

DIVISION OFFICERS

E. C. SHEFFIELD Acting Supt. Palestine, Texas
L. M. ELLEDGE 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.
J. N. CUNNINGHAM . Ass't Trainmaster . . Valley Jct., Tex.
R. P. BAILEY Dispatcher Palestine, Texas
J. H. BRADLEY Dispatcher Palestine, Texas
J. E. CARLSON Dispatcher Palestine, Texas
J. DAVIS Dispatcher San Antonio, Tex.
W. W. EDMISTEN . . . Dispatcher San Antonio, Tex.
J. S. FORD Dispatcher San Antonio, Tex.
B. C. JONES Dispatcher San Antonio, Tex.
M. J. KEEFE Dispatcher San Antonio, Tex.
A. R. TABER Dispatcher Palestine, Texas
M. J. VAUGHN Dispatcher San Antonio, Tex.
J. M. WATLINGTON . Dispatcher Palestine, Texas
R. 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. 68

Effective 12:01 A. M.

MONDAY, MAY 1, 1950

CENTRAL STANDARD TIME

Superseding Time-Table No. 67, dated October 30,
1949, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY A COPY OF SPECIAL INSTRUCTIONS
NO. 6 DATED MAY 1, 1950.

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.

RULE B: Employes must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employes must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

RULE E (in part): Employes must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employes is required for proper functioning under the rules and instructions.

RULE 107 (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

Where safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

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

RULE 101 (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs, or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications or any and all signals, REGARDLESS OF LOSS OF TIME.

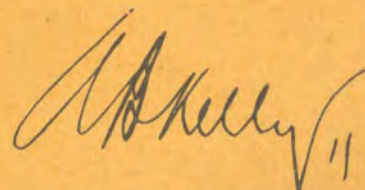
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

The train dispatcher is in position to render valuable service in bringing about compliance with the rules; first by habitually conforming to the rules in the daily performance of his own duties; second by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact; and third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

Train dispatchers must bear in mind that his more extended means of communication and consequent knowledge of conditions, gives him a point of view not available to any other person connected with train, engine or yard movements, and that his duty to impart that knowledge to others, when it will promote safety, or without sacrificing safety, will expedite movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.



General Manager

**ATTENTION
TRAIN AND ENGINE CREWS**

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

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

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

8. Being considerate of others is they 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.

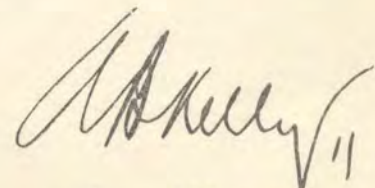
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



General Manager.

TAYLOR SUBDIV.—PALESTINE TO TAYLOR

Station Numbers	Miles from Palestine	TIME-TABLE NO. 68 MAY 1, 1950	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	91 Local Freight	93 Local Freight	
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
81	0.0	OS..... PALESTINE..... WDO\$TY	Yard	6 45 AM	9 40 AM	10 30 PM		10 30 AM	10 00 PM	10 00 AM		
81	8.5	P..... TUCKER.....	81	6 54 ⁷⁴	9 52	10 42		10 55	10 15	10 20		
	12.3	..... WATER TANK..... W										
89	18.0	LS..... OAKWOOD.....*	80	7 04	10 04	10 54		11 15	10 30	10 50		
105	23.2	P..... PEELER.....	80	7 10	10 11	11 01 ⁶⁶		11 30	10 38 ⁶⁶	11 10		
108	26.8	..... KEECHI.....*				11 06						
116	34.7	LS..... BUFFALO.....*	80	7 22	10 25	11 18		11 54 ^{AM}	10 55	11 35 ^{AM}		
125	43.8	LS..... JEWETT.....W	94	7 32	10 36	11 33		12 12 ^{91 90 PM}	11 10	12 12 ^{PM}	12 40 ^{65 90}	
130	49.0	P..... VAN.....	56	7 38	10 43	11 40		12 22	11 19	12 55		
136	54.8	LS..... MARQUEZ.....*	80	7 44	10 49 ⁹⁰	11 48		12 33	11 27	1 28 ³²		
144	63.0	P..... RIDGE.....*	84	7 53	10 59	11 58 ^{PM}		12 49	11 38	1 48		
	65.5	..... WATER TANK..... W										
150	68.3	P..... EASTERLY.....*				12 05 ^{AM}						
152	70.4	P..... AN SIDING.....	80	8 01	11 09	12 08		1 08 ³²	11 48	2 10		
154	73.1	P..... NEW BADEN.....*				12 11						
158	77.1	LS..... FRANKLIN.....	80	8 08	11 18	12 18		1 30	11 59 ^{PM}	2 30		
165	83.9	P..... ELLIOTT.....	80	8 15	11 26	12 26		1 45	12 08 ^{AM}	2 50		
171	89.6	LS..... HEARNE (T&NO Cross.)§	150	8 22	11 35	12 45		2 00	12 18	3 10		
	93.9	..... PALESTINE DIV. CROSS.										
175	93.9	OS..... VALLEY JCT..... WOY	100	8 27	11 50	1 00 ⁷⁴	1 35 ^{AM}	2 30	12 30 ⁷⁴	3 45 ^{PM}	12 40 ^{PM}	
181	99.6	P..... GAUSE.....*	84	8 33	11 57 ^{AM}	1 09 ³⁸	1 45	2 45	12 40		12 50	
187	105.0	P..... BAILIE.....	90	8 38	12 09 ^{32 PM}	1 18	1 54	2 55	1 00 ³⁸		1 00	
191	110.0	CS..... MILANO (GCSE Cross.)Y	83	8 43	12 17	1 38	2 04	3 05	1 18		1 20	
201	119.1	CS..... ROCKDALE (T&NO Cross.)W	100	8 52	12 28	1 56	2 20	3 20	1 30		1 35	
207	125.0	P..... HANDY.....	84	8 58	12 34	2 09	2 30	3 30	1 41		1 55	
214	132.2	LS..... THORNDALE.....*	90	9 05	12 42	2 23	2 42	3 50 ⁶⁶	1 52		2 10	
220	138.4	LS..... THRALL.....*	100	9 11	12 49	2 39	2 52	4 30 ²²	2 04		2 30	
	144.7	..... M-K-T CROSSING										
226	144.8	CS..... TAYLOR..... WDO\$Y	Yard	9 20 AM	1 00 PM	3 00 AM	3 05 AM	4 45 PM	2 30 AM		2 55 PM	
		144.8		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

TAYLOR SUBDIV.—TAYLOR TO PALESTINE

TIME-TABLE
NO. 68

MAY 1, 1950

TRAINS NORTHWARD

Station Numbers	Miles from Laredo	STATIONS	Siding 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	90 Local Freight	92 Local Freight
				Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
81	412.2	CS..... PALESTINE... WDO\$TY	Yard	2 45 PM	6 55 PM	4 40 AM	1 00 AM	7 15 AM	3 00 PM	
90	403.7	P..... TUCKER	81	2 29 90	6 40	4 18	12 05 AM	6 54 21	2 29 32	
	399.9	WATER TANK..... W								
99	394.2	LS..... OAKWOOD.....*	80	2 17	6 30	4 02	11 30 PM	6 20	1 30	
105	389.0	P..... PEELER	80	2 09	6 24	3 50	11 01 37 10 38 67	6 05	1 10	
108	385.4	KEBCHI.....*				3 44				
116	377.5	LS..... BUFFALO.....*	80	1 54	6 13	3 32	9 45	5 35	12 47 65	
125	368.4	LS..... JEWETT.....W	94	1 43	6 04	3 15	9 20	5 10	12 12 91	
130	363.2	P..... VAN	58	1 34	5 59	3 03	9 05	4 50	11 09 AM	
136	357.4	LS..... MARQUEZ.....*	80	1 28 91	5 54	2 55	8 50	4 30	10 49 31	
144	349.2	P..... RIDGE.....*	84	1 18	5 45	2 40	8 30	3 50	10 15	
	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	10 01	
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 40	
165	328.3	P..... ELLIOTT.....	80	12 51	5 24	2 01	7 15	2 25	9 10	
171	322.6	LS..... HEARNE (T&NO Cross.)§	150	12 44	5 18	1 52	7 00	2 05	9 00	
	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 AM 11 35 PM	8 30 AM	11 30 AM
181	312.6	P..... GAUSE.....*	84	12 16	5 07	1 09 37	4 41	11 24		11 20
187	307.2	P..... BAILLE.....	90	12 09 31 PM	5 02	1 00 67	4 32	11 15		11 10
191	302.2	CS MILANO (GCSF Cross.) Y	83	11 59 AM	4 57	12 39	4 24	11 05		11 00
201	293.1	CS... ROCKDALE (T&NO Cross.) W	100	11 50	4 48	12 28	4 12	10 50		10 35
207	287.2	P..... HANDY.....	84	11 40	4 43	12 18	4 02	10 38		10 25
214	280.0	LS... THORNDALE.....*	90	11 32	4 36	12 08 AM	3 50 65	10 26		10 10
220	273.8	LS... THRALL.....*	100	11 24	4 30 65	11 57 PM	3 36	10 15		9 50
	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		9 30 AM
	144.8			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

AUSTIN SUBDIV.—TAYLOR TO SAN ANTONIO

Miles from Palestine	TIME-TABLE NO. 68 MAY 1, 1950	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	97 Local Freight
STATIONS	Daily	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.....*	3 25		9 32		1 15		3 50	4 20	6 35	
160.1	.....WATER TANK.....W										
161.6	LS.....ROUND ROCK.....*	3 37		9 39		1 24		4 00	4 35	6 50	
166.0	LS McNEIL (T&NO Cross.) *	3 49		9 43		1 29 ⁶⁶		4 10	4 45	7 02	
173.8	P.....AC SIDING.....	4 00		9 50		1 37		4 21	5 01	7 20	
179.1	P.....AUSTIN.....	4 35		10 00		1 50		4 45	5 12	7 50 ⁷⁴	
	.....CONGRESS AVE - AUSTIN		5 30 AM		12 01 PM		3 35 PM				
179.6	OS.....COLORADO BRIDGE.....WO	4 36	5 35	10 01	12 06	1 51	3 40	4 46	5 13	7 55	7 00 AM
183.8	LS.....VINSON.....										
187.3	P.....AF SIDING.....	4 51	5 50	10 09 ⁸²	12 15 ⁶⁶	2 01	3 53	5 10	5 34	8 40	7 24
190.0	.....MANOHACA.....*	4 55									
194.2	LS.....BUDA.....*	5 04	5 59	10 17	12 23	2 10 ⁹⁰⁸	4 02	5 25	5 46	9 10	7 55
201.0	LS.....KYLE.....*	5 15	6 08	10 24	12 31	2 18 ⁹⁶	4 10	5 35	5 56	9 44 ⁸⁸	8 10
204.2	P.....KUSHLA.....	5 20	6 12	10 28	12 35	2 22	4 14	5 41	6 02	10 05	8 20
208.8	OS.....M-K-T JCT.....	5 26	6 18 AM	10 33	12 40 PM	2 27	4 20 PM	5 49	6 10	10 20	8 29
209.7	P.....SAN MARCOS.....W	5 35		10 36		2 31		5 58	6 13	10 25	9 30 ⁸²
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 53 ²²		6 20	6 42	10 55	9 57
227.3	OS.....NEW BRAUNFELS.....W\$	6 04		10 57 ⁹⁷		2 59		6 33	6 52	11 20	10 15 ⁶⁶ 11 15 ²¹
227.4	.....M-K-T CROSSING.....										
227.8	P.....LANDA'S PARK.....Y	6 09		10 59		3 01		6 38	6 56	11 25	11 25
235.0	P.....CORBYN.....	6 19		11 06		3 08		6 49	7 07	11 36	11 59 ⁹⁶ AM
341.0	P.....BRACKEN.....	6 27		11 12		3 14		7 01	7 18	11 57 PM	12 25 PM
348.0	P.....WETMORE.....*	6 38		11 19 ⁹⁶		3 23		7 15	7 32	12 16 AM	12 45
249.2	LS.....LONGHORN.....Y										
254.0	P.....ADAMS.....	6 47		11 25		3 30		7 25	7 42	12 30	1 05
256.0	P.....AK SIDING.....										
256.3	.....MONTE VISTA.....	6 52		11 29		3 35					
259.1	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.—SAN ANTONIO TO TAYLOR

5

Station Numbers	Miles from Laredo	TIME-TABLE NO. 68 MAY 1, 1950	Siding Capacity in Cars	TRAINS NORTHWARD							THIRD CLASS	
				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	96 Local Freight
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
226	267.4	OS.....TAYLOR..... WDO\$Y	Yard		11 10 AM			4 19 PM	11 40 PM	2 15 PM	9 00 PM	
235	258.8	P.....HUTTO.....*	83		10 57			4 09	11 20	1 50	8 37	
	252.1	.....WATER TANK..... W										
243	250.8	LS.....ROUND ROCK.....*	81		10 49			4 01	11 07	1 39	8 25	
247	246.2	LS McNEIL (T&NO Cross.) *	109		10 44			3 57	10 56	1 29 ³¹	8 17	
253	238.4	P.....AC SIDING.....	84		10 35			3 49	10 45	12 55	8 05	
262	233.1	P.....AUSTIN.....	80		10 25			3 40	10 35	12 35	7 50 ⁶⁵	
		CONGRESS AVE - AUSTIN		12 55 AM		1 42 PM	2 40 PM					
261	232.6	CS.....COLORADO BRIDGE..... W\$	Y\$	12 50	10 18	1 37	2 35	3 36	10 13	12 30	7 41	3 20 PM
265	228.4	LS.....VINSON.....										
268	224.9	P.....AF SIDING.....	100	12 39	10 09 ²¹	1 28	2 22	3 29	10 04	12 15 ⁹⁰¹	7 30	2 55
271	222.2	.....MANCHACA.....*							10 00			
276	218.0	LS.....BUDA.....*	102	12 30	9 52	1 20	2 10 ³¹	3 22	9 55	11 50 AM	7 20	2 40
282	211.2	LS.....KYLE.....*	90	12 22	9 44	1 13	2 00	3 16	9 44 ⁶⁵	11 40	7 11	2 13 ³¹
285	208.0	P.....KUSHLA.....	83	12 17	9 39	1 09	1 56	3 12	9 38	11 32	7 06	2 01
290	203.4	CS.....M-K-T JCT.....	74	12 10 AM	9 33	1 03 PM	1 50 ⁹⁶	3 07	9 32	11 24	6 59	1 50 ⁹⁰⁸
291	202.5	P.....SAN MARCOS..... W	39		9 30 ⁹⁷			3 06	9 30	11 21	6 56	1 45
298	195.3	P.....HUNTER.....*	100		9 17			2 59	9 16	11 09	6 46	1 15
304	189.2	P.....GOODWIN.....	86		9 10			2 53 ³¹	9 09	10 52 ²¹	6 36	12 59
308	184.9	OS.....NEW BRAUNFELS..... W\$	60		9 04			2 48	9 02	10 23 ⁹⁷	6 28	12 45
	184.8	.....M-K-T CROSSING.....										
309	184.4	P.....LANDA'S PARK..... Y	90		9 01			2 46	8 57	10 18	6 24	12 20 PM ⁹⁷
316	177.2	P.....CORBYN.....	90		8 53			2 39	8 50	10 07	6 14	11 59 AM ⁹⁷
322	171.2	P.....BRACKEN.....	100		8 46			2 33	8 43	9 57	6 05	11 40
329	164.2	P.....WETMORE.....*	86		8 37			2 26	8 34	9 46	5 54	11 19 ²¹
330	163.0	LS.....LONGHORN..... Y										
335	158.2	P.....ADAMS.....	90		8 29			2 20	8 27	9 35	5 45	10 50
337	156.2	P.....AK SIDING.....	28									
	155.9	.....MONTE VISTA.....			8 24			2 17	8 23			
340	153.1	OS.....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 Except Sunday

LAREDO SUBDIV.—SAN ANTONIO TO LAREDO

Station Numbers	Miles from Palestine	TIME-TABLE NO. 68 MAY 1, 1950	Siding Capacity in Cars	TRAINS SOUTHWARD							
				FIRST CLASS			SECOND CLASS		THIRD CLASS		
				205 Passenger	21 Passenger	215 Passenger	267 Red Ball Freight	67 Red Ball Freight	99 Local Freight	291 Local Freight	257 Local Freight
		STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
340	259.1	CS..... SAN ANTONIO. WDO\$T	Yard	11 55 AM	12 05 PM	10 40 PM	8 00 PM	8 45 PM	6 50 AM	7 20 AM	8 00 AM
	259.8	..... T. & N. O. CROSSING.....									
	260.4	..... S. P. CROSSING.....									
	262.2	..... S. A. U. & G. CROSS-OVER.....									
	263.3	..... SA JCT.....		12 06 PM	12 16	10 52 PM	8 15 PM			7 35 AM	
		.....			12 18						
345	264.3	SOUTHSAN ANTONIO. WOY\$T	Yard		12 20			9 10	7 25		8 30
353	272.1	P..... VON ARMY.....	57		12 30 ²⁶⁶			9 32	7 45		8 50
356	274.7	P..... KIRK.....			12 34			9 38	7 52		9 00 AM
363	282.1	LS..... LYTLE.....	55		12 50 ²²			10 05	8 25		
368	287.1	LS..... NATALIA.....*	32		12 59			10 15	8 40		
373	291.5	LS..... DEVINE.....	55		1 08			10 35	9 05		
	294.0	..... WATER TANK..... W									
382	300.4	P..... MOORE.....*	56		1 20 ⁹⁸			11 05	9 35		
386	305.0	P..... JENSEN.....	56		1 27			11 20	9 50		
394	313.0	LS..... PEARSALL..... W	60		1 39			11 45 PM	10 30		
403	321.9	P..... DERBY.....	56		1 51			12 15 AM	11 01 ⁹⁸		
410	329.1	LS..... DILLEY..... W	61		2 03			12 35	11 28 ²²		
417	335.5	P..... MILLETT.....	39		2 14			12 55	11 55 AM		
422	340.5	LS..... GARDENDALE..... WY	51		2 25			1 10 ⁶⁶	12 20 PM		
427	345.8	LS..... COTULLA..... Y	119		2 37			2 00	1 15		
435	354.0	P..... TUNA.....	22		2 50			2 25	1 35		
438	356.9	LS..... ARTESIA WELLS.....*			2 55			2 35	1 50		
440	358.5	..... PACIFIC.....	22		2 57			2 40	1 55		
449	367.6	P..... ATLEE.....	75		3 10			3 10	2 15		
455	374.1	LS..... ENCINAL..... WY	64		3 20			3 49	2 40		
467	385.3	P..... CALLAGHAN.....	56		3 39			4 25	3 10		
473	391.8	P..... WEBB.....*	75		3 48			4 50	3 25		
484	402.5	P..... ORVIL.....	75		4 02 ⁹⁹			5 30	4 02 ²¹		
490	408.3	..... NYE.....	32		4 10			5 50	4 25		
	412.0	..... TEXAS MEXICAN CROSSING.....									
494	412.2	CS..... LAREDO..... WDO\$Y	Yard		4 20 PM			6 20 AM	4 50 PM		
		153.1		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday

LAREDO SUBDIV.—LAREDO TO SAN ANTONIO

Station Numbers	Miles from Laredo	TIME-TABLE NO. 68 MAY 1, 1950	Siding Capacity in Cars	TRAINS NORTHWARD								
				FIRST CLASS			SECOND CLASS		THIRD CLASS			
				216	22	206	266	66	98	256	290	
				Passenger	Passenger	Passenger	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	Local Freight	
STATIONS				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	5 45 AM	6 30 AM	3 30 PM	1 10 PM	3 10 PM	
	152.4	..... T. & N. O. CROSSING		6 33	1 25	1 50					
	151.8	..... S. P. CROSSING									
	150.0	..... S. A. U. & G. CROSS-OVER		6 25 AM	1 18	1 42 PM	4 55 AM				2 50 PM
	148.9	..... SA JCT.			1 16						
345	147.9	SOUTH SAN ANTONIO.WY\$T	Yard		1 14			5 45	3 10	12 50		
353	140.1	P..... VON ARMY	57		f 1 05			5 25	2 50	12 30 21		
356	137.5	P..... KIRK			1 01			5 15	2 40	12 15 PM		
363	130.1	LS..... LYTLE	55		s 12 50 21			4 50	2 20			
368	125.1	LS..... NATALIA	32		f 12 40			4 30	2 05			
373	120.7	LS..... DEVINE	55		s 12 32			4 15	1 50			
	118.2	..... WATER TANK	W								
382	111.8	P..... MOORE	* 56		f 12 15			3 40	1 20 21			
386	107.2	P..... JENSEN	56		12 08 PM			3 25	12 40 PM			
394	99.2	LS..... PEARSALL	W 60		a 11 56 AM 98			3 00	11 56 AM 22			
403	90.3	P..... DEBBY	56		f 11 39			2 20	11 01 99			
410	83.1	LS..... DILLEY	W 61		s 11 28 99			2 00	10 45			
417	76.7	P..... MILLETT	39		a 11 15			1 30	10 10			
422	71.7	LS..... GARDENDALE	WY 51		f 11 07			1 10 67	10 00			
427	66.4	LS..... COTULLA	Y 119		s 10 55			12 30	9 30			
435	58.2	P..... TUNA	22		10 39			12 05 AM	8 35			
438	55.3	LS..... ARTESIA WELLS	*		f 10 35			11 59 PM	8 25			
440	53.7	..... PACIFIC	22		10 33			11 53	8 19		
449	44.6	P..... ATLEE	75		10 19			11 30	7 59			
455	38.1	LS..... ENCINAL	WY 64		s 10 09			11 10	7 45			
467	26.9	P..... CALLAGHAN	56		f 9 48			10 30	7 23			
473	20.4	P..... WEBB	* 75		a 9 38			10 10	7 11			
484	9.7	P..... ORVIL	75		9 22			9 40	6 52			
490	3.9	..... NYE	32		9 13			9 15	6 42		
	0.2	..... TEXAS MEXICAN CROSSING									
494	0.0	CS..... LAREDO	WDO\$Y Yard		9 05 AM			9 00 PM	6 30 AM			
	153.1			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

CRYSTAL CITY SUBDIV.—BETWEEN NORTH PLEASANTON AND CRYSTAL CITY

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 68 MAY 1, 1950	Miles from Crystal City	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS									SECOND CLASS			
			255 Local Freight									
			Daily			STATIONS						
				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		

10 SAN ANTONIO SOUTHERN SUBDIV.—BETWEEN KIRK AND JOURDANTON

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 68			Miles from Jourdanton	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						STATIONS					THIRD CLASS			
			257											
			Local Freight											
			Daily Except Sunday											
			9 00 AM		15.8	P	KIRK		29.2				12 15 PM	
			9 15	Y5	20.4	LS	SOMERSET		24.6	13			11 59 AM	
			10 05	Y20	35.7	LS	POTTEET	W	9.3	34			11 15	
					43.5		CRYSTAL CITY SUBDIV. CROSSING	Y	1.5					
			10 35 AM	Y29	45.0	LS	JOURDANTON		0.0	Yard			10 45 AM	
			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. 68			Miles from Asherton	Siding Capacity in Cars	TRAINS NORTHWARD			
						STATIONS								
				K 1	129.8	LS	ASHERTON	WOY	0.0	Yard				
				K 4	126.8		REGNA		3.0	25				
				K 12	118.8	LS	CATARINA	W	11.0	24				
				K 21	109.8		LIGHT		20.0	23				
				K 27	103.8		FARMINGTON		26.0	6				
				K 28	102.8		HAPPLE	(Spur)	27.0	12				
				438	97.8	LS	ARTESIA WELLS	Y	32.0	18				
									32.0					

SPECIAL INSTRUCTIONS

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

2 MAXIMUM SPEED:

	MILES PER HOUR		
	Psgr. Trains Diesel Power	Psgr. Trains Steam Power	Freight Trains
Taylor Subdivision	79	65	50
Austin Subdivision	79	65	50
Georgetown Subdivision		20	20
Laredo Subdiv.:			
Between San Antonio and SA Jct. MP 263		50	35
Between SA Jct. MP 263 and Encinal MP 376		59	45
Between Encinal MP 376 and Laredo		50	35
Crystal City Subdiv.:			
Between Crystal City and Gardendale	35		25
Between Gardendale and North Pleasanton	30		20
Uvalde Subdiv.:			
Between Uvalde Jct. 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.

	Psgr. Trains	Freight Trains
TAYLOR SUBDIV.:		
Palestine, city limits	30	80
Oakwood, city limits	45	45
Franklin, city limits	45	45
Hearne, city limits	30	30
Rockdale, city limits	45	45
Thorndale, city limits	45	45
Taylor:		
City limits	25	25
Between M-K-T crossing and passenger station, passenger route	15	15
Main Street crossing	8	8
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 will move at restricted speed between SAU&G CROSSOVER and PASSENGER STATION, SAN ANTONIO.		
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)

	Psgr. Trains	Freight Trains
CRYSTAL CITY SUBDIV.:		
Crystal City, wye tracks	10	10
UVALDE SUBDIV.:		
Uvalde Jct. 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			
	Psgr. Trains all Streamline Equipment Diesel Power	Psgr. Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains	Freight Trains
TAYLOR SUBDIV.:				
Mile Post	Pole To	Mile Post	Pole	
0	00	1	10	45
2	19	2	24	70
2	27	4	14	55
4	15	5	00	70
5	23	6	03	55
6	13	6	23	70
13	03	13	12	45
13	21	13	27	55
18	15	18	22	70
19	13	22	21	55
23	24	25	27	55
26	08	26	19	70
27	05	28	20	55
29	15	29	20	70
31	15	32	00	55
32	06	35	18	70
35	25	38	02	55
38	09	38	20	70
39	24	40	27	70
42	10	42	29	70
44	20	45	04	70
45	27	46	15	70
47	06	47	15	70
48	10	48	19	70
55	11	55	16	70
57	09	58	13	70
58	20	59	05	55
59	15	59	22	70
59	24	60	13	55
61	14	61	23	70
61	26	62	07	55
64	06	67	02	55
67	14	67	18	70
68	04	68	13	70
69	25	70	08	70
70	25	72	00	70
80	05	80	10	70
87	02	88	10	70
91	05	91	20	70
94	20	94	26	50
95	00	95	10	70
112	21	113	29	70
115	08	115	15	70
122	23	123	06	70
126	06	127	08	70
129	29	130	05	70
143	12	143	20	70
AUSTIN SUBDIV.:				
146	14	146	24	50
147	03	147	18	70
160	02	160	10	70
161	09	161	22	65
166	31	167	03	70
167	30	168	01	70
169	25	169	38	70
174	13	174	23	70
176	18	178	03	70
178	11	181	26	55
182	24	184	18	55
190	21	190	27	70
191	22	191	26	65
201	24	202	00	55

SPECIAL INSTRUCTIONS

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

AUSTIN SUBDIV.: (Cont'd)				Psg. Trains all Streamline Equipment Diesel Power	Psg. Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains
Mile Post	Pole	To 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 Post	Pole	Passenger Trains	Freight Trains
292	29	293	03	50	45
300	17	301	11	50	45
302	26	303	02	50	45
350	22	350	28	50	45
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.:					
77	00	78	15	10	10

UVALDE SUBDIV.:					
164	3	164	19	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
320, 339, 351	65	Diesel 501 to 524	65
361 to 389	65	Diesel 7000 to 7006	98
1052 to 1073	53	Diesel 7010 and 7011	98
1101 to 1125	63	Diesel 7014 to 7017	98
1151 to 1161	80	Diesel 7100	90
1201 to 1258	55		
1401 to 1478	55		
Diesel 7007 to 7009			
7012, 7013	98		
Diesel 525 to 618	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:	
With trucks and traction motors in good running condition	
Nos. 501 to 618	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 locomotive (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked. Messenger service will be provided for these units only when in the opinion of the Superintendent or Master Mechanic it is necessary to protect the units against freezing or when the unit is in such condition that it would require a messenger to prevent further damage en route.

All bearings, including motor support bearings, must be inspected and known to be properly lubricated for movement.

On Diesel locomotives, in cold weather where there is a possibility of damage by freezing, steam heat, when available, should be turned into the engine cooling system and steam heating coils; also open low level overflow valve on each engine.

When steam heat is not available, the entire engine cooling system and piping, including steam generator and main water reservoir, must be drained to prevent damage by freezing.

The foregoing is to apply whether the locomotive is standing or in tow.

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

	Miles from Palestine		Train numbers
LAREDO SUBDIV.:			
Atascosa	277.8	21	22
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

- g—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, Austin and Taylor Sub-Divisions.

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.....Palestine, Texas.
 Dr. Margaret Alexander.....Taylor, Texas.
 Dr. H. L. Hilgartner.....Austin, Texas.
 Dr. C. J. Bochs.....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. M. C. Atkins.....Jewett, Texas.
 Dr. Joseph E. Sharp.....Franklin, 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. Hently.....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. L. C. Schleicher.....New Braunfels, Texas
 Dr. F. N. Haggard.....San Antonio, Texas
 Dr. C. H. Haggard.....San Antonio, Texas
 Dr. George O. Culli.....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. 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 Fannin 1037.