

DIVISION OFFICERS

E. C. SHEFFIELD . . . Acting Supt. Palestine, Texas
 B. E. GLENN Acting Trainmaster
 All Subdivs., except
 Taylor Subdiv. San Antonio, Tex.
 G. G. FRETWELL . . . Trainmaster, All Sub-
 divs., except Taylor
 Subdiv. San Antonio, Tex.
 E. R. HARRIS Night Chief Dispatcher
 All Subdivs., except
 Taylor Subdiv. San Antonio, Tex.
 W. L. FAGAN Trainmaster
 Taylor Subdiv. Palestine, Texas
 G. F. BROOKS Trainmaster
 Taylor Subdiv. Palestine, Texas
 C. H. BAILEY Night Chief Dispatcher
 Taylor Subdiv. Palestine, Texas
 H. P. HOLZMANN . . . Terminal
 Trainmaster San Antonio, Tex.
 G. D. RICHEY Ass't Trainmaster . . Valley Jct., Tex.
 R. P. BAILEY Dispatcher Palestine, Texas
 J. H. BRADLEY Dispatcher Palestine, Texas
 J. DAVIS Dispatcher San Antonio, Tex.
 W. W. EDMISTEN . . . Dispatcher San Antonio, Tex.
 J. S. FORD Dispatcher San Antonio, Tex.
 W. R. JOHNSON Dispatcher Palestine, Texas
 M. J. KEEFE Dispatcher San Antonio, Tex.
 G. P. SOWELL Dispatcher Palestine, Texas
 A. R. TABER Dispatcher Palestine, Texas
 M. J. VAUGHN Dispatcher San Antonio, Tex.
 J. M. WATLINGTON . . Dispatcher Palestine, Texas
 E. J. MCGUYER Road Foreman
 of Engines 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. 66

Effective 12:01 A. M.

SUNDAY, SEPTEMBER 4, 1949

CENTRAL STANDARD TIME

Superseding Time-Table No. 65, dated August 7, 1949, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
 EMPLOYEES CONCERNED, WHO MUST ALSO
 CARRY A COPY OF SPECIAL INSTRUCTIONS
 NO. 5 DATED MARCH 10, 1946.

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

F. E. BATES, Senior Executive Assistant
 A. B. KELLY, General Manager
 R. JOHNSON, Acting Assistant General Manager
 L. A. GREGORY, Gen'l Superintendent Transportation
 E. W. HARGRAVE, Ass't Gen'l Sup't Transportation

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

GENERAL RULES (in part): Rule B: Employees must be conversant with and obey the rules and special instructions.

RULE E: Employees must render every assistance in their power in carrying out the rules and special instructions and must report to the proper official any violation thereof.

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

RULE 518: In foggy or stormy weather, enginemen must approach ALL signals, the indication of which cannot be plainly seen, at Low Speed.

RULE 885: (in part): Conductors must not allow other duties to interfere with the proper protection of their train, and must require their flagman to act promptly and in accordance with the Rules.

RULE 956: Enginemen are jointly responsible with the conductor for the safety of the train and proper observance of the rules; and although they are under the direction of the conductor regarding the management of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of rules or law.

RULE 887: Brakemen must carefully read train orders, keep them in mind and assist in their observance, call attention of conductor or engineman immediately to any apparent failure to observe train orders, or to clear the time of superior trains, or to comply with rules and instructions.

In cases where safety of trains and observance of rules or train orders are involved, brakemen are responsible to the extent of their ability to prevent accident or violation of rules.

RULE 979: (Makes the same requirements as contained in Rule 887, applicable to firemen and forward trainmen.)

ITEM 2, Circular 44-D (Instructions to Train Dispatchers):

The train dispatcher is in position to render valuable service in bringing about 100% observance of the rules; first, by habitually conforming to the rules in the 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.

He must bear in mind that his more extended means of communication and consequent knowledge of conditions, gives him a point of view not available to any other person connected with train or yard movements and that it is his duty to impart that knowledge to any person when it will promote safety or expedite the 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.

3. Rules can be eliminated, modified or changed by (a) Paster in the Book of Rules, after being properly authorized; (b) by Special Instructions Supplementary to the Uniform Code of Operating Rules (in time-table or in pamphlet form); (c) by Bulletin Order; (d) by train order, when properly authorized.

4. No employe will be censured for failure to make schedule, or make up lost time on a schedule, when to do so, a disregard for safety or rules will be involved.

5. Conductors and Enginemen must inform themselves of conditions, and during and after heavy storms, or any conditions which may restrict visibility or condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY. When storms, fogs or other conditions obscure track or signals, speed of train must be restricted to insure seeing and complying with signal indications. THESE INSTRUCTIONS MUST BE OBSERVED REGARDLESS OF LOSS OF TIME.



General Manager

ATTENTION TRAIN AND ENGINE CREWS

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

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.
2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.
3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.
4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.
5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.
6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.
7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.
8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their

first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

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

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

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

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

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

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



General Manager.

TAYLOR SUBDIV.—PALESTINE TO TAYLOR

TIME-TABLE
NO. 66
SEPTEMBER 4, 1949

TRAINS SOUTHWARD

Station Numbers	Miles from Palestine	TIME-TABLE NO. 66 SEPTEMBER 4, 1949	Siding Capacity in Cars	TRAINS SOUTHWARD							
				FIRST CLASS			SECOND CLASS			THIRD CLASS	
				21 Passenger	31 Passenger	37 Local Passenger	75 Red Ball Freight	65 Red Ball Freight	67 Red Ball Freight	93 Local Freight	
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
81	0.0	CS..... PALESTINE..... WDO\$TY	Yard	6 45 AM	9 40 AM	10 20 PM		10 30 AM	10 00 PM	7 15 AM ⁷⁴	
90	8.5	P..... TUCKER..... 5.5 3.8	81	6 54 ⁷⁴	9 52	10 33		10 55	10 15	7 40	
	12.3	..... WATER TANK..... W									
99	18.0	LS..... OAKWOOD.....*	80	7 04	10 04	10 47		11 15	10 30	8 00	
105	23.2	P..... PEELER..... 5.2	80	7 10	10 11	10 55 ⁶⁶		11 30	10 38 ⁶⁶	8 20	
108	26.8	P..... KEECHI.....*				11 01					
116	34.7	LS..... BUFFALO.....* 7.9	80	7 22	10 25	11 14		11 54 ⁹² AM	10 55	9 10	
125	43.8	LS..... JEWETT.....W 9.1	94	7 32	10 36	11 30		12 12 PM	11 10	10 05	
130	49.0	P..... VAN..... 5.2	56	7 38	10 43 ⁹²	11 37		12 22	11 19	10 15	
136	54.8	LS..... MARQUEZ.....* 5.8	80	7 44	10 49	11 46		12 33	11 27	10 30 ⁹²	
144	63.0	P..... RIDGE.....* 8.2	84	7 53	10 59 ⁹³	11 57 PM		12 49	11 38	10 59 ⁸¹	
	65.5	..... WATER TANK..... W 2.5									
150	68.3	P..... EASTERLY.....* 2.8				12 05 AM					
152	70.4	P..... AN SIDING..... 2.1	80	8 01	11 09	12 08		1 08 ³²	11 48	11 20	
154	73.1	P..... NEW BADEN.....* 2.7				12 12					
158	77.1	LS..... FRANKLIN..... 4.0	80	8 08	11 18	12 19		1 30	11 59 PM	11 35	
165	83.9	P..... ELLIOTT..... 6.8	80	8 15	11 26	12 28		1 45	12 08 AM	11 55 AM	
171	89.6	LS..... HEARNE (T&NO Cross.)\$ 5.7	150	8 22 ⁹²	11 35	12 45		2 00	12 18	12 44 ³² PM	
	89.9	..... PALESTINE DIV. CROSS. 4.3									
175	93.9	CS..... VALLEY JCT..... WOY 0.0	100	8 27	11 50	1 00 ⁷⁴	1 35 AM	2 30	12 30 ⁷⁴	1 00 PM	
181	99.6	P..... GAUSE.....* 5.7	84	8 33	11 57 AM	1 09 ³⁸	1 45	2 45	12 40		
187	105.0	P..... BAILIE..... 5.4	90	8 38	12 09 ³²	1 18	1 54	2 55	1 00 ³⁸		
191	110.0	CS..... MILANO (GOSF Cross.)Y 5.0	83	8 43	12 17	1 38	2 04	3 05	1 18		
201	119.1	CS..... ROCKDALE (T&NO Cross.)W 9.1	100	8 52	12 28	1 56	2 20	3 23	1 30		
207	125.0	P..... HANDY..... 5.9	84	8 58	12 34	2 09	2 30	3 35	1 41		
214	132.2	LS..... THORNDALE.....* 7.2	90	9 05	12 42	2 23	2 42	3 50 ⁶⁶	1 52		
220	138.4	LS..... THRALL.....* 6.2	100	9 11	12 49	2 39	2 52	4 30 ²²	2 04		
	144.7	..... M-K-T CROSSING 6.3									
226	144.8	CS..... TAYLOR..... WDO\$Y 0.1	Yard	9 20 AM	1 00 PM	3 00 AM	3 05 AM	4 45 PM	2 30 AM		
		144.8		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	

TAYLOR SUBDIV.—TAYLOR TO PALESTINE

Station Numbers	Miles from Laredo	TIME-TABLE NO. 66 SEPTEMBER 4, 1949	Sitting Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS			SECOND CLASS		THIRD CLASS	
				32 Passenger	22 Passenger	38 Local Passenger	66 Red Ball Freight	74 Red Ball Freight	92 Local Freight	94 Local Freight
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily
81	412.2	CS..... PALESTINE... WDO\$TY	Yard	2 45 PM	6 55 PM	4 40 AM	1 00 AM	7 15 AM ⁹³	1 10 PM	
90	403.7	P..... TUCKER	81	2 29	6 41	4 18	12 05 AM	6 54 ²¹	12 55	
	399.9	..... WATER TANK..... W								
99	394.2	LS..... OAKWOOD.....*	80	2 17	6 32	4 02	11 30 PM	6 20	12 35	
105	389.0	P..... PEELER	80	2 09	6 26	3 50	10 55 ³⁷ 10 38 ⁶⁷	6 05	12 20 PM	
108	385.4	P..... KEECHI.....*				3 44				
116	377.5	LS..... BUFFALO.....*	80	1 54	6 14	3 32	9 45	5 35	11 54 ⁶⁵ AM	
125	368.4	LS..... JEWETT..... W	94	1 43	6 05	3 15	9 20	5 10	11 00	
130	363.2	P..... VAN	56	1 34	6 00	3 03	9 05	4 50	10 43 ³¹	
136	357.4	LS..... MARQUEZ.....*	80	1 28	5 54	2 55	8 50	4 30	10 30 ⁹³	
144	349.2	P..... RIDGE.....*	84	1 18	5 45	2 40	8 30	3 50	10 10	
	346.7	..... WATER TANK..... W								
150	343.9	P..... EASTERLY.....*				2 30				
152	341.8	P..... AN SIDING.....	80	1 08 ⁶⁵	5 37	2 25	8 05	3 05	9 40	
154	339.1	P..... NEW BADEN.....*				2 20				
158	335.1	LS..... FRANKLIN.....	80	1 00	5 31	2 12	7 40	2 45	9 20	
165	328.3	P..... ELLIOTT.....	80	12 51	5 24	2 01	7 15	2 25	8 50	
171	322.6	LS..... HEARNE (T&NO Cross.)§	150	12 44 ⁹³	5 18	1 52	7 00	2 05	8 22 ²¹	
	318.3	PALESTINE DIV. CROSS.								
175	318.3	CS..... VALLEY JCT..... WOY	100	12 35	5 13 ⁶⁶	1 25 ⁷⁴	5 13 ²²	1 30 ²² 11 35 ³⁸ AM 11 24 ³⁸ PM	7 50 AM	9 00 PM
181	312.6	P..... GAUSE.....*	84	12 16	5 07	1 09 ³⁷	4 41	11 24		8 25
187	307.2	P..... BAILIE.....	90	12 09 ³¹ PM	5 02	1 00 ⁶⁷	4 32	11 15		8 15
191	302.2	CS MILANO (GCSF Cross.) Y	83	11 59 AM	4 57	12 39	4 24	11 05		7 55
201	293.1	CS... ROCKDALE (T&NO Cross.) W	100	11 50	4 48	12 28	4 12	10 50		7 35
207	287.2	P..... HANDY.....	84	11 40	4 43	12 18	4 02	10 38		7 15
214	280.0	LS..... THORNDALE.....*	90	11 32	4 36	12 08 AM	3 50 ⁶⁵	10 26		7 00
220	273.8	LS..... THRALL.....*	100	11 24	4 30 ⁶⁵	11 57 PM	3 36	10 15		6 45
	267.5	M-K-T CROSSING								
226	267.4	CS..... TAYLOR..... WDO\$Y	Yard	11 15 AM	4 22 PM	11 45 PM	3 20 PM	10 00 PM		6 30 PM
	144.8			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily

AUSTIN SUBDIV.—TAYLOR TO SAN ANTONIO

TRAINS SOUTHWARD

TIME-TABLE
NO. 66

SEPTEMBER 4, 1949

		FIRST CLASS					SECOND CLASS			THIRD CLASS	
		37	905	21	901	31	907	67	75	65	99
		Local Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight

STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
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144.8	AUTOMATIC BLOCK	CS.....TAYLOR.....WDO\$Y	3 05 AM		9 23 AM		1 05 PM	3 30 AM	4 05 AM	6 15 PM		
153.4		P.....HUTTO.....*	3 25		9 33		1 15	3 50	4 20	6 35		
160.1		.....WATER TANK.....W									
161.6		LS.....ROUND ROCK.....*	3 37		9 40		1 24 ⁶⁶	4 00	4 35	6 55		
166.0		LS McNEIL (T&NO Cross.) *	3 49		9 45		1 29	4 10	4 45	7 15		
173.8		P.....AC SIDING.....	4 00		9 52		1 37	4 21	5 01	7 30		
179.1		P.....AUSTIN.....*	4 35		10 02		1 50	4 45	5 12	8 05 ⁷⁴		
		.....CONGRESS AVE - AUSTIN.....		5 30 AM		12 40 PM		3 45 PM			
179.6		CS.....COLORADO BRIDGE.....WO\$Y	4 36	5 33	10 03	12 43	1 51	3 48			7 00	
183.8		LS.....VINSON.....	4 46	5 47	10 09 ³²	12 51	1 57	3 58	5 02	5 27	8 45	7 15
190.0		P.....MANCHACA.....*	4 55	5 55	10 15	12 58	2 04 ⁹⁰⁸	4 06	5 15	5 38	9 05	7 30
194.2		LS.....BUDA.....*	5 04	6 00	10 19	1 02	2 10	4 12	5 25	5 46	9 20	7 55
201.0		LS.....KYLE.....*	5 15	6 08	10 26	1 09	2 18 ⁹⁸	4 20	5 35	5 56	9 45 ⁸⁸	8 10
204.2		P.....KUSHLA.....	5 20	6 13	10 30	1 14 ⁹⁰²	2 22	4 24	5 41	6 02	10 05	8 20
208.8		CS.....M-K-T JCT.....	5 26	6 20 AM	10 35	1 25 PM	2 27	4 30 PM	5 49	6 10	10 20	8 29
209.7	P.....SAN MARCOS.....W	5 35		10 37		2 31		5 58	6 13	10 25	9 28	
216.9	P.....HUNTER.....*	5 48		10 45		2 41		6 10	6 28	10 40	9 45	
223.0	P.....GOODWIN.....	5 58		10 52 ⁶⁶		2 55 ²²		6 20	6 42	10 55	10 01	
227.3	CS.....NEW BRAUNFELS.....W\$	6 04		10 58 ⁹⁹		3 01		6 33	6 52	11 20	10 15	
227.4	.....M-K-T CROSSING.....										11 15
227.8	P.....LANDA'S PARK.....Y	6 09		10 59		3 03		6 38	6 56	11 25	11 25	
235.0	P.....CORBYN.....	6 19		11 06		3 10		6 49	7 07	11 36	11 59	
241.0	P.....BRACKEN.....	6 27		11 12		3 16		7 01	7 18	11 57 PM	12 25	
248.0	LS.....WETMORE.....*	6 38		11 19 ⁹⁸		3 24		7 15	7 32	12 16 AM	12 45	
254.0	P.....ADAMS.....	6 47		11 25		3 31		7 25	7 42	12 30	1 05	
258.0	P.....AK SIDING.....											
258.3	.....MONTE VISTA.....	6 52		11 29		3 35					
259.1	CS.....SAN ANTONIO.....WDO\$T	7 10 AM		11 40 AM		3 45 PM		7 50 AM	8 00 AM	1 00 AM	1 30	

114.3

Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
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AUSTIN SUBDIV.—SAN ANTONIO TO TAYLOR

STATION NUMBER	Miles from Laredo	TIME-TABLE NO. 66 SEPTEMBER 4, 1949	Siding Capacity in Cars	TRAINS NORTHWARD											
				FIRST CLASS						SECOND CLASS		THIRD CLASS			
				906 M-K-T Passenger	32 Passenger	902 M-K-T Passenger	908 M-K-T Passenger	22 Passenger	38 Local Passenger	66 Red Ball Freight	74 Red Ball Freight	98 Local Freight			
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
26	267.4	CS.....TAYLOR.....WDO\$Y	Yard		11 10 AM				4 19 PM	11 40 PM	2 00 PM	9 30 PM			
35	258.8	P.....HUTTO.....*	83		10 54				4 09	s 11 20	1 37	8 52			
	252.1	.....WATER TANK.....W													
43	250.6	LS.....ROUND ROCK.....*	81		10 45				4 01	s 11 07	1 24 ⁸¹	8 40			
47	246.2	LS McNEIL (T&NO Cross.) *	109		10 39				3 57	10 56	12 59	8 32			
53	238.4	P.....AC SIDING.....	84		10 30				3 50	10 45	12 45	8 20			
82	233.1	P.....AUSTIN.....	80		s 10 20				s 3 43	s 10 35	12 25	8 05 ⁶⁵			
		.....CONGRESS AVE - AUSTIN.....			12 55 AM		1 45 PM	2 20 PM							
81	232.6	CS.....COLORADO BRIDGE.....W\$			12 52	10 15	1 42	2 17	3 39	10 18					3 20 PM
85	228.4	LS.....VINSON.....	58		12 45	10 09 ²¹	1 36	2 11	3 35	10 12	12 10 PM	7 52			3 05
71	222.2	P.....MANCHACA.....*	42		12 38	9 54	1 29	2 04 ³¹	3 29	^a 10 04	11 59 AM	7 42			2 50
76	218.0	LS.....BUDA.....*	102		12 33	9 49	1 25	1 50	3 25	s 9 56	11 50	7 36			2 40
82	211.2	LS.....KYLE.....*	90		12 25	9 41	1 18	1 42	3 18	s 9 45 ⁶⁵	11 40	7 26			2 18 ⁸¹
85	208.0	P.....KUSHLA.....	83		12 20	9 36	1 14 ⁹⁰¹	1 37	3 14	9 39	11 32	7 20			1 59
90	203.4	CS.....M-K-T JCT.....	74		12 13 AM	9 30	1 05 PM	1 32 PM	3 09	9 33	11 24	7 13			1 50
91	202.5	P.....SAN MARCOS.....W	39		s 9 28 ⁹⁹				m 3 08	s 9 31	11 21	7 10			1 45
98	195.3	P.....HUNTER.....*	56			9 15			3 01	^a 9 21	11 09	6 57			1 15
04	189.2	P.....GOODWIN.....	86			9 08			2 55 ³¹	9 14	10 52 ²¹	6 47			12 59
08	184.9	CS.....NEW BRAUNFELS.....W\$	60		s 9 02				m 2 49	s 9 07	10 23 ⁹⁹	6 38			12 45
	184.8	.....M-K-T CROSSING.....													
09	184.4	P.....LANDA'S PARK.....Y	90			8 59			2 47	9 02	10 18	6 28			12 20 PM
16	177.2	P.....CORBYN.....	90			8 51			2 40	8 55	10 07	6 16			11 59 AM
22	171.2	P.....BRACKEN.....	100			8 44			2 34	f 8 48	9 57	6 06			11 40
39	164.2	LS.....WETMORE.....*	86			8 36			2 27	f 8 38	9 46	5 55			11 19 ²¹
35	158.2	P.....ADAMS.....	90			8 29			2 21	8 30	9 35	5 45			10 50
37	156.2	P.....AK SIDING.....	28												
	155.9	.....MONTE VISTA.....			s 8 24				s 2 17	s 8 25					
40	153.1	CS.....SAN ANTONIO.....WDO\$T	Yard			8 15 AM			2 10 PM	8 15 PM	9 15 AM	5 30 PM			10 30 AM
		114.3		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday

LAREDO SUBDIV.—SAN ANTONIO TO LAREDO

TIME-TABLE
NO. 66

SEPTEMBER 4, 1949

TRAINS SOUTHWARD

Station Numbers	Miles from Palestine	STATIONS	Siding Capacity in Cars	FIRST CLASS							SECOND CLASS		THIRD CLASS					
				37				205			21		215		267	67	291	257
				Local Passenger	Passenger	Passenger	Passenger	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	Daily Except Sunday	Daily Except Sunday					
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday						
340	259.1	CS..... SAN ANTONIO. WDO\$T	Yard	8 35 AM	11 55 AM	12 05 PM	10 40 PM	8 00 PM	8 45 PM	7 20 AM	10 00 AM							
		0.7 T. & N. O. CROSSING.....	} Twolant Tracks															
	259.8	0.6 S. P. CROSSING.....																
	260.4	1.8 S. A. U. & G. CROSS-OVER.....			8 46	12 06 PM	12 16	10 52 PM	8 15 PM		7 35 AM							
	262.2	1.1 SA JCT.....			8 48		12 18											
345	264.3	1.0 SOUTH SAN ANTONIO. WOY\$T	Yard	8 50		12 20			9 10		10 30							
353	272.1	7.8 P..... VON ARMY.....	57	9 01		12 30			9 32		10 50							
356	274.7	2.6 P..... KIRK.....		9 05		12 34			9 38		11 00 AM							
363	282.1	7.4 LS..... LITTLE.....	55	9 19		12 50 22			10 05									
368	287.1	5.0 LS..... NATALIA.....	32	9 27		12 59			10 15									
373	291.5	4.4 LS..... DEVINE.....	55	9 34		1 08			10 35									
	294.0	2.5 WATER TANK..... W																
382	300.4	6.4 P..... MOORE.....	56	9 49		1 20			11 05									
386	305.0	4.6 P..... JENSEN.....	56	9 55		1 27			11 20									
394	313.0	8.0 LS..... PEARSALL..... W	60	10 09		1 39			11 45 PM									
403	321.9	8.9 P..... DERBY.....	56	10 22		1 51			12 15 AM									
410	329.1	7.2 LS..... DILLEY..... W	61	10 42		2 03			12 35									
417	335.5	6.4 P..... MILLETT.....	39	10 53		2 14			12 55									
422	340.5	5.0 LS..... GARDENDALE..... WY	51	11 07 22		2 25			1 10 66									
427	345.8	5.3 LS..... COTULLA..... Y	119	11 18		2 37			2 00									
435	354.0	8.2 P..... TUNA.....	22	11 29		2 50			2 25									
438	356.9	2.9 LS..... ARTESIA WELLS.....		11 35		2 55			2 35									
440	358.5	1.6 PACIFIC.....	22	11 37		2 57			2 40									
449	367.6	9.1 P..... ATLEE.....	75	11 50		3 10			3 10									
455	374.1	6.5 LS..... ENCINAL..... WY	64	11 59 AM		3 20			3 49									
467	385.3	11.2 P..... CALLAGHAN.....	56	12 18 PM		3 39 38			4 25									
473	391.8	6.5 P..... WEBB..... *	75	12 28		3 48			4 50									
484	402.5	10.7 P..... ORVIL.....	75	12 42		4 02			5 30									
490	408.3	5.8 NYE.....	32	12 50		4 10			5 50									
	412.0	3.7 TEXAS MEXICAN CROSSING.....																
494	412.2	0.2 CS..... LAREDO..... WDO\$Y	Yard	1 00 PM		4 20 PM			6 30 AM									
		153.1		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday							

LAREDO SUBDIV.—LAREDO TO SAN ANTONIO

**TIME-TABLE
NO. 66
SEPTEMBER 4, 1949**

TRAINS NORTHWARD

Station Numbers	Miles from Laredo	Stations	Siding Capacity in Cars	TRAINS NORTHWARD								
				FIRST CLASS				SECOND CLASS		THIRD CLASS		
				216 Passenger	22 Passenger	206 Passenger	38 Local Passenger	266 Red Ball Freight	66 Red Ball Freight	290 Local Freight	256 Local Freight	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
340	153.1	CS.....SAN ANTONIO..WDO\$T	Yard	6 45 AM	1 30 PM	1 55 PM	7 25 PM	5 45 AM	6 30 AM	3 10 PM	3 15 PM	
	152.4	.....T. & N. O. CROSSING.....	} Two Main Tracks	6 33	1 25	1 50	7 20				
	151.8S. P. CROSSING.....										
	150.0S. A. U. & G. CROSS-OVER.....			6 25 AM	1 18	1 42 PM	7 12	4 55 AM		2 50 PM	
	148.9SA JCT.....				1 16		7 08				
345	147.9	SOUTH SAN ANTONIO.WYO\$T		Yard		1 14		7 06		5 45		2 45
353	140.1	P.....VON ARMY.....	57		1 05		6 55		5 25		2 25	
356	137.5	P.....KIRK.....			1 01		6 51		5 15		2 15 PM	
383	130.1	LS.....LYTLE.....	55		12 50 21		6 41		4 50			
388	125.1	LS.....NATALIA.....	32		12 40		6 30		4 30			
373	120.7	LS.....DEVINE.....	55		12 32		6 20		4 15			
	118.2	.....WATER TANK.....W									
382	111.8	P.....MOORE.....	56		12 15		6 05		3 40			
386	107.2	P.....JENSEN.....	56		12 08 PM		5 56		3 25			
394	99.2	LS.....PEARSALL.....W	60		11 56 AM		5 43		3 00			
403	90.3	P.....DERBY.....	56		11 39		5 26		2 20			
410	83.1	LS.....DILLEY.....W	61		11 28		5 10		2 00			
417	76.7	P.....MILLET.....	39		11 15		4 59		1 30			
422	71.7	LS.....GARDENDALE.....WY	51		11 07 37		4 52		1 10 67			
427	66.4	LS.....COTULLA.....Y	119		10 55		4 42		12 30			
435	58.2	P.....TUNA.....	22		10 39		4 27		12 05 AM			
438	55.3	LS.....ARTESIA WELLS.....			10 35		4 23		11 59 PM			
440	53.7	.....PACIFIC.....	22		10 33		4 20		11 53		
449	44.6	P.....ATLEE.....	75		10 19		4 09		11 30			
455	38.1	LS.....ENCINAL.....WY	64		10 09		3 59		11 10			
467	26.9	P.....CALLAGHAN.....	56		9 48		3 39 21		10 30			
473	20.4	P.....WEBB.....*	75		9 38		3 29		10 10			
484	9.7	P.....ORVIL.....	75		9 22		3 16		9 40			
490	3.9	.....NYE.....	32		9 13		3 08		9 15		
	0.2	.....TEXAS MEXICAN CROSSING.....									
494	0.0	CS.....LAREDO.....WDO\$Y	Yard		9 05 AM		3 00 PM		9 00 PM			
	153.1			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 66			Miles from Crystal City	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						SEPTEMBER 4, 1949					SECOND CLASS			
			255 Local Freight											254 Local Freight
			Daily			STATIONS					Daily			
				G33	33.7	P	NORTH PLEASANTON	WOTY	114.1	Yard				
				H39	38.6		JOURDANTON JCT.	Y	107.2					
					38.6		S. A. S. SUBDIV. CROSSING		107.2					
				H45	45.1		DOBROWOLSKI	(Spur)	100.7	4				
				H49	49.3	LS	CHARLOTTE		96.5	20				
				H54	54.4	P	DAVIS		91.4	13				
				H61	61.1	P	HINDES	W	84.7	26				
				H72	72.2		ZELLA		73.6	23				
				H79	78.8	LS	FOWLERTON		67.0	30				
				H87	86.9		DULL		58.9	17				
				H91	91.4	P	LOS ANGELES		54.4	18				
			1 30 AM	H105	105.0	LS	GARDENDALE	WY	40.8	Yard	10 15 PM			
			1 59	H112	111.8	P	WOODWARD		34.0	3	9 55			
			2 20	H118	118.3	P	KX SIDING		27.5	44	9 35			
			2 55	H127	127.1	LS	BIG WELLS	W	18.7	21	9 05			
			3 15	H133	133.7	P	BRUNDAGE		12.9	10	8 35			
			3 20	H134	134.5	P	JN SIDING		11.8	92	8 32			
			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			

AUSTIN SUBDIV.—TAYLOR TO SAN ANTONIO

TRAINS SOUTHWARD

TIME-TABLE
NO. 66

SEPTEMBER 4, 1949

Miles from Tulsa	STATIONS	FIRST CLASS				SECOND CLASS			THIRD CLASS	
		37 Local Passenger	905 M-K-T Passenger	21 Passenger	901 M-K-T Passenger	31 Passenger	907 M-K-T Passenger	67 Red Ball Freight	75 Red Ball Freight	65 Red Ball Freight	99 Local Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
144.8	OS.....TAYLOR.....WDO\$Y	3 05 AM		9 23 AM		1 05 PM		3 30 AM	4 05 AM	6 15 PM
153.4	P.....HUTTO..... ^{8.6} *	3 25		9 33		1 15		3 50	4 20	6 35
160.1	.....WATER TANK.....W ^{6.7}									
161.6	LS.....ROUND ROCK.....* ^{1.5}	3 37		9 40		1 24 ⁶⁶		4 00	4 35	6 55
166.0	LS McNEIL (T&NO Cross.) * ^{4.4}	3 49		9 45		1 29		4 10	4 45	7 15
173.8	P.....AC SIDING..... ^{7.8}	4 00		9 52		1 37		4 21	5 01	7 30
179.1	P.....AUSTIN..... ^{5.3}	4 35		10 02		1 50		4 45	5 12	8 05 ⁷⁴
	CONGRESS AVE - AUSTIN ^{0.8}		5 30 AM		12 40 PM		3 45 PM			
179.6	OS.....COLORADO BRIDGE.....WO ^{0.6} Y\$	4 36	5 33	10 03	12 43	1 51	3 48			7 00 AM
183.8	LS.....VINSON..... ^{4.2}	4 46	5 47	10 09 ²²	12 51	1 57	3 58	5 02	5 27	8 45
190.0	P.....MANCHACA.....* ^{6.2}	4 55	5 55	10 15	12 58	2 04 ⁹⁰³	4 06	5 15	5 38	9 05
194.2	LS.....BUDA.....* ^{4.2}	5 04	6 00	10 19	1 02	2 10	4 12	5 25	5 46	9 20
201.0	LS.....KYLE.....* ^{6.8}	5 15	6 08	10 26	1 09	2 18 ⁹⁸	4 20	5 35	5 56	9 45 ⁸⁸
204.2	P.....KUSHLA..... ^{3.2}	5 20	6 13	10 30	1 14 ⁹⁰²	2 22	4 24	5 41	6 02	10 05
208.6	OS.....M-K-T JCT..... ^{4.6}	5 26	6 20 AM	10 35	1 25 PM	2 27	4 30 PM	5 49	6 10	10 20
209.7	P.....SAN MARCOS.....W ^{0.9}	5 35		10 37		2 31		5 58	6 13	10 25
216.9	P.....HUNTER.....* ^{7.2}	5 48		10 45		2 41		6 10	6 28	10 40
223.0	P.....GOODWIN..... ^{6.1}	5 58		10 52 ⁶⁶		2 55 ²²		6 20	6 42	10 55
227.3	OS.....NEW BRAUNFELS.....W\$ ^{4.3}	6 04		10 58 ⁹⁵		3 01		6 33	6 52	11 20
227.4	.....M-K-T CROSSING..... ^{0.1}									
227.8	P.....LANDA'S PARK.....Y ^{0.4}	6 09		10 59		3 03		6 38	6 56	11 25
235.0	P.....CORBYN..... ^{7.2}	6 19		11 06		3 10		6 49	7 07	11 36
241.0	P.....BRACKEN..... ^{6.0}	6 27		11 12		3 16		7 01	7 18	11 57 PM
248.0	LS.....WETMORE.....* ^{7.0}	6 38		11 19 ⁹⁵		3 24		7 15	7 32	12 16 AM
254.0	P.....ADAMS..... ^{6.0}	6 47		11 25		3 31		7 25	7 42	12 30
256.0	P.....AK SIDING..... ^{2.0}									1 05
256.3	.....MONTE VISTA..... ^{0.3}	6 52		11 29		3 35				
259.1	OS.....SAN ANTONIO.....WDO\$T ^{2.8}	7 10 AM		11 40 AM		3 45 PM		7 50 AM	8 00 AM	1 00 AM
	114.3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday

AUSTIN SUBDIV.—SAN ANTONIO TO TAYLOR

TIME-TABLE
NO. 66
SEPTEMBER 4, 1949

TRAINS NORTHWARD

Station Numbers	Miles from Laredo	STATIONS	Siding Capacity in Cars	FIRST CLASS						SECOND CLASS		THIRD CLASS	
				906	32	902	908	22	38	66	74	98	
				M-K-T Passenger	Passenger	M-K-T Passenger	M-K-T Passenger	Passenger	Local Passenger	Red Ball Freight	Red Ball Freight	Local Freight	
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
226	267.4	CS..... TAYLOR..... WDO\$Y	Yard		11 10 AM			4 19 PM	11 40 PM	2 00 PM	9 30 PM		
235	258.8	P..... HUTTO..... *	83		10 54			4 09	s 11 20	1 37	8 52		
	252.1	..... WATER TANK..... W											
243	250.6	LS..... ROUND ROCK..... *	81		10 45			4 01	s 11 07	1 24 31	8 40		
247	246.2	LS..... McNEIL (T&NO Cross.) *	109		10 39			3 57	10 56	12 59	8 32		
253	238.4	P..... AC SIDING.....	84		10 30			3 50	10 45	12 45	8 20		
262	233.1	P..... AUSTIN.....	80		s 10 20			s 3 43	s 10 35	12 25	8 05 65		
		..... CONGRESS AVE - AUSTIN.....			12 55 AM		1 45 PM	2 20 PM					
261	232.6	CS..... COLORADO BRIDGE..... WO			12 52	10 15	1 42	2 17	3 39	10 18		3 20 PM	
265	228.4	LS..... VINSON.....	58		12 45	10 09 21	1 36	2 11	3 35	10 12	12 10 PM	7 52	3 05
271	222.2	P..... MANCHACA..... *	42		12 38	9 54	1 29	2 04 31	3 29	a 10 04	11 59 AM	7 42	2 50
276	218.0	LS..... BUDA..... *	102		12 33	9 49	1 25	1 50	3 25	s 9 56	11 50	7 36	2 40
282	211.2	LS..... KYLE..... *	90		12 25	9 41	1 18	1 42	3 18	s 9 45 65	11 40	7 26	2 18 31
285	208.0	P..... KUSHLA.....	83		12 20	9 36	1 14 901	1 37	3 14	9 39	11 32	7 20	1 59
290	203.4	CS..... M-K-T JCT.....	74		12 13 AM	9 30	1 05 PM	1 32 PM	3 09	9 33	11 24	7 13	1 50
291	202.5	P..... SAN MARCOS..... W	39			s 9 28 99		m 3 08	s 9 31	11 21	7 10	1 45	
298	195.3	P..... HUNTER..... *	56			9 15		3 01	a 9 21	11 09	6 57	1 15	
304	189.2	P..... GOODWIN.....	86			9 08		2 55 31	9 14	10 52 21	6 47	12 59	
308	184.9	CS..... NEW BRAUNFELS..... W\$	60			s 9 02		m 2 49	s 9 07	10 23 99	6 38	12 45	
	184.8	..... M-K-T CROSSING.....											
309	184.4	P..... LANDA'S PARK..... Y	90			8 59		2 47	9 02	10 18	6 28	12 20 31	
316	177.2	P..... CORBYN.....	90			8 51		2 40	8 55	10 07	6 16	11 59 31	
322	171.2	P..... BRACKEN.....	100			8 44		2 34	r 8 48	9 57	6 06	11 40	
329	164.2	LS..... WETMORE..... *	86			8 36		2 27	r 8 38	9 46	5 55	11 19 31	
335	158.2	P..... ADAMS.....	90			8 29		2 21	8 30	9 35	5 45	10 50	
337	156.2	P..... AK SIDING.....	28										
	155.9	..... MONTE VISTA.....				s 8 24		s 2 17	s 8 25				
340	153.1	CS..... SAN ANTONIO..... WDO\$T	Yard			8 15 AM		2 10 PM	8 15 PM	9 15 AM	5 30 PM	10 30 31	
		114.3		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday

GEORGETOWN SUBDIV.—BETWEEN ROUND ROCK AND GEORGETOWN 9

TRAINS SOUTHWARD				Station Numbers	Miles from Round Rock	TIME-TABLE NO. 66			Miles from Georgetown	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						SEPTEMBER 4, 1949					THIRD CLASS			
		97 Local Freight	Daily Except Sunday					STATIONS					96 Local Freight	Daily Except Sunday
		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							Daily Except Sunday				
						10.0								

UVALDE SUBDIV.—BETWEEN UVALDE JCT. AND CARRIZO SPRINGS

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 66			Miles from Uvalde Jct.	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						SEPTEMBER 4, 1949					SECOND CLASS			
		253 Local Freight	255 Local Freight					STATIONS					252 Local Freight	254 Local Freight
		11 10 AM		J187	186.6	..... UVALDE JCT..... Y	0.0		10 40 AM				
		11 45 AM		J185	184.5	LS..... UVALDE..... W	2.1	Yard	10 25					
		12 35 PM		J173	172.9	P..... AB JCT..... Y	13.7	26	9 30					
		1 05		J164	163.9	LS..... LA PRYOR.....	22.7	28	9 00					
		2 15 PM	4 20 AM	H146	145.8	LS..... CRYSTAL CITY..... WOY	40.8	Yard	8 00 AM	7 40 PM				
			4 55	H149	149.2	..... WINTER HAVEN.....	46.0	6		7 25			
			6 00 AM	H156	156.2	LS..... CARRIZO SPRINGS..... WOY	53.0	Yard		7 00 PM				
			Daily Except Sunday						Daily Except Sunday	Daily				
						53.0								

ASPHALT BELT SUBDIV.—BETWEEN DABNEY AND AB JCT.

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 66			Miles from Dabney	Siding Capacity in Cars	TRAINS NORTHWARD			
						SEPTEMBER 4, 1949								
								STATIONS						
				AB18	190.8	P..... DABNEY.....	0.0	40						
				J173	172.9	P..... U. R. A. CO. CROSSING.....								
						P..... AB JCT..... \$Y	17.9							
						17.9								

10 SAN ANTONIO SOUTHERN SUBDIV.—BETWEEN KIRK AND JOURDANTON

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 66			Miles from Jourdanton	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						SEPTEMBER 4, 1949					THIRD CLASS			
			257 Local Freight											256 Local Freight
			Daily Except Sunday			STATIONS								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	13				2 00
			12 05 PM	Y20	35.7	LS.....	POTEET ^{15.3} W		9.3	34				1 15
					43.5		CRYSTAL CITY SUBDIV. CROSSING ^{7.8} Y		1.5					
			12 35 PM	Y29	45.0	LS.....	JOURDANTON ^{1.5}		0.0	Yard				12 45 PM
			Daily Except Sunday						29.2					Daily Except Sunday

ASHERTON SUBDIV.—BETWEEN ASHERTON AND ARTESIA WELLS

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 66			Miles from Asherton	Siding Capacity in Cars	TRAINS NORTHWARD			
						SEPTEMBER 4, 1949								
						STATIONS								
				K 1	129.8	LS.....	ASHERTON..... W O Y		0.0	Yard				
				K 4	126.8		REGNA ^{3.0}		3.0	25				
				K 12	118.8	LS.....	CATARINA ^{8.0} W		11.0	24				
				K 21	109.8		LIGHT ^{9.0}		20.0	23				
				K 27	103.8		FARMINGTON ^{6.0}		26.0	6				
				K 28	102.8		HAPPLE ^{1.0} (Spur)		27.0	12				
				438	97.8	LS.....	ARTESIA WELLS ^{5.0} Y		32.0	18				
									32.0					

SPECIAL INSTRUCTIONS

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

MILES PER HOUR

2 MAXIMUM SPEED:

	Psg. Trains Diesel Power	Psg. Trains Steam Power	Freight Trains
Taylor Subdivision	79	65	50
Austin Subdivision	79	65	50
Georgetown Subdivision		20	20
Laredo Subdivision		59	40
EXCEPT: Between San Antonio and M.P. 265		50	35
Between Encinal and Laredo..		55	35
Crystal City Subdiv.:			
Between Crystal City and Gardendale..		35	25
Between Gardendale and North Pleasanton		30	20
Uvalde Subdiv.:			
Between Uvalde Jet. and Crystal City..		30	20
Between M.P. 145 and Carrizo Springs		25	20
Asphalt Belt Subdiv.		25	20
San Antonio Southern Subdiv.		30	20
Asherton Subdiv.		30	25

3. SPEED RESTRICTIONS:

Passenger or freight engines light or with rider or caboose only, running in forward movement must not exceed 45 miles per hour. Where maximum speed is less, such restriction will be observed.

Trains must not exceed 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 15 and No. 20 turnouts or crossovers.

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

- West Switch, Palestine Yard.
- North Switch Freight Route Taylor.
- North Switch (main track and siding) Austin.
- MKT Connection MKT Jct.
- North and South Switches Landas Park.
- North Switch Freight Route Martin St., San Antonio.
- End of Two Main Tracks for Southward Trains, S A Jct.

TAYLOR SUBDIV.:

	Psg. Trains	Freight Trains
Palestine, city limits	30	30
Oakwood, city limits	35	35
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
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
Kyle, city limits	40	40
Blanco River bridge 204.6	50	35
Except Diesel powered passenger and freight trains may operate at maximum speed.		
M-K-T Jct. trains using M-K-T conn.	30	20
San Marcos, city limits	30	30
New Braunfels:		
City limits	12	12
San Antonio street crossing	6	6
San Antonio:		
City limits	18	18
Between Ruiz street and Commerce street	15	15
LAREDO SUBDIV.:		
San Antonio:		
City limits	18	18
Between Commerce street and T&NO crossing, M.P. 259.8	15	15
Northward first class trains run at restricted speed between SAU&G crossover and passenger station.		
Devine, city limits	40	40
Cotulla, city limits	40	40
Laredo, between Texas-Mexican crossing and passenger station, passenger route	15	15

3. SPEED RESTRICTIONS: (Continued)

	Psg. Trains	Freight Trains
CRYSTAL CITY SUBDIV.:		
Crystal City, wye tracks	10	10
UVALDE SUBDIV.:		
Uvalde Jet. turn out, north wye switch	5	5

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED. EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS. PASSENGER TRAINS WITH DIESEL POWER, ALL STREAMLINE LOW CENTER OF GRAVITY LIGHT WEIGHT EQUIPMENT PERMITTED TO OPERATE FIVE MILES PER HOUR ABOVE SPEED INDICATED ON SPEED RESTRICTION SIGNS:

MILES PER HOUR

TAYLOR SUBDIV.:

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

AUSTIN SUBDIV.:

Mile Post	Pole To	Mile Post	Pole	Psg. Trains all Streamline Equipment Diesel Power	Psg. Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains
146	14	146	24	50	45	45
147	03	147	18	70	65	50
160	02	160	10	70	65	50
161	09	161	22	65	60	50
166	31	167	03	70	65	50
167	30	168	01	70	65	50
169	25	169	38	70	65	50
174	13	174	23	70	65	50
176	18	178	03	70	65	50
178	11	181	26	55	50	50
182	24	184	18	55	50	50
190	21	190	27	70	65	50
191	22	191	26	65	60	50
201	24	202	00	55	50	50

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Cont'd) MILES PER HOUR

AUSTIN SUBDIV.: (Cont'd)					Psgr. Trains all Streamline Equipment Diesel Power	Psgr. Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains
Mile Post	Pole	To	Mile Post	Pole			
202	09		203	02	70	65	50
205	11		207	06	55	50	50
210	30		211	04	70	65	50
219	24		220	01	70	65	50
225	26		226	02	55	50	50
227	24		227	33	45	40	40
229	05		229	10	70	65	50
231	03		231	06	70	65	50
231	29		232	02	70	65	50
240	08		240	14	70	65	50
242	27		244	05	70	65	50
247	12		247	16	70	65	50
249	04		249	09	70	65	50

LAREDO SUBDIV.:					MILES PER HOUR	
Mile Post	Pole	To	Mile Post	Pole	Passenger Trains	Freight Trains
292	29		293	03	50	40
300	17		301	11	50	40
302	26		303	02	50	40
350	22		350	28	50	40
398	17		398	23	50	35
399	14		399	20	50	35
400	19		400	24	50	35
402	1		402	7	50	35

CRYSTAL CITY SUBDIV.:					10	10
Mile Post	Pole	To	Mile Post	Pole		
77	00		78	15	10	10

Where maximum speed will permit engines in either freight or passenger service may be operated at the following speeds:

GCL AND IGN ENGINES	Miles Per Hour	MISSOURI PACIFIC ENGINES	Miles Per Hour
301 to 319	50	1 to 173	60
Except 310	61	1201 to 1280	55
320 to 339	65	1401 to 1571	55
Except 321, 332, 338	50	5308 to 5316	80
341 to 349	50	5507 to 5539	80
Except 342, 343, 347, 348	65	6401 to 6444	80
350 to 351	65	6501 to 6516	70
352 to 360	50	6601 to 6629	80
361 to 389	65	Diesel 501 to 524	65
941 to 948	45	Diesel 7000 to 7006	98
1011 to 1040	55	Diesel 7010 and 7011	98
Except 1022, 1027, 1036	40	Diesel 7014 to 7017	98
1051 to 1073	53	Diesel 7100	90
Except 1066	40		
1101 to 1125	63		
1151 to 1161	80		
1201 to 1280	55		
1401 to 1571	55		
Diesel 7007 to 7009			
7012, 7013	98		
Diesel 525 to 560	65		

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

SUBDIVISION:	Miles Per Hour
Georgetown	15
Crystal City	
Between Crystal City and Gardendale	20
Between Gardendale and North Pleasanton	15
Uvalde	15
Asphalt Belt	15
San Antonio Southern	15
Asherton	18

DISABLED ENGINES AND ENGINES IN TOW:
Motor Cars dead in tow 50

DIESEL ENGINES DEAD IN TOW:	Miles Per Hour
With trucks and traction motors in good running condition	
Nos. 501 to 576	50
Nos. 800 to 815	30
Nos. 4100, 4101, 9000, 9100 and 9200 series	35
Nos. 4102 to 4111	50
Nos. 7000 to 7017	50
No. 7100	50

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.

With trucks or parts of same in good running condition, to be moved at speed established on authority of Superintendent.

STEAM ENGINES DEAD IN TOW OR DISABLED UNDER STEAM:

	Miles Per Hour
With side rods in position, main rods disconnected	35
Moving backward in tow (side rods in position)	25
With part or all of side rods down	15

With all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinder 40

Dead engines must be in charge of a messenger, and must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.

With front drivers blocked 20

Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.

Locomotive blocked account disabled engine truck or trailing truck, or without full set of driving wheels, movement to first siding to clear main tracks 6

Further movement must be authorized by Superintendent.

Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side 15

With flat spots 3" or more on driving tires, MAINTAIN SPEED 20

WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

Wrecking Cranes (self-propelled) see table below:

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

Pile Drivers 25

Steam Shovels 25

Bridge Derrick Cars (non-revolving) Boom connected 30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick Cars (non-revolving), boom disconnected may be handled at maximum speed.

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

Bridge derrick-pile driver (combination machine) 25

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

American Ditchers, self-propelled 25

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

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Cont'd)

	Miles Per Hour
Locomotive Cranes or Clam Shells.....	25
<p>Locomotive cranes or clam shell must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.</p>	
American Ditchers, loaded on flat cars.....	25
Yard (clam shell) and "Burro" Cranes, loaded on flat cars..	25

	Miles Per Hour
Jordan Spreaders and Spreader-Ditchers	25
<p>Jordan spreaders and spreader-ditchers must be headed in working direction; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.</p>	
<p>Scale test cars must be handled next to caboose and may be handled at maximum speed.</p>	
<p>Rail unloaders must have boom disconnected and stored on car, and may be handled at maximum speed.</p>	
<p>Where maximum train speed is 25 miles per hour or less, speed of trains handling Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.</p>	

ARBITRARY HOLDS---PASSENGER TRAINS

STATION	Train Number	Hold for Division Train	Hold Until	Length of Hold	REMARKS
Palestine.....	21	Palestine . . .21	Indefinitely	Indefinitely	For connection.
Palestine.....	31	Palestine . . .31	Indefinitely	Indefinitely	For connection.
Palestine.....	37	Palestine . . .37	Indefinitely	Indefinitely	For connection.
Valley Junction.....	31	Palestine . . .17	12:10 P.M.	20 Minutes	For passengers
Valley Junction.....	32	Palestine . . .18	12:55 P.M.	20 Minutes	For passengers
San Antonio.....	22	{ San Antonio 22 Kingsville . 206	2:30 P.M.	20 Minutes	For Passengers
San Antonio.....	38	San Antonio . 38	8:30 P.M.	15 Minutes	For mail and express.
San Antonio.....	21	San Antonio . 21	Indefinitely	Indefinitely	For Passengers
San Antonio.....	32	San Antonio	8:45 A.M.	30 Minutes	For military passengers.
San Antonio.....	205	San Antonio . 21	12:15 P.M.	20 Minutes	For passengers
San Antonio.....	37	San Antonio . 37	Indefinitely	Indefinitely	For passengers and mail.
Laredo.....	22	N. De M. 1	10:05 A.M.	1 Hour	For sleepers.

TRAINS CARRYING PASSENGERS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

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.
 - D—Diesel Oil.
 - W—Water.
 - Y—Wye Track.
 - T—Turntable.
 - §—Track Scales.
 - *—Mail Crane.
- Register Stations are shown in full faced type.

Stations	Miles from Palestine	Train numbers	
LAREDO SUBDIV.:			
Atascosa	277.8	37	38
UVALDE SUBDIV.:			
	Miles from San Antonio		
Jackson	149.1	252	253
Washer	171.6	252	253
El Jardin	150.4	254	255
Onion	154.0	254	255

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

EXPLANATION OF STOPS

- s—Regular stop.
- a—Stop to receive or discharge revenue passengers.
- f—Stop on signal for passengers, mail, baggage and express.
- m—Stop to discharge revenue passengers originating South of San Antonio and to receive revenue passengers.

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

MISSOURI PACIFIC LINES EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. HARRY A. HAVERLAH, Chief Surgeon

DISTRICT SURGEONS

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.

EYE, EAR, NOSE AND THROAT

Dr. A. D. Wages	Palentine, Texas.
Dr. Margaret Alexander	Taylor, Texas.
Dr. H. L. Hilgartner	Austin, Texas
Dr. C. J. Boehs	San Antonio, Texas.
Dr. E. D. Dumas	San Antonio, Texas.
Dr. G. E. Penny	Laredo, Texas
Dr. G. W. Earle	Carrizo Springs, Texas

LOCAL SURGEONS

Dr. R. E. Bing	Oakwood, Texas.
Dr. L. P. Tenney	Buffalo, Texas
Dr. T. A. Searcy	Hearne, Texas
Dr. E. M. Boyd	Hearne, Texas
Dr. J. P. Fleming	Hearne, Texas
Dr. H. C. Guynes	Hearne, Texas
Dr. J. A. Smith	Hearne, Texas
Dr. I. P. Sessions	Rockdale, Texas.
Dr. T. S. Barkley	Rockdale, Texas.
Dr. C. D. Johnson	Thorndale, Texas.
Dr. Edmond Doak	Taylor, Texas.
Dr. E. W. Stromberg	Taylor, Texas.
Dr. W. R. Swanson	Taylor, Texas
Dr. H. D. Carrington	Hutto, Texas
Dr. D. B. Gregg	Round Rock, Texas
Dr. Walter S. Martin	Georgetown, Texas
Dr. A. J. Rice	Georgetown, Texas
Dr. H. A. Scott	Austin, Texas
Dr. J. C. A. Eckhardt	Austin, Texas
Dr. Henry C. Paine	Austin, Texas

Dr. T. C. McCormick	Buda, Texas
Dr. Gomer Teddlie	Kyle, Texas
Dr. R. F. Sowell	San Marcos, Texas
Dr. M. D. Heatly	San Marcos, Texas
Dr. M. C. Williams	San Marcos, Texas
Dr. David L. White	San Marcos, Texas
Dr. H. E. Karbach	New Braunfels, Texas
Dr. M. C. Hagler	New Braunfels, Texas
Dr. F. N. Haggard	San Antonio, Texas
Dr. C. H. Haggard	San Antonio, Texas
Dr. George O. Cull	South San Antonio, Texas
Dr. T. P. Ware	Poteet, Texas
Dr. J. A. Land	Natalia, Texas
Dr. Lee E. Peters	Devine, Texas
Dr. G. S. Woods	Devine, Texas
Dr. M. H. Bannister	Pearsall, Texas
Dr. E. M. Howard	Pearsall, Texas
Dr. Glenn T. Howard	Pearsall, Texas
Dr. Charles E. Pinckney	Dilley, Texas

Dr. Clyde P. Myers	Cotulla, Texas
Dr. Jas. A. Cook	Cotulla, Texas
Dr. B. E. Pickett	Asherton, Texas
Dr. J. D. Austin	North Pleasanton, Texas
Dr. J. M. Faggard	North Pleasanton, Texas
Dr. B. E. Pickett	Carrizo Springs, Texas
Dr. W. L. Barnard	Carrizo Springs, Texas
Dr. Cary A. Poindexter	Crystal City, Texas
Dr. J. D. Stepan	Crystal City, Texas
Dr. Otis King	La Pryor, Texas
Dr. R. A. Eads	Uvalde, Texas
Dr. Hershall La Forge	Uvalde, Texas
Dr. George H. Merritt	Uvalde, Texas
Dr. S. H. Graham	Laredo, Texas
Dr. S. H. Graham, Jr.	Laredo, Texas
Dr. W. R. Powell	Laredo, Texas
Dr. V. L. Puig	Laredo, Texas
Dr. Aubrey S. McGee	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.

Hospital ambulance will meet patients who are on cots, sick or injured, at Palestine depot. Do not call or wire for ambulance where patients can be carried to hospital in car. Conductors when wiring chief surgeon or dispatcher, will state whether ambulance or car will be needed.

Missouri Pacific Lines Employees Clinic located at 1503 West Houston Street, corner of Houston and Comal, San Antonio, Texas, is now open for service to the members of this association. Hours from 8:00 A. M. to 5:00 P. M. daily except Sundays. Telephone Fanin 1037.

AUSTIN SUBDIV.—TAYLOR TO SAN ANTONIO

TIME-TABLE NO. 66

SEPTEMBER 4, 1949

TRAINS SOUTHWARD

	Miles from Valentine	TIME-TABLE NO. 66 SEPTEMBER 4, 1949	TRAINS SOUTHWARD									
			FIRST CLASS				SECOND CLASS			THIRD CLASS		
			37 Local Passenger	905 M-K-T Passenger	21 Passenger	901 M-K-T Passenger	31 Passenger	907 M-K-T Passenger	67 Red Ball Freight	75 Red Ball Freight	65 Red Ball Freight	99 Local Freight
STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		
44.8	OS	TAYLOR WDO\$Y	3 05 AM		9 28 AM		1 05 PM		3 30 AM	4 05 AM	6 15 PM	
53.4	P	HUNTER	3 25		9 38		1 15		3 50	4 20	6 35	
60.1		WATER TANK W										
61.6	LS	ROUND ROCK	3 37		9 40		1 24 ⁶⁶		4 00	4 35	6 55	
68.0	LS	McNEIL (T&NO Cross.)	3 49		9 45		1 29		4 10	4 45	7 15	
73.8	P	AC SIDING	4 00		9 52		1 37		4 21	5 01	7 30	
79.1	P	AUSTIN	4 35		10 02		1 50		4 45	5 12	8 05 ⁷⁴	
		CONGRESS AVE - AUSTIN		5 30 AM		12 40 PM		3 45 PM				
79.6	OS	COLORADO BRIDGE W	4 36	5 33	10 03	12 43	1 51	3 48				7 00 AM
83.8	LS	VINSON	4 46	5 47	10 09 ³²	12 51	1 57	3 58	5 02	5 27	8 45	7 15
90.0	P	MANCHACA	4 55	5 55	10 15	12 58	2 04 ⁹⁰⁸	4 06	5 15	5 38	9 05	7 30
94.2	LS	BUDA	5 04	6 00	10 19	1 02	2 10	4 12	5 25	5 46	9 20	7 55
101.0	LS	KYLE	5 15	6 08	10 26	1 09	2 18 ⁹⁸	4 20	5 35	5 56	9 45 ³⁸	8 10
104.2	P	KUSHLA	5 20	6 13	10 30	1 14 ⁹⁰²	2 22	4 24	5 41	6 02	10 05	8 20
108.8	OS	M-K-T JCT.	5 26	6 20 AM	10 35	1 25 PM	2 27	4 30 PM	5 49	6 10	10 20	8 29
109.7	P	SAN MARCOS W	5 35		10 37		2 31		5 58	6 18	10 25	9 28 ³²
116.9	P	HUNTER	5 48		10 45		2 41		6 10	6 28	10 40	9 45
123.0	P	GOODWIN	5 58		10 52 ⁶⁶		2 55 ²²		6 20	6 42	10 55	10 01
127.3	OS	NEW BRAUNFELS W	6 04		10 58 ⁹⁸		3 01		6 33	6 52	11 20	10 15 ⁶⁶ 11 15 ²¹
127.4		M-K-T CROSSING										
127.8	P	LANDA'S PARK Y	6 09		10 59		3 03		6 38	6 56	11 25	11 25
135.0	P	CORBYN	6 19		11 06		3 10		6 49	7 07	11 36	11 59 ⁹⁸ AM
141.0	P	BRACKEN	6 27		11 12		3 16		7 01	7 18	11 57 PM	12 25 PM
148.0	LS	WETMORE	6 38		11 19 ⁹⁸		3 24		7 15	7 32	12 16 AM	12 45
154.0	P	ADAMS	6 47		11 25		3 31		7 25	7 42	12 30	1 05
158.0	P	AK SIDING										
158.3		MONTE VISTA	6 52		11 29		3 35					
159.1	OS	SAN ANTONIO WDO\$T	7 10 AM		11 40 AM		3 45 PM		7 50 AM	8 00 AM	1 00 AM	1 30 PM
		114.3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday

AUSTIN SUBDIV.—TAYLOR TO SAN ANTONIO

TRAINS SOUTHWARD

Miles from Palestine	TIME-TABLE NO. 66 SEPTEMBER 4, 1949	FIRST CLASS									SECOND CLASS		
		37	905	21	901	31	907	67	75	65			
		Local Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight			
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
144.8	CS..... TAYLOR..... WDO\$Y	3 05 AM		9 23 AM		1 05 PM		3 30 AM	4 05 AM	6 15 PM			
153.4	P..... HUTTO..... * s	3 25		9 33		1 15		3 50	4 20	6 35			
160.1	..... WATER TANK..... W											
161.8	LS..... ROUND ROCK..... * s	3 37		9 40		1 24 ⁶⁶		4 00	4 35	6 55			
166.0	LS McNEIL (T&NO Cross.) * s	3 49		9 45		1 29		4 10	4 45	7 15			
173.8	P..... AC SIDING.....	4 00		9 52		1 37		4 21	5 01	7 30			
179.1	P..... AUSTIN..... s	4 35		10 02		1 50		4 45	5 12	8 05 ⁷⁴			
	..... CONGRESS AVE - AUSTIN		5 30 AM		12 40 PM		3 45 PM					
179.6	CS..... COLORADO BRIDGE..... Y\$	4 36	5 33	10 03	12 43	1 51	3 48						
183.8	LS..... VINSON.....	4 46	5 47	10 09 ³²	12 51	1 57	3 58	5 02	5 27	8 45			
190.0	P..... MANOHACA..... * s	4 55	5 55	10 15	12 58	2 04 ⁹⁰⁸	4 06	5 15	5 38	9 05			
194.2	LS..... BUDA..... * s	5 04	6 00	10 19	1 02	2 10	4 12	5 25	5 46	9 20			
201.0	LS..... KYLE..... * s	5 15	6 08	10 26	1 09	2 18 ⁹⁸	4 20	5 35	5 56	9 45 ³⁸			
204.2	P..... KUSHLA.....	5 20	6 13	10 30	1 14 ⁹⁰²	2 22	4 24	5 41	6 02	10 05			
208.8	CS..... M-K-T JCT.....	5 26	6 20 AM	10 35	1 25 PM	2 27	4 30 PM	5 49	6 10	10 20			
209.7	P..... SAN MARCOS..... W s	5 35		10 37		2 31		5 58	6 13	10 25			
216.9	P..... HUNTER..... * s	5 48		10 45		2 41		6 10	6 28	10 40			
223.0	P..... GOODWIN.....	5 58		10 52 ⁶⁶		2 55 ²²		6 20	6 42	10 55			
227.3	CS..... NEW BRAUNFELS..... W\$ s	6 04		10 58 ⁹⁹		3 01		6 33	6 52	11 20			
227.4	..... M-K-T CROSSING.....											
227.8	P..... LANDA'S PARK..... Y	6 09		10 59		3 03		6 38	6 56	11 25			
235.0	P..... CORBYN.....	6 19		11 06		3 10		6 49	7 07	11 36			
241.0	P..... BRACKEN..... t	6 27		11 12		3 16		7 01	7 18	11 57 PM			
248.0	LS..... WETMORE..... * s	6 38		11 19 ⁹⁸		3 24		7 15	7 32	12 16 AM			
254.0	P..... ADAMS.....	6 47		11 25		3 31		7 25	7 42	12 30			
256.0	P..... AK SIDING.....												
256.3	..... MONTE VISTA..... s	6 52		11 29		3 35						
259.1	CS..... SAN ANTONIO..... WDO\$T	7 10 AM		11 40 AM		3 45 PM		7 50 AM	8 00 AM	1 00 AM			
	114.3	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			

10 SAN ANTONIO SOUTHERN SUBDIV.—BETWEEN KIRK AND JOURDANTON

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 66 SEPTEMBER 4, 1949			Miles from Jourdanton	Siding Capacity in Cars	TRAINS NORTHWARD						
SECOND CLASS						STATIONS					THIRD CLASS						
			257 Local Freight														256 Local Freight
			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 <small>4.6</small>		24.6	13							2 00
			12 05 PM	Y20	35.7	LS	POTEET <small>15.3</small>	W	9.3	34							1 15
			12 35 PM	Y29	45.0	LS	CRYSTAL CITY SUBDIV. CROSSING <small>7.8</small>	Y	1.5								12 45 PM
			Daily Except Sunday				JOURDANTON <small>1.5</small>		0.0	Yard							Daily Except Sunday
									29.2								

ASHERTON SUBDIV.—BETWEEN ASHERTON AND ARTESIA WELLS

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 66 SEPTEMBER 4, 1949			Miles from Asherton	Siding Capacity in Cars	TRAINS NORTHWARD						
STATIONS						STATIONS											
				K 1	129.8	LS	ASHERTON	WOY	0.0	Yard							
				K 4	126.8		REGNA <small>3.0</small>		3.0	25							
				K 12	118.8	LS	CATARINA <small>8.0</small>	W	11.0	24							
				K 21	109.8		LIGHT <small>9.0</small>		20.0	23							
				K 27	103.8		FARMINGTON <small>6.0</small>		26.0	6							
				K 28	102.8		HAPPLE <small>1.0</small>	(Spur)	27.0	12							
				438	97.8	LS	ARTESIA WELLS <small>5.0</small>	Y	32.0	18							
									32.0								