

## DIVISION OFFICERS

A. F. JUDD..... Superintendent..... Kingsville, Texas

W. WICKER..... Superintendent,  
Houston Terminal  
(M. P. Lines)..... Houston, Texas

R. D. MORRIS..... Trainmaster  
Vanderbilt,  
Kingsville,  
Corpus Christi,  
Austwell,  
Victoria,  
Subdivs..... Kingsville, Texas

G. D. RICHEY..... Trainmaster,  
Brownsville,  
Mission,  
Edinburg,  
Ed Couch,  
San Perlita,  
Subdivs.,  
S. B. & R. G. V. Ry. Harlingen, Texas

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

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

J. C. BOWDEN..... Division  
Trainmaster..... Kingsville, Texas

W. H. WALSH..... Night Chief  
Dispatcher..... Kingsville, Texas

H. N. HARREL..... Asst. Chief  
Dispatcher..... Kingsville, Texas

W. T. MATHIS..... Asst. Chief  
Dispatcher..... Kingsville, Texas

J. L. JONES..... Dispatcher..... Kingsville, Texas

V. L. CHISM..... Dispatcher..... Kingsville, Texas

R. E. DIXON..... Dispatcher..... Kingsville, Texas

J. H. GREEN..... Dispatcher..... Kingsville, Texas

P. H. LESSIG..... Dispatcher..... Kingsville, Texas

C. A. PERRY..... Dispatcher..... Kingsville, Texas

R. S. SLAY..... Dispatcher..... Kingsville, Texas

R. G. SWINDLER..... Dispatcher..... Kingsville, Texas

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. 49

Effective 12:01 A. M.

SUNDAY, DECEMBER 7, 1952

CENTRAL STANDARD TIME

Superseding Timetable No. 48, dated July 22, 1951,  
and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY  
COPY OF SPECIAL INSTRUCTIONS No. 9  
DATED DECEMBER 7, 1952.

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

R. P. HART, Chief Operating Officer

L. A. GREGORY, Ass't Chief Operating Officer  
and General Superintendent  
Transportation

S. HAMMER, General Manager

E. C. SHEFFIELD, Ass't. General Manager

E. W. HARGRAVE, Ass't General Superintendent  
Transportation

## SPECIAL INSTRUCTIONS

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

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

**RULE B:** Employees must have a proper understanding and working knowledge of and obey all rules and instructions in whatever form issued, applicable to or affecting their duties. If in doubt as to their meaning, employees must apply to the proper officer for an explanation.

When properly authorized, rules may be cancelled, superseded or changed by:

- (1) General Order,
- (2) Special instructions in the timetable or in pamphlet form,
- (3) Paster in the book of rules.

**RULE E** (in part): Employees must render every assistance in their power in carrying out the rules and instructions. Courteous cooperation between employees is required for proper functioning under the rules and instructions.

**RULE 107** (in part): Conductors and engineers must bring about cooperation between all members of the crew.

Both the conductor and engineer are responsible for the safety of the train and the observance of the rules.

Although engineers are under the direction of the conductor regarding the supervision of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

Where safety of trains and observance of rules are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

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

**RULE 101** (in part): Conductors and engineers must inform themselves of conditions, and during and after excessive rains, heavy storms, fogs, or any condition which may restrict visibility or affect condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY, and if in doubt of being able to proceed safely, train must be placed in siding until it is safe to proceed.

When storms, fogs, or other conditions obscure track or signals from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, REGARDLESS OF LOSS OF TIME.

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

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

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

### NOTE WELL AND REMEMBER:

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

Sinc

General Manager

## ATTENTION TRAIN AND ENGINE CREWS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

  
Chief Operating Officer

VANDERBILT SUBDIV.—ALGOA TO VANDERBILT

TIME-TABLE  
NO. 49

DECEMBER 7, 1952

TRAINS SOUTHWARD

Station Numbers	Distance from Brownsville	Stations	Siding Capacity in Cars	FIRST CLASS			SECOND CLASS		THIRD CLASS	
				11	15		61	81	591	
				Passenger	Passenger		Red Ball Freight	Red Ball Freight	Local Freight	
				Daily	Daily		Daily	Daily	Daily Except Sunday	
377.0		CS... SETTEGAST YARD... WDO&Y					7 40 PM	10 15 PM	8 30 AM	
372	371.8	CS... HOUSTON (Union Station) ... 3.7	Yard	11 15 AM	9 20 PM					
368	368.1	CS... NEW SOUTH YARD... 24.9	Yard				8 15	10 50	9 05	
343	343.2	ALGOA		f 12 04 PM	f 10 13 PM		9 10 PM	11 45 PM	10 00 AM	
		0.4								
		P... BM SIDING	Y 210							
		9.4								
333	333.4	P... LIVERPOOL	125							
		6.1								
327	327.3	LS... DANBURY	125	f 12 20						
		7.2								
		FREPORT SUBDIV. CROSSING								
		0.1								
321	320.0	CS... ANGLETON	Y 125	s 12 29	s 10 45					
		3.6								
316	316.3	P... EDMONDS	128							
		7.7								
309	308.6	LS... BRAZORIA	125	s 12 41	s 11 02					
		3.1								
		P... DRAW BRIDGE / San Bernard River								
		4.7								
301	300.8	LS... SWEENEY	D 125	s 12 53	s 11 17					
		3.7								
297	297.1	P... ABERCROMBIE								
		5.4								
292	291.7	P... ALLENHURST	125							
		7.6								
		GC&SF CROSSING								
		0.3								
284	283.8	LS... BAY CITY	Y	s 1 10	s 11 45 PM					
		0.1								
		SK SIDING	125							
		8.5								
275	275.2	P... BUCKEYE	125							
		5.6								
270	269.6	P... ELMATON	65							
		4.9								
		T&NO CROSSING								
		0.1								
265	264.6	LS... BLESSING	125	a 1 37	s 12 19 AM					
		7.3								
257	257.3	P... FRANCITAS	125							
		7.6								
250	249.7	LS... LAWARD	125	f 1 54						
		4.8								
245	244.9	LS... LOLITA	95							
		4.8								
240	240.1	CS... VANDERBILT	DT Yard	s 2 06 PM	s 12 54 AM		11 40 PM	2 35 AM	4 55 PM	
		Passenger 131.7 Freight 136.9		Daily	Daily		Daily	Daily	Daily Except Sunday	

Signal Indication Both Opposing and Following Movements

A B S

Via H&AT & CC&SF Rys

VANDERBILT SUBDIV.—VANDERBILT TO ALGOA

Station Numbers	Distance from Brownsville	TIME-TABLE NO. 49 DECEMBER 7, 1952	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		
377.0	CS	SETTEGAST YARD	WDO	Y				9 00 AM	8 05 PM	4 05 PM	
372	371.8	CS	HOUSTON (Union Station)	Yard	7 30 AM	3 15 PM					
368	368.1	CS	NEW SOUTH YARD	Yard				8 25	7 15	3 30	
				Via HB&I & GC&SF Rys.							
343	343.3		ALGOA		f 6 30 AM	f 2 25 PM		7 00 AM	5 35 PM	2 00 PM	
	342.8	P	BM SIDING	Y							
333	333.4	P	LIVERPOOL	*							
327	327.3	LS	DANBURY	*		f 2 09					
	320.1		FREEPORT SUBDIV. CROSSING								
321	320.0	CS	ANGLETON	Y	f 5 41	s 1 59					
316	316.3	P	EDMONDS	*							
309	308.6	LS	BRAZORIA	*	f 5 27	s 1 47					
	305.5	P	DRAW BRIDGE								
	301	300.8	LS	SWEENEY	D	a 5 12	s 1 35				
	297	297.1	P	ABERCROMBIE	*						
	292	291.7	P	ALLENHURST	*						
	284.1		GC&SF CROSSING								
	284	283.8	LS	BAY CITY	Y	s 4 49	s 1 17				
	283.7		SK SIDING								
	275	275.2	P	BUCKEYE	*						
	270	269.6	P	ELMATON	*						
	264.7		T&NO CROSSING								
	265	264.6	LS	BLESSING	*		s 12 46				
	257	257.3	P	FRANCITAS	*						
	250	249.7	LS	LAWARD	*		f 12 29				
	245	244.9	LS	LOLITA	*						
	240	240.1	CS	VANDERBILT	DT	s 3 30 AM	s 12 16 PM	1 50 AM	12 16 PM	7 00 AM	
				Passenger 131.7 Freight 136.9							
				Daily	Daily			Daily	Daily	Daily Except Sunday	

Signal Indication Both Opposing and Following Movements

A B S

## KINGSVILLE SUBDIV.—VANDERBILT TO KINGSVILLE YARD

Station Numbers	Distance from Brownsville	TIME-TABLE NO. 49 DECEMBER 7, 1952		Siding Capacity in Cars	TRAINS SOUTHWARD							
					FIRST CLASS		SECOND CLASS		THIRD CLASS			
					15 Passenger	11 Passenger	81 Red Ball Freight	61 Red Ball Freight	593 Local Freight			
STATIONS					Daily	Daily	Daily	Daily	Daily Except Sunday			
240	240.1	A B S See Note	CS... VANDERBILT.....DT	Yard	s 12 54 <sup>80</sup> AM	s 2 06 PM		3 30 <sup>16</sup> AM	11 50 PM		6 00 AM	
230	229.5		P... CARR.....	125								
224	224.2		LS... PLACEDO.....*			f 1 17	f 2 26					
	224.1		T&NO CROSSING.....									
219	219.3		OS... BLOOMINGTON.....Y	125	s 1 24	s 2 34						
209	209.4		LS... McFADDIN.....*	96	1 39	a 2 46		4 40	12 43 AM		7 10	
205	205.7		P... INARI.....	125	1 44	2 51		4 47	12 49		7 20	
198	198.2		P... VIDAURI.....*	96	1 52	3 00		4 59	1 00		7 35	
193	193.4		P... GRETA.....	96	1 58	3 06		5 09	1 08		7 45	
	187.0		P... NF SIDING.....	95	2 05 <sup>16</sup>	3 13		5 19	1 18		7 55	
186	186.0	LS... REFUGIO.....	94	s 2 14	s 3 17		5 29	1 21		8 10		
180	180.0	LS... WOODSBORO.....*	101	2 25	a 3 24		5 45	1 43 <sup>16</sup>		8 35		
174	173.8	P... CRANELL.....	40	2 34	3 32		6 01	2 00		8 50		
169	168.9	P... EWELDER.....	96	2 40	3 37		6 15	2 09		9 05		
162	162.1	LS... SINTON.....Y	67	s 2 50	s 3 46		6 40	2 20		9 20 <sup>592</sup>		
	162.0	T&NO CROSSING.....										
	161.3	P... JX SIDING.....	93	2 53	3 48		6 45	2 23		9 41 <sup>60</sup>		
	155.0	OD SIDING.....	95	3 00	3 56		6 55	2 35		9 55		
155	154.5	OS... ODEM.....Y	Yard	s { 3 10 3 30	s { 4 05 4 15		7 20	2 52		10 30 <sup>12</sup>		
	154.5	CORPUS CHRISTI SUBDIVISION CROSSING.....										
152	151.6	P... ANGELITA.....	85	3 36	4 19		7 30	3 15		10 45		
148	148.1	LS... CALLEN.....*	94	3 41	4 23		7 40 <sup>592</sup>	3 21		10 55		
	141.4	TEX.-MEX. CROSSING.....										
141	141.4	LS... ROBSTOWN.....§	154	s 3 55 <sup>61</sup>	s 4 35		8 15	3 55 <sup>15</sup>		11 35		
132	132.1	LS... DRISCOLL.....*	105	4 07	4 45		8 55 <sup>60</sup>	4 25		11 55 AM		
125	124.9	LS... BISHOP.....	94	s 4 15	f 4 53		9 35 <sup>12</sup>	4 40		12 15 PM		
119	118.6	OS... KINGSVILLE.....		s 4 30 AM	s 5 05 PM							
	118.4	KINGSVILLE YARD...DT §	Yard				9 55 AM	5 20 AM		12 40 PM		
					Daily	Daily	Daily	Daily		Daily Except Sunday		

NOTE—Between North Siding Switch McFaddin and Vanderbilt, Signal Indication, both Opposing and Following Movements.

# KINGSVILLE SUBDIV.—KINGSVILLE YARD TO VANDERBILT

5

Station Numbers	Distance from Brownsville	TIME-TABLE NO. 49 DECEMBER 7, 1952		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	A R S See Note	CS VANDERBILT DT	Yard	s 12 16 PM	s 3 30 <sup>81</sup> AM		11 50 AM	12 54 <sup>15</sup> AM		1 40 PM	
230	229.5		P CARR	125								
224	224.2		LS PLACEDO *		f 11 58 AM							
224.1			T&NO CROSSING									
219	219.3		CS BLOOMINGTON Y	125	s 11 52	s 2 50						
209	209.4		LS McFADDIN *	98	a 11 40	2 36		11 00	11 29 PM		12 20	
205	205.7		P INARI	125	11 35	2 31		10 54	11 22		12 10 PM	
198	198.2		P VIDAURI *	98	11 27	2 22		10 43	11 12		11 55 AM	
193	193.4		P GRETA	98	11 22	2 16		10 36	11 05		11 45	
187	187.0		P NF SIDING	95	11 15	2 05 <sup>15</sup>		10 27	10 57		11 30	
186	186.0		LS REFUGIO	94	s 11 13 <sup>592</sup>	s 1 53		10 25 <sup>592</sup>	10 55		11 13 <sup>12</sup> 10 25 <sup>60</sup>	
180	180.0		LS WOODSBORO *	101	a 11 03	1 43 <sup>61</sup>		10 15	10 45		10 05	
174	173.6	P CRANELL	40	10 55	1 35		10 05	10 35		9 50		
169	168.9	P EWELDER	98	10 50	1 29		9 55	10 27		9 35		
162	162.1	LS SINTON Y	67	s 10 42	s 1 19		9 44	10 18		9 20 <sup>598</sup>		
162.0		T&NO CROSSING										
161	161.3	P JX SIDING	93	10 39	1 16		9 41 <sup>598</sup>	10 15		8 57		
155	155.0	P OD SIDING	95	10 32	1 07		9 32	10 05		8 45		
155	154.5	CS ODEM Y	Yard	s 10 30 <sup>593</sup>	s 1 05		9 30	10 00		8 40		
154.5		CORPUS CHRISTI SUBDIVISION CROSSING										
152	151.6	P ANGELITA	35	10 09	12 34		9 25	8 45		8 07		
148	148.1	LS CALLEN *	94	10 05	12 30		9 20	8 35		7 40 <sup>81</sup>		
141	141.4	LS ROBTOWN §	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 <sup>81</sup>	7 50		6 45		
125	124.9	LS BISHOP	94	f 9 35 <sup>81</sup>	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 DT §	Yard				8 30 AM	7 05 PM		6 00 AM		
							Daily	Daily		Daily Except Sunday		

NOTE—Between North Siding Switch McFaddin and Vanderbilt, Signal Indication, both Opposing and Following Movements.

# 6 BROWNSVILLE SUBDIV.—BETWEEN KINGSVILLE AND BROWNSVILLE

TRAINS SOUTHWARD				Station Numbers	Distance from Brownsville	TIME-TABLE NO. 49		Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS				DECEMBER 7, 1952			FIRST CLASS		SECOND CLASS	
81 Red Ball Freight	61 Red Ball Freight	11 Passenger	15 Passenger			12 Passenger	16 Passenger		60 Red Ball Freight	80 Red Ball Freight		
Daily	Daily	Daily	Daily	STATIONS				Daily	Daily	Daily	Daily	
		s 5 10 PM	s 4 40 AM	119	118.6	OS	KINGSVILLE	0.2	s 9 20 AM	s 11 30 PM		
10 30 AM	6 45 AM	5 12	4 42		118.4	KINGSVILLE YARD	DT	Yard	9 18	11 25	7 30 AM	6 05 PM
10 50	7 05	5 20	4 50	112	112.0	P	RIO ARDO	6.4	9 11	11 16	7 05	5 45
11 10	7 20	5 30	5 00	103	103.1	P	RIVIERA	8.9	9 02	11 06	6 45	5 30
11 25	7 30	5 37	5 07	98	97.6	LS	SARITA	5.5	8 56	10 59	6 30	5 00
11 40	7 40	5 45	5 15	91	90.7	P	MIFFLIN	6.9	8 48	10 51	6 15	4 40
11 55 AM	7 53	5 54	5 24	83	82.8	P	TURCOTTE	7.9	8 39	10 41	5 55	4 20
12 15 PM	8 33	6 01	5 32	77	77.0	P	ARMSTRONG	5.8	8 33	10 33	5 32	4 05
12 35	8 55	6 12	5 43	68	67.6	P	NORIAS	9.4	8 23	10 19	5 05	3 45
12 48	9 10	6 20	5 52	61	60.5	P	RUDOLPH	7.1	8 15	10 10	4 50	3 30
1 05	9 25	6 29	6 02	52	52.4	P	YTURRIA	8.1	8 06	9 59	4 35	3 10
1 15	9 35	6 34	6 08		48.0		BB SIDING	4.4	8 01	9 53	4 26	3 00
1 20	10 00	6 39	6 15	48	46.4	OS	RAYMONDVILLE	1.6	7 58	9 50	4 23	2 55
1 35	10 30	6 45	6 22	41	41.4	LS	LYFORD	5.0	7 50	9 40	4 10	2 40
1 50	10 45	6 51	6 28	37	36.9	LS	SEBASTIAN	4.5	7 45	9 34	4 00	2 30
2 15	11 05	7 00	6 37	30	29.5	P	COMBES	7.4	7 37	9 25	3 45	2 15
					26.8		T & N O CROSSING	2.7				
2 30 PM	11 59 AM	7 05	6 42		25.6	OS	HARLINGEN YARD	1.2	7 32	9 17	3 30	2 00 PM
	12 15 PM	7 20	6 45	25	24.8		HARLINGEN	0.8	7 30	9 15	2 21	
	12 20	7 22	7 04		24.7		HN SIDING	0.1	7 22	8 57	2 20	
	1 00	7 35	7 11	19	19.0	LS	SAN BENITO	5.7	7 11	8 41	2 10	
	1 15	7 42	7 24	14	14.1	P	RUSSELLTOWN	4.9	7 04	8 35	1 30	
	1 30	7 48	7 31	9	9.0	P	OLMITO	5.1	6 58	8 28	1 20	
	2 00 PM	7 58	7 45		0.7	LS	BROWNSVILLE YARD	8.3	6 47	8 17	1 00 AM	
		8 10 PM	8 00 AM	0	0.0		BROWNSVILLE	0.7	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. 49 DECEMBER 7, 1952	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	135 Local Freight	115 Passenger					116 Passenger	580 Red Ball Freight	596 Local Freight	136 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	<sup>596</sup> 3 00 PM					CS HARLINGEN YARD..... DY\$	Yard		<sup>581</sup> 1 35 PM	<sup>581</sup> 3 00 PM		
8 35	8 15		7 15	A4	4.3	STUART PLACE.....	82	8 25	1 15	2 20		
				A6	6.2	ADAMS GARDENS.....						
9 00	8 25		7 22	A8	8.3	LS LA FERIA.....	156	s 8 15	12 55	2 00		
9 45	8 40		7 34	A14	13.9	LS MERCEDES.....	70	s 7 50	12 35	1 20		
10 30	8 55		7 45	A19	18.8	LS WESLACO..... Y	73	s 7 33	<sup>596</sup> 12 20 PM	<sup>580</sup> 12 20 PM		
<sup>596</sup> 11 10	4 10		7 56	A23	22.8	LS DONNA.....	111	s 7 25	12 05 PM	<sup>597</sup> 11 10 AM		
11 25	4 20		8 06	A27	26.9	LS ALAMO.....	84	s 7 12	11 50 AM	10 45		
<sup>580</sup> 11 40 AM	4 30		8 13	A29	29.3	LS SAN JUAN..... Y	91	s 7 02	<sup>597</sup> 11 40 AM	10 20		
12 30 PM	4 45		8 21	A31	31.0	LS PHARR.....	50	s 6 55	11 30	9 55		
1 45	5 00		<sup>596</sup> 8 36	A34	34.2	LS McALLEN.....	80	s 6 45	11 20	<sup>115</sup> 8 36		
					34.5	T&NO Crossing.....						
2 30 PM	5 15 PM	9 00 AM	8 55 AM	A40	40.0	LS MISSION..... DY\$	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 CARRIZOLOS.....					11 50 AM	
		10 10		A60	59.8	RATCLIFF.....	14				11 35	
		10 50 AM		A73	73.3	LS RIO GRANDE CITY..... Y	Yard				11 00 AM	
Daily Except Sunday	Daily	Daily Except Sunday	Daily					Daily	Daily	Daily Except Sunday	Daily Except Sunday	
					73.3							

Station Numbers	Distance from San Antonio	TIME-TABLE NO. 49 DECEMBER 7, 1952		Siding Capacity in Cars	TRAINS SOUTHWARD								
					FIRST CLASS				SECOND CLASS		THIRD CLASS		
					205	215			267		291		
					Passenger	Passenger			Red Ball Freight		Local Freight		
STATIONS					Daily	Daily			Daily		Daily Except Sunday		
G 0	0.0	CS	SAN ANTONIO	DT§	Yard	12 30 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 41 PM				8 15 PM		7 35 AM	
G 7	6.7	P	SAN JOSE		34	12 48				8 25		7 45	
G 13	12.6	P	CASSIN		33	12 56				8 40		7 57	
G 21	20.3	P	ROSIDING		70	1 08 <sup>206</sup>				8 56		8 13	
G 27	26.6	LS	LEMING		23	1 17 <sup>290</sup>				9 09		8 25	
G 32	32.7		PLEASANTON JUNCTION										
G 33	33.7	P	NORTH PLEASANTON	Y	Yard	1 26				9 25		8 40	
G 34	34.3	LS	PLEASANTON		19	1 34				9 27		8 45	
G 39	38.8	P	COUGHRAN		19	1 40				9 37		8 55	
G 46	46.3	P	McCOY		32	1 49				9 53		9 10	
G 55	55.2	LS	CAMPBELLTON		75	2 00				10 11		9 28	
G 63	63.3	LS	WHITSETT	*	32	2 10				10 26		9 46	
G 68	68.0	P	SUNILAND		28	2 16				10 36		9 55	
G 77	77.3	LS	THREE RIVERS		60	2 28				10 53		10 35 <sup>290</sup>	
G 84	83.5	P	IKE		25	2 37				11 05		10 55	
G 88	88.1	LS	GEORGE WEST		75	2 44				11 20		11 28 <sup>206</sup>	
G 94	93.5	P	MIKESKA		27	2 51				11 40 <sup>266</sup>		11 55 AM	
G 100	100.6	P	DINERO	*	25	3 00				11 57 PM		12 10 PM	
G 104	103.8	LS	MOUNT LUCAS		75	3 04				12 04 AM		12 20	
G 107	107.3	P	CORNELIA		25	3 09				12 25		12 30	
	113.0		T&NO CROSSING										
G 113	113.0	LS	MATHIS		38	3 18				12 50		12 45	
G 120	120.8	P	DICKEY		75	3 28				1 12		1 05	
G 124	123.9	P	HUBERT		27	3 33				1 40		1 15	
G 126	126.1		EDROY		37	3 36				1 50		1 20	
G 132	132.2	CS	ODEM	Y	Yard	3 50				2 05		2 00	
	132.2		KINGSVILLE SUBDIVISION CROSSING			4 15				3 45 <sup>215</sup>			
G 141	141.2	P	VIOLA		100	4 28				4 28		2 20	
G 146	145.6	P	NUCES			4 34							
	148.6	LS	CORPUS CHRISTI YARD	DY§	Yard	4 40				5 30 AM		2 40 PM	
	148.7		NORTH WYE			4 41							
	149.4		T&NO CROSSING										
G 150	149.5		CORPUS CHRISTI			4 55 PM							
						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. 49 DECEMBER 7, 1952		Stiding 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 DT§	Yard	1 55 PM				5 45 AM		8 10 PM	
See Current Time Table San Antonio Division between S.A.U.G. Cross Over and San Antonio												
G8	146.2	P	S. A. U. & G. CROSS OVER		1 39 PM				4 55 AM		2 50 PM	
G7	142.8	P	SAN JOSE	34	1 29				4 30		2 40	
G13	136.9	P	CASSIN	33	1 19				4 05		2 25	
G21	129.2	P	RO SIDING	70	1 08 <sup>205</sup>				3 40		2 05	
G27	122.9	LS	LEMING	23	12 55 <sup>290</sup>				3 20		1 17 <sup>205</sup> 12 45 <sup>206</sup>	
G32	116.8		PLEASANTON JUNCTION									
G33	115.8	P	NORTH PLEASANTON	Y Yard	s 12 45				3 00		12 20	
G34	115.2	LS	PLEASANTON	19	s 12 40				2 30		12 10 PM	
G39	110.7	P	COUGHRAN	19	12 31				2 10		11 50 AM	
G46	103.2	P	McCOY	32	12 22				1 55		11 35	
G55	94.3	LS	CAMPBELLTON	75	s 12 11				1 35		11 20	
G63	86.2	LS	WHITSETT	32	12 01 PM				1 15		11 05	
G88	81.5	P	SUNILAND	28	11 55 AM				1 00		10 55	
G77	72.2	LS	THREE RIVERS	60	s 11 43				12 35		10 35 <sup>291</sup>	
G84	66.0	P	IKE	25	11 34				12 10 AM		9 50	
G88	61.4	LS	GEORGE WEST	75	s 11 28 <sup>291</sup>				11 59 PM		9 35	
G94	56.0	P	MIKESKA	27	11 20				11 40 <sup>267</sup>		9 20	
G100	48.9	P	DINERO	25	11 11				11 11		9 05	
G104	45.7	LS	MOUNT LUCAS	75	11 07				11 00		8 55	
G107	42.2	P	CORNELIA	25	11 02				10 52		8 40	
	36.5		T&NO CROSSING									
G113	36.5	LS	MATHIS	38	s 10 54				10 40		8 30	
G120	28.1	P	DICKEY	75	10 45				10 26		7 56	
G134	25.6	P	HUBERT	27	10 41				10 20		7 50	
G136	23.4		EDROY	37	10 38				10 15		7 45	
G132	17.3	CS	ODEM	Y Yard	s 10 30	s 12 15 AM			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	NUECES		9 58	11 55 PM						
	0.9	LS	CORPUS CHRISTI YARD	Y 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. 49 DECEMBER 7, 1952			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								548 Local Freight			Daily Except Sunday		552 Local Freight		
						STATIONS									
			10 30 AM	R14	13.6	LS	VICTORIA	Y	36.2	Yard	7 30 AM				
					12.6		T&NO CROSSING		35.2						
		6 00 AM	11 30 AM	219	0.0	CS	BLOOMINGTON	Y	22.6	Yard	6 30 AM			11 50 AM	
				C3	3.0		PORTILLO		19.6	24					
		6 20		C5	5.0		HEYSER	Y	17.6					11 30	
		8 50		C10	10.3		GREEN LAKE		12.3	30				11 05	
		9 15		C12	12.5		NORTH SEADRIFT		10.1	31				10 50	
		9 25		C14	14.0		LONG MOTT		8.6	20				10 40	
		9 35		C20	19.7	LS	SEADRIFT	Y	2.9					10 15 AM	
		10 00 AM			22.6		END OF TRACK		0.0						
		Daily Except Sunday	Daily Except Sunday						36.2		Daily Except Sunday			Daily Except Sunday	

AUSTWELL SUBDIV.—BETWEEN AUSTWELL AND HEYSER

TRAINS SOUTHWARD				Station Numbers	Distance from Heyser	TIME-TABLE NO. 49 DECEMBER 7, 1952			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							
						STATIONS									
			6 20 AM	C5	0.0		HEYSER	Y	16.6		8 50 AM				
		f	7 05	CA 10	10.7	LS	TIVOLI		5.9	20	s	8 05			
			7 15	CA 12	12.9		MAUD LOW		3.7		f	7 55			
			7 35 AM	CA 16	16.6	LS	AUSTWELL	Y	0.0	Yard	7 40 AM				
		Daily Except Sunday	Daily Except Sunday						16.6		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. 49		Distance from Rio Hondo	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						DECEMBER 7, 1952				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 ..... D	9.0	11 59 AM	1 40 PM					
	8 25 AM	10 10	J 2	2.0	..... PLACE JUNCTION .....	7.0	f 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. 49		Distance from Port Isabel	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						DECEMBER 7, 1952				THIRD CLASS			
	759 Local Freight									758 Local Freight			
	Daily Except Sunday	Daily Except Sunday			STATIONS	Daily Except Sunday	Daily Except Sunday						
	8 25 AM		J 2	0.0	..... PLACE JUNCTION .....	30.7	1 15 PM						
	8 55		JA 8	8.5	..... LAURELES .....	23.2	12 45						
				9.5	..... T&NO CROSSING .....								
	9 25		JA 15	14.7	..... BAYVIEW .....	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 CHRISTO

TRAINS SOUTHWARD				Station Numbers	Distance from San Benito	TIME-TABLE NO. 49		Distance from Monte Christo	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						DECEMBER 7, 1952				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 ..... D	73.4	7 10 PM						
		10 10	K8	6.7	..... LA PALOMA .....	66.7	6 40						
		s 10 25	K12	11.5	..... LOS INDIOS .....	61.9	s 6 24						
		s 10 41	K16	15.5	P ..... RANGERVILLE .....	57.9	s 6 08						
		s 11 05	K22	21.6	..... SANTA MARIA .....	51.8	s 5 44						
		s 11 27 AM	K29	28.8	..... PROGRESO .....	44.6	s 5 22						
		s 12 25 PM	K48	48.1	LS ..... HIDALGO .....	25.3	s 4 24						
		f 12 55	K56	55.5	..... MADERO .....	17.9	f 3 54						
		1 30 PM	A40	58.8	LS ..... MISSION ..... DY§	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						
				70.3	..... MF JUNCTION ..... Y	3.1							
		2 30 PM	K73	73.4	..... MONTE CHRISTO .....	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		Distance from Weslaco	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						NO. 49				THIRD CLASS			
655 Local Freight		653 Local Freight				DECEMBER 7, 1952				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	Y	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		10.8		1 00 PM	3 05		
	2 20 PM		A 19	22.3	LS	WESLACO	Y	0.0			2 20 PM		
	Saturday Only	Daily Except Saturday and Sunday				22.3				Daily Except Saturday and Sunday	Saturday Only		

FAYSVILLE SUBDIV.—BETWEEN FAYSVILLE AND MONTE CRISTO

SOUTHWARD				Station Numbers	Distance from Faysville	TIME-TABLE		Distance from Monte Cristo	Siding Capacity in Cars	NORTHWARD			
						NO. 49							
						DECEMBER 7, 1952							
						STATIONS							
				E 23	0.0	P	FAYSVILLE	Y	10.4				
					1.1		T & N O CROSSING		9.3				
				K 73	10.4		MONTE CRISTO		0.0				
						10.4							

EDINBURG SUBDIV.

BETWEEN RAYMONDVILLE AND SAN JUAN

SOUTHWARD

NORTHWARD

SECOND CLASS	Station Numbers	Distance from Raymondville	TIME-TABLE		THIRD CLASS
651 Local Freight			NO. 49		
			DECEMBER 7, 1952		
			STATIONS		Daily Except Sunday
8 30 AM	46	0.0	CS	RAYMONDVILLE	Y 2 35 PM
s 8 55	E 8	8.6		LA SARA	s 2 10
s 9 15	E 15	15.4	LS	HARGILL	s 1 50 PM
s 9 35	E 23	23.2	P	FAYSVILLE	Y s 11 50 AM
		29.5		T & N O CROSSING	
s 9 55	E 30	30.4	LS	EDINBURG	s 11 30
10 30 AM	A 29	38.1	LS	SAN JUAN	Y 11 00 AM
Daily Except Sunday				88.1	Daily Except Sunday

SAN PERLITA SUBDIV.

BETWEEN RAYMONDVILLE AND SANTA MONICA

SOUTHWARD

NORTHWARD

SECOND CLASS	Station Numbers	Distance from Raymondville	TIME-TABLE		THIRD CLASS
557 Local Freight			NO. 49		
			DECEMBER 7, 1952		
			STATIONS		Saturday Only
5 40 AM	46	0.0	CS	RAYMONDVILLE	Y 8 00 AM
s 6 15	H 8	8.0		SAN PERLITA	s 7 25
f 6 30	H 12	11.8		WILLAMAR	f 7 10
6 50 AM	H 18	18.0		SANTA MONICA	Y 6 50 AM
Saturday Only				18.0	Saturday Only

**FREEPORT SUBDIV.—BETWEEN ANCHOR AND FREEPORT**

**13**

TRAINS SOUTHWARD				Station Numbers	Distance from Anchor	TIME-TABLE NO. 49 DECEMBER 7, 1952	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	STATIONS					
	12 50 PM			F22	0.0	LS	ANCHOR	Y	21.5		12 30 PM	
6 45 PM	1 15			F18	4.4	CS	ANGLETON	Y	17.1		11 50 AM	6 35 PM
					4.4		VANDERBILT SUBDIVISION CROSSING		17.1			
				F10	11.7		ROSS		9.8			
	1 50			F8	13.9		CLUTE		7.8		11 15	
7 20 PM	1 55	5 15 PM		F6	15.8	LS	HOSKINS JCT.	Y	5.7	7 15 AM	11 05	6 00 PM
	2 10	s 5 24		F2	19.8		VELASCO	D	1.7	s 7 06	10 53	
					20.0		DRAW BRIDGE (Brazos River)		1.5			
	2 20 PM	5 30 PM		F0	21.5	LS	FREEPORT	Y	0.0	7 00 AM	10 45 AM	
Daily	Daily Except Sunday	Daily Except Sunday					21.5			Daily Except Sunday	Daily Except Sunday	Daily

**HOSKINS SUBDIV.—BETWEEN HOSKINS AND HOSKINS JCT.**

TRAINS SOUTHWARD				Station Numbers	Distance from Hoskins	TIME-TABLE NO. 49 DECEMBER 7, 1952	Distance from Hoskins Junction	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS	THIRD CLASS		
385 Local Freight		303 Passenger						304 Passenger	384 Local Freight		
Daily Except Sunday		Daily Except Sunday		Daily Except Sunday	Daily Except Sunday	STATIONS					
10 00 AM		4 40 PM		F19	0.0	P	HOSKINS	Y	12.9	7 50 AM	12 35 PM
10 20		f 4 51		F18	4.6		MIMS		8.3	f 7 37	12 08 PM
10 40		f 5 02		F9	8.9		STRATTON RIDGE		4.0	f 7 26	11 48 AM
10 55 AM		5 15 PM		F6	12.9	LS	HOSKINS JCT.	Y	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, except:

**Brownsville subdiv: No. 11 is superior to No. 16.**

2. MAXIMUM SPEED:

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

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

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

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

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

CONSIST "B".....Engines or other than Diesel with all passenger cars of any type; or

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

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

CONSIST "D".....Diesel engines with Streamlined, light-weight—LOW center of gravity cars only.

SUBDIVISION	MILES PER HOUR							
	Consist "A"	Consist "B"	Consist "C"			Consist "D"		
	Track without slow speed signs	Track without slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs	Straight track without slow speed signs	Curves without slow speed signs	Curves with slow speed signs
Vanderbilt Subdiv.....	50	70	79	79		79	79	
Kingsville Subdiv...	50	70	79	79		79	79	
Except between McFadden and Kingsville	49	59	59	59		59	59	
Brownsville Subdiv.....	49	59	59	59		59	59	
Corpus Christi Subdiv.....	35	55	55	55		55	55	
Mission Subdiv.								
Between Harlingen and Mercedes.....	30	50	50	50		50	50	Five
Between Mercedes and McAllen.....	30	45	45	45		45	45	miles
Between McAllen and Mission.....	30	50	50	50		50	50	per
Between Mission and Rio Grande City...	25	30	30	30	Speed	30	30	hour
Victoria Subdiv.								
Between Bloomington and Victoria.....	25	25	25	25	shown	25	25	above
Between Bloomington and Seadrift.....	15	20	20	20		20	20	speed
Austwell Subdiv.....	15	20	20	20	on	20	20	shown
Edinburg Subdiv.....	25	25	25	25		25	25	on
Fayesville Subdiv.....	20	20	20	20	slow	20	20	slow
Ed Couch Subdiv.....	25	30	30	30	speed	30	30	speed
River Subdiv.								signs
Between San Benito and MP 13.....	20	25	25	25	signs	25	25	speed
Between MP 13 and Santa Maria.....	15	15	15	15		15	15	signs
Between Santa Maria and MP 48.....	20	25	25	25		25	25	
Between MP 48 and Monte Christo.....	15	20	20	20		20	20	
Rio Hondo Subdiv.....	15	20	20	20		20	20	
Port Isabel Subdiv.....	20	20	20	20		20	20	
San Perlita Subdiv.....	20	20	20	20		20	20	
Brownsville Belt.....	12	12	12	12		12	12	
Brownsville Port Line.....	15	15	15	15		15	15	
Freeport Subdiv.....	25	35	35	35		35	35	
Except between Anchor and Hoskins Jct.	20	25	25	25		25	25	
Hoskins Subdiv.....	15	25	25	25		25	25	

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.

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.

3. SPEED RESTRICTIONS: Cont.

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

	M.P.H.
Through No. 10 turnouts and crossovers, entire train.....	15
Through Nos. 15, 16 or 20 turnouts and crossovers, entire train.....	30
In straightaway movement when moving points of No. 10 spring switch.....	15
In straightaway movement when moving points of Nos. 15, 16 or 20 spring switches.....	30
(In straightaway movement when lead wheels have passed over points of spring switches, normal speed may be resumed.)	



3. SPEED RESTRICTIONS: Cont.

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

- Both ends siding, San Juan,
- Both ends siding, Mercedes,
- North lead, Harlingen Yard,
- North end McFaddin Siding,
- Both ends Bloomington Siding,
- Both ends Carr Siding,
- 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
<b>VANDERBILT SUBDIV:</b>		
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 Refinery spur	5	5
Bay City, city limits		
MP 283 pole 7 to MP 285 pole 8	30	30
<b>KINGSVILLE SUBDIV:</b>		
Kingsville:		
Kleberg Ave. crossing	10	10
King Ave. crossing	10	10
<b>BROWNSVILLE SUBDIV:</b>		
Raymondville, city limits	40	40
Lyford, 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
Brownsville:		
Jefferson Street crossing	5	5
<b>MISSION SUBDIV:</b>		
Mercedes, Texas Ave.	15	15
Donna, city limits	30	30
Pharr, Edinburg highway crossing just north of depot	10	10
Mission, city limits	80	80
<b>EDINBURG SUBDIV:</b>		
Edinburg-Harriman Ave.	5	5
<b>RIO HONDO SUBDIV:</b>		
San Benito Highway 77	5	5
<b>CORPUS CHRISTI SUBDIV:</b>		
San Antonio, city limits		
MP 3 pole 3 to MP 5 pole 29	50	50
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
<b>FREESPORT SUBDIV:</b>		
Brazos River bridge, M.P. 1.2	10	10
<b>HOSKINS SUBDIV:</b>		
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:

				MILES PER HOUR			
Mile Post	Pole To	Mile Post	Pole	Passenger Trains all Streamline Equipment Diesel Power	Passenger Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains	
<b>VANDERBILT SUBDIV:</b>							
310	28	310	19	70	65	50	
309	12	308	25	70	65	50	
305	17	305	14	40	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	
<b>KINGSVILLE SUBDIV:</b>							
216	20	217	30	65	60	50	
233	22	234	3	65	60	50	
186	20	184	28	55	50	49	
147	4	146	21	55	50	49	
<b>MISSION SUBDIV:</b>							
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	
<b>RIVER SUBDIV:</b>							
11	8	11	18		10	10	
13	11	13	18		10	10	
<b>CORPUS CHRISTI SUBDIV:</b>							
12	24	12	32	35	30	30	
94	11	94	23	55	50	35	
147	25	148	1	15	10	10	
148	14	148	19	15	10	10	
149	3	149	10	15	10	10	

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

Miles Per Hour	Miles Per Hour
D-812 to 815.....25	D-7001 to 7021.....98
D-301 to 372.....65	D-8001 to 8036.....98
D-501 to 625.....65	D-9000 to 9232.....35
D-4112 to 4251.....65	

TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:

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

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

**SPECIAL INSTRUCTIONS**

**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 .....121	12:15 P.M.	1 Hour	For connection.
Houston.....	15	F. W. D. C.....3	9:45 P.M.	25 Minutes	For passengers reported.
San Antonio.....	205	San Antonio ....21 and 25	2:00 P.M.	1 Hr. 30 Min.	For passengers.
Odem.....	215	Kingsville ..... 15	Indefinitely	Indefinitely	For connection.
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	5:15 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	5:05 P.M.	30 Minutes	For passengers.
Harlingen.....	12	Bus.....7001	7:40 A.M.	10 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 general order).
- P—Telephone communication only.
- TP—Telegraph or telephone office; not a train order office.
- D—Diesel Fuel Oil.
- 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 11, 205, 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.
- Lolita is regular stop for No. 11 on Saturdays only.
- Liverpool is regular stop for No. 12 on Saturdays only.
- No. 16 will stop at Combes, Sebastian, and Lyford on Saturday nights only to load and unload U. S. Mail.
- No. 16 will stop at Danbury on flag to handle U. S. Mail.
- No. 205 will stop at Coughran and Dinero on flag to handle U. S. Mail.

## 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. G. E. ALLEN, 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 patient 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 notified immediately by wire or telephone collect for further instructions. Such notification must be made by the supervisor or official authorizing the hospitalization.

The Chief Surgeon maintains on the staff a complete group of specialists available for the care of members when in the opinion of the Chief Surgeon such specialists are indicated and are specifically directed by him.

At HARLINGEN, the services of the DISTRICT SURGEON shall be utilized in preference to any other doctor at that point.

## LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. Herbert Mertz	Alvin, Texas	Dr. A. L. Osborn	McAllen, Texas
Dr. Wm. C. Holt	Angleton, Texas	Dr. Lloyd Smith	McAllen, Texas
Dr. J. S. Montgomery	Angleton, Texas	Dr. Allen K. Hall	Mission, Texas
Dr. Geo. E. Glover	Austwell, Texas	Dr. James E. Martin	Mission, Texas
Dr. B. E. Simons	Bay City, Texas	Dr. Thos. R. Barnett	Mission, Texas
Dr. D. W. Peace	Bishop, Texas	Dr. Pat M. Riley	Mission, Texas
Dr. L. M. Barnett	Bishop, Texas	Dr. J. A. Dowlen	Mission, Texas
Dr. J. M. Moore	Brazoria, Texas	Dr. K. J. Scott	Pharr, Texas
Dr. T. A. Kinder	Brownsville, Texas	Dr. J. A. Hockaday	Port Isabel, Texas
Dr. M. W. Hawkins	Brownsville, Texas	Dr. J. M. Rodriguez	Rio Grande City, Texas
Dr. A. W. Para	Brownsville, Texas	Dr. E. E. Baden	Raymondville, Texas
Dr. W. E. Spivey	Brownsville, Texas	Dr. G. E. Bennack	Raymondville, Texas
Dr. L. M. Draper	Corpus Christi, Texas	Dr. C. C. Conley	Raymondville, Texas
Dr. Cedric Priday	Corpus Christi, Texas	Dr. T. C. Meitzen	Refugio, Texas
Dr. Y. C. Smith	Corpus Christi, Texas	Dr. W. T. Wiles	Riviera, Texas
Dr. C. P. Yeager	Corpus Christi, Texas	Dr. W. E. Frasheur	Robstown, Texas
Dr. F. W. Yeager	Corpus Christi, Texas	Dr. N. T. Gibson	Robstown, Texas
Dr. J. W. Matthews	Edinburg, Texas	Dr. J. D. Casey	San Benito, Texas
Dr. L. J. Montague	Edinburg, Texas	Dr. C. M. Cash	San Benito, Texas
Dr. G. E. Allen	Harlingen, Texas	Dr. N. W. Haas	San Benito, Texas
Dr. F. Caldeira	Harlingen, Texas	Dr. S. M. Parker	San Benito, Texas
Dr. A. Philo Howard & staff of Houston Clinic	Houston, Texas	Dr. F. S. Ewing	Sinton, Texas
Dr. J. E. Clarke	Houston, Texas	Dr. M. C. Rittman	Sinton, Texas
Dr. J. H. Hollimon	Houston, Texas	Dr. J. H. Laughlin	Sweeney, Texas
Dr. Percy E. Lowe	Houston, Texas	Dr. J. M. Laughlin	Sweeney, Texas
Dr. Thos. E. Lowe	Houston, Texas	Dr. J. V. Hopkins	Victoria, Texas
Dr. Heinrich Lamm	La Feria, Texas	Dr. A. C. Shields	Victoria, Texas
Dr. O. W. Heins	Lyford, Texas	Dr. A. S. Tomb	Victoria, Texas
Dr. M. R. Lawler	Mercedes, Texas	Dr. T. W. Glass	Weslaco, Texas
Dr. E. G. Smith	Mercedes, Texas	Dr. J. Bryan Ivy	Weslaco, Texas
Dr. J. L. DeWitt	Ed Couch Texas	Dr. E. L. McCalip	Weslaco, Texas
Dr. O. Garcia	McAllen, Texas	Dr. A. C. Koontz	Woodsboro, Texas
Dr. S. Joe McKinsey	McAllen, Texas	Dr. H. H. Shipp	Woodsboro, Texas

## EYE, EAR, NOSE AND THROAT SPECIALISTS

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