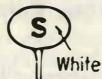
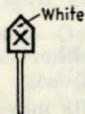


STANDARD SIGNS



STATION ONE MILE SIGN

See Rule 14 (m)
(One mile from station or first switch of siding, whichever is nearer, on single track in main order territory. Not to be used on branch lines.)



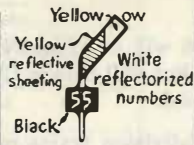
HIGHWAY GRADE CROSSING WHISTLE SIGN

1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m. p. h.
See Rule 14 (l)



RAILROAD CROSSING - JUNCTION - DRAW BRIDGE - ONE MILE SIGN

(except when protected by interlocking).
See Rule 98



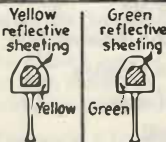
PERMANENT SPEED RESTRICTION SIGN

See Rule 10(h) and Timetable Special Instructions Section 3



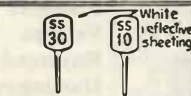
PERMANENT RESUME SPEED SIGN

See Rule 10(h)
Used in connection with Permanent Speed Restriction Sign



TEMPORARY SPEED RESTRICTION SIGN

To be used per chart on Page 130, Uniform Code of Operating Rules
See Rule 10(g)



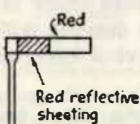
SPEED LIMITING SIGNS FOR SPRING SWITCHES

When moving points in trailing movements



APPROACH SIGN

See definition of Restricted Speed and Special Instructions supplementary to Operating Rules



STOP SIGN

At point where stop required 200 ft. from Railroad Crossing or at certain other points where stop required



YARD LIMIT SIGN



SWITCHING LIMIT SIGN

Used to designate Switching Limits in signal indication territory where Rule 93 does not apply

SAFETY FIRST



Missouri Pacific 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 & Brazos Valley Railway

KINGSVILLE DIVISION

SPECIAL INSTRUCTIONS

No. 10

EFFECTIVE JANUARY 1, 1955

Superseding Special Instructions No. 9, Effective December 7, 1952, and all supplements thereto.

SUPPLEMENTARY TO
THE UNIFORM CODE OF OPERATING RULES

DATED MAY 1, 1950

A. F. JUDD
Superintendent

1. SUPERIORITY OF TRAINS:

See timetable.

2. MAXIMUM SPEED:

See timetable.

3. SPEED RESTRICTIONS:

See timetable.

4. STANDARD CLOCKS:

Houston Union Station	Brownsville Yard Office
Houston HB&T Roundhouse	Weslaco
Settegast Yard	Mission
Telegraph Office	San Antonio
Vanderbilt	Telegraph Office
Bloomington	North Pleasanton
Kingsville	Corpus Christi
Telegraph Office	Yard Office
Harlingen Yard Office	Freeport
San Benito	Velasco
	McAllen

5. WATCH INSPECTORS:

Location	Name
Houston.....711 Franklin.....	Houston Watch Co.
Victoria.....114 E. Constitution.....	Jacobs Jewelry Co.
Kingsville.....E. Kleberg.....	Meek & Ferguson
Raymondville.....315 Hidalgo Ave.....	Brittons Jewelry Co.
Harlingen.....123 W. Jackson.....	R. B. Roberts
San Benito.....226 N. Sam Houston.....	Mergel Jewelers
Brownsville.....1110 E. Elizabeth.....	R. L. Lackner
Mercedes.....309 S. Texas.....	J. M. Reynolds
Weslaco.....319 Texas.....	Dodds Jewelry
Mission.....909 Conway.....	Hatfields Jewelry
San Antonio.....122 Broadway.....	Gildemeister Jewelers
Nth Pleasanton.....W. T. Dickens.....	
Corpus Christi.....423 Peoples.....	G. B. Diamond Jewelry Co.
Freeport.....	B. E. Watson

6. TRAIN REGISTERS:

First class trains will register at Vanderbilt by register ticket except when necessary to check train register.

Trains 205 and 206 will register by register ticket at Odem except when necessary to check train register.

North Pleasanton is register station for first class trains only.

All train must obtain clearance before leaving Angleton on Freeport Subdivision.

Trains originating or destined San Antonio use register located in telegraph office, passenger station, San Antonio: Time arrival or departure San Antonio, signals displayed, etc., and will register the Corpus Christi Subdivision highest General Order Number on the Laredo Subdivision Train Register in addition to the San Antonio Division General Order.

6.—Concluded

Trains 12 and 16 will not require Clearance, Form C, at Brownsville but will secure Clearance, Form C, at Brownsville Yard.

Kingsville Yard on Brownsville and Kingsville sub-division shown as Register Station, trains originating or destined Kingsville Yard use Register located in telegraph office Kingsville. Time arrival Kingsville Yard, signals displayed etc., to be entered on this register.

Southward freight trains will obtain clearance, form C, from StL B&M Dispatcher before leaving Settegast Yard and passenger trains from BX Office Passenger Station Houston and will not require clearance form C at Algoa.

Trains 206 and 216 will not require Clearance, Form C, at Corpus Christi but will secure Clearance, Form C, at Corpus Christi Yard.

Corpus Christi Subdivision trains must secure Clearance, Form C, at Odem.

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

An extra train holding train orders authorizing its movement beyond any of these stations, will, where there is no train order signal governing its movement, require a clearance where there is an operator on duty.

Victoria	Faysville	Ed Couch
Seadrift	Monte Christo	Place Jet.
Heyser	Santa Monica	Rio Grande City
Austwell	Rio Hondo	Port Isabel
Mission	Hargill	Hoskins
San Juan	SAU&G Crossover	Hoskins Jct.
Anchor	Freeport	

7. GENERAL ORDER BOOKS:

Houston Union Station	Corpus Christi Yard
Houston HB&T Round house	Freeport
Settegast Yard Office	Velasco
Settegast Diesel Shop	Raymondville
Sweeny	Harlingen Yard
Vanderbilt	Harlingen Roundhouse
Bloomington	San Benito
Kingsville Telegraph Office	Brownsville Yard
Kingsville Yard Office	Brownsville Pass. Station
San Antonio Telegraph Office	Mercedes
North Pleasanton	Weslaco
Mathis	Pharr
	McAllen
	Mission Pass. Station

8. MAIL CRANES BETWEEN STATIONS:

Subdivision	Nearest Station	MP	Pole
Kingsville	Vanderbilt	236	0

9. MAXIMUM PERMISSIBLE COOPERS CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:

Between	Locomotive and Work Equipment	Gross Weight of Cars and Lading
Brownsville and Algoa.....	E-58	240,000 lbs.
Algoa and Houston (GC&SF Ry).....	E-65 (See Note 1)	251,000 "
Brownsville and Port of Brownsville.....	E-54	240,000 "
Brownsville and Matamoros.....	E-58	240,000 "
Harlingen and Mission.....	E-58	240,000 "
Mission and Rio Grande City.....	E-52	240,000 "
Raymondville and San Juan.....	E-54	240,000 "
Raymondville and Santa Monica.....	E-45	210,000 "
Hargill and Weslaco.....	E-54	240,000 "
Faysville and Monte Christo.....	E-45	210,000 "
San Benito and Rio Hondo.....	E-45	210,000 "
San Benito and Monte Christo.....	E-45	210,000 "
Place Junction and Port Isabel.....	E-45	210,000 "
San Antonio and Corpus Christi.....	E-52 (See Note 2)	240,000 "
Bloomington and Victoria.....	E-54	240,000 "
Bloomington and End of Track.....	E-45	210,000 "
Heyser and Austwell.....	E-45	210,000 "
Anchor and Velasco.....	E-52	240,000 "
Velasco and Freeport.....	E-45	210,000 "
Hoskins Jet. and Hoskins.....	E-45	210,000 "

NOTE 1—On territory Algoa and Houston, the rating of locomotives and cars are governed by the GS&SF Ry.

NOTE 2—On territory San Antonio to Corpus Christi locomotives heavier than E-45 not permitted on Fordyce Gravel Track, Hubert.

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

Explanation of Cooper's Classification:

Classification	Engine Numbers	Work Equipment
E-30	D812-815.....	
E-35	D7100 D9000-9022.....	Bridge Erection Cranes X1025 Locomotive Cranes X1004, X1005, X1006, X1026, X1031 Locomotive Ditcher X202, X5105 Wrecking Derrick X101 to X107 and X109, X7501 Magnet Hoist X5181, X5182
E-40	D7000-7021 D8001-8036 D9150-9161.....	Wrecking Derrick X5000 Pile Drivers X5062, X7515
E-42	D4112-4115.....	
E-45	D201-208, D301-392 D501-626 D4100-4111 D4116-4331 D9102-9146 D9148-9149 D9162-9191 D9200-9239	Bridge Erection Cranes X1027, X1028, X1032 X1033 Bridge Erection Derrick X247 Wrecking Derricks X110 to X114 inc. X5001, X5002 X7001, X7502 Bridge Derrick-Pile Driver X172

9. —Concluded

D—Diesel Electric.

All other work equipment mounted on two standard four wheel trucks and weighing not more than 150,000 pounds, classifies E-30 or less.

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.

9-A. Engine Restrictions:

BLANK.

10. RAILROAD CROSSINGS AT GRADE:

Subdivision	Mile Post	Other Railroad	Senior Line	Type of Protection
Vanderbilt	.....320.1	H&BV	H&BV	Controlled Elec. Signals
Vanderbilt	.....284.1	GC&SF	GC&SF	Controlled Elec. Signals
Vanderbilt	.....264.6	T&NO	T&NO	Controlled Elec. Signals
Kingsville	.....224.2	T&NO	T&NO	Controlled Elec. Signals
Kingsville	.....162	T&NO	T&NO	Automatic Interlocking
Kingsville	.....154.5	Corpus Christi Subdiv.	GCL	Electric locked gate
Kingsville	.....141.4	Tex Mex	TEX-MEX	Automatic Interlocking
Brownsville	.....26.8	T&NO	GCL	Automatic Interlocking
Brownsville (Belt Line)	.....1.5	T&NO	GCL	Gate
Mission	.....A34.5	T&NO	GCL	None
Edinburg	.....E29.5	T&NO	T&NO	Cabin
Edecouch	.....EE11.4	T&NO	T&NO	Interlocking Cabin
Monte Christo	F1.1	T&NO	T&NO	Interlocking Cabin
Victoria	.....R12.6	T&NO	T&NO	Interlocking Automatic
Rio Hondo	.....J5.5	T&NO	T&NO	Interlocking Cabin
Port Isabel	.....JA9.5	T&NO	T&NO	Interlocking Cabin
Corpus Christi	.....G118.0	T&NO	T&NO	Interlocking
Corpus Christi	.....G182	SAU&G	GCL	Automatic
Corpus Christi	.....G149.5	T&NO	T&NO	Interlocking Electric locked gate
				None

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

Subdivision	Location	MP	Other Railroad
Kingsville	Sinton	162.0	T&NO
Kingsville	Robstown	141.4	Tex-Mex
Brownsville	Harlingen	26.8	T&NO
Corpus Christi	Mathis	G-113.0	T&NO
Victoria	Victoria	G- 12.6	T&NO

Rule 344 and other rules applicable will govern.

At Sinton:

If Southward or Northward trains use more than six (6) minutes between approach and absolute signals, Absolute Signal will automatically go to stop indication, and will not show proceed indication again until leading wheels of engine or cars pass street crossing for southward trains and south wye switch for northward trains and only then if there are no trains in the approach or on conflicting routes.

10-A.—Concluded

Southward trains, when setting out or picking up, should stop their train north of train order signal.

Northward trains, when setting out or picking up, should stop their trains south of south wye switch.

At Robstown:

If Southward or Northward trains use more than four (4) minutes between approach and absolute signals, Absolute Signal will automatically go to stop indication and will not show proceed indication again until leading wheels of engine or cars pass a point 326 feet north of absolute signal for southward trains and 274 feet south of absolute signal for northward trains and only then if there are no trains in the approach or on conflicting routes.

Southward trains, when setting out or picking up, should stop their train north of South switch leading to ice dock.

Northward trains, when setting out or picking up, should stop their train south of switch leading to Tex-Mex transfer.

At Mathis:

If Southward or Northward trains use more than six (6) minutes between approach and absolute signals, Absolute Signal will automatically go to stop indication, and will not show proceed indication again until leading wheels of engine or cars pass a point 332 feet north of absolute signal for Southward trains and 328 feet south of absolute signal for Northward trains and only then if there are no trains in the approach or on conflicting routes.

Southward trains, when setting out or picking up, should stop their train north of switch leading to T&NO transfer.

Northward trains, when setting out or picking up, should stop their trains south of crossover switch to siding.

10-B. Interlockings with Controlled Electric Signals:

Subdivision	Location	MP	Other Railroad
Kingsville.....	Placedo	224.2	T&NO
Controlled by Control Operator at Vanderbilt.			
Vanderbilt.....	Blessing	264.6	T&NO
	Bay City	284.1	GC&SF
	San Bernard		
	River	305.5	Draw Bridge
	Angleton	320.1	H&BV
Freeport.....	Angleton	17.1	StLB&M

Controlled by Control Operator at Angleton.

10-C. Standard Manual Interlocking:

BLANK.

10-D. Cabin Interlockings:

Subdivision	Location	MP	Other Railroad
Edinburg.....	Edinburg	E-29.4	T&NO
Ed Couch.....	Ed Couch	EE-11.0	T&NO
Monte Christo.....	Faysville	F-1.1	T&NO
Rio Hondo.....	El Rain	J-5.7	T&NO
Port Isabel.....	Laureles	JA-9.1	T&NO

Cabin type interlocking will be handled by trainmen in accordance with instructions posted inside the cabin.

Rules 281 to 292, and 325 to 345, inclusive, govern.

Trains will not exceed a speed of twenty (20) miles per hour between home signals interlocking plant Edinburg, MP E-29.5, Edinburg Subdivision or between home signals interlocking plant Ed Couch MP EE-11.4, Ed Couch Subdivision.

10-E. Interlocked Gates:

BLANK.

10-F. Standard Gates:

Subdivision	Location	MP	Other Railroad
Brownsville.....	Belt Line	1.5	T&NO

10-G. Standard Gates With Electric Locking Devices:

Kingsville Subdivision	MP	Pole
Odem	154	18
Corpus Christi Subdivision		
Odem	132	8

Normal position lined against Corpus Christi Subdivision train operation.

Color light signals in operation at following locations on Kingsville Subdivision:

- Northward approach signal No. 1534 MP 153 pole 13
- Northward absolute signal No. 1544 MP 154 pole 16
- Southward absolute signal No. 1547 MP 154 pole 21
- Southward approach signal No. 1555 MP 155 pole 18

Two fixed stop signs on Corpus Christi Subdivision located 100 feet each side of crossing.

Gate operating instructions are posted at crossing inside door of electric lock.

Rules 98, 281 to 292, inclusive, and 325 to 356, inclusive, govern, except engines and trains must not pass fixed stop signs on Corpus Christi Subdivision until gate lined for movement on Corpus Christi Subdivision.

10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits where view is obstructed:

BLANK.

11. INTERLOCKINGS AT JUNCTIONS:

BLANK.

12. YARD LIMITS:

	FROM		TO	
	Mile Post	Pole	Mile Post	Pole
Freeport Subdiv.:				
Freeport.....	6	29	End of Track	
Velasco.....	6	29	End of Track	
Hoskins Jct.....	6	29	End of Track	
Anchor.....	22	0	20	14
Angleton.....	15	0	18	4
Hoskins Subdiv.:				
Hoskins Jct.....	0	0	0	34
Hoskins.....	F12	0	End of Track	
Kingsville Subdiv.:				
Odem.....	153	16	156	26
Robstown.....	139	25	143	15
Kingsville.....			122	11
Brownsville Subdiv.:				
Kingsville.....	116	0		
Raymondville.....	44	9	49	17
Harlingen.....	23	12	28	6
San Benito.....	17	9	20	20
Brownsville.....	0	0	3	22
Corpus Christi Subdiv.:				
San Antonio.....	G- 3	3	G- 5	6
North Pleasanton.....	G- 30	33	G- 35	5
Three Rivers.....	G- 76	8	G- 78	10
Mathis.....	G-111	27	G-114	20
Odem.....	G-130	0	G-133	20
Corpus Christi.....	G-142	31	End of Track	
Victoria Subdiv.:				
Bloomington.....	R- 1	28	C- 4	0
Dernal.....	R- 3	0	R- 5	1
Victoria.....	R- 10	7	End of Track	
Seadrift.....	C- 19	0	End of Track	
North Seadrift.....	C- 11	10	C- 13	21
Edinburg Subdiv.:				
Raymondville.....	Raymondville	8	E- 2	0
Hargill.....	E- 13	18	E- 15	5
Faysville.....	E- 21	20	E- 23	7
Edinburg.....	E- 23	21	E- 32	0
San Juan.....	E- 36	0	San Juan	
Faysville Subdiv.:				
Faysville.....	0		F- 4	0
Mission Subdiv.:				
Harlingen.....	Harlingen Yd.		A- 1	7
La Feria.....	A- 6	25	A- 9	23
Mercedes.....	A- 12	26	A- 15	4
Wealaco.....	A- 16	23	A- 19	18
Donna.....	A- 21	26	A- 24	29
Alamo.....	A- 25	18	A- 27	26
San Juan.....	A- 23	9	A- 32	5
McAllen.....	A- 33	24	A- 36	0
Mission.....	A- 33	22	A- 42	6
Sam Fordyce.....	A- 51	0	A- 60	5
Ed Couch Subdiv.:				
Hargill.....	EE- 0	0	EE- 0	22
Ed Couch.....	EE-10	11	EE-12	2
Wealaco.....	EE-20	23	Wealaco	
River Subdiv.:				
San Benito.....	San Benito		K- 2	9
Hidalgo.....	K- 47	22	K- 48	12
Mission.....	K- 56	21	K- 62	6
Rio Hondo Subdiv.:				
San Benito.....	J- 2	6	San Benito	
Port Isabel Subdiv.:				
San Benito.....	JA- 0	7	Place Jct.	

13. SWITCHES:

13-A. Spring Switches:

Subdiv.:	Type of Switch	Location	MP	Pole	Normal Position
Corpus Christi.....					
	No. 10	SAU&G Crossover.	G-3	1	IGN
					Main Track
	No. 10	North Wye	148	21	Main Track
	No. 10	South Wye	148	30	Main Track
	No. 10	West Wye			South Leg of Wye
Brownsville.....					
	No. 8	West Wye.....	0	3	South Leg of Wye
	No. 8	South Wye	0	2	East Leg of Wye
	No. 10	North Wye	0	12	West Wye
	No. 20	Harlingen North Lead	28	19	Main Track
Mission.....					
	No. 10	Harlingen Freight Lead	A0	8½	North Leg of Wye

See Section 3 of Special Instructions in timetable covering speed restrictions.

Rule 104(a) and other Rules applicable will govern.

13-B. Remotely Controlled Switches:

Subdiv.	Location	Type of Switch	Control Station
Vanderbilt..	BM Siding (South end of siding).....	No. 15	Alvin
Vanderbilt..	Both ends of all sidings Liverpool to Buckeye both inclusive	No. 15	Angleton
Vanderbilt..	Both ends of all sidings Blessing to LaWard both inclusive.....	No. 15	Angleton
Vanderbilt..	Vanderbilt (North end of North Siding)	No. 15	Vanderbilt
Kingsville..	Vanderbilt (South end of North Siding)	No. 15	Vanderbilt
Kingsville..	Vanderbilt (Both ends of South Siding).....	No. 15	Vanderbilt
Kingsville..	Carr (Both ends of Siding)	No. 16	Vanderbilt
Kingsville..	Bloomington (Both ends of Siding).....	No. 16	Vanderbilt
Kingsville..	McFadden (North end of Siding)	No. 16	Vanderbilt

Rules 104(b) and 104(c) and other rules applicable will govern.

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

Subdiv.	Location	MP	Pole	Normal Position
Victoria.....	Heyser	R-5	0	For Victoria Subdiv.
Mission.....	Harlingen South Wye Switch	A-0	11	For North Wye
Corpus Christi.....	Pleasanton Jct.	32	24	For Corpus Christi Subdiv. main track
Rio Hondo.....	Place Jct.	J-2	0	For Port Isabel Subdiv.
Port Isabel.....	Pt. Isabel North Wye	JA-30	21	For docks
Edinburg..	San Juan	E-38	0	For south Wye
Brownsville..	Brownsville Passenger Sta.	0	3	For No. 4 track
Brownsville..	Brownsville Port Yard	6	7	For No. 1 and No. 2 track lead

13-D. Interlocked Switches:

BLANK.

13-E. Handling of Switches by Operators or Switch-tenders:

BLANK.

13-F. Electrically Locked Hand Operated Switches with Pipe Connected Derails:

	Location:
Phillips Petroleum spur.....	MP 337 pole 22
Chocolate Bayou spur.....	MP 335 pole 18
Danbury	
Team Track	MP 327 pole 19
Team Track	MP 327 pole 03
Angleton	
Old Team Track.....	MP 321 pole 06
Old North Track	MP 320 pole 23
North Wye	MP 320 pole 07
South Wye	MP 319 pole 29
Brazoria	
House Track	MP 308 pole 26
House Track	MP 308 pole 19
Peerless Carbon Black spur	MP 303 pole 5
Dow Chemical spur	MP 302 pole 18
Sweeney	
House Track	MP 301 pole 1
House Track	MP 300 pole 19
Oil Track	MP 300 pole 19
Oil Track	MP 300 pole 8
Abercrombie spur	MP 297 pole 15
Poole Pens spur	MP 289 pole 22
Bay City	
Team Track	MP 284 pole 24
West Wye	MP 283 pole 31
No. 1 Track	MP 283 pole 30
House Track	MP 283 pole 27
No. 1 Track	MP 283 pole 8
Buckeye	
House Track Spur	MP 275 pole 2
Elmaton	
Siding	MP 270 pole 2
House Track	MP 269 pole 26
House Track	MP 269 pole 16
Siding	MP 269 pole 9
Blessing	
House Track	MP 264 pole 23
House Track	MP 264 pole 12
Liberty Oil spur	MP 263 pole 7
Francitas	
Stock Track	MP 257 pole 11
Stock Track	MP 257 pole 0
LaWard	
House Track	MP 249 pole 20
House Track	MP 249 pole 12
Lolita	
Siding	MP 245 pole 14
Track No. 1.....	MP 244 pole 23
Siding	MP 244 pole 15
Track No. 1.....	MP 244 pole 9

13-F. Electrically Locked Hand Operated Switches with Pipe Connected Derails:—Concluded

	Location:
Vanderbilt	
Rip Track	MP 239 pole 18
Engine Track	MP 239 pole 15
Oil Spur	MP 239 pole 8
LaSalle	
House Track Spur	MP 236 pole 7
Keeran	
Spur Track	MP 234 pole 3
Placedo	
House Track	MP 224 pole 23
House Track	MP 224 pole 10
Transfer Track	MP 224 pole 8
Bloomington	
Engine Spur Track.....	MP 219 pole 18
House Track	MP 219 pole 16
House Track	MP 219 pole 6
North Wye Track.....	MP 219 pole 6
South Wye Track.....	MP 218 pole 29

13-G. Electrically Locked Hand Operated Switches:

Brazoria	
Both ends of crossover.....	MP 308 pole 11
Vanderbilt	
Crossover	MP 240 pole 5
Crossover	MP 239 pole 14
Bloomington	
North Crossover (North end).....	MP 219 pole 20
North Crossover (South end).....	MP 219 pole 19
South Crossover (North end).....	MP 219 pole 8
South Crossover (South end).....	MP 219 pole 7

To enter side tracks:

The electric clock is automatically released after short approach track circuit on main track has been occupied. Unlock padlock on electric lock box door next to switch stand, open door of box, when indicator shows unlocked, revolve handle as far as it will go. Switch may then be operated in the usual way. Do not close switch when train or engine is between switch and pipe connected derail.

To enter main track:

Call Angleton or Vanderbilt control operator on telephone and request authority to enter main track. Do not unlock padlock on electric lock door until authority is granted. When authority granted, unlock padlock on electric lock door next to switch stand, open door of box when indicator shows "unlocked" revolve handle as far as it will go. Switch may then be operated in the usual way. When train move has been completed through switch, restore to normal, restore lock handle to original position and lock box. When door of electric lock box is opened, indicator will show "locked" if a train is in approach but is not occupying short release circuit.

Electric switch locks installed on double crossover from BM siding to main track, Algoa. Train using these switch locks must call Control Operator, Alvin, on telephones opposite crossover switches and secure permission to use switches from siding to main track.

Tools for spiking switches are located in all telephone booths.

See Rule 400.

Be governed by instructions posted inside of door of iron box or telephone booth.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

BLANK.

15. FLASHING LIGHT TRAIN ORDER SIGNALS:

Train order signals at following locations are equipped with flashing lights to distinguish them from other signals:

- Vanderbilt
- Bloomington
- Sinton
- Odem
- Robstown
- Harlingen Yard

16. SIDINGS:

16-A. Sidings of Assigned Direction (see second paragraph, Rule 105):

BLANK.

16-B. Designation of Sidings:

Sidings and their capacity are designated by timetable except:

Vanderbilt Subdivision:

Vanderbilt No. 1 track, west of main track is designated as siding.

Corpus Christi Subdivision:

Corpus Christi yard, No. 1 track, first track east of main track is designated as siding.

Odem, West Wye is designated as siding for southward trains.

Odem, North Wye is designated as siding for northward trains.

North Pleasanton, No. 1 yard track is designated as siding.

Brownsville Subdivision:

Time for northward trains applies at first Crossover south of T&NO crossing Harlingen Yard.

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

Subdiv.	Station	Switch	Distance and direction from train order signal
Kingsville.....	Woodsboro.....	South...	590 feet north
Kingsville.....	Calallen.....	North...	150 feet south
Kingsville.....	Bishop.....	South...	390 feet north
Brownsville.....	Lyford.....	South...	212 feet north
Brownsville.....	San Benito.....	North...	1072 feet south
Mission.....	Wealaco.....	North...	350 feet south
Corpus Christi.....	Mathis.....	North...	400 feet south
Corpus Christi.....	Campbellton.....	North...	50 feet south

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

(1) Blank.

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

Woodsboro, Bishop and Lyford—Southward trains only.

Calallen, San Benito, Weslaco, Mathis and Campbellton—For northward trains only.

16-D. Sidings Permitted to be Used as Team and Storage Tracks, Modifying Rule 105:

Kingsville Subdivision:

- Angelita
- Cranell

Corpus Christi Subdivision:

- | | | |
|----------|------------|----------|
| Edroy | Suniland | Leming |
| Hubert | Whitsett | Cassin |
| Mathis | McCoy | San Jose |
| Cornelia | Coughran | |
| Ike | Pleasanton | |

Brownsville Subdivision:

- Olmito
- Russelltown

Mission Subdivision:

- Ratcliff
- McAllen
- Stuart Place.

17. BLOCK SIGNALS:

17-A. Automatic Block System:

The following is added to Rule 285 of Uniform Code of Operating Rules: "When advance view permits, start reducing speed before reaching Approach Signal, and when such view is sufficient, to 30 MPH before reaching it."

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

Subdiv.	Between	Control Operator Located at
Vanderbilt.....	Algoa and South Switch	
	BM Siding	Alvin
Vanderbilt.....	South Switch BM Siding and North Switch North Siding Vanderbilt.....	Angleton
Kingsville.....	North Switch North Siding Vanderbilt and McFaddin.....	Vanderbilt

Rules 281 to 292-A, 325 to 356, inclusive, 400 to 406, inclusive, and other rules applicable, govern.

Rules 99(j) is effective in this territory.

A train which has been stopped by "Stop" indication of block signal in advance of siding where switches are hand operated and has been instructed by Control Operator to enter siding, must not pass signal until switch has been set for siding.

17-C. Operation by Signal Indication With the Current of Traffic:

BLANK.

17-D. Dragging Equipment Detectors:

BLANK.

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

Raymondville: North Switch BB Siding.

18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:

Corpus Christi Subdivision:

Trains 205 and 215 will head around North Wye Corpus Christi yard and make backward movement to passenger station.

Brownsville Subdivision:

No. 116 will head through north wye Harlingen yard and make backward movement to Harlingen Passenger Station on main track.

No. 115 will make backward movement on main track from passenger station Harlingen to Yard Office head through Cross-over to North Wye.

19. DOUBLE HEADING TRAINS:

BLANK.

20. HELPER AND PUSHER SERVICE:

20-A. Helper Service:

BLANK.

20-B. Pusher Service:

In pushing trains out of yard where pusher engine does not go beyond the main track switch, it will be permissible to do so without coupling air, but if the pusher engine goes out on main track, air must be coupled through the pusher engine in rear, and double heading cock under brake valve on pusher engine in rear closed to avoid overcharging rear end or pumping off brakes when applied by "train-engine."

See Section 6, "Brown Book".

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdiv.	Name	MP
Vanderbilt.....	San Bernard River Drawbridge....	305.5
Freeport.....	Brazos River Drawbridge.....	1.18

22. OPERATION OVER FOREIGN LINES:

(a) Use of HB&T Tracks Between Houston and New South Yard, and Between New South Yard and Settegast Yard:

All trains will be governed by HB&TCo. timetable, rules and special instructions.

(b) Use of GC&SF Railway Co. Tracks Between South Yard and Algoa:

All trains will be governed by GC&SFryCo. timetable, rules and special instructions.

22-A. Operation in Terminal on Connecting Divisions. Between SAU&G Crossover and San Antonio:

San Antonio Division timetable, rules and special instructions, will govern.

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

BLANK.

23. LOCAL FREIGHT CARRYING PASSENGERS:

Will stop the car in which passengers are riding, at station platforms.

24. TRAIN ORDER DELIVERY DEVICES:

These devices are located at:

Vanderbilt Subdiv.:	Corpus Christi Subdiv.:
Vanderbilt	Leming
Bloomington	Mount Lucas
McFaddin	Pleasanton
Refugio	
Woodsboro	Brownsville Subdiv.:
Calallen	Sarita
Driscoll	Harlingen Yard
Bishop	Brownsville Yard

25. MOTOR CARS:

BLANK.

26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

BLANK.

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

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

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

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

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

27.—Concluded

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

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

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

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

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

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

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

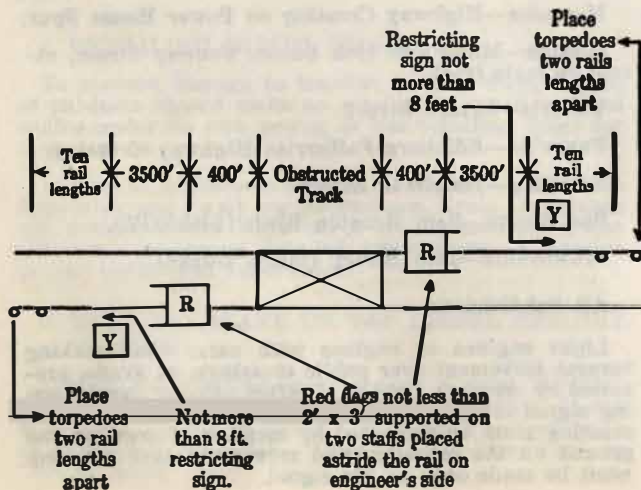
Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signs cannot be plainly seen."

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

Victoria	River
Edinburg	San Perlita
Ed Couch	Port Isabel
Austwell	Rio Hondo
Monte Christo	

Mission Subdiv. between Mission and Rio Grande City.

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



27-A. Protection Orders:

The use of protection order Form Y is authorized on the following light traffic subdivisions:

Victoria	River
Edinburg	San Perlita
Ed Couch	Port Isabel
Austwell	Rio Hondo
Monte Christo	Brownsville

28. MOVEMENT OF TRAINS THROUGH TUNNELS:

BLANK.

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Distance from Brownsville	Station Numbers	Capacity in Cars
Brownsville Subdivision:			
Miff'lin Stock Pen	89.3	89	86
Sarita Stock Pen Spur.....	96.8	97	16
Kingsville Subdivision:			
Caesar Spur	122.0	122	40
Chemcel	122.8	128	77
Lon Hill	146.7	147	30
Gravel Spur	152.26	153	30
Welder Pens	163.0	163	22
Keeran Spur	233.0	234	15
La Salle	236.0	236	6
Vanderbilt Subdivision:			
Liberty Oil Spur	268.7	268	10
Poole Stock Pens Spur.....	289.0	289	20
Dow Chemical Co. Spur.....	302.6	302	6
Peerless Carbon Black.....	303.5	303	6
Chocolate Bayou Spur	335.6	336	5
Phillips Petroleum	337.8	338	29
Mission Subdivision:			
	Distance from Harlingen		
C. P. and L. Spur.....	1.3	A- 1	20
Kipfer	1.9	A- 2	8
Grindle Spur	2.3	A- 2	2
Texas Liquid Fertilizer			
Co. Spur	10.5	A-10	2
Thompson Feed Mill Spur.....	21.3	A-21	2
Val Verde	24.8	A-25	32
Hauser	32.5	A-32	8
McColl	33.0	A-33	22
Kane	36.4	A-36	3
Peace Thornton Lbr. Co.....	36.9	A-37	2
Sharyland	37.6	A-37	49
Penitas	47.5	A-47	2
Bleakley Gravel Spur	49.4	A-49	35
Fordyce Gravel Spur	56.0	A-56	24
Starreo Gravel Spur	57.8	A-57	35
Kelsay Spur	68.2	A-68	7
Davis Oil Spur	69.3	A-69	13
River Subdivision (SB&RGV):			
	Distance from San Benito		
Carricitos	9.8	K- 9	18
Justman Frankenthal Spur.....	26.8	K-27	16
Waite	40.3	K-40	16
Valley Vitamins	47.5	K-47	8
Palmhurst	62.0	K-62	9
Barret	63.4	K-63	4
Lindsay Garden	65.0	K-65	144
Caliche Spur	70.9	K-70	44
San Perlita Subdivision:			
	Distance from Raymondville		
Porfirio.....	16.9	H-16	7

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:—Cont.

Name	Distance from San Benito	Station Numbers	Capacity In Cars
Rio Hondo Subdivision—SB&RGV:			
Fresnal	6.6	J- 6	4
Brownsville Belt:			
Acacia	5.0	O- 5	6
Freeport Subdivision:			
Van Pelt	16.0	F-16	10
Victoria Subdivision:			
Tennessee Gas	4.0	R- 4	40
Dernal	4.0	R- 4	15
North Seadrift	12.3	C-12	62
Edinburg Subdivision:			
Water District No. 15 Spur.....	24	E-24	8
Longhorn Pipe Spur.....	27.2	E-27	15
Fayesville Subdivision:			
Caliche Track	2.5	F- 3	48
Corpus Christi Subdivision:			
Thurman Barret Spur	5.9	G- 6	18
H. B. Zachary.....	6.7	G- 7	65
Lehr	19.8	G-20	30
Espey Sand Pit No. 1.....	23.1	G-23	20
Espey Sand Pit No. 2.....	22.8	G-23	5
Oil Spur	64.5	G-64	5
Goliad Corpn	82.3	G-84	12
Dinero.....	100.6	G-100	7
Houston Oil Co.	103.1	G-103	6
Caliche Pit Spur	111.9	G-111	86
Columbian Carbon Black.....	139.5	G-139	40
Suntide.....	141.5	G-142	35
Ed Couch Subdivision:			
Engelman	8.4	EE-8	15

30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14-L AND 30.

In back-up movements of passenger trains, the locomotive whistle must be sounded in addition to the air whistle on rear of train.

CORPUS CHRISTI

1. Ordinance passed by the City of Corpus Christi requires flag protection at extra hazardous crossings by engines, locomotives or trains approaching and entering such crossings that are not protected by automatic signals.

Following crossings on our line are considered by the City of Corpus Christi to be extra hazardous and are not protected by warning signals and must be flagged by member of train or switch crew:

On Almeda Street Spur:

- Antelope Street
- Lipan Street
- Buffalo Street
- Leopard Street
- Comanche Street

LEARY STREET CONNECTION WHICH EXTENDS FROM OUR WYE TO TEXAS-MEXICAN RAILROAD CONNECTION.

30.—Concluded

Antelope Street.

The Ordinance further provides:

2. That it shall be unlawful to blow or cause to be sounded, any railroad engine whistle, horn, siren or other noise making device on any engine or locomotive, except engine bell within any area specifically designated as a recreation area, except in case of emergency. (The only recreational center designated is known as North Beach, which extends from Bascule Bridge to the reef bridge on Southern Pacific Lines.)

3. That engine bell shall be rung when starting to move and also when approaching and entering all crossings.

4. Railroad engines or train approaching the Bascule Bridge over Corpus Christi Ship Channel, may blow or sound whistle or horn, for not exceeding five (5) seconds.

5. It shall hereafter be unlawful to operate or run or cause to be operated or run when entering and until fully occupying any public crossing within the corporate city limits of the City of Corpus Christi: Any railroad engine, car or train of cars at a greater speed than eighteen (18) miles per hour.

6. It shall also be unlawful to operate or run or cause to be operated or run when entering and until fully occupying any public crossing within the corporate city limits of the City of Corpus Christi: Any railroad car or cars while being pushed by and preceding any railroad engine and or locomotive at a greater speed than twelve (12) miles per hour.

7. Any person, firm or corporation who shall violate or fail to comply with preceding articles shall be deemed guilty of a misdemeanor and upon conviction shall be fined not more than \$200.00.

8. City Limits entering Corpus Christi on SAU&G are Mile Post 147, Pole 29.

9. Paragraph 6 of this ordinance does in no way change or modify Rule 103 in Uniform Code of Operating Rules.

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

All trains and engines must stop and send flagman ahead, then proceed only after flagman is protecting crossing at following locations:

- Mercedes—Highway Crossing on Power House Spur.
- Mission—Miller and 10th Street. Conway Street, except on main track.
- Victoria—Bridge Street.
- Faysville—Edinburg-Falfurrias Highway Crossing.
- Edinburg—Harriman Street.
- San Benito—Sam Houston Blvd. (SB&RGV).
- Brownsville—14th Street (inside tracks).

All Subdivisions:

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

31.—Concluded

Freeport Subdivision:

Velasco—All trains and engines reduce speed to five (5) miles per hour over highway crossing at north end of Velasco Depot unless crossing is protected by flagman and proceed signal is given by that flagman.

Flasher lights placed on Kleberg Avenue, Kingsville, and the following applies:

Manipulation of Flashing Light Signal:

When train is standing on main track North of depot, trainmen can unlock metal box located on signal mast on Northeast side of crossing (press button marked "STOP") signal will stop flashing and will remain inoperative until button marked "START" is pressed and train occupies center track circuit.

A small metal box 12"x15" has been installed on flasherlight signal pole, on side track side, at highway crossings at Brazoria and Laward, with push button located inside of metal box, so signal can be made inoperative when trains are meeting or switching on side tracks, near highway crossings.

Signals cannot be made inoperative if trains are standing on crossing or if trains are standing or moving on main track. This push button affects side track only.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND 'EAGLE' TRAINS:

1. Use of Push Button Bell:

Supplementing Rule 14(m): Mail apartment cars of "Eagle" trains are equipped with bells operated by push button from the Diesel Engine. Engineman will sound this bell approaching mail cranes.

2. Instructions Relating to Employees in Cab of Diesel Engines:

BLANK.

3. OPERATING DIESEL ENGINES THROUGH WATER:

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

4. RERAILING DIESEL ENGINE:

To prevent damage to traction motors, train, engine or yardman should make no attempt to rerailed a diesel engine under its own power, or use rerailed frogs for that purpose.

In case of derailment of a diesel engine, notify train dispatcher and await his instructions. Train Dispatcher will contact Master Mechanic or his representative, who will issue necessary detailed instructions or provide proper mechanical supervision.

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

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

32.—Concluded

6. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

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

7. MOVEMENT OF DIESEL ENGINES WITH SHORT WHEEL BASE:

The movement of Diesel Engines Nos. 812 to 815, inclusive, 9016 to 9022 inclusive, 9148 to 9169, inclusive, and 9187 to 9191, inclusive, or any other engines which have wheel base of less than 35 feet,—over the StLB&M crossing at Odem on SAU&G tracks, without a car or cars attached so that block will properly function,—IS PROHIBITED.

8. ENGINEMEN WILL HAVE DIESEL MANUALS WITH THEM WHILE ON DUTY.

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

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

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

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

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

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

Uniform Code of Operating Rules.

Our Safety Plan.

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

Rules and instructions governing the operation of a Railroad Radio Communication System.

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

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

Loading Rules.

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

Car Service Rules.

Instructions covering the handling of Live Stock.

33.—Concluded

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

Crews making transfers to and from Mexico familiarize themselves with customs regulations.

34. TABLE OF SPEEDS:

See timetable.

35. TRAIN SIGNALS:

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

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

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

2. Conventional markers on passenger trains may be replaced with a single electric light of prescribed type which must show red to the rear of such passenger trains by day and by night at all times; except, that **OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY ONLY**, when train is in the clear in siding to be passed by a following train, the light must be turned to show green to the rear, and again turned to show red to the rear before train fouls the main track. When rear car is not provided with electric current for the light of prescribed type, a lighted red lantern may be substituted therefor. These instructions modify Rule 19.

36. OPERATION OF RIVER TRANSFERS:

BLANK.

37. TELEPHONES:

Location of telephones in booths and other buildings, other than telegraph offices, connected with dispatching circuit:

Telephones are located:

Adjacent absolute signals BM Siding to McFaddin.

Adjacent electrically locked switches BM Siding to McFaddin.

Also at other locations specified below:

Location	MP	Pole	Booth or Building in Which Located
Vanderbilt Subdiv.:			
Algoa	343	6	Section House
Danbury	327	19	Section House
Buckeye	275	6	Section House
Blessing	264	8	Section House
LaWard	249	25	Section House
Kingsville Subdiv.:			
Placedo	224	26	Section House
McFaddin	209	19	Section House
Inari	204	24	Booth
Inari	205	2	Booth
Vidauri	198	15	Booth
Vidauri	197	19	Booth
Greta	193	20	Booth
Greta	192	26	Booth
NF Siding	187	28	Booth
NF Siding	187	3	Booth
Woodsboro	181	01	Booth
Cranell	173	23	Booth
Ewelder	169	3	Booth

37. TELEPHONES:—Continued

Location	MP	Pole	Booth or Building in which located
Kingsville Subdiv.:			
Ewelder	168	8	Booth
JX Siding	161	11	Booth
JX Siding	160	18	Booth
Angelita	151	30	Booth
Calallen	148	03	Booth
Calallen	147	09	Booth
Robstown	142	8	Booth
Robstown	140	29	Booth
Driscoll	132	18	Booth
Driscoll	131	18	Booth
Bishop	125	33	Booth
Bishop	125	3	Booth
Chemcel	123	18	Booth
Brownsville Subdiv.:			
Brownsville	1	9	Booth
Olmito	9	00	Booth
Russeltown	14	9	Booth
Harlingen	26	14	Booth
Combes	29	15	Booth
Sebastian	36	21	Section House
Sebastian	36	29	Booth, South of Depot
Raymondville	47	18	Booth
Raymondville	48	22	Booth
Yturria	52	22	Booth
Yturria	53	14	Booth
Rudolph	60	10	Booth
Rudolph	60	10	Section House
Rudolph	61	00	Booth
Norias	66	23	Booth
Norias	67	21	Booth
Armstrong	76	32	Section House
Armstrong	77	02	Box S. End Depot
Turcotte	82	20	Booth
Turcotte	83	15	Booth
Mifflin	90	20	Booth
Mifflin	91	19	Booth
Sarita	97	20	Booth
Sarita	97	20	Section House
Sarita	98	13	Booth
Riviera	103	6	Booth
Riviera	103	32	Section House
Riviera	103	35	Booth
Ricardo	111	6	Booth
Ricardo	112	3	Booth
Mission Subdiv.:			
Carrizelos	A-55	29	Booth
Sam Fordyce	A-53	9	Box on Sta. Bldg.
Edinburg Subdiv.:			
Raymondville			
Wye	E- 0	10	Booth
Hargill			
North Wye	E-13	23	Booth
Rio Hondo Subdiv.:			
Place Jct.	J- 2	4	Booth
River Subdiv.:			
La Paloma	K- 6	21	Booth
Rangerville	K-15	12	Booth
Santa Maria	K-21	16	Booth
Corpus Christi Subdiv.:			
SAU&G Crossover	3	0	Booth
SA Junction	4	1	Booth
San Jose	6	26	Booth
Cassin	12	26	Booth
RO Siding	20	1	Booth
Espey	23	2	Booth
Leming	26	17	Booth
North Pleasanton...	32	27	Booth
North Pleasanton...	33	6	Booth
Coughran	38	28	Booth

37.—Concluded:

Location	MP	Pole	Booth or Building in which located
Corpus Christi Subdiv.:			
McCoy	46	11	Booth
Campbellton	55	5	Booth
Whitsett	63	10	North End Station
Suniland	67	29	Booth
Suniland	68	3	Booth
Three Rivers	77	9	Booth
Ike	83	9	Booth
George West	88	4	Booth
Mikeska	93	11	Booth
Dinero	100	18	Booth
Dinero	100	18	Section House
Mt. Lucas	104	4	Booth
Mt. Lucas	103	20	Booth
Cornelia	107	6	Booth
Mathis	113	11	Booth
Dickey	121	2	Booth
Hubert	123	26	Booth
Hubert	124	0	Booth
Ed Roy	126	6	Booth
Carbon Black Spur	139	4	Booth
Viola	140	26	Booth
Viola	141	20	Booth
Nueces	145	16	Booth

38. INSTRUCTIONS GOVERNING RESTRICTION OF USE OF PASSENGER EQUIPMENT:

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

39. CLEARANCES:

As of date of these instructions, the following is a list of tracks, wire lines and structures adjacent to main tracks and sidings, which provide what is considered "close clearances," with certain exceptions:

Because of frequent changes and volume of such clearances, this list does not and could not at all times include all low switch stands, low signals, passenger station platforms and cattle guards which in general provide limited clearance immediately above base of rail.

For the same reason, this list also does not and could not at all times include all sites of what are considered "close clearances" of structures, etc., adjacent to other than main tracks and sidings, such other tracks consisting of industry, spur, house, team, yard and similar tracks.

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

39. CLEARANCES:—Continued

Limited Side Clearances Affecting Main Tracks and Sidings:

Location	Track	Structure
Brownsville Subdiv.:		
Olmito.....	Main track.....	Mail crane when pouch in position
	Siding.....	Chute at seed house
Bridge 23.6.....	Main track.....	Bridge
Combes.....	Main track.....	Mail crane when pouch in position
Bridge 34.7.....	Main track.....	Refuge stations
Sebastain.....	Main track.....	Mail crane when pouch in position
Lyford.....	Main track.....	Mail crane when pouch in position
Armstrong.....	Main track.....	Mail crane when pouch in position
Turcotte.....	Siding.....	Stock chute and platform
Sarita.....	Main track.....	Mail crane when pouch in position
Riviera.....	Main track.....	Mail crane when pouch in position
Kingsville Subdiv.:		
Driscoll.....	Main track.....	Mail crane when pouch in position
Calallen.....	Main track.....	Mail crane when pouch in position
Bridge 149.8.....	Main track.....	Bridge
Bridge 170.2.....	Main track.....	Bridge
Cranell.....	Siding.....	Stock platform
Woodsboro.....	Main track.....	Mail crane when pouch in position
Bridge 184.8.....	Main track.....	Bridge
Bridge 188.3.....	Main track.....	Bridge
Vidauri.....	Siding.....	Stock platform
	Main track.....	Mail crane when pouch in position
Bridge 207.0.....	Main track.....	Bridge
McFadden.....	Main track.....	Mail crane when pouch in position
Bridge 215.0.....	Main track.....	Bridge
Placedo.....	Main track.....	Mail crane when pouch in position
La Salle.....	Main track.....	Mail crane when pouch in position
Vanderbilt Subdiv.:		
Bridge 242.7.....	Main track.....	Bridge
Lolita.....	Main track.....	Mail crane when pouch in position
Laward.....	Main track.....	Mail crane when pouch in position
	Siding.....	Stock platform
Francitas.....	Main track.....	Mail crane when pouch in position
Bridge 267.1.....	Main track.....	Bridge
Elmaton.....	Main track.....	Mail crane when pouch in position
Buckeye.....	Main track.....	Mail crane when pouch in position
Bridge 276.7.....	Main track.....	Bridge
Bridge 309.7.....	Main track.....	Bridge
Edmonds.....	Main track.....	Mail crane when pouch in position
Danbury.....	Main track.....	Mail crane when pouch in position
Liverpool.....	Main track.....	Mail crane when pouch in position

39. CLEARANCES:—Continued

Limited Side Clearance Affecting
Main Tracks and Sidings

Location	Track	Structure
Corpus Christi Subdiv.:		
Ike.....	Siding.....	Stock platform
Mathis.....	Siding.....	Vegetable shed
Edroy.....	Siding.....	Seed house and grain elevator
Freeport Subdiv.:		
Van Pelt.....	Siding.....	Stock pen platform
Hoskins Subdiv.:		
Stratton Ridge.....	Siding.....	Stock pen platform
Rio Hondo Subdiv.:		
San Benito MP J-1 to J-1 pole 10.....	SB&RGV Conn. Main track.....	Building & eaves Light poles
River Subdiv.:		
San Benito (K-0 pole 3 1/2).....	Main track.....	Power pole
San Benito (K-1 pole 8).....	Main track.....	Concrete headwalls
San Benito (K-2 pole 7).....	Main track.....	Concrete headwalls
Los Indios (K-11 pole 14).....	Main track.....	Telephone pole

Limited Overhead Clearances Affecting
Main Tracks and Sidings:

River Subdiv.:		
San Benito (K-1 pole 10).....	Main track.....	Light wires
San Benito (K-2 pole 7).....	Main track.....	Light wires
MP K-3 pole 27.....	Main track.....	Light wires
MP K-4 pole 5.....	Main track.....	Light wires
MP K-4 pole 16.....	Main track.....	Light wires
MP-O pole 16 1/2.....	Main track.....	Wire line
MP-O pole 14 1/2.....	Main track.....	Wire line
MP K-7 pole 10.....	Main track.....	Light wires
MP K-9 pole 6 1/2.....	Main track.....	Light wires
MP K-9 pole 25 1/2.....	Main track.....	Light wires
MP K-11 pole 14 1/2.....	Main track.....	Light wires
MP K-14 pole 2.....	Main track.....	Light wire
MP K-20 pole 8 1/2.....	Main track.....	Telephone line
MP K-23 pole 6.....	Main track.....	Light wire
MP K-27 pole 8 1/2.....	Main track.....	Light wire
MP K-31 pole 16.....	Main track.....	Power wire
MP K-47 pole 0.....	Main track.....	Light wire
MP K-49 pole 4.....	Main track.....	Light wire
MP K-52 pole 19 1/2.....	Main track.....	Light wire
MP K-56 pole 1.....	Main track.....	Light wire
MP K-56 pole 4.....	Main track.....	Light wire

39. CLEARANCES:—Concluded

Limited Overhead Clearances Affecting
Main Tracks and Sidings:

River Subdiv.:		
MP K-57 pole 4.....	Main track.....	Light wire
MP K-57 pole 19.....	Main track.....	Light wire
MP K-57 pole 20.....	Main track.....	Light wire
MP K-59.1.....	Main track.....	Light wire
MP K-59.9.....	Main track.....	Light wire
MP K-60.8.....	Main track.....	Light wire
MP K-61.4.....	Main track.....	Light wire
MP K-62.3.....	Main track.....	Light wire
MP K-63.1.....	Main track.....	Light wire
MP K-63.3.....	Main track.....	Light wire
MP K-63.6.....	Main track.....	Light wire
MP K-65.4.....	Main track.....	Light wire
MP K-67.6.....	Main track.....	Light wire
MP K-68.5.....	Main track.....	Light wire
Edcouch Subdiv.:		
Edcouch.....	Main track.....	Light wires
Port Isabel Subdiv.:		
Place Jct. (JA-0.7).....	Main track.....	Wire line
Laureles (JA-9.9).....	Main track.....	Light wires
Mission Subdiv.:		
Kane (A36 pole 18).....	Main track.....	Light wires
Mission (A40 pole 14).....	Main track.....	Light wires
Mile Post (A72 pole 1).....	Main track.....	Light wires
Corpus Christi Subdiv.:		
Over Pass.....		
MP 23 pole 24.....	Main track.....	Overpass 21 ft. 6 in.
Corpus Christi.....	Main track.....	Passenger shed

Freeport Sulphur Company conveyor system at Sulphur Docks, Freeport, Texas, for loading crude sulphur aboard ships consists of one 30 by 60-foot building and overhead clearance has been provided except that when cars are being unloaded, aprons are dropped down on each side of car having only 3 to 4-inch clearance.

Train and enginemen must see that these aprons are clear before moving through building.

There is also located in the center of this building and under the single unloading track a large open hopper 10 feet by 14 feet.

Switches controlling double track north and south of this building are located at each end of the building. Trainmen operating these switches, going from one to the other, must exercise care in passing through or working in the building, and avoid the open hopper described above, and other obstructions in the building.

40. FLAGGING SIGNALS:

Rule 35 is changed to read:

"The following signals will be used by flagmen:

Day Signals

A red flag

Not less than 10 torpedoes and six fusees

Night Signals

A white light

Not less than 10 torpedoes and six fusees

Rule 221 (d) changed to read:

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

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

41. LIGHT ENGINES IN ROAD MOVEMENT:

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

42. DEFINITION OF DELAY UNDER RULE 330:

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

Answer: Five minutes or more.

43. RUNNING TEST OF PASSENGER TRAINS:

"Brown Book" Rule 806—"Running test of passenger trains" is changed to read:

"Conductors and trainmen must observe that these tests are complied with, and note that brakes apply and release. On each running test, after brakes release, flagman will give one short blast of communicating signal from the rear passenger carrying car in train, to indicate to engine men that brakes are operating properly. After brakes are released on each running test, if engine man fails to receive one short blast of communicating signal as required herein, he must stop train and ascertain why signal was not received."

44. RELEASING BRAKES ON FREIGHT TRAINS:

To improve train handling and expedite the movement of freight trains, the following instructions will govern:

Brakes on freight trains may be released after a total brake pipe reduction of not less than ten (10) pounds has been made.

This supersedes that section of Rules 402, 404(6), 408 and 410(3), contained in the "Brown Book" effective June 1, 1952, which requires that brakes will not be released on less than 100 cars with less than a fifteen (15) pound reduction, nor 100 cars or more with less than a full service reduction.

45. CAPACITY OF DIESEL ENGINES IN TONS:

Number of Engines	2 Unit Diesel
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NORTHWARD

Brownsville to Kingsville	8000
Kingsville to Robstown	8000
Robstown to Vanderbilt	8000
Vanderbilt to Houston	9000
Bloomington to Victoria	9000
Seadrift-Austwell to Bloomington	6500
Harlingen to Mission	8000
Mission to San Benito	8000
Mission to Raymondville	8000
Port Isabel to San Benito.....	8000
Rio Grande City to Sam Fordyce.....	6000
Sam Fordyce to Mission	8000
Corpus Christi to Odem	6000
Odem to George West	6000
George West to Three Rivers	5500
Three Rivers to San Antonio	6000
Freeport-Anchor-Hoskins	9000

SOUTHWARD

Number of Engines	2 Unit Diesel
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Houston to Vanderbilt	9000
Vanderbilt to Robstown	8000
Robstown to Kingsville	9000
Kingsville to Brownsville	9000
Victoria to Bloomington	9000
Bloomington to Austwell-Seadrift	7000
Mission to Harlingen	9000
San Benito to Mission	9000
Raymondville to Mission	9000
San Benito to Port Isabel.....	9000
Mission to Rio Grande City.....	8000
San Antonio to Three Rivers.....	6000
Three Rivers to George West.....	5500
George West to Odem	6000
Odem to Corpus Christi	6000
Anchor to Hoskins.....	9000
Hoskins to Freeport	9000

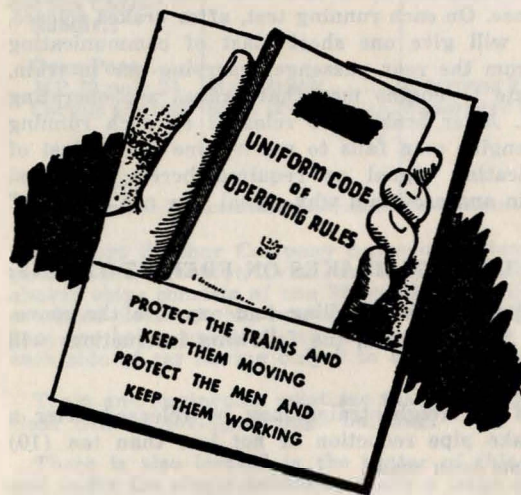
WHAT ARE SOME OF THE INGREDIENTS OF A SAFE MAN?

- ① Physical Fitness.
- ② Mental Alertness.
- ③ A Sincere Desire to Work Safely.
- ④ A Working Knowledge and Proper Understanding of the Rules.
- ⑤ Cheerful Compliance with the Rules.
- ⑥ Teamwork and Cooperation.
- ⑦ Knowledge of the Importance of Details.
- ⑧ Appreciation of our Individual Responsibility to ourselves, our families, our fellow-workers and our Railroad.



The BOOK of RULES is Your Plan of Work

It contains the thought of practical and experienced railroad men. Operating Rules are the result of the application of common sense and good judgement based on experience. To get the thought out of the book, you must open it and study it. Each rule violation is a potential accident. Faithful observance of the rules will prevent accidents. A rule of seemingly small importance becomes the most important rule in the book when its violation causes an accident.



Read the Rule... Study the Rule... Know what to do under the Rule, and why... Then DO it!

NO DETAIL IS UNIMPORTANT!