

DIVISION OFFICERS

J. G. SHEPPARD.....Superintendent.....Palestine, Texas

J. R. HINTON.....Trainmaster,
Fort Worth Subdiv.....Mart, Texas

J. W. DUNLAP.....Trainmaster,
Longview, Trinity, Taylor,
Mineola, Huntsville and
Henderson Subdivs.....Palestine, Texas

T. W. FAULK.....Trainmaster,
Anchor and
Sugarland Subdivs.....Freeport, Texas

G. R. JOHNSON.....Trainmaster,
San Antonio Terminal and
Austin Subdiv.....San Antonio, Texas

F. KENNEDY.....Trainmaster,
Laredo, Crystal City,
Uvalde, Jourdanton,
and Asphalt Belt
Subdivs.....Laredo, Texas

J. M. McJANNET....Assistant Trainmaster,
San Antonio
Terminal.....San Antonio, Texas

J. N. CUNNINGHAM..Assistant Trainmaster,
Taylor and Fort Worth
Subdivs.....Valley Jct., Texas

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

O. J. CURRIE.....Road Foreman
of Engines.....Palestine, Texas

M. H. CUNNINGHAM..Division Trainmaster...Palestine, Texas

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY

PALESTINE DIVISION

TIMETABLE

No. 6

Effective 12:01 a.m., Sunday, Sept. 24, 1961

CENTRAL STANDARD TIME

**FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED.**

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

J. H. LLOYD, Vice President-Operation.

M. L. SMITH, Assistant Vice President-Operation.

J. A. AUSTIN, General Superintendent Transportation.

E. C. SHEFFIELD, Asst. Vice President-General Manager.

D. E. WALKER, Assistant General Manager.

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train No.	Hold for Train	Hold Until	Hold If On Time	Remarks
Palestine.....	Palestine Div.....22	Palestine Div.....122	8:25 P.M.	1 Hour	For connection.
Palestine.....	Palestine Div.....38	Palestine Div.....138	6:30 A.M.	1 Hour	For connection.
Palestine.....	Palestine Div.....137	Palestine Div.....37	1:45 A.M.	3 Hrs., 15 Min.	For connection.
Houston.....	Palestine Div.....122	Kingsville Div.....322	4:30 P.M.	35 Minutes	For connection.
Laredo.....	Palestine Div.....22	N. De M.....1	10:35 A.M.	1 Hr., 30 Min.	For connection.

EXPLANATION OF CHARACTERS

@—Radio Base Station.
 D—Diesel Fuel Oil.
 T—Turntable.
 W—Water.
 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.

Y—Wye Track.

§—Track Scales

*—Mail Crane

CS—Continuous train order office

TABLE OF SPEEDS

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

EXPLANATION OF STOPS

s—Regular stop.
 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 any station to discharge passengers holding tickets from connecting lines.
 Trains 121 and 122 stop at Phelps on Saturdays and Sundays to receive and discharge mail.

ANCHOR SUBDIV.—BETWEEN SETTEGAST YARD AND ANGLETON

TRAINS SOUTHWARD			Station Number	Miles from Congress Ave	TIMETABLE No. 6 SEPTEMBER 24, 1961	Miles from Angleton	Siding Capacity in Cars	TRAINS NORTHWARD		
SECOND CLASS								SECOND CLASS		
	693 Local Freight Daily Except Sunday	699 Local Freight Monday, Wednesday and Friday			STATIONS			698 Local Freight Tuesday, Thursday, Saturday	692 Local Freight Daily Except Sunday	
.....	7 30PM	7 00AM	B 379	.....	CS..... ^{4.3} SETTEGAST YARD @DWY	53.0	.....	12 15PM	6 45PM	.....
.....	7 50PM	7 20AM		.....	CS..... ^{1.2} BELT JUNCTION	48.7	.....	11 55AM	6 25PM	.....
.....				.....	...^{1.3} H. E. & W. T. CROSSING	47.5	.....			.....
.....				.....	...^{0.8} T. & N. O. CROSSING	46.2	.....			.....
.....				.....	...^{0.1} T. & N. O. CROSSING	45.4	.....			.....
.....				.....	...^{0.9} DRAW BRIDGE (Buffalo Bayou)	45.3	.....			.....
.....				0.0	...CONGRESS AVE	44.4	.....			.....
.....				0.6	... ^{0.2} G. H. & H. CROSSING	43.8	.....			.....
.....				0.8	... ^{0.1} H. B. & T. CROSSING	43.6	.....			.....
.....				0.9	... ^{0.2} H. B. & T. JCT.	43.5	.....			.....
.....				1.1	... ^{5.8} T. & N. O. CROSSING	43.3	.....			.....
.....				6.9	... ^{1.6} T. & N. O. CROSSING	37.5	.....			.....
.....	8 55	8 25	AE 8	8.5	... ^{3.0} MYRTLE	35.9	.....	10 50	5 05	.....
.....	9 05	8 35	AE 11	11.5	LS..... ^{4.8} ALMEDA	32.9	.....	10 40	4 55	.....
.....	9 25	8 50	AE 16	16.3	... ^{2.5} FRESNO	28.1	.....	10 20	4 40	.....
.....	9 45	9 01	AE 19	18.8	.. ^{2.3} ARCOLA (G.C. & S.F. Crossing)	25.6	.....	10 10	4 30	.....
.....	9 55PM	9 15	AE 21	21.1	... ^{1.9} HAWDON JCT.	23.3	.....	9 45	4 20PM	.....
.....		9 30	AE 23	23.0	... ^{4.5} JULIFF	21.4	.....	9 30		.....
.....		9 50	AE 27	27.5	... ^{2.2} SANDY POINT	16.9	.....	9 13		.....
.....		10 01	AE 30	29.7	... ^{2.7} ROSHARON	14.7	.....	8 50		.....
.....		10 20	AE 32	32.4	... ^{4.6} BONNEY	12.0	.....	8 30		.....
.....		10 40	AE 37	37.0	... ^{3.0} CHENANGO	7.4	.....	8 10		.....
.....		11 05	AE 40	40.0	... ^{5.0} ANCHOR	4.4	.....	7 50		.....
.....		11 30AM	B 321	45.0	LS.....ANGLETON	0.0	Yd.	7 30AM		.....
.....	Daily Except Sunday	Monday, Wednesday and Friday			53.6			Tuesday, Thursday, Saturday	Daily Except Sunday	

LONGVIEW SUBDIV.—BETWEEN PALESTINE AND LONGVIEW

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TRAINS SOUTHWARD					Station Numbers	Miles from Palestine	TIMETABLE No. 6 SEPTEMBER 24, 1961	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS			FIRST CLASS						FIRST CLASS		SECOND CLASS	
67 Red Ball Freight Daily	91 Local Freight Daily Except Sunday	65 Red Ball Freight Daily	37 Passenger Daily	21 Passenger Daily					38 Passenger Daily	22 Passenger Daily	60 Red Ball Freight Daily	90 Local Freight Daily Except Sunday
5 00PM	6 00AM	5 20AM	6 05PM	5 50AM	AX 0	81.3	CS...LONGVIEW@DTW\$	Yd.	s 8 10AM	s 9 10PM	4 30AM	2 00PM
5 10	7 18 ³⁸	5 30	6 10	5 55	AX 5	76.4	P...FOOTES ^{4.9}	96	7 18 ⁹¹	8 56	3 50	1 40
5 20	8 50	5 40	6 16	6 00	AX 10	70.5	P...BA SIDING ^{5.9}	93	7 12	8 49	3 37	1 20
5 23	9 00	5 45	s 6 20	a 6 01	AX 12	69.2	LS...KILGORE ^{1.3}	40	s 7 10	a 8 46	3 35	1 15
5 31	9 15	6 07 ²¹	6 26	6 07 ⁶⁵	AX 18	63.4	P...REEDS ^{5.8}	77	6 55	8 38	3 25	12 40
5 38	9 45	6 20	s 6 33	6 11	AX 22	58.9	LS...OVERTON ^{4.5}	112	s 6 50	8 33	3 15	12 30
5 46	10 10	6 40 ³⁸	s 6 41	6 16	AX 29	52.7	LS...ARP ^{6.2}	95	s 6 40 ⁶⁵	8 27	3 03	12 10PM
5 56	11 01 ⁹⁰	6 57	s 6 56	a 6 28 ³⁸	AX 36	45.4	LS...TROUP ^{12.0}	121	s 6 28 ²¹	a 8 19	2 48	11 01AM ⁹¹
6 12	11 19	7 21	7 08	6 40	AX 48	33.4	P...TECULA ^{6.2}	150	6 16	8 05	2 25	10 45
6 22	11 55AM	7 32	s 7 17	a 6 48	AX 54	27.2	LS...JACKSONVILLE ^{0.2}	80	s 6 10	a 7 58	2 15	10 30
6 29	12 05PM	7 41	7 21	6 53	AX 57	23.6	SLSW CROSSING ^{3.4}	150	5 54	7 52	2 10	8 31
6 44	12 35	8 05 ⁹⁰	s 7 39 ²²	7 05	AX 70	11.9	P...HUME ^{11.7}	150	f 5 42	7 39 ³⁷	1 55	8 05 ⁶⁵
6 53	12 50	8 30	7 50	7 12	AX 76	5.0	P...NECHES ^{6.9}	105	5 35	7 31	1 45	7 55
7 20PM	1 10PM	9 00AM	s 8 45PM	s 7 45AM	AX 81	0.0	P...WELLS CREEK ^{5.0}	Yd.	5 30AM	7 25PM	1 30AM	7 45AM
Daily	Daily Except Sunday	Daily	Daily	Daily			81.3		Daily	Daily	Daily	Daily Except Sunday

HENDERSON SUBDIV.—BETWEEN OVERTON AND HENDERSON

SOUTH- WARD	Station Numbers	Miles from Overton	TIMETABLE No. 6 SEPTEMBER 24, 1961		Siding Capacity in Cars	NORTH- WARD
↓			STATIONS			↑
	AX 22	0.0	LS.....OVERTON.....			
	BX 4	4.0	NORFOLK.....			
	BX 16	16.0	LS.....HENDERSON.....			
			16.0			

MINEOLA SUBDIV.—BETWEEN MINEOLA AND TROUP

TRAINS SOUTH- WARD	Station Numbers	Miles from Mineola	TIMETABLE No. 6 SEPTEMBER 24, 1961		Siding Capacity in Cars	TRAINS NORTH- WARD
SECOND CLASS			STATIONS			SECOND CLASS
691						690
Local Freight						Local Freight
Daily Except Sunday						Daily Except Sunday
6 30AM	CX 44	0.0	LS.....MINEOLA 4.8			1 45PM
6 45	CX 39	4.8	EADS 6.7			1 15
7 05	CX 33	11.5	TP.....LINDALE 6.4			12 55
7 25	CX 27	17.9	SWAN 7.3			12 35
8 15	CX 19	25.2	LS..TYLER (St.L.S.W. Cross.).....			12 01PM
8 35	CX 14	30.3	ELBERTA 5.3			11 20AM
8 55	CX 9	35.6	WHITEHOUSE 8.6			11 00
9 20AM	AX 36	44.2	LS.....TROUP Y			10 40AM
Daily Except Sunday			44.2			Daily Except Sunday

TRINITY SUBDIV.—SY JCT. TO BELT JCT.

TRAINS SOUTHWARD

SECOND CLASS						FIRST CLASS		Station Numbers	Miles from SY Jct.	TIMETABLE No. 6 SEPTEMBER 24, 1961
167	195	193	171	175		137	121			
Red Ball Freight	Local Freight	Local Freight	Red Ball Freight	Red Ball Freight		Passenger	Passenger			STATIONS
Daily	Monday, Wednesday and Friday	Monday, Wednesday and Friday	Daily	Daily		Daily	Daily			
9 40PM		7 15AM			SEE	10 30PM NOTE 1	8 20AM	AX 81	0.0	CS.....PALESTINE....@DWY\$
						10 32PM	8 22AM			1.0
9 52		7 30				f 10 42	8 31	A 89	7.5	F.....SY JCT.....
10 00		7 45				s 10 55	8 36	A 94	12.2	P.....CRONIN.....
10 10		8 00				11 05	8 42	A 100	18.2	LS.....ELKHART.....*
10 25		8 30				s 11 20	a 8 50	A 106	24.5	P.....SALMON.....
10 40		8 40				s 11 30	8 57	A 112	31.0	LS.....GRAPELAND.....*
10 52		9 04 ¹²¹				s 11 45	s 9 04 ¹⁹³	A 119	37.5	P.....LATEXO.....*
11 02		9 55				f 11 55PM	9 10	A 125	44.0	LS.....CROCKETT.....
11 13		10 10				s 12 05AM	9 17	A 133	51.2	P.....CUT.....
11 21		10 20				f 12 11	9 22 ¹⁹²	A 137	55.8	LS.....LOVELADY.....*
11 35		10 35				s 12 27	a 9 30	A 146	64.8	P.....RED BRANCH.....
11 47PM		10 50				s 12 37	9 36	A 153	71.7	LS.....TRINITY.....*
12 02AM		11 05				s 12 48	9 44	A 161	79.6	LS.....RIVERSIDE.....*
12 10	9 30AM	11 14				s 1 10	a 9 50	A 165	84.0	P.....DODGE.....*
	9 31	11 15AM							84.1	LS.....PHELPS.....Y*
12 25	10 02 ¹²¹					s 1 25 ¹³⁸	10 02 ¹⁹⁵	A 177	95.7	TP.....HV JCT.....
12 35	10 20					s 1 40	10 10 ¹⁹⁴	A 185	103.7	LS.....NEW WAVERLY.....*
12 55 ¹³⁸	11 01					s 1 48	s 10 20	A 193	111.7	TP.....WILLIS.....
						f 2 10		A 196	115.0	LS.....CONROE (GC&SF Crossing)...Y
1 12	11 31AM					f 2 15	10 30	A 202	120.6	P.....CAMP STRAKE.....
1 22	12 10PM		4 55AM	1 40AM		s 2 25	10 37	A 209	127.7	P.....TAMINA.....
1 23	12 20 ¹⁷⁰		5 00	1 45		2 27	10 38		128.2	CS.....SPRING.....Y*
						s 2 32		A 213	131.8	P.....SW SIDING.....
1 38	12 43		5 15	2 00		f 2 39	10 48	A 219	137.8	P.....WESTFIELD.....*
2 00AM	1 05PM		5 30AM	2 20AM		2 50AM	10 55AM	A 227	145.8	P.....ALDINE.....
4 00AM	1 20PM		11 59AM	3 00AM				B 379	150.1	Note 2 CS...BELT JCT.....
									146.0	CS.....SETTEGAST YARD @DWY\$
						s 3 15AM	s 11 40AM	B 372	150.8	H.B.&T. CROSSING.....
Daily	Monday, Wednesday and Friday	Monday, Wednesday and Friday	Daily	Daily		Daily	Daily			CS...HOUSTON (Union Station)...W
										Passenger (to Houston U.S.)...151.8
										Freight (to Settegast Yd)...151.1

Note 1.—First Class Trains. See Taylor Subdiv. between SY Jct. and Palestine.

Note 2.—Between Aldine and Belt Jct., Signal Indication, both Opposing and Following Movements.

TRINITY SUBDIV.—BELT JCT. TO SY JCT.

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TIMETABLE

No. 6

SEPTEMBER 24, 1961

TRAINS NORTHWARD

STATIONS	Siding Capacity in Cars	FIRST CLASS		SECOND CLASS					
		122	138	192		194	170	160	176
		Passenger	Passenger	Local Freight	Local Freight	Local Freight	Red Ball Freight	Red Ball Freight	Red Ball Freight
		Daily	Daily	Tuesday, Thursday, & Saturday	Tuesday, Thursday, & Saturday	Daily	Daily	Daily	Daily
CS.....PALESTINE.....@DWY§	Yd.	s 6 50PM SEE	s 4 30AM NOTE 1	12 30PM				1 00AM	
1.0									
P.....SY JCT.....		6 40PM	4 12AM						
P.....CRONIN.....	75	6 32	f 4 02	12 10PM				9 26	
LS.....ELKHART.....*	74	6 26	s 3 52	11 55AM				9 19	
P.....SALMON.....	82	6 17	3 41	11 37				9 11	
LS.....GRAPELAND.....*	62	a 6 10	s 3 31	11 05				9 01	
P.....LATEXO.....*	74	6 03	s 3 20	10 45				8 50	
LS.....CROCKETT.....	93	s 5 56	s 3 06	10 05				8 40	
P.....CUT.....	73	5 50	f 2 58	9 55				8 30	
LS.....LOVELADY.....*	70	5 43	s 2 47	9 32				8 18	
P.....RED BRANCH.....	73	5 39	f 2 36	9 22 ¹²¹				8 10	
LS.....TRINITY.....*	87	a 5 30	s 2 15	8 25				7 55	
LS.....RIVERSIDE.....*	66	5 23	s 2 04	8 10				7 40	
P.....DODGE.....*	66	5 16	s 1 52	7 46				7 28	
LS.....PHELPS.....Y*	94	a 5 12	s 1 43	7 35AM				7 20	
0.1									
.....HV JCT.....					10 50AM				
LS.....NEW WAVERLY.....*	38	5 00	s 1 25 ¹³⁷	10 30				6 59	
TP.....WILLIS.....*	86	4 52	s 1 09	10 10 ¹²¹				6 45	
LS.....CONROE (G C & S F Crossing).....Y	124	s 4 44	s 12 55 ¹⁶⁷	9 30				6 30	
P.....CAMP STRAKE.....			f 12 45						
P.....TAMINA.....	72	4 34	f 12 38	8 55				6 15	
7.1									
CS.....SPRING.....Y*		4 28	s 12 29		8 30	12 25PM	6 01	11 25PM	
P.....SW SIDING.....	120	4 27	12 27		8 25	12 20 ¹⁹⁵	5 59	11 20	
P.....WESTFIELD.....*			s 12 22						
P.....ALDINE.....	123	4 19	f 12 14AM		8 05	12 05PM	5 42	11 05	
Note 2 CS...BELT JCT.....		4 12PM	11 59PM		7 50AM	11 50AM	5 25PM	10 50PM	
4.3									
CS.....SETTEGAST YARD @DWY§	Yd.				7 30AM	11 30AM	5 00PM	10 30PM	
0.2									
.....H.B.&T. CROSSING.....									
4.8									
CS...HOUSTON (Union Station)...W		3 55PM	11 45PM						
		Daily	Daily	Tuesday, Thursday & Saturday	Tuesday, Thursday & Saturday	Daily	Daily	Daily	

Note 1.—First Class Trains. See Taylor Subdiv. between SY Jct. and Palestine.

Note 2.—Between Aldine and Belt Jct., Signal Indication, both Opposing and Following Movements.

HUNTSVILLE SUBDIV.—BETWEEN HUNTSVILLE AND HV JCT.

TRAINS SOUTHWARD		TIMETABLE		TRAINS NORTHWARD	
SECOND CLASS		No. 6		SECOND CLASS	
695		SEPTEMBER 24, 1961		694	
Local Freight				Local Freight	
Daily Except Sunday		STATIONS		Daily Except Sunday	
7 00AM	AD 7	0.0	LS.....HUNTSVILLE.....	3 15PM	
7 29	A 165	6.9	LS.....PHELPS.....Y	2 46	
7 30AM		7.0	HV JCT.....	2 45PM	
Daily Except Sunday		7.0		Daily Except Sunday	

TAYLOR SUBDIV.—PALESTINE TO TAYLOR

TRAINS SOUTHWARD

SECOND CLASS

FIRST CLASS

TIMETABLE

No. 6

SEPTEMBER 24, 1961

	67	65	73	85	137	37	121	21	Station Numbers	Miles from Palestine	
	Red Ball Freight	Red Ball Freight	Red Ball Freight	Local Freight	Passenger	Passenger	Passenger	Passenger			
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			STATIONS
8 45PM	10 30AM			12 01AM	10 30PM	9 20PM	8 20AM	8 15AM	AX 81	0	CS.....PALESTINE....@DWY
					10 32PM	9 22	8 22AM	8 17		1.0	P.....SY JCT.....1.0
9 00	10 55			12 20		9 32		8 24	AX 90	8.5	P.....TUCKER.....9.5
9 15 ⁶⁰	11 15			12 35		9 44		8 33	AX 99	18.0	P.....OAKWOOD.....*
9 25	11 30 ⁸⁴			12 45		9 56		8 38	AX105	23.2	P.....PEELER.....5.2
9 45	11 54AM			1 05		10 10		8 49	AX116	34.7	LS.....BUFFALO.....*
10 00	12 12PM			1 25		10 25		8 58	AX125	43.8	LS.....JEWETT.....*
10 15	12 33			1 45		10 40		9 09	AX136	54.8	P.....MARQUEZ.....*
10 26	12 49			2 00		10 51		9 17	AX144	63.0	P.....RIDGE.....*
						10 58			AX150	68.3	P.....EASTERLY.....*
10 36	1 01			(2 25) ⁸⁸ (2 41) ⁷⁴		11 01		9 25 ⁸⁴	AX152	70.4	P.....AN SIDING.....2.7
						11 05			AX154	73.1	P.....NEW BADEN.....*
10 46	1 24			3 00		11 13		9 36	AX158	77.1	LS.....FRANKLIN.....*
10 55	1 45			3 10		11 20		9 41	AX165	83.9	P.....ELLIOTT.....6.8
11 05	2 00			3 20		11 35		9 50	AX171	89.6	LS.....HEARNE (T&NO Crossing).....4.3
										93.9	MART SUBDIV. CROSSING.....0.0
11 13	2 15		5 00AM	3 30AM		11 40 ⁷⁴		9 56	AX175	93.9	CS.....VALLEY JCT.....@DWY
11 25 ⁷⁴	2 30		5 10			11 46PM		10 02	AX181	99.6	P.....GAUSE.....10.4
11 42	2 50		5 30			12 06AM		10 15	AX191	110.0	CS.....MILANO (GCSF Crossing).....9.1
11 54PM	3 10		5 45			12 36 ³⁸		10 28	AX201	119.1	LS.....ROCKDALE.....4.7
									AX205	123.8	P.....MARJORIE (RS&S Conn.).....8.4
12 16AM ³⁸	3 36		6 05			12 58		10 42	AX214	132.2	LS.....THORNDALE.....6.2
12 47	3 50		6 15			1 18		10 50	AX220	138.4	LS.....THRALL.....6.3
										144.7	M-K-T CROSSING.....0.1
1 10AM	4 25PM ²²		6 30AM			1 50AM		11 00AM	AX226	144.8	CS.....TAYLOR.....@DWY
Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily			144.8

UVALDE SUBDIV.—BETWEEN
UVALDE JCT. AND CARRIZO SPRINGS

TRAINS SOUTHWARD	Station Numbers	Miles from San Antonio	TIMETABLE No. 6	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS			SEPTEMBER 24, 1961		SECOND CLASS
687 Local Freight					686 Local Freight
Daily Ex. Sunday			STATIONS		Daily Ex. Sunday
	GX187	186.6	UVALDE JCT.....2.1		
	GX185	184.5	LS.....UVALDE.....11.6	Yd.	
2 00PM	GX173	172.9	P.....AB JCT.....9.0	26	9 30AM
2 35	GX164	163.9	LA PRYOR.....18.1	28	9 00
4 00PM	FX146	145.8	LS.....CRYSTAL CITY.....5.2	Yd.	8 00AM
	FX149	149.2	WINTER HAVEN.....7.0	6	
	FX156	156.2	LS.....CARRIZO SPRINGS.....53.0	Yd.	
Daily Ex. Sunday					Daily Ex. Sunday

Palestine Division

ASPHALT BELT SUBDIV.—BETWEEN
DABNEY AND AB JCT.

TRAINS SOUTHWARD	Station Numbers	Miles from San Antonio	TIMETABLE No. 6	TRAINS NORTHWARD
SECOND CLASS			SEPTEMBER 24, 1961	SECOND CLASS
687 Local Freight				686 Local Freight
Daily Except Sunday			STATIONS	Daily Except Sunday
12 30PM	HX 18	P.....DABNEY.....4.4	190.8	11 30AM
		U. R. A. CO. CROSSING.....13.5		
2 00PM	GX 173	P.....AB JCT.....17.9	172.9	9 30AM
Daily Except Sunday				Daily Except Sunday

TAYLOR SUBDIV. — TAYLOR TO PALESTINE

6

TIMETABLE

No. 6

SEPTEMBER 24, 1961

TRAINS NORTHWARD

FIRST CLASS

SECOND CLASS

STATIONS	Siding Capacity in Cars	FIRST CLASS				SECOND CLASS		
		138	22	122	38	84	60	74
		Passenger	Passenger	Passenger	Passenger	Local Freight	Red Ball Freight	Red Ball Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
CS.....PALESTINE.....@DWY§	Yd.	s 4 30AM	s 7 00PM	s 6 50PM	s 4 40AM	12 30PM	9 50PM	5 30AM
P.....SY JCT.....		4 12AM	6 50	6 40PM	4 28			
P.....TUCKER.....	70		6 41		a 4 18	12 01PM	9 32 ³⁷	4 41
P.....OAKWOOD.....*	150		6 32		s 4 02	11 45AM	9 15 ⁶⁷	4 21
P.....PEELER.....	74		6 27		3 50	11 30 ⁶⁵	8 54	4 11
LS.....BUFFALO.....*	62		6 15		s 3 32	10 45	8 39	3 51
LS.....JEWETT.....*	77		a 6 06		s 3 15	10 25	8 26	3 33
P.....MARQUEZ.....*	150		5 55		s 2 55	9 55	8 12	3 11
P.....RIDGE.....*	73		5 47		s 2 40	9 40	8 01	2 55
P.....EASTERLY.....*					s 2 30			
P.....AN SIDING.....	75		5 41		2 25 ⁸⁵	9 25 ²¹	7 50	2 41 ⁸⁵
P.....NEW BADEN.....*					s 2 20			
LS.....FRANKLIN.....*	60		a 5 34		s 2 12	8 30	7 40	2 27
P.....ELLIOTT.....	70		5 27		2 01	8 15	7 30	2 15
LS.....HEARNE (T&NO Crossing).....§	115		s 5 21		s 1 52	8 00	7 20	2 05
..MART SUBDIV. CROSSING.....								
CS.....VALLEY JCT.....@DWY	110		5 15		s 1 25 ⁷⁴	7 15AM	7 10	{ 1 25AM ³⁸ 11 40PM ³⁷
P.....GAUSE.....*	128		5 08		s 1 09		6 55	11 25 ⁶⁷
CS.....MILANO (GCSF Crossing).....Y*	132		a 4 59		s 12 47		6 40	11 05
LS.....ROCKDALE.....	90		s 4 50		s 12 36 ³⁷		6 25	10 50
P.....MARJORIE (RS&S Conn.).....								
LS.....THORNDALE.....*	73		4 38		s 12 16 ⁶⁷		5 45	10 26
LS.....THRALL.....*	84		4 32		s 12 01AM		5 35	10 15
..M-K-T CROSSING.....								
CS.....TAYLOR.....@DWY§	Yd.		4 25PM ⁶⁵		11 45PM		5 25PM	10 00PM
144.8		Daily	Daily	Daily	Daily	Daily	Daily	Daily

SUGARLAND SUBDIV.—BETWEEN SUGARLAND AND HAWDON JCT.

TRAINS SOUTHWARD

TIMETABLE

No. 6

SEPTEMBER 24, 1961

TRAINS NORTHWARD

SECOND CLASS

SECOND CLASS			Station Numbers	Miles from Sugarland	STATIONS	Siding Capacity in Cars	SECOND CLASS		
		693					692		
		Local Freight					Local Freight		
		Daily Except Sunday					Daily Except Sunday		
		9 55PM		15.3	HAWDON JCT.....		4 20PM		
		9 59	AG 20	13.8	HOUSE.....		4 15		
		10 10	AG 22	11.3	SUGARLAND JCT. (GC&SF Cross.).....		4 05		
		10 25		6.7	DEWALT.....		3 50		
		10 55PM	AG 33	0.0	LS..SUGARLAND (T&NO Cross.)..Y§	Yd.	3 30PM		
		Daily Except Sunday			15.3		Daily Except Sunday		

AUSTIN SUBDIV.—TAYLOR TO SAN ANTONIO

TRAINS SOUTHWARD

SECOND CLASS

FIRST CLASS

TIMETABLE

No. 6

SEPTEMBER 24, 1961

STATIONS

65	73	87	67	901	21	905	37	Station Numbers	Miles from Palestine	
Red Ball Freight	Red Ball Freight	Local Freight	Red Ball Freight	M-K-T Passenger	Passenger	M-K-T Passenger	Passenger			
Daily	Daily	Tuesday, Thursday & Saturday	Daily	Daily	Daily	Daily	Daily			
6 10PM	8 30AM		2 30AM		11 03AM		2 00AM	AX226	144.8	(CS.....TAYLOR.....@DWY\$
6 35	8 45		2 50		11 12		\$ 2 17	AX235	153.4	8.6 HUTTO.....*
6 50	9 00		3 02		11 20		\$ 2 32	AX243	161.6	8.2 LS.....ROUND ROCK.....*
7 02	9 10		3 08		11 24		\$ 2 44	AX247	166.0	4.4 LS..MCNEIL (T&NO Crossing).....*
7 20	9 30		3 20		11 31		2 54	AX253	173.8	7.8 P.....SNEED.....*
7 50 ⁷⁴	9 45		3 35		\$ 11 43		\$ 3 27	AX262	179.1	5.3 P.....AUSTIN.....*
										0.8 CONGRESS AVE. - AUSTIN....
				4 20PM	See Note 1	5 05AM				0.5 CS..COLORADO BRIDGE.DWY\$
7 55	9 50	7 00AM	3 36	4 25	11 45	5 10	3 28	AX261	179.6	7.7 P.....AF SIDING.....*
8 40	10 14 ⁸⁶	7 24	3 55	4 34	11 54AM	5 19	3 42	AX268	187.3	2.7 P.....MANCHACA.....*
							\$ 3 45	AX271	190.0	4.2 P.....BUDA.....*
9 05	10 25	7 36	4 07	4 41	12 01PM	5 26	\$ 3 53	AX276	194.2	6.8 LS.....KYLE.....*
9 29 ³⁸	10 35	7 48	4 18	4 49	12 08	5 34	\$ 4 03	AX282	201.0	7.7 P.....CENTEX.....*
10 19	10 50	8 01	4 33	4 59	12 16	5 44	4 12	AX289	208.7	0.1 CS.....M-K-T JCT.....*
10 20	10 51	8 02	4 34	5 00PM	12 17	5 45AM	4 13	AX290	208.8	0.9 P.....SAN MARCOS.....*
10 25	10 53	8 45	4 37		\$ 12 20		\$ 4 23	AX291	209.7	7.2 P.....HUNTER.....*
10 40	11 05	8 57	4 49		12 28		a 4 32	AX298	216.9	10.4 LS..NEW BRAUNFELS.....*
11 20	11 35	9 15	5 10		\$ 12 39		\$ 4 46	AX308	227.3	0.1 P.....M-K-T CROSSING.....*
					12 40		4 49	AX309	227.6	0.4 P.....LANDA'S PARK.....*
11 25	11 37	9 45	5 15		12 47		4 58	AX316	235.0	7.2 P.....CORBYN.....*
11 36	11 55AM	10 00	5 26					AX318	236.7	1.7 P.....OGDEN.....*
11 57PM	12 05PM	10 15	5 38		12 53		f 5 05	AX322	241.0	4.3 P.....BRACKEN.....*
12 16AM	12 25	10 30	5 50		1 00		\$ 5 14	AX329	248.0	7.0 P.....WETMORE.....*
12 19	12 30	10 33	5 53		1 02		5 16	AX330	249.2	1.2 P.....LONGHORN.....Y
12 30	12 40	10 40	6 10 ⁸⁶		1 07		5 22	AX335	254.0	4.8 P.....ADAMS.....*
1 00AM	1 00PM	11 00AM	6 30AM		\$ 1 30PM		\$ 5 45AM	AX340	259.1	5.1 (LS....SAN ANTONIO...@DTW\$
Daily	Daily	Tuesday, Thursday & Saturday	Daily	Daily	Daily	Daily	Daily			114.3

Note 1—Time shown for M-K-T trains between Congress Ave. — Austin and Colorado Bridge is for information only and does not confer timetable authority. M-K-T trains moving between Congress Ave. — Austin and Colorado Bridge, will be governed by Rule 105.

JOURDANTON SUBDIV.—BETWEEN KIRK JCT. AND JOURDANTON

TRAINS SOUTHWARD	Station Numbers	Miles from San Antonio	TIMETABLE No. 6 SEPTEMBER 24, 1961	Siding Capacity in Cars	TRAINS NORTHWARD
			STATIONS		
			P.....KIRK JCT.....4.6		
			EX 5 20.4 P.....SOMERSET.....15.3	13	
			EX 20 35.7 LS.....POTEET.....9.3	34	
			FX 40 45.0 LS.....JOURDANTON.....29.2	Yd.	

CRYSTAL CITY SUBDIV.—BETWEEN GARDENDALE AND CRYSTAL CITY

TRAINS SOUTHWARD	Station Numbers	Miles from San Antonio	TIMETABLE No. 6 SEPTEMBER 24, 1961	Siding Capacity in Cars	TRAINS NORTHWARD
			STATIONS		
			P.....GARDENDALE.....13.3	Yd.	
			3 30AM AX422 105.0 P.....KX SIDING.....8.8	44	
			4 20 FX118 118.3 P.....BIG WELLS.....7.4	92	
			4 47 FX127 127.1 P.....JN SIDING.....8.9	Yd.	
			5 10 FX134 134.5 P.....RIVER.....2.4	Yd.	
			5 40 FX143 143.4 LS.....CRYSTAL CITY.....40.8	Yd.	
			5 50AM FX146 145.8	Yd.	
			Daily	Daily	

AUSTIN SUBDIV.—SAN ANTONIO TO TAYLOR

8

TIMETABLE

No. 6

SEPTEMBER 24, 1961

TRAINS NORTHWARD

FIRST CLASS

SECOND CLASS

STATIONS	Siding Capacity in Cars	FIRST CLASS				SECOND CLASS			
		902 M-K-T Passenger	22 Passenger	38 Passenger	906 M-K-T Passenger	86 Local Freight	60 Red Ball Freight	74 Red Ball Freight	
		Daily	Daily	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily	
CS.....TAYLOR.....@DWY\$	Yd.		s 4 21PM	s 11 40PM			5 16PM	9 00PM	
P.....HUTTO.....*	65		4 10	s 11 20			5 03	8 37	
LS.....ROUND ROCK.....*	118		4 02	s 11 07			4 51	8 25	
LS.....McNEIL (T&NO Crossing).....*	96		3 58	10 56			4 44	8 17	
P.....SNEED.....	108		3 50	10 45			4 32	8 05	
P.....AUSTIN.....	86		s 3 44	s 10 35			4 22	7 50 ⁶⁵	
CONGRESS AVE. - AUSTIN.....		2 14PM	See Note 1		11 25PM				
CS.....COLORADO BRIDGE.DWY\$		2 10	3 39	9 56	11 22	10 30AM	4 14	7 41	
P.....AF SIDING.....	150	1 57	3 32	9 47	11 14	10 14 ⁷³	4 02	7 30	
.....MANOHACA.....*				s 9 43					
P.....BUDA.....*	85	1 49	3 25	s 9 38	11 07	10 03	3 52	7 20	
LS.....KYLE.....*	150	1 41	3 19	s 9 29 ⁶⁵	11 00	9 18	3 43	7 11	
P.....CENTEX.....	150	1 32	3 12	9 21	10 52	9 04	3 33	7 00	
CS.....M-K-T JCT.....		1 30PM	3 11	9 20	10 50PM	9 03	3 22	6 59	
P.....SAN MARCOS.....*			a 3 09	s 9 19		9 00	3 20	6 56	
P.....HUNTER.....	92		3 02	a 9 09		8 20	3 10	6 46	
LS.....NEW BRAUNFELS.....*\$	46		a 2 52	s 8 59		8 05	2 55	6 28	
.....M-K-T CROSSING.....									
P.....LANDA'S PARK.....Y	81		2 50 ⁶⁰	8 53		7 22	2 50 ²²	6 24	
P.....CORBYN.....	82		2 43	8 46		7 07	2 10	6 14	
P.....OGDEN.....\$									
P.....BRACKEN.....	91		2 37	f 8 40		6 35	2 01	6 05	
P.....WETMORE.....*	75		2 30	f 8 33		6 20	1 51	5 54	
P.....LONGHORN.....Y			2 28	8 32		6 17	1 47	5 50	
P.....ADAMS.....	77		2 23	8 27		6 10 ⁶⁷	1 40	5 45	
LS.....SAN ANTONIO..@DTW\$	Yd.		2 15PM	8 15PM		5 50AM	1 30PM	5 30PM	
114.3		Daily	Daily	Daily	Daily	Monday, Wednesday and Friday	Daily	Daily	

Note 1—Time shown for M-K-T trains between Congress Ave.—Austin and Colorado Bridge is for information only and does not confer timetable authority. M-K-T trains moving between Congress Ave. — Austin and Colorado Bridge, will be governed by Rule 105.

FT. WORTH SUBDIV.—BETWEEN TP CONN. AND SPRING

TRAINS SOUTHWARD					Miles from Spring	TIMETABLE		Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 6			SECOND CLASS			
	171	175	191	197		SEPTEMBER 24, 1961				190	196	170	176
	Red Ball Freight	Red Ball Freight	Local Freight	Local Freight		STATIONS		Local Freight	Local Freight	Red Ball Freight	Red Ball Freight	
	Daily	Daily	Tuesday, Thursday & Saturday	Monday, Wednesday & Friday				Monday, Wednesday & Friday	Tuesday, Thursday & Saturday	Daily	Daily	
	7 00PM	3 30PM	9 30AM		272.1	P.....TP CONN.		12 01PM		8 15PM	10 00AM	
	7 06	3 35	9 40 ¹⁷⁶		270.1	P.....MARA ^{2.0}	63	11 35AM		8 10	9 40 ¹⁹¹	
	7 18	3 47	10 00		263.9	P.....EVERMAN ^{6.2}	90	11 25		8 00	9 30	
	7 42 ¹⁷⁰	4 07	10 25		252.8	P.....LILLIAN ^{11.1}	57	11 04		7 42 ¹⁷¹	9 10	
	7 52	4 20	10 50		245.4	P.....VENUS ^{7.4}	83	10 50		7 30	8 55	
	8 11	4 35	11 10		234.9	LS.....MAYPEARL ^{10.5}	100	10 23		7 12	8 35	
	8 34	4 55	11 40		222.3	P.....ITALY ^{12.6}	100	9 40		6 46	8 10	
	8 46	5 07	11 55AM		213.7	P.....MERTENS ^{8.6}	65	9 20		6 30	7 50	
	9 10	6 03 ¹⁷⁰	12 27PM		199.0	P.....PENELOPE ^{14.7}	100	8 35		6 03 ¹⁷⁵	7 23	
	9 28	6 21	12 50		188.6	P.....LEROY ^{10.4}	84	8 01		5 47	7 05	
	9 47	6 42	1 10		177.7	P.....EASTCO (SLSW Crossing) ^{10.0}	101	7 35		5 28	6 45	
					177.2	P.....WF CONN. ^{0.5}						
					175.6	LS.....WACO ^{1.6}						
	10 26	7 04	2 15		166.8	P.....HALLSBURG ^{8.8}	100	5 20		5 06	6 20	
	11 05	8 20	2 35PM		158.5	LS.....MART ^{6.7} @DWY	Yd.	5 00AM		4 41	6 00	
	11 20	8 32			151.8	P.....OTTO ^{7.3}	79			4 30	5 06	
	11 32	8 44			144.5	P.....MA SIDING ^{7.3}	100			4 19	4 55	
					139.1	T&NO CROSSING ^{5.4}						
	11 46PM	8 54			138.5	LS.....MARLIN ^{0.6}	82			4 05	4 45	
	12 02AM	9 14			128.3	P.....COYMACK ^{10.2}	88			3 49	4 28	
	12 20	9 34			116.5	P.....SALTER ^{11.8}	98			3 31	4 10	
	12 30	9 44			110.1	P.....AJ SIDING ^{6.4}	100			3 21	4 00	
	1 35	10 20		5 30AM	100.6	CS.....VALLEY JCT.....@DWY ^{9.5}	131		11 00AM	3 06	3 45	
						TAYLOR SUBDIV. CROSSING ^{0.0}						
	1 55	10 35		5 50	97.0	TATSIE (T&NO Crossing) ^{3.6}						
	2 14 ¹⁷⁶	10 45		6 00	92.0	P.....MUMFORD ^{5.0}	78		10 30	2 46	2 24	
	2 32	11 05		7 10	85.5	P.....FOUNTAIN ^{6.5}	77		10 15	2 36	2 14 ¹⁷¹	
					78.1	LS.....BRYAN ^{7.4}	75		10 00	2 24	2 00	
					77.8	T&NO CROSSING ^{0.3}						
	2 40	11 15		7 25	73.6	LS.....COLLEGE STATION ^{4.2}			8 50	2 16	1 50	
					73.3	T&NO CROSSING ^{0.3}						
	2 45	11 20		7 40	70.5	P.....KOPPE ^{2.8}	70		8 40	2 11	1 45	
	2 55	11 28		7 48	65.3	P.....ENRIGHT ^{5.2}	100		8 30	2 03	1 35	
	3 10	11 43		8 10	55.4	P.....DINKINS ^{9.9}	75		8 10	1 48	1 20	
					48.7	T&NO CROSSING ^{6.7}						
	3 28	11 55 PM		9 10	48.5	LS.....NAVAFOTA ^{0.2}	74		7 50	1 37	1 05	
	3 52	12 40 ¹⁷⁶		9 35	36.5	P.....STONEHAM ^{12.0}	100		6 40	1 20	12 40 ¹⁷⁵	
	4 07	12 55		9 55	27.3	P.....FETZER ^{9.2}	70		6 20	1 07	12 20	
	4 16	1 05		10 05	22.1	LS.....MAGNOLIA ^{5.2}	100		6 10	12 59	12 05AM	
	4 34	1 20		10 25	11.2	P.....HUFSMITH ^{10.9}	125		5 50	12 42	11 45PM	
	4 55AM	1 40AM		10 45AM	0.0	CS.....SPRING ^{11.2}	Y		5 30AM	12 25PM	11 25PM	
	Daily	Daily	Tuesday, Thursday & Saturday	Monday, Wednesday & Friday	272.1			Monday, Wednesday & Friday	Tuesday, Thursday & Saturday	Daily	Daily	

LAREDO SUBDIV.—BETWEEN SAN ANTONIO AND LAREDO

10

TRAINS SOUTHWARD				Station Numbers	Miles from Palestine	TIMETABLE No. 6 SEPTEMBER 24, 1961	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS			FIRST CLASS					FIRST CLASS	SECOND CLASS		
67 Red Ball Freight Daily	261 Red Ball Freight Daily	291 Local Freight Daily Except Sunday	21 Passenger Daily					22 Passenger Daily	60 Red Ball Freight Daily	260 Red Ball Freight Daily	290 Local Freight Daily Except Sunday
8 45PM	8 00PM	7 20AM	1 45PM	AX340	259.1	LS.....SAN ANTONIO...@DTW\$	Yd.	s 1 35PM	9 45AM	5 45AM	3 10PM
.....					259.8	T. & N. O. CROSSING	.....	1 07	.....	.....	.....
.....					260.4	S. P. CROSSING.....	.....	.....	.....	.....	.....
.....	8 15PM	7 35AM	1 52	.....	262.2	S. A. U. & G. CROSSOVER.....	.....	1 03	.....	4 55AM	2 50PM
.....			1 54	.....	263.3	SA JCT.....	.....	1 01	.....	.....	.....
9 10				AX345	264.3	SOUTH SAN ANTONIO...Y\$	Yd.	12 59	8 30	.....	.....
9 32			2 04	AX353	272.1	P.....VON ORMY.....	57	12 49	8 13	.....	.....
9 38			2 07	AX356	274.7	P.....KIRK JCT.....	.....	12 46	8 08	.....	.....
10 05			f 2 15	AX363	282.1	P.....LYTLE.....	55	f 12 35	7 54	.....	.....
10 15			f 2 21	AX368	287.1	P.....NATALIA.....*	32	f 12 24	7 44	.....	.....
10 35			f 2 26	AX373	291.5	LS.....DEVINE.....	55	s 12 13PM	7 34	.....	.....
10 55			2 36	AX382	300.4	P.....MOORE.....*	56	11 55AM	7 16	.....	.....
11 10			2 42	AX386	305.0	P.....JENSEN.....	56	11 46	7 08	.....	.....
11 30			f 2 52	AX394	313.0	LS.....PEARSALL.....	60	s 11 34	6 55	.....	.....
11 50PM			3 02	AX403	321.9	P.....DERBY.....	56	11 20	6 37	.....	.....
12 10AM			s 3 12	AX410	329.1	LS.....DILLEY.....	61	s 11 09	6 24	.....	.....
1 10			3 25	AX422	340.5	P.....GARDENDALE.....Y	51	10 50	6 00	.....	.....
2 00			s 3 32	AX427	345.8	LS.....COTULLA.....	119	s 10 34	5 30	.....	.....
2 25			3 41	AX435	354.0	TUNA.....	22	10 23	5 18	.....	.....
2 35			3 45	AX438	356.9	P.....ARTESIA WELLS.....	.....	10 18	5 13	.....	.....
3 10			3 58	AX449	367.6	P.....ATLEE.....	75	10 06	4 55	.....	.....
3 49			f 4 06	AX455	374.1	LS.....ENCINAL.....	64	s 9 56	4 45	.....	.....
4 25 60			f 4 20	AX467	385.3	P.....CALLAGHAN.....	56	f 9 41	4 25 67	.....	.....
4 50			a 4 29	AX473	391.8	P.....WEBB.....	75	a 9 33	4 12	.....	.....
5 30			4 45	AX484	402.5	P.....ORVIL.....	75	9 19	3 51	.....	.....
5 50			4 55	AX490	408.3	NYE.....	32	9 13	3 40	.....	.....
.....					412.0	TEXAS MEXICAN CROSSING.....	.....	.....	.....	.....	.....
6 20AM			s 5 20	AX494	412.2	LS.....LAREDO.....@DWY\$	Yd.	9 05AM	3 30AM	.....	.....
Daily	Daily	Daily Except Sunday	Daily	.....	153.1	.....	.....	Daily	Daily	Daily	Daily Except Sunday

SPECIAL INSTRUCTIONS

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

Mineola Subdiv. No. 691 is Superior to No. 690.

Between Crystal City and Carrizo Springs, Uvalde subdivision, trains and engines will move at restricted speed without time table or train order authority.

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).

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

2-A.—Continued

The speed shown below is the highest speed authorized for the operation of Passenger and Freight trains.

SUBDIVISIONS	Miles Per Hour	
	Passenger Trains	Freight Trains
Longview Subdiv.....	79	50
Trinity Subdiv.....	79	50
Fort Worth Subdiv.:		
Between Spring and Navasota.....	59	45
Between Navasota and Mart.....	40	40
Between Mart and MP 218.....	35	35
Between MP 218 and T&P Conn.....	59	49
Mineola Subdiv.:		
Between Troup and Tyler.....	30	25
Between Tyler and Mineola.....	20	20

Palestine Division

SPECIAL INSTRUCTIONS

2-A.—Continued

SUBDIVISION	Miles Per Hour	
	Passenger Trains	Freight Trains
Henderson Subdiv.....	25	25
Huntsville Subdiv.....	30	30
Anchor Subdiv.:		
Between Settegast Yard and Hawdon Jct.....	30	25
Between Hawdon Jct. and Angleton.....	20	20
Sugarland Subdiv.....	20	20
Taylor Subdiv.....	79	50
Austin Subdiv.....	79	50
Laredo Subdiv.:		
Between San Antonio and SA Jct.....	50	35
Between SA Jct. and Gardendale.....	59	40
Between Gardendale and Laredo.....	59	35
Crystal City Subdiv.:		
Between Gardendale and KX Siding.....	30	30
Between KX Siding and MP 124.....	20	20
Between MP 124 and Crystal City.....	30	30
Uvalde Subdiv.:		
Between Uvalde and AB Jct.....	20	20
Between AB Jct. and MP 156.....	30	30
Between MP 156 and Carrizo Springs.....	20	20
Asphalt Belt Subdiv.....	30	30
Jourdanton Subdiv.....	20	20

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.

MO. PAC. ENGINES		T&P ENGINES		ST. JOSEPH BELT ENGINES	
Diesel	MPH	Diesel	MPH	Diesel	MPH
301 to 392.....	.65	1110 to 1149.....	.65	5.....	.55
513 to 626.....	.65	1500 to 1582.....	.65	10.....	.55
800 to 814.....	.30	2000 to 2017.....	.85	11.....	.55
4104 to 4371.....	.65			12.....	.55
4501 to 4526.....	.65			N. O. & L. C. ENGINES	
4601 to 4612.....	.65	MV-KO&G-OCAA ENGINES		Diesel	MPH
4801 to 4826.....	.65	751 to 756.....	.65	9013 to 9015.....	.55
7000 to 7021.....	.98			UN. RY. ENGINES	
8001 to 8036.....	.98			Diesel	MPH
9000 to 9020.....	.55	M-I ENGINES		9090 - 9091.....	.55
9102 to 9191.....	.55	51.....	.55	9198 - 9199.....	.55
9200 to 9239.....	.55	61 to 74.....	.65		

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.:	Miles Per Hour
Taylor, Austin, Laredo, Longview, Trinity and Fort Worth.....	25
Henderson, Huntsville, Mineola, Anchor, Sugarland, Crystal City, Uvalde, Asphalt Belt and Jourdanton....	15

Palestine Division

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

	Miles Per Hour
Through No. 10 lateral turnout and crossovers, entire train	15
Through Nos. 15, 16 and 20 lateral turnout and crossovers, entire train.....	35
Through No. 20 equilateral turnout, entire train.....	50
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.....	35
(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:

Longview	—South Switch No. 1 track
Wells Creek	—South siding switch
Palestine	—North switch freight route
Palestine	—Trinity Subdiv. freight connection
SY Jct.	—Taylor Subdiv. connection
Cronin	—North Siding switch
Aldine	—North and South siding switches
Spring	—Ft. Worth Subdiv. connection
Belt Jct.	—Freight connection to Settegast Yard
SY Jct.	—Trinity Subdiv., connection
Valley Jct.	—South siding switch
Rockdale	—North siding switch
Taylor	—North switch freight route
Austin	—North siding switch
MKT Jct.	—MKT 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	
	Passenger Trains	Freight Trains
Longview Subdiv.:		
Longview, Mile Post 80, Pole 27 to T&P Passenger station and T&P freight connection.....	15	15
Kilgore, city limits.....	45	45
Troup, city limits.....	45	45
Arp, city limits.....	30	30
Jacksonville, city limits.....	15	15
Palestine, city limits.....	30	30
Trinity Subdiv.:		
Palestine, city limits.....	30	30
Elkhart, city limits.....	45	45
Grapeland, city limits.....	30	30
Crockett, city limits.....	30	30
Lovelady, city limits.....	55	50
Trinity, city limits.....	40	40
Conroe, city limits.....	30	30
Spring — Nos. 121-122 to pick up mail.....	55	..
Houston City Limits:		
Between MP 142, Pole 16 and Belt Jct.....	45	45
Between Belt Jct. and Gulf Coast Jct.....	45	45
Between Belt Jct. and Collingsworth St.....	30	30
Between Collingsworth St. and Houston Union Station.....	20	20
Between Gulf Coast Jct. and Settegast Yard.....	20	20
Fort Worth Subdiv.:		
Fort Worth, city limits.....	18	18
Italy, city limits.....	30	30

SPECIAL INSTRUCTIONS

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

	Miles Per Hour	
	Passenger Trains	Freight Trains
Mart, city limits.....	35	35
Marlin, city limits.....	10	10
Bryan, city limits.....	15	15
Between station and end of 27th St.....	15	15
Navasota, city limits.....	25	25
Through interlocking limits.....	15	15
Mineola Subdiv.:		
Tyler, city limits.....	15	15
Taylor Subdiv.:		
Palestine, city limits.....	30	30
Oakwood, city limits.....	45	45
Franklin, city limits.....	45	45
Hearne, city limits.....	25	25
Rockdale, city limits.....	45	45
Thorndale, city limits.....	45	45
Taylor, city limits.....	25	25
Between M-K-T crossing and passenger sta- tion, passenger route.....	15	15
Main Street crossing.....	8	8
Anchor Subdiv.:		
Houston, city limits:		
Between Pierce Jct. and Belt Jct.....	20	20
Between Belt Jct. and Gulf Coast Jct.....	45	45
Between Gulf Coast Jct. and Settegast Yd.....	20	20
Arcola, Interlocking limits, G.C.&S.F. R.R.....	20	20
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 250 pole 18 (Bitters Road) to MP 254 pole 28 (Hermine Blvd.).....	60	50
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:		
T.&N.O. R.R. Crossing, MP 259 pole 30 until crossing occupied.....	6	6
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	35
MP 261 pole 25 (Taft Blvd.) to MP 263.....	50	35
Lytle City Limits:	30	30
Devine, city limits.....	40	40
Cotulla, city limits.....	40	35
Laredo, between Texas-Mexican crossing and passenger station, passenger route.....	10	10
Crystal City Subdiv.:		
Crystal City, wye tracks.....	10	10
Uvalde Subdiv.:		
Uvalde Jct. turn out, S. P. Conn-MP 186 pole 10..	5	5
Between Crystal City & Carrizo Springs:		
MP 145 to MP 147.....	10	10
MP 149 to MP 156.....	10	10

3-D. SPECIFIC LOCATIONS WHERE SPEED IS
RESTRICTED: (Continued)LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED
BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS:

Permissible Speed in Miles per hour	BETWEEN				Permissible Speed in Miles per hour	BETWEEN			
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Longview Subdiv.:									
45	0	05	0	16	65	38	16	38	25
65	0	26	1	12	50	38	30	40	06
65	2	28	3	07	65	42	21	43	22
50	3	11	3	26	50	43	24	44	04
65	4	08	4	17	65	44	17	44	28
65	5	03	5	09	50	45	02	45	08
50	5	13	6	01	65	45	18	48	19
65	7	14	7	22	50	48	28	50	21
50	7	26	8	10	65	51	03	51	16
65	8	12	9	18	50	51	27	52	04
65	10	00	10	07	50	53	27	54	05
50	11	01	11	14	65	54	07	54	17
65	11	15	12	29	50	55	05	55	14
50	13	05	14	20	45	56	06	56	17
65	14	21	15	05	65	57	25	59	00
50	17	10	18	03	45	59	14	60	16
50	18	21	23	00	65	62	23	64	19
65	23	07	23	17	50	65	07	66	14
65	24	25	25	06	65	70	18	71	02
65	28	06	28	14	50	71	02	71	11
65	29	14	29	24	65	71	11	72	04
50	30	01	31	15	45	73	05	73	23
65	32	02	32	09	65	73	25	74	19
50	32	27	33	07	65	76	28	77	11
65	33	20	33	27	50	77	13	77	25
50	33	29	36	19	65	78	22	79	01

Trinity Subdiv.:

40	0	3	0	12	65	46	18	47	00
45	1	18	4	05	60	48	02	48	09
50	4	24	5	05	65	48	19	48	27
65	5	13	6	15	65	50	25	51	19
50	6	30	8	12	65	52	19	54	20
50	9	04	9	28	65	56	23	57	21
50	11	02	11	09	60	59	26	60	03
65	11	09	11	30	65	63	17	63	25
60	12	27	13	05	65	68	30	69	14
65	14	01	14	06	60	71	14	72	25
45	14	12	14	19	65	76	28	77	30
50	14	20	15	12	65	80	12	80	27
45	15	18	15	24	50	82	06	82	29
60	16	02	16	08	65	83	03	83	10
45	17	08	17	22	65	85	00	85	07
65	18	17	18	24	50	85	28	87	20
50	20	29	21	24	65	87	26	88	12
65	21	29	23	15	50	88	22	89	02
45	23	27	24	03	65	90	16	90	30
45	25	10	26	26	65	91	23	92	03
65	28	02	32	08	65	93	22	94	03
65	35	29	36	05	65	98	10	98	19
40	37	02	37	16	50	99	14	99	26
65	42	02	42	14	65	103	02	103	11
50	42	29	43	07	60	105	12	105	19
60	43	15	43	23	65	106	08	106	15
60	45	01	45	09					

Fort Worth Subdiv.:

30	0	0	0	11	50	45	10	45	18
50	25	12	25	20	30	47	20	47	28
50	31	05	32	06	15	48	12	48	32
50	34	21	35	00	30	49	03	50	13
50	37	19	38	00	30	50	13	50	25
40	39	16	40	19	30	73	02	73	10
50	41	10	42	05	15	78	00	78	18

3-D. LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SPEED RESTRICTION AND RESUME SPEED SIGNS—Concluded:

Permissible Speed in Miles per hour	BETWEEN				Permissible Speed in Miles per hour	BETWEEN			
	Mile Post	Pole	Mile Post	Pole		Mile Post	Pole	Mile Post	Pole
Fort Worth Subdiv.:—Concluded									
30	78	18	79	00	40	236	27	237	11
40	104	20	106	30	40	245	09	246	08
40	139	10	139	27	40	253	03	253	16
30	159	00	159	10	40	257	17	257	25
40	162	22	165	19	40	259	01	260	04
40	175	12	175	26	40	268	12	268	15
30	221	16	222	00	30	270	24	TP	Conn
40	225	25	228	14					

Taylor Subdiv.:

40	0	00	1	10	65	55	11	55	16
65	2	19	2	24	65	57	09	58	13
50	2	27	4	14	50	58	20	59	05
65	4	15	5	00	65	59	15	59	22
50	5	23	6	03	50	59	24	60	13
65	6	13	6	23	65	61	14	61	23
40	13	03	13	12	50	61	26	62	07
50	13	21	13	27	50	64	06	67	02
65	18	15	18	22	65	67	14	67	18
50	19	13	22	21	65	68	04	68	13
50	23	24	25	27	65	69	25	70	08
65	26	08	26	19	65	70	25	72	00
50	27	05	28	20	65	80	05	80	10
65	29	15	29	20	65	87	02	88	10
50	31	15	32	00	65	91	05	91	20
65	32	06	35	18	45	94	20	94	26
50	35	25	38	02	65	95	00	95	10
65	38	09	38	20	65	106	26	107	05
65	39	24	40	27	65	112	21	113	29
65	42	10	42	29	65	115	08	115	15
65	44	20	45	04	65	122	23	123	06
65	45	27	46	15	65	126	06	127	08
65	47	06	47	15	60	129	29	130	05
65	48	10	48	19	65	143	12	143	20

Austin Subdiv.:

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

Laredo Subdiv.:

30	282	00	282	06	50	398	17	398	23
50	292	29	293	03	50	399	14	399	20
50	300	17	301	11	50	400	19	400	24
50	302	26	303	02	50	402	01	402	07
50	350	22	350	28	30	410	26	411	20

Uvalde Subdiv.:

15	164	03	164	19					
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3-E. SPEED RESTRICTIONS FOR PASSENGER CARS HAVING SLID FLAT WHEELS:

No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

Four wheel truck cars:	
All types.....	3.25 inches
Six wheel truck cars:	
Coaches.....	3.50 inches
All other.....	3.25 inches

If the length of the flat spot is greater than the stated figure, the operating speed must not exceed 10 miles per hour to prevent serious rail and wheel damage.

3-F. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

Miles
Per
Hour

All Diesel Engines and Motor Cars dead in tow and 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
---	---------------------------------

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-G. TRAINS HANDLING WORK EQUIPMENT, DERRICKS CRANES, ETC.:

Miles
Per
Hour

Pile Drivers.....	30
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 nor 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.	
Ditchers and Burro Cranes, loaded on flat cars.....	30
Jordan Spreaders and Spreader-Ditchers.....	Maximum Freight Train Speed

Note—Where maximum train speed is 30 miles per hour or less, speed of trains handling work equipment shown in Item 3-G above, must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes and American Ditchers (self- and non-self-propelling):

The speed of trains handling wrecking cranes and American Ditchers (self- and non-self-propelling) shall be restricted according to maximum permissible speed of freight trains, as shown in the following table.

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

Maximum Freight Train Speed	Permissible Speed When Handling Self- and-Non-Self-propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	25
40	35
45	35
49	40
50	40
55	40
60	40

Speed Governed

Locomotive Cranes, Clamshells, (Combination by Table Shown
Crane and Pile Drivers, etc.) (Except X-1004,
X-1025 and X-1032)..... Above For
"Wrecking
Cranes"

Locomotive Cranes X-1004, X-1025 and X-1032..... 25

Spray Cars, when side spray booms have been
removed, or raised and fastened in vertical
position..... Maximum
Freight
Train SpeedScale Test Cars must be handled next to caboose
(Except MPX 5121 may be handled at maximum
freight train speed)..... 30 or Freight
Train Speed
Whichever
is LowerSnow Plows..... 40 or Freight
Train Speed
Whichever
is Lower**3-H. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:**

When there is to be handled any unit of equipment mentioned in Items 3-E, 3-F and 3-G, 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

4. STANDARD CLOCKS:

Longview	Sub-Yard Office
Palestine	Lancaster Yard
Spring	Lancaster Yard
Houston, Union Station	Union Station Telegraph
Settegast Yard Office	Office, Fort Worth
Settegast Diesel Shops	Mart
Valley Junction	Laredo
Taylor	Crystal City
San Antonio	

6. TRAIN REGISTERS:

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or where there is no train order signal and no operator on duty it will not be necessary for a regular train to have a Clearance, as required by Rule 83-A.

This will also apply to an Extra train holding orders authorizing its movement beyond such initial station.

Mineola	Huntsville
Henderson	Hawdon Jct.
SY Jct.	
HV Jct.—Huntsville Subdiv.	
Round Rock	Uvalde
Georgetown	Junction
Kirk Jct.	A B Junction
Jourdanton	Dabney
	Laredo

Phelps—Trinity Subdiv., is a register station for trains 192, 193, 194 and 195.

All trains must obtain clearance before leaving Valley Junction.

Northward trains will not require clearance at Belt Jct. when train order signal indicates proceed.

First class trains will register at Taylor and Valley Junction by register ticket except when necessary to check train register.

All trains except northward M-K-T trains must obtain clearance before leaving Colorado Bridge.

Train order signal MKT Junction governs movement of Missouri Pacific trains only. Northward MKT trains procure clearance as provided per rule 83(a).

Uniform code of operating rules effective May 1, 1950, Rule 83(a) reading in part, "The Train Register will not be used as evidence of the arrival of an extra Train by a Train Restricted Therefor."

It will be permissible at A. B. Junction on Uvalde and Asphalt Belt Subdivisions to use the Train Register as evidence of the arrival of an Extra Train.

7. GENERAL ORDER BOOKS:

Longview	Houston — Union Station
Palestine — Register Room	Houston — Rusk Avenue
Palestine — Diesel Shops	Mineola
Lancaster Yard —	Sugarland
Sub-Yard Office	Huntsville
Fort Worth — Telegraph	Taylor
Office, Union Station	Colorado Bridge
Mart	M-K-T Junction
Valley Junction	New Braunfels
Spring	San Antonio
Settegast Yard Office	Laredo
Settegast — Diesel Shop	Crystal City

9. MAXIMUM PERMISSIBLE COOPER'S CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED, AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:

Between	Engines and Work Equipment	Gross Weight of Car and Lading
Longview and Palestine.....	E-64	251,000 lbs.
Overton and Henderson.....	E-64	251,000 lbs.
Tyler and Mineola.....	E-50	240,000 lbs.
Troup and Tyler.....	E-54	240,000 lbs.
Palestine and Houston.....	E-64	251,000 lbs.
HV Jct. and Huntsville.....	E-52	240,000 lbs.
Spring and Mart.....	E-64	251,000 lbs.
Mart and Ft. Worth.....	E-60	251,000 lbs.
Waco — Plum Street Connection	E-45	210,000 lbs.
Houston and Anchor.....	E-45	210,000 lbs.
Hawdon Jct. and Sugar Land...	E-45	210,000 lbs.
Houston and Galveston		
(CH&H Ry.).....	E-54	240,000 lbs.
Texas City Jct. and Texas		
City (TCT Ry.).....	E-54	240,000 lbs.
Palestine and S. San Antonio...	E-64	251,000 lbs.
South San Antonio and Laredo...	E-60	251,000 lbs.
Round Rock and Georgetown...	E-45	210,000 lbs.
Gardendale and Crystal City....	E-52	240,000 lbs.
Crystal City and Uvalde.....	E-45	210,000 lbs.
Carrizo Springs and Crystal City	E-52	240,000 lbs.
A. B. Junction and Dabney.....	E-45	210,000 lbs.
Kirk Jct. and Jourdanton.....	E-45	210,000 lbs.

Cars with gross weight of car and lading of more than 251,000 lbs., may be handled only upon authority of Superintendent, which authority, together with any restrictions, must be shown on, or attached to, waybill. If speed restrictions are involved, train order, Form X, must be issued specifying speed restrictions.

All engines and work equipment owned by this railroad classify E-45 or less.

10. RAILROAD CROSSINGS AT GRADE:

Subdivision	Mile Post	Other Railroad	Senior Line	Type of Protection
Longview	27.3	StLSW	MP	Automatic Interlocking
Trinity	111.7	GC&SF	MP	Standard Manual Interlocking
Trinity	146.0	HB&T	MP	Standard Manual Interlocking
Trinity	147.7	HE&WT	MP	None
Trinity	149.0	T&NO	T&NO	Standard Manual Interlocking
Trinity	149.8	T&NO	MP	Automatic Interlocking
Ft. Worth	177.2	StLSW	StLSW	Automatic Interlocking
Ft. Worth	139.3	T&NO	T&NO	Automatic Interlocking
Ft. Worth	100.6	Taylor Subdiv.		Interlocking With Controlled Electric Signals
Ft. Worth	97.3	T&NO	T&NO	Automatic Interlocking
Ft. Worth	77.8	T&NO	T&NO	Automatic Interlocking
Ft. Worth	73.2	T&NO	T&NO	Automatic Interlocking
Ft. Worth	48.7	T&NO	T&NO	Automatic Interlocking
Anchor	0.6	GH&H	MP	None
Anchor	0.6	HB&T	MP	Standard Manual Interlocking
Anchor	1.1	T&NO	MP	None
Anchor	6.9	T&NO	MP	Automatic Interlocking
Anchor	19.1	GC&SF	MP	Automatic Interlocking
Sugarland	11.3	GC&SF	GC&SF	Automatic Interlocking
Sugarland	0.1	T&NO	T&NO	Cabin Interlocking
Mineola	19.2	StLSW	MP	Gated Against M. P.
Taylor	89.2	T&NO	MP	Standard Manual Interlocking
Taylor	83.4	Ft. Worth Subdiv.		Interlocking With Controlled Electric Signals
Taylor	110.0	GC&SF	MP	Standard Manual Interlocking
Taylor	119.1	T&NO	MP	Automatic Interlocking
Taylor	144.3	M-E-T	M-E-T	Automatic Interlocking
Austin	166.0	T&NO	MP	Cabin Interlocking
Austin	227.6	M-E-T	MP	Automatic Interlocking
Laredo	259.8	T&NO	MP	None
Laredo	260.4	T&NO	MP	Standard Manual Interlocking
Laredo	411.8	Texas-Mexican	MP	Gated Against Tex. Mex.
Crystal City	38.6	Jourdanton Subdiv.	MP	None
Jourdanton	27.1	Crystal City Subdiv.	MP	None
Asphalt Belt	13.5	Uvalde Rock Co.	A.B.Ry.	None

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first-class shall have precedence. As between trains of the same class, senior line shall have the right to cross first. Cars or engines must not be cut off and left between absolute signals of an interlocking except in emergency, and then conflicting routes must be properly protected.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Trinity	Houston	149	24	T&NO
Trinity	Conroe	111	23	GC&SF
Anchor	Arcola	19	02	GC&SF
Sugarland	Sugar Land Jct.	11	10	GC&SF
Longview	Jacksonville	27	08	StLSW
Ft. Worth	Navasota	48	22	T&NO
Ft. Worth	College Station	73	05	T&NO
Ft. Worth	Bryan	77	25	T&NO
Ft. Worth	Tatsie	97	08	T&NO
Ft. Worth	Marlin	139	10	T&NO
Ft. Worth	Eastco	177	07	StLSW
Taylor	Taylor	144	10	MKT
Austin	New Braunfels	227	22	MKT

10-B. Interlockings with Controlled Electric Signals:

Subdiv.	Location	MP	Pole	Other Railroad
Ft. Worth	Valley Jct.	100	18	Taylor Subdiv.
Taylor	Valley Jct.	93	12	Ft. Worth Subdiv.

Push button controls operate signals for movement of trains on main track and siding, Ft. Worth Subdiv. Push button controls are located inside telegraph office for use of operators, and on the outside at northwest corner of telegraph office on relay box for main track movement, and east of siding opposite telegraph office for movement on siding.

Push button controls located on the outside will be operated by trainmen when operator is busy and unable to operate control push button from inside telegraph office.

10-C. Standard Manual Interlockings:

Subdiv.	Location	MP	Pole	Other Railroad
Trinity	Houston	149	0	T&NO
Trinity	H. B. & T. Jct.	146	0	HB&T
Anchor	Houston	0	24	HB&T
Taylor	Hearne	89	07	T&NO
Taylor	Milano	110		GC&SF
Laredo	San Antonio	260	23	T&NO

10-D. Cabin Interlocking:

Subdiv.	Location	MP	Pole	Other Railroad
Sugarland	Sugarland	0	03	T&NO
Austin	McNeil	196	0	T&NO

Levers in cabin at crossing are manually operated by trainmen. Instruction chart posted in cabin and lock box.

10-F. Standard Gates:

Subdiv.	Location	MP	Pole	Other Railroad
Mineola	Tyler	19	06	StLSW
Laredo	San Antonio	259	30	T&NO
Laredo	Laredo	411	23	Tex.-Mex.

SAN ANTONIO—Trains will not be required to stop before proceeding over MP-T&NO crossing, Mile Post 259, pole 30, when MP route is clear and gate lined for the movement.

Speed shall not exceed 6 miles per hour from restricted speed sign until crossing is occupied.

LAREDO—Trains will not be required to stop before proceeding over MP-Tex-Mex crossing, Mile Post 411, pole 26, when MP route is clear and gate lined for the movement.

Restricted speed signs are located sufficient distance each side of crossings. Speed shall not exceed 10 miles per hour from sign until crossing is occupied.

11. INTERLOCKINGS AT JUNCTIONS:

Subdiv.	Location	Type of Switch	Operated From
Trinity	Spring-Ft. Worth Subdiv. Conn.	No. 20..	Telegraph Office
Trinity	Palestine-SY Jct.	No. 16..	Telegraph Office
Taylor	SY Jct.	No. 16..	Telegraph Office
Taylor	Palestine Freight Lead	No. 10..	Telegraph Office
Austin	Colorado Bridge	No. 7... Equi-lateral	Tower
Austin	MKT Junction... MKT Connection	No. 15..	MKT Junction Telegraph Office

12. YARD LIMITS:

	From		To	
	MP	Pole	MP	Pole
Longview Subdiv.:				
Longview	79	27	81	03
Kilgore	67	00	71	03
Overton	57	10	60	10
Troup	43	25	46	7
Jacksonville	25	23	29	00
Palestine	0	0	2	0
Henderson Subdiv.:				
Overton	0	0	2	0
Henderson	14	0	End of	Track
Mineola Subdiv.:				
Troup	0	0	1	02
Tyler	17	9	21	02
Swan	25	22	27	12
Mineola	43	0	End of	Track

12.—Concluded:

	From		To	
	MP	Pole	MP	Pole
Trinity Subdiv.:				
Palestine.....	0	0	2	0
Trinity.....	63	6	66	05
Conroe.....	109	26	113	0
Spring.....	126	25	130	30
Houston.....	144	0	150	08
Huntsville Subdiv.:				
Phelps.....	0	0	1	0
Huntsville.....	5	15	End of Track	
Anchor Subdiv.:				
Houston.....	0	0	7	05
Angleton.....	43	17	Kville Divn Conn.	
Sugarland Subdiv.:				
S-Land.....	3	6	End of Track	
S. Land Jct.....	10	09	12	09
Fort Worth Subdiv.:				
Spring.....	0	0	1	15
Navasota.....	49	25	46	25
Bryan.....	78	25	75	20
Valley Jct.....	102	10	99	03
Marlin.....	140	15	136	12
Mart.....	156	25	160	00
Eastco-Waco.....	179	0	175	0
Mara.....	272	06	268	0
Taylor Subdiv.:				
Palestine.....	0	0	2	25
Hearne.....	88	10	91	0
Valley Junction.....	92	05	95	16
Milano.....	108	26	111	16
Taylor.....	141	26	146	35
Austin Subdiv.:				
Taylor.....	141	26	146	35
Austin.....	176	12	184	05
New Braunfels.....	225	10	229	15
Ogden.....	236	0	237	15
Adams.....	252	20	255	04
San Antonio.....	255	10	267	0
Laredo Subdiv.:				
San Antonio.....	255	10	267	0
Gardendale.....	338	20	340	19
Laredo.....	406	02	End of Track	
Crystal City Subdiv.:				
Gardendale.....	104	15	106	04
Big Wells.....	127	23	128	23
Crystal City.....	139	0	148	0
Uvalde Subdiv.:				
Carrizo Springs.....	End of Track		154	16
Crystal City.....	147	0	148	0
LaPryor.....	163	0	167	0
A. B. Junction.....	171	17	173	12
Uvalde.....	182	25	End of Track	
Asphalt Belt Subdiv.:				
A. B. Junction.....	0	0	1	0
Blewett.....	12	15	15	0
Dabney.....	16	0	End of Track	
Jourdanton Subdiv.:				
Kirk Jct.....	0	0	1	0
Somerset.....	3	13	6	02
Sand Pit Tracks: Niggli.....	9	15	11	10
Poteet.....	18	18	20	20
Jourdanton.....	26	10	End of Track	

13. SWITCHES:

13-A. Spring Switches:

Subdiv.	Type of Switch	Location	MP	Pole	Normal Position
Trinity...	No. 15..	North Switch Cronin..	6	29	For main track
Longview...	No. 15..	South Switch Wells Creek.....	4	04	For main track
Laredo...	No. 10..	SAUG Crossover.....	262	04	For northward main track
Laredo...	No. 20..	End of two Main Tracks.....	263	08	For northward main track
Austin...	No. 20..	North switch of freight main track Martin Street San Antonio.	258	25	For passenger lead
Austin...	No. 15..	South Switch Landas Park.....	228	15	For main track
Austin...	No. 15..	North Switch Landas Park.....	227	25	For main track
Taylor...	No. 16..	Valley Jct. S. Siding Switch.....	94	06	For main track

13-B. Remotely Controlled Switches:

Subdiv.	Location	MP	Pole	Control Station
Trinity...	Palestine Trinity Sub. Frt. Conn.....	1	0	Telegraph Office
Longview...	Palestine Freight Lead	0	2	Telegraph Office
	Leroy Track.....	0	2	Telegraph Office
Austin...	North Switch			
	Austin Siding.....	178	23	Tower
	Both Switches South			
	End Austin Siding..	179	22	Tower
	Colorado Bridge			
	Wye Switch.....	179	26	Tower
Taylor...	Taylor.....	144	11	Telegraph Office
Taylor...	Leroy Track Palestine.	0	09	Telegraph Office

13-C. Normal Position of Switches, Other Than Spring or Remotely Controlled:

Subdiv.	Location	Normal Position
Anchor.....	Hawdon Jct.	
	MP 21.....	For Sugarland Subdiv.
Laredo.....	South San Antonio Yard inside cross-over switch leading from north end of south yards to main track.....	Wye
Laredo.....	South San Antonio Yard north switch to No. 12 track.....	Lead
Laredo.....	Encinal	
	Cross-over switch in siding.....	Lined for cross-over
Laredo.....	Laredo	
	Cross-over switch to No. 1 track.	Lined for No. 1 track
Crystal City...	Wye at River.....	Lined for movement to Crystal City
	Gardendale	
	South—East Wye	
	MP 105 pole 05.....	Lined for movement
	MP connecting track	Wye track
	MP 104 pole 24.....	For movement on connecting track
	Pleasanton Junction	
	West switch south leg of wye...	Crystal City Subdiv. main track
Uvalde		
Asphalt Belt.	AB Jct.	
	Main track switch leading from	
	Uvalde Subdiv. to A. B. Subdiv. Asphalt Belt Subdiv.	

13-D. Interlocked Switches:

Location	Designation	Operated From
Trinity Subdiv.:		
Palestine..SY Jct. Passenger Conn.....	Telegraph Office	
Taylor Subdiv.:		
Milano.....North Switch of Siding.....	Passenger Station	
Laredo Subdiv.:		
San Antonio.M-K-T Connection Whistle		
Signal —0 will be used		
for route into siding.....	Tower 105	

13-E. Handling of Switches by Operators or Switch Tenders. BLANK.

13-F. Bolt - Block Switches.
BLANK.

13-G. Electrically Locked Switches:

Subdiv.	Location
Longview	Palestine (Ice Dock Track)
Trinity	Hardy
Trinity	Trinity WBT&S Conn.
Ft. Worth	Eastco StLSW Conn.
Ft. Worth	Navasota MP 48, Pole 22
Austin	Longhorn MP 249, Pole 03
Austin	Longhorn MP 249, Pole 10

Instructions governing operation posted inside door of lock box and telephone booths.

13-H. Split-Point Derails

Troup—Old Siding
Palestine—Knox Glass
Riverside—Mill White Track

13-I. Handling of Derails:

Trains or engines entering a track protected by derails, the employe handling switch will handle derail before lining switch for track to be used.

Derails installed 139 feet and 311 feet north of Ulrich street crossing Melter track No. 2 Sugarland, Sugarland subdivision. Locks for derails will be supplied by Imperial Sugar Co., and employees of this company will unlock derails when that portion of track between derails is to be used.

13-J. Hand Operated Switches with Pipe Connected Derails:

Subdiv.	Location
Ft. Worth	Mart — South End Freight Lead — MP 158

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

Subdiv.	Location	Mile Post	Pole	Facing or Trailing Point
Laredo.....	San Antonio..	260	27	Trailing
Laredo.....	San Antonio..	261	27	Trailing
Laredo.....	San Antonio..	262	01	Facing

15. FLASHING LIGHT TRAIN ORDER SIGNALS

Longview Subdiv.	Taylor Subdiv.
Kilgore	Rockdale
Overton	Milano
Troup	Valley Jct.
Trinity Subdiv.:	
Belt Jct.	MKT Jct.
Spring	New Braunfels
Conroe	

Ft. Worth Subdiv.:

Italy
Waco
Bryan
Navasota

16. SIDINGS:**16-A. Sidings of Assigned Directions.**

(See Rule 105.) BLANK.

16-B. Designation of Sidings:

Sidings and their capacity are designated by timetable with exception of following:

TRINITY SUBDIV.:

SW Siding — The first cross-over south of Ft. Worth Subdiv. connection MP 127, Pole 29 is the North switch of SW siding.

TAYLOR-AUSTIN SUBDIV.:

Taylor-Short siding first track east of main track opposite passenger station is designated as siding for first class trains.

Taylor-Time of Southward second, inferior class and extra trains will apply at switch Mile Post 145, Pole 27.

AUSTIN SUBDIV.:

Colorado Bridge—Time shown applies at the South Wye switch.

LAREDO SUBDIV.:

South San Antonio—First track east of main track is designated as siding, south switch located at Mile Post 264, Pole 8—capacity, 90 cars.

16-C. Sidings in Advance of Train Order Signals:

Subdivision	Station	Switch	Distance and Direction From Train Order Signal
Longview....	Jacksonville...	South....	300 ft. North
Trinity.....	Elkhart.....	North....	100 ft. South
Trinity.....	Crockett.....	North....	1,000 ft. South
Trinity.....	Conroe.....	South....	700 ft. North
Ft. Worth...	Navasota.....	North....	710 ft. South
Ft. Worth...	Bryan.....	North....	2,260 ft. South
Ft. Worth...	Marlin.....	North....	1,600 ft. South
Fort Worth..	Italy.....	North....	300 ft. South
Taylor.....	Milano.....	North....	340 ft. South
Taylor.....	Hearne.....	South....	150 ft. South
Austin.....	McNeil.....	North....	500 ft. South
Austin.....	Austin.....	South....	200 ft. North
Austin.....	New Braunfels	South....	400 ft. North
Laredo.....	Encinal.....	South....	227 ft. North

"Meet" and "Wait" Orders must not be issued at the meeting or waiting point to Northward trains at Elkhart, Crockett, Milano, McNeil or Hearne, or to Southward trains at Jacksonville, Conroe, Austin or New Braunfels unless flag protection afforded.

16-C (1). Designation of stations outside ABS territory where issuance of train order to train at meeting or waiting point is prohibited, per items (2) and (3) of third paragraph, Rule 38 of Rules and Instructions to Train Dispatchers:

(1) Stations at which physical conditions obstruct view:

BLANK.

(2) Stations at which the restricted train would pass before reaching the train order signal, the siding switch an inferior train would use to enter siding:

Hearne, Navasota, Bryan, Marlin and Italy, northward trains only.

Encinal—Southward trains only.

16-D. Sidings Permitted to Be Used as Team and Storage Track, Modifying Rule 105. These tracks equipped with derails at clearance point each end.

Longview Subdivision:

Reeds

Trinity Subdivision:

Latexo

Ft. Worth Subdivision:

Fetzer Koppe Mumford Otto
Hallsburg

Taylor Subdivision:

Ridge

Austin Subdivision:

Hutto

Laredo Subdivision:

Moore Jensen Derby Tuna
Atlee Callaghan Webb Orvil Nye

Crystal City Subdivision:

JN Siding KX Siding

17. BLOCK SIGNALS:

17-A. Automatic Block System:

Longview to San Antonio and Palestine to Houston.

Rule 99-J is effective in this territory.

Refer to block signal, and interlocking signal indications, pages 96 and 97 of Uniform Code of Operating Rules. Rule 284 approach medium indication amended as follows:

"Proceed reducing to 35 MPH before reaching next signal".

17-B. Operation by Signal Indication Opposing and Following Movements:

Subdiv.	Between	Control Station
Longview....	South End No. 1 Track, MP 80, Pole 18 and Longview.....	Longview
Trinity.....	Aldine and Belt Jct.....	Belt Jct.

Rules 400 to 406, inclusive and other rules applicable will govern.

Rule 99-J is effective in this territory.

17-E. Low Type (Repeat) "Calling on" Indication of Train Order Signals:

Taylor Subdiv.:	Austin Subdiv.:
Valley Jct. (Northward)	M.K.T. Jct. (Southward)
	New Braunfels (Northward)

20. HELPER AND PUSHER SERVICE:

22. OPERATION OVER FOREIGN LINES:

Foreign Line	Territory
GH&H RR....	Between Galveston and HB&T connection, Houston
HB&T Ry....	Between Belt Jct., Settegast and Union Station, Houston
T&P Ry.....	Longview Yard
T&P Ry.....	Between T&P Conn and Lancaster Yard, Ft. Worth
StLSW.....	Between Eastco and Waco on StLSW

Trains and engines will be governed by the Uniform Code of Operating Rules and the timetable, special instructions and general orders of the line shown over which they operate.

22-B. Operation of Foreign Line Trains Over Missouri Pacific Lines Tracks:

WBT&S RR — Trinity — over a portion of the main track and certain yard tracks.

MKT between Congress Ave., Austin and MKT Jet.

Crews of these trains are subject to the Uniform Code of Operating Rules, Timetable and Special Instructions of the Missouri Pacific and must provide themselves with copies thereof and be conversant therewith.

26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

Firemen, working in Road or Yard Service, who have failed to pass the required examinations for promotion to engineer and are restricted in their service, are not to operate locomotives in Road or Yard Service, except in some extreme emergency, when the engineer might be physically incapacitated and unable to perform his duties as engineer.

27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:

Rules and regulations for Maintenance of Way and Structures, effective December 1, 1951, include Rule 99 (xs), affecting train movement, which is repeated below for information and guidance of employees affected thereby:

"99 (xs), Protection by Train Order. — Protection required by Rule 99 (mw) may be given by train order on such light traffic subdivisions as may be designated by the Superintendent.

Requests for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signs shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail ten rail lengths in advance of the yellow restricting signs. (See diagram).

Red flags shall not be less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineer's side so they are plainly visible. Yellow restricting signs must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineer's side for approaching trains.

Trains will stop before passing the red flag and be governed by oral instructions from the foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (mw).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable.

"7 01 AM until 4 01 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until orally authorized by foreman in charge."

"10 01 AM until 4 01 PM stop before passing over track MP 135 to MP 135 Pole 20 between Amity and Glenwood and do not proceed until orally authorized by foreman in charge."

The maximum length of track that can be protected by form "X-S" train order is one mile.

Only the foreman or man in charge is permitted to place and remove the red flags.

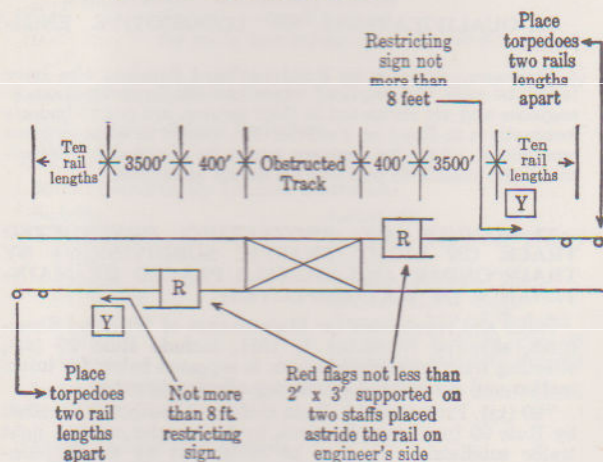
Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

27.—Concluded

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

Mineola	Asphalt Belt
Henderson	Uvalde
Crystal City	Sugarland
Jourdanton	Huntsville
	Anchor

Chart for placing stop signals when train order form "X-S" is used for protection light traffic lines:

**27-A. PROTECTION ORDERS:**

The use of protection orders Form Y is authorized on the following subdivisions:

Trinity—Mineola—Henderson—Huntsville	
Anchor—Sugar Land	
Ft. Worth	
Taylor	Jourdanton
Austin	Uvalde
Laredo	Asphalt Belt
Crystal City	

27-B. APPROACH ORDER:

Example: 8:35 AM to 5:35 PM approach (Tie Renewal Gang) (Tamping Gang) (Welding Gang) (Surfacing Gang), between Mile Post 587, pole 5, and Mile Post 587, pole 30, prepared to stop and proceed on hand signal given with yellow flag. A speed of 30 miles per hour will not be exceeded within the limits of this order.

Temporary restricted and resume speed signs will be displayed as required in Uniform Code of Operating Rule 10(g).

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Station Number	Miles From Palestine	Capacity
Longview Subdiv.:			
Warren Petroleum Co...	AX-3	78.2	Yard
Kinsloe.....	AX-7	74.0	35 Cars
			(3 tracks)
Sinclair Oil & Refining Co.....	AX-26	54.6	13 Cars
Premier Ref. Co.....	AX-27	53.8	12 Cars
Sinclair Oil and Gas Co.	AX-32	50.0	32 Cars
Mittie.....	AX-51	30.0	8 Cars
Cherokee Sales Co.....	AX-56	24.6	12 Cars
Prices.....	AX-65	16.5	6 Cars
Trinity Subdiv.:			
Geier Bros. & Jackson...	A-103	22.5	20 Cars
Texas Power & Light Co.	A-114	33.2	8 Cars
Inmans.....	A-151	69.9	15 Cars
Rayford.....	A-206	124.5	20 Cars
Jetero.....	A-217	136.3	50 Cars
Hardy.....	A-224	142.3	20 Cars
			(2 tracks)

29.—Concluded:

Name	Station Number	Miles From Spring	Capacity
Fort Worth Subdiv.:			
Callahan.....	BV-254	254.1	6 Cars
Griffith.....	BV-240	240.5	5 Cars
Malone.....	BV-203	203.3	16 Cars
Birome.....	BV-194	194.4	3 Cars
Ocaw.....	BV-180	180.1	14 Cars
Wardlaw.....	BV-173	173.5	35 Cars
Highbank.....	BV-128	127.8	12 Cars
Barton.....	BV-107½	107.7	7 Cars
Marvin.....	BV-107	107.0	7 Cars
Goodland.....	BV-104	103.3	4 Cars
Smitana.....	BV-83	83.7	13 Cars
Conlee Grain Co.....	BV-82	81.7	18 Cars
Lone Star Spur.....	BV-80	79.7	3 Cars
Burgess Spur.....	BV-73	72.9	6 Cars
Cawthon.....	BV-59	59.0	4 Cars
Todd.....	BV-29	29.2	7 Cars
Pinehurst.....	BV-17	17.0	7 Cars
Willow.....	BV-7	7.3	10 Cars

Name	Station Number	Miles From Troup	Capacity
Mineola Subdiv.:			
General Electric Co.....	CX-13	13.5	20 Cars
Thedford.....	CX-30	30.1	33 Cars
			(2 tracks)

Name	Station Number	Miles From Phelps	Capacity
Huntsville Subdiv.:			
Patella.....	AD-3	3.1	4 Cars
Townley.....	AD-4	4.3	22 Cars
Gulf Spur.....	AD-5	4.5	3 Cars

Name	Station Number	Miles From Overton	Capacity
Henderson Subdiv.:			
Humble Oil & Refining Co. (loading rack)....	BX-3	2.7	86 Cars
			(3 tracks)
Trux Mix Concrete Co..	BX-3	3.2	6 Cars
Humble Oil & Refining Co. Spur.....	BX-4	3.5	15 Cars
Poindexter.....	BX-5	5.2	20 Cars
Parade Oil Co.....	BX-6	5.9	32 Cars
Beacon Refining Co.....	BX-12	12.0	18 Cars
International Paper Co..	BX-13	13.3	13 Cars
Henderson Clay Products.....	BX-14	13.6	22 Cars

Name	Station Number	Miles From Houston	Capacity
Anchor Subdiv.:			
Pierce Junction.....	AE-7	7.9	45 Cars
Klein Industrial.....	AE-9	9.2	15 Cars
Houston Chemical Co..	AE-9	9.6	6 Cars
Union Tank Supply.....	AE-10	10.1	27 Cars
Imperial Salt Co.....	AE-13	13.1	8 Cars
Retzliff Chemical Co...	AE-13	13.1	3 Cars

29.—Concluded.

Name	Station Number	Miles From Sugarland	Capacity
Sugar Land Subdiv.:			
Trammells.....	AG-25	8.16	4 Cars
Smada.....	AG-28	4.1	10 Cars
Payne.....	AG-30	2.6	23 Cars
Pryor.....	AG-35	1.7	9 Cars

Name	Station Number	Miles from Palestine	Capacity
Taylor Subdiv.:			
Long Lake.....	AX-93	12.3	8 Cars
Beavens.....	AX-124	42.8	20 Cars
Koch (Conn. B.R.I.R.R.)	AX-127	45.7	27 Cars
Carley.....	AX-174	92.0	40 Cars (3 tracks)
Lone Star Gas Co.....	AX-190	108.7	6 Cars
Marjorie (Conn. R. S. & S. R. R.)	AX-205	123.8	Yard
Westbrook Rack.....	AX-216	134.9	16 Cars

Austin Subdiv.:

Charles.....	AX-252	170.4	3 Cars
Steck Paper Co.....	AX-253	172.10	9 Cars
Hooper.....	AX-254	174.9	16 Cars
Camp Mabry.....	AX-257	176.0	56 Cars (2 tracks)
Vinson.....	AX-265	183.8	36 Cars
Sid.....	AX-287	206.1	75 Cars (2 tracks)
Dittlinger.....	AX-312	231.1	25 Cars
Ogden.....	AX-318	236.7	132 Cars
Longhorn.....	AX-330	249.2	40 Cars
Foreign Trade Zone.....	AX-332	250.8	8 Cars
North Loop.....	AX-333	251.5	8 Cars
Cementville.....	AX-334	253.6	21 Cars

Laredo Subdiv.:

Humble Oil Co. Spur....	AX-366	284.8	20 Cars
Sand Spur.....	AX-378	295.3	8 Cars
Otley.....	AX-403	322.5	10 Cars
Burns Stock Pens.....	AX-412	331.0	30 Cars
Millett.....	AX-417	335.5	8 Cars

		Miles from San Antonio	
Crystal City Subdiv.:			
Davis.....	FX-54	54.4	5 Cars
Woodward.....	FX-112	111.8	2 Cars

Uvalde Subdiv.:

Jackson.....	GX-149	149.1	8 Cars
DH Spur.....	GX-150	150.6	5 Cars
Texas Calgary.....	GX-154	154.3	10 Cars
Washer.....	GX-171	171.6	4 Cars

		Miles from AB Jct.	
Asphalt Belt Subdiv.:			
Blewett.....	HX-14	13.3	34 Cars
U. R. A. Storage.....	HX-15	13.5	80 Cars

		Miles from Kirk Jct.	
Jourdanton Subdiv.:			
Niggli.....	EX-10	10.3	12 Cars
Humble Oil.....	EX-27	26.6	28 Cars

31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

All Subdivs.:

Light engines, or engines with cars, when making reverse movement over public crossings, at grade, protected by crossing signals, if, after passing over crossing signal is cut out, before making reverse movement, crossing must be protected by member of crew on the ground on the crossing and movement over crossing must be made only on his signal.

Automatic public crossing signals protecting Main Street, Taylor, Texas, Taylor Subdivision, mile post 144, pole 21.

For main track operation only, after southward trains have stopped on main track, operator in Telegraph Office, Taylor, Texas, will stop the operation of this crossing signal.

Southward trains making station stop on main track at passenger station, Taylor, Texas, must stop short of insulated joints located thirty-six (36) feet north of Main Street and before moving over Main Street crossing, crossing signals must be operating or crossing must be protected by a member of the crew on the crossing. A member of the crew will notify operator that train is ready to proceed and operator will actuate the crossing signals.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND "EAGLE" TRAINS:**1. INSTRUCTIONS RELATING TO EMPLOYEES IN CAB OF DIESEL ENGINES:**

On trains 21-22 and trains 121-122, a fireman shall be in the cab at all times when the train is in motion. Firemen who violate these instructions will be subject to discipline. This does not prohibit inspection of remotely controlled switches by firemen in compliance with Rule 104(c).

Engineers and firemen employed on these trains must arrange for patrol of the engine room during the time station work is being performed, or when train is stopped a sufficient length of time for any other reason.

During all the stops referred to firemen must patrol engine room, check gauges, adjust shutter, give necessary attention to purulator, and make general observation of condition of all equipment.

If the alarm sounds while the train is in motion, stop will be made, cause ascertained, and such corrective measures taken as conditions may require.

2. OPERATING DIESEL ENGINES THROUGH WATER:

To avoid damage to traction motors, diesel engines or gas-electric motor cars must not be moved or allowed to stand in water which is more than three inches above top of rail. Movement through water three inches or less above top of rail must not exceed two miles per hour, to prevent water getting inside traction motors. If any probability of water having entered motors, covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

3. DYNAMIC BRAKE ON T&P DIESEL FREIGHT ENGINES:

Certain T&P freight engines used in joint MP-T&P service, are equipped with a dynamic brake, which is **not to be used**. Braking of freight trains must be performed as outlined in Section 4, "Freight Train Handling", in "Brown Book."

4. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read: "Diesel engines when composed of multiple units; Identifying numbers are the numbers on the lead (operating control) unit. Such identifying numbers equipped for illumination must be continuously illuminated on operating control unit only while engine is in train service."

32.—Concluded:**5. MOVEMENT OF DIESEL ENGINES WITH SHORT WHEEL BASE:**

The movement of Diesel Engines Nos. 812 to 815, inclusive, 4100 to 4199, inclusive, 4200 to 4251, inclusive, 9016 to 9022, inclusive, 9148 to 9191, inclusive, or any other engines which have wheel base less than 35 feet,—over the railroad crossing at Valley Junction, both on main track and siding on Taylor Subdiv. and Ft. Worth Subdiv. without a car or cars attached so that the interlocking signals will function properly at this location.—IS PROHIBITED.

6. COUPLING ROAD-SWITCH DIESEL UNITS TO STANDARD ROAD DIESEL UNITS:

When road-switch diesel units are coupled with standard road diesel units, employees will not pass from road-switch unit to standard road diesel unit, or vice versa, while these units are in motion.

When road-switch units are coupled to standard road units, safety chains must be placed across hand rail of road-switch unit and cross bar in door of road unit placed across door next to road-switch unit.

When "A" units that are equipped to operate as "B" units are operated in trailing movements employees must not pass from cab end of unit to rear of adjoining unit or vice versa while these units are in motion.

If it becomes necessary to go from or to a road-switch diesel unit coupled with a standard road diesel unit, or vice versa, and coupled units are in motion, such coupled units will first be stopped and employee or employees will dismount from unit and go to desired unit on the ground.

7. DIESEL UNITS WITH SAFETY CONTROL FOOT PEDAL VALVE CUT-OUT COCK.

Diesel units 4104-4111, 4116-4194, 4197-4371, and 4501-4526, all inclusive, are equipped with safety control foot pedal valve cut-out cock. This cut-out cock is located on right side of unit approximately under cab for operation from the ground. Engineers may, by use of cut-out cock, cut out the safety control foot pedal valve while engaged in yard switching or when performing station switching in road freight service. The safety control feature **MUST** be cut in while moving between stations. This modifies Rule 727 contained in Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment, and Train Handling Instructions. Engineers must check position of cut-out cock before starting day or trip to insure same in proper position.

8. MAINTAINING POSITION OF AUTOMATIC BRAKE:

Maintaining position will not be used during initial terminal train brake tests. After leakage is checked and the additional five pound brake pipe reduction is made, automatic brake valve will be placed in lap position. This modifies rule 802 (3) contained in the "Brown Book".

9. SHUTTING OFF STEAM HEAT ON DIESEL-EQUIPPED PASSENGER TRAINS:

When Diesel engines are **not** to be detached from passenger trains at Longview and Taylor, steam train line will **not** be blown out and steam heat will **not** be shut off arriving at that point.

10. Diesel units will not be separated until the Hostler or Engineer in charge knows that all electric cables, air hose and steam connections have been separated.

11. ENGINEMEN WILL HAVE DIESEL MANUALS WITH THEM WHILE ON DUTY.**32-A. BACK-UP MOVEMENTS**

When more than one road switch Diesel Unit is included in a Locomotive consist of more than three Units, the following will govern:

In making a Back-up movement with the train consisting of more than twenty (20) cars, or in shoving more than twenty (20) cars, power must not be used on more than the rear three working Units, and if the three rear Units include as many as two road switch Diesel Units, power will be used only on the two rear Units next to the train or cars when practical to shove the train or cars with two Units. This to avoid the possibility of "Jack-Knifing" the Units. All other Units in the consist must be **OFF LINE**.

33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:

Employees must provide themselves with a copy and be conversant with all rules and instructions applicable to their duties, including:

Uniform Code of Operating Rules.

Our Safety Plan.

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment, and Train Handling Instructions.

Rules and Instructions governing the Operation of a Railroad Radio Communication System.

Circular 81, Rules and Instructions For the Government and Protection of Employees Whose Duties Require Them to Go Between, Under or About Engines or Cars.

Association of American Railroads' (MCB) Rules Governing Condition and Interchange of Cars.

Loading Rules.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and other Dangerous Articles. Car Service Rules.

Instructions covering the handling of Live Stock.

Circular 43-E — Revised standard time rules.

Such instructions pertaining to their duties, as are issued by accounting and traffic officers, and instructions for the handling of mail, baggage, express and perishable freight.

35. TRAIN SIGNALS:

1. All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.

Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

(See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)

2. Conventional markers on trains may be replaced with a single electric light of prescribed type which must show red to the rear of such train from sunset to sunrise and when day signals cannot be plainly seen. At the end of run when train is clear of main track and hand operated switch is closed, light must be extinguished.

These instructions modify Rule 19.

3. "See Uniform Code of Operating Rule 19(a) (first paragraph) reading:

'TURNING MARKERS—Outside of ABS territory, when a train is clear of main track to be passed by a following train, lighted markers must be turned to show green to the front, outside and to the rear, but before main track is again fouled must be restored to display red to the rear'. is cancelled.

This does not **modify or cancel** the second paragraph of this rule reading:

"When such markers display red to the rear, following train must move at restricted speed until main track is seen to be clear".

These instructions modify Rule 19 (a).

37. TELEPHONES:

All telephone booths on this division are equipped with a telephone connected to the dispatchers circuit or control operator.

Telephones listed below are locations of telephones other than telephone booths.

Subdiv.	Locations
Taylor Subdiv.:	
Easterly.....	Box Inside Depot
Hearne.....	Outside Tool House
Austin Subdiv.:	
Corbyn.....	Section House
Laredo Subdiv.:	
Gardendale.....	In Depot
Artesia Wells.....	In Depot
Callaghan.....	Section House
Webb.....	Section House

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:

1. **Occupied wooden passenger carrying equipment** will not be accepted for movement. If necessary to move such cars, they will be handled only when unoccupied and then only on rear of train.
2. **Occupied steel underframe passenger carrying cars** will not be handled. If necessary to move such cars, they may be handled only when unoccupied and then only when there is an all steel unoccupied car next between them and an occupied car.
3. **Wooden or steel underframe baggage cars** must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.
4. **Steel underframe baggage, express or storage mail cars** when unoccupied may be handled between steel or steel underframe cars, or between the engine and steel or steel underframe cars.
5. **Light-weight streamlined cars** shall not be handled in our passenger trains, unless cars are constructed to meet the latest A. A. R. specifications. All Missouri Pacific light-weight streamlined "Eagle" cars are constructed to meet the latest A. A. R. specifications.

39. CLEARANCES:

Employees are specially charged with their own responsibility of informing themselves as to the location of structures or obstructions where clearances are close, as required by Rule L of the Uniform Code of Operating Rules, and are admonished to use such precaution as will prevent personal injuries.

40. FLAGGING SIGNALS:

Rule 35 is changed to read:

"The following signals will be used by flagmen:

Day Signals/A red flag
(Not less than 10 torpedoes and six red fuseses
Night Signals/A white light
(Not less than 10 torpedoes and six red fuseses")

Rule 221(d) changed to read:

"Operators must have the following signal appliances ready for immediate use:

- 1 red flag
- 1 white flag
- 1 white light
- 8 torpedoes
- 6 red fuseses"

41. LIGHT ENGINES IN ROAD MOVEMENT:

Rule 99(j) will not apply to light engines in road movements.

42. DEFINITION OF DELAY UNDER RULE 330:

Question: What length of time shall be considered a "delay" under the requirements of Rule 330?

Answer: Five minutes or more.

43. SPECIAL SAFETY RULES:

When a passenger train is stopped in emergency, entire train must be inspected both sides, before proceeding.

Rule 30 of the "Uniform Code of Operating Rules" is amended as follows:

"In case of bell failure, two short blasts of whistle or horn will be sounded when an engine is about to move".

Rule 510 of the "Uniform Code of Operating Rules" is amended as follows:

"Employees will not ride on leading footboard of an engine except when necessary to make cut between engine and first car in switching."

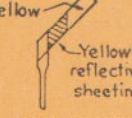
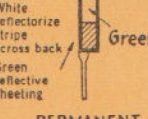
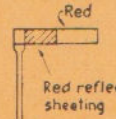
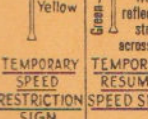
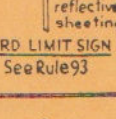
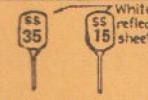
47.

Road crews are prohibited from setting out and/or picking up (except bad orders) between MP 181 pole 26 and MP 184 pole 5, Austin subdivision.

48. WATCH INSPECTION:

Rule 2 of the Uniform Code of Operating Rules is changed to read as prescribed by Circular 43-E.

STANDARD SIGNS

 STATION ONE MILE SIGN See Rule 14 (m) (One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)	 PERMANENT SPEED RESTRICTION SIGN See Rule 10(h) and Timetable Special Instructions Section 3	 APPROACH SIGN See definition of Restricted Speed and Special Instructions Supplementary to Operating Rules
 HIGHWAY GRADE CROSSING WHISTLE SIGN 1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h. See Rule 14 (L)	 PERMANENT RESUME SPEED SIGN See Rule 10(h) Used in connection with Permanent Speed Restriction Sign	 STOP SIGN At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required
 RAILROAD CROSSING - JUNCTION - DRAWBRIDGE - ONE MILE SIGN (except when protected by interlocking). See Rule '98	 TEMPORARY SPEED RESTRICTION SIGN To be used per chart on Page 130, Uniform Code of Operating Rules See Rule 10 (g)	 YARD LIMIT SIGN See Rule 93
 SPEED LIMITING SIGNS FOR SPRING SWITCHES When moving points in trailing movements		 SWITCHING LIMIT SIGN Used to designate Switching Limits in signal indication territory where Rule 93 does not apply

MISSOURI PACIFIC RAILROAD EMPLOYEES' HOSPITAL ASSOCIATION

HOSPITAL, PALESTINE, TEXAS

DR. H. A. HAVERLAH, Chief Surgeon

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Dr. D. L. Moore.....Houston, Texas
Dr. G. E. Dodd.....Houston, Texas
Dr. M. B. Gunter.....Mart, Texas
Dr. W. S. Horn.....Ft. Worth, Texas

Dr. E. Doak.....Taylor, Texas
Dr. C. C. Shotts.....San Antonio, Texas
Dr. J. R. Chandler.....San Antonio, Texas
Dr. W. R. Powell.....Laredo, Texas

EYE, EAR, NOSE AND THROAT

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Dr. J. M. Vaughan.....Tyler, Texas
Dr. S. P. Howard.....Waco, Texas
Dr. E. P. Hutchings.....Marlin, Texas
Dr. J. C. Gallagher.....Hearne, Texas

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Dr. C. J. Boehs.....San Antonio, Texas
Dr. E. D. Dumas.....San Antonio, Texas
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Dr. L. L. Allums.....Kilgore, Texas
Dr. S. M. Downs.....Kilgore, Texas
Dr. W. M. Routon.....Kilgore, Texas
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Dr. H. A. Suehs.....Henderson, Texas
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Dr. R. T. Travis.....Jacksonville, Texas
Dr. S. Kennedy.....Grapeland, Texas
Dr. C. W. Butler, Jr.....Crockett, Texas
Dr. C. O. Murray.....Crockett, Texas
Dr. A. B. Brown, Jr.....Crockett, Texas
Dr. E. S. Darsey.....Crockett, Texas
Dr. S. L. Autrey.....Trinity, Texas
Dr. S. R. Barnes.....Trinity, Texas
Dr. W. B. Veazy.....Huntsville, Texas
Dr. T. C. Cole.....Huntsville, Texas
Dr. I. E. Carroll.....Conroe, Texas
Dr. W. M. Holland.....Conroe, Texas
Dr. D. L. Sadler.....Conroe, Texas
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Dr. N. E. Graham.....Spring, Texas
Dr. J. F. Warren.....Spring, Texas
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Dr. C. Slaughter.....Sugarland, Texas
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Dr. D. B. Gregg.....Round Rock, Texas

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Dr. G. S. Wooten.....Austin, Texas
Dr. H. L. Robinson.....Austin, Texas
Dr. H. A. Scott.....Austin, Texas
Dr. C. D. Bell.....Buda, Texas
Dr. G. Teddlie.....Kyle, Texas
Dr. R. F. Sowell.....San Marcos, Texas
Dr. M. D. Heatly.....San Marcos, Texas
Dr. M. C. Williams.....San Marcos, Texas
Dr. D. L. White.....San Marcos, Texas
Dr. H. A. Holtman.....New Braunfels, Texas
Dr. D. S. Kennady.....New Braunfels, Texas
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Dr. E. M. Howard.....Pearsall, Texas
Dr. T. D. O'Connor.....Pearsall, Texas
Dr. J. S. Primomo.....Dilley, Texas
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Dr. U. B. Ogden.....Pleasanton, Texas
Dr. B. E. Pickett.....Carrizo Springs, Texas
Dr. C. A. Poindexter.....Crystal City, Texas
Dr. J. C. Spencer.....Crystal City, Texas
Dr. Ruth Brittain.....Crystal City, Texas
Dr. O. King.....La Pryor, Texas
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Dr. H. La Forge.....Uvalde, Texas
Dr. G. H. Merritt.....Uvalde, Texas
Dr. W. R. Powell.....Laredo, Texas
Dr. V. L. Puig.....Laredo, Texas

The Medical and Surgical Service at Fort Worth is under the supervision of Dr. W. S. Horn as District Surgeon. Dr. Horn is assisted in this service by the various members of his staff at the Fifth Avenue Clinic, Fort Worth, Texas.

The Medical and Surgical Service at Houston is under the supervision of Drs. Braastad, Moore and Dodd as District Surgeons. Offices located East End Medical Clinic, 906 Wayside at Avenue I, Houston, Texas, telephone number Walnut 3-6627. Drs. Braastad and Moore also located Hermann Professional Building. Dr. Dodd has office at 5012 Travis.

Emergency service is available twenty four hours a day, including Sundays and Holidays, by calling WA 3-6627.

FOR INFORMATION ONLY RED BALL FREIGHT TRAIN SCHEDULES

TRAINS SOUTHWARD					STATIONS	TRAINS NORTHWARD			
171	175	167	65	67		60	160	170	176
			10 40PM	2 30PM	TEXARKANA	9 10AM			
			5 20AM	5 00PM	LONGVIEW	4 30AM			
		9 40PM	10 30AM	8 45PM	PALESTINE	9 50PM	1 00AM		
			1 00AM	6 30AM	SAN ANTONIO	1 30PM			
				6 20AM	LAREDO	3 30AM			
7 00PM	3 00PM				FT. WORTH			9 00PM	1 00PM
11 59AM	3 00AM	4 00AM			HOUSTON		5 00PM	11 30AM	10 30PM