

DIVISION OFFICERS

E. C. SHEFFIELD.....Superintendent.....Palestine, Texas

L. M. ELLEDGE.....Trainmaster
All Subdivs., except
Taylor Subdiv.....San Antonio, Tex.

W. L. FAGAN.....Trainmaster
Taylor Subdiv.....Palestine, Texas

H. P. HOLZMANN.....Terminal
Trainmaster.....San Antonio, Tex.

F. M. CRUMP.....Ass't Trainmaster.....Valley Jct., Tex.

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

G. G. FRETWELL.....Division Trainmaster
all Subdivs., except
Taylor Subdiv.....San Antonio, Tex.

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

E. R. HARRIS.....Night Chief
Dispatcher
all Subdivs., except
Taylor Subdiv.....San Antonio, Tex.

C. H. BAILEY.....Night Chief
Dispatcher
Taylor Subdiv.....Palestine, Texas

M. J. KEEFE.....Ass't Chief
Dispatcher
all Subdivs., except
Taylor Subdiv.....San Antonio, Tex.

R. G. SWINDLER.....Ass't Chief
Dispatcher
all Subdivs., except
Taylor Subdiv.....San Antonio, Tex.

J. E. CARLSON.....Ass't Chief
Dispatcher
Taylor Subdiv.....Palestine, Texas

A. R. TABER.....Ass't Chief
Dispatcher
Taylor Subdiv.....Palestine, Texas

R. P. BAILEY.....Dispatcher.....Palestine, Texas

J. H. BRADLEY.....Dispatcher.....Palestine, Texas

C. H. CROSS.....Dispatcher.....San Antonio, Tex.

J. DAVIS.....Dispatcher.....San Antonio, Tex.

V. E. DAVIDSON.....Dispatcher.....San Antonio, Tex.

J. S. FORD.....Dispatcher.....San Antonio, Tex.

B. C. JONES.....Dispatcher.....Palestine, Texas

R. A. JONES.....Dispatcher.....Palestine, Texas

W. H. McDONALD.....Dispatcher.....Palestine, Texas

M. J. VAUGHN.....Dispatcher.....San Antonio, Tex.

J. M. WATLINGTON.....Dispatcher.....Palestine, Texas

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. 70

Effective 12:01 A. M.

SUNDAY, OCTOBER 14, 1951

CENTRAL STANDARD TIME

Superseding Time-Table No. 69, dated September 3,
1950, 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.

R. P. HART, Chief Operating Officer
L. A. GREGORY, Ass't Chief Operating Officer and
General Superintendent Transportation
A. B. KELLY, General Manager
R. JOHNSON, Assistant General Manager
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 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.


Chief Operating Officer

TAYLOR SUBDIV.—PALESTINE TO TAYLOR

Station Numbers	Miles from Palestine	TIME-TABLE NO. 70 OCTOBER 14, 1951	Siding Capacity in Cars	TRAINS SOUTHWARD								
				FIRST CLASS								
				21 Passenger	25 Passenger	31 Passenger	37 Local Passenger	27 Passenger				
STATIONS				Daily	Daily	Daily	Daily	Daily				
81	0.0	OS..... PALESTINE... WDO\$TY	Yard	6 45 AM	6 50 AM	9 40 AM	10 30 PM	11 59 PM				
	1.0	P..... SY JOT.....		6 47	6 52 AM	9 42	10 32	12 01 AM				
90	8.5	P..... TUCKER.....	81	6 54 74		9 52	a 10 42					
	12.3	..... WATER TANK..... W										
99	18.0	LS..... OAKWOOD.....*	80	7 04		10 08	f 10 54					
105	23.2	P..... PEELER.....	80	7 10		10 11	11 02					
108	26.8	P..... KEECHI.....*					f 11 07					
116	34.7	LS..... BUFFALO.....*	80	7 22		10 24	f 11 18 65					
125	43.8	LS..... JEWETT.....W	94	7 32		s 10 36	s 11 33					
136	54.8	LS..... MARQUEZ.....*	80	7 44		10 49 90	f 11 48					
144	63.0	P..... RIDGE.....*	84	7 53		10 59	f 11 59 PM					
	65.5	..... WATER TANK..... W										
150	68.3	P..... EASTERLY.....*					f 12 06 AM					
152	70.4	P..... AN SIDING.....	80	8 01		11 09	12 09					
154	73.1	P..... NEW BADEN.....*					f 12 12					
158	77.1	LS..... FRANKLIN.....	80	8 08		s 11 19	s 12 19					
165	83.9	P..... ELLIOTT.....	80	8 15		11 26	12 27					
171	89.6	LS..... HEARNE (T&NO Cross.)§	150	a 8 22		s 11 36 AM	s 12 45					
	93.9	..... PALESTINE DIV. CROSS.										
175	93.9	OS..... VALLEY JCT..... WOY	100	8 27		s 12 03 PM	s 1 00 74					
181	99.6	P..... GAUSE.....*	84	8 33		12 17 32	s 1 09 38					
187	105.0	P..... BAILIE.....	90	8 38		12 23	1 18					
191	110.0	OS..... MILANO (GOSF Cross.)Y	83	8 43		s 12 30	s 1 38					
201	119.1	LS..... ROCKDALE (T&NO Cross.)W	100	f 8 52		s 12 42	s 1 56					
207	125.0	P..... HANDY.....	84	8 58		12 49	2 09					
214	132.2	LS..... THORNDALE.....*	90	9 05		12 58	s 2 23					
220	138.4	LS..... THRALL.....*	100	9 11		1 05	s 2 39					
	144.7	..... M-K-T CROSSING										
226	144.8	CS..... TAYLOR..... WDO\$Y	Yard	9 20 AM		1 23 PM	3 00 AM					
		144.8		Daily	Daily	Daily	Daily	Daily				

TAYLOR SUBDIV.—PALESTINE TO TAYLOR

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Station Numbers	Miles from Laredo	TIME-TABLE NO. 70 OCTOBER 14, 1951	Siding Capacity in Cars	TRAINS SOUTHWARD								
				SECOND CLASS					THIRD CLASS			
				75 Red Ball Freight	65 Red Ball Freight	165 Red Ball Freight	67 Red Ball Freight	167 Red Ball Freight	193 Local Freight	91 Local Freight	93 Local Freight	
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
81	412.2	OS.....PALESTINE.....WDO\$TY	Yard		10 30 AM	11 00 AM	10 00 PM	10 05 PM	8 15 AM	10 00 AM		
	411.2	P.....SY JOT.....				11 03 AM		10 08 PM	8 18 AM			
90	403.7	P.....TUCKER.....	81		10 55		10 15			10 20		
	399.9	.....WATER TANK.....W										
99	394.2	LS.....OAKWOOD.....*	80		11 15		10 30			10 50		
105	389.0	P.....PEBLER.....	80		11 30		10 38			11 10		
108	385.4	P.....KEEOHI.....*										
118	377.5	LS.....BUFFALO.....*	80		11 54 AM		10 55 66			11 35 AM		
126	368.4	LS.....JEWETT.....W	94		12 12 91 90 PM		11 10			12 12 66 90 PM		
136	357.4	LS.....MARQUEZ.....*	80		12 33		11 27			1 37 82		
144	349.2	P.....RIDGE.....*	84		12 49		11 38			1 58		
	346.7	.....WATER TANK.....W										
150	343.9	P.....EASTERLY.....*										
152	341.8	P.....AN SIDING.....	80		1 17 82		11 48			2 10		
154	339.1	P.....NEW BADEN.....*										
158	335.1	LS.....FRANKLIN.....	80		1 32		11 59 PM			2 30		
166	328.3	P.....ELLIOTT.....	80		1 45		12 08 AM			2 50		
171	322.6	LS.....HEARNE (T&NO Cross.) S	150		2 00		12 18			3 10		
	318.3	.....PALESTINE DIV. CROSS.....										
176	318.3	OS.....VALLEY JCT.....WOY	100		1 35 AM	2 30	12 30 74			3 45 PM	12 45 32 PM	
181	312.6	P.....GAUSE.....*	84		1 45	2 45	12 40				12 55	
187	307.2	P.....BAILIE.....	90		1 54	2 55	1 00 38				1 05	
191	302.2	OS.....MILANO (GCSE Cross.) Y	83		2 04	3 05	1 18				1 25	
201	293.1	LS.....ROCKDALE (T&NO Cross.) W	100		2 20	3 20	1 30				1 40	
207	287.2	P.....HANDY.....	84		2 30	3 30	1 41				2 00	
214	280.0	LS.....THORNDALE.....*	90		2 42	3 50	1 52				2 15	
220	273.8	LS.....THALL.....*	100		2 52	4 34 22	2 04				2 35	
	267.5	.....M-K-T CROSSING.....										
226	267.4	CS.....TAYLOR.....WDO\$Y	Yard		3 05 AM	4 45 PM	2 30 AM				3 00 PM	
		144.6			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday

TAYLOR SUBDIV.—TAYLOR TO PALESTINE

Station Numbers	Miles from Palestine	TIME-TABLE NO. 70 OCTOBER 14, 1951	Siding Capacity in Cars	TRAINS NORTHWARD								
				FIRST CLASS								
				28 Passenger	32 Passenger	22 Passenger	26 Passenger	38 Local Passenger				
STATIONS			Daily	Daily	Daily	Daily	Daily					
81	0.0	CS..... PALESTINE..... WDO\$TY	Yard	4 30 AM	2 50 PM	7 00 PM	6 55 PM	4 40 AM				
	1.0	P..... SY JCT.		4 12 AM	2 42	6 53	6 47 PM	4 28				
90	8.5	P..... TUCKER	81		2 32 90	6 44		4 18				
	12.3	..... WATER TANK..... W										
99	18.0	LS..... OAK WOOD..... *	80		2 21	6 34		4 02				
105	23.2	P..... PEELER	80		2 15	6 28		3 50				
108	26.8	P..... KEROHL..... *						3 44				
118	34.7	LS..... BUFFALO..... *	80		2 02	6 16		3 32				
125	43.8	LS..... JEWETT..... W	94		1 52	6 07		3 15				
136	54.8	LS..... MARQUEZ..... *	80		1 37 91	5 57		2 55				
144	63.0	P..... RIDGE..... *	84		1 27	5 49		2 40				
	65.5	..... WATER TANK..... W										
150	68.3	P..... HASTERLY..... *						2 30				
152	70.4	P..... AN SIDING.....	80		1 17 65	5 43		2 25				
154	73.1	P..... NEW BADEN..... *						2 20				
158	77.1	LS..... FRANKLIN.....	80		1 09	5 36		2 12				
165	83.9	P..... ELLIOTT.....	80		1 01	5 29		2 01				
171	86.6	LS..... HEARNE (T&NO Cross.)§	150		12 54	5 23		1 52				
	93.9	PALESTINE DIV. CROSS.										
175	93.9	OS..... VALLEY JCT..... WOY	100		12 45 99	5 18		1 25 74				
181	99.6	P..... GAUSE..... *	84		12 17 31	5 12		1 09 37				
187	105.0	P..... BAILIE.....	90		12 09 PM	5 07		1 00 67				
191	110.0	CS..... MILANO (GCSF Cross.) Y	83		11 59 AM	5 02		12 39				
201	119.1	LS..... ROCKDALE (T&NO Cross.) W	100		11 49	4 53		12 28				
207	125.0	P..... HANDY.....	84		11 40	4 47		12 18				
214	132.2	LS..... THORNDALE..... *	90		11 32	4 40		12 08 AM				
220	138.4	LS..... THRALL..... *	100		11 24	4 34 65		11 57 PM				
	144.7	..... M-K-T CROSSING.....										
226	144.8	CS..... TAYLOR..... WDO\$Y	Yard		11 15 AM	4 26 PM		11 45 PM				
		144.8		Daily	Daily	Daily	Daily	Daily				

TAYLOR SUBDIV.—TAYLOR TO PALESTINE

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Station Numbers	Miles from Laredo	TIME-TABLE NO. 70 OCTOBER 14, 1951	Siding Capacity in Cars	TRAINS NORTHWARD									
				SECOND CLASS					THIRD CLASS				
				64 Red Ball Freight	66 Red Ball Freight	74 Red Ball Freight			90 Local Freight	92 Local Freight	192 Local Freight		
STATIONS			Daily	Daily	Daily			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			
81	412.2	OS..... PALESTINE... WDO\$TY	Yard	3 15 AM	1 00 AM	7 15 AM			3 00 PM		12 30 PM		
	411.2	P..... NY JCT.		3 05 AM							12 25 PM		
90	403.7	P..... TUCKER	81		12 15 AM	6 54 21			2 32 32				
	389.9	..... WATER TANK..... W										
99	394.2	LS..... OAKWOOD..... *	80		11 55 PM	8 20			1 30				
105	389.0	P..... PEELER	80		11 45	8 05			1 10				
108	385.4	P..... KEECHI..... *											
116	377.5	LS BUFFALO..... *	80		11 18 87 10 53 87	5 35			12 47				
125	368.4	LS JEWETT..... W	84		10 20	5 10			12 12				
136	357.4	LS MAHQUEZ..... *	80		9 50	4 30			10 49				
144	349.2	P..... RIDGE..... *	84		9 37	3 50			10 15				
	346.7	..... WATER TANK..... W										
150	343.9	P..... EASTERLY..... *											
152	341.8	P..... AN SIDING..... *	80		9 23	3 05			10 01				
154	339.1	P..... NEW BADEN..... *											
158	335.1	LS FRANKLIN..... *	80		8 57	2 45			9 40				
165	328.3	P..... ELLIOTT..... *	80		8 32	2 25			9 10				
171	322.6	LS HEARNE (T&NO Cross.)	150		8 20	2 05			9 00				
	318.3	PALESTINE DIV. CROSS.											
175	318.3	OS..... VALLEY JCT..... WVOY	100		8 10	1 30 36 AM 11 35 36 AM			8 30 AM		11 30 AM		
181	312.6	P..... GAUSE..... *	84		7 48	11 24					11 20		
187	307.2	P..... BAILIE..... *	80		7 40	11 15					11 10		
191	302.2	OS MILANO (GOSF Cross.) Y	83		7 30	11 05					11 00		
201	293.1	LS ROCKDALE (T&NO Cross.) W	100		7 11	10 50					10 35		
207	287.2	P..... HANDY..... *	84		6 59	10 38					10 25		
214	280.0	LS THORNDALE..... *	90		6 45	10 26					10 10		
220	273.8	LS THRALL..... *	100		6 30	10 15					9 50		
	267.5	M-K-T CROSSING											
226	267.4	OS..... TAYLOR..... WDO\$Y	Yard		6 15 PM	10 00 PM					9 30 AM		
		144.8		Daily	Daily	Daily			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		

AUSTIN SUBDIV.—TAYLOR TO SAN ANTONIO

TRAINS SOUTHWARD

Miles from Palestine	TIME-TABLE NO. 70 OCTOBER 14, 1951		FIRST CLASS				SECOND CLASS			THIRD CLASS			
			37	905	21	901	31	907	67	75	65	97	
			Local Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	
STATIONS		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday		
144.8	OS	TAYLOR	WDO&Y	3 05 AM		9 23 AM		1 28 PM		3 30 AM	4 05 AM	6 15 PM	
153.4	P	HUTTO		3 25		9 32		1 38		3 50	4 20	6 35	
161.6	LS	ROUND ROCK		3 37		9 39		1 45		4 00	4 35	6 50	
166.0	LS	McNELL (T&NO Cross.)		3 49		9 43		1 50		4 10	4 45	7 02	
173.8	P	AC SIDING		4 00		9 50		1 58		4 21	5 01	7 20	
179.1	P	AUSTIN		4 35		10 00		2 24		4 45	5 12	7 50 ⁷⁴	
		CONGRESS AVE - AUSTIN			5 30 AM		12 01 PM		3 35 PM				
179.6	OS	COLORADO BRIDGE	DY&S	4 36	5 35	10 01	12 06	2 25 ⁹⁰⁸	3 40	4 46	5 13	7 55	7 00 AM
187.3	P	AF SIDING		4 51	5 50	10 09 ³²	12 16	2 38 ⁶⁶	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 24	2 46 ⁹⁶	4 02	5 25	5 48	9 10	7 55
201.0	LS	KYLE		5 15	6 08	10 24	12 31	2 54	4 10	5 35	5 58	9 44 ³⁸	8 10
204.2	P	KUSHLA		5 20	6 12	10 28	12 35	2 58	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	3 08 ²²	4 20 PM	5 49	6 10	10 20	8 29
209.7	P	SAN MARCOS		5 35		10 36		3 13		5 58	6 18	10 25	9 30 ³²
216.9	P	HUNTER		5 48		10 45		3 23		6 10	6 28	10 40	9 45
223.0	P	GOODWIN		5 58		10 52		3 30		6 20	6 42	10 55	9 57
227.3	OS	NEW BRAUNFELS		6 04		10 57 ⁹⁷		3 35		6 33	6 52	11 20	10 57 ²¹
227.4		M-K-T CROSSING											
227.8	P	LANDA'S PARK	Y	6 09		10 59		3 40		6 38	6 56	11 25	11 25
235.0	P	CORBYN		6 19		11 06		3 47		6 49	7 07	11 36	11 59 ^{96 AM}
241.0	P	BRACKEN		6 27		11 12		3 53		7 01	7 18	11 57 PM	12 27 ^{66 PM}
248.0	P	WETMORE		6 38		11 19 ⁹⁶		4 01		7 15	7 32	12 16 AM	12 45
249.2	LS	LONGHORN	Y										
254.0	P	ADAMS		6 47		11 25		4 07		7 25	7 42	12 30	1 05
256.0	P	AK SIDING											
256.3		MONTE VISTA		6 52		11 29		4 13					
259.1	OS	SAN ANTONIO	D&T	7 10 AM		11 40 AM		4 25 PM		7 50 AM	8 00 AM	1 00 AM	1 30 PM
		114.8		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday

AUSTIN SUBDIV.—SAN ANTONIO TO TAYLOR

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TIME-TABLE NO. 70

OCTOBER 14, 1951

TRAINS NORTHWARD

Station Numbers	Miles from Laredo	STATIONS	Siding Capacity in Cars	FIRST CLASS							SECOND CLASS		THIRD CLASS									
				906	32	902	908	22	38	66	74	96										
				M-K-T Passenger	Passenger	M-K-T Passenger	M-K-T Passenger	Passenger	Local Passenger	Red Ball Freight	Red Ball Freight	Local Freight										
				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
226	267.4	OS.....TAYLOR.....WDO\$Y	Yard		11 10 AM				4 23 PM	11 40 PM	4 45 PM	9 00 PM										
235	258.8	P.....HUTTO.....*	83		10 57				4 13	s 11 20	4 25	8 37										
243	250.8	LS.....BOUND HOOK.....*	89		10 49				4 05	s 11 07	4 13	8 25										
247	246.2	LS McNEIL (P&NO Cross.) * 4.4	109		10 44				4 01 ⁶⁵	10 56	4 01 ²²	8 17										
253	238.4	P.....AC SIDING.....	103		10 35				3 53	10 45	3 23	8 05										
263	233.1	P.....AUSTIN.....	80		s 10 25				s 3 43	s 10 35	3 08	7 50 ⁶⁵										
		CONGRESS AVE - AUSTIN 0.8			12 55 AM		1 42 PM	2 30 PM														
261	232.6	OS.....COLORADO BRIDGE.....DYS			12 50	10 18	1 37	2 25 ³¹	3 37	10 13	3 03	7 41	3 25 PM									
268	224.9	P.....AF SIDING.....	100		12 39	10 09 ²¹	1 28	2 15	3 30	10 04	2 38 ³¹	7 30	3 05									
271	222.2	.....MANCHACA.....*								a 10 00												
376	218.0	LS.....BUDA.....*	102		12 30	9 52	1 20	2 07 ⁶⁶	3 23	s 9 55	2 07 ⁹⁰⁸	7 20	2 46 ⁸¹									
282	211.2	LS.....KYLE.....*	90		12 22	9 44	1 13	2 00	3 17	s 9 44 ⁶⁵	1 43	7 11	2 15									
285	208.0	P.....KUSHLA.....	83		12 17	9 39	1 09	1 56	3 13	9 38	1 36	7 06	2 01									
290	203.4	OS.....M-K-T JCT.....	74		12 10 AM	9 33	1 03 PM	1 50 ⁹⁶	3 08 ³¹	9 32	1 28	6 59	1 50 ⁹⁰⁸									
291	202.5	P.....SAN MARCOS.....				s 9 30 ⁹⁷			p 3 06	s 9 30	1 25	6 56	1 45									
298	195.3	P.....HUNTER.....*	100			9 17			2 59	a 9 16	1 13	6 46	1 18									
304	189.2	P.....GOODWIN.....	86			9 10			2 53	a 9 09	1 03	6 36	1 08									
308	184.9	OS.....NEW BRAUNFELS.....\$	60			s 9 04			p 2 48	s 9 02	12 53 ⁹⁶	6 28	12 53 ⁶⁶									
	184.8	.....M-K-T CROSSING.....																				
309	184.4	P.....LANDA'S PARK.....Y	90			9 01			2 46	8 57	12 48	6 24	12 20 PM									
316	177.2	P.....CORBYN.....	90			8 53			2 39	8 50	12 37	6 14	11 59 AM									
322	171.2	P.....BRACKEN.....	100			8 46			2 33	f 8 43	12 27 ⁹⁷	6 05	11 40									
329	164.2	P.....WETMORE.....*	86			8 37			2 26	f 8 34	12 16	5 54	11 19 ²¹									
330	163.0	LS.....LONGHORN.....Y																				
335	158.2	P.....ADAMS.....	90			8 29			2 20	8 27	12 05 PM	5 45	10 50									
337	156.2	P.....AK SIDING.....	28																			
	155.9	.....MONTE VISTA.....				s 8 24			s 2 17	s 8 23												
340	153.1	OS.....SAN ANTONIO.....D\$T	Yard			8 15 AM			2 10 PM	8 15 PM	11 45 AM	5 30 PM	10 30 AM									
		114.3			Daily	Daily	Daily	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. 70 OCTOBER 14, 1951	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	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		
340	259.1	OS..... SAN ANTONIO..... D&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	
	0.7	..... T. & N. O. CROSSING.....	Freight Tracks								
	0.6	..... S. P. CROSSING.....									
	1.8	..... S. A. U. & G. CROSS-OVER.....		12 06 PM	12 16	10 52 PM	8 15 PM		7 35 AM		
	1.1	..... SA JCT.....			12 18						
345	264.3	..... SOUTH SAN ANTONIO..... Y&S	Yard		12 20			9 10	7 35		8 30 ⁶⁶
	7.8	..... VON ORMY.....	57		f 12 30 ²⁶⁶			9 32	8 13 ⁶⁶		8 50
	2.6	..... KIRK.....			12 34			9 38	8 27		9 00 AM
	7.4	..... LITTLE.....	55		s 12 50 ²²			10 05	8 50		
	5.0	..... NATALIA.....	32		f 12 59			10 15	9 05		
	4.4	..... DEVINE.....	55		s 1 03 ⁹⁸			10 35	9 30		
	8.9	..... MOORE.....	56		f 1 20			10 55	9 45		
	4.6	..... JENSEN.....	56		1 27			11 10	9 55		
	8.0	..... PEARSALL.....	60		s 1 39			11 30	10 30		
	8.9	..... DERBY.....	56		f 1 51			11 50 PM	11 01 ⁹⁸		
	7.2	..... DILLEY.....	61		s 2 03			12 10 AM	11 28 ²²		
	6.4	..... MILLETT.....	39		a 2 14			12 30	11 55 AM		
	5.0	..... GARDENDALE..... Y	51		f 2 25			1 10	12 20 PM		
	5.3	..... COTULLA..... Y	75		s 2 37			2 00	1 15		
	8.2	..... TUNA.....	22		2 50			2 25	1 35		
	2.9	..... ARTESIA WELLS.....			f 2 55			2 35	1 40		
	1.6	..... PACIFIC.....	22		2 57			2 40	1 45		
	9.1	..... ATLER.....	75		3 10			3 10	2 01		
	6.5	..... ENCINAL..... Y	64		s 3 20			3 49	2 13		
	11.2	..... CALLAGHAN.....	56		f 3 39			4 25 ⁶⁶	2 35		
	6.5	..... WEBB.....	75		a 3 48			4 50	2 50		
	10.7	..... ORVIL.....	75		4 02			5 30	3 10		
	5.8	..... NYE.....	32		4 10			5 50	3 25		
	3.7	..... TEXAS MEXICAN CROSSING.....									
	0.2	..... LAREDO..... D&Y	Yard		4 20 PM			6 20 AM	3 45 PM		
				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
		153.1										

LAREDO SUBDIV.—LAREDO TO SAN ANTONIO

9

TIME-TABLE
NO. 70

OCTOBER 14, 1951

TRAINS NORTHWARD

Station Numbers	Miles from Laredo	TIME-TABLE NO. 70 OCTOBER 14, 1951	Siding Capacity in Cars	TRAINS NORTHWARD							
				FIRST CLASS			SECOND CLASS		THIRD CLASS		
				216 Passenger	22 Passenger	206 Passenger	66 Red Ball Freight	266 Red Ball Freight	98 Local Freight	256 Local Freight	290 Local Freight
STATIONS				Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
340	153.1	CS..... SAN ANTONIO..... D&T	Yard	6 45 AM	1 30 PM	1 55 PM	9 45 AM	5 45 AM	2 45 PM	1 10 PM	3 10 PM
	152.4	..... T. & N. O. CROSSING.....	Yard	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..... Y&S	Yard		1 14		8 30 ²⁵⁷		2 15	12 50	
353	140.1	P..... VON ORMY.....	57		f 1 05		8 13 ⁹⁹		2 00	12 30 ²¹	
358	137.5	P..... KIRK.....			1 01		8 08		1 50	12 15 PM	
363	130.1	LS..... LYTLE.....	55		s 12 50 ²¹		7 54		1 35		
368	125.1	LS..... NATALIA.....	32		f 12 40		7 44		1 20		
373	120.7	LS..... DEVINE.....	55		s 12 32		7 34		1 08 ²¹		
382	111.8	P..... MOORE.....	58		f 12 15		7 16		12 35		
386	107.2	P..... JENSEN.....	58		12 08 PM		7 08		12 25 PM ²²		
394	99.2	LS..... PEARSALL.....	60		s 11 56 AM		6 55		11 56 AM		
403	90.3	P..... DEBBY.....	56		f 11 39		6 37		11 01 ⁹⁹		
410	83.1	LS..... DILLEY.....	61		s 11 28 ⁹⁹		6 24		10 45		
417	76.7	P..... MILLETT.....	39		a 11 15		6 10		10 10		
422	71.7	LS..... GARDENDALE..... Y	51		f 11 07		6 00		10 00		
427	66.4	LS..... COTULLA..... Y	75		s 10 55		5 30		9 30		
435	58.2	P..... TUNA.....	22		10 39		5 18		8 35		
438	55.3	LS..... ARTESIA WELLS.....			f 10 35		5 13		8 25		
440	53.7	..... PACIFIC.....	22		10 33		5 10		8 19		
449	44.6	P..... ATLEE.....	75		10 19		4 55		7 59		
455	38.1	LS..... BENOINAL..... Y	64		s 10 09		4 45		7 45		
467	26.9	P..... CALLAGHAN.....	56		f 9 48		4 25 ⁶⁷		7 23		
473	20.4	P..... WEBB.....	75		a 9 38		4 12		7 11		
484	9.7	P..... ORVIL.....	75		9 22		3 51		6 52		
490	3.0	..... NYE.....	32		9 13		3 40		6 42		
	0.2	..... TEXAS MEXICAN CROSSING.....									
494	0.0	OS..... LAREDO..... D&Y	Yard		9 05 AM		3 30 AM		6 30 AM		
	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. 70 OCTOBER 14, 1951	Miles from Crystal City	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS									SECOND CLASS				
255 Local Freight									254 Local Freight				
Daily				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	OHARLOTTE	96.5	20				
				H54	54.4	P	DAVIS	91.4	13				
				H61	61.1	P	HINDES	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				
			3 00 AM	H105	105.0	LS	GARDENDALE Y	40.8	Yard	2 15 AM			
			3 15	H112	111.8	P	WOODWARD	34.0	3	1 58			
			3 30	H118	118.3	P	KX SIDING	27.5	44	1 43			
			3 50	H127	127.1	LS	BIG WELLS	18.7	21	1 23			
			4 05	H133	133.7	P	BRUNDAGE	12.9	10	1 08			
			4 08	H134	134.5	P	JN SIDING	11.8	92	1 05			
			4 30	H143	143.4		RIVER	2.4	Yard	12 45			
			4 40 AM	H146	145.8	LS	CRYSTAL CITY DY	0.0	Yard	12 35 AM			
			Daily				114.1			Daily			

GEORGETOWN SUBDIV.—BETWEEN ROUND ROCK AND GEORGETOWN 11

TRAINS SOUTHWARD				Station Numbers	Miles from Round Rock	TIME-TABLE NO. 70			Miles from Georgetown	Siding Capacity in Cars	TRAINS NORTHWARD						
SECOND CLASS						OCTOBER 14, 1951					THIRD CLASS						
			95 Local Freight										94 Local Freight				
			Daily Except Sunday										Daily Except Sunday				
			7 20 AM	243	0.0	LS.....	ROUND ROCK	10.0	89				8 45 AM				
			7 50 AM	F 10	10.0	LS.....	10.0 GEORGETOWN	0.0	Yard				8 05 AM				
			Daily Except Sunday				10.0						Daily Except Sunday				

UVALDE SUBDIV.—BETWEEN UVALDE JCT. AND CARRIZO SPRINGS

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 70			Miles from Uvalde Jct.	Siding Capacity in Cars	TRAINS NORTHWARD						
SECOND CLASS						OCTOBER 14, 1951					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	180.6		UVALDE JCT.....	Y 0.0				10 40 AM					
		11 45 AM		J185	184.5	LS.....	2.1 UVALDE	2.1	Yard			10 25					
		12 35 PM		J173	172.9	P.....	11.6 AB JCT.....	13.7	26			9 30					
		1 05		J164	163.9	LS.....	9.0 LA PRYOR	22.7	34			9 00					
		2 15 PM	5 00 AM	H146	145.8	LS.....	18.1 CRYSTAL CITY.....	40.8	Yard			8 00 AM	11 15 PM				
			5 20	H149	149.2		5.2 WINTER HAVEN.....	46.0	e				10 55				
			5 45 AM	H156	156.2	LS.....	7.0 CARRIZO SPRINGS.....	53.0	Yard				10 30 PM				
		Daily Except Sunday	Daily				53.0					Daily Except Sunday	Daily				

ASPHALT BELT SUBDIV.—BETWEEN DABNEY AND AB JCT.

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIME-TABLE NO. 70			Miles from Dabney	Siding Capacity in Cars	TRAINS NORTHWARD						
						OCTOBER 14, 1951											
				AB18	190.8	P.....	4.4 DABNEY.....	Y 0.0	40								
				J173	172.9	P.....	13.5 U. R. A. CO. CROSSING.....										
							17.9 AB JCT.....	\$Y 17.9									
							17.9										

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

2. MAXIMUM SPEED:

	MILES PER HOUR			
	Psgr. Trains all Streamline Equipment Diesel Power	Psgr. Trains any Conventional Equipment Diesel Power	Psgr. Trains Steam Power	Freight Trains
Taylor Subdivision	79	70	65	50
Austin Subdivision	79	79	65	50
Georgetown Subdivision			20	20
Laredo Subdiv.:				
Between San Antonio and SA Jct. MP 263	50		50	35
Between SA Jct. MP 263 and Orvil MP 402	59		59	45
Between Orvil MP 402 and Laredo.....	50		50	35
Crystal City Subdiv.:				
Between Crystal City and Gardendale..			35	30
Between Gardendale and North Pleasanton			30	20
Uvalde Subdiv.:				
Between Uvalde Jct. and MP 168.....			30	20
Between MP 168 and Crystal City.....			30	30
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.

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

	M.P.H.
Through No. 10 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 or 20 turnouts and crossovers, entire train	30
In straightaway movement when moving points of No. 10 spring switch	15
In straightaway movement when moving points of Nos. 15, 16 or 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 switches are No. 10 turnouts or less except the following, which are No. 15, 16 or 20 turnouts:

- SY Jct.—Trinity Subdiv., connection
- Taylor—North switch freight route
- Austin—North switch siding
- MKT Jct.—MKT connection
- Landa's Park—North and South switches siding
- San Antonio—North switch freight route Martin Street
- SA Jct.—End of two main tracks

3. SPEED RESTRICTIONS: (Continued)

	Psgr. Trains	Freight Trains
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
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		
MP 253 pole 21 (Cementville Crossing to MP 254 pole 28 (Hermine Blvd.)	60	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 Street 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
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
CRYSTAL CITY SUBDIV.:		
Crystal City, wye tracks	10	10
UVALDE SUBDIV.:		
Uvalde Jct. turn out, north wye switch.....	5	5

SPECIAL INSTRUCTIONS

3. SPEED RESTRICTIONS (Cont'd)

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

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

3. SPEED RESTRICTIONS (Cont'd)

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

MILES PER HOUR						
LAREDO SUBDIV.:						
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	45	
399	14	399	20	50	45	
400	19	400	24	50	45	
402	1	402	7	50	35	

CRYSTAL CITY SUBDIV.:

77	00	78	15	10	10
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UVALDE SUBDIV.:

164	3	164	19	15	15
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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
351	65	Diesel 501 to 524	65
372 to 389	65	Diesel 7000 to 7006	98
1052 to 1073	53	Diesel 7010 and 7011	98
1101 to 1125	63	Diesel 7014 to 7021	98
1151 to 1161	80	Diesel 7100	90
1201 to 1258	55	Diesel 8001 to 8018	98
1401 to 1478	55		
Diesel 7007 to 7009			
7012, 7013, 8011-8012	98		
Diesel 525 to 618	65		
Diesel 4112 to 4196	65		
Diesel 9000 to 9191	35		

3. SPEED RESTRICTIONS (Cont'd)

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

TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

Diesel Engines and Motor Cars dead in tow:	Miles Per Hour
Road or Switch, with trucks and traction motors in good running condition	Maximum Train Speed, or Maximum Engine speed for particular engine in tow, whichever is lower.
Road or Switch, with trucks or parts of some not in good running condition	As Authorized by Superintendent.

Diesel engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent.

STEAM ENGINES DEAD IN TOW OR DISABLED UNDER STEAM:

	Miles Per Hour
With side rods in position, main rods disconnected	35
Moving backward in tow (side rods in position)	25
With part or all of side rods down	15
With all side rods and main rods in position, cylinder heads removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinder ..	40
Dead engines must be in charge of a messenger, and must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.	
With front drivers blocked	20
Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.	
Locomotive blocked account disabled engine truck or trailing truck, or without full set of driving wheels, movement to first siding to clear main tracks	6
Further movement must be authorized by Superintendent.	
Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side	15
With flat spots 3" or more on driving tires, MAINTAIN SPEED	20

3. SPEED RESTRICTIONS (Cont'd)

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 "

	Miles Per Hour
Pile Drivers	25
Steam Shovels	25
Bridge Derrick Cars (non-revolving) Boom connected	30

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

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

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

Bridge derrick-pile driver (combination machine)

25
Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers, self-propelled

25
American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.

Locomotive Cranes or Clam Shells

25
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.

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; the plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Scale test cars must be handled next to caboose and may be handled at maximum speed.

Rail unloaders must have boom disconnected and stored on car, and may be handled at maximum speed.

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.

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 . . . 18	12:33 P.M.	30 Minutes	For passengers.
Valley Junction.....	32	Palestine . . . 18	1:45 P.M.	1 Hour	For connection.
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.

EXPLANATION OF CHARACTERS

- 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.
 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.

EXPLANATION OF STOPS

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

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

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

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

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
 Dr. G. W. Earle.....Carrizo Springs, Texas

LOCAL SURGEONS

Dr. R. E. Bing.....Oakwood, Texas
 Dr. R. L. Justice.....Buffalo, Texas
 Dr. L. P. Tenney.....Buffalo, Texas
 Dr. M. C. Atkins.....Jewett, 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. A. E. Van Wey.....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. A. W. White.....Thorndale, Texas
 Dr. Edmond Doak.....Taylor, Texas
 Dr. E. W. Stromberg.....Taylor, Texas
 Dr. W. R. Swanson.....Taylor, 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 Teddie.....Kyle, Texas
 Dr. R. F. Sowell.....San Marcos, Texas
 Dr. M. D. Heatly.....San Marcos, Texas
 Dr. M. C. Williams.....San Marcos, Texas
 Dr. David L. White.....San Marcos, Texas
 Dr. H. W. Eyer mann.....New Braunfels, Texas
 Dr. H. E. Karbach.....New Braunfels, Texas
 Dr. M. C. Hagler.....New Braunfels, Texas
 Dr. F. N. Haggard.....San Antonio, Texas
 Dr. C. H. Haggard.....San Antonio, Texas
 Dr. George O. 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. T. D. O'Connor.....Pearsall, Texas
 Dr. Charles E. Pinckney.....Dilley, Texas
 Dr. Clyde P. Myers.....Cotulla, Texas
 Dr. Jas. A. Cook.....Cotulla, 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. Hours from 8:00 A. M. to 5:00 P. M. daily except Sundays. Telephone Fannin 1037.