

DIVISION OFFICERS

F. H. COOK	Superintendent	.....	Palestine, Tex.
H. P. HOLZMANN	Trainmaster, All Sub- divisions, except Taylor Subdivision	.....	San Antonio, Tex.
G. G. FRETWELL	Trainmaster, All Sub- divisions, except Taylor Subdivision	.....	San Antonio, Tex.
C. H. BAILEY	Trainmaster, All Sub- divisions, except Taylor Subdivision	.....	San Antonio, Tex.
R. JOHNSON	Trainmaster, Taylor Subdivision	.....	Palestine, Tex.
G. F. BROOKS	Trainmaster, Taylor Subdivision	.....	Palestine, Tex.
J. E. CARLSON	Trainmaster, Taylor Subdivision	.....	Palestine, Tex.
A. B. McCALLUM	Terminal Trainmaster	.....	San Antonio, Tex.
T. M. BENGE	Asst. Trainmaster	.....	Valley Junction, Tex.
W. W. EDMISTEN	Dispatcher	.....	San Antonio, Tex.
L. D. FRETWELL	Dispatcher	.....	Palestine, Tex.
E. R. HARRIS	Dispatcher	.....	San Antonio, Tex.
W. R. JOHNSON	Dispatcher	.....	Palestine, Tex.
M. J. KEEFE	Dispatcher	.....	San Antonio, Tex.
A. J. LONG	Dispatcher	.....	San Antonio, Tex.
J. T. MOORE	Dispatcher	.....	San Antonio, Tex.
W. O. SHERWOOD	Dispatcher	.....	Palestine, Tex.
G. P. SOWELL	Dispatcher	.....	San Antonio, Tex.
A. R. TABER	Dispatcher	.....	Palestine, Tex.
M. J. VAUGHN	Dispatcher	.....	San Antonio, Tex.

SAFETY FIRST



INTERNATIONAL - GREAT NORTHERN RAILROAD COMPANY SAN ANTONIO, UVALDE & GULF RAILROAD COMPANY SAN ANTONIO SOUTHERN RAILWAY ASHERTON & GULF RAILWAY CO. ASPHALT BELT RAILWAY COMPANY

SAN ANTONIO DIVISION

TIME-TABLE

No. 50

Effective 12:01 A. M.

SUNDAY, FEBRUARY 28, 1943

CENTRAL STANDARD TIME

Superseding Time-Table No. 49, dated February 14,
1943, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY COPY OF SPECIAL INSTRUCTIONS
No. 3 DATED DECEMBER 6, 1942.

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

H. R. SAFFORD, Senior Executive Assistant.

A. B. KELLY, General Manager.

W. E. LAMB, Assistant General Manager.

E. SULLIVAN, Gen'l Superintendent Transportation.

L. A. GREGORY, Asst. Gen'l Supt. Transportation.

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.

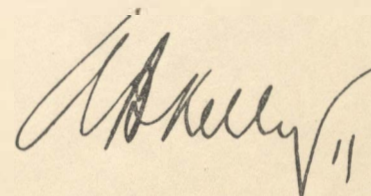
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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

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

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

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



General Manager.

TAYLOR SUBDIVISION—PALESTINE TO TAYLOR

Station Numbers	Miles from Palestine	TIME-TABLE No. 50 FEBRUARY 28, 1943	Siding Capacity In Cars	TRAINS SOUTHWARD							
				FIRST CLASS		SECOND CLASS			THIRD CLASS		
				1 Passenger	7 Local Passenger	75 Red Ball Freight	69 Red Ball Freight	67 Red Ball Freight	93 Local Freight		
		STATIONS			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
81	0.0	OS..... PALESTINE..... WO\$TY	Yard		11 05 AM	10 20 PM			1 00 PM	3 30 PM	7 00 AM
90	8.5	P..... TUCKER	87		11 18	d 10 33			1 23	3 55	7 25
	13.6	..... DRAW BRIDGE/Trinity 4.4 (River)									
99	18.0	LS..... OAK WOOD.....*W	57		11 31	f 10 47			1 44 ⁹²	4 16	8 00
105	23.2	P..... PEELER	58		11 39	10 55 ⁶⁶			2 07 ²	4 24	8 15
108	26.8	P..... KEECHI.....*	30		11 46	f 11 01			2 32	4 34	8 25
116	34.7	LS..... BUFFALO.....*	56	m	11 56 AM	f 11 14			2 50	4 54	9 00
125	43.8	LS..... JEWETT.....W	99	s	12 10 PM	s 11 30			3 10	5 21	9 50
130	49.0	P..... VAN.....	60		12 17	11 37			3 20	5 29	10 05
136	54.8	LS..... MARQUEZ.....*	58		12 24	f 11 46			3 30	5 37	10 25
144	63.0	P..... RIDGE.....*	90		12 35	f 11 57 PM			3 45	5 57	10 45
	65.5	..... WATER TANK.....W									
150	68.3	P..... EASTERLY.....*	60		12 44	f 12 05 AM			3 55	6 09	11 10 ⁹
154	73.1	P..... NEW BADEN.....*	59		12 49 ²	f 12 12			4 03	6 17	11 20
158	77.1	LS..... FRANKLIN.....	59	s	12 55	s 12 19			4 13	6 27	11 35
165	83.9	P..... ELLIOTT.....	55		1 03	12 28			4 30	6 42	11 50 AM
	89.6	..... T. & N. O. CROSSING (Interlocking)...									
171	89.6	LS..... HEARNE.....§	90	s	1 15	s 12 44			4 45	7 00 ⁸⁶	12 23 ² PM
	93.9	..... PALESTINE DIV. CROSSING									
175	93.9	OS..... VALLEY JUNCTION... WOY	65	s	1 31	f 12 55 ⁸ s 1 30 ⁷⁴			1 45 AM	5 00	8 10
181	99.6	P..... GAUSE.....*	90		1 41	s 1 43			2 00	5 15 ⁶⁶	8 30
187	105.0	P..... BAILIE.....	80		1 48	1 51			2 10	5 27	8 45 ⁹⁴
	110.0	..... G. C. & S. F. CROSSING (Interlocking)...									
191	110.0	OS..... MILANO.....Y	81	s	2 05	s 2 05			2 20	5 40	9 10
	119.0	..... T. & N. O. CROSSING (Interlocking)...									
201	119.1	OS..... ROCKDALE.....W	91	s	2 20	s 2 21			2 35	6 00	9 35
207	125.0	P..... HANDY.....	87		2 29	2 32			2 46	6 15	9 50
214	132.2	LS..... THORNDALE.....*	80		2 38	s 2 46			3 00	6 30	10 05
220	138.4	LS..... THRALL.....*	75		2 45	s 3 00			3 10	6 42	10 17
	144.7	..... M. K. T. CROSSING (Interlocking)...									
226	144.8	CS..... TAYLOR..... WO\$Y	Yard		3 00 PM	3 20 AM			3 30 AM	7 00 ⁹⁴ PM	10 30 PM
		144.8			Daily	Daily			Daily	Daily	Daily Except Sunday

TAYLOR SUBDIVISION—TAYLOR TO PALESTINE

Station Numbers	Miles from Laredo	TIME-TABLE No. 50 FEBRUARY 28, 1943	Siding Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS		SECOND CLASS		THIRD CLASS		
				2 Passenger	8 Local Passenger	66 Red Ball Freight	74 Red Ball Freight	92 Local Freight	94 Local Freight	
		STATIONS	Daily	Daily		Daily	Daily	Daily Except Sunday	Daily	
81	412.2	OS..... PALESTINE..... WO\$TY	Yard	2 50 PM	3 50 AM		1 00 AM	4 00 AM	2 30 PM	
90	403.7	P..... TUCKER	87	2 35	d 3 27		12 05 AM	3 42	2 10	
	398.6	..... DRAW BRIDGE (Trinity River)								
99	394.2	LS..... OAKWOOD.....*W	57	2 17	s 3 09		11 40 PM	3 24	1 44 ⁶⁹	
105	389.0	P..... PEELER	58	2 07 ⁶⁹	2 59		10 55 ⁷	3 14	1 07	
108	385.4	P..... KEECHI.....*	30	2 00	s 2 52		10 35	3 07	1 00	
116	377.5	LS..... BUFFALO.....*	58	α 1 50	s 2 40		10 20	2 55	12 45	
125	368.4	LS..... JEWETT.....W	99	s 1 37	s 2 27		10 00	2 42	12 10 ^{PM}	
130	363.2	P..... VAN.....	60	1 25	2 16		9 45	2 31	11 55 ^{AM}	
136	357.4	LS..... MARQUEZ.....*	58	1 17	s 2 08		9 27	2 23	11 40	
144	349.2	P..... RIDGE.....*	90	1 06	s 1 54		8 50	2 09	11 25	
	346.7	..... WATER TANK.....W								
150	343.9	P..... EASTERLY.....*	60	12 56	s 1 44		8 20	1 59	11 10 ⁹³	
154	339.1	P..... NEW BADEN.....*	59	12 49	1s 1 35		8 00	1 50	10 45	
158	335.1	LS..... FRANKLIN.....	59	s 12 38	s 1 27		7 40	1 42	10 30	
165	328.3	P..... ELLIOTT.....	55	12 30	1 18		7 15	1 33	10 15	
	322.6	...T. & N.O. CROSSING... (Interlocking)								
171	322.6	LS..... HEARNE.....\$	90	s 12 23 ⁹³	s 1 10		7 00 ⁶⁷	1 25	10 00	
	318.3	PALESTINE DIV. CROSSING								
175	318.3	OS..... VALLEY JUNCTION...WOY	65	s 12 10 ^{PM}	s 12 55 ⁷⁴		6 30	1 10 ⁷	9 45 ^{AM}	9 30 ^{PM}
181	312.6	P..... GAUSE.....*	90	11 54 ^{AM}	s 12 07 ^{AM}		5 15 ⁶⁹	12 22		8 55
187	307.2	P..... BAILIE.....	80	11 46	11 59 ^{PM}		4 55	12 14 ^{AM}		8 45 ⁶⁷
	302.2	G.C. & S.F. CROSSING (Interlocking)								
191	302.2	OS..... MILANO.....Y	81	s 11 34	s 11 36		4 40	11 51 ^{PM}		8 25
	293.2	T. & N.O. CROSSING (Interlocking)								
201	293.1	OS..... ROCKDALE.....W	91	s 11 22	s 11 24		4 20	11 39		8 05
207	287.2	P..... HANDY.....	87	11 11	11 13		4 02	11 28		7 45
214	280.0	LS..... THORNDALE.....*	80	11 03	s 11 03		3 50	11 18		7 30
220	273.8	LS..... THRALL.....*	75	10 55	s 10 52		3 38	11 07		7 15
	267.5	M. K. T. CROSSING... (Interlocking)								
226	267.4	OS..... TAYLOR..... WO\$Y	Yard	10 45 ^{AM}	10 40 ^{PM}		3 20 ^{PM}	10 50 ^{PM}		7 00 ⁶⁹ ^{PM}
	144.8			Daily	Daily		Daily	Daily	Daily Except Sunday	Daily

AUSTIN SUBDIVISION—TAYLOR TO SAN ANTONIO

TIME-TABLE
No. 50

FEBRUARY 28, 1943

TRAINS SOUTHWARD

Miles from Palestine	STATIONS	FIRST CLASS					SECOND CLASS			THIRD CLASS	
		7 Local Passenger	905 M.-K.-T. Passenger	1 Passenger	901 M.-K.-T. Passenger	903 M.-K.-T. Passenger	67 Red Ball Freight	75 Red Ball Freight	69 Red Ball Freight	97 Local Freight	99 Local Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
144.8	CS.....TAYLOR.....WO\$Y	3 25 AM		3 05 PM		1 00 AM	4 00 AM	8 00 PM	6 45 AM		
153.4	P.....HUTTO.....* 8.6	3 43		3 22		1 20	4 15	8 25	7 05		
161.6	LS.....ROUND ROCK.....W* 8.2	3 55		3 33		1 35	4 27	8 45	{ 7 20 } { 8 50 }		
166.0	T. & N. O. CROSSING (Interlocking) 4.4										
166.0	LS.....McNEIL.....* 0.0	4 05		3 41		1 45	4 37	9 00	9 00		
173.8	P.....AC SIDING..... 7.8	4 17		3 51		2 00	4 47	9 15 74	9 15		
175.0	.....HOOPER.....(Spur) 1.2									
179.6	CS.....COLORADO BRIDGE.....Y\$ 4.6	4 26		4 01		2 20	5 00	9 34 8	9 30 AM		
180.2	P.....AUSTIN.....* 0.6	4 45	6 20 AM s	4 25	5 25 PM 8						
179.6	CS.....COLORADO BRIDGE.....Y\$ 0.6	4 47	6 25	4 27	5 30	9 15	2 30	5 10	9 50	10 50 AM	
183.8	LS.....VINSON..... 4.2	4 59	6 37	4 39	5 42	9 27	2 45	5 25	10 10	11 05	
190.0	P.....MANCHACA.....* 6.2	5 08	6 45	4 48	5 50	9 35	3 00	5 35	10 25	11 20	
194.2	LS.....BUDA.....* 4.2	5 17	6 50	4 53	5 55	9 40	3 08	5 42	10 35	11 45 66 AM	
201.0	LS.....KYLE.....* 6.8	5 30	6 58	5 02	6 03 98	9 48	3 20	5 52	10 50	12 10 PM	
204.2	P.....KUSHLA..... 3.2	5 35	7 03	5 07	6 08	9 53	3 26	5 58	11 00	12 20	
208.8	CS.....M. K. T. JUNCTION..... 4.6	5 42	7 10 AM	5 14 98	6 15 PM	10 00 PM	3 35	6 06	11 20 906	12 30	
209.7	P.....SAN MARCOS.....W s 0.9	5 50		5 22			3 40	6 15	11 30	1 00	
216.9	P.....HUNTER.....* 7.2	6 02		5 34			3 55	6 27	11 50 PM	1 20	
223.0	P.....GOODWIN..... 6.1	6 10		5 43			4 10	6 35	12 10 AM	1 40	
227.3	CS.....NEW BRAUNFELS.....W s 4.3	6 16		5 50			4 20	6 50	12 40	2 10	
227.4	.....M. K. T. CROSSING (Interlocking)..... 0.1									
227.8	.....LANDA'S PARK.....Y 0.4	6 20		5 55			4 25	7 00	12 50	2 15
231.8	P.....DITTLINGER..... 4.0	6 24		6 00			4 32	7 10	1 00	2 25	
235.0	P.....CORBYN..... 3.2	6 29		6 05			4 37	7 17	1 10	2 33	
241.0	P.....BRACKEN.....f 6.0	6 37		6 14			4 46	7 33	1 30	2 45	
248.0	LS.....WETMORE.....* 7.0	6 48		6 30			4 57	7 57 2	2 15	2 57 98	
254.0	P.....ADAMS..... 6.0	6 59		6 40 74			5 07	8 07	2 45	3 15	
256.0	.....AK SIDING..... 2.0									
256.3	.....MONTE VISTA.....s 0.3	7 04		6 45						
259.1	CS.....SAN ANTONIO.....WO\$T 2.8	7 15 AM		7 00 PM 8		5 30 AM	8 30 AM	3 30 AM		3 40 PM	
	114.3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

AUSTIN SUBDIVISION—SAN ANTONIO TO TAYLOR

5

Station Numbers		Miles from Laredo		TIME-TABLE No. 50 FEBRUARY 28, 1943		Siding Capacity in Cars		TRAINS NORTHWARD									
								FIRST CLASS					SECOND CLASS		THIRD CLASS		
								2 Passenger	902 M.-K.-T. Passenger	904 M.-K.-T. Passenger	8 Local Passenger	906 M.-K.-T. Passenger	66 Red Ball Freight	74 Red Ball Freight	96 Local Freight	98 Local Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday									
226	267.4	OS	TAYLOR	WO&Y	Yard	10 40 AM			10 35 PM		2 10 PM	10 15 PM	11 55 AM				
235	258.8	P	HUTTO		81	10 26			10 18		1 45	9 50	11 30				
243	250.6	LS	ROUND ROCK	W	81	10 16			10 04		1 25	9 35	11 05				
	246.2	T. & N. O.	CROSSING (Interlocking)														
247	246.2	LS	McNEIL		113	10 10			9 55		1 10	9 28	10 40				
253	238.4	P	AC SIDING		90	10 00			9 45		12 55	9 15 ⁶⁹	10 20				
256	237.2		HOOVER	(Spur)	30												
261	232.6	CS	COLORADO BRIDGE	Y	95	9 49			9 34 ⁶⁹		12 35	9 00	10 00 AM				
262	233.2	P	AUSTIN			9 45	9 25 AM	2 20 PM	9 30 9 10 ⁹⁰³	12 10 AM							
261	232.6	CS	COLORADO BRIDGE	Y	95	9 36	9 20	2 10	9 06	12 01 AM	12 25	8 56		7 20 PM			
265	228.4	LS	VINSON		61	9 29	9 13	2 03	8 59	11 53 PM	12 10 PM	8 46		6 55			
271	222.2	P	MANCHACA		45	9 21	9 05	1 55	8 52	11 45	11 55 AM	8 36		6 35			
276	218.0	LS	BUDA		59	9 16	9 00	1 50	8 45	11 40	11 45 ⁹⁹	8 30		6 25			
282	211.2	LS	KYLE		55	9 07	8 52	1 42	8 33	11 32	11 32	8 20		6 03 ⁹⁰¹			
285	208.0	P	KUSHLA		90	9 02	8 47	1 37	8 27	11 27	11 25	8 15		5 25			
290	203.4	CS	M. K. T. JUNCTION		59	8 56	8 40 AM	1 30 PM	8 20	11 20 ⁶⁹ PM	11 15	8 07		5 14 ¹			
291	202.5	P	SAN MARCOS	W	39	8 53			8 18		11 12	8 05		5 05			
298	195.3	P	HUNTER		59	8 40			8 05		10 55	7 49		4 47			
304	189.2	P	GOODWIN		90	8 33			7 58		10 45	7 40		4 25			
308	184.9	CS	NEW BRAUNFELS	W	75	8 25			7 50		10 35	7 30		4 15			
	184.8	M. K. T.	CROSSING (Interlocking)														
309	184.4		LANDA'S PARK	Y	90	8 23			7 48		10 30	7 25		3 50			
312	180.4	P	DITTLINGER		58	8 18			7 43		10 20	7 17		3 40			
316	177.2	P	CORBYN		62	8 14			7 39		10 15	7 12		3 30			
322	171.2	P	BRACKEN		61	8 07			7 32		10 00	7 02		3 15			
329	164.2	LS	WETMORE		59	7 57 ⁷⁵			7 22		9 50	6 50		2 57 ⁹⁹			
335	158.2	P	ADAMS		60	7 50			7 15		9 35	6 40 ¹		2 45			
337	156.2		AK SIDING		30							6 27					
	155.9		MONTE VISTA			7 45			7 10								
340	153.1	CS	SAN ANTONIO	WO&T	Yard	7 35 AM			7 00 ¹ PM		9 15 AM	6 15 PM		2 30 PM			
			114.8			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday			

LAREDO SUBDIVISION—SAN ANTONIO TO LAREDO

Station Numbers	Miles from Palestine	TIME-TABLE No. 50 FEBRUARY 28, 1943	Siding Capacity in Cars	TRAINS SOUTHWARD							
				FIRST CLASS				SECOND CLASS		THIRD CLASS	
				205 Passenger	7 Local Passenger	1 Passenger	215 Passenger	267 Red Ball Freight	67 Red Ball Freight	291 Local Freight	257 Mixed
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
340	259.1	CS.....SAN ANTONIO.....WO\$T	Yard	7 45 AM	8 30 AM	7 25 PM	10 00 PM	7 35 PM	8 45 PM	7 05 AM ²	10 00 AM
	259.4	.....T. & N. O. CROSSING.....									
	260.4	.....T. & N. O. CROSSING (Interlocking).....									
	262.2	.....S. A. U. & G. CROSS-OVER.....		8 02 AM	8 42	7 37	10 12 PM	7 50 PM	9 00	7 20 AM	10 20
	263.3	.....END TWO MAIN TRACKS.....			8 45	7 40			9 05		10 25
345	264.3	SOUTHSAN ANTONIO.WO\$T	Yard		8 47	7 42			9 10		10 30
348	266.7	HEAFER	24		8 52	7 47					
353	272.1	VON ORMY	62		9 00	7 54			9 32		10 50
356	274.7	P.....KIRK.....			9 04	7 58			9 38		11 00 AM
363	282.1	LS.....LYTLE.....	61		9 18	8 08			10 05		
368	287.1	LS.....NATALIA.....	32		9 28	8 15			10 15		
373	291.5	LS.....DEVINE.....	61		9 36	8 23			10 35		
	294.0	.....WATER TANK.....W									
382	300.4	MOORE	61		9 49	8 35			11 05		
386	305.0	JENSEN	59		9 55	8 41			11 20		
394	313.0	CS.....PEARSALL.....W	63		10 07	8 53			11 45 PM		
403	321.9	P.....DERBY.....	61		10 20	9 04			12 15 AM		
410	329.1	LS.....DILLEY.....W	67		10 31	9 16			12 35		
417	335.5	MILLETT	45		10 45	9 26			12 55		
	340.5	CRYSTAL CITY SUBDIVISION CROSSING									
422	340.5	LS.....GARDENDALE.....Y	56		10 55	9 34			1 10 ⁶⁶		
427	345.8	LS.....COTULLA.....WY	124		11 05	9 45			2 00		
435	354.0	TUNA	24		11 17	9 57			2 25		
438	356.9	LS.....ARTESIA WELLS.....			11 21	10 01			2 35		
440	358.5	PACIFIC	24		11 23	10 03			2 40		
449	367.6	ATLEE	24		11 35	10 15			3 10		
455	374.1	LS.....ENCINAL.....WY	58		11 45 AM	10 25			3 53 ²		
467	385.3	CALLAHAN	61		12 01 PM	10 44 ⁶⁶			4 45		
473	391.8	WEBB	24		12 10	10 53			5 05		
484	402.5	ORVIL	22		12 23	11 09			5 45		
	407.5	.....R. G. & E. P. CROSSING.....									
490	408.3	NYE	32		12 35	11 20			6 05		
	412.0	.....TEXAS MEXICAN CROSSING.....									
494	412.2	CS.....LAREDO.....WO\$Y	Yard		12 45 PM	11 30 PM			6 30 AM		
		153.1		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

LAREDO SUBDIVISION—LAREDO TO SAN ANTONIO

Station Numbers	Miles from Laredo	TIME-TABLE No. 50 FEBRUARY 28, 1943	Siding Capacity in Cars	TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS		THIRD CLASS	
				2	216	8	206	266	66	290	256
				Passenger	Passenger	Local Passenger	Passenger	Red Ball Freight	Red Ball Freight	Local Freight	Mixed
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
340	153.1	CS.....SAN ANTONIO.....WO\$T	Yard	7 05 ²⁹¹ AM	6 15 AM	6 25 PM	6 40 PM	5 00 AM	6 30 AM	1 45 PM	3 15 PM
	152.8	.....T. & N. O. CROSSING.....	Two Main Tracks	6 56	6 05	6 19	6 30				
	151.8	.....T. & N. O. CROSSING (Interlocking).....		6 49	5 58 AM	6 11	6 22 PM	4 15 AM	6 10	1 25 PM	2 56
	150.0	.....S. A. U. & G. CROSS-OVER.....		6 47		6 09			6 00		2 50
345	147.9	SOUTH SAN ANTONIO. WY\$T	Yard	6 45		6 07		5 45		2 45	
348	145.5	HEAFER	24	6 41		6 03					
353	140.1	VON ORMY	62	6 33		5 55		5 25			2 25
356	137.5	P. KIRK		6 29		5 50		5 15			2 15 PM
363	130.1	LS.....LYTLE.....	61	6 18		5 38		4 50			
366	125.1	LS.....NATALIA.....	32	6 08		5 27		4 30			
373	120.7	LS.....DEVINE.....	61	5 59		5 18		4 15			
	118.2	WATER TANK W									
382	111.8	MOORE	61	5 47		5 05		3 40			
386	107.2	JENSEN	59	5 40		4 58		3 25			
394	99.2	CS.....PEARSALL.....W	63	5 25		4 42		3 00			
403	90.3	P.....DERBY.....	61	5 12		4 30		2 20			
410	83.1	LS.....DILLEY.....W	67	5 02		4 19		2 00			
417	76.7	MILLETT	45	4 50		4 08		1 30			
	71.7	.....CRYSTAL CITY SUBDIVISION CROSSING.....									
422	71.7	LS.....GARDENDALE.....Y	56	4 40		4 00		1 10 ⁶⁷			
427	66.4	LS.....COTULLA.....WY	124	4 31		3 50		12 30			
435	58.2	TUNA	24	4 19		3 35		12 05 AM			
438	55.3	LS.....ARTESIA WELLS.....		4 15		3 30		11 59 PM			
440	53.7	PACIFIC	24	4 13		3 28		11 50			
449	44.6	ATLEE	24	4 02		3 17		11 30			
455	38.1	LS.....ENCINAL.....WY	58	3 53 ⁶⁷		3 08		11 15			
467	26.9	CALLAHAN	61	3 36		2 51		10 44 ¹			
473	20.4	WEBB	24	3 28		2 43		10 10			
484	9.7	ORVIL	22	3 13		2 28		9 45			
	4.7	R. G & E. P. CROSSING									
490	3.9	NYE	32	3 03		2 18		9 25			
	0.2	TEXAS MEXICAN CROSSING									
494	0.0	CS.....LAREDO.....WO\$Y	Yard	2 55 AM		2 10 PM		9 10 PM			
	153.1			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

CRYSTAL CITY SUBDIVISION—BETWEEN PLEASANTON JUNCTION AND CRYSTAL CITY

TRAINS SOUTHWARD			Station Numbers	Miles from San Antonio	TIME-TABLE No. 50 FEBRUARY 28, 1943	Miles from Crystal City	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS								SECOND CLASS		
		255 Mixed								
		Daily			STATIONS			Daily		
			G33	33.7	P..... NORTH PLEASANTON ..WOT	114.1	Yard			
			G32	32.7	..... PLEASANTON JUNCTION..Y	113.1				
			H39	38.6	..... JOURDANTON JUNCTION..Y	107.2				
				38.6	..... S. A. S. SUBDIVISION CROSSING	107.2				
			H45	45.1	..... DOBROWOLSKI...(Spur)...	100.7				
			H49	49.3	LS..... CHARLOTTE	96.5				
			H54	54.4	P..... DAVIS	91.4				
			H61	61.1	P..... HINDES..... W	84.7				
			H72	72.2	..... ZELLA	73.6				
			H79	78.8	LS..... FOWLERTON	67.0				
			H87	86.9	..... DULL	58.9				
			H91	91.4	P..... LOS ANGELES	54.4				
			H93	92.6	P..... HARRISS VALLEY...(Spur)	53.2				
		1 30 AM	H105	105.0	LS..... GARDENDALE..... WY	40.8	Yard		10 15 PM	
				105.0	..... LAREDO SUBDIVISION CROSSING.....	40.8				
		t 1 59	H112	111.8	P..... WOODWARD	34.0	12	t 9 55		
		2 20	H118	118.3	P..... KX SIDING.....	27.5	53	9 35		
		s 2 55	H127	127.1	LS..... BIG WELLS..... W	18.7	29	a 9 05		
		t 3 15	H133	132.9	P..... BRUNDAGE.....	12.9	21	t 8 35		
		3 20	H134	134.0	P..... JN SIDING.....	11.8	90	8 32		
		t 3 37	H140	139.5	P..... PALM	6.3	6	t 8 15		
		3 50	H143	143.4	..... RIVER	2.4	Yard	8 00		
		4 05 AM	H146	145.8	LS..... CRYSTAL CITY.....OWY	0.0	Yard	7 45 PM		
		Daily			114.1			Daily		

GEORGETOWN SUBDIVISION—BETWEEN ROUND ROCK AND GEORGETOWN 9

TRAINS SOUTHWARD				Station Numbers	Miles from Round Rock	TIME-TABLE		Miles from Georgetown	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 50				THIRD CLASS			
97 Local Freight						FEBRUARY 28, 1943				96 Local Freight			
			Daily Except Sunday			STATIONS							
			7 20 AM	243	0.0	LS.....	ROUND ROCK.....	10.0	81			8 45 AM	
			7 50 AM	F 10	10.0	LS.....	GEORGETOWN.....	0.0	Yard			8 05 AM	
			Daily Except Sunday				10.0					Daily Except Sunday	

UVALDE SUBDIVISION—BETWEEN UVALDE JUNCTION AND CARRIZO SPRINGS

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE		Miles from Uvalde Junction	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 50				SECOND CLASS			
253 Mixed		255 Mixed				FEBRUARY 28, 1943				252 Mixed		254 Mixed	
			Daily Except Sunday			STATIONS							
			11 10 AM	J187	186.6	.....	UVALDE JUNCTION.....Y	0.0				10 40 AM	
			11 45 AM	J185	184.5	LS.....	UVALDE.....W	2.1				10 25	
			12 35 PM	J173	172.9	P.....	AB JUNCTION.....Y	13.7				9 30	
			1 05	J184	163.9	LS.....	LA PRYOR.....	22.7				9 00	
			2 15 PM	H146	145.8	LS.....	CRYSTAL CITY.....WOY	40.8	Yard			8 00 AM	7 40 PM
				H149	149.2	.....	WINTER HAVEN.....	46.0				7 25	
				H156	156.2	LS.....	CARRIZO SPRINGS.....WOY	53.0				7 00 PM	
			Daily Except Sunday				53.0					Daily Except Sunday	Daily

ASPHALT BELT SUBDIVISION—BETWEEN DABNEY AND AB JUNCTION

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE		Miles from Dabney	Siding Capacity in Cars	TRAINS NORTHWARD			
						No. 50							
						FEBRUARY 28, 1943							
						STATIONS							
				AB18	190.8	P.....	DABNEY.....	0.0					
				J173	172.9	P.....	AB JUNCTION.....\$Y	17.9					
							17.9						

10
SAN ANTONIO SOUTHERN SUBDIVISION—BETWEEN KIRK AND JOURDANTON

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE No. 50		Miles from Jourdanton	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						THIRD CLASS							
			257			STATIONS				256			
			Mixed									Mixed	
			Daily Except Sunday							Daily Except Sunday			
			11 00 AM		15.8	P.....	KIRK.....	29.2		2 15 PM			
			11 15 AM	Y5	20.4	LS.....	SOMERSET 4.6	24.6		2 00			
			12 05 PM	Y20	35.7	LS.....	POTEET..... W 15.3	9.3		1 15			
			12 35 PM	Y29	43.5		CRYSTAL CITY SUBDIVISION CROSSING... Y 7.8	1.5		12 45 PM			
			12 35 PM	Y29	45.0	LS.....	JOURDANTON.....	0.0					
			Daily Except Sunday					29.2		Daily Except Sunday			

ASHERTON SUBDIVISION—BETWEEN ASHERTON AND ARTESIA WELLS

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE No. 50		Miles from Asherton	Siding Capacity in Cars	TRAINS NORTHWARD			
STATIONS													
				K 1	129.8	LS.....	ASHERTON..... WOY	0.0					
				K 4	126.8		REGNA 3.0	3.0					
				K 12	118.8	LS.....	CATARINA..... W 8.0	11.0					
				K 21	109.8		LIGHT 9.0	20.0					
				K 27	103.8		FARMINGTON 6.0	26.0					
				K 28	102.8		HAPPLE.....(Spur) 1.0	27.0					
				438	97.8	LS.....	ARTESIA WELLS..... Y 5.0	32.0					
								82.0					

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

2. MAXIMUM SPEED:	Miles per Hour	
	Passenger Trains	Freight Trains
Taylor Subdivision	65	45
Austin Subdivision	65	45
Georgetown Subdivision	20	20
Laredo Subdivision	50	35
EXCEPT: Between Mile Post 265 and Mile Post 278	60	40
Crystal City Subdivision between Crystal City and Gardendale	35	25
Crystal City Subdivision between Gardendale and Pleasanton Junction	30	20
Uvalde Subdivision:		
Between Uvalde and Crystal City	30	20
Between Mile Post 145 and Carrizo Springs	25	20
Asphalt Belt Subdivision	25	20
San Antonio Southern Subdivision	30	20
Asherton Subdivision	30	25

3. SPEED RESTRICTIONS:
Trains must not exceed 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 20 turnouts or crossovers.

TAYLOR SUBDIVISION:

Palestine, City Limits	18	18
No. 20 turn out west end, Palestine Yard	30	30
Oakwood, City Limits	15	15
Franklin, City Limits	20	20
Hearne, City Limits	30	30
Rockdale, City Limits	20	20
Thorndale, City Limits	30	30
Taylor, City Limits	25	25
Taylor, between M.K.T. R.R. crossing and passenger station, passenger route	15	15

No. 7 and No. 8 run at restricted speed between M.P. 92 Pole 20 and south switch of No. 11 track Valley Junction.

AUSTIN SUBDIVISION:

Taylor, City Limits	25	25
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EXCEPT:—Northward trains using main track, Taylor will not exceed speed of 8 miles per hour over Main Street crossing.

All trains run at restricted speed between Austin and wye switches Colorado River Bridge.

Austin, City Limits	6	6
Colorado Bridge, wye tracks	15	15
Kyle, City Limits	40	40
Blanco River Bridge, Mile Post 204-60	50	35
Trains using MKT turn out at MKT Junction	10	10
San Marcos, City Limits	20	20
New Braunfels, City Limits	12	12
New Braunfels, over San Antonio Street crossing	6	6
San Antonio, City Limits	18	18
San Antonio, between Ruiz Street and Commerce Street	15	15
San Antonio, between Commerce Street and T. & N. O. crossing, Mile Post 259.4	15	15

LAREDO SUBDIVISION:

Northward first class trains run at restricted speed between SAU&G cross-over and San Antonio.

San Antonio, City Limits	18	18
Devine, City Limits	25	25
Cotulla, City Limits	25	25
Laredo, between Texas-Mexican crossing and passenger station, passenger route	15	15

CRYSTAL CITY SUBDIVISION:

Crystal City, wye tracks	10	10
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UVALDE SUBDIVISION:

Turn out, north wye switch, Uvalde Jct.	5	5
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PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS.

TAYLOR SUBDIVISION:

Mile Post	Pole	To	Mile Post	Pole	Miles per Hour	
					Passenger Trains	Freight Trains
0	00		1	10	40	40
1	28		6	03	50	45
12	15		13	25	40	40
19	13		25	27	50	45
27	05		28	20	50	45
31	15		32	00	50	45
35	29		38	02	50	45
58	20		59	05	50	45
59	28		60	12	50	45
61	28		62	07	50	45
64	06		67	02	50	45
94	18		95	11	40	40

AUSTIN SUBDIVISION:

146	16	146	23	50	45
161	09	161	22	50	45
176	02	184	18	50	45
201	24	202	00	50	45
205	11	207	06	50	45
225	26	226	02	50	45
227	24	227	33	30	30
242	29	244	05	50	45

CRYSTAL CITY SUBDIVISION:

77	00	78	15	10	10
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Where maximum speed will permit engines in either freight or passenger service may be operated at the following speed:

GCL and I-GN Engines:

	Miles per Hour	
	Passenger Trains	Freight Trains
301 to 319	50	50
320	65	65
321	50	50
322	65	65
323 to 332	50	50
333	65	65
334 to 338	50	50
339	65	65
341	50	50
342 to 343	65	65
344 to 346	50	50
347 to 348	65	65
349	50	50
350 to 351	65	65
352 to 360	50	50
361 to 389	65	65
941 to 948	45	45
1011 to 1040	55	55
1051 to 1073	55	55
1101 to 1125	63	63
1151 to 1161	80	80

Missouri Pacific Engines:

1201 to 1280	63	63
1401 to 1571	63	63
5201 to 5207	55	55
5501 to 5540	80	80
6401 to 6444	80	80
6501 to 6521	70	70
6601 to 6629	80	80

Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

Scale Test Car X-5121 when placed in train next ahead of cabooses may be handled at maximum freight train speed.

	Miles per Hour
Trains handling self-propelling pile drivers, steam shovels, american ditchers (loaded on flat cars), yard (clam shell) cranes, four wheel rigid trucks (loaded on flat cars), scale testcars (M. C. B. trucks or four wheel rigid trucks)	25

SPECIAL INSTRUCTIONS

	Miles per Hour
Locomotive (clam shell) cranes (M.C.B. trucks)	20
(Boom should be detached, water tanks drained and wherever practicable, rear of machines should face toward front of train.) Steam (wrecking) derricks, derrick cars, pile drivers (non-self-propelling), jordan spreaders and ditchers	25
Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling wrecking cranes, pile drivers, jordan spreaders or spreader-ditchers must be restricted to 5 miles per hour less than such maximum speed.	
Dead engines with side rods in position, main rods disconnected	35
Dead engines moving backward, or with part or all side rods down	15
Diesel engines moving dead in tow, 9200 series, maximum speed 35 miles per hour, 800 series, maximum speed 30 miles per hour.	
Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked; and must be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.	
Dead engines for movement must be inspected and have side rods in position, but may, in emergency, be handled with part or all of side rods down on authority of Superintendent. They must be placed not less than 3 cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case, must be turned at first available point.	

Switch engines not equipped with engine trucks must be moved tank first.

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

When physical condition of track or machines above mentioned require, slower speed must be maintained.

PASSENGER TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

Stations	Miles from Palestine	Train Numbers	
Taylor Subdivision:			
Long Lake (Rev. passengers only)	12.3	7	8
Laredo Subdivision:			
Atascosa	277.8	7	8
Melon	316.2	7	8
Miles from San Antonio			
Uvalde Subdivision:			
Jackson	149.1	252	253
Washer	171.6	252	253
El Jardin	150.4	254	255
Onion	154.0	254	255

Passenger trains will stop at non-stop stations to let off passengers holding tickets to such stations when sold by connecting lines or connecting divisions.

ARBITRARY HOLDS---PASSENGER TRAINS

STATION	Train Number	Hold For Division Train	Hold Until	Length of Hold	REMARKS
Palestine	1	Palestine 21	Indefinitely	Indefinitely	For connection.
Palestine	7	Palestine 7	Indefinitely	Indefinitely	For connection.
Valley Junction	7	Palestine 17	Indefinitely	Indefinitely	For connection.
San Antonio	205	San Antonio . . . 7	8:45 A. M.	1 Hour	For connection.
San Antonio	2	San Antonio . . . 2	8:20 A. M.	45 Minutes	For sleepers.
San Antonio	8	San Antonio . . . 8	7:30 P. M.	30 Minutes	For mail and express.
San Antonio	8	Kingsville . . . 206	7:30 P. M.	30 Minutes	For connection.
San Antonio	1	San Antonio . . . 1	Indefinitely	Indefinitely	For sleepers.
San Antonio	7	San Antonio . . . 7	9:00 A. M.	30 Minutes	For passengers and mail.
Laredo	2	N. De M. 1	3:55 A. M.	1 Hour	For sleepers.

EXPLANATION OF CHARACTERS:

CS—Continuous train order office.
 LS—Limited train order office (hours of service specified by bulletin order).
 P—Telephone communication only.
 TP—Telegraph or telephone office; not a train order office.
 O—Fuel Oil.
 W—Water.
 Y—Wye Track.
 T—Turntable.
 §—Track Scales.
 *—Mail Crane.
 Register Stations are shown in full faced type.

EXPLANATION OF STOPS:

s—Regular stop.
 f—Stop on signal for passengers, mail, baggage and express.
 m—Stop on signal for revenue passengers destined Santa Fe, Milano and points south.
 a—Stop on signal for revenue passengers to points north of Palestine.
 k—Stop on signal for revenue passengers to and from San Antonio and beyond.
 d—Stop on signal to receive or discharge revenue passengers.

MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

DR. HARRY A. HAVERLAH, Chief Surgeon

PALESTINE, TEXAS

LOCATION OF HOSPITAL, PALESTINE, TEXAS

DISTRICT SURGEONS

Dr. E. A. Doak..... Taylor, Texas.
Dr. Edmond Doak..... Taylor, Texas.
Dr. E. W. Stromberg..... Taylor, Texas.
Dr. F. N. Haggard..... San Antonio, Texas.
Dr. C. H. Haggard..... San Antonio, Texas.
Dr. S. H. Graham..... Laredo, Texas.
Dr. E. H. Sauvignet..... Laredo, Texas.

EYE, EAR, NOSE AND THROAT

Dr. A. D. Wages..... Palestine, Texas.
Dr. Margaret Alexander..... Taylor, Texas.
Dr. C. J. Boehs..... San Antonio, Texas.
Dr. E. D. Dumas..... San Antonio, Texas.
Dr. J. T. Ward..... Laredo, Texas.

LOCAL SURGEONS

Dr. R. E. Bing..... Oakwood, Texas.
Dr. L. P. Tenney..... Buffalo, Texas.
Dr. S. M. Brown..... Keechi, Texas.
Dr. D. C. Carrington..... Marquez, Texas.
Dr. T. G. Curry..... Franklin, Texas.
Dr. H. W. Cummings..... Hearne, Texas.
Dr. W. M. Boguskie..... Hearne, Texas.
Dr. I. P. Semstons..... Rockdale, Texas.
Dr. T. S. Barkley..... Rockdale, Texas.
Dr. H. T. Coulter..... Rockdale, Texas.
Dr. C. D. Johnson..... Thorndale, Texas.
Dr. S. B. Kirkpatrick..... Thrall, Texas.
Dr. Edmond Doak..... Taylor, Texas.
Dr. E. A. Doak..... Taylor, Texas.
Dr. B. A. Kirkpatrick..... Taylor, Texas.

Dr. E. W. Stromberg..... Taylor, Texas.
Dr. H. D. Carrington..... Hutto, Texas.
Dr. D. B. Gregg..... Round Rock, Texas.
Dr. Walter S. Martin..... Georgetown, Texas.
Dr. H. A. Scott..... Austin, Texas.
Dr. J. C. A. Eckhardt..... Austin, Texas.
Dr. R. F. Sowell..... San Marcos, Texas.
Dr. W. C. Williams..... San Marcos, Texas.
Dr. L. C. Edwards..... San Marcos, Texas.
Dr. M. C. Hagler..... New Braunfels, Texas.
Dr. R. Wright..... New Braunfels, Texas.
Dr. F. N. Haggard..... San Antonio, Texas.
Dr. C. H. Haggard..... San Antonio, Texas.
Dr. C. E. Scull..... San Antonio, Texas.
Dr. George O. Culli..... South San Antonio, Texas.

Dr. T. P. Ware..... Poteet, Texas.
Dr. J. A. Land..... Natalia, Texas.
Dr. W. H. Joyce..... Lytle, Texas.
Dr. G. S. Woods..... Devine, Texas.
Dr. J. E. Beall..... Pearsall, Texas.
Dr. E. M. Howard..... Pearsall, Texas.
Dr. J. E. Goodnight..... Pearsall, Texas.
Dr. J. N. Lightsey..... Cotulla, Texas.
Dr. Jas. A. Cook..... Cotulla, Texas.
Dr. B. E. Pickett..... Asherton, Texas.
Dr. B. E. Pickett..... Carrizo Springs, Texas.
Dr. S. H. Graham..... Laredo, Texas.
Dr. W. R. Powell..... Laredo, Texas.
Dr. E. H. Sauvignet..... Laredo, Texas.
Dr. V. L. Puig..... Laredo, Texas.

When Passengers or Employees are Injured, and require treatment, the nearest Company Surgeon will be called. When absolutely necessary outside Surgeons may be called, but as far as practicable, only to give first aid. They must be so informed at the time.

If the injured person is a trespasser upon the right of way of this Company, such person must be turned over to the County authorities of the County in which the injury occurs.

Do not call or wire for ambulance where patients can be carried to hospital in car. Conductors when wiring Chief Surgeon or Dispatcher, please state whether ambulance or car will be needed.