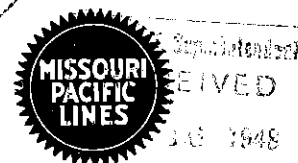


DIVISION OFFICERS

F. H. COOK..... Superintendent..... Palestine, Texas
 L. M. ELLEDGE..... Trainmaster, All Sub-
 divs., except Taylor
 Subdiv..... San Antonio, Tex.
 G. G. FRETWELL... Trainmaster, All Sub-
 divs., except Taylor
 Subdiv..... San Antonio, Tex.
 W. W. EDMISTEN... Night Chief Dispatcher
 All Subdivs., except
 Taylor Subdiv..... San Antonio, Tex.
 G. M. HOLZMANN... Trainmaster.....
 Taylor Subdiv..... Palestine, Texas
 G. F. BROOKS..... Trainmaster
 Taylor Subdiv..... Palestine, Texas
 J. E. CARLSON..... Night Chief Dispatcher
 Taylor Subdiv..... Palestine, Texas
 H. P. HOLZMANN... Terminal
 Trainmaster..... San Antonio, Tex.
 A. L. ADAMS..... Ass't Trainmaster... Valley Jct., Tex.
 R. P. BAILEY..... Dispatcher..... Palestine, Texas
 A. V. BLACK..... Dispatcher..... Palestine, Texas
 J. H. BRADLEY..... Dispatcher..... Palestine, Texas
 C. M. CARTER..... Dispatcher..... Palestine, Texas
 J. DAVIS..... Dispatcher..... San Antonio, Tex.
 J. S. FORD..... Dispatcher..... Palestine, Texas
 E. R. HARRIS..... Dispatcher..... San Antonio, Tex.
 W. R. JOHNSON..... Dispatcher..... Palestine, Texas
 M. J. KEEFE..... Dispatcher..... San Antonio, Tex.
 A. J. LONG..... 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. 61

Effective 12:01 A. M.

SUNDAY, MAY 16, 1948

CENTRAL STANDARD TIME

Superseding Time-Table No. 60, dated January 4,
 1948, and all Supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
 EMPLOYES 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
 L. A. GREGORY, Assistant General Manager
 C. W. PACE, Gen'l Superintendent Transportation
 C. A. FINK, Ass't Gen'l Sup't 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 employee has the authority to violate a rule.
2. No officer or employee 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 employee 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 or to regain time whenever necessary and possible.



General Manager.

TAYLOR SUBDIV.—PALESTINE TO TAYLOR

Station Numbers	Miles from Palestine	TIME-TABLE NO. 61 MAY 16, 1948	Sliding Capacity in Cars	TRAINS SOUTHWARD								
				FIRST CLASS		SECOND CLASS			THIRD CLASS			
				21 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	OS..... PALESTINE..... WO&TY	Yard	9 55 AM	10 20 PM			10 30 AM	10 25 PM	7 00 AM		
90	8.5	P..... TUCKER	81	10 08	10 33			10 55	10 45	7 25		
	12.3	..... WATER TANK..... W										
	13.6	..... DRAW BRIDGE (Trinity River)										
99	18.0	LS..... OAKWOOD	59	10 20	10 47			11 15	11 00	8 00		
105	29.2	P..... PEELER	56	10 28	10 55 ⁶⁶			11 30	11 15 ⁶⁶	8 20		
108	26.8	P..... KNECHI	*	10 33	11 01							
116	34.7	LS..... BUFFALO	80	10 43	11 14			11 54 ⁹²	11 33	9 00		
125	43.8	LS..... JEWETT..... W	94	10 55 ⁹²	11 30			12 12 PM	11 48	9 50		
130	49.0	P..... VAN	56	11 02	11 37			12 22	11 55 PM	10 05		
136	54.8	LS..... MARQUEZ	80	11 09	11 46			12 33	12 03 AM	10 25 ⁹²		
144	68.0	P..... RIDGE	84	11 19	11 57 PM			12 49	12 14	10 45		
	65.5	..... WATER TANK..... W										
150	68.3	P..... EASTERLY	*		12 05 AM							
152	70.4	P..... AN SIDING	80	11 28	12 08			1 04	12 24	11 00		
154	73.1	P..... NEW BADEN	*		12 12							
158	77.1	LS..... FRANKLIN	80	11 37 ⁹⁸	12 19			1 16	12 34	11 37 ²¹		
165	83.9	P..... ELLIOTT	80	11 45	12 28			1 34 ²²	12 44	11 55 AM		
171	89.6	LS..... HEARNE (T&NO Cross.)	150	11 56 AM	12 45 ⁷⁴			1 55	12 55 ⁷⁴	12 30 PM		
	93.9	PALESTINE DIV. CROSS.										
175	93.9	OS..... VALLEY JCT..... WOY	68	12 10 PM	1 00		1 45 AM	2 30	1 10	1 00 PM		
181	99.6	P..... GAUSE	84	12 18	1 08		2 00	2 45	1 27 ⁸⁸			
187	105.0	P..... BAILIE	77	12 25	1 18 ⁸⁸		2 10	2 55	1 48			
191	110.0	OS..... MILANO (GOSF Cross.)	83	12 32	1 38		2 20	3 10	1 53			
201	119.1	OS..... ROCKDALE (T&NO Cross.)	95	12 43 ²²	1 56		2 35	3 30	2 08			
207	125.0	P..... HANDY	84	12 52	2 09		2 46	3 45	2 19			
214	132.2	LS..... THORNDALE	90	1 00	2 23		3 00	4 00 ⁶⁶	2 33			
220	138.4	LS..... THRALL	100	1 07	2 39		3 10	4 15	2 45			
	144.7	..... M-K-T CROSSING										
226	144.8	OS..... TAYLOR..... WO&TY	Yard	1 20 PM	3 00 AM		3 30 AM	4 45 PM	3 05 AM			
	144.8			Daily	Daily		Daily	Daily	Daily	Daily Except Sunday		

TAYLOR SUBDIV.—TAYLOR TO PALESTINE

3

Station Numbers	Miles from Laredo	TIME-TABLE NO. 61 MAY 16, 1948	Siding Capacity in Cars	TRAINS NORTHWARD							
				FIRST CLASS		SECOND CLASS		THIRD CLASS			
				38 Local Passenger	22 Passenger	66 Red Ball Freight	74 Red Ball Freight	92 Local Freight	94 Local Freight		
STATIONS			Daily	Daily	Daily	Daily	Daily Except Sunday	Daily			
81	412.2	OS..... PALESTINE..... WO\$TY	Yard	4 50 AM	3 25 PM			1 00 AM	4 00 AM	1 10 PM	
90	403.7	P..... TUCKER.....	81	4 25	3 10			12 05 AM	3 33	12 55	
	399.9	..... WATER TANK..... W									
	398.6	..... DRAW BRIDGE (Trinity River)									
99	394.2	LS..... OAKWOOD.....	59	4 09	2 58			11 30 PM	3 17	12 35	
105	389.0	P..... PEELER.....	56	3 57	2 50			11 15 67 10 55 37	3 07	12 20 PM	
108	385.4	P..... KEECHI.....	58	3 50	2 45						
116	377.5	LS..... BUFFALO.....	80	3 38	2 35			10 20	2 46	11 54 65 AM	
125	368.4	LS..... JEWETT..... W	94	3 21	2 25			9 58	2 31	10 55 21	
130	363.2	P..... VAN.....	56	3 06	2 17			9 45	2 21	10 35	
136	357.4	LS..... MARQUEZ.....	80	2 58	2 11			9 27	2 11	10 25 93	
144	349.2	P..... RIDGE.....	84	2 43	2 01			8 50	1 58	10 05	
	346.7	..... WATER TANK..... W									
150	343.9	P..... EASTERLY.....	58	2 33							
152	341.8	P..... AN SIDING.....	80	2 28	1 51			8 05	1 45	9 50	
154	339.1	P..... NEW BADEN.....	58	2 24							
158	335.1	LS..... FRANKLIN.....	80	2 15	1 43			7 40	1 35	9 30	
165	328.3	P..... ELLIOTT.....	80	2 04	1 34 65			7 15	1 25	9 15	
171	322.6	LS..... HEARNE (T&NO Cross.)§	150	1 55	1 27			7 00	12 55 67 12 45 37	9 00	
	318.3	PALESTINE DIV. CROSS.									
175	318.3	OS..... VALLEY JCT..... WOY	68	1 40	1 18			6 30	12 25 AM	8 00 AM	9 00 PM
181	312.6	P..... GAUSE.....	84	1 27 67	1 09			5 15	11 24 PM		8 25
187	307.2	P..... BAILIE.....	77	1 18 37	1 02			4 55	11 15		8 15
191	302.2	OS..... MILANO (GCSF Cross.)Y	83	1 02	12 53			4 40	11 05		7 55
201	293.1	OS..... ROCKDALE (T&NO Cross.)W	95	12 50	12 43 21			4 24	10 50		7 35
207	287.2	P..... HANDY.....	84	12 39	12 33			4 12	10 38		7 15
214	280.0	LS..... THORNDALE.....	90	12 29	12 24			4 00 65	10 26		7 00
220	273.8	LS..... THRALL.....	100	12 17	12 17			3 38	10 15		6 45
	267.5	..... M-K-T CROSSING.....									
226	267.4	OS..... TAYLOR..... WO\$Y	Yard	12 05 AM	12 06 PM			3 20 PM	10 00 PM		6 30 PM
		144.8		Daily	Daily			Daily	Daily	Daily Except Sunday	Daily

AUSTIN SUBDIV.—TAYLOR TO SAN ANTONIO

TRAINS SOUTHWARD

Miles from Palestine	TIME-TABLE NO. 61 MAY 16, 1948	FIRST CLASS									SECOND CLASS			THIRD CLASS	
		37	905	901	21	907	67	75	65	97	99				
		Local Passenger	M-K-T Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight				
	STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
144.8	OS.....TAYLOR.....WO ^Y	3 05 AM			1 25 PM		3 50 AM	4 20 AM	6 15 PM	6 45 AM					
153.4	P.....HU ^{8.6} TO.....*	3 25			1 37 ⁶⁶		4 05	4 35	6 35	7 05					
160.1	.....WATER TANK.....W													
161.6	LS.....ROUN ^{1.5} D ROCK.....*	3 37			1 46		4 20	4 50	6 55	(7 20)					
166.0	LS McNEIL (T&NO Cross.) * ^{4.4}	3 49			1 52		4 30	4 59	7 15	8 50					
173.8	P.....AC SIDING..... ^{7.8}	4 00			2 01		4 41	5 10	7 30	9 15					
179.1	P.....OB SIDING..... ^{5.3}	4 09			2 10		5 04	5 35	8 20 ⁷⁴	9 30					
179.8	OS.....COLORADO BRIDGE.....WO ^{0.5} Y ^S									9 35 AM					
180.2	P.....AUSTIN..... ^{0.6} WO ^S	4 35	5 15 AM	11 35 AM ^S	2 25	2 30 PM									
179.6	OS.....COLORADO BRIDGE..... ^{0.6} WO ^S		5 18	11 38		2 33							9 15 AM		
188.8	LS VINCEN ^{4.2}	4 49	5 32	11 48	2 38 ⁹⁰⁸	2 43 ⁹⁰⁸	5 16	5 47	8 45				9 35		
190.0	P.....MANOHACA..... ^{6.2}	4 57	5 40	11 55 ⁶⁶ AM	2 45	2 52	5 26	5 57	9 10				9 50		
194.2	LS BUDA..... ^{4.2}	5 06	5 45	12 01 PM	2 50	2 57	5 33	6 04	9 17				10 01		
201.0	LS KYLE..... ^{6.8}	5 18	5 53	12 08 ⁹⁸	2 57	3 06	5 43	6 14	9 46 ⁸⁸				10 27 ²²		
204.2	P.....KUSHLA..... ^{8.2}	5 23	5 58	12 12	3 01	3 12	5 48	6 19	9 56				10 40		
208.8	OS.....M-K-T JCT..... ^{4.6}	5 30	6 05 AM	12 18 PM	3 08	3 22 PM	5 57	6 28	10 06				11 01		
209.7	P SAN MARCOS W ^{0.9}	5 39			3 12		6 08	6 38	10 20				(11 05 ^{AM} 66 12 15 ^{PM} 98)		
216.8	P.....HUNTER..... ^{7.2}	5 52			3 23		6 20	6 50	10 40				12 35		
223.0	P.....GOODWIN..... ^{6.1}	6 02			3 30		6 30	7 00	10 55				12 50		
227.3	OS.....NEW BRAUNFELS.....W ^{4.3} S	6 08			3 36		6 43	7 13	11 20				1 10		
227.4	.....M-K-T CROSSING..... ^{0.1}													
227.8	.....LANDA'S PARK.....Y ^{0.4}	6 12			3 40		6 48	7 18	11 25				1 20	
235.0	P.....COBBYN..... ^{7.2}	6 21			3 48		6 59	7 29	11 36				1 40		
241.0	P.....BRACKEN..... ^{6.0}	6 29			3 56		7 11	7 41	11 57 PM				2 00		
248.0	LS.....WETMORE..... ^{7.0}	6 40			4 05		7 25	7 55	12 16 AM				2 25		
254.0	P.....ADAMS..... ^{6.0}	6 50			4 12		7 35	8 05	12 30				2 45		
256.0	.....AK SIDING..... ^{2.0}													
256.3	.....MONTE VISTA..... ^{0.8}	7 00			4 17									
259.1	OS.....SAN ANTONIO.....WO ^{2.8} T	7 10 AM			4 30 PM		8 00 AM	8 30 ⁹⁸ AM	1 00 AM				3 15 PM		
	114.8	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

AUSTIN SUBDIV.—SAN ANTONIO TO TAYLOR

5

TIME-TABLE

NO. 61

MAY 16, 1948

TRAINS NORTHWARD

Station Numbers	Miles from Laredo	TIME-TABLE NO. 61 MAY 16, 1948	Siding Capacity in Cars	FIRST CLASS										SECOND CLASS		THIRD CLASS		
				906	22	908	902	38	66	74	98	96	98	96				
				M-K-T Passenger	Passenger	M-K-T Passenger	M-K-T Passenger	Local Passenger	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight	Local Freight	Local Freight				
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
226	267.4	OS TAYLOR WOSY	Yard		12 01 PM				11 59 PM	2 00 PM	9 30 PM							11 40 AM
235	258.8	P HUTTO	83		11 44 AM				11 39	1 37 PM	9 10							11 15
	252.1	WATER TANK W																
243	250.6	LS ROUND ROCK *	81		11 35				11 26	1 08	8 58							10 55
247	246.2	LS McNEIL (T&NO Cross.) *	109		11 29				11 16	12 57	8 47							10 35
253	238.4	P AC SIDING	84		11 19				11 06	12 45	8 35							10 20
	233.1	P CB SIDING	89		11 09				10 54	12 30	8 20 ⁶⁵							10 05
261	232.6	OS COLORADO BRIDGE WOSY																10 00 AM
262	233.2	P AUSTIN		1 05 AM	11 05	2 54 PM	5 20 PM	10 50										
261	232.6	OS COLORADO BRIDGE WOSY		12 59	10 53	2 51 PM	5 17	10 19										1 25 PM
265	238.4	LS VINSON	58	12 52	10 47	2 53 ⁹⁰⁷ PM	5 11	10 12		12 10 PM	8 05							1 05
271	222.2	P MANCHACA *	42	12 45	10 40	2 25	5 04	10 06		11 55 ⁹⁰¹ AM	7 56							12 40
276	218.0	LS BUDA *	102	12 40	10 35	2 20	4 59	9 58		11 39	7 50							12 30
282	211.2	LS KYLE *	90	12 32	10 27 ⁹⁹	2 12	4 51	9 46 ⁶⁶		11 28	7 39							12 08 ⁹⁰¹ PM
285	208.0	P KUSHLA	83	12 27	10 22	2 07	4 46	9 38		11 23	7 34							11 50 AM
290	203.4	OS M-K-T JCT.	74	12 20 AM	10 15	2 00 PM	4 39 PM	9 32		11 15	7 26							11 40
291	202.5	P SAN MARCOS W	39		10 13			9 30		11 12 ⁹⁹	7 23							11 35 ⁹⁹
298	195.3	P HUNTER *	56		10 02			9 19		10 55	7 07							11 05
304	189.2	P GOODWIN	86		9 55			9 12		10 45	6 57							10 55
308	184.9	OS NEW BRAUNFELS WOS	72		9 47			9 05		10 35 ⁹⁶	6 47							10 35 ⁶⁶
	184.8	M-K-T CROSSING																
309	184.4	LANDA'S PARK Y	90		9 45			9 01		10 30	6 35							10 10
316	177.2	P COBBYN	90		9 37			8 53		10 17	6 22							9 55
322	171.2	P BRACKEN	100		9 30 ⁹⁸			8 46		10 05	6 12							9 30 ²²
329	164.2	LS WETMORE *	86		9 21			8 36		9 50	6 01							9 05
335	158.2	P ADAMS	90		9 14			8 29		9 35	5 50							8 50
337	156.2	AK SIDING	28															
	155.9	MONTE VISTA			9 09			8 24										
340	153.1	OS SAN ANTONIO WOST	Yard		9 00 AM			8 15 PM		9 15 AM	5 30 PM							8 30 ⁷⁵ AM
		114.3		Daily	Daily	Daily	Daily	Daily	Daily	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. 61 MAY 16, 1948	Siding Capacity in Cars	TRAINS SOUTHWARD								
				FIRST CLASS				SECOND CLASS		THIRD CLASS		
				205 Passenger	37 Local Passenger	21 Passenger	215 Passenger	267 Red Ball Freight	67 Red Ball Freight	291 Local Freight	257 Local Freight	
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
340	259.1	OS.....SAN ANTONIO.....WO\$T	Yard	8 25 AM	8 35 AM	4 50 PM	10 40 PM	8 00 PM	8 45 PM	7 05 AM	10 00 AM	
	259.8	0.7.....T. & N. O. CROSSING.....	Food and Trucks									
	260.4	0.6.....S. P. CROSSING.....										
	262.2	1.8.....S. A. U. & G. CROSS-OVER.....			8 36 AM	8 46	5 01	10 52 PM	8 15 PM		7 20 AM	
	263.3	1.1.....SA JCT.....				8 48	5 03					
345	264.3	1.0 SOUTHSAN ANTONIO.WO\$T	Yard		8 50	5 05			9 10		10 30	
353	272.1	7.8 P.....VON ORMY.....	57		9 01	5 16			9 32		10 50	
356	274.7	2.6 P.....KIRK.....			9 05	5 20			9 38		11 00 AM	
363	282.1	7.4 LS.....LYTLE.....	55		9 19	5 30			10 05			
368	287.1	5.0 LS.....NATALIA.....	32		9 27	5 36			10 15			
373	291.5	4.4 LS.....DEVINE.....	55		9 34	5 43			10 35			
	294.0	2.5.....WATER TANK.....W										
382	300.4	6.4 P.....MOORE.....	56		9 49	5 54 ⁵⁸			11 05			
386	305.0	4.6 P.....JENSEN.....	56		9 55	6 00			11 20			
394	313.0	8.0 OS.....PEARSALL.....W	60		10 09	6 12			11 45 PM			
403	321.9	8.9 P.....DERBY.....	56		10 22	6 23			12 15 AM			
410	329.1	7.2 LS.....DILLEY.....W	61		10 42	6 33			12 35			
417	335.5	6.4 P.....MILLETT.....	39		10 53	6 42			12 55			
422	340.5	5.0 LS.....GARDENDALE.....WY	51		11 03	6 51			1 10 ⁶⁶			
427	345.8	6.3 LS.....COTULLA.....Y	119		11 14	7 02			2 00			
435	354.0	8.2 P.....TUNA.....	22		11 25	7 16			2 25			
438	356.9	2.9 LS.....ARTESIA WELLS.....			11 32	7 20			2 35			
440	358.5	1.6.....PACIFIC.....	22		11 35	7 22			2 40			
449	367.8	9.1 P.....ATLEE.....	75		11 47	7 36			3 10			
455	374.1	6.5 LS.....ENCINAL.....WY	64		11 58 AM	7 48			3 35			
467	385.3	11.2 P.....CALLAGHAN.....	56		12 16 PM	8 04			4 25 ²²			
473	391.8	6.5 P.....WEBB.....	75		12 27	8 12			4 50			
484	402.5	10.7 P.....ORVIL.....	75		12 41	8 27			5 30			
490	408.3	5.8.....NYE.....	32		12 50	8 35			5 50			
	412.0	3.7 TEXAS MEXICAN CROSSING.....										
494	412.2	0.2 OS.....LAREDO.....WO\$Y	Yard		1 00 PM	8 45 PM			6 30 AM			
		153.1		Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

LAREDO SUBDIV.—LAREDO TO SAN ANTONIO

7

Station Numbers		Miles from Laredo		TIME-TABLE NO. 61 MAY 16, 1948		Siding Capacity in Cars		TRAINS NORTHWARD									
								FIRST CLASS				SECOND CLASS		THIRD CLASS			
								216	22	206	38	266	66	290	256		
Passenger	Passenger	Passenger	Local Passenger	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight										
STATIONS						Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday				
340	153.1	OS	SAN ANTONIO	WO	ST	Yard	6 45 AM	8 05 AM	6 20 PM	7 10 PM	5 45 AM	6 30 AM	2 20 PM	3 15 PM			
	152.4		T. & N. O. CROSSING				6 33	7 55	6 15	7 05							
	151.8		S. P. CROSSING														
	150.0		S. A. U. & G. CROSS-OVER				6 25 AM	7 47	6 08 PM	6 58	4 55 AM		1 50 PM				
	148.9		SA JCT.					7 44		6 50							
345	147.9	OS	SOUTH SAN ANTONIO	WY	ST	Yard		7 42		6 54		5 45		2 45			
359	140.1	P	VON ORMY			57		7 31		6 43		5 25		2 25			
356	137.5	P	KIRK					7 27		6 39		5 15		2 15 PM			
363	130.1	LS	LYTLE			55		7 15		6 28		4 50					
366	125.1	LS	NATALIA			32		7 04		6 18		4 30					
373	120.7	LS	DEVINE			55		6 54		6 09		4 15					
	118.2		WATER TANK		W												
882	111.8	P	MOORE			56		6 42		5 54 21		3 40					
386	107.2	P	JENSEN			56		6 35		5 43		3 25					
394	99.2	OS	PEABALL		W	60		6 19		5 27		3 00					
403	90.3	P	DERBY			56		6 07		5 13		2 20					
410	83.1	LS	DILLEY		W	61		5 57		4 59		2 00					
417	76.7	P	MILLETT			39		5 45		4 48		1 30					
422	71.7	LS	GARDENDALE		WY	51		5 36		4 40		1 10 67					
427	66.4	LS	COTULLA		Y	119		5 26		4 29		12 30					
435	58.2	P	TUNA			22		5 14		4 14		12 05 AM					
438	55.3	LS	ARTESIA WELLS					5 10		4 10		11 59 PM					
440	53.7		PACIFIC			22		5 08		4 06		11 53					
449	44.6	P	ATLEE			75		4 54		3 54		11 30					
455	38.1	LS	ENCINAL		WY	64		4 44		3 44		11 10					
467	26.9	P	CALLAGHAN			56		4 25 67		3 26		10 30					
473	20.4	P	WEBB			75		4 16		3 16		10 10					
484	9.7	P	ORVIL			75		3 59		3 01		9 40					
490	3.9		NYE			32		3 48		2 53		9 15					
	0.2		TEXAS MEXICAN CROSSING														
494	0.0	OS	LAREDO		WO	ST	Yard	3 40 AM		2 45 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. 61 MAY 16, 1948	Miles from Crystal City	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS									255 Local Freight	STATIONS	254 Local Freight	SECOND CLASS		
												Daily		
			Daily											
				G33	33.7	P. NORTH PLEASANTON WOTY	114.1	Yard						
				H39	38.6	6.9 JOURDANTON JCT. Y	107.2							
					38.6	0.0 S. A. S. SUBDIV. CROSSING	107.2							
				H45	45.1	6.5 DOBROWOLSKI (Spur)	100.7							
				H49	49.3	4.2 LS. CHARLOTTE	96.5							
				H54	54.4	5.1 P. DAVIS	91.4							
				H61	61.1	6.7 P. HINDES W	84.7							
				H72	72.2	11.1 ZELLA	73.6							
				H79	78.8	6.6 LS. FOWLERTON	67.0							
				H87	86.9	8.1 DULL	58.9							
				H91	91.4	4.5 P. LOS ANGELES	54.4							
			1 30 AM	H105	105.0	13.6 LS. GARDENDALE WY	40.8	Yard		10 15 PM				
			t 1 59	H112	111.8	6.8 P. WOODWARD	34.0	3		t 9 55				
			2 20	H118	118.3	6.6 P. KX SIDING	27.5	44		9 35				
			a 2 55	H127	127.1	8.8 LS. BIG WELLS W	18.7	21		s 9 05				
			t 3 15	H133	133.7	6.6 P. BRUNDAGE	12.9	10		t 8 35				
			3 20	H134	134.5	0.8 P. JN SIDING	11.8	92		8 32				
			3 50	H143	143.4	8.9 RIVER	2.4	Yard		8 00				
			4 05 AM	H146	145.8	2.4 LS. CRYSTAL CITY OWY	0.0	Yard		7 45 PM				
			Daily			114.1				Daily				

GEORGETOWN SUBDIV.—BETWEEN ROUND ROCK AND GEORGETOWN 9

TRAINS SOUTHWARD				Station Numbers	Miles from Round Rock	TIME-TABLE NO. 61 MAY 16, 1948	Miles from Georgetown	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS									THIRD CLASS				
			97 Local Freight						96 Local Freight				
			Daily Except Sunday						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. 61 MAY 16, 1948	Miles from Uvalde Jct.	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS									SECOND CLASS				
		253 Local Freight	255 Local Freight						252 Local Freight	254 Local Freight			
		Daily Except Sunday	Daily						Daily Except Sunday	Daily			
		11 10 AM		J187	186.8	.....UVALDE JCT.....	Y	0.0	10 40 AM				
		11 45 AM		J185	184.5	LS.....UVALDE	W	2.1	10 25				
		12 35 PM		J173	172.9	P.....AB JCT.....	Y	13.7	9 30				
		1 05		J164	163.9	LS.....LA PEYOR		22.7	9 00				
		2 15 PM	4 20 AM	H146	145.8	LS.....CRYSTAL CITY	WOY	40.8	8 00 AM	7 40 PM			
			4 55	H149	149.2	.....WINTER HAVEN		46.0		7 25			
			6 00 AM	H156	156.2	LS.....CARRIZO SPRINGS	WOY	53.0		7 00 PM			
		Daily Except Sunday	Daily						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. 61 MAY 16, 1948	Miles from Dabney	Siding Capacity in Cars	TRAINS NORTHWARD				
				AB18	190.8	P.....DABNEY	0.0						
						.....U. R. A. CO. CROSSING							
				J173	172.9	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		Miles from Jourdanton	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS						NO. 61				THIRD CLASS				
257 Local Freight						MAY 16, 1948				256 Local Freight				
Daily Except Sunday				STATIONS		Daily Except Sunday								
			11 00 AM		15.8	P	KIRK							
			11 15 AM	Y5	20.4	LS	SOMERSET							
			12 05 PM	Y20	35.7	LS	POTHEET	W						
			12 35 PM	Y29	45.0	LS	CRYSTAL CITY SUBDIV. CROSSING	Y						
							JOURDANTON							
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		Miles from Asherton	Siding Capacity in Cars	TRAINS NORTHWARD			
NO. 61						MAY 16, 1948							
STATIONS													
			K 1	129.8	LS	ASHERTON	WOY	0.0					
			K 4	126.8		REGNA		3.0					
			K 12	118.8	LS	CATARINA	W	11.0					
			K 21	109.8		LIGHT		20.0					
			K 27	103.8		FARMINGTON		28.0					
			K 28	102.8		HAPPLE	(Spur)	27.0					
			438	97.8	LS	ARTESIA WELLS	Y	32.0					
				32.0									

SPECIAL INSTRUCTIONS

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

	Miles per hour	
	Passenger Trains	Freight Trains
Taylor Subdiv.	65	45
Austin Subdiv.	65	45
Georgetown Subdiv.	20	20
Laredo Subdiv.	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 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 Freight Route Martin St., San Antonio
 End of Two Main Tracks for Southward Trains, SA Jct.
 North and South switches Landas Park.
 MKT connection MKT Jct.

TAYLOR SUBDIV:		
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
All trains run at restricted speed between Switches Colorado bridge.		
Kyle, city limits	40	40
Blanco River bridge 204.6	50	35
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
Laredo, between Texas-Mexican crossing and passenger station, passenger route	15	15

CRYSTAL CITY SUBDIV:		
Crystal City, wye tracks	10	10
UVALDE SUBDIV:		
Uvalde Jct, turn out, north wye switch	5	5

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS.

TAYLOR SUBDIV:						Miles per hour	
Mile Post	Pole	To	Mile Post	Pole		Passenger Trains	Freight Trains
0	00		1	10		40	40
2	27		4	14		50	45
5	25		6	03		50	45
13	3		13	25		40	40
19	13		25	27		50	45
27	05		28	20		50	45
31	15		32	00		50	45
35	29		38	02		50	45
58	20		59	05		50	45
59	28		60	12		50	45
61	28		62	07		50	45
64	06		67	02		50	45
94	18		95	11		40	40

AUSTIN SUBDIV:							
146	16		146	23		50	45
161	09		161	22		50	45
176	02		184	18		50	45
201	24		202	00		50	45
205	11		205	28		50	45
206	05		207	06		55	45
225	26		226	02		50	45
227	24		227	33		30	30
242	29		244	05		50	45

LAREDO SUBDIV:							
292	29		293	03		50	40
300	17		301	11		50	40
302	26		303	02		50	40
350	22		350	28		50	40

CRYSTAL CITY SUBDIV:							
77	00		78	15		10	10

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

	Miles per hour	
	Passenger Trains	Freight Trains
GCL and I-GN Engines:		
301 to 319	50	50
Except 310	61	61
320, 322, 333 and 339	65	65
321, 323 to 332	50	50
334 to 338	50	50
341	50	50
342 to 343	65	65
344 to 346	50	50
347 to 348	65	65
349	50	50
350 to 351	65	65
352 to 360	50	50
361 to 389	65	65
941 to 948	45	45
1011 to 1030	55	55
Except 1022, 1027	40	40
1031 to 1040	53	53
Except 1036	40	40
1051 to 1073	53	53
Except 1066	40	40
1101 to 1125	63	63
1151 to 1161	80	80
Diesel 7007 to 7009 and 7012, 7013	98	98
Diesel 525 to 540	65	65

Missouri Pacific Engines:		
1 to 173	60	60
1201 to 1280	63	63
1401 to 1571	63	63
5201 to 5207	55	55
5502 to 5540	80	80
6401 to 6444	80	80
6501 to 6521	70	70
6601 to 6629	80	80

SPECIAL INSTRUCTIONS

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

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

	Maximum Speed Miles Per Hour
Dead engines moving backward or with part or all side rods down	15
Dead engines with all main rods, side rods, and pistons in position, valve blocked to cover ports, port plugs and cylinder cocks removed on disabled side	15
Movement of engines with front drivers blocked	20
Dead engines with side rods in position, main rods disconnected	35
Dead engines with all side rods, main rods, and pistons in position, cylinder head removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front cylinder	40
Trains handling self propelled pile drivers, steam shovels, steam "Wrecking" derricks, derrick cars, Jordan spreaders and spreader ditchers, scale test cars (Non-Self-Propelling)	25
Trains handling self propelling American Ditchers, American ditchers (loaded on flat cars) Locomotive (Clam shell) cranes (Boom should be detached, water tanks drained and wherever practicable rear of machine should face toward front of train), Yard (Clam shell) and "Burro" cranes (Loaded on flat cars)	20
Where maximum speed of freight trains is restricted to 25 miles per hour or less, trains handling wrecking cranes, pile drivers, Jordan spreaders or spreader ditchers must be restricted to five miles per hour less than maximum speed.	
Diesel engines (switch) for movement dead in tow or under their own power, 800 series	30
Diesel engines (switch) for movement dead in tow or under their own power, 4100, 4101, 9000, 9100 and 9200 Series	35
Diesel engines (Road) including engines 4102 and 4103 dead in tow may be handled at maximum permissible speed.	
Motor cars moving dead in tow	50

Dead engines for movement must be inspected and have all side rods in position, but may, in emergency, be handled with part or all of side rods down on authority of Superintendent. They must be placed not less than 3 cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case must be turned at first available point. Engines moving dead in train must be in charge of locomotive fireman acting as messenger. Switch engines not equipped with engine trucks either dead in tow, or under steam in road movement, must be moved tender forward.

All Diesel engines (road or switch) for movement dead in tow must have all switches open; main fuse removed, reversing drums and main power contactors blocked and should be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

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

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

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	37	Palestine . . .37	Indefinitely	Indefinitely	For connection.
Valley Junction	21	Palestine . . .17	12:30 P.M.	20 Minutes	For passengers
Valley Junction	22	Palestine . . .18	1:38 P.M.	20 Minutes	For passengers
San Antonio	205	San Antonio . .37	8:45 A.M.	20 Minutes	For passengers
San Antonio	22	San Antonio . .22	9:20 A.M.	20 Minutes	For sleepers.
San Antonio	38	San Antonio . .38	8:30 P.M.	15 Minutes	For mail and express.
San Antonio	38	Kingsville . . .206	8:30 P.M.	15 Minutes	For passengers
San Antonio	21	San Antonio . .21	Indefinitely	Indefinitely	For sleepers.
San Antonio	37	San Antonio . .37	Indefinitely	Indefinitely	For passengers and mail.
Laredo	22	N. De M.1	4:25 A.M.	45 Minutes	For sleepers.

EXPLANATION OF CHARACTERS:

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

PASSENGER TRAINS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

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

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

EXPLANATION OF STOPS:

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

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. Boehs.....San Antonio, Texas.
 Dr. E. D. Dumas.....San Antonio, Texas.
 Dr. G. E. Penny.....Laredo, Texas.

LOCAL SURGEONS

Dr. R. E. Bing.....Oakwood, Texas.
 Dr. L. P. Tenney.....Buffalo, Texas.
 Dr. S. M. Brown.....Keechi, Texas.
 Dr. H. H. Plattner.....Jewett, Texas.
 Dr. T. G. Curry.....Franklin, Texas.
 Dr. L. I. Tavel.....Franklin, Texas.
 Dr. H. W. Cummings.....Hearne, Texas.
 Dr. T. A. Searcy.....Hearne, Texas.
 Dr. E. M. Boyd.....Hearne, Texas.
 Dr. H. C. Guynes.....Hearne, Texas.
 Dr. I. P. Sessions.....Rockdale, Texas.
 Dr. T. S. Barkley.....Rockdale, Texas.
 Dr. H. T. Coulter.....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. 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. York Lancaster.....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. R. Wright.....New Braunfels, Texas
 Dr. F. N. Haggard.....San Antonio, Texas
 Dr. C. H. Haggard.....San Antonio, Texas
 Dr. C. E. Scull.....San Antonio, Texas

Dr. George O. Cullis.....South San Antonio, Texas
 Dr. T. P. Ware.....Poteet, Texas
 Dr. J. A. Land.....Natalia, Texas
 Dr. G. S. Woods.....Devine, Texas
 Dr. J. E. Beall.....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. G. B. Cherry.....North Pleasanton, Texas
 Dr. J. M. Faggard.....North Pleasanton, Texas
 Dr. B. E. Pickett.....Carrizo Springs, Texas
 Dr. S. H. Graham.....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.