

## DIVISION OFFICERS

A. F. JUDD.....Superintendent.....Kingsville, Texas  
F. M. CRUMP.....Trainmaster,  
Vanderbilt, Kingsville,  
Corpus Christi,  
Austwell, Victoria  
Subdivs.....Kingsville, Texas  
G. D. RICHEY.....Trainmaster,  
Brownsville, Mission,  
Edinburg, Ed Couch,  
San Perlita, Rio  
Hondo, River, Port  
Isabel, Faysville  
Subdivs.....Harlingen, Texas  
B. E. WATSON.....Trainmaster, Freeport,  
Hoskins Subdivs.....Freeport, Texas  
R. G. SWINDLER.....Assistant Trainmaster  
All Subdivs.....Kingsville, Texas  
L. G. FORTUNE.....Road Foreman  
of Engines.....Kingsville, Texas  
J. C. BOWDEN.....Division Trainmaster.Kingsville, Texas

**SAFETY FIRST**



# MISSOURI PACIFIC RAILROAD COMPANY

## KINGSVILLE DIVISION

## TIMETABLE

# No. 1

**Effective 12:01 a.m., Sunday, August 19, 1956**

CENTRAL STANDARD TIME

Superseding Timetable No. 51, Effective December 4,  
1955, and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYEES CONCERNED, WHO MUST ALSO  
CARRY COPY OF SPECIAL INSTRUCTIONS  
No. 10 EFFECTIVE JANUARY 1, 1955.

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

R. P. HART, Vice President-Operation.

L. A. GREGORY, Assistant Vice President-Operation.

M. L. SMITH, General Superintendent Transportation.

E. C. SHEFFIELD, General Manager.

V. A. GORDON, Assistant General Manager.

## SPECIAL INSTRUCTIONS

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

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

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

When properly authorized, rules may be cancelled, superseded or changed by:

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

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

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

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

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

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

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

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

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

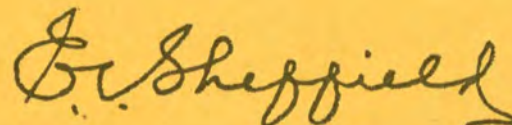
**RULES 2 and 3** of Rules and Instructions for Train Dispatchers:

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 dispatcher 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.



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 employes — 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 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.



Vice President-Operation

ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold For Train	Hold Until	Hold If On Time	Remarks
Houston.....	DeQuincy.....4	Kingsville.....316	9:15 A.M.	10 Minutes	For revenue passengers.
	Kingsville.....321	Palestine.....121	12:30 P.M.	1 Hour	For connection.
	Palestine.....122	Kingsville.....322	4:30 P.M.	15 Minutes	For connection.
	Kingsville.....315	FW&D.....3	10:00 P.M.	20 Minutes	For revenue passengers and mail.
Odem.....	Kingsville.....322	Kingsville.....222	11:30 A.M.	45 Minutes	For connection.
	Kingsville.....221	Kingsville.....321	Indefinitely	.....	For connection.
Harlingen.....	Kingsville.....322	Bus.....7041	7:55 A.M.	10 Minutes	For revenue passengers.

**EXPLANATION OF CHARACTERS:**

- Ⓟ—Radio Base station.
  - D—Diesel Fuel Oil.
  - T—Turntable.
  - W—Water.
  - Y—Wye.
  - §—Track scales.
  - \*—Mail crane.
  - 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.
- Register stations are shown in full-faced type.

**EXPLANATION OF STOPS:**

- s—Regular stop.
  - f—Stop on signal for passengers, mail, baggage and express.
  - a—Stop on signal to receive or discharge revenue passengers.
- Passenger trains will stop at any station to discharge passengers holding revenue tickets from connecting lines or connecting divisions.
- No. 316 will stop at Sweeny on Saturday and Sunday to handle mail.
  - No. 316 will stop at Sebastian and Lyford on Friday and Saturday to handle mail.
  - No. 315 will stop at Riviera, Armstrong and Sebastian on Saturday to handle mail.
  - No. 315 will stop at Riviera and Olmito when necessary to handle fragile mail.
  - No. 321 will stop at Lolita on Saturday to handle mail.
  - No. 321 will stop at Riviera and Armstrong on Friday and Saturday to handle mail.
  - No. 321 will stop at Liverpool, Buckeye, Elmaton, McFaddin, Vidauri, Calallen and Driscoll on Saturday when necessary to handle fragile mail.
  - No. 321 and No. 322 will stop at La Salle when necessary to handle fragile mail.
  - No. 322 will stop at Liverpool and Laward on Saturday to handle 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

**CORPUS CHRISTI SUBDIV.—BETWEEN S. A. U. & G. CROSSOVER AND CORPUS CHRISTI 3**

TRAINS SOUTHWARD				Station Numbers	Miles from San Antonio	TIMETABLE		Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS				No. 1			FIRST CLASS		SECOND CLASS	
267	291		221			AUGUST 19, 1956			222		290	266
Red Ball Freight	Local Freight		Passenger			Passenger		Local Freight	Red Ball Freight			
Daily	Daily Except Sunday		Daily			Daily		Daily Except Sunday	Daily			
8 00PM	7 20AM			AX 340	0.0	CS	<b>SAN ANTONIO</b> W@DT	Yd.		3 10PM	5 45AM	
See Current Timetable San Antonio Division between S.A.U.&G. Crossover and San Antonio												
8 15PM	7 35AM			CC 3	3.1	P	S. A. U. & G. CROSSOVER				2 50PM	4 55AM
8 25	7 45			CC 7	6.7	P	SAN JOSE	23			2 30	4 30
8 40	7 57			CC 13	12.6	P	CASSIN	29			2 00	4 05
8 56	8 13			CC 21	20.3	P	RO SIDING	66			1 22	3 40
9 09	8 25			CC 27	26.6	P	LEMING	19			12 40	3 20
				CC 32	32.7		PLEASANTON JCT.					
9 25	8 40			CC 33	33.7	P	NORTH PLEASANTON	Yd.			12 20	3 00
9 27	8 45			CC 34	34.3	LS	PLEASANTON	16			12 10PM	2 30
9 37	8 55			CC 39	38.8	P	COUGHRAN	13			11 50AM	2 10
9 53	9 10			CC 46	46.3	P	McCOY	20			11 35	1 55
10 11	9 28			CC 55	55.2	P	CAMPBELLTON	68			11 20	1 35
10 26	9 46			CC 63	63.3	P	WHITSETT	25			11 05	1 15
10 36	9 55			CC 68	68.0	P	SUNILAND	25			10 55	1 00
10 53	<b>10 35</b> <sup>290</sup>			CC 77	77.3	LS	THREE RIVERS	47			<b>10 35</b> <sup>291</sup>	12 30AM
11 05	10 55			CC 84	83.5	P	IKE	22			9 50	11 55PM
<b>11 32</b> <sup>266</sup>	11 20AM			CC 88	88.1	LS	GEORGE WEST	67			9 35	<b>11 32</b> <sup>267</sup>
12 04AM	12 05PM			CC 104	103.8	LS	MOUNT LUCAS	69			8 55	11 00
12 25	12 15			CC 107	107.3	P	CORNELIA	22			8 40	10 52
					113.0		T&NO CROSSING					
12 50	12 45			CC 113	113.0	LS	MATHIS	40			8 30	10 40
1 12	1 05			CC 120	120.8	P	DICKEY	69			7 56	10 26
1 40	1 15			CC 124	123.9	P	HUBERT	22			7 50	10 20
1 50	1 20			CC 126	126.1		EDROY	30			7 45	10 15
2 05 3 45	2 00		4 35PM	B 155	132.2	CS	<b>ODEM</b> @Y	Yd.	10 30AM		7 30	10 00
					132.2		KINGSVILLE SUBDIV. CROSSING					
4 28	2 20		4 47	CC 141	141.2	P	VIOLA	91	10 19		6 20	8 25
5 30AM	2 40PM		4 58		148.6	LS	<b>CORPUS CHRISTI YARD</b> W@DY	Yd.	10 08		6 00AM	8 00PM
			4 59		148.7		NORTH WYE		10 07			
					149.4		T&NO CROSSING					
			5 15PM	CC 150	149.5		CORPUS CHRISTI		10 05AM			
					149.5							
Daily	Daily Except Sunday		Daily						Daily		Daily Except Sunday	Daily

VANDERBILT SUBDIV.—BETWEEN VANDERBILT AND ALGOA

TRAINS SOUTHWARD					Station Numbers	Miles from Brownsville	TIMETABLE		Siding Capacity in Cars	TRAINS NORTHWARD				
SECOND CLASS			FIRST CLASS				No. 1			FIRST CLASS		SECOND CLASS		
371	361	385	315	321			AUGUST 19, 1956			316	322	372	384	360
Red Ball Freight	Red Ball Freight	Local Freight	Passenger	Passenger			Passenger	Passenger	Red Ball Freight	Local Freight	Red Ball Freight			
Daily	Daily	Daily Except Sunday	Daily	Daily			Daily	Daily	Daily	Daily Except Sunday	Daily			
10 15PM	7 40PM	8 30AM			B 379	377.0	CS...SETTEGAST YARD...@DWY	Yd.			9 00AM	4 05PM	8 05PM	
			9 40PM	11 30AM	B 372	371.8	CS...HOUSTON (Union Station)	Yd.	7 30AM	3 25PM				
10 50	8 15	9 05			B 368	368.1	CS...NEW SOUTH YARD	Yd.			8 25	3 30	7 15	
-24 9-														
11 45PM	9 10PM	10 00AM	f 10 30PM	f 12 08PM	B 343	343.2	ALGOA	f 6 30AM	f 2 35PM	7 00AM	2 00PM	5 35PM		
						342.8	P...BM SIDING	Y	203					
					B 333	333.4	P...LIVERPOOL	*	118					
				f 12 23	B 327	327.3	LS...DANBURY	*	115	f 6 04	f 2 18			
			s 10 55	s 12 33	B 321	320.0	FREEPORT SUBDIV. CROSSING							
					B 316	316.3	CS...ANGLETON	Y	115	f 5 55	s 2 08			
			s 11 12	s 12 45	B 309	308.6	P...EDMONDS		117					
						305.5	LS...BRAZORIA		113	f 5 35	s 1 55			
			s 11 24	s 12 56	B 301	300.8	P...DRAW BRIDGE	San Bernard River						
					B 297	297.1	LS...SWEENEY	D	112	a 5 22	s 1 43			
					B 292	291.7	P...ABERCROMBIE							
						284.1	P...ALLENHURST		116					
			s 11 50PM	s 1 20	B 284	283.8	GC&SF CROSSING							
						283.7	LS...BAY CITY	Y		s 5 00	s 1 25			
					B 275	275.2	P...SK SIDING		110					
					B 270	269.6	P...BUCKEYE	*	116					
						264.9	P...ELMATON	*	61					
			s 12 14AM	a 1 47	B 265	264.6	T&NO CROSSING							
					B 257	257.3	LS...BLESSING	*	113		s 12 56			
				f 2 04	B 250	249.7	P...FRANCITAS		114					
					B 245	244.9	LS...LAWARD	*	113		f 12 39			
2 35AM	11 40PM	4 55PM	s 12 45AM	s 2 16PM	B 240	240.1	LS...LOLITA	*						
							CS...VANDERBILT	DTW	Yd.	s 3 50AM	s 12 27PM	1 50AM	7 00AM	12 27PM
Daily	Daily	Daily Except Sunday	Daily	Daily			Passenger (to Houston)	131.7		Daily	Daily	Daily	Daily Except Sunday	Daily
							Freight (to Houston)	136.9						

**KINGSVILLE SUBDIV. — BETWEEN KINGSVILLE YARD AND VANDERBILT 5**

TRAINS SOUTHWARD					Station Numbers	Miles from Brownsville	TIMETABLE No. 1 AUGUST 19, 1956	Siding Capacity in Cars	TRAINS NORTHWARD					
SECOND CLASS			FIRST CLASS						FIRST CLASS		SECOND CLASS			
361	383	371	321	315					322	316	382	360	372	
Red Ball Freight	Local Freight	Red Ball Freight	Passenger	Passenger					Passenger	Passenger	Local Freight	Red Ball Freight	Red Ball Freight	
Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily					
11 50PM	6 00AM	3 50AM	s 2 16PM	s 12 45AM	B 240	240.1	A B S See Note CS. VANDERBILT 10.6 DTW P. CARR 5.2 P. PLACEDO 0.0 * T&NO CROSSING 5.0 CS. BLOOMINGTON 9.9 DWY LS. McFADDIN 3.7 * P. INARI 7.5 P. VIDAURI 4.8 * P. GRETA 7.4 LS. REFUGIO 6.0 LS. WOODSBORO 6.4 * P. CRANELL 4.7 P. EWELDER 6.8 LS. SINTON 0.1 Y T&NO CROSSING 0.7 P. JX SIDING 6.3 OD SIDING 0.5 CS. ODEM 0.0 @Y CORPUS CHRISTI SUBDIV. CROSSING 6.4 LS. CALALLEN 6.7 * TEX.-MEX. CROSSING 0.0 LS. ROBSTOWN 9.3 \$ LS. DRISCOLL 7.2 * LS. BISHOP 6.3 CS. KINGSVILLE 0.2 KINGSVILLE YARD @DWY \$	Yd.	s 12 27PM	s 3 50AM	1 40PM	11 50AM	12 45AM	
			f 2 36		B 230	229.5		119						
					B 224	224.3			f 12 10					
			s 2 44	s 1 14	B 219	219.3		137	s 12 04PM	s 3 22				
1 01AM	7 10	4 40	a 2 56	1 26	B 209	209.4		86	a 11 53AM	3 07	12 20	11 00	11 29PM	
1 10	7 20	4 47	3 02	1 31	B 205	205.7		118	11 49	3 02	12 10PM	10 54	11 22	
1 20	7 35	4 59	3 11	1 40	B 198	198.2		32	11 41	2 53	11 55AM	10 43	11 12	
1 28	7 45	5 09	3 17	1 46	B 193	193.4		152	11 36 <sup>382</sup>	2 47	11 36 <sup>322</sup>	10 36	11 05	
1 40	8 10	5 29	s 3 28	s 1 59	B 186	186.0		85	s 11 27	s 2 37	10 25 <sup>360</sup>	10 25 <sup>382</sup>	10 55	
2 07 <sup>315</sup> 2 25 <sup>316</sup>	8 35	5 45	s 3 36	s 2 07 <sup>301</sup>	B 180	180.0		141	f 11 18	s 2 25 <sup>361</sup>	10 05	10 15	10 45	
2 40	8 50	6 01	3 44	2 15 <sup>316</sup>	B 174	173.6		36	11 10	2 15 <sup>315</sup>	9 50	10 05	10 35	
2 48	9 05	6 15	3 50	2 23	B 169	168.9		89	11 05	2 00	9 35	9 55	10 27	
2 57	9 20 <sup>382</sup>	6 40	s 3 59	s 2 35	B 162	162.1		49	s 10 57	s 1 52	9 20 <sup>383</sup>	9 44	10 18	
						162.0								
3 00	9 41 <sup>360</sup>	6 45	4 02	2 37		161.3		84	10 54	1 39	8 57	9 41 <sup>383</sup>	10 15	
3 10	10 47 <sup>322</sup>	6 55	4 12	2 44		155.0	88	10 47 <sup>383</sup>	1 31	8 45	9 32	10 05		
3 30	10 49	7 20	s {4 20 4 30	s {2 45 3 05	B 155	154.5	Yd.	s {10 45 10 35	s {1 30 1 10	8 40	9 30	10 00		
						154.5								
3 50	11 02	7 40 <sup>382</sup>	4 38	3 16	B 148	148.1	93	10 20	12 59	7 40 <sup>371</sup>	9 20	8 35		
						141.4								
4 10	11 35	8 05	s 4 50	s 3 35	B 141	141.4	144	s 10 12	s 12 50	7 15	9 10	8 15		
4 25	11 55AM	8 20	5 01	3 47	B 132	132.1	95	9 59	12 29	6 45	8 55	7 50		
4 40	12 15PM	8 45 <sup>360</sup>	s 5 09	s 3 55	B 125	124.9	79	s 9 50	s 12 20	6 25	8 45 <sup>371</sup>	7 30		
			s {5 20 5 25	s {4 10 4 20	B 119	118.6		s {9 40 9 35	s {12 10AM 11 59PM					
5 20AM	12 40PM	9 10AM	5 27PM	4 23AM		118.4	Yd.	9 33AM	11 56PM	6 00AM	8 30AM	7 05PM		
Daily	Daily Except Sunday	Daily	Daily	Daily				Daily	Daily	Daily Except Sunday	Daily	Daily		

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

# 6 BROWNSVILLE SUBDIV.—BETWEEN KINGSVILLE YARD AND BROWNSVILLE

TRAINS SOUTHWARD				Station Numbers	Miles from Brownsville	TIMETABLE No. 1 AUGUST 19, 1956		Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS				FIRST CLASS			SECOND CLASS			
381	361	321	315			322	316		360	380		
Local Freight	Red Ball Freight	Passenger	Passenger			Passenger	Passenger		Red Ball Freight	Local Freight		
Monday Wednesday Friday	Daily	Daily	Daily	STATIONS				Daily	Daily	Daily	Tuesday Thursday Saturday	
		s 5 25PM	s 4 20AM	B 119	118.6	CS	KINGSVILLE	0.2	s 9 35AM	s 11 59PM		
10 30AM	<b>6 45AM</b> <sup>360</sup>	5 27	4 23	.....	118.4	.....	KINGSVILLE YARD. @DWY	Yd.	9 33	11 56	<b>6 45AM</b> <sup>361</sup>	2 00PM
10 50	7 05	5 35	4 32	B 112	112.0	P	RICARDO	88	9 26	11 48	6 15	1 45
11 10	7 20	5 45	4 44	B 103	103.1	P	RIVIERA	85	9 17	11 36	6 03	1 25
11 25	7 30	f 5 52	4 51	B 98	97.6	LS	SARITA	98	s 9 11	11 28	5 52	1 05
11 40	7 40	6 00	4 59	B 91	90.7	P	MIFFLIN	103	9 02	11 20	5 43	12 50
11 55AM	7 53	6 08	5 09	B 83	82.8	P	TURCOTTE	85	8 53	11 10	5 30	12 35
12 15PM	8 05	a 6 14	a <b>5 17</b> <sup>360</sup>	B 77	77.0	P	ARMSTRONG	93	a 8 47	a 11 02	<b>5 17</b> <sup>315</sup>	12 15PM
12 35	<b>8 37</b> <sup>322</sup>	6 24	5 28	B 68	67.6	P	NORIAS	87	<b>8 37</b> <sup>361</sup>	10 50	4 50	11 55AM
12 48	9 10	6 32	5 37	B 61	60.5	P	RUDOLPH	102	8 29	10 41	4 35	11 30
1 05	9 25	6 41	5 47	B 52	52.4	P	YTURRIA	87	8 20	10 30	4 23	11 15
1 15	9 35	6 46	5 53	.....	48.0	.....	BB SIDING	100	8 15	10 24	4 15	11 05
1 20	10 00	s 6 50	s 6 00	B 46	46.4	LS	RAYMONDVILLE. DWY	Yd.	s 8 13	s 10 21	4 12	11 00
1 35	<b>10 30</b> <sup>390</sup>	6 56	s 6 07	B 41	41.4	LS	LYFORD	77	8 05	10 09	4 02	<b>10 30</b> <sup>361</sup>
1 50	10 45	s 7 02	6 13	B 37	36.9	P	SEBASTIAN	70	8 00	10 03	3 55	10 00
2 30PM	11 59AM	7 17	6 26	.....	26.8	.....	T&NO CROSSING	.....	.....	.....	.....	.....
				.....	25.6	CS	HARLINGEN YARD. @DWY	Yd.	7 47	9 47	3 30	9 30AM
	12 15PM	s 7 35	s {6 30 6 50}	B 25	24.8	.....	HARLINGEN	15	s 7 45	s {9 45 9 25}	2 21	.....
	12 20	7 37	6 52	.....	24.7	.....	HN SIDING	44	7 37	9 24	2 20	.....
	1 00	s 7 50	s 7 11	B 19	19.0	LS	SAN BENITO	69	s 7 26	s 9 12	2 10	.....
	1 15	7 57	<b>7 20</b> <sup>322</sup>	B 14	14.1	P	RUSSELLTOWN	19	<b>7 20</b> <sup>315</sup>	9 06	1 30	.....
	1 30	8 03	7 28	B 9	9.0	P	OLMITO	47	7 13	8 58	1 20	.....
	2 00PM	8 13	7 40	.....	0.7	LS	BROWNSVILLE YARD. @DWY	Yd.	7 02	8 47	1 00AM	.....
		8 25PM	7 55AM	B 0	0.0	.....	BROWNSVILLE	.....	7 00AM	8 45PM	.....	.....
Monday Wednesday Friday	Daily	Daily	Daily	PASSENGER.....118.6 FREIGHT.....118.4				Daily	Daily	Daily	Tuesday Thursday Saturday	.....



**MISSION SUBDIV. — BETWEEN HARLINGEN YARD AND RIO GRANDE CITY 7**

TRAINS SOUTHWARD				Station Numbers	Miles from Harlingen Yard	TIMETABLE		Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						No. 1			SECOND CLASS			
779		777				AUGUST 19, 1956			776		778	
Local Freight	Daily Except Sunday	Local Freight	Monday Wednesday Friday			STATIONS	Local Freight	Daily Except Sunday	Local Freight	Daily Except Sunday		
		8 15AM		B 25	0.0	CS.... HARLINGEN YARD @DWY§	Yd.	3 00PM				
		8 35		BR 4	4.3	4.3 ..... STUART PLACE .....	66	2 20				
				BR 6	6.2	1.9 ..... ADAMS GARDENS .....						
		9 00		BR 8	8.3	2.1 LS..... LA FERIA .....	98	2 00				
		9 45		BR14	13.9	5.6 LS..... MERCEDES .....	55	1 20				
		10 30		BR19	18.8	4.9 LS..... WESLACO .....	62	12 20PM				
		11 10		BR23	22.8	4.0 LS..... DONNA .....	46	11 10AM				
		11 25		BR27	26.9	4.1 LS..... ALAMO .....	66	10 45				
		11 40AM		BR29	29.3	2.4 LS..... SAN JUAN .....	71	10 20				
		12 30PM		BR31	31.0	1.7 LS..... PHARR .....	42	9 55				
		1 45		BR34	34.2	3.2 LS..... McALLEN .....	50	8 36				
					34.5	0.3 ..... T&NO CROSSING .....						
		9 00AM	2 30PM	BR40	40.0	5.5 LS..... MISSION..... DWY§	Yd.	8 00AM	12 50PM			
		9 40		BR55	53.5	13.5 P..... SAM FORDYCE .....	15		12 05PM			
		9 50		BR56	56.0	2.5 P..... CARRIZELOS .....			11 50AM			
		10 10		BR60	59.5	3.5 ..... RATCLIFF .....	13		11 35			
		10 50AM		BR73	73.3	13.5 LS..... RIO GRANDE CITY .....	Yd.		11 00AM			
		Daily Except Sunday	Monday Wednesday Friday			73.3		Tuesday Thursday Saturday	Daily Except Sunday			

**SAN PERLITA SUBDIV. — BETWEEN RAYMONDVILLE AND SANTA MONICA**

TRAINS SOUTHWARD				Station Numbers	Miles from Raymondville	TIMETABLE		TRAINS NORTHWARD			
						No. 1					
						AUGUST 19, 1956					
				STATIONS							
				B 46	0.0	LS..... RAYMONDVILLE..... DWY	0.0				
				BN 8	8.0	8.0 ..... SAN PERLITA .....	8.0				
				BN 12	11.6	3.7 ..... WILLAMAR .....	11.6				
				BN 18	18.0	6.3 ..... SANTA MONICA..... Y	18.0				
						18.0					



**PORT ISABEL SUBDIV.**  
BETWEEN SAN BENITO AND PORT ISABEL

TRAINS SOUTHWARD SECOND CLASS	Station Numbers	Miles from San Benito	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS
<b>781</b> Local Freight			AUGUST 19, 1956			<b>780</b> Local Freight
Daily Except Sunday			STATIONS			Daily Except Sunday
8 10AM	B 19	0.0	LS.....	SAN BENITO 2.0		2 00PM
8 20	BS 2	2.0		PLACE JCT. 8.5		1 50
9 30					LAURELES 1.1	
10 00	BT 8	10.5		T&NO CROSSING 5.1		12 50
						BAYVIEW 3.3
10 30	BT 15	16.7		ABNEY 12.7		11 45AM
10 45	BT 18	20.0		PORT ISABEL 32.7	Y	
11 40AM	BT 30	32.7				
Daily Except Sunday				32.7		Daily Except Sunday

**ED COUCH SUBDIV.**  
BETWEEN HG JCT. AND WESLACO

9

TRAINS SOUTHWARD SECOND CLASS	Station Numbers	Miles from HG Jct.	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS
<b>775</b> Local Freight			AUGUST 19, 1956			<b>774</b> Local Freight
Daily Except Sunday			STATIONS			Daily Except Sunday
12 15PM	BW 15	0.0	LS.....	HG JCT 5.2	Y	1 40PM
12 30	BW 5	5.2		MONTE ALTO 3.1		1 25
						ENGLEMAN JCT. 3.1
	BW 11	11.4		T&NO CROSSING 0.1		
12 55PM					LS.....	ED COUCH 10.8
	BR 19	22.3	LS.....	WESLACO 22.3	Y	
Daily Except Sunday				22.3		Daily Except Sunday

**RIO HONDO SUBDIV.**  
BETWEEN PLACE JCT. AND RIO HONDO

TRAINS SOUTHWARD SECOND CLASS	Station Numbers	Miles from Place Jct.	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS
<b>783</b> Local Freight			AUGUST 19, 1956			<b>782</b> Local Freight
Daily Except Sunday			STATIONS			Daily Except Sunday
8 20AM	BS 2	0.0		PLACE JCT. 3.5		9 25AM
		3.5		T&NO CROSSING 3.5		
8 50AM	BS 9	7.0	LS.....	RIO HONDO 7.0		8 55AM
Daily Except Sunday				7.0		Daily Except Sunday

**FAYSVILLE SUBDIV.**  
BETWEEN FAYSVILLE AND MONTE CHRISTO

TRAINS SOUTHWARD	Station Numbers	Miles from Fayetteville	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD
			AUGUST 19, 1956			
			STATIONS			
	BP 23	0.0	P.....	FAYSVILLE 1.1	Y	
		1.1		T&NO CROSSING 9.3		
	BY 73	10.4		MONTE CHRISTO 10.4		

**RIVER SUBDIV.**  
BETWEEN SAN BENITO AND MONTE CHRISTO

TRAINS SOUTHWARD SECOND CLASS	Station Numbers	Miles from San Benito	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS
<b>785</b> Local Freight			AUGUST 19, 1956			<b>784</b> Local Freight
Monday Wednesday Friday			STATIONS			Tuesday Thursday Saturday
9 45AM	B 19	0.0	LS.....	SAN BENITO 6.7		12 30PM
10 10	BY 8	6.7		LA PALOMA 4.8		12 03PM
10 25	BY 12	11.5		LOS INDIOS 4.0		11 48AM
10 41	BY 16	15.5	P.....	RANGERVILLE 6.1		11 32
11 05	BY 22	21.6		SANTA MARIA 7.2		11 07
11 27AM	BY 29	28.8		PROGRESO 19.3		10 45
12 25PM	BY 48	48.1	LS.....	HIDALGO 7.4		9 44
12 55	BY 56	55.5		MADERO 3.3		9 14
1 20PM	BR 40	58.8	LS.....	MISSION 5.1	DWY \$	9 00AM
	BY 64	63.9		ALTON 2.0		
	BY 66	65.9		CANTU 4.4		
		70.3		MP JCT. 3.1	Y	
	BY 73	73.4		MONTE CHRISTO 73.4		
Monday Wednesday Friday				73.4		Tuesday Thursday Saturday

**EDINBURG SUBDIV.**  
BETWEEN RAYMONDVILLE AND SAN JUAN

TRAINS SOUTHWARD SECOND CLASS	Station Numbers	Miles from Raymondville	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS
<b>773</b> Local Freight			AUGUST 19, 1956			<b>772</b> Local Freight
Daily Except Sunday			STATIONS			Daily Except Sunday
8 30AM	B 46	0.0	LS.....	RAYMONDVILLE 8.6	DWY	2 35PM
8 55	BP 8	8.6		LA SARA 6.2		2 10
						HG JCT 0.6
	BW 15	15.4		HARGILL 7.8		12 10PM
9 15					P.....	FAYSVILLE 6.0
9 35	BP 23	23.2		T&NO CROSSING 1.2		
	BP 30	30.4		EDINBURG 7.7		11 30
9 55					LS.....	SAN JUAN 38.1
10 30AM	BR 29	38.1				
Daily Except Sunday				38.1		Daily Except Sunday

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

- Brownsville Subdiv:** No. 321 is superior to No. 316.
- Brownsville Subdiv:** No. 361 is superior to No. 380.
- Kingsville Subdiv:** No. 361 is superior to No. 382.
- Corpus Christi Subdiv:** No. 267 is superior to No. 290.
- Mission Subdiv:** No. 779 is superior to No. 778.
- Victoria Subdiv:** No. 767 is superior to No. 766.
- Austwell Subdiv:** No. 771 is superior to No. 770.
- Rio Hondo Subdiv:** No. 783 is superior to No. 782.
- Port Isabel Subdiv:** No. 781 is superior to No. 780.
- Ed Couch Subdiv:** No. 775 is superior to No. 774.
- Edinburg Subdiv:** No. 773 is superior to No. 772.
- Freeport Subdiv:** No. 797 is superior to No. 798.

**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".....Diesel engines with one or more, or all cars equipped with freight car trucks.

CONSIST "B".....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.

Passenger cars MP 6330, 6331, 6332, 6333, 6334, 6335 and 6336, Sleepers Shrine Tower, Beacon Tower, and Temple Tower, and Diner 10242 are Streamlined—HIGH center of gravity cars.

CONSIST "D".....Diesel engines with streamlined, lightweight—LOW center of gravity cars only.

MoPac passenger cars of the 700 and 800 series, T&P passenger cars of the 100, 200, 300, 400, and 500 series, and sleepers with "Eagle" and "Cascade" prefix or "River" suffix, are streamlined—LOW center of gravity cars.

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.:								
Between Vanderbilt and McFaddin.....	50	70	79	79		79	79	
Between McFaddin and Kingsville.....	49	59	59	59		59	59	
Brownsville Subdiv.....	49	59	59	59		59	59	
Corpus Christi Subdiv.....	40	55	55	55		55	55	Five
Mission Subdiv.:								
Between Harlingen and Mercedes.....	30	50	50	50		50	50	miles
Between Mercedes and McAllen.....	30	45	45	45		45	45	
Between McAllen and Mission.....	30	50	50	50	Speed	50	50	per
Between Mission and Rio Grande City.....	25	30	30	30	shown	30	30	hour
Victoria Subdiv.:								
Between Bloomington and Victoria.....	25	25	25	25		25	25	
Between Bloomington and North Seadrift.....	25	25	25	25	on	25	25	above
Between North Seadrift and End of Track.....	15	20	20	20		20	20	
Austwell Subdiv.....	15	20	20	20	slow	20	20	speed
Edinburg Subdiv.....	25	25	25	25		25	25	
Faysville Subdiv.....	20	20	20	20	speed	20	20	shown
Ed Couch Subdiv.....	25	30	30	30		30	30	
River Subdiv.:								
Between San Benito and MP 13.....	20	25	25	25		25	25	on
Between MP 13 and Santa Maria.....	15	15	15	15		15	15	slow
Between Santa Maria and MP 48.....	20	25	25	25		25	25	
Between MP 48 and Monte Christo.....	15	20	20	20		20	20	speed
Rio Hondo Subdiv.....	15	20	20	20		20	20	
Port Isabel Subdiv.....	20	20	20	20		20	20	signs
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.....	20	25	25	25		25	25	
Hoskins Subdiv.....	15	25	25	25		25	25	

**2-B. MAXIMUM ENGINE SPEED:** (Where Maximum Train Speed is LOWER, it will govern).

Speed shown below is the highest speed at which an engine can be operated without damage to engine or track, but does not authorize operation of engine at speed higher than maximum train speed.

MISSOURI PACIFIC ENGINES

Diesel	MPH	Diesel	MPH	Diesel	MPH
201 to 208	65	9000 to 9022	35	MV-KO&G-OCAA	
301 to 392	65	9102 to 9191	35	DIESEL	
501 to 626	65	9200 to 9239	35	ENGINES	
800 to 815	30			751 to 756	65
4100 to 4101	35				
4102 to 4103	75	T&P			
4104 to 4371	65	DIESEL		Motor Cars:	
4501 to 4526	65	ENGINES		Passenger Motor	
7000 to 7021	98	1100 to 1130	65	Car No. 670, with	
7100	90	1500 to 1582	65	mechanical drive	
8001 to 8036	98	2000 to 2017	85		70

**3. SPEED RESTRICTIONS:** (Where maximum Train or Engine speed is LOWER, it will govern). Miles Per Hour

**3-A. ENGINES LIGHT MOVING FORWARD:**

Blank.

**3-B. ENGINES MOVING BACKWARD, OR MOVING FORWARD SHOVING CARS:**

DIESEL engines moving backward without pilot on end facing direction of movement or moving forward shoving cars:

Subdiv.:

Vanderbilt, Kingsville, Brownsville and Corpus Christi	25
Mission, Victoria, Austwell, Edinburg, Faysville, Ed Couch, River, Rio Hondo, Port Isabel, San Perlita, Freeport and Hoskins	15

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

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

	Miles Per Hour
Through No. 10 turnouts and crossovers, entire train	15
Through Nos. 15, 16 and 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 and 20 spring switches	30
(In straightaway movement when lead wheels have passed over points of spring switches, normal speed may be resumed.)	

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

Harlingen Yard—North Switch North Lead	
McFaddin —North siding switch	
Bloomington —North and South siding switches	
Carr —North and South siding switches	
Vanderbilt —North and South switches No. 1 track	
Vanderbilt —North and South siding switches	
Laward —North and South siding switches	
Francitas —North and South siding switches	
Blessing —North and South siding switches	
Buckeye —North and South siding switches	
SK Siding —North and South siding switches	
Allenhurst —North and South siding switches	
Sweeny —North and South siding switches	
Brazoria —North and South siding switches	
Edmonds —North and South siding switches	
Angleton —North and South siding switches	
Danbury —North and South siding switches	
Liverpool —North and South siding switches	
BM Siding —South siding switch	
San Juan —North and South siding switches	
Mercedes —North and South siding switches	

**3-D. SPECIFIC LOCATIONS WHERE SPEED IS RESTRICTED:**

Miles Per Hour

Consist "A" Consist "B" "C" and "D"

Vanderbilt Subdiv.:

Algoa, North Leg of wye	25	25
Liverpool, Train 321, to dispatch mail		40
Jefferson Lake Sulphur Spur, MP 308.4	15	15
Alamo Refinery Spur, MP 297.1:		
Straight track	10	10
On curves and in Yard at Plant	5	5
Bay City:		
City limits	30	30
Through interlocking limits	25	25
Blessing, Train 321, to dispatch mail		20

Kingsville Subdiv.:

Kingsville:		
Kleberg Ave. crossing	10	10
King Ave. crossing	10	10

Brownsville Subdiv.:

Riviera, Train 315, to dispatch mail		30
Raymondville, city limits	40	40
Lyford, city limits	40	40
Harlingen:		
Fair Park crossing	15	15
Jackson Street crossing	5	5
Harrison Street crossing	5	5
San Benito, city limits	20	20
Olmito, Train 315, to dispatch mail		30

Brownsville:

Jefferson Street crossing	5	5
Highway 1792 crossing Port Line	6	6

Mission Subdiv.:

Mercedes, Texas Ave	15	15
Donna, city limits	30	30
Pharr, Edinburg highway crossing MP 30.9	10	10
McAllen, city limits	15	15
Mission, city limits	30	30

Edinburg Subdiv.:

Edinburg, Harriman Ave	5	5
------------------------	---	---

Port Isabel Subdiv.:

San Benito, Highway 77	5	5
------------------------	---	---

Corpus Christi Subdiv.:

San Antonio, city limits		
MP 3, pole 3, to MP 5, pole 29	50	50
Mathis, highway crossing MP 113.1	15	15
Hubert, Fordyce Sand & Gravel Co. Spur	15	15
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, MP 1.2	10	10
-----------------------------	----	----

Hoskins Subdiv.:

Bastrop Bayou Bridge, MP 8.4	10	10
------------------------------	----	----

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

**LOCATIONS DESIGNATED BY MILE POST NUMBERS AND PROTECTED BY PERMANENT SLOW SPEED AND RESUME SPEED SIGNS:**

Permissible Speed in Miles per hour	NORTHWARD				SOUTHWARD			
	From		To		From		To	
	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole	Mile Post	Pole

**Kingsville Subdiv.:**

50	146	21	147	04	60	217	30	216	20
50	184	28	186	20	60	234	03	233	22
60	233	22	234	03	50	186	20	184	28
60	216	20	217	30	50	147	04	146	21

**Vanderbilt Subdiv.:**

65	241	18	242	17	65	310	28	310	19
65	243	18	243	26	65	309	12	308	25
60	275	10	276	17	35	305	17	305	14
50	277	07	277	28	50	277	28	277	07
35	305	14	305	17	60	276	17	275	10
65	308	25	309	12	65	243	26	243	18
65	310	19	310	28	65	242	17	241	18

**Mission Subdiv.:**

15	41	02	40	20	30	12	23	15	06
30	30	08	28	06	30	28	06	30	08
30	15	06	12	23	15	40	20	41	02

**River Subdiv.:**

10	13	18	13	11	10	11	08	11	18
10	11	18	11	08	10	13	11	13	18

**Corpus Christi Subdiv.:**

10	148	19	148	14	30	12	24	12	32
10	148	01	147	25	50	94	11	94	23
45	147	25	145	00	45	145	00	147	25
50	94	23	94	11	10	147	25	148	01
30	12	32	12	24	10	148	14	148	19

**3-E. TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:** Miles Per Hour

All Diesel Engines and Motor Cars Dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition..... Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

With trucks or parts of same not in good running condition..... As Authorized By Superintendent

Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed, control air reservoir drained, and drain cocks left open; all switches opened; battery fuses removed; reverser drums and main power contactors blocked. Messenger will be provided at the discretion of Superintendent or Master Mechanic.

With flat spot  $2\frac{3}{4}$ " or more in length for 36" diameter wheels used on E. M. D. passenger diesels..... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels.... 10

No restriction for flat spots shorter than above specified lengths.

**3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC.:** Miles Per Hour

Pile Drivers..... 25

Steam Shovels..... 25

Bridge Derrick Cars (non-revolving)..... 30

Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches or more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick-Pile Driver (combination machine)..... 25

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

American Ditchers (self-propelling)..... 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. Side rods and cranks must be removed from trucks.

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.

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, otherwise speed must not exceed 15 miles per hour until machine is headed in working direction at nearest point where turning facilities are available. The plows' wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

**3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Continued):**

Industrial Brownhoist Locomotive Crane..... 25  
 Industrial Brownhoist, Diesel Powered, Full Revolving Locomotive Crane should be moved with boom lowered on the racks on boom car. Boom must be disconnected from rotating portion of machine, and supported entirely upon boom car. Cables need not be removed from boom, but must be left slack between machine and boom.

Wrecking Cranes (non-self-propelling)..... 25

**Note**—Where maximum train speed is 25 miles per hour or less, speed of trains handling above work equipment must be restricted to five miles per hour less than such maximum freight train speed.

Wrecking Cranes (self-propelling):

The speed of trains handling wrecking cranes (self-propelling) shall be restricted according to maximum permissible speed of freight trains, Consist "A", thus:

Maximum Freight Train Speed	Permissible Speed When Handling Self-Propelled Wrecking Cranes
MPH	MPH
15	10
20	15
25	15
30	20
35	20
40	25
45	30
49	30
50	30

**3-F. TRAINS HANDLING WORK EQUIPMENT, DERRICKS, CRANES, ETC. (Concluded):**

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..... Maximum Train Speed Consist "A"

Scale Test Cars (Except MPX 5121)..... 30

Scale Test Car MPX 5121..... Maximum Train Speed Consist "A"

Scale test cars must be handled next to caboose.

**3-G. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:**

When there is to be handled any unit of equipment mentioned in Items 3-E and 3-F, above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which such restricted equipment is handled.

**3-H. STEAM ENGINES - MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:**

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and speed restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

# ST. L. B. & M. EMPLOYEES' HOSPITAL ASSOCIATION

**DR. C. M. SUBLETT, Chief Surgeon**

**DR. F. B. HIGGINS, Asst. Chief Surgeon**

**KINGSVILLE, TEXAS**

**DR. F. CALDIERA, DISTRICT SURGEON**

Harlingen, Texas

## LOCAL SURGEONS

NAME	LOCATION	NAME	LOCATION
Dr. H. Mertz.....	Alvin, Texas	Dr. A. L. Osborn.....	McAllen, Texas
Dr. W. C. Holt.....	Angleton, Texas	Dr. L. Smith.....	McAllen, Texas
Dr. J. S. Montgomery.....	Angleton, Texas	Dr. J. E. Martin.....	Mission, Texas
Dr. G. E. Glover.....	Austwell, Texas	Dr. T. R. Barnett.....	Mission, Texas
Dr. B. E. Simons.....	Bay City, Texas	Dr. P. M. Riley.....	Mission, Texas
Dr. D. W. Peace.....	Bishop, Texas	Dr. J. A. Dowlen.....	Mission, Texas
Dr. L. M. Barnett.....	Bishop, Texas	Dr. K. J. Scott.....	Pharr, Texas
Dr. J. M. Moore.....	Brazoria, Texas	Dr. J. A. Hoekaday.....	Port Isabel, Texas
Dr. T. A. Kinder.....	Brownsville, Texas	Dr. J. M. Rodriguez.....	Rio Grande City, Texas
Dr. M. W. Hawkins.....	Brownsville, Texas	Dr. E. E. Baden.....	Raymondville, Texas
Dr. A. W. Para.....	Brownsville, Texas	Dr. G. E. Bennack.....	Raymondville, Texas
Dr. W. E. Spivey.....	Brownsville, Texas	Dr. C. C. Conley.....	Raymondville, Texas
Dr. L. M. Draper.....	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. J. J. Stephen.....	Robstown, Texas
Dr. F. W. Yeager.....	Corpus Christi, Texas	Dr. N. T. Gibson.....	Robstown, Texas
Dr. S. A. Guerra.....	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. Thurman.....	Harlingen, Texas	Dr. N. W. Haas.....	San Benito, Texas
Dr. F. Caldeira.....	Harlingen, Texas	Dr. S. M. Parker.....	San Benito, Texas
Drs. A. P. Howard, W. B. Thorning & N. D. Kilgore.....	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. P. E. Lowe.....	Houston, Texas	Dr. J. M. Laughlin.....	Sweeney, Texas
Dr. T. E. Lowe.....	Houston, Texas	Dr. J. V. Hopkins.....	Victoria, Texas
Dr. O. W. Heins.....	Lyford, Texas	Dr. A. C. Shields.....	Victoria, Texas
Dr. M. R. Lawler.....	Mercedes, Texas	Dr. A. S. Tomb.....	Victoria, Texas
Dr. E. G. Smith.....	Mercedes, Texas	Dr. T. W. Glass.....	Weslaco, Texas
Dr. J. L. DeWitt.....	Ed Couch, Texas	Dr. J. B. Ivy.....	Weslaco, Texas
Dr. O. Garcia.....	McAllen, Texas	Dr. E. L. McCalip.....	Weslaco, Texas
Dr. S. J. McKinsey.....	McAllen, Texas	Dr. A. C. Koontz.....	Woodsboro, 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 EMPLOYEES' 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. R. L. Morphey.....	Corpus Christi, Texas
Dr. M. Nast.....	Corpus Christi, Texas
Dr. J. Nast.....	Corpus Christi, Texas
Dr. R. Sigler.....	Corpus Christi, Texas
Dr. R. M. McCary.....	Freeport, Texas
Dr. O. A. McCary.....	Freeport, Texas

## EYE, EAR, NOSE AND THROAT

NAME	LOCATION
Dr. J. G. Bryson.....	Corpus Christi, Texas
Dr. J. P. Moran.....	Corpus Christi, Texas