

DIVISION OFFICERS

G. M. HOLZMANN.....Acting Supt.....Kingsville, Tex.

J. C. BOWDEN.....Trainmaster,
Vanderbilt,
Kingsville,
Corpus Christi,
Austwell,
Victoria,
Subdivs.Kingsville, Tex.

C. G. TAYLOR.....) Trainmaster,
) Brownsville,
) Mission,
) Edinburg,
) Ed Couch
) San Perlita,
) Subdivs.,
) S.B.&R.G.V. Ry. . . . Harlingen, Tex.

B. E. WATSON.....Trainmaster,
Freeport,
Hoskins,
Subdivs. Freeport, Texas

R. S. SLAY.....Trainmaster.....Kingsville, Tex.

J. L. JONES.....Night Chief
Dispatcher.....Kingsville, Tex.

J. T. BAY.....Dispatcher.....Kingsville, Tex.

V. L. CHISM.....Dispatcher.....Kingsville, Tex.

V. E. DAVIDSON.....Dispatcher.....Kingsville, Tex.

J. H. GREEN.....Dispatcher.....Kingsville, Tex.

H. N. HARREL.....Dispatcher.....Kingsville, Tex.

W. T. MATHIS.....Dispatcher.....Kingsville, Tex.

C. A. PERRY.....Dispatcher.....Kingsville, Tex.

W. H. WALSH.....Dispatcher.....Kingsville, Tex.

S. W. YARBROUGH, JR.....Dispatcher.....Kingsville, Tex.

C. D. FATHERREE.....Road Foreman
of Engines..... Kingsville, Tex.

SAFETY FIRST



GULF COAST LINES

THE ST. LOUIS, BROWNSVILLE &
MEXICO RAILWAY CO.

RIO GRANDE CITY RAILWAY CO.

SAN BENITO & RIO GRANDE
VALLEY RAILWAY CO.

SAN ANTONIO, UVALDE & GULF
RAILROAD CO.

HOUSTON AND BRAZOS
VALLEY RAILWAY

KINGSVILLE DIVISION

TIME-TABLE

No. 47

Effective 12:01 A. M.

SUNDAY, AUGUST 28, 1949

CENTRAL STANDARD TIME

Superseding Time-Table No. 46, dated October 31,
1948, and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 6
DATED AUGUST 15, 1948

The Railroad Company reserves the right to vary therefrom
as circumstances may require.

F. E. BATES, Senior Executive Assistant

A. B. KELLY, General Manager

R. JOHNSON, Acting Assistant General Manager

L. A. GREGORY, Gen'l Superintendent Transportation

E. W. HARGRAVE, Ass't Gen'l Sup't Transportation

SPECIAL INSTRUCTIONS

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

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

GENERAL RULES (in part): Rule B: Employes must be conversant with and obey the rules and special instructions.

RULE E: Employes must render every assistance in their power in carrying out the rules and special instructions and must report to the proper official any violation thereof.

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

RULE 518: In foggy or stormy weather, enginemen must approach ALL signals, the indication of which cannot be plainly seen, at Low Speed.

RULE 885: (in part): Conductors must not allow other duties to interfere with the proper protection of their train, and must require their flagman to act promptly and in accordance with the Rules.

RULE 956: Enginemen are jointly responsible with the conductor for the safety of the train and proper observance of the rules; and although they are under the direction of the conductor regarding the management of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of rules or law.

RULE 887: Brakemen must carefully read train orders, keep them in mind and assist in their observance, call attention of conductor or engineman immediately to any apparent failure to observe train orders, or to clear the time of superior trains, or to comply with rules and instructions.

In cases where safety of trains and observance of rules or train orders are involved, brakemen are responsible to the extent of their ability to prevent accident or violation of rules.

RULE 979: (Makes the same requirements as contained in Rule 887, applicable to firemen and forward trainmen.)

ITEM 2, Circular 44-D (Instructions to Train Dispatchers):

The train dispatcher is in position to render valuable service in bringing about 100% observance of the rules; first, by habitually conforming to the rules in the performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact, and third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

He must bear in mind that his more extended means of communication and consequent knowledge of conditions, gives him a point of view not available to any other person connected with train or yard movements and that it is his duty to impart that knowledge to any person when it will promote safety or expedite the movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.
2. No officer or employe has the authority to tell anyone to violate a rule.
3. Rules can be eliminated, modified or changed by (a) Paster in the Book of Rules, after being properly authorized; (b) by Special Instructions Supplementary to the Uniform Code of Operating Rules (in time-table or in pamphlet form); (c) by Bulletin Order; (d) by train order, when properly authorized.
4. No employe will be censured for failure to make schedule, or make up lost time on a schedule, when to do so, a disregard for safety or rules will be involved.
5. Conductors and Enginemen must inform themselves of conditions, and during and after heavy storms, or any conditions which may restrict visibility or condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY. When storms, fogs or other conditions obscure track or signals, speed of train must be restricted to insure seeing and complying with signal indications. THESE INSTRUCTIONS MUST BE OBSERVED REGARDLESS OF LOSS OF TIME.



General Manager

ATTENTION
TRAIN AND ENGINE CREWS

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

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

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

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

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

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

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

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

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their

first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

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

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

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific Lines enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



General Manager.

VANDERBILT SUBDIV.—ALGOA TO VANDERBILT

Station Numbers	Distance from Brownsville	TIME-TABLE NO. 47 AUGUST 28, 1949	Siding Capacity in Cars	TRAINS SOUTHWARD							
				FIRST CLASS			SECOND CLASS		THIRD CLASS		
				11 Passenger	15 Passenger		61 Red Ball Freight	81 Red Ball Freight		591 Local Freight	
STATIONS				Daily	Daily		Daily	Daily		Daily Except Sunday	
372	371.8	OS...HOUSTON (Union Station) ... 3.7	Yard	10 45 AM	9 20 PM						
368	368.1	OS...NEW SOUTH YARD..... 24.9	Yard				7 40 PM	10 15 PM		9 00 AM	
343	343.2	ALGOA 0.4		f 11 30 AM	f 10 10 PM		8 35 PM	11 15 PM		10 00 AM	
	342.8	P...BM SIDING.....OWY 210									
333	333.4	P...LIVERPOOL.....* 125									
327	327.3	LS...DANBURY.....* 125		f 11 47							
	320.1	FREEMPT SUBDIV. CROSSING..... 0.1									
321	320.0	OS...ANGLETON.....Y 125		s 11 56 AM	s 10 44						
316	316.3	P...EDMONDS.....* 128									
309	308.6	LS...BRAZORIA.....125		s 12 09 PM	s 11 02						
	305.5	P...SAN BERNARD RIVER (Draw Bridge) 4.7									
301	300.8	LS...SWEENEY.....W 125		s 12 22	s 11 17						
	297.1	P...ABERCROMBIE..... 5.4									
292	291.7	P...ALLENHURST.....125									
	284.1	GC&SF CROSSING..... 7.6									
284	283.8	LS...BAY CITY.....Y 125		s 12 43	s 11 45 PM						
	283.7	SK SIDING.....W 125									
275	275.2	P...BUCKEYE.....* 125									
270	269.6	P...ELMATON.....* 65									
	264.7	T&NO CROSSING..... 4.9									
265	264.6	LS...BLESSING.....* 125		a 1 10	s 12 19 AM						
257	257.3	P...FRANCITAS.....* 125									
250	249.7	LS...LAWARD.....* 125		f 1 27							
245	244.9	LS...LOLITA.....* 95									
240	240.1	OS...VANDERBILT.....DOWT 4.8	Yard	s 1 39 PM	s 12 54 AM		11 40 PM	2 35 AM		4 55 PM	
		131.7		Daily	Daily		Daily	Daily		Daily Except Sunday	

CENTRALIZED TRAFFIC CONTROL
Signal Indication Both Opposing and
Following Movements

VANDERBILT SUBDIV.—VANDERBILT TO ALGOA

Station Numbers	Distance from Brownsville	TIME-TABLE NO. 47 AUGUST 28, 1949		Siding Capacity in Cars	TRAINS NORTHWARD						
					FIRST CLASS			SECOND CLASS			THIRD CLASS
					16 Passenger	12 Passenger		80 Red Ball Freight	60 Red Ball Freight		590 Local Freight
STATIONS				Daily	Daily		Daily	Daily		Daily Except Sunday	
372	371.8	OS...HOUSTON (Union Station).....	3.7	Yard	7 30 AM	3 15 PM					
368	368.1	OS...NEW SOUTH YARD.....	24.9	Yard				8 45 AM	6 50 PM		3 30 PM
343	343.2	ALGOA.....		Yard	7 30 AM	2 25 PM		7 00 AM	5 35 PM		2 00 PM
	342.8	P...BM SIDING.....OWY	0.4	210							
333	333.4	P...LIVERPOOL.....*	9.4	125							
327	327.3	LS...DANBURY.....*	6.1	125		2 06					
	320.1	FREEPORT SUBDIV. CROSSING.....	7.2								
321	320.0	OS...ANGLETON.....Y	0.1	125	5 41	1 55					
316	316.3	P...EDMONDS.....*	8.6	128							
309	308.6	LS...BRAZORIA.....	7.7	125	5 27	1 43					
	305.5	P...SAN BERNARD RIVER (Draw Bridge)	3.1								
301	300.8	LS...SWEENEY.....W	4.7	125	5 12	1 31					
297	297.1	P...ABERGROMBIE.....	3.7								
292	291.7	P...ALLENHURST.....	5.4	125							
	284.1	GC&SF CROSSING.....	7.6								
284	283.8	LS...BAY CITY.....Y	0.3		4 49	1 11					
	283.7	SK SIDING.....W	0.1	125							
275	275.2	P...BUCKEYE.....*	8.5	125							
270	269.6	P...ELMATON.....*	5.6	65							
	264.7	T&NO CROSSING.....	4.9								
265	264.6	LS...BLESSING.....*	0.1	125		12 46					
257	257.3	P...FRANCITAS.....*	7.3	125							
250	249.7	LS...LAWARD.....*	7.6	125		12 29					
245	244.9	LS...LOLITA.....*	4.8	95							
240	240.1	OS...VANDERBILT.....DOWT	4.8	Yard	3 30 AM	12 16 PM		1 50 AM	1 05 PM		6 00 AM
			131.7		Daily	Daily		Daily	Daily		Daily Except Sunday

CENTRALIZED TRAFFIC CONTROL
Signal indication Both Opposing and Following Movements

Via HB&T & GC&SF Rys.

KINGSVILLE SUBDIV.—VANDERBILT TO KINGSVILLE YARD

Station Numbers	Distance from Brownsville	TIME-TABLE NO. 47 AUGUST 28, 1949		Siding Capacity in Cars	TRAINS SOUTHWARD							
					FIRST CLASS			SECOND CLASS		THIRD CLASS		
					15	11		81	61		593	
					Passenger	Passenger		Red Ball Freight	Red Ball Freight		Local Freight	
STATIONS					Daily	Daily		Daily	Daily		Daily Except Sunday	
240	240.1	OS.....	VANDERBILT.....	DWOT	Yard	s 12 54 AM	s 1 39 PM		3 30 ¹⁶ AM	11 50 PM		6 00 AM
236	236.0	P.....	LA SALLE.....	*	96	1 03	1 46 ⁵⁹²		3 40	11 57 PM		6 10
230	229.5	P.....	CARR.....		108	1 11 ⁸⁰	1 54		3 55	12 07 AM		6 20
224	224.2	LS.....	PLACEDO.....	*	40	1 17	f 2 00		4 05	12 15		6 30
	224.1		T&NO CROSSING.....									
219	219.3	OS.....	BLOOMINGTON.....	WOY	94	s 1 24	s 2 06		4 15	12 28 ⁸⁰		6 50
209	209.4	LS.....	McFADDIN.....	*	96	1 39	a 2 20		4 40	12 43		7 10
205	205.7	P.....	INARI.....		94	1 44	2 24		4 47	12 49		7 20
198	198.2	P.....	VIDAURI.....	*	96	1 52	2 32		4 59	1 00		7 35
193	193.4	P.....	GRETA.....		96	1 58	2 37		5 09	1 08		7 45
	187.0	P.....	NF SIDING.....	W	95	2 05 ¹⁶	2 44		5 19	1 18		7 55
186	186.0	CS.....	REFUGIO.....		94	s 2 14	s 2 48		5 29	1 21		8 10
180	180.0	LS.....	WOODSBORO.....	*	101	2 25	a 2 55		5 45	1 43 ¹⁶		8 35
174	173.6	P.....	CRANELL.....		40	2 34	3 04		6 01	2 00		8 50
169	168.9	P.....	EWELDER.....		96	2 40	3 09		6 15	2 09		9 05
162	162.1	LS.....	SINTON.....	WY	67	s 2 50	s 3 18		6 40	2 20		9 20 ⁵⁹²
	162.0		T&NO CROSSING.....									
	161.3	P.....	JX SIDING.....		93	2 53	3 20		6 45	2 23		9 25
	155.0		OD SIDING.....		95	3 00	3 27		6 55	2 35		9 45 ⁶⁰
155	154.5	OS.....	ODEM.....	Y	Yard	s { 3 10 3 30	s { 3 35 3 45		7 20	{ 2 40 2 52		10 30 ¹²
	154.5		CORPUS CHRISTI SUBDIVISION CROSSING.....									
152	151.6	P.....	ANGELITA.....		35	3 36	3 49		7 30	3 15		10 45
148	148.1	LS.....	CALLEN.....	*	94	3 41	3 53		7 40 ⁵⁹²	3 21		10 55
	141.4		TEX.-MEX. CROSSING.....									
141	141.4	OS.....	ROBSTOWN.....	W§	154	s 3 55 ⁶¹	s 4 05		8 15	3 55 ¹⁵		11 35
132	132.1	LS.....	DRISCOLL.....	*	105	4 07	4 15		8 55 ⁶⁰	4 25		11 55 AM
125	124.9	LS.....	BISHOP.....		94	s 4 15	f 4 23		9 35 ¹²	4 40		12 15 PM
119	118.6	OS.....	KINGSVILLE.....			s 4 30 AM	s 4 35 PM					
	118.4		KINGSVILLE YARD.....	DWOT §	Yard				9 55 AM	5 20 AM		12 40 PM
			121.7			Daily	Daily		Daily	Daily		Daily Except Sunday

KINGSVILLE SUBDIV.— KINGSVILLE YARD TO VANDERBILT

5

Station Numbers	Distance from Brownsville	TIME-TABLE NO. 47 AUGUST 28, 1949	Siding Capacity in Cars	TRAINS NORTHWARD						
				FIRST CLASS		SECOND CLASS		THIRD CLASS		
				12 Passenger	16 Passenger	60 Red Ball Freight	80 Red Ball Freight	592 Local Freight		
		STATIONS		Daily	Daily	Daily	Daily	Daily Except Sunday		
240	240.1	CS VANDERBILT..... DWOT	Yard	s 12 16 PM	s 3 30 ⁸¹ AM	1 00 PM	1 40 AM	2 00 PM		
236	236.0	P..... LA SALLE.....*	96	12 11	3 17	12 52	1 30	1 46 ¹¹		
230	229.5	P..... CARR.....	108	12 04 PM	3 09	12 40	1 11 ¹⁵	1 15		
224	224.2	LS..... PLACEDO.....*	40	f 11 58 AM	2 59	12 30	12 45	1 00		
	224.1	T&NO CROSSING.....								
219	219.3	CS..... BLOOMINGTON..... Woy	94	s 11 52	2 50	12 20	12 28 ⁶¹	12 45		
209	209.4	LS..... McFADDIN.....*	96	a 11 40	2 36	12 02 PM	12 10	12 20		
205	205.7	P..... INARI.....	94	11 35	2 31	11 55 AM	12 02 AM	12 10 PM		
198	198.2	P..... VIDAURI.....*	96	11 27 ⁶⁰	2 22	11 27 ¹²	11 50 PM	11 55 AM		
193	193.4	P..... GRETA.....	96	11 22	2 16	11 02	11 40	11 45		
	187.0	P..... NF SIDING..... W	95	11 15	2 05 ¹⁵	10 50	11 25	11 30		
186	186.0	CS..... REFUGIO.....	94	s 11 13 ⁵⁹²	1 53	10 48 ⁵⁹²	11 20	{ 11 13 ¹² 10 25 ⁶⁰		
180	180.0	LS..... WOODSBORO.....*	101	a 11 03	1 43 ⁶¹	10 35	11 10	10 10		
174	173.6	P..... CRANELL.....	40	10 55	1 35	10 23	11 00	9 50		
169	168.9	P..... EWELDER.....	96	10 50	1 29	10 14	10 38	9 35		
162	162.1	LS..... SINTON..... WY	67	s 10 42	1 19	10 01	10 25	9 20 ⁵⁹³		
	162.0	T&NO CROSSING.....								
	161.3	P..... JX SIDING.....	93	10 39	1 16	9 58	10 18	8 57		
	155.0	OD SIDING.....	95	10 32	1 07	9 45 ⁵⁹³	10 05	8 45		
155	154.5	CS..... ODEM..... Y	Yard	{ 10 30 ⁵⁹³ 10 20	{ 1 05 12 40	9 40	10 00	8 40		
	154.5	CORPUS CHRISTI SUBDIVISION CROSSING.....								
152	151.6	P..... ANGELITA.....	35	10 09	12 34	9 28	8 45	8 07		
148	148.1	LS..... CALLEN.....*	94	10 05	12 30	9 22	8 35	7 40 ⁸¹		
	141.4	TEX.-MEX. CROSSING.....								
141	141.4	CS..... ROBSTOWN..... W§	154	s 9 57	s 12 20 AM	9 10	8 15	7 15		
132	132.1	LS..... DRISCOLL.....*	105	9 44	11 59 PM	8 55 ⁸¹	7 50	6 45		
125	124.9	LS..... BISHOP.....	94	f 9 35 ⁸¹	s 11 50	8 45	7 30	6 25		
119	118.6	CS..... KINGSVILLE.....		s 9 25 AM	s 11 40 PM					
	118.4	KINGSVILLE YARD.. DWOT §	Yard			8 30 AM	7 05 PM	6 00 AM		
		121.7		Daily	Daily	Daily	Daily	Daily Except Sunday		

6 BROWNSVILLE SUBDIV.—BETWEEN KINGSVILLE AND BROWNSVILLE

TRAINS SOUTHWARD				Station Numbers	Distance from Brownsville	TIME-TABLE		Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS		FIRST CLASS				NO. 47			FIRST CLASS		SECOND CLASS		
81 Red Ball Freight	61 Red Ball Freight	11 Passenger	15 Passenger			AUGUST 28, 1949			12 Passenger	16 Passenger	60 Red Ball Freight	80 Red Ball Freight	
Daily	Daily	Daily	Daily	STATIONS				Daily	Daily	Daily	Daily		
		4 40 PM	4 40 AM	119	118.6	OS	KINGSVILLE		9 20 AM	11 30 PM			
10 30 AM	6 45 AM	4 42	4 42		118.4	KINGSVILLE YARD	DOWT§	Yard	9 18	11 25	7 30 AM	6 05 PM	
10 50	7 05 60	4 50	4 50	112	112.0	P	RICARDO	95	9 11	11 16	7 05 61	5 45	
11 10	7 20	5 00	5 00	103	103.1	P	RIVIERA	94	9 02	11 06	6 45	5 30	
11 25	7 30	5 06 80	5 07	98	97.6	LS	SARITA	111	8 56	10 59	6 30	5 06 11	
11 40	7 40	5 14	5 15	91	90.7	P	MIFFLIN	108	8 48	10 51	6 15	4 40	
11 55 AM	7 53	5 23	5 24	83	82.8	P	TURCOTTE	96	8 39	10 41	5 55	4 20	
12 15 PM	8 33 12	5 30	5 32 60	77	77.0	P	ARMSTRONG	105	8 33 61	10 33	5 32 15	4 05	
12 35	8 55	5 42	5 43	68	67.6	P	NORIAS	96	8 23	10 19	5 05	3 45	
12 48	9 10	5 51	5 52	61	60.5	P	RUDOLPH	108	8 15	10 10	4 50	3 30	
1 05	9 25	6 01	6 02	52	52.4	P	YTURRIA	94	8 06	9 59	4 35	3 10	
1 15	9 35	6 06	6 08		48.0		BB SIDING	111	8 01	9 53	4 26	3 00	
1 20	10 00	6 11	6 15	46	46.4	OS	RAYMONDVILLE	WY	Yard	7 58	9 50	4 23	2 55
1 35	10 30	6 17	6 22	41	41.4	LS	LYFORD	95	7 50	9 40	4 10	2 40	
1 50	10 45	6 22	6 28	37	36.9	LS	SEBASTIAN	89	7 45	9 34	4 00	2 30	
2 15 80	11 05	6 31	6 37	30	29.5	P	COMBES	94	7 37	9 25	3 45	2 15 81	
					26.8		T & N O CROSSING						
2 30 PM	11 59 AM	6 36	6 42		25.6	OS	HARLINGEN YARD	DOWY§	Yard	7 32	9 17	3 30	2 00 PM
	12 15 PM	6 50	6 45 7 02	25	24.8		HARLINGEN		7 30	9 15 8 57	2 21		
	12 20	6 52	7 04		24.7		HN SIDING	67	7 22	8 55	2 20		
	1 00	7 05	7 11 12	19	19.0	LS	SAN BENITO	T	78	7 11 15	8 41	2 10	
	1 15	7 13	7 24	14	14.1	P	RUSSELLTOWN	27	7 04	8 35	1 30		
	1 30	7 19	7 31	9	9.0	P	OLMITO	52	6 58	8 28	1 20		
	2 00 PM	7 30	7 45		0.7	OS	BROWNSVILLE YARD	DTOWY§	Yard	6 47	8 17	1 00 AM	
		7 40 PM	8 00 AM	0	0.0		BROWNSVILLE		6 45 AM	8 15 PM			
Daily	Daily	Daily	Daily		118.6				Daily	Daily	Daily	Daily	

MISSION SUBDIV.—BETWEEN HARLINGEN AND RIO GRANDE CITY

TRAINS SOUTHWARD				Station Numbers	Distance from Harlingen	TIME-TABLE NO. 47 AUGUST 28, 1949	Siding Capacity in Cars	TRAINS NORTHWARD			
THIRD CLASS	SECOND CLASS		FIRST CLASS					FIRST CLASS	SECOND CLASS	THIRD CLASS	
597 Local Freight	581 Red Ball Freight	125 Local Freight	115 Passenger					116 Passenger	580 Red Ball Freight	596 Local Freight	126 Local Freight
Daily Except Sunday	Daily	Daily Except Sunday	Daily					Daily	Daily	Daily Except Sunday	Daily Except Sunday
			7 05 AM	25	0.0	HARLINGEN		8 50 PM			
8 15 AM	⁵⁹⁶ 3 00 PM					CS HARLINGEN YARD... DOWY§	Yard		1 35 PM	⁵⁸¹ 3 00 PM	
8 35	3 15		7 15	A4	4.3	STUART PLACE	82	8 25	1 15	2 20	
				A6	6.2	ADAMS GARDENS					
9 00	3 25	s	7 22	A8	8.3	LS LA FERIA	156	s 8 15	12 55	2 00	
9 45	3 40	s	7 34	A14	13.9	LS MERCEDES	70	s 7 50	12 35	1 20	
10 30	3 55	s	7 45	A19	18.8	LS WESLACO	73	s 7 40	⁵⁹⁶ 12 20	⁵⁸⁰ 12 20	
⁵⁹⁶ 11 10	4 10	s	7 56	A23	22.8	LS DONNA	111	s 7 25	12 05 PM	⁵⁹⁷ 11 10	
11 25	4 20	s	8 06	A27	26.9	LS ALAMO	84	s 7 12	11 50 AM	10 45	
⁵⁸⁰ 11 40	4 30	s	8 13	A29	29.3	LS SAN JUAN	91	s 7 02	⁵⁹⁷ 11 40	10 20	
12 30 PM	4 45	s	8 21	A31	31.0	LS PHARR	50	s 6 55	11 30	9 55	
1 45	5 00	s	⁵⁹⁶ 8 36	A34	34.2	LS McALLEN	80	s 6 45	11 20	¹¹⁵ 8 36	
					34.5	T&NO Crossing					
2 30 PM	5 15 PM	9 00 AM	8 55 AM	A40	40.0	LS MISSION OWY§	Yard	6 30 PM	11 00 AM	8 00 AM	12 50 PM
		9 40		A55	53.3	P SAM FORDYCE	18				12 05 PM
		9 50		A56	56.0	P CARRIZELLOS					11 50 AM
		10 10		A60	59.8	RATCLIFF	14				11 35
		10 50 AM		A73	73.3	LS RIO GRANDE CITY... WY	Yard				11 00 AM
Daily Except Sunday	Daily	Daily Except Sunday	Daily			73.8		Daily	Daily	Daily Except Sunday	Daily Except Sunday

Station Numbers	Distance from San Antonio	TIME-TABLE NO. 47 AUGUST 28, 1949		Siding Capacity in Cars	TRAINS SOUTHWARD							
					FIRST CLASS			SECOND CLASS		THIRD CLASS		
					205 Passenger	215 Passenger		267 Red Ball Freight		291 Local Freight		
		STATIONS		Daily	Daily		Daily		Daily Except Sunday			
G 0	0.0	CS..... SAN ANTONIO DWOT\$	Yard	11 55 AM	10 40 PM		8 00 PM		7 20 AM			
See Current Time Table San Antonio Division between S.A. U.G. Cross Over and San Antonio												
G 3	3.3	P..... S. A. U. & G. CROSS OVER		12 06 PM	10 52 PM		8 15 PM		7 35 AM			
G 7	6.7	P..... SAN JOSE W	34	12 14	11 01		8 25		7 45			
G 13	12.6	P..... CASSIN	33	12 22	11 11		8 40		7 57			
G 21	20.3	P..... ROSIDING	70	12 34	11 24		8 56		8 13			
G 27	26.6	LS..... LEMING	23	12 43	11 35		9 09		8 25			
G 32	32.7	..... PLEASANTON JUNCTION.....									
G 33	33.7	P..... NORTH PLEASANTON. WOYT	Yard	12 53 ²⁰⁶	11 46		9 25		8 40			
G 34	34.3	OS..... PLEASANTON	19	1 03	11 55 PM		9 27		8 45			
G 39	38.8	P..... COUGHRAN	19	1 09 ²⁹⁰	12 02 AM		9 37		8 55			
G 46	46.3	P..... McCOY	32	1 18	12 13		9 53		9 10			
G 55	55.2	LS..... CAMPBELLTON	75	1 29	12 26		10 11		9 28			
G 63	63.3	LS..... WHITSETT	32	1 39	12 38		10 26		9 46			
G 68	68.0	P..... SUNILAND	28	1 45	12 45		10 36		9 55			
G 77	77.3	LS..... THREE RIVERS W	60	1 57	1 00 ²⁶⁶		10 53		10 35 ²⁹⁰			
G 84	83.5	P..... IKE	25	2 06	1 09		11 05		10 55			
G 88	88.1	LS..... GEORGE WEST	75	2 13	1 16		11 20		11 34 ²⁰⁶			
G 94	93.5	P..... MIKESKA	27	2 20	1 25		11 40 ²⁶⁶		11 55 AM			
G 100	100.6	P..... DINERO	25	2 29	1 35		11 57 PM		12 10 PM			
G 104	103.8	LS..... MOUNT LUCAS	75	2 33	1 40		12 04 AM		12 20			
	105.8	..... WATER TANK W									
G 107	107.3	P..... CORNELIA	25	2 43	1 50		12 25		12 30			
	113.0	..... T&NO CROSSING									
G 113	113.0	CS..... MATHIS	38	2 51	2 00 ²¹⁶		12 50		12 45			
G 120	120.8	P..... DICKEY	26	3 01	2 15		1 12		1 05			
G 124	123.9	P..... HUBERT	27	3 06	2 22		1 40 ²¹⁶		1 15			
G 126	126.1	..... EDROY W	37	3 09	2 28		1 50		1 20		
G 132	132.2	CS..... ODEM Y	Yard	3 20	2 45		2 05		2 00			
	132.2	..... KINGSVILLE SUBDIVISION CROSSING.....									
G 141	141.2	P..... VIOLA	100	3 59	4 00		4 28		2 20			
G 146	145.6	P..... NUACES		4 05	4 07							
	148.6	CS..... CORPUS CHRISTI YARD .. DWOT\$	Yard	4 11	4 13		5 30 AM		2 40 PM			
	148.7	..... NORTH WYE		4 12	4 14						
	149.4	..... T&NO CROSSING									
G 150	149.5	..... CORPUS CHRISTI		4 25 PM	4 35 AM						
	149.5			Daily	Daily		Daily		Daily Except Sunday			

CORPUS CHRISTI SUBDIV.—CORPUS CHRISTI TO S. A. U. & G. CROSS OVER

Station Numbers	Distance from Corpus Christi	TIME-TABLE NO. 47 AUGUST 28, 1949	Siding Capacity in Cars	TRAINS NORTHWARD							
				FIRST CLASS				SECOND CLASS		THIRD CLASS	
				206 Passenger	216 Passenger			266 Red Ball Freight		290 Local Freight	
		STATIONS		Daily	Daily			Daily		Daily Except Sunday	
G 0	149.5	CS..... SAN ANTONIO..... DWOT\$	Yard	1 55 PM	6 45 AM			5 45 AM		3 10 PM	
		3.3		See Current Time Table San Antonio Division between S.A.U.G. Cross Over and San Antonio							
G3	146.2	P..... S. A. U. & G. CROSS OVER.....		1 42 PM	6 26 AM			4 55 AM		2 50 PM	
G7	142.8	P..... SAN JOSE..... W	34	1 32	6 10			4 30		2 40	
G13	136.9	P..... CASSIN.....	33	1 22	5 55			4 05		2 25	
G21	129.2	P..... ROSIDING.....	70	1 12	5 35			3 40		2 05	
G27	122.9	LS..... LEMING.....	23	1 03	5 21			3 20		1 50	
G32	116.8	..... PLEASANTON JUNCTION.....									
G33	115.8	P..... NORTH PLEASANTON. WOYT	Yard	12 53 ²⁰⁵	5 07			3 00		1 35	
G34	115.2	CS..... PLEASANTON.....	19	12 48	4 57			2 30		1 25	
G39	110.7	P..... COUGHRAN.....	19	12 40	4 44			2 20		1 09 ²⁰⁵	
G46	103.2	P..... MCCOY.....	32	12 30 ²⁹⁰	4 27			2 05		12 30 ²⁰⁶ PM	
G55	94.3	LS..... CAMPBELLTON.....	75	12 18	4 09			1 47		11 50 AM	
G63	86.2	LS..... WHITSETT.....*	32	12 07	3 49			1 30		11 15	
G68	81.5	P..... SUNILAND.....	28	12 01 PM	3 39			1 20		11 00	
G77	72.2	LS..... THREE RIVERS..... W	60	11 49 AM	3 21			1 00 ²¹⁵		10 35 ²⁹¹	
G84	66.0	P..... IKE.....	25	11 40	3 05			12 10 AM		9 50	
G88	61.4	LS..... GEORGE WEST.....	75	11 34 ²⁹¹	2 55			11 59 PM		9 35	
G94	56.0	P..... MIKESKA.....	27	11 27	2 40			11 40 ²⁶⁷		9 20	
G100	48.9	P..... DINERO.....*	25	11 18	2 29			11 11		9 05	
G104	45.7	LS..... MOUNT LUCAS.....	75	11 14	2 19			11 05		8 55	
	43.7	..... WATER TANK..... W									
G107	42.2	P..... CORNELIA.....	25	11 07	2 10			10 52		8 40	
	36.5	..... T&NO CROSSING.....									
G113	36.5	CS..... MATHIS.....	38	10 57	2 00 ²¹⁵			10 40		8 30	
G120	28.1	P..... DICKEY.....	26	10 48	1 47			10 26		7 56	
G124	25.6	P..... HUBERT.....	27	10 44	1 40 ²⁶⁷			10 20		7 50	
G126	23.4	..... EDROY..... W	37	10 40	1 30			10 15		7 45	
G132	17.3	CS..... ODEM..... Y	Yard	10 30	1 15			10 00		7 30	
	17.3	..... KINGSVILLE SUBDIVISION CROSSING.....									
G141	8.3	P..... VIOLA.....	100	10 04	12 02 AM			8 25		6 20	
G146	3.9	P..... NUBCES.....		9 58	11 55 PM						
	0.9	CS ..CORPUS CHRISTI YARD...DWOYS	Yard	9 53	11 49			8 00 PM		6 00 AM	
	0.8	..... NORTH WYE.....		9 52	11 48						
	0.1	..... T&NO CROSSING.....									
G150	0.0	..... CORPUS CHRISTI.....		9 50 AM	11 45 PM						
		149.5		Daily	Daily			Daily		Daily Except Sunday	

10 VICTORIA SUBDIV.—BETWEEN VICTORIA AND END OF TRACK

TRAINS SOUTHWARD				Station Numbers	Distance from Bloomington	TIME-TABLE NO. 47 AUGUST 28, 1949			Distance from End of Track	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						553 Local Freight	549 Local Freight	SECOND CLASS			THIRD CLASS			
Daily Except Sunday		Daily Except Sunday						548 Local Freight			552 Local Freight		Daily Except Sunday	
						STATIONS								
		9 00 AM		R14	13.6	LS	VICTORIA	WY	36.2	Yard	7 30 AM			
					12.6		T&NO CROSSING		35.2					
		8 00 AM	10 00 AM	219	0.0	OS	BLOOMINGTON	WOY	22.6	Yard	6 30 AM	1 50 PM		
				C3	3.0		PORTILLO		19.6	24				
		8 20		O5	5.0		HEYSER	Y	17.6			1 27		
		11 00		O10	10.3		GREEN LAKE		12.3	30		1 05		
		11 21		C14	14.0		LONG MOTT		8.6	20		12 50		
		11 36		O20	19.7	LS	SEADRIFT	Y	2.9			12 25 PM		
		11 59 AM			22.6		END OF TRACK		0.0					
		Daily Except Sunday	Daily Except Sunday								Daily Except Sunday	Daily Except Sunday		

AUSTWELL SUBDIV.—BETWEEN AUSTWELL AND HEYSER

TRAINS SOUTHWARD				Station Numbers	Distance from Heyser	TIME-TABLE NO. 47 AUGUST 28, 1949			Distance from Austwell	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						555 Local Freight	554 Local Freight	THIRD CLASS						
Daily Except Sunday		Daily Except Sunday						Daily Except Sunday						
						STATIONS								
		8 20 AM		C5	0.0		HEYSER	Y	16.6		11 00 AM			
		9 05		CA 10	10.7	LS	TIVOLI		5.9	20	10 15			
		9 15		CA 12	12.9		MAUD LOW		3.7		10 05			
		9 35 AM		CA 16	16.6	LS	AUSTWELL	Y	0.0	Yard	9 45 AM			
		Daily Except Sunday	Daily Except Sunday								Daily Except Sunday	Daily Except Sunday		

RIO HONDO SUBDIV.—BETWEEN SAN BENITO AND RIO HONDO

11

TRAINS SOUTHWARD				Station Numbers	Distance from San Benito	TIME-TABLE NO. 47		Distance from Rio Hondo	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						AUGUST 28, 1949				THIRD CLASS			
	765 Local Freight	757 Local Freight								756 Local Freight	764 Local Freight		
	Daily Except Sunday	Daily Except Sunday				STATIONS				Daily Except Sunday	Daily Except Sunday		
	8 15 AM	10 00 AM	19	0.0	LS.....SAN BENITO.....WT		9.0			11 59 AM	1 40 PM		
	8 25 AM	10 10	J 2	2.0	.....PLACE JUNCTION.....		7.0			11 38	1 15 PM		
				5.5	.....T&NO CROSSING.....		3.5						
		10 40 AM	J 9	9.0	LS.....RIO HONDO.....		0.0			11 10 AM			
	Daily Except Sunday	Daily Except Sunday					9.0			Daily Except Sunday	Daily Except Sunday		

PORT ISABEL SUBDIV.—BETWEEN PLACE JUNCTION AND PORT ISABEL

TRAINS SOUTHWARD				Station Numbers	Distance from Place Junction	TIME-TABLE NO. 47		Distance from Port Isabel	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						AUGUST 28, 1949				THIRD CLASS			
	759 Local Freight									758 Local Freight			
	Daily Except Sunday					STATIONS				Daily Except Sunday			
	8 25 AM		J 2	0.0	.....PLACE JUNCTION.....		30.7			1 15 PM			
	8 55		JA 8	8.5	.....LAURELES.....		22.2			12 45			
				9.5	.....T&NO CROSSING.....								
	9 25		JA 15	14.7	.....BAYVIEW.....W		16.0			12 20			
	9 40		JA 18	18.0	.....ABNEY.....		12.7			12 05 PM			
	9 55		JA 21	21.5	.....ESOES.....		9.2			11 50 AM			
	10 35 AM		JA 30	30.7	.....PORT ISABEL.....Y		0.0			11 15 AM			
							30.7						

RIVER SUBDIV.—BETWEEN SAN BENITO AND MONTE CRISTO

TRAINS SOUTHWARD				Station Numbers	Distance from San Benito	TIME-TABLE NO. 47		Distance from Monte Cristo	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						AUGUST 28, 1949				THIRD CLASS			
	763 Local Freight	751 Local Freight								750 Local Freight	762 Local Freight		
	Saturday Only	Daily Except Sunday				STATIONS				Daily Except Sunday	Saturday Only		
		9 45 AM	19	0.0	LS.....SAN BENITO.....TW		73.4			7 10 PM			
		10 10	K8	6.7	.....LA PALOMA.....		66.7			6 40			
		10 25	K12	11.5	.....LOS INDIOS.....		61.9			6 24			
		10 41	K16	15.5	P.....RANGERVILLE.....		57.9			6 08			
		11 05	K22	21.6	LS.....SANTA MARIA.....		51.8			5 44			
		11 27 AM	K29	28.8	.....PROGRESO.....		44.6			5 22			
		12 25 PM	K48	48.1	LS.....HIDALGO.....		25.3			4 24			
		12 55	K56	55.5	.....MADERO.....		17.9			3 54			
	1 30 PM	1 20 PM	A40	58.8	LS.....MISSION.....OWY\$		14.6			3 40 PM	3 30 PM		
	f 1 50		K64	63.9	.....ALTON.....		9.5			f 3 08			
	f 2 00		K66	65.9	.....CANTU.....		7.5			f 3 00			
		2 30 PM	K73	73.4	.....MF JUNCTION.....Y		3.1						
					.....MONTE CRISTO.....		0.0				2 30 PM		
	Saturday Only	Daily Except Sunday					73.4			Daily Except Sunday	Saturday Only		

ED COUCH SUBDIV.—BETWEEN HARGILL AND WESLACO

TRAINS SOUTHWARD				Station Numbers	Distance from Hargill	TIME-TABLE NO. 47 AUGUST 28, 1949	Distance from Weslaco	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS									THIRD CLASS				
		655 Local Freight	653 Local Freight						652 Local Freight	656 Local Freight			
		Saturday Only	Daily Except Saturday and Sunday			STATIONS			Daily Except Saturday and Sunday	Saturday Only			
		1 15 PM	12 15 PM	E 15	0.0	LS..... HARGILL..... WY	22.3		1 40 PM	3 40 PM			
		1 30	12 30	EE 5	5.2	LS..... MONTE ALTO.....	17.1		1 25	3 25			
					8.3	..... ENGLEMAN JCT..... Y	14.0						
					11.4	..... T&NO CROSSING.....	10.9						
		1 45	12 55 PM	EE 11	11.5	LS..... ED COUCH..... W	10.8		1 00 PM	3 05			
		2 20 ⁶⁵⁶ PM		A 19	22.3	LS..... WESLACO..... Y	0.0			2 20 ⁶⁵⁶ PM			
		Saturday Only	Daily Except Saturday and Sunday						Daily Except Saturday and Sunday	Saturday Only			
							22 8						

FAYSVILLE SUBDIV.—BETWEEN FAYSVILLE AND MONTE CHRISTO

TRAINS SOUTHWARD				Station Numbers	Distance from Fayetteville	TIME-TABLE NO. 47 AUGUST 28, 1949	Distance from Monte Cristo	Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS									THIRD CLASS				
			657 Local Freight						658 Local Freight				
			Saturday Only			STATIONS			Saturday Only				
			11 50 AM	E 23	0.0	P..... FAYSVILLE..... Y	10.4		12 55 PM				
					1.1	..... T & N O CROSSING.....	9.3						
			12 22 ⁶⁵⁸ PM	K 73	10.4	..... MONTE CHRISTO.....	0.0		12 22 ⁶⁵⁷ PM				
			Saturday Only						Saturday Only				
							10.4						

EDINBURG SUBDIV.

BETWEEN RAYMONDVILLE AND SAN JUAN

SOUTHWARD

NORTHWARD

SECOND CLASS	Station Numbers	Distance from Raymondville	TIME-TABLE NO. 47 AUGUST 28, 1949	THIRD CLASS	
651 Local Freight				650 Local Freight	654 Local Freight
Daily Except Sunday			STATIONS	Daily Except Saturday and Sunday	Saturday Only
8 30 AM	46	0.0	CS..... RAYMONDVILLE..... WY	2 35 PM	4 25 PM
8 55	E 8	8.6	..... LA SARA.....	2 10	4 00
9 15	E 15	15.4	LS..... HARGILL..... WY	1 50	3 40
9 35	E 23	23.2	P..... FAYSVILLE..... Y	12 10 PM	1 20 PM
		29.5	..... T & N O CROSSING.....	11 50 AM	11 50 AM
9 55	E 30	30.4	LS..... EDINBURG.....	11 30	11 30
10 30 AM	A 29	38.1	LS..... SAN JUAN..... Y	11 00 AM	11 00 AM
Daily Except Sunday				Daily Except Saturday and Sunday	Saturday Only
			88.1		

SAN PERLITA SUBDIV.

BETWEEN RAYMONDVILLE AND SANTA MONICA

SOUTHWARD

NORTHWARD

SECOND CLASS	Station Numbers	Distance from Raymondville	TIME-TABLE NO. 47 AUGUST 28, 1949	THIRD CLASS
557 Local Freight				556 Local Freight
Saturday Only			STATIONS	Saturday Only
5 40 AM	46	0.0	CS..... RAYMONDVILLE..... WY	8 00 AM
6 15	H 8	8.00	LS..... SAN PERLITA.....	7 25
6 30	H 12	11.68	..... WILLAMAR.....	7 10
6 50 ⁵⁵⁶ AM	H 18	18.00	..... SANTA MONICA..... Y	6 50 ⁵⁵⁷ AM
Saturday Only			18.0	Saturday Only

FREEPORT SUBDIV.—BETWEEN ANCHOR AND FREEPORT

13

TRAINS SOUTHWARD				Station Numbers	Distance from Anchor	TIME-TABLE NO. 47 AUGUST 28, 1949		Distance from Freeport	TRAINS NORTHWARD		
THIRD CLASS	SECOND CLASS	FIRST CLASS				FIRST CLASS			SECOND CLASS	THIRD CLASS	
389 Local Freight	387 Local Freight	303 Passenger							304 Passenger		386 Local Freight	388 Local Freight
Daily	Daily Except Sunday	Daily Except Sunday				Daily Except Sunday		Daily Except Sunday	Daily		
	12 50 PM			F22	0.0	LS.....ANCHOR.....Y	21.5			12 30 PM	
6 45 PM	1 15			F18	4.4	CS.....ANGLETON.....WY	17.1			11 50 AM	
					4.4	.....VANDERBILT SUBDIVISION CROSSING.....	17.1			
				F10	11.7	.....ROSS.....	9.8			
	1 50			F8	13.9	.....CLUTE.....	7.6			11 15
7 20 PM	1 55		5 15 PM	F6	15.8	LS.....HOSKINS JCT.....WY§	5.7	7 15 AM		11 05	
	2 10		5 24	F2	19.8	.....VELASCO.....WO§	1.7	7 06		10 53
					20.0	.....BRAZOS RIVER (Draw Bridge)..	1.5			
	2 20 PM		5 30 PM	F0	21.5	LS.....FREEPORT.....WY	0.0	7 00 AM		10 45 AM	
Daily	Daily Except Sunday	Daily Except Sunday					21.5	Daily Except Sunday		Daily	

HOSKINS SUBDIV.—BETWEEN HOSKINS AND HOSKINS JCT.

TRAINS SOUTHWARD				Station Numbers	Distance from Hoskins	TIME-TABLE NO. 47 AUGUST 28, 1949		Distance from Hoskins Junction	TRAINS NORTHWARD	
SECOND CLASS		FIRST CLASS				FIRST CLASS			THIRD CLASS	
	385 Local Freight		303 Passenger						304 Passenger	
	Daily Except Sunday		Daily Except Sunday			Daily Except Sunday		Daily Except Sunday		
	10 00 AM		4 40 PM	F19	0.0	P.....HOSKINS.....WY	12.9	7 50 AM		12 35 PM
	10 20		4 51	F13	4.6	.....MIMS.....	8.3	7 37		12 08 PM
	10 40		5 02	F9	8.9	.....STRATTON RIDGE.....	4.0	7 26		11 48 AM
	10 55 AM		5 15 PM	F6	12.9	LS.....HOSKINS JCT.....WY§	0.0	7 15 AM		11 30 AM
	Daily Except Sunday		Daily Except Sunday				12.9	Daily Except Sunday		Daily Except Sunday

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

2. MAXIMUM SPEED

	MILES PER HOUR		
	Pagr. Trains Diesel Power	Pagr. Trains Steam Power	Freight Trains
Vanderbilt Subdivision.....	79	70	50
Kingsville Subdiv.	59	59	49
Brownsville Subdiv.	59	59	49
Corpus Christi Subdiv:			
Between SAU&G Crossover and North Pleasanton		50	35
Except Engines 1051 to 1073.....		30	30
Between North Pleasanton and M. P 117		55	35
Between M. P. 117 and Corpus Christi..		50	35
Mission Subdiv:			
Between Harlingen and Mercedes.....		50	30
Between Mercedes and McAllen		45	60
Between McAllen and Mission		50	30
Between Mission and Rio Grande City..		30	25
Victoria Subdiv:			
Between Bloomington and Victoria		25	25
Between Bloomington and Seadrift		20	15
Austwell Subdiv.		20	15
Edinburg Subdiv.		25	25
Except Coopers classification engines E-54		20	20
Faysville Subdiv.		20	20
Ed Couch Subdiv.		30	25
Except Coopers classification engines E-54		20	20
River Subdiv:			
Between San Benito and M. P. 13.....		25	20
Between M. P. 13 and Santa Maria.....		15	15
Between Santa Maria and M. P. 48.....		25	20
Between M. P. 48 and Monte Christo....		20	15
Rio Hondo Subdiv.....		20	15
Port Isabel Subdiv:			
Between Place Jct. and Laureles.....		25	20
Between Laureles and Abney		15	15
Between Abney and Port Isabel.....		20	20
San Perlita Subdiv.		25	20
Brownsville Belt		12	12
Brownsville Port Line		15	15
Freeport Subdiv.		35	25
Except between Anchor and Hoskins Jct.		25	20
Hoskins Subdiv.		25	15

3. SPEED RESTRICTIONS

Engines running light in forward movement with or without caboose or rider must not exceed speed of 45 miles per hour. Where maximum speed is less such restrictions will be observed.

Engines running backward with or without cars must not exceed speed of 25 miles per hour, except on subdivisions where maximum freight train speed is 25 miles per hour or less will be restricted to five miles per hour less than such maximum freight train speed.

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

Trains must not exceed speed of 25 miles per hour between absolute signals 2841 (Mile Post 284 pole 3) and 2840 (Mile Post 284) G. C. & S. F. Ry. crossing Bay City.

Trains must not exceed 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 15 or No. 20 turnouts or crossovers. All main track switches are No. 10 turnouts or less except the following which are No. 15 or No. 20 turnouts:

Both ends siding, San Juan,
Both ends siding, Mercedes,
North lead, Harlingen Yard,
Both ends No. 1 track Vanderbilt,
Both ends north siding Vanderbilt,
Both ends siding, Laward,
Both ends siding Francitas,
Both ends siding Blessing,
Both ends siding Buckeye,
Both ends SK siding,
Both ends siding, Allenhurst,
Both ends siding, Sweeny,
Both ends siding, Brazoria,
Both ends siding, Edmonds,
Both ends siding, Angleton,
Both ends siding, Danbury,
Both ends siding, Liverpool,
South end B M Siding.

	MILES PER HOUR	
	Passenger Trains	Freight Trains
VANDERBILT SUBDIV:		
North leg of wye, Algoa	25	25
Jefferson Lake Sulphur spur, M. P. 308.4.....	15	15
Alamo Refinery spur, Mile Post 297.15, straight track	10	10
On curves and in Yard at plant, Alamo Re- finery spur	5	5
Bay City, city limits MP 283 pole 7 to MP 285 pole 8.....	30	30
KINGSVILLE SUBDIV:		
Kingsville: Kleberg Ave. crossing	10	10
King Ave. crossing	10	10
BROWNSVILLE SUBDIV:		
Raymondville, city limits	40	40
Harlingen: Compress crossing.....	15	15
Jackson Street crossing	5	5
Harrison Street crossing	5	5
San Benito, city limits.....	20	20
MISSION SUBDIV:		
Mercedes, Texas Ave.	15	15
Donna, city limits	30	30
Pharr, Edinburg highway crossing just north of depot	10	10
Mission, city limits	30	30
EDINBURG SUBDIV:		
Edinburg-Harriman Ave.....	5	5
CORPUS CHRISTI SUBDIV:		
San Antonio, city limits.....	18	18
Mathis: Highway crossing just south of station.....	15	15
Hubert: Fordyce Sand & Gravel Co. spur.....	10	10
Corpus Christi: Southern Alkali road crossing at main gate..	15	15
Through North and South legs of wye.....	10	10
FREEPORT SUBDIV:		
Brazos River bridge, M.P. 1.2.....	10	10
HOSKINS SUBDIV:		
Bastrop Bayou bridge, M.P. 8.4.....	10	10

3. SPEED RESTRICTIONS: Cont.

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

VANDERBILT SUBDIV:				MILES PER HOUR			
Mile Post	Pole	To	Mile Post	Pole	Pagr.Trains all Streamline Equipment Diesel Power	Pagr.Trains any Conventional Equipment Steam or Diesel Power	Freight Trains
310	28		310	19	70	65	50
309	12		308	25	70	65	50
305	17		305	14	35	35	35
277	28		277	7	55	50	50
276	17		275	10	65	60	50
243	26		243	18	70	65	50
242	17		241	18	70	65	50

KINGSVILLE SUBDIV:						
186	20	184	28	55	50	49
147	4	146	21	55	50	49

MISSION SUBDIV:						
7	5	9	8	35	30	20
12	23	15	6	35	30	20
28	6	30	8	35	30	20
38	28	41	21	15	10	10

RIVER SUBDIV:						
11	8	11	18		10	10
13	11	13	18		10	10

CORPUS CHRISTI SUBDIV:						
12	24	12	32		30	30
147	25	148	1		10	10
148	14	148	19		10	10
149	3	149	10		10	10

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

GCL and I-GN Engines:	Miles Per Hour
301 to 319	50
Except 310	61
320	65
321	50
322	65
323 to 332	50
333	65
334 to 338	50
339	65
341	50
342 to 348	65
349	50
350 to 351	65
352 to 360	50
361 to 389	65
941 to 948	45
1011 to 1030	55
Except 1022, 1027	40
1031 to 1040	53
Except 1036	40
1051 to 1073	53
Except 1066	40
1101 to 1125	63
1151 to 1161	80
1201 to 1280	55
1401 to 1571	55
Diesel 7007 to 7009, 7012 and 7013	98
Diesel 525 to 560	65
Diesel 4112 to 4115	65

3. SPEED RESTRICTIONS: Cont.

MISSOURI PACIFIC ENGINES:

	Miles Per Hour
1 to 173	60
1201 to 1280	55
1401 to 1571	55
5308 to 5316	80
5507 to 5539	80
6401 to 6444	80
6501 to 6516	70
6601 to 6629	80
Diesel 501 to 524	65
Diesel 7000 to 7006	98
Diesel 7010 to 7011	98
Diesel 7014 to 7017	98
Diesel 7100	90

DISABLED ENGINES AND ENGINES IN TOW:

Motor Cars Dead in Tow	50
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DIESEL ENGINES DEAD IN TOW:

With trucks and traction motors in good running condition	
Nos. 501 to 576	50
Nos. 800 to 815	30
Nos. 4100, 4101, 9000, 9100 and 9200 series	35
Nos. 4112 to 4115	50
Nos. 7000 to 7017	50
No. 7100	50

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

With trucks or parts of same not in good running condition—to be moved at speed established on authority of Superintendent.

STEAM ENGINES DEAD IN TOW OR DISABLED UNDER STEAM:

With side rods in position, main rods disconnected	35
Moving backward in tow (side rods in position)	25
With part or all of side rods down	15

With all side rods and main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders

Dead engines must be in charge of messenger, and must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.

With front drivers blocked	20
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Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.

Locomotive blocked account disabled engine truck or trailing truck, or without full set of driving wheels, movement to first siding to clear main tracks

Further movement must be authorized by Superintendent. Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side

With flat spots 3 inches or more on driving tires, MAIN-TAIN SPEED	20
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WORK EQUIPMENT, DERRICKS, CRANES, ETC.

Wrecking Cranes (self-propelled) see table below:

Maximum freight train speed	Permissible speed of trains handling self-propelled wrecking cranes
15 MPH	10 MPH
20 "	15 "
25 "	15 "
30 "	20 "
35 "	20 "
40 "	25 "
45 "	30 "
50 "	30 "

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

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

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

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

Bridge derrick-pile driver (combination machine)..... 25

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

WORK EQUIPMENT, DERRICKS, CRANES, ETC: Cont.

American Ditchers, self-propelling..... Miles Per Hour
25

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

Locomotive Cranes or Clam Shells..... 25

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

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

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

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

Jordan spreaders and spreader-ditchers must be headed in working direction. The plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

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

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

Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.

ARBITRARY HOLDS—PASSENGER TRAINS:

STATION	Train Number	Hold For Division Train	Hold Until	Length of hold	REMARKS
Houston.....	11	Palestine 25	11:45 A.M.	1 Hour	For connection.
Houston.....	15	B. R. I. ....3	9:35 P.M.	15 Minutes	For passengers reported.
Odem.....	15	Corpus Christi .....215	4:30 A.M.	1 Hour	For sleeper.
Odem.....	215	Kingsville 15	5:00 A.M.	1 Hr., 15 Mins.	For sleeper.
Odem.....	216	Kingsville 16	Indefinitely	Indefinitely	For connection.
Odem.....	12	Corpus Christi .....206	11:15 A.M.	45 Minutes	For connection.
Odem.....	11	Corpus Christi .....205	4:45 P.M.	1 Hour	For connection.
Odem.....	205	Kingsville .....11	Indefinitely	Indefinitely	For connection.
Odem.....	206	Kingsville .....12	Indefinitely	Indefinitely	For connection.
Robstown.....	15	Bus .....7043	4:10 A.M.	15 Minutes	For passengers.
Robstown.....	11	Bus .....7059	4:35 P.M.	30 Minutes	For passengers.

EXPLANATION OF CHARACTERS:

- Register stations shown in full face type.
- CS—Continuous train order office.
- LS—Limited train order office
(hours of service specified by bulletin order).
- P—Telephone communication only.
- TP—Telegraph or telephone office; not a train order office.
- D—Diesel Fuel Oil.
- O—Fuel oil.
- W—Water.
- Y—Wye.
- T—Turntable.
- §—Track scales.
- *—Mail crane.

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.
- Trains 215 and 216 will stop at non-stop stations where these trains not scheduled to stop, to discharge revenue passengers from connecting lines, connecting divisions, and from stations on other subdivisions of Kingsville Division.
- Trains 15 and 16 will stop at non-stop stations to discharge passengers holding revenue tickets from connecting lines or connecting divisions.
- Sweeny is a regular stop for No. 16 on Saturdays and Sundays only.

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

Stations	Mile Post	Trains Nos.
Mission subdiv:		
Penitas	47.5	125 126

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	
10	6	
15	4	
20	3	
25	2	24
30	2	
35	1	43
40	1	30
45	1	20
49	1	13
50	1	12
55	1	5
59	1	1
60	1	
65		55
70		51
75		48
79		46

ST. L. B. and M. EMPLOYES HOSPITAL ASSOCIATION

DR. C. M. SUBLETT, Chief Surgeon KINGSVILLE, TEXAS

DR. E. J. ASHCRAFT, District Surgeon
Harlingen, Texas

Local Surgeons must be called, if available, to give first aid to employee, passenger or any other person injured by or upon any train of this Railroad. If Local Surgeon is not available, any other surgeon may be called upon. If the injured person is a trespasser upon the right-of-way of this company, such person must be turned over to the county authorities of the county in which the injury occurred.

Hospital ambulance will meet patients who are on cots, sick or injured. Do not call or wire for ambulance where patients can be carried to hospital in automobile. Conductors when wiring Chief Surgeon or Dispatcher state whether ambulance or automobile will be needed.

If any emergency requires that an employee be put in a hospital other than at Kingsville, the Chief Surgeon at Kingsville must be telegraphed immediately for further instructions. Such telegraphic notification must be made by the supervisor or official authorizing the hospitalization.

LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION	NAME	LOCATION
Dr. Hebert Mertz.....	Alvin, Texas	Dr. A. Philo Howard & Staff of		Dr. Ervin E. Baden.....	Raymondville, Texas
Dr. Wm. C. Holt.....	Angleton, Texas	Houston Clinic.....	Houston, Texas	Dr. George E. Bennack.....	Raymondville, Texas
Dr. Geo. E. Glover.....	Austwell, Texas	Dr. Jas. H. Hollimon.....	Houston, Texas	Dr. Chas. C. Conley.....	Raymondville, Texas
Dr. B. E. Simons.....	Bay City, Texas	Dr. Percy E. Lows.....	Houston, Texas	Dr. T. C. Meitzner.....	Refugio, Texas
Dr. Dewey W. Peace.....	Bishop, Texas	Dr. Thos. E. Lowe.....	Houston, Texas	Dr. D. R. Tompkins.....	Refugio, Texas
Dr. L. M. Barnett.....	Bishop, Texas	Dr. Heinrich Lamm.....	LaFeria, Texas	Dr. W. T. Wiles.....	Riviera, Texas
Dr. G. R. Taylor.....	Brazoria, Texas	Dr. O. W. Heins.....	Lyford, Texas	Dr. W. F. Frasheur.....	Robstown, Texas
Dr. Geo. R. Dashiell.....	Brownsville, Texas	Dr. M. R. Lawler.....	Mercedes, Texas	Dr. N. T. Gibson.....	Robstown, Texas
Dr. Ralph H. Eiseman.....	Brownsville, Texas	Dr. Edw. G. Smith.....	Mercedes, Texas	Dr. Jas. D. Casey.....	San Benito, Texas
Dr. Thurman A. Kinder, Jr.....	Brownsville, Texas	Dr. Octavio Garcia.....	McAllen, Texas	Dr. C. M. Cash.....	San Benito, Texas
Dr. W. E. Spivey.....	Brownsville, Texas	Dr. S. Joe McKinsey.....	McAllen, Texas	Dr. Nelson W. Haas.....	San Benito, Texas
Dr. L. M. Draper.....	Corpus Christi, Texas	Dr. Alf S. Osborn.....	McAllen, Texas	Dr. S. M. Parker.....	San Benito, Texas
Dr. Y. C. Smith.....	Corpus Christi, Texas	Dr. Frank E. Osborn.....	McAllen, Texas	Dr. F. S. Ewing.....	Sinton, Texas
Dr. M. J. Perkins.....	Corpus Christi, Texas	Dr. M. Smith.....	McAllen, Texas	Dr. J. H. Laughlin.....	Sweeny, Texas
Dr. Cedric Priday.....	Corpus Christi, Texas	Dr. J. G. Harrison.....	McAllen, Texas	Dr. Jos. V. Hopkins.....	Victoria, Texas
Dr. C. P. Yeager.....	Corpus Christi, Texas	Dr. Allen K. Hall.....	Mission, Texas	Dr. Allan C. Shields.....	Victoria, Texas
Dr. Franklin P. Yeager.....	Corpus Christi, Texas	Dr. James E. Martin.....	Mission, Texas	Dr. F. B. Shields.....	Victoria, Texas
Dr. John W. Matthews.....	Edinburg, Texas	Dr. Thos. R. Burnett.....	Mission, Texas	Dr. Jack R. Ellis.....	Weslaco, Texas
Dr. L. J. Montague.....	Edinburg, Texas	Dr. Pat M. Riley.....	Mission, Texas	Dr. Thos. W. Glass.....	Weslaco, Texas
Dr. J. L. DeWitt.....	Elsa, Texas	Dr. J. A. Sowlen.....	Mission, Texas	Dr. J. Bryan Ivy.....	Weslaco, Texas
Dr. E. J. Ashcraft, Sr.....	Harlingen, Texas	Dr. K. J. Scott.....	Pharr, Texas	Dr. E. L. McCalip.....	Weslaco, Texas
Dr. Fred'k E. Caldiera.....	Harlingen, Texas	Dr. James A. Hockaday.....	Port Isabel, Texas	Dr. Arch Corley Koontz.....	Woodsboro, Texas
		Dr. T. Q. Melcher.....	Port Lavaca, Texas	Dr. H. H. Shipp.....	Woodsboro, Texas

EYE, EAR, NOSE AND THROAT SPECIALISTS

Dr. L. W. O. Janssen.....	Corpus Christi, Texas	Dr. O. V. Lawrence.....	Brownsville, Texas
Dr. T. J. LaMotte.....	Harlingen, Texas	Dr. J. C. Withers.....	Brownsville, Texas
Dr. E. J. Ashcraft, Jr.....	Harlingen, Texas	Dr. J. B. Casey.....	McAllen, Texas
		Dr. W. W. Sale.....	Victoria, Texas

INTERNISTS AND CARDIOLOGISTS

Dr. John J. Sloan.....	Corpus Christi, Texas
Dr. Frederick W. Steinberg.....	San Antonio, Texas
Dr. Abbe A. Ledbetter.....	Houston, Texas

PATHOLOGISTS

Dr. J. F. Pilcher.....	Corpus Christi, Texas
Dr. David A. Todd.....	San Antonio, Texas
Dr. B. F. Stout.....	San Antonio, Texas

DERMATOLOGISTS

Dr. C. D. Stewart.....	Corpus Christi, Texas
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UROLOGISTS

Dr. G. Turner Moller.....	Corpus Christi, Texas
Dr. R. V. StJohn.....	Corpus Christi, Texas
Dr. Phil A. Bleakney.....	Harlingen, Texas
Dr. John P. Packard.....	Harlingen, Texas
Dr. J. M. Venable.....	San Antonio, Texas

GENERAL SURGEONS

Dr. C. S. Venable.....	San Antonio, Texas
Dr. Cornelius Olcott.....	Harlingen, Texas

ORTHOPEDIC SURGEONS

Dr. Chas. Scott Venable.....	San Antonio, Texas
Dr. Frank F. Parrish.....	Houston, Texas

THORACIC SURGEONS

Dr. H. T. Barkley.....	Houston, Texas
Dr. J. E. Dailey.....	Houston, Texas

RADIOLOGISTS

Dr. Leslie Moyer Garrett.....	Corpus Christi, Texas
Dr. Jas. Robert Riley.....	Corpus Christi, Texas
Dr. W. E. Riley.....	Corpus Christi, Texas
Dr. Robt. N. Smith.....	Harlingen, Texas

CONSULTANT DENTAL SURGEONS

Dr. John J. Califa.....	Kingsville, Texas
Dr. Lee Brown.....	Corpus Christi, Texas
Dr. Geo. W. Diehl.....	Harlingen, Texas
Dr. D. C. Rose.....	Harlingen, Texas

MISSOURI PACIFIC LINES EMPLOYES HOSPITAL ASSOCIATION

LOCAL SURGEONS

NAME	LOCATION
Dr. C. D. Gipson.....	Three Rivers, Texas
Dr. C. D. Williamson.....	Three Rivers, Texas
Dr. D. W. Davis.....	Three Rivers, Texas
Dr. W. A. Guynes.....	Mathis, Texas
Dr. O. W. Sansom.....	George West, Texas
Dr. A. H. Voss.....	Odem, Texas
Dr. John R. Thomas.....	Corpus Christi, Texas
Dr. Jerome Nast.....	Corpus Christi, Texas
Dr. Robert Sigler.....	Corpus Christi, Texas
Dr. R. M. McCary.....	Freeport, Texas

EYE, EAR, NOSE AND THROAT

NAME	LOCATION
Dr. Edgar G. Mathis.....	Corpus Christi, Texas
Dr. C. N. Meador.....	Corpus Christi, Texas