

DIVISION OFFICERS

D. E. WALKER.....Superintendent..... Palestine, Texas

M. H. CUNNINGHAM...Trainmaster,
Taylor Subdiv..... Palestine, Texas

J. A. SHAVER.....Trainmaster,
All Subdivs., except
Taylor Subdiv.....San Antonio, Texas

H. E. HUSSEY.....Terminal
Trainmaster.....San Antonio, Texas

R. L. CUSTER.....Assistant Trainmaster,
All Subdivs., except
Taylor Subdiv.....San Antonio, Texas

J. N. CUNNINGHAM....Assistant Trainmaster,
Taylor Subdiv..... Valley Jct., Texas

R. J. MCGUYER.....Road Foreman
of Engines.....San Antonio, Texas

G. G. FRETWELL.....Division Trainmaster,
All Subdivs., except
Taylor Subdiv.....San Antonio, Texas

G. F. BROOKS.....Division Trainmaster,
Taylor Subdiv..... Palestine, Texas

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

SAN ANTONIO DIVISION

TIMETABLE

No. 1

Effective 12:01 a.m., Sunday, July 22, 1956

CENTRAL STANDARD TIME

Superseding Timetable No. 81, effective January 8,
1956, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO
CARRY A COPY OF SPECIAL INSTRUCTIONS
No. 8, DATED JANUARY 1, 1955.

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

R. P. HART, Vice President-Operation.

L. A. GREGORY, Assistant Vice President-Operation.

M. L. SMITH, General Superintendent Transportation.

E. C. SHEFFIELD, General Manager.

V. A. GORDON, Assistant General Manager.

SPECIAL INSTRUCTIONS

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

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

RULE B: 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When properly authorized, rules may be cancelled, superseded or changed by: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 of any and all signals, REGARDLESS OF LOSS OF TIME:

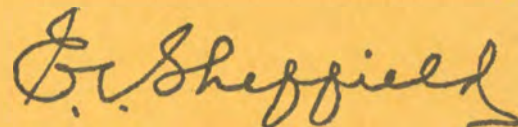
RULES 2 and 3 of Rules and Instructions for Train Dispatchers:

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

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

NOTE WELL AND REMEMBER:

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



General Manager

ATTENTION TRAIN AND ENGINE CREWS

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

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

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

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

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

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

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

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

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

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

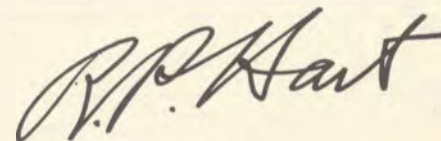
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

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.



Vice President-Operation

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold for Train	Hold Until	Hold If On Time	Remarks
Palestine.....	San Antonio Div.....21	Palestine Div.....21	Indefinitely	For connection.
Palestine.....	San Antonio Div.....21	Palestine Div.....25	7:50 A.M.	30 Minutes	For connection.
Palestine.....	San Antonio Div.....37	Palestine Div.....37	Indefinitely	For connection.
San Antonio.....	San Antonio Div.....21	San Antonio Div.....21	Indefinitely	For revenue passengers.
Laredo.....	San Antonio Div.....22	N. De M.....1	10:05 A.M.	1 Hour	For sleepers.

EXPLANATION OF CHARACTERS:

- Ⓟ—Radio Base Station.
 - D—Diesel oil.
 - T—Turntable.
 - Y—Wye track.
 - §—Track scales.
 - *—Mail crane.
 - CS—Continuous train order office.
 - LS—Limited train order office (hours of service specified by general order).
 - P—Telephone communication only.
 - TP—Telegraph or telephone office; not a train order office.
- Register Stations are shown in full-faced type.

EXPLANATION OF STOPS:

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal to receive or discharge revenue passengers.

Passenger trains will stop at non-stop stations to discharge passengers holding tickets from connecting lines.

TABLE OF SPEEDS:

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

CRYSTAL CITY SUBDIV.—BETWEEN PLEASANTON JCT. AND CRYSTAL CITY 3

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIMETABLE No. 1			Miles from Crystal City	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS						No. 1					SECOND CLASS				
257						July 22, 1956					256				
Local Freight				STATIONS			Local Freight								
Daily							Daily								
				G 33	33.7	P.....	NORTH PLEASANTON	Y	114.1	Yd.					
							1.0								
				G 32	32.7		PLEASANTON JCT.		113.1						
							5.9								
				FX 39	38.6		JOURDANTON JCT.	Y	107.2						
							0.0								
					38.6		S. A. S. SUBDIV. CROSSING		107.2						
							10.7								
				FX 49	49.3	LS.....	CHARLOTTE		96.5	20					
							11.8								
				FX 61	61.1	P.....	HINDES		84.7	26					
							11.1								
				FX 72	72.2		ZELLA		73.6	23					
							6.6								
				FX 79	78.8	LS.....	FOWLERTON		67.0	30					
							12.6								
				FX 91	91.4	P.....	LOS ANGELES		54.4	18					
							13.6								
				3 30AM	AX422	105.0	LS.....	GARDENDALE	Y	40.8	Yd.	3 00AM			
							13.3								
				4 20	FX118	118.3	P.....	KX SIDING		27.5	44	2 10			
							8.8								
				4 47	FX127	127.1	LS.....	BIG WELLS		18.7		1 37			
							7.4								
				5 10	FX134	134.5	P.....	JN SIDING		11.3	92	1 15			
							8.9								
				5 40	FX143	143.4		RIVER		2.4	Yd.	12 45			
							2.4								
				5 50AM	FX146	145.8	LS.....	CRYSTAL CITY	DY	0.0	Yd.	12 35AM			
				Daily					114.1			Daily			

UVALDE SUBDIV.—BETWEEN UVALDE JCT. AND CARRIZO SPRINGS

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIMETABLE No. 1			Miles from Uvalde Jct.	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS						No. 1					SECOND CLASS				
687						July 22, 1956					686				
Local Freight				STATIONS			Local Freight								
Daily Except Sunday							Daily Except Sunday								
				GX187	186.6		UVALDE JCT.	Y	0.0						
							2.1								
				GX185	184.5	LS.....	UVALDE		2.1	Yd.					
							11.6								
				2 00PM	GX173	172.9	P.....	AB JCT.	Y	13.7	26	9 30AM			
							9.0								
				2 35	GX164	163.9	LS.....	LA PRYOR		22.7	28	9 00			
							18.1								
				4 00PM	FX146	145.8	LS.....	CRYSTAL CITY	DY	40.8	Yd.	8 00AM			
							5.2								
					FX149	149.2		WINTER HAVEN		46.0	6				
							7.0								
					FX156	156.2	LS.....	CARRIZO SPRINGS		53.0	Yd.				
				Daily Except Sunday					53.0			Daily Except Sunday			

TAYLOR SUBDIV.—PALESTINE TO TAYLOR

TIMETABLE

No. 1

July 22, 1956

TRAINS SOUTHWARD

FIRST CLASS

SECOND CLASS

Miles from Palestine

Miles from Palestine	STATIONS	FIRST CLASS				SECOND CLASS			
		21	121	37	137	75	81	65	67
		Passenger	Passenger	Passenger	Passenger	Red Ball Freight	Local Freight	Red Ball Freight	Red Ball Freight
	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily	
0	CS.....PALESTINE.....@D&Y	7 20AM	7 25AM	9 20PM	10 30PM		10 00AM	10 30AM	8 45PM
1.0	P.....SY JCT.....	7 22	7 27AM	9 22	10 32PM				
8.5	P.....TUCKER.....	7 29		a 9 32			10 20	10 55	9 00
18.0	LS.....OAKWOOD.....*	7 40		s 9 44			10 50	11 15	9 15
23.2	P.....PEELER.....	7 46		9 56			11 00	11 30	9 25
34.7	LS.....BUFFALO.....*	7 58		s 10 10 ⁶⁶			11 20	11 54AM	9 45 ⁶⁶
43.8	LS.....JEWETT.....*	a 8 08		s 10 25			11 39AM	12 12PM ⁸⁰	10 00
54.8	LS.....MARQUEZ.....*	8 19		s 10 40			12 01PM	12 33	10 15
63.0	P.....RIDGE.....*	8 29		f 10 51			12 17	12 49	10 26
68.3	P.....EASTERLY.....*			f 10 58					
70.4	P.....AN SIDING.....	8 37		11 01			12 27	1 01	10 36
73.1	P.....NEW BADEN.....*			f 11 05					
77.1	LS.....FRANKLIN.....*	a 8 44		s 11 13			12 35	1 24	10 46
83.9	P.....ELLIOTT.....	8 51		11 20			12 49	1 45	10 55
89.6	LS...HEARNE (T&NO Crossing)...\$	s 9 00		s 11 35			{ 1 05 } ⁶⁵ { 2 05 }	2 00 ⁸¹	11 05
93.9	PALESTINE DIV. CROSS.....								
93.9	CS.....VALLEY JCT.....@DY	9 06		s 11 40 ⁷⁴		1 35AM	2 40PM	2 15	11 13
99.6	P.....GAUSE.....*	9 12		s 11 46PM		1 45		2 30	11 25 ⁷⁴
110.0	CS...MILANO (GCSF Crossing)...Y*	s 9 25		s 12 06AM		2 04		2 50	11 42
119.1	LS...ROCKDALE (T&NO Crossing)...	s 9 38		s 12 36 ³⁸		2 20		3 10	11 54PM
123.8	P...MARJORIE (RS&S Conn.)....								
132.2	LS...THORNDALE.....*	9 52		s 12 58		2 42		3 36	12 16AM ³⁸
138.4	LS...THRALL.....*	10 00		s 1 18		2 52		3 50	12 47
144.7	M-K-T CROSSING.....								
144.8	CS.....TAYLOR.....@D&Y	10 10AM		1 50AM		3 05AM		4 35PM	1 10AM
	144.8	Daily	Daily	Daily	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily

TAYLOR SUBDIV. — TAYLOR TO PALESTINE

5

Station Numbers	Miles from Laredo	TIMETABLE No. 1 July 22, 1956		Siding Capacity in Cars	TRAINS NORTHWARD						
					FIRST CLASS				SECOND CLASS		
					138 Passenger	22 Passenger	122 Passenger	38 Passenger	80 Local Freight	66 Red Ball Freight	74 Red Ball Freight
		STATIONS	Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday & Saturday	Daily	Daily	
AX 81	412.2	CS.....PALESTINE.....@D\$Y	Yd.	4 30AM	7 15PM	7 10PM	4 40AM	2 35PM	1 00AM	5 30AM	
	411.2	P.....SY JCT..... 1.0 7.5		4 12AM	7 05	7 00PM	4 28				
AX 90	403.7	P.....TUCKER..... 9.5	70		6 56		a 4 18	1 45	11 15PM	4 41	
AX 99	394.2	LS.....OAKWOOD.....* 5.2	150		6 47		s 4 02	1 30	10 40	4 21	
AX105	389.0	P.....PEELER..... 11.5	74		6 42		3 50	1 10	10 30	4 11	
AX116	377.5	LS.....BUFFALO.....* 9.1	62		6 30		s 3 32	12 47	10 10 ³⁷ 9 45 ⁶⁷	3 51	
AX125	368.4	LS.....JEWETT.....* 11.0	77		a 6 21		s 3 15	12 12PM ⁶⁵	9 33	3 33	
AX136	357.4	LS.....MARQUEZ.....* 8.2	68		6 10		s 2 55	11 04AM	9 15	3 11	
AX144	349.2	P.....RIDGE.....* 5.3	73		6 02		s 2 40	10 45	9 03	2 55	
AX150	343.9	P.....EASTERLY.....* 2.1					s 2 30				
AX152	341.8	P.....AN SIDING..... 2.7	75		5 56		2 25	10 31	8 51	2 41	
AX154	339.1	P.....NEW BADEN.....* 4.0					s 2 20				
AX158	335.1	LS.....FRANKLIN.....* 6.8	60		a 5 49		s 2 12	10 10	8 40	2 27	
AX165	328.3	P.....ELLIOTT..... 5.7	70		5 42		2 01	9 40	8 27	2 15	
AX171	322.6	LS HEARNE (T&NO Crossing)..... 4.3	115		s 5 36		s 1 52	9 30	8 17	2 05	
	318.3	PALESTINE DIV. CROSS..... 0.0									
AX175	318.3	CS.....VALLEY JCT.....@DY 5.7	110		5 30		s 1 25 ⁷⁴	9 15AM	8 01	1 30AM ³⁷ 11 40PM ³⁸	
AX181	312.6	P.....GAUSE.....* 10.4	128		5 23		s 1 09		6 48	11 25 ⁶⁷	
AX191	302.2	CS MILANO (GCSF Crossing).....Y* 9.1	132		a 5 14		s 12 47		6 30	11 05	
AX201	293.1	LS ROCKDALE (T&NO Crossing)..... 4.7	90		s 5 05		s 12 36 ³⁷		6 11	10 50	
AX205	288.4	P.....MARJORIE (RS&S Conn.)..... 8.4									
AX214	280.0	LS.....THORNDALE.....* 6.2	73		4 53		s 12 16 ⁶⁷		5 45	10 26	
AX220	273.8	LS.....THRALL.....* 6.3	84		4 47		s 12 01AM		5 30	10 15	
	267.5	M-K-T CROSSING..... 0.1									
AX226	267.4	CS.....TAYLOR.....@D\$Y	Yd.		4 40PM		11 45PM		5 15PM	10 00PM	
		144.8		Daily	Daily	Daily	Daily	Tuesday, Thursday & Saturday	Daily	Daily	

AUSTIN SUBDIV. — TAYLOR TO SAN ANTONIO

Miles from Palestine	TIMETABLE No. 1 July 22, 1956		TRAINS SOUTHWARD													
			FIRST CLASS				SECOND CLASS									
			37	905	21	901	67	75	87	65						
			Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight						
STATIONS		Daily	Daily	Daily	Daily	Daily	Tuesday, Thursday & Saturday	Daily								
144.8	CS.....	TAYLOR.....	@D\$Y	2 00AM				10 13AM				2 30AM	4 05AM			6 10PM
153.4	P.....	HUTTO.....	*	\$ 2 17				10 22				2 50	4 20			6 35
161.6	LS.....	ROUND ROCK.....	*	\$ 2 32				10 30				3 02	4 35			6 50
166.0	LS.....	McNEIL (T&NO Crossing).....	*	\$ 2 44				10 34				3 08	4 45			7 02
173.8	P.....	SNEED.....		2 54				10 40				3 20	5 01			7 20
179.1	P.....	AUSTIN.....		\$ 3 27				\$ 10 53				3 35	5 12			7 50 ⁷⁴
		CONGRESS AVE. - AUSTIN.....			4 05AM			1 25PM								
179.6	CS.....	COLORADO BRIDGE.....	D\$Y	3 28	4 10	10 54	1 29					3 36	5 13	7 00AM		7 55
187.3	P.....	AF SIDING.....		3 42	4 19	11 03	1 38					3 55	5 34	7 24		8 40
190.0		MANCHACA.....	*	\$ 3 45												
194.2	LS.....	BUDA.....	*	\$ 3 53	4 26	11 10	1 43 ⁶⁶					4 07	5 46	7 36		9 10
201.0	LS.....	KYLE.....	*	\$ 4 03	4 34	11 17	1 50					4 18	5 56	7 48		9 44 ³⁸
208.7	P.....	CENTEX.....														
208.8	CS.....	M-K-T JCT.....		4 13	4 45AM	11 26	2 01PM					4 34	6 10	8 02		10 20
209.7	P.....	SAN MARCOS.....	*	\$ 4 23		\$ 11 30						4 37	6 13	8 45		10 25
216.9	P.....	HUNTER.....		\$ 4 32		11 39						4 49	6 28	8 57		10 40
227.3	CS.....	NEW BRAUNFELS.....	*\$	\$ 4 46		\$ 11 50						5 10	6 52	9 15		11 20
227.4		M-K-T CROSSING.....														
227.8	P.....	LANDA'S PARK.....	Y	4 49		11 54AM						5 15	6 56	9 45		11 25
235.0	P.....	CORBYN.....		4 58		12 01PM						5 26	7 07 ⁸⁶	10 00		11 36
236.7	P.....	OGDEN.....														
241.0	P.....	BRACKEN.....	f	5 05		12 07 ⁶⁶						5 38	7 18	10 15		11 57PM
248.0	P.....	WETMORE.....	*	\$ 5 14		12 14						5 50	7 32	10 30		12 16AM
249.2	LS.....	LONGHORN.....	Y													
254.0	P.....	ADAMS.....		5 22		12 21						6 10 ⁸⁶	7 42	10 40		12 30
256.3		MONTE VISTA.....		\$ 5 26		\$ 12 26										
259.1	CS.....	SAN ANTONIO.....	@D\$T	5 45AM		12 40PM						7 50AM	8 00AM	11 00AM		1 00AM
		114.3		Daily	Daily	Daily	Daily					Daily	Daily	Tuesday, Thursday & Saturday		Daily

AUSTIN SUBDIV.—SAN ANTONIO TO TAYLOR

Station Numbers	Miles from Laredo	TIMETABLE No. 1 July 22, 1956		Siding Capacity in Cars	TRAINS NORTHWARD									
					FIRST CLASS					SECOND CLASS				
					902	22	38	906		86	66	74		
					M-K-T Passenger	Passenger	Passenger	M-K-T Passenger		Local Freight	Red Ball Freight	Red Ball Freight		
STATIONS					Daily	Daily	Daily	Daily		Monday, Wednesday and Friday	Daily	Daily		
AX226	267.4	CS.....	TAYLOR.....	@D&Y	Yd.		4 36PM	11 40PM				3 15PM	9 00PM	
AX235	258.8	P.....	HUTTO.....	*	65		4 25	s 11 20				2 50	8 37	
AX243	250.6	LS....	ROUND ROCK.....	*	87		4 17	s 11 07				2 37	8 25	
AX247	246.2	LS..	MCNEIL (T&NO Crossing).....	*	96		4 13	10 56				2 31	8 17	
AX253	238.4	P.....	SNEED.....		108		4 05	10 45				2 19	8 05	
AX262	233.1	P.....	AUSTIN.....		86		s 3 59	s 10 35				2 12	7 50 ⁶⁵	
			CONGRESS AVE. - AUSTIN.....			12 42PM			11 57PM					
AX261	232.6	CS..	COLORADO BRIDGE.....	D&Y		12 37	3 54	10 13	11 52		10 30AM	2 07	7 41	
AX268	224.9	P.....	AF SIDING.....		95	12 28	3 47	10 04	11 43		10 14	1 55	7 30	
AX271	222.2		MANCHACA.....	*				s 10 00						
AX276	218.0	LS....	BUDA.....	*	85	12 20	3 40	s 9 55	11 36		10 03	1 43 ⁹⁰¹	7 20	
AX282	211.2	LS....	KYLE.....	*	79	12 13	3 34	s 9 44 ⁶⁵	11 29		9 18	1 24	7 11	
AX289	203.5	P.....	CENTEX.....											
AX290	203.4	CS.....	M-K-T JCT.....		63	12 03PM	3 26	9 32	11 19PM		9 03	1 10	6 59	
AX291	202.5	P.....	SAN MARCOS.....	*			a 3 24	s 9 30			9 00	1 08	6 56	
AX298	195.3	P.....	HUNTER.....		92		3 17	a 9 16			8 20	12 57	6 46	
AX308	184.9	CS..	NEW BRAUNFELS.....	*§	46		a 3 07	s 9 02			8 05	12 42	6 28	
	184.8		M-K-T CROSSING.....											
AX309	184.4	P....	LANDA'S PARK.....	Y	81		3 05	8 57			7 22	12 32	6 24	
AX316	177.2	P.....	CORBYN.....		82		2 58	8 50			7 07 ⁷⁵	12 21	6 14	
AX318	175.5	P.....	OGDEN.....	§										
AX322	171.2	P.....	BRACKEN.....		91		2 52	f 8 43			6 35	12 07PM ²¹	6 05	
AX329	164.2	P.....	WETMORE.....	*	75		2 45	f 8 34			6 20	11 42AM	5 54	
AX330	163.0	LS....	LONGHORN.....	Y										
AX335	158.2	P.....	ADAMS.....		77		2 39	8 27			6 10 ⁶⁷	11 28	5 45	
	155.9		MONTE VISTA.....				s 2 36	s 8 23						
AX340	153.1	CS.....	SAN ANTONIO.....	@D&T	Yd.		2 30PM	8 15PM			5 50AM	11 15AM	5 30PM	
			114.3			Daily	Daily	Daily	Daily		Monday, Wednesday and Friday	Daily	Daily	

LAREDO SUBDIV.—SAN ANTONIO TO LAREDO

Station Numbers	Miles from Palestine	TIMETABLE No. 1 July 22, 1956		Siding Capacity in Cars	TRAINS SOUTHWARD										
					FIRST CLASS				SECOND CLASS						
					21				89	291	267	67			
Passenger				Local Freight	Local Freight	Red Ball Freight	Red Ball Freight								
STATIONS					Daily				Daily	Daily Except Sunday	Daily	Daily			
AX340	259.1	CS	SAN ANTONIO	@D\$T	Yd.	1 00PM				6 50AM	7 20AM	8 00PM	8 45PM		
	259.8		T. & N. O. CROSSING												
	260.4		S. P. CROSSING												
	262.2		S. A. U. & G. CROSSOVER			1 09					7 35AM	8 15PM			
	263.3		SA JCT.			1 11 ²²									
AX345	264.3		SOUTH SAN ANTONIO	Y\$	Yd.	1 13				7 35			9 10		
AX353	272.1	P	VON ORMY		57	f 1 22				8 13 ⁶⁶			9 32		
AX356	274.7	P	SAS JCT.			1 26				8 27			9 38		
AX363	282.1	P	LYTLE		55	f 1 36				8 50			10 05		
AX368	287.1	LS	NATALIA	*	32	f 1 42 ⁸⁸				9 10			10 15		
AX373	291.5	LS	DEVINE		55	s 1 49				9 40			10 35		
AX382	300.4	P	MOORE	*	56	f 2 01				9 55			10 55		
AX386	305.0	P	JENSEN		56	2 07				10 10			11 10		
AX394	313.0	LS	PEARSALL		60	s 2 19				10 30			11 30		
AX403	321.9	P	DERBY		56	f 2 31				11 20 ²²			11 50PM		
AX401	329.1	LS	DILLEY		61	s 2 41				11 55AM ⁸⁸			12 10AM		
AX422	340.5	LS	GARDENDALE	Y	51	f 2 55				12 20PM			1 10		
AX427	345.8	LS	COTULLA		119	s 3 04				1 15			2 00		
AX435	354.0	P	TUNA		22	3 15				1 35			2 25		
AX438	356.9	P	ARTESIA WELLS	*		f 3 19				1 40			2 35		
	357.0		A&G JCT.			3 20				1 41			2 36		
AX449	367.6	P	ATLEE		75	3 32				2 01			3 10		
AX455	374.1	LS	ENCINAL		64	s 3 42				2 13			3 49		
AX467	385.3	P	CALLAGHAN		56	f 3 55				2 35			4 25 ⁶⁶		
AX473	391.8	P	WEBB		75	a 4 03				2 50			4 50		
AX484	402.5	P	ORVIL		75	4 16				3 10			5 30		
AX490	408.3		NYE		32	4 24				3 25			5 50		
	412.0		TEXAS MEXICAN CROSSING												
AX494	412.2	LS	LAREDO	@D\$Y	Yd.	4 40PM				3 45PM			6 20AM		
	153.1					Daily				Daily	Daily Except Sunday	Daily	Daily		

LAREDO SUBDIV.—LAREDO TO SAN ANTONIO

Station Numbers	Miles from Laredo	TIMETABLE No. 1 July 22, 1956		TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS			
				Siding Capacity in Cars	22			66	266	88	290
	Passenger			Red Ball Freight	Red Ball Freight	Local Freight	Local Freight				
		STATIONS	Daily		Daily	Daily	Daily	Daily	Daily Except Sunday		
AX340	153.1	CS..... SAN ANTONIO@D\$T	Yd.	1 30PM				9 45AM	5 45AM	2 50PM	3 10PM
	152.4	0.7T. & N. O. CROSSING.....		1 18							
	151.8	0.6S. P. CROSSING.....									
	150.0	1.8S. A. U. & G. CROSSOVER.....		1 14					4 55AM		2 50PM
	148.9	1.1SA JCT.....		1 11 21							
AX345	147.9	1.0SOUTH SAN ANTONIO.....Y\$	Yd.	1 08				8 30		2 38	
	140.1	7.8 P.....VON ORMY.....	57	f 12 54				8 13 89		2 22	
AX356	137.5	2.6 P.....SAS JCT.....		12 46				8 08		2 16	
AX363	130.1	7.4 P.....LYTLE.....	55	s 12 35				7 54		2 01	
AX368	125.1	5.0 LS.....NATALIA.....*	32	f 12 24				7 44		1 42 21	
AX373	120.7	4.4 LS.....DEVINE.....	55	s 12 13PM				7 34		1 25	
AX382	111.8	8.9 P.....MOORE.....*	56	f 11 55AM				7 16		1 10	
AX386	107.2	4.6 P.....JENSEN.....	56	11 46				7 08		1 00	
AX394	99.2	8.0 LS.....PEARSALL.....	60	s 11 34				6 55		12 45	
AX403	90.3	8.9 P.....DERBY.....	56	f 11 20 89				6 37		12 30PM	
AX410	83.1	7.2 LS.....DILLEY.....	61	s 11 09				6 24		11 55AM 89	
	71.7	11.4 LS..... GARDENDALEY	51	f 10 50				6 00		11 20	
AX427	66.4	5.3 LS.....COTULLA.....	119	s 10 34 88				5 30		10 34 22	
AX435	58.2	8.2 P.....TUNA.....	22	10 23				5 18		9 57	
AX438	55.3	2.9 P..... ARTESIA WELLS*		f 10 18				5 13		9 51	
	55.2	0.1A&G JCT.....		10 17				5 12		9 50	
AX449	44.6	10.6 P.....ATLEE.....	75	10 06				4 55		9 27	
AX455	38.1	6.5 LS.....ENCINAL.....	64	s 9 56				4 45		9 14	
AX467	26.9	11.2 P.....CALLAGHAN.....	56	f 9 41				4 25 67		8 54	
AX473	20.4	6.5 P.....WEBB.....	75	a 9 33				4 12		8 42	
AX484	9.7	10.7 P.....ORVIL.....	75	9 19				3 51		8 22	
AX490	3.9	5.8NYE.....	32	9 13				3 40		8 12	
	0.2	3.7TEXAS MEXICAN CROSSING.....									
AX494	0.0	0.2 LS..... LAREDO@D\$Y	Yd.	9 05 AM				3 30AM		8 00AM	
	153.1			Daily	Daily			Daily	Daily	Daily	Daily Except Sunday

10 SAN ANTONIO SOUTHERN SUBDIV.—BETWEEN SAS JCT. AND JOURDANTON

TRAINS SOUTH-WARD	Station Numbers	Miles from San Antonio	TIMETABLE No. 1		Miles from Jourdanton	Siding Capacity in Cars	TRAINS NORTH-WARD
			July 22, 1956				
			STATIONS				
		15.8	P	SAS JCT	29.2		
				4.6			
	EX 5	20.4	LS	SOMERSET	24.6	13	
				15.3			
	EX 20	35.7	LS	POTEET	9.3	34	
				7.8			
		43.5		CRYSTAL CITY SUBDIV. CROSSING	1.5		
				1.5			
	FX 40	45.0	LS	JOURDANTON	0.0	Yd.	
					29.2		

GEORGETOWN SUBDIV.—BETWEEN ROUND ROCK AND GEORGETOWN

TRAINS SOUTH-WARD	Station Numbers	Miles from Round Rock	TIMETABLE No. 1		Miles from Georgetown	Siding Capacity in Cars	TRAINS NORTH-WARD
			July 22, 1956				
			STATIONS				
	AX243	0.0	LS	ROUND ROCK	10.0	89	
				10.0			
	DX 10	10.0	LS	GEORGETOWN	0.0	Yd.	
					10.0		

ASHERTON SUBDIV.—BETWEEN ASHERTON AND A&G JCT.

TRAINS SOUTH-WARD	Station Numbers	Miles from San Antonio	TIMETABLE No. 1		Miles from San Antonio	TRAINS NORTH-WARD
			July 22, 1956			
			STATIONS			
	JX 1	LS	ASHERTON	11.0	129.8	
				11.0		
	JX 12	LS	CATARINA	9.0	118.8	
				9.0		
	JX 21		LIGHT	11.9	109.8	
				11.9		
			A&G JCT.		97.9	
					32.0	

ASPHALT BELT SUBDIV.—BETWEEN DABNEY AND AB JCT.

TRAINS SOUTH-WARD	Station Numbers	Miles from San Antonio	TIMETABLE No. 1		Miles from San Antonio	TRAINS NORTH-WARD
			July 22, 1956			
SECOND CLASS			STATIONS			SECOND CLASS
687 Local Freight						686 Local Freight
Daily Except Sunday						Daily Except Sunday
12 30PM	HX 18	P	DABNEY	4.4	190.8	11 30AM
				4.4		
			U. R. A. CO. CROSSING	13.5		
				13.5		
2 00PM	GX 173	P	AB JCT.		172.9	9 30AM
Daily Except Sunday						Daily Except Sunday
					17.9	

SPECIAL INSTRUCTIONS

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

2. MAXIMUM SPEED:

The highest speed authorized for the operation of trains on main tracks, subject to LOWER speeds specified in Section 3 of these instructions, entitled "SPEED RESTRICTIONS", and lower speeds prescribed by train orders, restrictive signals and operating rules.

2-A. MAXIMUM TRAIN SPEED: (Where Maximum Engine Speed is LOWER, it will Govern).

The consist of a train includes the engine, or engines, and cars in the train. Members of the crew must know the consist of train.

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

CONSIST "A".... Diesel engines with one or more, or all cars equipped with freight car trucks.

CONSIST "B".... Diesel engines with one or more conventional type standard weight high center of gravity passenger cars in train of all passenger cars.

CONSIST "C".... Diesel engines with streamlined—HIGH center of gravity cars (equipped with electro-pneumatic brakes, tight lock couplers and roller bearing trucks), with or without one or more streamlined—LOW center of gravity cars.

Passenger Cars MP 6330, 6331, 6332, 6333, 6334, 6335, and 6336, Sleepers Shrine Tower, Beacon Tower and Temple Tower, and Diner 10242, are streamlined—HIGH center of gravity cars.

CONSIST "D".... Diesel engines with streamlined, lightweight—LOW center of gravity cars only. MoPac passenger cars of the 700 and 800 series, T&P passenger cars of the 100, 200, 300, 400, and 500 series, and sleepers with "Eagle" and "Cascade" prefix or "River" suffix, are streamlined—LOW center of gravity cars.

SUBDIVISION	MILES PER HOUR							
	Consist "A"	Consist "B"	Consist "C"			Consist "D"		
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs
Taylor Subdiv.....	50	70	79	79		79	79	
Austin Subdiv.....	50	70	79	79		79	79	
Georgetown Subdiv.....	15	15	15	15	Speed	15	15	Five
Laredo Subdiv.:								
Between San Antonio and SA Jct.....	35	50	50	50		50	50	Miles
Between SA Jct and Laredo.....	45	59	59	59	Shown	59	59	
Crystal City Subdiv.:								Per Hour
Between North Pleasanton and MP 124.....	20	20	20	20		20	20	
Between MP 124 and River.....	30	30	30	30	on slow	30	30	Above
Between River and Crystal City.....	20	20	20	20		20	20	
Uvalde Subdiv.:								Speed
Between Uvalde Jct. and AB Jct.....	20	20	20	20	Speed	20	20	
Between AB Jct. and MP 156.....	30	30	30	30		30	30	Shown on
Between MP 156 and Carrizo Springs.....	20	20	20	20		20	20	
Asphalt Belt Subdiv.....	30	30	30	30	Signs	30	30	Slow Speed
San Antonio Southern Subdiv.....	20	20	20	20		20	20	
Asherton Subdiv.....	15	15	15	15		15	15	Signs

2-B. MAXIMUM ENGINE SPEED: (Where Maximum Train Speed is LOWER, it will govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

MISSOURI PACIFIC ENGINES

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

3. SPEED RESTRICTIONS: (Where maximum Train or Engine speed is LOWER, it will govern).

3-A. ENGINES LIGHT MOVING FORWARD:

Blank.

3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:

Diesel engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Subdiv.:

Subdiv.:	Miles Per Hour
Taylor, Austin and Laredo.....	25
Georgetown, Crystal City, Uvalde, Asphalt Belt, San Antonio, Southern and Asherton.....	15

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

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

Through No. 10 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 and 20 turnouts and crossovers, entire train.....	30
In straightaway movement when moving points of No. 10 spring switches.....	15
In straightaway movement when moving points of Nos. 15, 16 and 20 spring switches.....	30

(In straightaway movement when lead wheels have passed over points of spring switches, normal speed may be resumed.)

All main track turnouts are No. 10 turnouts or less, except the following which are No. 15, 16 or 20 turnouts:

SY Jct.	—Trinity Subdiv., connection
Valley Jct.	—South siding switch
Rockdale	—North siding switch

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

Taylor	—North switch freight route
Austin	—North siding switch
MKT Jct.	—MK T connection
Landa's Park	—North and South siding switches
San Antonio	—North switch freight route Martin Street
SA Jct.	—End of two main tracks

3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:

	Miles Per Hour			
	Consist "A"	Consist "B"	Consist "C"	Consist "D"
Taylor Subdiv.:				
Palestine, city limits.....	30			30
Oakwood, city limits.....	45			45
Franklin, city limits.....	45			45
Hearne, city limits.....	30			30
Rockdale, city limits.....	45			45
Thorndale, city limits.....	45			45
Taylor:				
City limits.....	25			25
Between M-K-T crossing and passenger station, passenger route.....	15			15
Main Street crossing.....	8			8
Austin Subdiv.:				
Taylor, city limits.....	25			25
Main Street crossing.....	8			8
Austin, city limits.....	12			12
Except between West Ave. and Congress Ave..	6			6
Colorado Bridge, wye tracks.....	15			15
San Marcos, city limits.....	30			30
New Braunfels:				
City limits.....	12			12
San Antonio street crossing.....	6			6
San Antonio:				
City Limits				
MP 253 pole 21 (Cementville Crossing to MP 254 pole 28 (Hermine Blvd.).....	50			60
MP 254 pole 28 (Hermine Blvd.) to MP 256 pole 3 (Norwood Court).....	50			50
MP 256 pole 3 (Norwood Court) to MP 257 pole 10 (Craig Place).....	40			40
MP 257 pole 10 (Craig Place) to MP 258 pole 17 (Leal St.).....	30			30
MP 258 pole 17 (Leal St.) to Commerce St....	20			20
Laredo Subdiv.:				
San Antonio:				
City limits				
Commerce St. to MP 259 pole 27 (Colima St.)..	20			20
MP 259 pole 27 (Colima St.) to MP 260 pole 25 (Goodwin Ave.).....	30			30
MP 260 pole 25 (Goodwin Ave.) to MP 261 pole 25 (Taft Blvd.).....	40			40
MP 261 pole 25 (Taft Blvd.) to MP 263.....	50			50

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

Miles Per Hour

Devine, city limits.....	40
Cotulla, city limits.....	40
Laredo, between Texas-Mexican crossing and passenger station, passenger route.....	15
Crystal City Subdiv.:	
Crystal City, wye tracks.....	10
Uvalde Subdiv.:	
Uvalde Jct. turn out, north wye switch.....	5

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

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

Taylor Subdiv.:

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

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

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

Austin Subdiv.:

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

Laredo Subdiv.:

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

Crystal City Subdiv.:

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

15	164	19	164	03	15	164	03	164	19
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3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition.....

Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

With trucks or parts of same not in good running condition.....

As Authorized By Superintendent

3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW (Concluded): Miles Per Hour

Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed, control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot $2\frac{3}{4}$ " or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.... 10

No restriction for flat spots shorter than above specified lengths.

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

Pile Drivers..... 25

Steam Shovels..... 25

Bridge Derrick Cars (non-revolving)..... 30

Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick-Pile Driver (combination machine)..... 25

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

American Ditchers (self-propelling)..... 25

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

Locomotive Cranes or Clam Shells..... 25

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination.

American Ditchers, loaded on flat cars..... 25

Yard (clam shell) and "Burro" Cranes, loaded on flat cars 25

Jordan Spreaders and Spreader-Ditchers..... 25

Jordan spreaders and spreader-ditchers must be headed in working direction, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded): Miles Per Hour

Industrial Brownhoist Locomotive Crane..... 25

Industrial Brownhoist, Diesel Powered, Full Revolving Locomotive Crane should be moved with boom lowered on the racks on boom car. Boom must be disconnected from rotating portion of machine, and supported entirely upon boom car. Cables need not be removed from boom, but must be left slack between machine and boom.

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

Note—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes (self-propelling):

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-Propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..... Maximum Train Speed Consist "A"

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

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

Scale test cars must be handled next to caboose.

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

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

3-H. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

**MISSOURI PACIFIC RAILROAD EMPLOYEES' HOSPITAL ASSOCIATION
HOSPITAL, PALESTINE, TEXAS**

DR. H. A. HAVERLAH, Chief Surgeon

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