	150		3 28	6 27	s 7 54 ²²		8 05 ⁹⁰	12 35	6 44	
AX 76	76.3	P.....WELLS CREEK..... 5.0	105		3 35 ⁶⁰	6 35	8 17		8 30	12 50	6 53	
AX 81	81.3	CS.....PALESTINE..@DWY§	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. 3 FEBRUARY 8, 1959		Siding Capacity in Cars	TRAINS NORTHWARD						
SECOND CLASS									SECOND CLASS						
			691									690			
			Local Freight									Local Freight			
			Daily Except Sunday				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.)...§ 7.2			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. 3 FEBRUARY 8, 1959		Siding Capacity in Cars	TRAINS NORTHWARD						
					FIRST CLASS			SECOND CLASS			
					38 Passenger	22 Passenger	26 Passenger	60 Red Ball Freight	90 Local Freight		
					Daily	Daily	Daily	Daily	Daily Except Sunday		
AX 0	81.3	CS.....LONGVIEW..@DTW	Yd.	s	8 10AM	s	9 25PM	s	12 55AM	7 35AM	2 00PM
AX 5	76.4	P.....FOOTES	96		7 50		9 11		12 32	6 35	1 40
AX 10	70.5	P.....BA SIDING	93		7 42		9 04		12 22	6 20	1 20
AX 12	69.2	LS.....KILGORE.....*	40	s	7 37	a	9 01	s	12 12	6 15	1 15
AX 18	63.4	P.....REEDS	77		7 28		8 53		12 02AM	6 05 ⁶⁵	12 40
AX 22	58.9	LS.....OVERTON.....*	112	s	7 20		8 48	s	11 55PM	5 55	12 30
AX 29	52.7	LS.....APP	95	s	7 08		8 42		11 45	5 36 ²¹	12 10PM
AX 36	45.4	CS.....TROUP.....*Y	121	s	6 57 ⁶⁵	a	8 34	s	11 35	5 00	11 01AM ⁹¹
AX 48	33.4	P.....TECULA	150		6 30		8 20		11 18	4 30	10 45
AX 54	27.2	LS..JACKSONVILLE.....*	80	s	6 21	a	8 13	s	11 10	4 20	10 30
.....	27.0	...StLSW CROSSING									
AX 57	23.6	P.....HUME	150		6 13 ²¹		8 07		10 58	4 10	8 31
AX 70	11.9	P.....NECHES.....*	150	f	5 45		7 54 ³⁷		10 45	3 55	8 05 ⁶⁵
AX 76	5.0	P...WELLS CREEK.....	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
					Daily		Daily		Daily	Daily	Daily Except Sunday
		81.3			Daily		Daily		Daily	Daily	Daily Except Sunday

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

Station Numbers	Miles from Overton	TIMETABLE No. 3 FEBRUARY 8, 1959		Siding Capacity in Cars		
					STATIONS	
					AX 22	0.0	LS.....OVERTON
BX 4	4.0	.....NORFOLK			
BX 16	16.0	LS.....HENDERSON				
			16.0			

HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND HV JCT.

TRAINS SOUTHWARD SECOND CLASS	Station Numbers	Miles from Huntsville	TIMETABLE No. 3 FEBRUARY 8, 1959		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS		
							STATIONS	
							695 Local Freight Daily Except Sunday	
7 00AM	AD 7	0.0	LS.....HUNTSVILLE		3 15PM			
7 29	A 165	6.9	LS.....PHELPS.....Y		2 46			
7 30AM		7.0	.....HV JCT.		2 45PM		
Daily Except Sunday					Daily Except Sunday			
					7.0			

TRINITY SUBDIV.—SY JCT. TO BELT JCT.

Station Numbers	Miles from SY Jct.	TIMETABLE No. 3 FEBRUARY 8, 1959		TRAINS SOUTHWARD						
				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
STATIONS		Daily	Daily	Daily	Monday, Wednesday and Friday	Monday, Wednesday and Friday	Daily	Daily		
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.....*	839 ¹⁹²	<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.....	1001 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 Freight (to Settegest Yd)...151.1	Daily	Daily		Daily	Monday, Wednesday and Friday	Monday, Wednesday and Friday	Daily	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.

TRINITY SUBDIV. — BELT JCT. TO SY JCT.

Miles from Houston	TIMETABLE No. 3 FEBRUARY 8, 1959		Siding Capacity in Cars	TRAINS NORTHWARD							
				FIRST CLASS			SECOND CLASS				
				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.		<i>s</i> 7 10PM SEE	<i>s</i> 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	<i>f</i> 4 02			12 10PM		10 42PM ¹³⁷	
138.6	LS.....ELKHART.....*	74		6 46	<i>s</i> 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	<i>a</i>	6 30	<i>s</i> 3 31			11 05		9 01	
119.8	P.....LATEXO.....*	74		6 23	<i>s</i> 3 20			10 45		8 50	
113.3	LS.....CROCKETT.....	93	<i>s</i>	6 16	<i>s</i> 3 06			10 05		8 40	
106.8	P.....CUT.....	73		6 10	<i>f</i> 2 58			9 45		8 30	
99.6	LS.....LOVELADY.....*	70		6 03	<i>s</i> 2 47			9 30		8 18	
95.0	P.....RED BRANCH.....	73		5 59	<i>f</i> 2 36			9 20		8 10	
86.0	LS.....TRINITY.....*	87	<i>a</i>	5 50	<i>s</i> 2 15			9 05		7 55	
79.1	LS.....RIVERSIDE.....*	66		5 43	<i>s</i> 2 04			8 39 ¹²¹		7 40	
71.2	P.....DODGE.....*	66		5 36	<i>s</i> 1 52			7 46		7 28	
66.8	LS.....PHELPS.....WY*	94	<i>a</i>	5 32	<i>s</i> 1 43			7 35AM		7 20	
66.7	0.1										
55.1	LS.....NEW WAVERLY.....*	88		5 20	<i>s</i> 1 25 ¹³⁷			1 10		6 59	
47.1	TP.....WILLIS.....*	86		5 12	<i>s</i> 1 09			12 50		6 45	
39.1	CS.....CONROE (G.C. & S.F. Crossing).....Y	124	<i>s</i>	5 04	<i>s</i> 12 55 ¹⁶⁷			12 30PM		6 30	
35.8	P.....CAMP STRAKE.....				<i>f</i> 12 45						
30.2	P.....TAMINA.....	72		4 54	<i>f</i> 12 38					10 55AM	6 15
23.1	CS.....SPRING.....Y*			4 48	<i>s</i> 12 29		5 05AM		10 30	6 01	8 50PM
22.6	P.....SW SIDING.....	120		4 47	12 27		5 00 ¹⁷¹		10 25	5 59	8 48
19.0	P.....WESTFIELD.....*				<i>s</i> 12 22						
13.0	Note 2 { P.....ALDINE.....	123		4 39	<i>f</i> 12 14 ¹⁷⁵		4 10		10 01 ¹²¹	5 42	8 34
5.0	{ CS.....BELT JCT.....			4 32PM	12 03AM		3 55AM		9 35AM	5 25PM	8 20PM
0.0	CS.....SETTEGAST YARD @DWY\$	Yd.					3 30AM		9 00AM	5 00PM	8 00PM
4.8	0.2										
0.0	.....H.B.&T. CROSSING.....										
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	Daily
	Freight (from 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.

TAYLOR SUBDIV.—PALESTINE TO TAYLOR

Station Numbers	Miles from Palestine	TIMETABLE No. 3 FEBRUARY 8, 1959	TRAINS SOUTHWARD								
			FIRST CLASS				SECOND CLASS				
			21 Passenger Daily	121 Passenger Daily	37 Passenger Daily	137 Passenger Daily	73 Red Ball Freight Daily	81 Local Freight Monday, Wednesday and Friday	65 Red Ball Freight Daily	67 Red Ball Freight 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.....	7 07	7 17AM	9 22	10 32PM	.....	.....	.....	.....	.....
AX 90	8.5	P.....TUCKER.....	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.....	7 31	.....	9 56	.....	.....	9 00	11 30 ⁸⁰	9 25	.....
AX116	34.7	LS.....BUFFALO.....*	7 43	.....	s 10 10 ⁶⁰	.....	.....	9 20	11 54AM	9 45 ⁶⁰	.....
AX125	43.8	LS.....JEWETT.....*	a 7 53	.....	s 10 25	.....	.....	9 39	12 12PM	10 00	.....
AX136	54.8	P.....MARQUEZ.....*	8 04	.....	s 10 40	.....	.....	10 01	12 33	10 15	.....
AX144	63.0	P.....RIDGE.....*	8 14	.....	f 10 51	.....	.....	10 17	12 49	10 26	.....
AX150	68.3	P.....EASTERLY.....*	.....	.....	f 10 58	.....	.....	.....	.....	.....	.....
AX152	70.4	P.....AN SIDING.....	8 22	.....	11 01	.....	.....	10 30	1 01	10 36	.....
AX154	73.1	P.....NEW BADEN.....*	.....	.....	f 11 05	.....	.....	.....	.....	.....	.....
AX158	77.1	LS.....FRANKLIN.....*	a 8 31	.....	s 11 13	.....	.....	10 50	1 24	10 46	.....
AX165	83.9	P.....ELLIOTT.....	8 36 ⁸⁰	.....	11 20	.....	.....	11 01AM	1 45	10 55	.....
AX171	89.6	LS...HEARNE (T&NO Crossing)...\$	s 8 45	.....	s 11 35	.....	.....	1 00PM	2 00	11 05	.....
.....	93.9	..MART SUBDIV. CROSSING..	.....	.....	.....	.....	.....	.....	.....	.....	.....
AX175	93.9	CS.....VALLEY JCT....@DWY	8 51	.....	s 11 40 ⁷⁴	.....	.....	1 35AM	1 30PM	2 15	11 13
AX181	99.6	P.....GAUSE.....*	8 57	.....	s 11 46PM	.....	.....	1 45	.....	2 30	11 25 ⁷⁴
AX191	110.0	CS...MILANO (GCSF Crossing)..Y*	s 9 10	.....	s 12 06AM	.....	.....	2 04	.....	2 50	11 42
AX201	119.1	LS..ROCKDALE (T&NO Crossing)..	s 9 23	.....	s 12 36 ³⁸	.....	.....	2 20	.....	3 10	11 54PM
AX205	123.8	P...MARJORIE (RS&S Conn.)...	.....	.....	.....	.....	.....	.....	.....	.....	.....
AX214	132.2	LS.....THORNDALE.....*	9 37	.....	s 12 58	.....	.....	2 42	.....	3 36	12 16AM ³⁸
AX220	138.4	LS.....THRALL.....*	9 45	.....	s 1 18	.....	.....	2 52	.....	3 50	12 47
.....	144.7	...M-K-T CROSSING.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
AX226	144.8	CS.....TAYLOR.....@DWY\$	s 9 55AM	.....	s 1 50AM	.....	.....	3 05AM	.....	4 25PM	1 10AM
.....	.....	144.8	Daily	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily

TAYLOR SUBDIV.—TAYLOR TO PALESTINE

Miles from Laredo	TIMETABLE No. 3 FEBRUARY 8, 1959		Siding Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS				SECOND CLASS		
				138	22	122	38	80	60	74
STATIONS		Passenger	Passenger	Passenger	Passenger	Local Freight	Red Ball Freight	Red Ball Freight		
		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.....THRALL.....*	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. 3 FEBRUARY 8, 1959	TRAINS SOUTHWARD								
			FIRST CLASS				SECOND CLASS				
			37 Passenger	905 M-K-T Passenger	21 Passenger	901 M-K-T Passenger	67 Red Ball Freight	73 Red Ball Freight	87 Local Freight	65 Red Ball Freight	973 M-K-T Freight
STATIONS			Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday & Saturday	Daily	Daily	
AX226	144.8	(CS.....TAYLOR.....@DWY	2 00 AM		9 58 AM		2 30 AM	4 05 AM		6 10 PM	
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.....	s 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 00 AM	See Note 1	1 43 PM					
AX261	179.6	CS..COLORADO BRIDGE.DWY	3 28	5 05	10 39	1 48	3 36	5 13	7 00 AM	7 55	9 05 PM
AX268	187.3	P.....AF SIDING.....	3 42	5 14	10 48	1 58	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	2 05 ⁸⁰	4 07	5 46	7 36	9 10 ⁹⁷²	9 55 ³⁸
AX282	201.0	LS.....KYLE.....*	s 4 03	5 29	11 02	2 12	4 18	5 56	7 48	9 44 ³⁸	10 10
AX289	208.7	P.....CENTEX.....	4 12	5 39	11 10	2 21	4 33	6 09	8 01	10 19	10 25
AX290	208.8	CS.....M-K-T JCT.....	4 13	5 40 AM	11 11	2 22 PM	4 34	6 10	8 02	10 20	10 26 PM
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	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 57 PM	
AX329	248.0	P.....WETMORE.....*	s 5 14		11 59 AM ⁸⁰		5 50	7 32	10 30	12 16 AM	
AX330	249.2	LS...LONGHORN.....Y	5 16		12 01 PM		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 45 AM		s 12 25 PM		7 50 AM	8 00 AM	11 00 AM	1 00 AM	
		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.

AUSTIN SUBDIV.—SAN ANTONIO TO TAYLOR

Miles from Laredo	TIMETABLE No. 3 FEBRUARY 8, 1959		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.		s 4 36PM	s 11 40PM						
258.8	P.....HUTTO.....*	65		4 25	s 11 20			3 35PM	9 00PM		
250.6	LS...ROUND ROCK...*	87		4 17	s 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		s 3 59	s 10 35			2 42	8 05		
	CONGRESS AVE. - AUSTIN....			3 27PM	See Note 1			2 33	7 50 ⁶⁵		
232.6	CS..COLORADO BRIDGE.DWY§			3 22	3 54	10 13	11 23				
224.9	P.....AF SIDING.....	150		3 14	3 47	10 04	11 14	10 30AM	2 30	7 41	
222.2	.....MANCHACA.....*					s 10 00		10 14	2 15	7 30
218.0	LS.....BUDA.....*	85		3 07	3 40	s 9 55 ⁹⁷³	11 07				
211.2	LS.....KYLE.....*	150		2 59	3 34	s 9 44 ⁶⁵	11 00	10 03	2 05 ⁹⁰¹	7 20	
203.5	P.....CENTEX.....	150		2 49	3 27	9 33	10 51	9 18	1 46	7 11	
203.4	CS.....M-K-T JCT.....			2 47PM	3 26	9 32	10 50PM	9 04	1 17	7 00	
202.5	P.....SAN MARCOS.....*				a 3 24	s 9 30		9 03	1 15	6 59	
195.3	P.....HUNTER.....	92			3 17	a 9 16		9 00	1 12	6 56	
184.9	LS...NEW BRAUNFELS...*§	46			a 3 07	s 9 02		8 20	1 01	6 46	
184.8	.....M-K-T CROSSING.....							8 05	12 45	6 28
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	f 8 43		9 00	1 12	6 56	
164.2	P.....WETMORE.....*	75			2 45	f 8 34		6 35	12 15PM	6 05	
163.0	LS...LONGHORN.....Y				2 43	8 32		6 20	11 59AM ²¹	5 54	
158.2	P.....ADAMS.....	77			2 38	8 27		6 17	11 38	5 50	
155.9	.....MONTE VISTA.....				s 2 35	s 8 23		6 10 ⁶⁷	11 28	5 45
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

**TIMETABLE
No. 3**

FEBRUARY 8, 1959

TRAINS SOUTHWARD

FIRST CLASS

SECOND CLASS

21

291

261

67

Passenger

Local Freight

Red Ball Freight

Red Ball Freight

Daily

Daily Except Sunday

Daily

Daily

STATIONS

Siding Capacity in Cars

Two Main Tracks

Station Numbers	Miles from Palestine	Stations	Siding Capacity in Cars	21 Passenger	291 Local Freight	261 Red Ball Freight	67 Red Ball Freight
AX340	259.1	CS..... SAN ANTONIO... @DTW\$	Yd.	12 40PM	7 20AM	8 00PM	8 45PM
		0.7 T. & N. O. CROSSING...					
	259.8	0.6					
	260.4	0.6 S. P. CROSSING...					
		1.8					
	262.2	1.8 S. A. U. & G. CROSSOVER...		12 49	7 35AM	8 15PM	
		1.1					
	263.3	1.1 SA JCT.....		12 51			
AX345	264.3	1.0 SOUTH SAN ANTONIO... Y\$	Yd.				9 10
		7.8					
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
		11.4					
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
		11.2					
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... 0.2					
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

**TIMETABLE
No. 3**

FEBRUARY 8, 1959

TRAINS NORTHWARD

SECOND CLASS

SECOND CLASS

STATIONS

Station Numbers	Miles from San Antonio	Stations	Siding Capacity in Cars
	15.8	P..... KIRK JCT.....	
EX 5	20.4	4.6 SOMERSET.....	13
EX 20	35.7	15.3 POTEET.....	34
	43.5	7.8 CRYSTALCITY SUBDIV. CROSSING. Y	
FX 40	45.0	1.5 LS..... JOURDANTON.....	Yd.

29.2

LAREDO SUBDIV.—LAREDO TO SAN ANTONIO

Miles from Laredo	TIMETABLE No. 3 FEBRUARY 8, 1959		Siding Capacity in Cars	TRAINS NORTHWARD							
				FIRST CLASS			SECOND CLASS				
				22			60	260	290		
				Passenger			Red Ball Freight	Red Ball Freight	Local Freight		
	STATIONS		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 ORMY.....	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			

Station Numbers	Miles from Ft. Worth	TIMETABLE No. 3 FEBRUARY 8, 1959		Siding Capacity in Cars	TRAINS SOUTHWARD							
					SECOND CLASS							
					197 Local Freight	175 Red Ball Freight	171 Red Ball Freight					
		STATIONS		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. 3 FEBRUARY 8, 1959		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	FEITZER	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	Station Numbers	Miles from San Antonio	TIMETABLE		Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS			No. 3			SECOND CLASS
687 Local Freight			FEBRUARY 8, 1959			686 Local Freight
Daily Ex. Sunday			STATIONS			Daily Ex. Sunday
	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	Station Numbers	Miles from San Antonio	TIMETABLE		TRAINS NORTHWARD	
SECOND CLASS			No. 3		SECOND CLASS	
687 Local Freight			FEBRUARY 8, 1959		686 Local Freight	
Daily Except Sunday			STATIONS		Daily Except Sunday	
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. 3			SECOND CLASS			
171 Red Ball Freight	175 Red Ball Freight	191 Local Freight				FEBRUARY 8, 1959			176 Red Ball Freight	190 Local Freight	170 Red Ball Freight	
Daily	Daily	Tuesday, Thursday & Saturday		STATIONS		Daily	Monday, Wednesday and Friday	Daily				
7 00PM	11 00AM	9 30AM	Bv 272	272.1	P.....	TP CONN. 2.0	7 40AM	12 01PM	5 30PM			
7 06	11 07	9 40	Bv 270	270.1	P.....	MARA 6.2	6 55	11 35AM	4 25			
7 18	11 25 ¹⁹⁰	10 00	Bv 263	263.9	P.....	EVERMAN 11.1	6 45	11 25 ¹⁷⁵	4 15			
7 38	11 47AM	10 25	Bv 252	252.8	P.....	LILLIAN 7.4	6 27	11 04	3 42			
7 52	12 03PM	10 50	Bv 245	245.4	P.....	VENUS 10.5	6 15	10 50	3 21			
8 11	12 23	11 10	Bv 234	234.9	LS.....	MAYPEARL 12.6	5 55	10 23	2 55			
8 34	1 03	11 40	Bv 222	222.3	LS.....	ITALY 8.6	5 35	9 40	2 10			
8 46	1 19	11 55AM	Bv 213	213.7	P.....	MERTENS 4.8	5 20	9 20	1 55			
8 53	1 35 ¹⁷⁰	12 10PM	Bv 208	208.9	P.....	IRENE 9.9	5 10	9 05	1 35 ¹⁷⁵			
9 07	2 10	12 27	Bv 198	199.0	P.....	PENELOPE 10.4	4 55	8 35	1 15			
9 22	2 46	12 50 ¹⁷⁰	Bv 188	188.6	P.....	LEROY 10.9	4 35	8 01	12 50 ¹⁹¹			
9 37	3 10	1 10	Bv 178	177.7	P.....	EASTCO (StLSW Crossing) 0.5	4 15	7 35	12 30			
				177.2	P.....	WF CONN. 1.6						
				175.6	LS.....	WACO 8.8						
9 59	3 30	2 15	Bv 167	166.8	P.....	HALLSBURG 8.3	3 50	5 20	12 05PM			
10 40PM	4 00PM	2 35PM	Bv 159	158.5	CS.....	MART.....DWTY	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. 3			SECOND CLASS			
		257 Local Freight				FEBRUARY 8, 1959			256 Local Freight			
		Daily		STATIONS		Daily						
			G 33	33.7	P.....	NORTH PLEASANTON.....Y	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.....	FOWLEBTON.....	30					
			FX 91	91.4	P.....	LOS ANGELES.....	18					
		3 30AM	AX422	105.0	P.....	GARDENDALE.....Y	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.....DWTY	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	
Anchor Subdiv.....	25	30	30	30		30	30	Miles
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	
Laredo Subdiv.:								Above
Between San Antonio and SA Jct.....	35	50	50	50	on slow	50	50	Speed
Between SA Jct. and Gardendale.....	40	59	59	59		59	59	
Between Gardendale and Laredo.....	35	59	59	59		59	59	
Crystal City Subdiv.:								Shown on
Between North Pleasanton and MP 124.....	20	20	20	20		20	20	
Between MP 124 and River.....	30	30	30	30		30	30	Slow Speed
Between River and Crystal City.....	20	20	20	20	Signs	20	20	
Uvalde Subdiv.:								Signs
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	
4104 to 4371.....	.65	ENGINES	
4501 to 4526.....	.65	751 to 756.....	.65
7000 to 7021.....	.98		
	7100.....	Motor Cars:	
8001 to 8036.....	.98	Passenger Motor	
9000 to 9022.....	.35	Car No. 670, with	
9102 to 9191.....	.35	mechanical drive	
9200 to 9239.....	.35	.....	.70

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, 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 turnout, crossovers and spring switches:

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	
Arcola, Interlocking limits, G.C.&S.F. R.R.....	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.....	12	12	
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	

SPECIAL INSTRUCTIONS

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

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

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

Trinity Subdiv.:

65	106	15	106	08	40	0	3	0	12
60	105	19	105	12	45	1	18	4	05
65	103	11	103	02	50	4	24	5	05
50	99	26	99	14	65	5	13	6	15
65	98	19	98	10	50	6	30	8	12
65	94	03	93	22	50	9	04	9	28
65	92	03	91	23	50	11	02	11	09
65	90	30	90	16	65	11	09	11	30
50	89	02	88	22	60	12	27	13	05

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

Trinity Subdiv. :—Concluded

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	29	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	29	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

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

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	13
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—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

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	30	282	00	282	06
50	400	24	400	19	50	292	29	293	03
50	399	20	399	14	50	300	17	301	11
50	398	23	398	17	50	302	26	303	02
50	350	28	350	22	50	350	22	350	28
50	303	02	302	26	50	398	17	398	23
50	301	11	300	17	50	399	14	399	20
50	293	03	292	29	50	400	19	400	24
30	282	06	282	00	50	402	01	402	07

Crystal City Subdiv.:

10	78	15	77	00	10	77	00	78	15
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Uvalde Subdiv.:

15	164	19	164	03	15	164	03	164	19
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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.

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 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 cabooses.

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.