

**SAFETY FIRST**



# **MISSOURI PACIFIC RAILROAD COMPANY**

## **GULF DISTRICT**

**PALESTINE, KINGSVILLE  
AND DeQUINCY DIVISIONS**

## **TIMETABLE**

# **No. 1**

**Effective 12:01 a. m. Sunday, July 1, 1962**

**CENTRAL STANDARD TIME**

**FOR THE GOVERNMENT OF EMPLOYEES CONCERNED**  
The Railroad Company Reserves the Right to Vary Therefrom  
as Circumstances May Require.

**J. H. LLOYD, Vice President-Operation.**

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

**J. A. AUSTIN, General Superintendent Transportation.**

**J. M. TOLER, Asst. General Supt. Transportation.**

**D. J. SMITH, General Manager.**

**D. E. WALKER, Assistant General Manager.**

## DIVISION OFFICERS

### Palestine Division

V. G. DYER..... Superintendent..... Palestine, Tex.  
 J. R. HINTON..... Trainmaster..... Mart, Tex.  
 J. W. DUNLAP..... Trainmaster..... Palestine, Tex.  
 J. A. AUSTIN..... Trainmaster..... San Antonio, Tex.  
 J. M. McJANNET..... Asst. Trainmaster. San Antonio, Tex.  
 J. N. CUNNINGHAM. Asst. Trainmaster. Valley Jct., Tex.  
 R. F. KENNEDY..... Trainmaster..... Laredo, Tex.  
 M. H. CUNNINGHAM. Division Trainmaster. Palestine, Tex.  
 O. J. CURRIE..... Road Foreman of  
 Engines..... Palestine, Tex.  
 R. J. McGUYER..... Road Foreman of  
 Engines..... San Antonio, Tex.

### Kingsville Division

R. W. PARKER..... Superintendent..... Kingsville, Tex.  
 M. R. FAIR..... Trainmaster..... Kingsville, Tex.  
 G. D. RICHEY..... Trainmaster..... Harlingen, Tex.  
 T. W. FAULK..... Trainmaster..... Freeport, Tex.  
 K. M. HOLLOWAY... Asst. Trainmaster... Kingsville, Tex.  
 J. C. BOWDEN..... Division  
 Trainmaster..... Houston, Tex.

### DeQuincy Division

A. K. McKEITHAN... Superintendent..... DeQuincy, La.  
 G. W. STONE..... Asst. Superintendent. Alexandria, La.  
 L. D. ALCORN..... Trainmaster..... DeQuincy, La.  
 G. C. SMITH..... Trainmaster..... DeQuincy, La.  
 J. R. SCHERER..... Asst. Trainmaster. Lake Charles, La.  
 L. E. JOHNSON..... Asst. Trainmaster... Anchorage, La.  
 J. C. BOWDEN..... Division Trainmaster.. Houston, Tex.  
 J. P. KOHLER... Road Foreman of  
 Engines..... DeQuincy, La.

## EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- D—Diesel Fuel Oil.
- Ⓒ—Gate — Normal position against conflicting route.
- G—Gate—Normal position against this Subdiv.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- T—Turntable or Wye.
- W—Water.
- ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limit (Mile Pole limits shown on schedule pages)  
 \*—Mail Crane.
- §—Track Scales.

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.
  - q—Stop Friday and Saturday for mail.
  - r—Stop Saturday for mail.
  - u—Stop for fragile mail.
  - x—Stop on request R.P.O. Mail Clerk to discharge registered mail.
- Flag Stops at stations not shown on schedule:  
 Nos. 31 & 32 — Bellevue, Bon Air, Woodlawn.  
 No. 50 — Livonia, Blanks, Bel, Ragley, Le Blanc and  
 Hardin.  
 No. 51—Hardin.

## TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5	12	0
8	7	30
10	6	0
12	5	0
15	4	0
18	3	20
20	3	0
25	2	24
30	2	0
35	1	43
40	1	30
45	1	20
49	1	14
50	1	12
55	1	5
59	1	2
60	1	0
65	0	55
70	0	51
75	0	48
79	0	46

### ARBITRARY HOLDS — PASSENGER TRAINS

Station	Train Number	Hold For Train	Hold Until	Hold If On Time	Remarks
Laredo	Palestine Div. . . . . 2	N. De M. . . . . 1	10:30 a.m.	1 Hr., 25 Min.	For connection. For revenue passengers and mail For revenue passengers For revenue passengers
Houston	Kingsville Div. . . . . 55	FW&D . . . . . 3	10:15 p.m.	15 Min.	
Houston	DeQuincy Div. . . . . 50	GC&SF . . . . . 65	9:15 a.m.	10 Min.	
Houston	DeQuincy Div. . . . . 52	FW&D . . . . . 3	10:00 p.m.	25 Min.	

SOUTH OR WEST		STATIONS		NORTH OR EAST	
145	67-167	81	83	95	141
	4 00PM		LONGVIEW		66-166
		8 45PM	ALEXANDRIA		4 30AM
			FORT WORTH		8 00AM
		6 00AM			
4 30AM	3 30AM	1 30PM	HOUSTON	10 00PM	11 00AM
		3 00AM	NEW ORLEANS	5 00PM	6 00AM
			SAN ANTONIO	1 30PM	
			LAREDO	9 45AM	
			BROWNSVILLE	3 30AM	
		8 00AM	LAKE CHARLES	12 30AM	
			GALVESTON	6 30AM	
7 00AM					11 00PM

Gulf District

### CONDENSED FREIGHT TRAIN SCHEDULE (INFORMATION ONLY)

### FORT WORTH SUBDIV.—PALESTINE DIVISION 3

TRAINS SOUTH-WARD	Miles from Spring	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS NORTH-WARD
SECOND CLASS		JULY 1, 1962		SECOND CLASS
141 Red Ball Freight				140 Red Ball Freight
Daily		STATIONS		Daily
7 00PM	272.1	TP CONN. . . . . ①		10 00AM
7 06	270.1	MARA . . . . . 2.0		9 40
7 18	263.9	EVERMAN . . . . . 6.2	63	9 30
7 52	245.4	VENUS . . . . . 18.5	90	8 55
8 11	234.9	MAYPEARL . . . . . 10.5	83	8 35
8 34	222.3	ITALY . . . . . 12.6	100	8 10
9 10	199.0	PENELOPE . . . . . 10.4	100	7 23
9 28	188.6	LEROY . . . . . 10.9	84	7 05
9 47	177.7	EASTCO (St. L. S. W.) . . . . . 0.5	101	6 45
		WF CONN. . . . . 1.6		
		WACO . . . . . 8.8		
10 26	166.8	HALLSBURG . . . . . 8.3	100	6 20
11 05	158.5	MART . . . . . T@DW ① ②	Yd.	6 00
11 32	144.5	MA SIDING . . . . . 5.4	100	4 55
		@S. P. . . . . 0.6		
11 46PM	138.5	MARLIN . . . . . 10.2	82	4 45
12 02AM	128.3	COYMAK . . . . . 11.8	88	4 28
12 20	116.5	SALTER . . . . . 6.4	98	4 10
12 30	110.1	AJ SIDING . . . . . 9.5	100	4 00
1 35	100.6	VALLEY JCT. . . . . T@DW ①	131	3 45
		@TAYLOR SUBDIV . . . . . 3.6		
	97.0	@S. P. . . . . 5.0		
2 24 140	92.0	MUMFORD . . . . . 13.8	78	2 24 141
2 45	78.1	BRYAN . . . . . 0.3	75	2 00
		@S. P. . . . . 4.2		
2 55	73.6	COLLEGE STATION . . . . . 0.3		1 50
	73.3	@S. P. . . . . 8.0		
3 10	65.3	ENRIGHT . . . . . 16.6	100	1 35
		@S. P. . . . . 0.2		
3 35	48.5	NAVASOTA . . . . . 12.0	74	1 05
3 55	36.5	STONEHAM . . . . . 14.4	100	12 40
4 20	22.1	MAGNOLIA . . . . . 10.9	100	12 05AM
4 36	11.2	HUFSMITH . . . . . 11.2	125	11 45PM
4 55AM	0.0	SPRING . . . . . T ①		11 25PM
Daily	272.1			Daily

Trains secure clearance Valley Jct.  
 No. 141 secure clearance Lancaster Yard and will not require clearance TP Conn.  
 No. 140 and No. 141 must secure clearance before leaving Mart and such clearance will authorize movement of schedule beyond Mart after inbound train of corresponding schedule has arrived.  
 Be governed by Texas District Timetable north of TP Conn.  
 Yard Limits: MP 0-0 to MP 1-15; MP 46-25 to MP 49-25; MP 75-20 to MP 78-25; MP 99-3 to MP 102-10; MP 136-12 to MP 140-15; MP 156-25 to MP 160-0; MP 175-0 to MP 179-0; MP 268-0 to MP 272-6.

### 4 LONGVIEW SUBDIV.—PALESTINE DIVISION

TRAINS SOUTHWARD			Miles from Palestine	TIMETABLE No. 1	
SECOND CLASS	FIRST CLASS			JULY 1, 1962	
67 Red Ball Freight Daily	7 Passenger Daily	1 Passenger Daily		STATIONS	
3 00PM	6 05PM	5 50AM	81.3	LONGVIEW	
3 10	6 12	5 57	78.4	FOOTES	4.9
3 20	6 18	6 04	70.5	BA SIDING	5.9
3 23	s 6 25	s 6 05	69.2	KILGORE	1.3
3 31	6 31	6 11	63.4	REEDS	5.8
3 38	s 6 50	6 17	58.9	OVERTON	4.5
3 46	s 7 01	6 23	52.7	ARP	6.2
3 56	s 7 15	s 6 36	45.4	TROUP	7.3
4 12	7 33	6 48	33.4	TECULA	12.0
4 22	s 7 39	s 6 55	27.2	JACKSONVILLE	6.2
			27.0	@ST. L. S. W.	0.2
4 29	7 52	7 04	23.6	HUME	3.4
4 44	s 8 05	7 15	11.9	NECHES	11.7
4 53	8 17	7 21	5.0	WELLS CREEK	6.9
5 20PM	s 8 45PM	s 7 40AM	0.0	PALESTINE	5.0
				81.3	

### LONGVIEW SUBDIV.—PALESTINE DIVISION 5

TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD		
JULY 1, 1962			FIRST CLASS		SECOND CLASS
STATIONS			8 Passenger Daily	2 Passenger Daily	66 Red Ball Freight Daily
LONGVIEW	@DTW§	Yd.	s 8 10AM	s 9 10PM	4 30AM
FOOTES		96	7 30	8 56	3 50
BA SIDING		93	7 22	8 49	3 37
KILGORE	⊙*	40	s 7 20	s 8 46	3 35
REEDS		77	7 06	8 38	3 25
OVERTON	⊙*	112	s 7 00	8 33	3 15
ARP	*	95	s 6 46	8 27	3 03
TROUP	⊙T*	121	s 6 36	s 8 19	2 48
TECULA		150	6 18	8 05	2 25
JACKSONVILLE	⊙*	80	s 6 10	s 7 58	2 15
@ST. L. S. W.	⊙				
HUME		150	5 54	7 52	2 10
NECHES	*	150	f 5 42	7 39	1 55
WELLS CREEK		105	5 35	7 31	1 45
PALESTINE	⊙@DWT§	Yd.	5 30AM	7 25PM	1 30AM
					81.3

ABS — Between Palestine and Longview. Rule 99 (J) effective.  
Yard Limits: MP 0-0 to MP 2-0; MP 25-3 to MP 29-0; MP 43-25 to MP 46-7; MP 57-10 to MP 60-10; MP 67-0 to MP 71-3; MP 79-27 to MP 81-3.

### MINEOLA SUBDIV.—PALESTINE DIVISION

TRAINS SOUTHWARD		Miles from Mineola	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS	JULY 1, 1962		SECOND CLASS				
803 Local Freight Daily Ex. Sun.	STATIONS		804 Local Freight Daily Ex. Sun.				
6 30AM	0.0	MINEOLA	⊙	1 45PM			
6 45	4.8	EADS		1 15			
7 05	11.5	LINDALE		12 55			
7 25	17.9	SWAN	⊙	12 35			
8 15	25.2	TYLER @ (St. L. S. W.)	⊙G§	12 01PM			
8 35	30.3	ELBERTA		11 20AM			
8 55	35.6	WHITEHOUSE		11 00			
9 20AM	44.2	TROUP	⊙T	10 40AM			
		44.2					

No. 803 is superior to No. 804.

Clearance not required by No. 803 Mineola and No. 804 Troup when operator off duty.

Yard Limits: MP 0-0 to MP 1-2; MP 17-9 to MP 21-2; MP 25-22 to MP 27-12; MP 43-0 to End of Track.

### HENDERSON SUBDIV.—PALESTINE DIVISION

TRAINS SOUTHWARD		Miles from Overton	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS	JULY 1, 1962		SECOND CLASS				
801 Local Freight Daily Ex. Sun.	STATIONS		802 Local Freight Daily Ex. Sun.				
8 01AM	0.0	OVERTON	⊙	9 45AM			
	4.0	NORFOLK					
8 45AM	16.0	HENDERSON	⊙	9 01AM			
		16.0					

No. 801 is superior to No. 802.

Clearance not required by No. 801 at Overton and by No. 802 Henderson when operator off duty.

Yard Limits: MP 0-0 to MP 2-0; MP 14-0 to End of Track.



8 AUSTIN SUBDIV.—PALESTINE DIVISION

TRAINS SOUTHWARD					Miles from Palestine	TIMETABLE No. 1	
SECOND CLASS	FIRST CLASS					JULY 1, 1962	
67 Red Ball Freight Daily	901 M-K-T Psgr. Daily	1 Psgr. Daily	905 M-K-T Psgr. Daily	7 Psgr. Daily		STATIONS	
PM		AM		AM			
1140 <sub>8</sub>		10 52		1 59	144.8	TAYLOR	
12 04		11 01		2 17	153.4	HUTTO	
12 17		11 09		2 32	161.6	ROUND ROCK	
12 24		11 13		2 44	166.0	McNEIL @S.P.	
12 34		11 20		2 54	173.8	SNEED	
12 45	PM	11 32	AM	3 27	179.1	AUSTIN	
12 46	4 25	11 34	5 10	3 28	179.6	COLORADO BRIDGE	
12 56	4 34	11 43	5 19	3 42	187.3	AF SIDING	
				3 45	190.0	MANCHACA	
1 05	4 41	11 50	5 26	3 53	194.2	BUDA	
1 15	4 49	11 57	5 34	4 03	201.0	KYLE	
1 25	4 59	12 05	5 44	4 12	208.7	CENTEX	
1 26	5 00	12 06	5 45	4 13	208.8	M-K-T JCT	
	PM	12 10	AM	4 23	209.7	SAN MARCOS	
1 36		12 18		4 32	216.9	HUNTER	
1 53		12 29		4 46	227.3	NEW BRAUNFELS	
					227.4	@M-K-T	
1 58		12 30		4 49	227.8	LANDA'S PARK	
2 08		12 37		4 58	235.0	CORBYN	
					236.7	OGDEN	
2 17		12 43		5 05	241.0	BRACKEN	
2 26		12 50		5 14	248.0	WETMORE	
		12 52		5 16	249.2	LONGHORN	
2 34		12 57		5 22	254.0	ADAMS	
3 01		1 20		5 45	259.1	SAN ANTONIO	
AM		PM		AM	114.3		

JOURDANTON SUBDIV.

TRAINS SOUTHWARD	Miles from San Antonio	TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD
		JULY 1, 1962			
		STATIONS			
↓	15.8	KIRK JCT	④	13	↑
	20.4	SOMERSET	④	4	
	35.7	POTEET	④	Yd.	
	45.0	JOURDANTON	④		
		29.2			

Yard Limits: MP 0-0 to MP 1-0; MP 3-13 to MP 6-2; MP 9-15 to MP 11-10; MP 18-18 to MP 20-20; MP 26-10 to End of Track.

AUSTIN SUBDIV.—PALESTINE DIVISION 9

TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD				
JULY 1, 1962			FIRST CLASS				SECOND CLASS
STATIONS			902 M-K-T Psgr. Daily	2 Psgr. Daily	8 Psgr. Daily	906 M-K-T Psgr. Daily	66 Red Ball Freight Daily
TAYLOR	④@DWT	Yd.	s 4 21	s 1140 <sub>67</sub>		5 20	
HUTTO	*	65	4 10	s 11 20		5 03	
ROUND ROCK	*	118	4 02	s 11 07		4 51	
McNEIL	@SP*	96	3 58	10 56		4 44	
SNEED		108	3 50	10 45		4 32	
AUSTIN	T④	86	PM s 3 44	s 10 35	PM	4 22	
COLORADO BRIDGE	WT		2 10	3 39	9 56	11 22	
AF SIDING		150	1 57	3 32	9 47	11 14	
MANCHACA	*				s 9 43		
BUDA	*	85	1 49	3 25	s 9 38	11 07	
KYLE	*	150	1 41	3 19	s 9 29	11 00	
CENTEX		150	1 32	3 12	9 21	10 52	
M-K-T JCT			1 30	3 11	9 20	10 50	
SAN MARCOS	*		PM	a 3 09	s 9 19	PM	
HUNTER		92		3 02	a 9 09		
NEW BRAUNFELS	@*s	46		a 2 52	s 8 59		
@M-K-T	@						
LANDA'S PARK	④	81		2 50 <sub>66</sub>	8 53	2 50 <sub>2</sub>	
CORBYN		82		2 43	8 46	2 10	
OGDEN	④						
BRACKEN		91		2 37	f 8 40	2 01	
WETMORE	*	75		2 30	f 8 33	1 51	
LONGHORN	T			2 28	8 32	1 47	
ADAMS	④	77		2 23	8 27	1 40	
SAN ANTONIO	④@DTW	Yd.		2 15	8 15	1 30	
114.3				PM	PM	PM	

ABS — Between Taylor and San Antonio. Rule 99 (J) effective.

There is no superiority of trains between Martin Street and San Fernando Street, San Antonio. Within these limits trains must move at restricted speed.

Colorado Bridge and MKT Jct. are register stations for MK&T trains only.

No. 902 secure clearance at MK&T station San Marcos and will not require clearance MKT Jct. when train order signal indicates proceed.

Trains secure clearance Austin.

Yard Limits: MP 141-26 to MP 146-35; MP 176-12 to MP 184-5; MP 225-10 to MP 229-15; MP 236-0 to MP 237-15; MP 252-20 to MP 255-4; MP 255-10 to MP 267.

**10 TRINITY SUBDIV.—PALESTINE DIVISION**

TRAINS SOUTHWARD				Miles from SY Jct.	TIMETABLE No. 1 JULY 1, 1962
SECOND CLASS		FIRST CLASS			
141 Red Ball Freight Daily	167 Red Ball Freight Daily	47 Passenger Daily	41 Passenger Daily		
	8 40PM	10 30PM	8 10AM	0.0	PALESTINE
	8 42PM	10 32PM	8 12AM	0.0	SY JCT.
	8 59	s10 55	8 26	12.2	ELKHART
	9 15 <sup>166</sup>	11 05	8 32	18.2	SALMON
	9 30	s11 20	a 8 40	24.5	GRAPELAND
	9 39	s11 30	8 47	31.0	LATEXO
	9 49	s11 45	s 8 54	37.5	CROCKETT
		f11 55PM			CUT
	10 08	s12 05AM	9 10	51.2	LOVELADY
	10 14	f12 11	9 20	55.8	RED BRANCH
	10 30	s12 27	a 9 31	64.8	TRINITY
	10 39	s12 37	9 39	71.7	RIVERSIDE
	10 49	s12 48	9 49	79.6	DODGE
	10 56	s 1 10	s 9 55	84.0	PHELPS
				84.1	HV JCT.
	11 10	s 1 25 <sup>48</sup>	10 07	95.7	NEW WAVERLY
	11 20	s 1 40	10 15	103.7	WILLIS
	11 31	s 1 48	s10 23	111.7	CONROE @GC&SF
		f 2 10		115.0	CAMP STRAKE
	11 42	f 2 15	10 35	120.6	TAMINA
4 55AM	11 51	s 2 25	10 42	127.7	SPRING
5 00	11 53PM	2 27	10 43	128.2	SW SIDING
		s 2 32		131.8	WESTFIELD
5 15	12 05AM	f 2 39	10 52	137.8	ALDINE
5 30	12 20	2 50AM	11 05	145.8	BELT JCT.
11 59AM	3 30AM			150.1	SETTEGAST YARD
		s 3 15AM	s11 30AM	150.8	HOUSTON (Un. Sta.)

**HUNTSVILLE SUBDIV.—PALESTINE DIVISION**

TRAINS SOUTHWARD	Miles from Huntsville	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD
SECOND CLASS				SECOND CLASS
817 Local Freight Daily Ex. Sun.				818 Local Freight Daily Ex. Sun.
	0.0	HUNTSVILLE		3 15PM
7 29	6.9	PHELPS		2 46
7 30AM	7.0	HV JCT.		2 45PM

No. 817 will not require clearance Huntsville when operator off duty.

No. 818 will not require clearance Phelps when operator off duty.  
Yard Limits: MP 0-0 to MP 1-0; MP 5-15 to End of Track.

**TRINITY SUBDIV.—PALESTINE DIVISION 11**

TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD			
		FIRST CLASS		SECOND CLASS	
		42 Passenger Daily	48 Passenger Daily	166 Red Ball Freight Daily	140 Red Ball Freight Daily
PALESTINE T@DW@§	Yd.	s 6 50PM	s 4 30AM	11 00PM	
SY JCT.	1.0	6 40PM	4 12AM	9 50PM	
ELKHART	12.2	6 26	s 3 52	9 29	
SALMON	6.0	6 17	3 41	9 15 <sup>167</sup>	
GRAPELAND	6.3	a 6 10	s 3 31	9 01	
LATEXO	6.5	6 03	s 3 20	8 50	
CROCKETT	6.5	s 5 56	s 3 06	8 40	
CUT	6.5		f 2 58		
LOVELADY	7.2	5 43	s 2 47	8 18	
RED BRANCH	4.6	5 39	f 2 36	8 10	
TRINITY	9.0	a 5 30	s 2 15	7 55	
RIVERSIDE	6.9	5 23	s 2 04	7 40	
DODGE	7.9	5 16	s 1 52	7 28	
PHELPS	4.4	s 5 12	s 1 43	7 20	
HV JCT.	0.1				
NEW WAVERLY	11.6	5 00	s 1 25 <sup>47</sup>	6 59	
WILLIS	8.0	4 52	s 1 09	6 45	
CONROE @GC&SF	8.0	s 4 44	s12 55	6 30	
CAMP STRAKE	3.3		f12 45		
TAMINA	5.6	4 34	f12 38	6 15	
SPRING	7.1	4 28	s12 29	6 01	11 25PM
SW SIDING	0.5	4 27	12 27	5 59	11 20
WESTFIELD	3.6		s12 22		
ALDINE	6.0	4 19	f12 14	5 42	11 05
BELT JCT.	8.0	4 12	12 03AM	5 25	10 50
SETTEGAST YARD T@DW@§	4.3			5 00PM	10 30PM
HOUSTON (Un. Sta.) W	5.0	3 55PM	11 45PM		

ABS — Between SY Jct. and Houston. Rule 99 (J) effective.

Signal indication — both opposing and following movements between Aldine and Belt Jct.

Trains originating secure clearance Palestine, Houston Union Station and Settegast Yard.

Trains will not require clearance SY Jct.

Operation on: HB&T Ry. between Belt Jct., Settegast Yard and Houston Union Station. HB&T timetable and special instructions apply.

First Class trains use Taylor Subdiv. between SY Jct. and Palestine.

Yard Limits: MP 0-0 to MP 2-0; MP 63-6 to MP 66-5; MP 109-26 to MP 113-0; MP 126-25 to MP 130-30; MP 144-0 to MP 150-8.

**12 LAREDO SUBDIV.—PALESTINE DIVISION**

TRAINS SOUTHWARD		Miles from Palestine	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS
67 Red Ball Freight Daily	1 Passenger Daily				2 Passenger Daily	66 Red Ball Freight Daily
STATIONS						
8 45PM	1 45PM	259.1	SAN ANTONIO.. @D@TW\$	Yd.	s 1 35PM	9 45AM
		259.8	@S. P. No. 1..... @		1 07	
		260.4	@S. P. No. 2..... @			
	1 52	262.2	CORPUS JCT.....		1 03	
	1 54	263.3	SA JCT.....		1 01	
9 30		264.3	So. San Antonio.. T@S	Yd.	12 59	8 30
9 44	2 04	272.1	VON ORMY.....	57	12 49	8 13
9 49	2 07	274.7	KIRK JCT.....		12 46	8 08
10 01	f 2 15	282.1	LYTLE.....	55	f 12 35	7 54
10 09	f 2 21	287.1	NATALIA.....*	32	f 12 24	7 44
10 16	f 2 26	291.5	DEVINE.....	55	s 12 13PM	7 34
10 30	2 36	300.4	MOORE.....*	56	11 55AM	7 16
10 52	f 2 52	313.0	PEARSALL.....	60	s 11 34	6 55
11 06	3 02	321.9	DERBY.....	56	11 20	6 37
11 18	s 3 12	329.1	DILLEY.....	61	s 11 09	6 24
11 59PM	3 25	340.5	GARDENDALE... T@	51	10 50	6 00
12 10AM	s 3 32	345.8	COTULLA.....	119	s 10 34	5 30
12 28	3 45	356.9	ARTESIA WELLS.....		10 18	5 13
12 47	3 58	367.6	ATLEE.....	75	10 06	4 55
12 58	f 4 06	374.1	ENCINAL.....	64	s 9 56	4 45
1 18	f 4 20	385.3	CALLAGHAN.....	56	f 9 41	4 25
1 50	4 45	402.5	ORVIL.....	75	9 19	3 51
2 01	4 55	408.3	NYE.....	32	9 13	3 40
		412.0	@Tex-Mex..... @			
3 15AM	s 5 20PM	412.2	LAREDO... T@DW@S	Yd.	9 05AM	3 30AM
		153.1				

No. 67 is superior to No. 66.  
**There is no superiority of trains between Martin Street and San Fernando Street, San Antonio. Within these limits trains must move at restricted speed.**  
 Two main tracks between @S. P. No. 1 and SA Jct.  
 Clearance not required by Nos. 2 and 66 at Laredo when operator off duty.  
 Yard Limits: MP 255-10 to MP 267-0; MP 338-20 to MP 340-19; MP 406-2 to End of Track.

**Crystal City Subdiv.—Palestine Division 13**

TRAINS SOUTHWARD		Miles from San Antonio	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS
867 Local Freight Daily	1 Passenger Daily				2 Passenger Daily	866 Local Freight Daily
STATIONS						
3 30AM	105.0	GARDENDALE..... T@	Yd.	3 00AM		
4 20	118.3	KX SIDING.....	44	2 10		
4 47	127.1	BIG WELLS..... @		1 37		
5 10	134.5	JN SIDING.....	92	1 15		
5 40	143.4	RIVER.....	Yd.	12 45		
5 50AM	145.8	CRYSTAL CITY..... TDW@	Yd.	12 35AM		
		40.8				

Clearance not required by No. 866 Crystal City when opr. off duty.  
 Clearance not required by No. 867 Gardendale.  
 Yard Limits: MP 104-15 to MP 106-4; MP 127-23 to MP 128-23; MP 139-0 to MP 148-0.

**UVALDE SUBDIV.—PALESTINE DIVISION**

TRAINS SOUTHWARD		Miles from San Antonio	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS	FIRST CLASS				SECOND CLASS	FIRST CLASS
805 Freight Daily	807 Local Freight Daily Ex. Sun.				808 Local Freight Daily Ex. Sun.	806 Freight Daily
STATIONS						
	186.6	UVALDE JCT..... @				
	184.5	UVALDE..... @	Yd.			
	172.9	AB JCT..... @T	26	9 30AM		
	163.9	LA FRYOR..... @	28	9 00		
6 00PM	4 00PM	145.8	CRYSTAL CITY@DW	Yd.	8 00AM	7 40PM
		149.2	WINTER HAVEN... @	6		
6 40PM		156.2	CARRIZO SPRINGS @	Yd.		7 00PM
		53.0				

No. 805 is superior to No. 806.  
 Clearance not required by No. 807 AB Jct.  
 Clearance not required by No. 805 Crystal City, No. 806 Carrizo Springs and No. 808 Crystal City, when opr. off duty.  
 It will be permissible at A. B. Jct. to use the train register as evidence of the arrival of an extra train.  
 Yard Limits: End of track to MP 154-16; MP 147-0 to MP 148-0; MP 163-0 to MP 167-0; MP 171-17 to MP 173-12; MP 182-25 to end of track.

**ASPHALT BELT SUBDIV.—PALESTINE DIVISION**

TRAINS SOUTHWARD		Miles from San Antonio	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS	FIRST CLASS				SECOND CLASS	FIRST CLASS
807 Local Freight Daily Ex. Sun.	1 Passenger Daily				808 Local Freight Daily Ex. Sun.	1 Passenger Daily
STATIONS						
12 30PM		DABNEY..... @S	190.8	11 30AM		
		@U. R. A. CO..... @				
2 00PM		AB JCT..... T@	172.9	9 30AM		
		17.9				

Clearance is not required by No. 807 Dabney and No. 808 AB Jct.  
 Yard Limits: MP 0-0 to MP 1-0; MP 12-15 to MP 15-0; MP 16-0 to end of track.



14 Vanderbilt Subdiv.—Kingsville Division

TRAINS SOUTHWARD	Miles from Brownsville	TIMETABLE	Siding Capacity in Cars	TRAINS NORTHWARD
FIRST CLASS		No. 1		FIRST CLASS
55		JULY 1, 1962		54
Passenger Daily		STATIONS		Passenger Daily
		377.0 <sup>W</sup> <sup>S</sup> SETTEGAST YD. T @D	Yd.	
10 01PM	371.8	HOUSTON (Un. Sta.) ... <sup>3.7</sup>	Yd.	2 30AM
	368.1	NEW SOUTH YARD ... <sup>24.9</sup>	Yd.	
f 10 50PM	343.2	ALGOA ... <sup>0.4</sup>		f 1 25AM
	342.8	BM SIDING ... T	203	
	335.6	CHOCOLATE BAYOU ... <sup>2.2</sup>		
q 10 59	333.4	LIVERPOOL ... *	118	r 1 10
f 11 05	327.3	DANBURY ... *	115	f 1 04
	320.1	Freeport Subdiv. ... @		
s 11 17	320.0	ANGLETON ... @T	115	s 12 56
s 11 31	308.6	BRAZORIA ... <sup>11.3</sup>	113	s 12 43
	305.5	Draw Bridge ... <sup>3.1</sup> San Bernard River		
s 11 43PM	300.8	SWEENEY ... @D	112	s 12 35
	297.1	ABERCROMBIE ... <sup>5.4</sup>		
	291.7	ALLENHURST ... <sup>7.8</sup>	116	
	284.1	GC&SF ... @		
s 12 01AM	283.8	BAY CITY ... T		s 12 18AM
	283.7	SK SIDING ... <sup>0.1</sup>	110	
u 12 10	275.2	BUCKEYE ... *	116	
u 12 16	269.6	ELMATON ... *	61	
	264.9	CS. P. ... @		
s 12 23	264.6	BLESSING ... *	113	s 11 50PM
	257.3	FRANCITAS ... <sup>7.3</sup>		
f 12 40	249.7	LAWARD ... *	113	f 11 35
q 12 45	244.9	LOLITA ... *		r 11 30
s 12 50AM	240.1	VANDERBILT. @DTW	Yd.	s 11 25PM
		Passenger (to Houston) ... 131.7		
		Freight (to Settegast Yard) 136.9		

ABS — Algoa-Vanderbilt. Rule 99 (J) effective.

Signal indication both opposing and following movements Algoa-Vanderbilt.

Trains operate via GC&SF Ry. between Algoa and New South Yard and via HB&T Ry. New South Yard to Houston Union Station and Settegast Yard. See G.C.&S.F. and HB&T Timetable and special instructions.

Trains will secure clearance before leaving Settegast Yard, Houston Union Station and Vanderbilt.

Trains STANDING Vanderbilt, between signals 2415 and 2386, flag protection is not required. Control operator must provide protection by STOP indication of Absolute Signals in both directions and apply red tag to each lever controlling signals.

Kingsville Subdiv.—Kingsville Division 15

TRAINS SOUTHWARD	Miles from Brownsville	TIMETABLE	Siding Capacity in Cars	TRAINS NORTHWARD
FIRST CLASS		No. 1		FIRST CLASS
55		JULY 1, 1962		54
Passenger Daily		STATIONS		Passenger Daily
s 12 50AM	240.1	VANDERBILT. @DTW	Yd.	s 11 24PM
	229.5	CARR. ... <sup>10.6</sup>	119	
f 1 06	224.3	PLACEDO @S. P. ... @		f 11 08
s 1 14	219.3	Bloomington ... @DWT	137	s 11 03
au 1 24	209.4	McFADDIN ... *		a 10 50
1 28	205.7	INARI ... <sup>3.7</sup>	150	10 45
u 1 36	198.2	VIDAURI ... <sup>7.5</sup>	32	10 34
1 41	193.4	GRETA ... <sup>4.8</sup>	152	10 29
s 1 50	186.0	REFUGIO ... <sup>7.4</sup>	85	s 10 20
s 1 57	180.0	WOODSBORO ... <sup>6.0</sup>	141	s 10 11
2 04	173.6	CRANELL ... <sup>6.4</sup>	36	10 03
2 10	168.9	EWELDER ... <sup>4.7</sup>	89	9 58
s 2 20	162.1	SINTON ... <sup>6.8</sup>	49	s 9 50
	162.0	CS. P. ... @		
2 25	161.3	JX SIDING ... <sup>0.7</sup>	84	9 43
2 32	155.0	OD SIDING ... <sup>6.3</sup>	88	9 36
s 2 50	154.5	ODEM @M. P. @T @	Yd.	s 9 35
r 2 57	148.1	CALLEN ... <sup>6.4</sup>		
s 3 15	141.4	Robstown @T. M. @ @	144	s 9 12
u 3 25	132.1	DRISCOLL ... <sup>9.3</sup>	95	8 59
s 3 34	124.9	BISHOP ... <sup>7.2</sup>	79	s 8 50
s 3 50AM	118.6	KINGSVILLE ... <sup>6.3</sup>		s 8 40PM
	118.4	KINGSVILLE YARD. T @D	Yd.	
		121.7		

ABS — Vanderbilt McFaddin. Rule 99 (J) effective.

Signal indication both opposing and following movements Vanderbilt — McFaddin.

Trains originating or destined Kingsville Yard use train register in telegraph office, Kingsville.

Trains STANDING Vanderbilt, between Signals 2415 and 2386, flag protection is not required. Control operator must provide protection by STOP indication of Absolute Signals in both directions and apply red tag to each lever controlling signals.

Yard Limits: MP 116 to MP 122-11; MP 139-25 to MP 143-15; MP 153-0 to MP 156-26; MP 160-20 to MP 163-20.

ED COUCH SUBDIV.—KINGSVILLE DIVISION

TRAINS SOUTHWARD	Miles from HG Jct.	TIMETABLE	Siding Capacity in Cars	TRAINS NORTHWARD
↓		No. 1		↑
		JULY 1, 1962		
		STATIONS		
	0.0	HG JCT. ... T @		
	5.2	MONTE ALTO ... <sup>5.2</sup>		
	8.3	ENGLERMAN JCT. ... T		
	11.4	CS. P. ... @		
	11.5	ED COUCH ... @		
		11.5		

Yard Limits: HG Jct. to MP 0-23; MP 10-11 to End of Track.

**16 Brownsville Subdiv.—Kingsville Division**

TRAINS SOUTH-WARD	Miles from Brownsville	TIMETABLE		Siding Capacity in Cars	TRAINS NORTH-WARD
FIRST CLASS		No. 1			FIRST CLASS
55		JULY 1, 1962			54
Passenger					Passenger
Daily		STATIONS			Daily
s 4 05AM	118.6	<b>KINGSVILLE</b>			s 8 35PM
4 10	118.4	Kingsville Yard..... T@DW@§	Yd.	8 31	
4 18	112.0	RICARDO.....	88	8 24	
		RIVIERA.....			
f 4 35	97.6	SARITA.....	98	s 8 09	
4 45	90.7	MIFFLIN.....	103	8 01	
		TURCOTTE.....			
ar 4 59	77.0	ARMSTRONG.....	93	aq 7 46	
5 11	67.6	NORIAS.....	87	7 36	
5 21	60.5	RUDOLPH.....	102	7 28	
		YTURRIA.....			
5 34	48.0	BB SIDING.....	100	7 14	
s 5 44	46.4	<b>RAYMONDVILLE</b> ..... TW@	Yd.	s 7 12	
s 5 52	41.4	LYFORD.....	77	q 7 05	
s 5 57	36.9	SEBASTIAN.....		q 6 59	
	26.8	@S. P..... @			
6 08	25.6	<b>HARLINGEN YARD</b> ..... T@DW@§	Yd.	6 47	
s 6 20	24.5	HARLINGEN.....		s 6 45	
s 6 40	24.3	HN SIDING.....	15	6 30	
s 6 55	19.0	<b>SAN BENITO</b> ..... @	69	s 6 24	
7 02	14.1	RUSSELLTOWN.....	19	6 19	
u 7 08	9.0	OLMITO.....	47	f 6 13	
7 18	0.7	<b>BROWNSVILLE YARD</b> ..... T@DW@§	Yd.	6 03	
7 25AM	0.0	<b>BROWNSVILLE</b> .....		6 01PM	
		PASSENGER..... 118.6			
		FREIGHT..... 117.7			

Raymondville and San Benito are designated as register stations for First Class trains only.

No. 54 will not require clearance at Brownsville but will secure clearance at Brownsville Yard.

Trains originating or destined Kingsville Yard use train register in telegraph office Kingsville.

Yard Limits: MP 0-0 to MP 3-22; MP 17-9 to MP 20-20; MP 23-12 to MP 28-6; MP 43-20 to MP 49-17; MP 116-0 to MP 122-11.

**Corpus Christi Subdiv.—Kingsville Division 17**

TRAINS SOUTH-WARD	Miles from San Antonio	TIMETABLE		Siding Capacity in Cars	TRAINS NORTH-WARD
↓		No. 1			↑
		JULY 1, 1962			
		STATIONS			
	3.1	CORPUS JCT.....	@		
	6.7	SAN JOSE.....		23	
	12.6	CASSIN.....			
	20.3	RO SIDING.....		66	
	26.6	LEMING.....		19	
	33.7	NORTH PLEASANTON.....	@	Yd.	
	34.3	PLEASANTON.....	@	16	
	38.8	COUGHRAN.....		13	
	46.3	MCCOY.....		20	
	55.2	CAMPBELLTON.....		68	
	63.3	WHITSETT.....		25	
	68.0	SUNILAND.....		25	
	77.3	THREE RIVERS.....	@	47	
	83.5	IKE.....		22	
	88.1	GEORGE WEST.....	@	67	
	99.6	MOUNT LUCAS.....			
	113.0	@S. P.....	@		
	113.0	MATHIS.....	@	40	
	124.7	HUBERT.....		69	
	126.1	EDROY.....			
	132.2	ODEM.....	@T@	Yd.	
	132.2	@KINGSVILLE SUBDIV.....	G		
	141.2	VIOLA.....		91	
	145.9	@C. C. T. A.....	@		
	148.6	CORPUS CHRISTI YARD.....	TW@D@§	Yd.	
	148.7	NORTH WYE.....			
	149.4	@C. C. T. A.....	@		
	149.5	CORPUS CHRISTI.....			
	149.5				

Trains will be governed by Laredo Subdiv. Palestine Division schedules and special instructions Corpus Jct. to San Antonio.

Trains must secure clearance at Odem.

Yard Limits: Corpus Jct. to MP 5-6; MP 30-33 to MP 35-5; MP 76-8 to MP 78-10; MP 111-25 to MP 114-20; MP 130-0 to MP 133-20; MP 142-31 to End of Track.

**18 MISSION SUBDIV.—KINGSVILLE DIVISION**

TRAINS SOUTHWARD SECOND CLASS		Miles from Harlingen Yd.	TIMETABLE No. 1 JULY 1, 1962		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS	
883 Local Freight			STATIONS			886 Local Freight	
Daily Ex. Sun.						Daily Ex. Sun.	
		0.0	HARLINGEN YD. T <sup>W</sup> Ⓣ	Yd.			
		4.3	STUART PLACE	66			
		6.2	ADAMS GARDENS				
		8.3	LA FERIA	98			
		13.9	MERCEDES	55			
		18.8	WESLACO	62			
		22.8	DONNA	46			
		26.9	ALAMO	66			
		29.3	SAN JUAN	71			
		31.0	PHARR	42			
		34.2	McALLEN				
		34.5	ⓉS. P.	Ⓣ			
9 01AM		40.0	MISSION	TWⓉ	Yd.		12 50PM
9 40		53.5	SAM FORDYCE	Ⓣ	15		12 05PM
9 50		56.2	SPAULDING				11 50AM
10 10		59.5	RATCLIFF		13		11 35
10 50AM		73.3	RIO GRANDE CITY	Ⓣ	Yd.		11 01AM
			73.3				

No. 883 is superior to No. 886.

Between Mission and Weslaco, trains have no timetable superiority. Trains and engines will move at restricted speed.

Train No. 886 will not require clearance at Rio Grande City when no operator on duty.

Yard Limits: Harlingen Yard to MP 1-7; MP 6-25 to MP 9-23; MP 12-26 to MP 15-4; MP 16-23 to MP 19-18; MP 21-26 to MP 24-29; MP 25-18 to MP 27-26; MP 28-9 to MP 32-5; MP 33-24 to MP 36-0; MP 38-22 to MP 42-6; MP 51-0 to MP 60-5; MP 71-0 to End of Track.

**EDINBURG SUBDIV.—KINGSVILLE DIVISION**

TRAINS SOUTHWARD ↓	TIMETABLE No. 1 JULY 1, 1962	Miles from Raymondville	TRAINS NORTHWARD ↑
STATIONS			
	RAYMONDVILLE	0.0	
	LA SARA	8.6	
	HG JCT.	14.8	
	HARGILL	15.4	
	FAYSVILLE	23.2	
	ⓉS. P.	29.2	
	EDINBURG	30.4	
	SAN JUAN	38.1	
	38.1		

Yard Limits: Raymondville to MP 2-0; MP 13-7 to MP 15-6; MP 21-18 to MP 23-7; MP 28-21 to MP 32-0; MP 36-20 to San Juan.

Gulf District

**Sugarland Subdiv.—Kingsville Division 19**

TRAINS SOUTHWARD SECOND CLASS		Miles from Sugarland	TIMETABLE No. 1 JULY 1, 1962		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS	
811 Local Freight			STATIONS			812 Local Freight	
Daily Ex. Sun.						Daily Ex. Sun.	
		9 55PM	15.3	HAWDON JCT.			4 20PM
		9 59	13.8	HOUSE			4 15
		10 10	11.3	Ⓣ(G. C. & S. F.)	Ⓣ		4 05
		10 25	6.7	DEWALT			3 50
		10 55PM	0.0	SUGARLAND	ⓉS.P.Ⓣ	Yd.	3 30PM
				15.3			

No. 811 will not require clearance Hawdon Jct.

Yard Limits: MP 3-6 to End of Track; MP 10-9 to MP 12-9.

**HOSKINS SUBDIV.—KINGSVILLE DIVISION**

TRAINS SOUTHWARD ↓	Miles from Hoskins Jct.	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD ↑
STATIONS				
	12.9	HOSKINS	Ⓣ	Yd.
	8.3	MIMS		
	4.0	STRATTON RIDGE		
	0.0	HOSKINS JCT.	TⓉ	Yd.
		12.9		

Yard Limits: MP 0-0 to MP 0-34; MP 12-0 to End of Track.

Gulf District

20 FREEPORT SUBDIV.—KINGSVILLE DIVISION

TRAINS SOUTHWARD SECOND CLASS			Miles from Congress Ave.	TIMETABLE No. 1 JULY 1, 1962		
813 Local Freight Daily	811 Local Freight Daily Ex. Sun.	809 Local Freight Mon., Wed., Fri.		STATIONS		
	7 30PM	7 01AM		SETTEGAST YARD..... 4.3		
	7 50	7 20		BELT JUNCTION..... 1.2		
				@S. P. .... 1.3		
				@S. P. .... 0.8		
				@S. P. .... 0.1		
			0.0	DRAW BRIDGE..... (Buffalo Bayou)		
			0.6	CONGRESS AVE..... 0.6		
			0.8	@G. H. & H..... 0.2		
				@H. B. & T. TOWER 84..... 0.1		
				@H. B. & T..... 0.1		
			1.1	@S. P. .... 5.8		
			6.9	@S. P. .... 1.6		
	8 55	8 25	8.5	MYRTLE..... 3.0		
	9 05	8 35	11.5	ALMEDA..... 4.8		
	9 25	8 50	16.3	FRESNO..... 2.5		
	9 45	9 01	18.8	ARCOLA @ (G.C.&S.F.)..... 2.3		
	9 55PM	9 15	21.1	HAWDON JCT..... 1.9		
		9 30	23.0	JULIFF..... 4.5		
		9 50	27.5	SANDY POINT..... 2.2		
		10 01	29.7	ROSHARON..... 2.7		
		10 20	32.4	BONNEY..... 4.6		
		10 40	37.0	CHENANGO..... 3.0		
		11 05	40.0	ANCHOR..... 5.0		
12 30AM		11 30AM	45.0	ANGLETON @MP..... 7.3		
			52.3	ROSS..... 2.2		
			54.5	CLUTE..... 1.9		
		12 01PM	56.4	HOSKINS JCT..... 4.0		
1 30AM		12 30PM	60.4	FREEPORT..... 60.4		

RIVER SUBDIV.—KINGSVILLE DIVISION

TRAINS SOUTHWARD ↓	Miles from Hidalgo	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTHWARD ↑
STATIONS				
	0.0	HIDALGO..... ⑦		
	7.4	MADERO..... ⑦		
	10.7	MISSION..... TW @ ⑤	Yd.	
	15.8	ALTON..... ⑦		
	17.8	CANTU..... ⑦		
	22.2	MF JCT..... T ⑦		
	22.9	MONTE CRISTO..... ⑦		
	22.9			

Yard Limits: Entire Subdiv.  
Gulf District

FREEPORT SUBDIV.—KINGSVILLE DIVISION 21

TIMETABLE No. 1 JULY 1, 1962		Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS		
STATIONS			810 Local Freight Tue., Thur., Sat.	812 Local Freight Daily Ex. Sun.	814 Local Freight Daily
SETTEGAST YARD. T @DW @ ⑤			12 15PM	6 45PM	
BELT JUNCTION..... 1.2			11 55AM	6 25	
@S. P. .... 1.3					
@S. P. .... 0.8					
@S. P. .... 0.1					
DRAW BRIDGE..... (Buffalo Bayou)					
CONGRESS AVE..... 0.9					
@G. H. & H..... 0.6					
@H. B. & T. TOWER 84..... 0.2					
@H. B. & T..... 0.1					
@HB&T @..... 0.1					
@S. P. .... 0.1					
@S. P. .... 5.8					
@S. P. .... 1.6					
MYRTLE..... 3.0			10 50	5 05	
ALMEDA..... 4.8			10 40	4 55	
FRESNO..... 2.5			10 20	4 40	
ARCOLA @ (G.C.&S.F.)..... 2.3		30	10 10	4 30	
HAWDON JCT..... 1.9			9 45	4 20PM	
JULIFF..... 4.5			9 30		
SANDY POINT..... 2.2			9 13		
ROSHARON..... 2.7			8 50		
BONNEY..... 4.6		40	8 30		
CHENANGO..... 3.0			8 10		
ANCHOR..... 5.0		40	7 50		
ANGLETON @M. P. .... T @ ⑦		Yd.	7 30		10 35PM
ROSS..... 2.2					
CLUTE..... 1.9					
HOSKINS JCT..... T @ ⑦		Yd.	6 45AM		
FREEPORT..... @WD @ ⑦		Yd.	6 30AM		10 01PM
17.1					

No. 813 is superior to No. 810.

Nos. 809 and 811 secure clearance at Settegast Yard.

No. 812 will not require clearance at Hawdon Jct.

No. 810 and No. 814 will not require clearance at Freeport when operator off duty.

No. 813 will not require clearance at Angleton when no operator on duty.

Yard Limits: Settegast Yard to MP 7-05; MP 43-17 to MP 45-14; MP 53-20 to End of Track.

22 VICTORIA SUBDIV.—KINGSVILLE DIVISION

TRAINS SOUTH-WARD	Miles from Bloomington	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD
<b>885</b> Local Freight Daily Ex. Sun.		<b>STATIONS</b>		<b>884</b> Local Freight Daily Ex. Sun.
10 30AM	13.6	VICTORIA ..... TⓈ	Yd.	7 30AM
	12.6	1.0 @S. P. .... (A)		
11 30AM	0.0	BLOOMINGTON ..... ⓈTDWⓈ	Yd.	6 30AM
	3.0	3.0 PORTILLO .....	24	
	5.0	5.3 HEYSER .....		
	10.3	10.3 GREEN LAKE .....	30	
	12.5	12.5 NORTH SEADRIFT ..... Ⓢ	31	
	14.0	14.0 LONG MOTT .....	20	
	19.7	19.7 SEADRIFT ..... Ⓢ		
	22.6	22.6 END OF TRACK .....		
		36.2		

Yard Limits: MP BK 0-0 to MP BK 1-28; MP BK 3-0 to MP BK 5-1; MP BK 10-7 to End of Track.

Yard Limits: MP BM 0-0 to MP BM 4-0; MP BM 11-10 to MP BM 13-21; MP BM 19-0 to End of Track.

Train No. 884 will not require clearance at Bloomington when operator off duty and train order signal indicates proceed.

Train 885 will not require clearance at Victoria when operator off duty.

PORT ISABEL SUBDIV.—KINGSVILLE DIVISION

TRAINS SOUTH-WARD ↓	Miles from Place Jct.	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		<b>STATIONS</b>		
	0.0	PLACE JCT. .... Ⓢ		
	8.5	8.5 LAURELES .....		
	9.6	9.6 @S. P. .... Ⓢ		
	14.7	14.7 BAYVIEW .....		
	18.0	18.0 ABNEY .....		
	30.7	30.7 PORT ISABEL ..... T		

Yard Limits: MP 0-7 to Place Jct.

RIO HONDO SUBDIV.—KINGSVILLE DIVISION

TRAINS SOUTH-WARD ↓	Miles from San Benito	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD ↑
		<b>STATIONS</b>		
	0.0	SAN BENITO ..... Ⓢ		
	2.0	2.0 PLACE JCT. ....		
	5.5	5.5 @S. P. .... Ⓢ		
	9.0	9.0 RIO HONDO .....		

Yard Limits: MP 2-6 to San Benito.

BAYTOWN SUBDIV.—DeQUINCY DIVISION 23

TRAINS WEST-WARD	Distance from Settegest Yard	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS EAST-WARD
<b>SECOND CLASS</b> <b>881</b> Local Freight Daily		<b>STATIONS</b>		<b>SECOND CLASS</b> <b>882</b> Local Freight Daily
9 01PM	29.88	BAYTOWN ..... ⓈW	Yd.	3 30AM
		2.66 @H. O. CO. .... Ⓢ		
10 01	25.00	2.22 DURHAM YARD ..... TⓈ	Yd.	3 00
	23.05	1.95 COADY .....	14	
10 25	19.00	4.05 HIGHLANDS ..... Ⓢ	46	2 45
10 45	14.52	4.48 CHANNELVIEW .....	30	2 30
10 55	10.31	4.21 GREENS BAYOU .....	45	2 15
11 30PM	5.00	5.31 MK YARD ..... TⓈ	Yd.	2 00
12 35AM		5.00 SETTEGEST YARD @DWⓈT		1 30AM
		29.88		

No. 881 is superior to No. 882.

Between Baytown and Durham Yard, trains and engines will move at restricted speed without timetable or train order authority.

No. 882 secure clearance Settegest Yard.

No. 881 will not require clearance Baytown when operator off duty. Operation via HB&T Ry. between MK Yard and Settegest Yard.

Yard Limits: MP 7-0 to 10-20; MP 21-21 to MP 23-0; MP 26-0 to MP 31-0; MP 32-25 to MP 33-36.

ORANGE SUBDIV.—DeQUINCY DIVISION

TRAINS SOUTH-WARD	Miles from Brownsville	TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS NORTH-WARD
<b>SECOND CLASS</b> <b>889</b> Freight Daily		<b>STATIONS</b>		<b>SECOND CLASS</b> <b>888</b> Freight Daily
7 00AM	526.4	NEWTON ..... TⓈ	Yd.	
		11.9 BLEAKWOOD @GCSF. .... G		
	514.5	6.5 CALL .....	15	
	508.0	11.4 BESSMAY .....	14	
	496.8	12.0 ROBERTSON .....	37	
	484.6	7.0 @K. C. S. .... Ⓢ		
	477.6	0.0 MAURICEVILLE ..... DWTⓈ	Yd.	1 45PM
	477.7	5.3 PEVETO .....	30	
	482.9	4.0 @S. P. .... (A)		
7 35	488.0	1.1 DOC BROWN ..... T		1 10
7 45AM	490.5	2.5 ORANGE ..... Ⓢ	Yd.	1 00PM
		61.5		

No. 888 will not require clearance Orange when operator off duty. No. 889 will not require clearance Mauriceville when operator off duty.

It will be permissible at Doc Brown to use the train register as evidence of the arrival of an extra train.

Yard Limits: MP 487-0 to MP 490-15; MP 478-9 to MP 478-18; MP 524-14 to MP 526-12.

**24 HOUSTON SUBDIV.—DeQUINCY DIVISION**

TRAINS WESTWARD				Miles from Brownsville	TIMETABLE No. 1 JULY 1, 1962
SECOND CLASS		FIRST CLASS			
95 Red Ball Freight Daily	81 Red Ball Freight Daily	51 Passenger Daily	53 Passenger Daily		
7 40PM	12 50AM	2 45PM	4 05AM	508.0	DEQUINCY .....
		2 47PM	4 07AM	507.3	CS JUNCTION, LA. ....
				477.7	Mauriceville, Tex. ....
		s 3 50PM	s 5 10AM	461.0	BEAUMONT .....
9 55PM	2 30AM	3 51PM	5 11AM	460.8	G. C. L. JUNCTION ...
				460.4	@G. C. & S. F. ....
				460.3	@S. F. ....
				459.6	BEAUMONT YARD ...
				459.1	TOWER 74 @S. P. ...
				458.6	EAST CROSSOVER ...
10 15	3 05	3 59	5 20	456.5	WEST CROSSOVER ...
10 30	3 25	4 06	5 27	455.1	ELIZABETH .....
11 42 <sup>80</sup> <sub>52</sub>	3 50	s 4 21	5 40	441.3	GRAYBURG .....
12 01AM	4 11	s 4 37	5 54	427.2	HULL .....
12 30	4 39	4 59	6 13	409.0	MARTHA .....
12 45	4 52	f 5 09	6 23	398.8	HUFFMAN .....
1 05	5 12	5 25	6 40	385.0	DYERSDALE .....
1 10	5 20			381.6	SETTEGAST JCT. ....
3 00AM	6 00AM			379.3	SETTEGAST YARD ...
		5 35PM	6 50AM	378.0	GULF COAST .....
		6 10PM	7 30AM	371.8	HOUSTON (Un. Sta.) ..
					FREIGHT .....
					PASSENGER .....

Between G. C. L. Jct. and East Crossover trains and engines except first class trains will move at restricted speed without timetable or train order authority.

Westward first class trains secure clearance Beaumont Passenger Station.

Trains secure clearance Tower 74.

Trains originating Houston Union Station and Settegest Yard secure clearance.

G. C. L. Jct. is register station for first class trains only, Register located in Telegraph Office, Passenger Station Beaumont.

Yard Limits: MP 378-0 to MP 381-6: MP 456-20 to MP 460-24: MP 507-9 to MP 508-0.

**HOUSTON SUBDIV.—DeQUINCY DIVISION 25**

TIMETABLE No. 1 JULY 1, 1962	Siding Capacity in Cars	TRAINS EASTWARD			
		FIRST CLASS		SECOND CLASS	
		50 Passenger Daily	52 Passenger Daily	94 Red Ball Freight Daily	80 Red Ball Freight Daily
DEQUINCY ... @DW\$	Yd.	s12 20PM	s12 40AM	3 15PM	2 15AM
CS JUNCTION, LA. ....		12 15PM	12 35AM		
MAURICEVILLE, TEX. ....	f	11 45			
BEAUMONT .....	s	11 25AM	s 11 45PM		
G. C. L. JUNCTION ...		11 09AM	11 34PM	1 15PM	12 35AM
@G. C. & S. F. ....	@				
@S. F. ....	@				
Beaumont Yard. @TDW @S	Yd.				
TOWER 74 @S. P. ... @					
EAST CROSSOVER ...		10 59	11 25	1 00	12 20
WEST CROSSOVER ...					
ELIZABETH .....	94	10 50	11 17	12 51	12 01PM
GRAYBURG .....	* 124	s10 37	11 02 <sup>85</sup>	12 33	11 42 <sup>AM</sup> <sub>95</sub>
HULL .....	* 150	s10 17	10 48	12 15PM	11 24
MARTHA .....	99	9 57	10 28	11 50AM	10 59
HUFFMAN .....	* 150	f9 47	10 17	11 38	10 46
DYERSDALE .....	119	9 34	10 04	11 20	10 28
SETTEGAST JCT. ....				11 15	10 20
SETTEGAST YD. ... T @DW @S	Yd.			11 00AM	10 00PM
GULF COAST .....	@	9 26AM	9 56PM		
HOUSTON (Un. Sta.) ..		9 05AM	9 35PM		
FREIGHT .....					
PASSENGER .....					

ABS — Between Gulf Coast and West Crossover. Rule 99 (J) effective.

Between: Gulf Coast and Dyersdale signal indication both opposing and following movements.

Between: West Crossover and East Crossover trains and engines will be governed by timetable rules and special instructions of the Sou. Pac. R.R.

Between G. C. L. Jct. and CS Jct., trains and engines will be governed by timetable, rules and special instructions of K. C. S. Ry.

Between: Gulf Coast and Houston (Union Station) be governed by H. B. & T. Ry. Co. timetable and special instructions.



28 Lake Charles Subdiv.—DeQuincy Division

TRAINS SOUTHWARD			Miles from St. Louis	TIMETABLE No. 1		
SECOND CLASS		FIRST CLASS		JULY 1, 1962		
83 Freight Daily	81 Red Ball Freight Daily	31 Passenger Daily		STATIONS		
		9 40AM	599.03	ALEXANDRIA.....	②W	
11 30PM	8 45PM		601.57	ALEXANDRIA YARD.....	2.54	
11 35	8 50	9 50	603.18	WILLOW GLEN.....	1.61	
11 50	9 25	f 9 59	610.75	WOODWORTH.....	8.45	
11 59PM	9 37	10 04	611.63	BRINGHURST.....	5.06	
		f10 07	616.69	FOREST HILL.....	2.41	
		f10 11	619.10	LONG LEAF.....	3.13	
12 12AM	9 56	s10 14 82	622.23	GLENMORA.....	2.41	
12 20	10 06	10 21	624.64	PAWNEE.....	6.11	
12 35	10 20	s10 27	630.75	OAKDALE.....	5.90	
			636.65	②G. C. & S. F.....	0.30	
1 15	10 39	10 40	636.95	FOLEY.....	11.60	
		s10 44	648.55	OBERLIN.....	2.80	
1 30	10 51	10 49	651.35	ELDER.....	3.74	
1 45	10 59	10 55	655.09	AR SIDING.....	6.46	
3 00	11 00PM	s11 10	661.55	KINDER.....	0.05	
		f11 21	661.60	FENTON.....	9.76	
		11 33	671.36	IOWA JCT.....	9.62	
		11 44	680.98	MANCHESTER.....	8.00	
			691.24	②S.P.....	2.26	
6 00AM		11 53AM	692.90	LAKE CHARLES YARD.....	4.01	
		12 15PM	695.25	LAKE CHARLES.....	2.63	
			697.88	FREIGHT.....	95.96	
				PASSENGER.....	98.50	

Between Lake Charles and Lake Charles Yard trains have no timetable superiority and will operate at restricted speed.

No. 31 is superior to No. 32.

No. 83 is superior to No. 82

CROWLEY SUBDIV.—DeQUINCY DIVISION

TRAINS SOUTHWARD	Miles from Brownsville	TIMETABLE No. 1	Siding Capacity in Cars	TRAINS NORTHWARD
↓		JULY 1, 1962		↑
		STATIONS		
	570.3	EUNICE.....	TW②\$	Yd.
	577.9	MOWATA.....		
	582.4	MAXIE.....		
	592.3	CROWLEY.....	①	Yd.
		22.0		

Yard Limits: MP 570-1 to MP 571-15; MP 590-0 to MP 592-12.

Lake Charles Subdiv.—DeQuincy Division 29

TIMETABLE No. 1		Siding Capacity in Cars	TRAINS NORTHWARD	
JULY 1, 1962			FIRST CLASS	SECOND CLASS
STATIONS			32 Passenger Daily	80 Red Ball Freight Daily
ALEXANDRIA.....	②W	3 25PM		
ALEXANDRIA YARD.....	②DTW\$	Yd.	8 00AM	11 30AM
WILLOW GLEN.....		3 13	5 45	10 59
WOODWORTH.....		f 3 04	5 30	10 45
BRINGHURST.....		2 59	5 22	10 35
FOREST HILL.....		f 2 56		
LONG LEAF.....		f 2 52		
GLENMORA.....		s 2 49	5 10	10 14 31
PAWNEE.....		2 43	5 01	9 55
OAKDALE.....	②	s 2 37	4 50	9 40
②G. C. & S. F.....	②			
FOLEY.....		2 24	4 31	9 10
OBERLIN.....		s 2 21		
ELDER.....		2 17	4 20	8 50
AR SIDING.....		2 11	4 10	8 30
KINDER.....	②M. P.②T②	s 2 10	4 05AM	7 45
FENTON.....		f 1 37		
IOWA JCT.....	②S. P.②	1 27		
MANCHESTER.....		1 19		
②S. P.....	②			
LAKE CHARLES YARD.....	②TW②\$	Yd.	1 12	6 30AM
LAKE CHARLES.....	②DW	1 05PM		
FREIGHT.....	95.96			
PASSENGER.....	98.50			

ABS — Between Willow Glen and A. R. Siding. Rule 99 (J) effective.

Operation over Texas Dist. tracks between Alexandria and Willow Glen, see Texas Dist. timetable and special instructions.

No. 31 and No. 32 secure clearance Alexandria Yard.

No. 31 will not require clearance at Alexandria.

No. 32 will not require clearance at Lake Charles.

No. 82 will not require clearance Lake Charles Yard when operator off duty.

Yard Limits: MP 599-0 to MP 602-26; MP 634-0 to MP 638-0; MP 658-24 to MP 662-1; MP 688-18 to MP 696-9.



TRAINS SOUTH-WARD SECOND CLASS <b>895</b> Freight Daily Ex. Mon.	Miles from Port Barre	<b>TIMETABLE No. 1</b> JULY 1, 1962 STATIONS	Siding Capacity in Cars	TRAINS NORTH-WARD SECOND CLASS <b>894</b> Freight Daily Ex. Sun.
12 30AM	0.0	<b>PORT BARRE</b> .....Ⓞ	Yd.	11 30PM
1 05	11.2	11.2 ARNAUDVILLE.....	12	10 25
	13.4	2.2 BUSHVILLE.....	12	
	17.5	4.1 CECELIA.....	15	
1 40	25.5	8.0 PARKS.....	22	9 50
1 50	30.3	4.8 ISLE LABBE.....	10	9 40
2 15	39.4	9.1 LOREAUVILLE.....	35	9 20
	41.0	1.6 DRAW BRIDGE..... Teche Bayou		
2 45AM	46.4	5.4 <b>NEW IBERIA</b> ..... TDWⓄⓈ	Yd.	9 05PM
	46.8	0.4 ⓄS. P.....Ⓞ		
	47.5	0.7 ⓄS. P.....Ⓞ		
	48.8	1.3 ⓄS. P.....Ⓞ		
	49.0	0.2 ⓄS. P.....Ⓞ		
	51.2	2.2 ⓄS. P.....Ⓞ		
	52.3	1.1 ⓄS. P.....Ⓞ		
	59.0	6.7 ⓄS. P.....Ⓞ		
	59.1	0.1 JEANERETTE.....	20	
	59.2	0.1 ⓄS. P.....Ⓞ		
	59.4	0.2 ⓄS. P.....Ⓞ		
	60.2	0.8 ⓄS. P.....Ⓞ		
	62.5	2.3 SORRELL.....	16	
	64.4	1.9 ⓄS. P.....Ⓞ		
	68.8	4.4 DRAW BRIDGE..... Teche Bayou		
	73.8	5.0 OAKLAWN.....	49	
	74.6	0.8 DRAW BRIDGE..... Teche Bayou		
	77.9	3.3 ⓄS. P.....Ⓞ		
	79.3	1.4 FRANKLIN.....		
	80.0	0.7 ⓄS. P.....Ⓞ		
	81.5	1.5 ⓄS. P.....Ⓞ		
	82.3	0.8 GARDEN CITY..... T		
		82.3		

Between New Iberia and Garden City trains and engines will move at restricted speed without timetable or train order authority.

Clearance not required by No. 894 New Iberia and No. 895 Port Barre, when opr off duty.

Yard Limits: MP 0-0 to MP 2-15; MP 44-0 to 51-0.

**Jefferson Island Subdiv.—DeQuincy Division**

TRAINS WEST-WARD ↓	Miles from Port Barre	<b>TIMETABLE NO. 1</b> JULY 1, 1962 STATIONS	Siding Capacity in Cars	TRAINS EAST-WARD ↑
	46.4	NEW IBERIA..... TDWⓄⓈ	Yd.	
	52.8	6.4 ⓄS. P.....Ⓞ		
	56.3	3.5 JEFFERSON ISLAND.....	Yd.	
		9.9		

1. Eastward and Northward regular trains are superior to trains of the same class in the opposite direction, except as shown on schedule pages.

2. MAXIMUM SPEED:

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

2-A. MAXIMUM ENGINE SPEED (where Maximum Train speed is LOWER, it will govern,) Mo.Pac., T&P, TP-MP, Ft.W. Belt, NOLC, M-I, Un.Ry. and St. Joe Belt Engines:

Engine	MPH	Engine	MPH
1—79.....	79	3500—3505.....	30
110—999*.....	65	6005—6018.....	55
1000—1099.....	55	6600—6613.....	55
1210—1299.....	55	8000—8007.....	55
1374—1392.....	65		

\*Except Engines 850-A, 851-A, 931-A, 932-A, 881-B, 882-B, 883-B, 884-B, 77 mph.

2-B. Engines running light moving forward will be restricted to freight train speed restrictions, but must not exceed 45 MPH where freight train speeds are higher.

2-C. Engines moving backwards without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH except where lower maximum train speeds are in effect.

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

3-A. SPEED RESTRICTIONS THRU CROSSOVERS, TURNOUTS AND SPRING SWITCHES: MPH

Thru No. 10 turnouts and crossovers, entire train.....	15
Thru No. 15, 16 and 20 turnouts and crossovers, entire train.....	35
Thru No. 20 equilateral turnouts, entire train.....	50
In straightaway movement when moving points of No. 10 spring switch.....	15
In straightaway movement when moving points of No. 15, 16 and 20 spring switches.....	35

\*In straightaway movement, when lead wheels have passed over points of spring switches, maximum speed may be resumed.

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

- Longview —South Switch No. 1 track
- Wells Creek —South siding switch
- Palestine —North switch freight route
- Palestine —Trinity Subdiv. freight connection
- SY Jct. —Taylor Subdiv. connection
- Aldine —North and South siding switches
- Spring —Ft. Worth Subdiv. connection
- Belt Jct. —Freight connection to Settegast Yard
- SY Jct. —Trinity Subdiv., connection
- Valley Jct. —South siding switch
- Rockdale —North siding switch
- Taylor —North switch freight route
- Austin —North siding switch
- MKT Jct. —MKT connection
- Landa's Park —North and South siding switches
- San Antonio —North switch freight route Martin Street
- SA Jct. —End of two main tracks
- Gulf Coast to Southward main track
- Settegast Junction East Wye Switch
- Dyersdale East and West Switches

## 3-A.—Continued

Beaumont West Crossover	
Beaumont East Crossover	
KCS Connection Long Lead DeQuincy	
KCS Connection C. S. Junction	
KD Siding West Switch	
Anchorage West Wye Switch	
Main track West Junction	
Woodworth	—North and South siding switches
Bringhurst	—North and South siding switches
Glenmora	—North and South siding switches
Pawnee	—North and South siding switches
Harlingen Yard	—North Switch North Lead
Inari	—North and South siding switches
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
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
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-B. No speed limitations are necessary for the safe operation of slid flat wheels under passenger train cars if the length of the flat spot does not exceed the maximum length stated below:

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

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

3-C. Disabled engines moving dead in train will not exceed speed listed in Item 2-A except when a lower speed is authorized by a Company Officer. A train order will be issued to train handling such disabled engine that can not operate at the speed shown in Item 2-A.

Flat spots measuring  $2\frac{3}{4}$ " on a 36" diameter wheel or measuring 3" on a 40" or 42" diameter wheel will not be moved at a speed above 10 MPH or such speed as authorized by the Superintendent.

### 3-D. TRAINS HANDLING MISSOURI PACIFIC WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

	MPH
Locomotive Cranes (boom must be disconnected).....	30
Bridge Derrick Cars (non-revolving).....	30
Bridge derrick cars (non-revolving) must be coupled to flat car and support provided for boom; boom must be chained	

## 3-D.—Continued

MPH

or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; and uncoupling levers must be disconnected between derrick car and idler car. Derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Ditchers and Burro Cranes, loaded on flat cars..... 30

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

### Wrecking Cranes, Ditchers and Jordan Spreaders (self and non-self-propelling):

Boom of wrecking cranes must be in trailing position. Speed of train handling must be restricted according to maximum permissible speed of freight trains, as shown in following table. Except ditchers and Jordan Spreaders will be restricted to 15 MPH if not headed in working direction and must be headed in working direction at first opportunity:

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

Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position.. } Maximum Freight Train Speed

Scale Test Cars Except MPX 5121..... } 30 MPH or Freight Train Speed Whichever is Lower

Scale Test Car MPX 5121..... } Maximum Freight Train Speed

Scale Test Cars must be handled next to caboose.

Welded rail trains and snow plows..... } 40 MPH or Freight Train Speed Whichever is Lower

Trains handling welded rail will be restricted to 70 cars. Welded rail cars will be handled on head end next behind buffer cars.

The movement of Derricks, Cranes and other work equipment on its own wheels, on Revenue billing will be handled only on authority of Superintendent and at a speed not to exceed 30 MPH.

### 3-E. TRAIN ORDER FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT:

When there is to be handled any unit of equipment mentioned in items 2 or 3 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 departing the station from which such restricted equipment is handled.

#### 4. MAXIMUM TRAIN SPEED:

Passenger trains handling freight equipment will not exceed freight train speed except on Authority of the Superintendent.

The speeds shown below are the maximum train speeds for passenger and freight trains.

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>Longview:</b> (Except as shown below).....	79	50
City limits Palestine.....	30	30
MP 0-05 — MP 0-16.....	45	45
MP 0-26 — MP 1-12.....	65	..
MP 2-28 — MP 3-07.....	65	..
MP 3-11 — MP 3-26.....	50	..
MP 4-08 — MP 4-17.....	65	..
MP 5-03 — MP 5-09.....	65	..
MP 5-13 — MP 6-01.....	50	..
MP 7-14 — MP 7-22.....	65	..
MP 7-26 — MP 8-10.....	50	..
MP 8-12 — MP 9-18.....	65	..
MP 10-00 — MP 10-07.....	65	..
MP 11-01 — MP 11-14.....	50	..
MP 11-15 — MP 12-29.....	65	..
MP 13-05 — MP 14-20.....	50	..
MP 14-21 — MP 15-05.....	65	..
MP 17-10 — MP 18-03.....	50	..
MP 18-21 — MP 23-00.....	50	..
MP 23-07 — MP 23-17.....	65	..
MP 24-25 — MP 25-06.....	65	..
City limits Jacksonville.....	15	15
MP 28-06 — MP 28-14.....	65	..
MP 29-14 — MP 29-24.....	65	..
MP 30-01 — MP 31-15.....	50	..
MP 32-02 — MP 32-09.....	65	..
MP 32-27 — MP 33-07.....	50	..
MP 33-20 — MP 33-27.....	65	..
MP 33-29 — MP 36-19.....	50	..
MP 38-16 — MP 38-25.....	65	..
MP 38-30 — MP 40-06.....	50	..
MP 42-21 — MP 43-22.....	65	..
MP 43-24 — MP 44-04.....	50	..
MP 44-17 — MP 44-28.....	65	..
City limits Troup.....	45	45
MP 45-02 — MP 45-08.....	50	..

#### 4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
MP 45-18 — MP 48-19.....	65	..
MP 48-28 — MP 50-21.....	50	..
MP 51-03 — MP 51-16.....	65	..
MP 51-27 — MP 52-04.....	50	..
City limits Arp.....	30	30
MP 53-27 — MP 54-05.....	50	..
MP 54-07 — MP 54-17.....	65	..
MP 55-05 — MP 55-14.....	50	..
MP 56-06 — MP 56-17.....	45	45
MP 57-25 — MP 59-00.....	65	..
MP 59-14 — MP 60-16.....	45	45
MP 62-23 — MP 64-19.....	65	..
MP 65-07 — MP 66-14.....	50	..
City limits Kilgore.....	45	45
MP 70-18 — MP 71-02.....	65	..
MP 71-02 — MP 71-11.....	50	..
MP 71-11 — MP 72-04.....	65	..
MP 73-05 — MP 73-23.....	45	45
MP 73-25 — MP 74-19.....	65	..
MP 76-28 — MP 77-11.....	65	..
MP 77-13 — MP 77-25.....	50	..
MP 78-22 — MP 79-01.....	65	..
MP 80-27 to T&P Passenger Station and T&P connection Longview.....	15	15
<b>Taylor:</b> (Except as shown below).....	79	50
MP 0-00 — MP 1-10.....	40	40
City limits Palestine.....	30	30
MP 2-19 — MP 2-24.....	65	..
MP 2-27 — MP 4-14.....	50	..
MP 4-15 — MP 5-00.....	65	..
MP 5-23 — MP 6-03.....	50	..
MP 6-13 — MP 6-23.....	65	..
MP 13-03 — MP 13-12.....	40	40
MP 13-21 — MP 13-27.....	50	..
City limits Oakwood.....	45	45
MP 18-15 — MP 18-22.....	65	..
MP 19-13 — MP 22-21.....	50	..
MP 23-24 — MP 25-27.....	50	..
MP 26-08 — MP 26-19.....	65	..
MP 27-05 — MP 28-20.....	50	..
MP 29-15 — MP 29-20.....	65	..
MP 31-15 — MP 32-00.....	50	..
MP 32-06 — MP 35-18.....	65	..
MP 35-25 — MP 38-02.....	50	..
MP 38-09 — MP 38-20.....	65	..
MP 39-24 — MP 40-27.....	65	..
MP 42-10 — MP 42-29.....	65	..
MP 44-20 — MP 45-04.....	65	..
MP 45-27 — MP 46-15.....	65	..

## 4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
MP 47-06 — MP 47-15.....	65	..
MP 48-10 — MP 48-19.....	65	..
MP 55-11 — MP 55-16.....	65	..
MP 57-09 — MP 58-13.....	65	..
MP 58-20 — MP 59-05.....	50	..
MP 59-15 — MP 59-22.....	65	..
MP 59-24 — MP 60-13.....	50	..
MP 61-14 — MP 61-23.....	65	..
MP 61-26 — MP 62-07.....	50	..
MP 64-06 — MP 67-02.....	50	..
MP 67-14 — MP 67-18.....	65	..
MP 68-04 — MP 68-13.....	65	..
MP 69-25 — MP 70-08.....	65	..
MP 70-25 — MP 72-00.....	65	..
City limits Franklin.....	45	45
MP 80-05 — MP 80-10.....	65	..
MP 87-02 — MP 88-10.....	65	..
City limits Hearne.....	25	25
MP 91-05 — MP 91-20.....	65	..
MP 94-20 — MP 94-26.....	45	45
MP 95-00 — MP 95-10.....	65	..
MP 106-26 — MP 107-05.....	65	..
MP 112-21 — MP 113-29.....	65	..
MP 115-08 — MP 115-15.....	65	..
City limits Rockdale.....	45	45
MP 122-23 — MP 123-06.....	65	..
MP 126-06 — MP 127-08.....	65	..
MP 129-29 — MP 130-05.....	60	..
City limits Thorndale.....	45	45
City limits Taylor.....	25	25
MP 143-12 — MP 143-20.....	65	..
MP 144-10 — MP 144-20.....	65	..
MK&T crossing to Pass. Sta.-Pass. route...	15	15
MP 144-21 — Main St. Taylor.....	8	8
Austin: (Except as shown below).....	79	50
City limits Taylor.....	25	25
MP 144-21 — Main St. crossing Taylor.....	8	8
MP 146-14 — MP 146-24.....	40	40
MP 147-03 — MP 147-18.....	65	..
MP 160-02 — MP 160-10.....	65	..
MP 161-09 — MP 161-22.....	60	..
MP 166-31 — MP 167-03.....	65	..
MP 167-30 — MP 168-01.....	65	..
MP 169-25 — MP 169-38.....	65	..
MP 174-13 — MP 174-23.....	65	..
City limits Austin.....	12	12

Gulf District

## 4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
Between West Ave. and Congress Ave.....	6	6
Colorado Bridge wye track.....	15	15
MP 176-18 — MP 178-03.....	65	..
MP 178-11 — MP 181-26.....	50	..
MP 182-24 — MP 184-18.....	50	..
MP 190-21 — MP 190-27.....	65	..
MP 191-22 — MP 191-26.....	60	..
MP 201-24 — MP 202-00.....	50	..
MP 202-09 — MP 203-02.....	65	..
MP 205-11 — MP 207-06.....	50	..
City limits San Marcos.....	30	30
MP 210-30 — MP 211-04.....	65	..
MP 219-24 — MP 220-01.....	65	..
MP 225-26 — MP 226-02.....	50	..
City limits New Braunfels.....	12	12
MP 227-15 San Antonio Street, New Braunfels.....	6	6
MP 227-24 — MP 227-33.....	40	40
MP 229-05 — MP 229-10.....	65	..
MP 231-03 — MP 231-06.....	65	..
MP 231-29 — MP 232-02.....	65	..
MP 240-08 — MP 240-14.....	65	..
MP 242-27 — MP 244-05.....	65	..
MP 247-12 — MP 247-16.....	65	..
MP 249-04 — MP 249-09.....	65	..
San Antonio city limits		
MP 250-18 (Bitters Rd.) — MP 254-28 Hermine Blvd.....	60	..
MP 254-28 (Hermine Blvd.) — MP 256-03 (Norwood Court)...	50	..
MP 256-03 (Norwood Court) — MP 257-10 (Craig Place).....	40	40
MP 257-10 (Craig Place) — MP 258-17 (Leal St.).....	30	30
MP 258-17 (Leal St.) — Commerce St.....	20	20
Laredo:		
Between San Antonio and S. A. Jct.....	50	35
Between S. A. Jct. and MP 391.....	59	40
Between MP 391 and Laredo.....	59	35
(Except as shown below)		
MP 259-30 SP crossing until crossing occupied.....	6	6
San Antonio city limits		
Commerce St. San Antonio to MP 259-27 (Colima St.).....	20	20
MP 259-27 (Colima St.) to MP 260-25 (Goodwin Ave.).....	30	30
MP 260-25 (Goodwin Ave.) to MP 261-25 (Taft Blvd.).....	40	..

Gulf District

## 4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
City limits Lytle.....	30	30
MP 282-00 — MP 282-06.....	30	30
City limits Devine.....	40	..
MP 292-29 — MP 293-03.....	50	..
MP 300-17 — MP 301-11.....	50	..
MP 302-26 — MP 303-02.....	50	..
City limits Cotulla.....	40	..
MP 350-22 — MP 350-28.....	50	..
MP 398-17 — MP 398-23.....	50	..
MP 399-14 — MP 399-20.....	50	..
MP 400-19 — MP 400-24.....	50	..
MP 402-01 — MP 402-07.....	50	..
MP 410-26 — MP 411-20.....	30	30
MP 412-00 (Tex-Mex crossing) — Passenger Station Laredo.....	10	10
<b>Ft. Worth:</b>		
Between MP 0-0 and MP 48-12.....	45	45
(Except as shown below)		
MP 0-00 — MP 0-11.....	30	30
MP 39-16 — MP 40-19.....	40	40
MP 42-03 — MP 42-05.....	30	30
MP 47-20 — MP 47-28.....	30	30
MP 48-12 — MP 48-32 (SP crossing).....	15	15
City limits Navasota.....	25	25
Between MP 48-12 and MP 158-0.....	40	40
(Except as shown below)		
MP 49-03 — MP 50-25.....	30	30
MP 73-02 — MP 73-10.....	30	30
City limits Bryan.....	15	15
MP 78-00 — MP 78-18.....	15	15
MP 78-18 — MP 79-00.....	30	30
City limits Marlin.....	10	10
City limits Mart.....	35	35
Between MP 158-15 and MP 218.....	35	35
(Except as shown below)		
MP 159-00 — MP 159-10.....	30	30
Between MP 218 and T&P Conn.....	49	49
(Except as shown below)		
MP 221-16 — MP 222-00.....	30	30
City limits Italy.....	30	30
MP 225-25 — MP 228-14.....	40	40
MP 236-27 — MP 237-11.....	40	40
MP 245-09 — MP 246-08.....	40	40
MP 253-03 — MP 253-16.....	40	40
MP 257-17 — MP 257-25.....	40	40
MP 259-01 — MP 260-04.....	40	40
MP 268-12 — MP 268-15.....	40	40

## 4.—Continued

City limits Ft. Worth.....	18	18
MP 270-24 — TP Conn.....	30	30
<b>Trinity: (Except as shown below)</b> .....	79	50
City limits Palestine.....	30	30
MP 0-03 — MP 0-12.....	40	40
MP 1-18 — MP 4-05.....	45	45
MP 4-24 — MP 5-05.....	50	..
MP 5-13 — MP 6-15.....	65	..
MP 6-30 — MP 8-12.....	50	..
MP 9-04 — MP 9-28.....	50	..
MP 11-02 — MP 11-09.....	50	..
MP 11-09 — MP 11-30.....	65	..
City limits Elkhart.....	45	45
MP 12-27 — MP 13-05.....	60	..
MP 14-01 — MP 14-06.....	65	..
MP 14-12 — MP 14-19.....	45	45
MP 14-20 — MP 15-12.....	50	..
MP 15-18 — MP 15-24.....	45	45
MP 16-02 — MP 16-08.....	60	..
MP 17-08 — MP 17-22.....	45	45
MP 18-17 — MP 18-24.....	65	..
MP 20-29 — MP 21-24.....	50	..
MP 21-29 — MP 23-15.....	65	..
City limits Grapeland.....	30	30
MP 23-37 — MP 24-03.....	45	45
MP 25-10 — MP 26-26.....	45	45
MP 28-02 — MP 32-08.....	65	..
MP 35-29 — MP 36-05.....	65	..
City limits Crockett.....	30	30
MP 37-02 — MP 37-16.....	40	40
MP 42-02 — MP 42-14.....	65	..
MP 42-29 — MP 43-07.....	50	..
MP 43-15 — MP 43-23.....	60	..
MP 45-01 — MP 45-09.....	60	..
MP 46-18 — MP 47-00.....	65	..
MP 48-02 — MP 48-09.....	60	..
MP 48-19 — MP 48-27.....	65	..
City limits Lovelady.....	55	..
MP 50-25 — MP 51-19.....	65	..
MP 52-19 — MP 54-20.....	65	..
MP 56-23 — MP 57-21.....	65	..
MP 59-26 — MP 60-03.....	60	..
MP 63-17 — MP 63-25.....	65	..
City limits Trinity.....	40	40
MP 68-30 — MP 69-14.....	65	..
MP 71-14 — MP 72-25.....	60	..
MP 76-28 — MP 77-30.....	65	..
MP 80-12 — MP 80-27.....	65	..
MP 82-06 — MP 82-29.....	50	..
MP 83-03 — MP 83-10.....	65	..
MP 85-00 — MP 85-07.....	65	..
MP 85-28 — MP 87-20.....	50	..
MP 87-26 — MP 88-12.....	65	..
MP 88-22 — MP 89-02.....	50	..

## 4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
MP 90-16 — MP 90-30.....	65	..
MP 91-23 — MP 92-03.....	65	..
MP 93-22 — MP 94-03.....	65	..
MP 98-10 — MP 98-19.....	65	..
MP 99-14 — MP 99-26.....	50	..
MP 103-02 — MP 103-11.....	65	..
MP 105-12 — MP 105-19.....	60	..
MP 106-08 — MP 106-15.....	65	..
City limits Conroe.....	30	30
MP 142 — Belt Jct.....	45	45
City limits Houston		
Belt Jct. — Gulf Coast Jct.....	45	45
City limits Houston		
Belt Jct. — Collingsworth St.....	30	30
City limits Houston		
Collingsworth St. — Union Station.....	20	20
City limits Houston		
Gulf Coast Jct. — Settegast Yd.....	20	20
City limits Houston		
<b>Mineola:</b> (Except as shown below).....	25	25
MP 0-00 — MP 25-05.....	20	20
City limits Tyler.....	15	15
<b>Henderson:</b> .....	25	25
<b>Huntsville:</b> .....	30	30
<b>Sugarland:</b> .....	20	20
<b>Asphalt Belt:</b> .....	30	30
<b>Crystal City:</b> .....	30	30
(Except as shown below)		
Wye tracks Crystal City.....	10	10
<b>Uvalde:</b>		
Between MP 186-20 and MP 173-00.....	10	10
Between MP 173-00 and MP 156.....	30	30
Between MP 156 and Carrizo Springs.....	20	20
(Except as shown below)		
MP 164-03 — MP 164-19.....	15	15
MP 186-10 SP Conn. Uvalde Jct.....	5	5
MP 145 — MP 147 Between Crystal City and Carrizo Springs.....	10	10
<b>Jourdanton:</b> .....	20	20
<b>Vanderbilt:</b> .....	79	50
(Except as shown below)		
MP 241-18 — MP 242-17.....	65	..
MP 243-18 — MP 243-26.....	65	..
MP 275-10 — MP 276-17.....	60	..
MP 277-07 — MP 277-28.....	50	..
MP 277-12 — Celanese Industrial lead.....	15	15

Gulf District

## 4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
City limits Bay City.....	30	30
MP 297-03 — Phillips Ref. Spur straight track.....	10	10
On curves and in Yard at Plant.....	5	5
MP 305-14 — MP 305-17.....	35	35
MP 308-14 — Jefferson Lake sulphur spur.....	15	15
MP 308-25 — MP 309-12.....	65	..
MP 310-19 — MP 310-28.....	65	..
MP 336-11 — Monsanto Industrial lead.....	15	15
MP 342-27 — MP 342-32 Wye Algoa.....	25	25
<b>Kingsville:</b>		
Between MP 118-20 and MP 209-16.....	59	49
(Except as shown below)		
MP 118-30 King Ave., Kingsville.....	10	10
MP 118-32 Kleberg Ave., Kingsville.....	10	10
MP 146-21 — MP 147-04.....	50	..
City limits Sinton.....	15	15
MP 184-28 — MP 186-20.....	50	..
Between MP 209-16 and MP 240-03.....	79	50
(Except as shown below)		
MP 216-20 — MP 217-30.....	60	..
MP 233-22 — MP 234-03.....	60	..
<b>Brownsville:</b> .....	59	49
(Except as shown below)		
Brownsville-Port Line.....	6	6
Brownsville-Belt Line.....	5	5
City limits San Benito.....	20	20
MP 24-25 Harrison Street-Harlingen.....	5	5
MP 24-31 Jackson Street-Harlingen.....	5	5
MP 25-16 Fair Park Road-Harlingen.....	15	15
City limits Lyford.....	40	40
City limits Raymondville.....	40	40
<b>Corpus Christi:</b> .....	40	40
(Except as shown below)		
MP 12-24 — MP 12-32.....	30	30
MP 113-02 — Highway Crossing-Mathis.....	15	15
MP 123-29 — Fordyce Co. Sand and Gravel Spur-Hubert.....	15	15
MP 147-04 — Pittsburg Plate Glass Co. road Crossing at Main gate....	15	15
MP 147-25 — MP 148-29.....	10	10
<b>Mission:</b> (Except as shown below).....	30	30
MP 30-29 Highway-Pharr.....	10	10
MP 32-09 — MP 36-26.....	15	15
MP 40-00 — MP 73-10 (Except as shown below)	25	25
MP 40-20 — MP 41-02.....	15	15
<b>Victoria:</b> (Except as shown below).....	25	25
MP 12-15 — MP 22-20.....	15	15

Gulf District

## 4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
Edinburg.....	25	25
EdCouch.....	25	25
River.....	15	15
Rio Hondo.....	15	15
Port Isabel.....	20	20
(Except as shown below)		
San Benito Highway 77 Crossing.....	5	5
<b>Freeport:</b>		
Between Belt Jct. and Myrtle.....	20	20
Between Myrtle and Hawdon Jct.....	25	25
Between Hawdon Jct. and Angleton.....	20	20
Between Angleton and Freeport.....	25	25
(Except as shown below)		
MP 56-01 — MP 56-04.....	10	10
Freeport — Brazos River Bridge.....	10	10
<b>Hoskins</b> (Except as shown below).....	15	15
MP 8-13 — MP 8-21		
Bastrop Bayou Bridge.....	10	10
<b>Houston:</b> (Except as shown below).....	75	50
MP 383-18 to Belt Jct.—		
City limits Houston.....	45	45
MP 445-01 — MP 446-15.....	50	..
MP 452-06 — MP 452-15.....	65	..
City limits Beaumont.....	20	20
MP 459-20 — College Street		
crossing Beaumont.....	5	5
<b>Anchorage:</b>		
Between DeQuincy and Kinder.....	75	50
(Except as shown below)		
MP 519-04 — MP 519-14.....	65	..
Between Kinder and Anchorage.....	59	49
(Except as shown below)		
City limits Opelousas.....	15	15
MP 610-15 — MP 611-00		
Atchafalaya River Bridge.....	30	30
Between Anchorage and West Jct.....	45	35
Between West Jct. and East Jct.....	25	25
Between East Jct. and MP Jct.....	15	15
Between Anchorage and Anchorage Yard.....	20	20
<b>Baytown:</b> (Except as shown below).....	35	35
Settegast Yard to MP 9-20 and		
MP 11-13 — MP 13-17 City limits Houston..	20	20
MP 19-29 — MP 21-24 San Jacinto River		
Bridge.....	15	15
MP 27-03 — MP 29-25.....	20	20
<b>Crowley:</b> .....	20	20
<b>Jefferson Island:</b> .....	15	15

Gulf District

## 4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
<b>New Iberia:</b> .....	35	35
(Except as shown below)		
MP 46-13 — MP 82-10		
End of line.....	15	15
MP 41-21 — MP 41-23 Teche Bayou Drawbridge	20	20
<b>Orange:</b> (Except as shown below).....	30	30
MP 477-16 — MP 526-15.....	15	15
<b>Lake Charles:</b> .....	65	50
(Except as shown below)		
MP 604-08 — MP 604-20.....	45	45
City limits Oakdale.....	25	25
MP 661-07 — MP 697-25.....	50	40
Lake Charles Passenger Station — MP 693-17..	20	20
Lake Charles-Broad St. crossing.....	10	10
Lake Charles-Wharves and Apron Docks.....	5	5

## 5. STANDARD CLOCKS:

Longview	Vanderbilt	New Iberia
Palestine	Bloomington	Alexandria Yard
Spring	Kingsville	Lake Charles
Houston, Union Station	Harlingen Yard	Brownsville Yard Office
Settegast Yard Office	San Benito	Weslaco
Settegast Shops	Ft. Worth	McAllen
HB&T Shop	Lancaster Yard	Mission
Valley Junction	Union Station	San Antonio
Taylor	Telegraph Office	North Pleasanton
San Antonio	Mart	Corpus Christi
Baytown Telegraph Office	Laredo	Freeport
Beaumont Yard Office	Crystal City	
DeQuincy Telegraph Office	Anchorage Yard Office	

## 6. GENERAL ORDER BOOKS:

Longview	Taylor	Sweeney
Palestine — Register Room	Colorado Bridge	Vanderbilt
Palestine — Shops	M-K-T Junction	Bloomington
Lancaster Yard	New Braunfels	Kingsville
Fort Worth — Telegraph	San Antonio	Raymondville
Office, Union Station	Laredo	Harlingen
Mart	Crystal City	Brownsville
Valley Junction	Baytown	North Pleasanton
Spring	Beaumont Yard	Corpus Christi
Settegast Yard Office	Mauriceville	Freeport
Settegast — Shop	DeQuincy	Weslaco
Houston — Union Station	Eunice	Pharr
Houston — Rusk Avenue	Anchorage Yard	Mission
Mineola	New Iberia	M. K. Yard
Sugarland	Alexandria	
Huntsville	Lake Charles	

## 7. MAXIMUM GROSS WEIGHT LIMITATIONS:

All subdivisions may handle engines, work equipment or cars where the gross weight of the car and lading do not exceed 251,000 lbs. except on following subdivisions or Spur tracks: (Cars with gross weight of car and lading exceeding the limits of this Item may be handled on the authority of the Superintendent. These instructions, together with any

Gulf District

## 7.—Continued

restrictions, must be attached to the waybill. If speed restrictions are required, Train Order, Form X, will be issued.

Between	Gross Weight of Car and Lading
Troup and Tyler.....	240,000 lbs.
Tyler and Mineola.....	210,000 lbs.
HV Jct. and Huntsville.....	240,000 lbs.
Houston and Hawdon Jct.....	240,000 lbs.
Hawdon Jct. to Angleton.....	210,000 lbs.
Hawdon Jct. and Sugar Land.....	210,000 lbs.
Gardendale and Crystal City.....	240,000 lbs.
Crystal City and Uvalde.....	210,000 lbs.
Carrizo Springs and Crystal City.....	240,000 lbs.
A. B. Junction and Dabney.....	210,000 lbs.
Kirk Jct. and Jourdanon.....	210,000 lbs.
Brownsville and Port of Brownsville.....	240,000 lbs.
Brownsville and Matamoros.....	240,000 lbs.
Harlingen and Mission.....	240,000 lbs.
Mission and Rio Grande City.....	240,000 lbs.
Raymondville and San Juan.....	240,000 lbs.
H. G. Jct. and Ed Couch.....	240,000 lbs.
San Benito and Rio Hondo.....	240,000 lbs.
Place Jct. and Port Isabel.....	210,000 lbs.
Hidalgo and Monte Christo.....	210,000 lbs.
San Antonio and Corpus Christi.....	240,000 lbs.
Bloomington and Victoria.....	240,000 lbs.
Bloomington and North Seadrift.....	240,000 lbs.
North Seadrift to End of Track.....	210,000 lbs.
Freeport and end of track.....	210,000 lbs.
Hoskins Junction and Hoskins.....	210,000 lbs.
Grayburg and Sour Lake.....	240,000 lbs.
Doc Brown and Orange.....	210,000 lbs.
Mauriceville and Newton.....	210,000 lbs.
Eunice and Crowley.....	210,000 lbs.
New Iberia and Garden City.....	210,000 lbs.
Houston and Baytown.....	210,000 lbs.

### 8. SPECIAL INSTRUCTIONS COVERING OPERATION RAILROAD CROSSING AT GRADE:

Instructions posted in Release Box vicinity of automatic interlocking crossings will govern the movement of trains and engines over crossings. When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first. Cars or engines must not be cut off and left between absolute signals of an interlocking except in an emergency and then conflicting routes must be protected.

Within 4000 ft. and not less than 2500 ft. of each side of crossings equipped with standard gates there is a restricted speed sign. Restricted speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

Permission has been received from Louisiana Public Service Commission to pass over the following crossings of other lines at grade without stopping when the gate at such crossing is properly set against the other railroads and the way is known to be clear:

Anchorage Yard, MP 643 Pole 28 T&P RR & Port Track.  
Near Manchester, MP 690 Pole 11 S.P. RR.  
Eunice MP 570 pole 11 S.P. RR.—Not to exceed 10 mph.

**8-A. Railroad Crossings at Grade — See schedule pages for all except:**

Crossing on Edinburg Subdivision (Faysville) is located on Caliche Track 1.1 Miles from main track switch located at Mile Post 22 Pole 11.

Crossing on Victoria Subdivision located on Compress Track 0.8 miles from main track switch located at Mile Post 12 Pole 1.

Brownsville Belt Line MP 1 Pole 16 SP Gate.

Anchorage Yard, T&P Ry. gated

Anchorage Yard, Port lead, gated

## 8-A—Continued

Crowley Mill Row lead, SP, Cabin interlocker.

Lake Charles Goss port lead, SP Cabin interlocker.

## 9. SWITCHES:

## 9-A. Spring Switches:

Subdiv.	Location	MP Pole	Normal Position
Longview.....	South Switch Wells Creek.....	4 04	For main track
Laredo.....	Corpus Jct.....	262 04	For northward main track
Laredo.....	End of two Main Tracks.....	263 08	For northward main track
Austin.....	North switch of freight main track Martin Street San Antonio....	258 25	For passenger lead
Austin.....	South Switch Landas Park.....	228 15	For main track
Austin.....	North Switch Landas Park.....	227 25	For main track
Taylor.....	Valley Jct. South Siding Switch.....	94 06	For main track
Corpus Christi.....	Corpus Jct.....	3 1	Palestine Division Main Track
	North Wye.....	148 21	Main Track
	South Wye.....	148 30	Main Track
	West Wye.....		South Leg of Wye
Brownsville....	West Wye.....	0 3	South Leg of Wye
	South Wye.....	0 2	East Leg of Wye
	North Wye.....	0 12	West Wye
	Harlingen North Lead..	28 19	Main Track
Mission.....	Harlingen Freight Lead..	0 8½	North Leg of Wye
Lake Charles... Willow Glen.....			For freight main track

## 10. SIDINGS:

## 10-A. Designation of Sidings:

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

## TRINITY SUBDIV.:

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

## TAYLOR-AUSTIN SUBDIV.:

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

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

## AUSTIN SUBDIV.:

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

## LAREDO SUBDIV.:

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



## 10-A.—Continued

## HOUSTON-ANCHORAGE SUBDIV.:

DeQuincy Track No. 6 and Scale track is designated as a siding. Normal position of switches to be lined for movement through No. 6 and scale track. Capacity 170 cars.

## VANDERBILT SUBDIV.:

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

## CORPUS CHRISTI SUBDIV.:

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 SUBDIV.:

Harlingen Yard, No. 1 Track, first track West of main track, is designated as siding. North siding switch located at MP 26 Pole 14; This is first crossover South of SP crossing. South siding switch located at MP 25 Pole 16; This is first crossover South of Yard Office.

## 11. BRIDGES OVER NAVIGABLE STREAMS:

VANDERBILT SUBDIV.:	MP	Pole
San Bernard River Drawbridge.....	305	15
FREEPORT SUBDIV.:		
Brazos River Drawbridge.....	1	9
ANCHORAGE SUBDIV.:		
Atchafalaya River Bridge.....	610	21
NEW IBERIA SUBDIV.:		
Teche Bayou.....	41	9
Teche Bayou.....	69	7
Teche Bayou.....	75	4

Trains must STOP before moving onto the above three drawbridges and know that bridges are properly lined before moving over them.

The normal position of drawbridges, MP 69 pole 7 and MP 75 pole 4 stand open for river traffic and will be closed only when trains are ready to cross.

## 12. OPERATION OVER FOREIGN LINES:

(a) Between GCL Jct. and CS Jct., Trains and engines will be governed by Timetable, Rules and Special Instructions of the Kansas City Southern Railroad.

(b) Between MP Jct. and New Orleans, Trains and engines will be governed by Illinois Central Railroad Co. Timetable, rules and Special Instructions.

(c) Between East Jct. and West Jct., Trains and engines will be governed by Timetable, rules and Special Instructions of the L&A Railroad Co.

Following special instructions contained in L&A R.R. Timetable govern movement over Mississippi River bridge between East Jct. and West Jct.

Movements will be governed by Signal Indication, both opposing and following movements.

## 12.—Continued

ABS territory, Rule 400 and other rules applicable, will govern.

Signals and Power-Operated switches controlled by Control Operator at Bridge Tower Near East Jct. Telephones located at East Jct. and West Jct.

When finding "Stop" Indication displayed, communicate with Control Operator for authority to proceed and if authority granted, it must be known route is properly lined for movement.

Maximum Permissible Speed 25 MPH between East Jct. and West Jct.

Rule 99(j) in effect.

Lighted fusees will not be thrown off moving trains on bridge or steel structure but when required for protection, must be placed by hand in such a manner so there will be no danger of fire on the structure.

Under no circumstances will train attempt to double over the bridge and leave any part of train on the steel structure in either direction.

Sand must not be used while operating over expansion joints on bridge.

Where the decking on bridge is not protected by a metal or ballast covering, the engine brakes must be released and must not be applied while engine is on bridge unless necessary to make emergency stop and if applied while engine is on bridge, you will arrange to inspect bridge to make sure there is no indication of fire.

Conductor will see that a brakeman rides the rear end of train to observe closely if any fires have been started.

Conductors of passenger trains will see that all toilets of the train are locked while train is passing over steel structure of bridge and then see that they are unlocked immediately after train has passed over structure.

When throwing off report to Control Operator, Conductors will show on report the number of each diesel engine unit.

(d) Instructions Governing Operation on the Port Railroad Tracks when Serving the West Bank Port of Greater Baton Rouge Located Near Port Allen, La.

Maximum Permissible Speed 15 MPH. Trains and Engines must Stop and Proceed only after a member of crew has protected following crossing:

Louisiana Highway No. 76 at Port Allen and Louisiana Highway No. 1 just South of Port Allen.

Trains and Engines Must Stop before proceeding over Texas District Crossing which leads to Port tracks at Anchorage.

(e) Between West Crossover Beaumont MP 456 pole 22 and East Crossover Beaumont MP 458 pole 23 Houston Subdivision Trains and Engines will be governed by timetable, rules and special instructions of the S.P. R.R.

S.P. R.R. Special Instructions provide for the following:

Interlocking limits Tower 74 extended westward to eastward home signals, MP 282.43 (Langham Road, Beaumont). North Track adjacent to main track between MP 280.30 and MP 282.43 capacity 208 cars.

## 12.—Continued

Dual control switches equipped with selector lever and hand-throw lever located as follows:

Crossovers connecting North Track and Main Track located at MP 280.30 and MP 282.43.

When necessary to hand operate dual control switch, obtain permission from signal operator, then be governed by Rule 772.

When signals do not display desired indication, member of crew must immediately communicate with signal operator. Telephones located on door of concrete instrument house near power operated switches.

## (f) Use of HB&amp;T Tracks Houston:

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

## (g) Use of GC&amp;SF Railway Co. Tracks Between South Yard and Algoa:

Trains will be governed by GC&SF RyCo. timetable, rules and special instructions.

## (h) Use of CCTA Trackage in Corpus Christi Terminal:

Upper Harbor lift span bridge over Tule Lake Channel located on New Corpus Christi Terminal Association Track, 2500 feet east of Corpus Christi Terminal Association-Missouri Pacific Crossing Mile Post 145, Pole 27, and is protected by electric gates located near each end of bridge and controlled by bridge tender on bridge. In addition to gates there is an indicator light mounted on each end of bridge directly over Corpus Christi Terminal Association track. When light is green and gate up, train and engine movement can be made over bridge. When light is red and gate down or in process of going down, bridge is open or being opened for water-way traffic.

## 12-A. Operation of Foreign Line Trains Over Missouri Pacific Track:

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

## 13. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Station Number	Mile Post Location	Car Capacity
<b>Longview Subdiv.:</b>			
Warren Petroleum Co.....	AX-3	78.2	Yard
Kinsloe.....	AX-7	74.0	35
			(3 tracks)
Sinclair Oil & Refining Co.....	AX-26	54.6	13
Premier Refg. Co.....	AX-27	53.8	12
Sinclair Oil and Gas Co.....	AX-32	50.0	32
Mittie.....	AX-51	30.0	8
Cherokee Sales Co.....	AX-56	24.6	12
Prices.....	AX-65	16.5	6

Gulf District

## 13.—Continued

Name	Station Number	Mile Post Location	Car Capacity
<b>Trinity Subdiv.:</b>			
Geier Bros. & Jackson.....	A-103	22.5	20
Texas Power & Light Co.....	A-114	33.2	8
Inmans.....	A-151	69.9	15
Jetero.....	A-217	136.3	50
Hardy.....	A-224	142.3	20
			(2 tracks)
<b>Fort Worth Subdiv.:</b>			
Callahan.....	BV-254	254.1	6
Malone.....	BV-203	203.3	16
Birome.....	BV-194	194.4	3
Ocaw.....	BV-180	180.1	14
Wardlaw.....	BV-173	173.5	35
Highbank.....	BV-128	127.8	12
Smitana.....	BV-83	83.7	13
Conlee Grain Co.....	BV-82	81.7	18
Lone Star Spur.....	BV-80	79.7	3
Burgess Spur.....	BV-73	72.9	6
Pinehurst.....	BV-17	17.0	7
<b>Mineola Subdiv.:</b>			
General Electric Co.....	CX-13	13.5	20
Theford.....	CX-30	30.1	33
			(2 tracks)
<b>Huntsville Subdiv.:</b>			
Townley.....	AD-4	4.3	22
<b>Henderson Subdiv.:</b>			
Humble Oil & Refining Co. (loading rack).....	BX-3	2.7	86
			(3 tracks)
Humble Oil & Refining Co. Spur.....	BX-4	3.5	15
Poindexter.....	BX-5	5.2	20
Parade Oil Co.....	BX-6	5.9	32
Beacon Refining Co.....	BX-12	12.0	18
International Paper Co.....	BX-13	13.3	13
Henderson Clay Products.....	BX-14	13.6	22
<b>Sugar Land Subdiv.:</b>			
Trammells.....	AG-25	8.16	4
Smada.....	AG-28	4.1	10
Pryor.....	AG-35	1.7	9
<b>Taylor Subdiv.:</b>			
Long Lake.....	AX-93	12.3	8
Beavens.....	AX-124	42.8	20
Koch (Conn. B.R.I.R.R.).....	AX-127	45.7	27
Carley.....	AX-174	92.0	40
			(3 tracks)
Lone Star Gas Co.....	AX-190	108.7	6
Marjorie..... (Conn. R.S.&S.R.R.)	AX-205	123.8	Yard
Westbrook Rack.....	AX-216	134.9	16

Gulf District

## 13.—Continued

Name	Station Number	Mile Post Location	Car Capacity
<b>Austin Subdiv.:</b>			
Charles.....	AX-252	170.4	3
Steck Paper Co.....	AX-253	172.10	9
Hooper.....	AX-254	174.9	16
Camp Mabry.....	AX-257	176.0	56
			(2 tracks)
Vinson.....	AX-265	183.8	36
Sid.....	AX-287	206.1	75
			(2 tracks)
Dittlinger.....	AX-312	231.1	25
Ogden.....	AX-318	236.7	132
Longhorn.....	AX-330	249.2	40
Foreign Trade Zone.....	AX-332	250.8	8
North Loop.....	AX-333	251.5	8
Cementville.....	AX-334	253.6	21
<b>Laredo Subdiv.:</b>			
Burns Stock Pens.....	AX-412	331.0	30
<b>Crystal City Subdiv.:</b>			
Davis.....	FX-54	54.4	5
Woodward.....	FX-112	111.8	2
<b>Uvalde Subdiv.:</b>			
Jackson.....	GX-149	149.1	8
DH Spur.....	GX-150	150.6	5
Texas Calgary.....	GX-154	154.3	10
Washer.....	GX-171	171.6	4
<b>Asphalt Belt Subdiv.:</b>			
Blewett.....	HX-14	13.3	34
U. R. A. Storage.....	HX-15	13.5	80
<b>Jourdanton Subdiv.:</b>			
Niggli.....	EX-10	10.3	12
Humble Oil.....	EX-27	26.6	28
<b>Anchorage Subdiv.:</b>			
Blanks.....	B-620	620.1	4
East Krotz Springs.....	B-611	611.2	4
Hazelwood.....	B-600	600.8	8
Livonia.....	B-622	622.4	16
Savoy.....	B-576	575.9	10
Unatex.....	B-563	563.6	70
LeBlanc.....	B-538	538.5	28
Bel.....	B-530	530.0	3
<b>Houston Subdiv.:</b>			
Amelbulk.....	B-452	452.4	3
Sour Lake.....	B-441	440.8	200
Hardin.....	B-422	422.4	93
Sandune.....	B-418	418.6	15
Kenefick.....	B-413	413.9	14

Gulf District

## 13.—Continued

Name	Station Number	Mile Post Location	Car Capacity
<b>Orange Subdiv.:</b>			
Doubling Spur.....	BF-524	524.4	19
Harrels.....	BF-512	512.6	4
Bunkerhill.....	BF-495	494.7	10
Buna Spur.....	BF-495	495.0	6
Coughlin Spur.....	BE-478	478.7	2
Bancroft.....	BE-485	485.0	8
Kilowatt.....	BE-486	486.48	8
<b>Lake Charles Subdiv.:</b>			
Valde Rouge.....	C-636	612.33	48
McNary.....	C-646	623.60	8
Pearl.....	C-653	629.08	9
Guy.....	C-667	643.70	5
Le Jeune Spur.....	C-676	652.27	7
Fontenot.....	C-688A	665.21	50
Woodlawn.....	C-700	675.98	20
Iowa Jet.....	C-704	680.00	30
Bon Air.....	C-708	683.97	8
<b>Baytown Subdiv.:</b>			
Miller-Estes Spur.....	BG-10	10.3	12
Sheffield Road Team.....	BG-12	12.4	3
North Shore Iron & Metal.....		12.7	3
Southern Barge Terminal.....		13.1	6
Diamond Alkali Spur.....	BG-14	14.5	31
Ordnance Spur.....	BG-15	15.0	12
Houston Tank Car.....		16.3	40
Mantu Spur.....	BG-19	19.1	8
<b>New Iberia Subdiv.:</b>			
Pecaniere.....	BB-6	4.9	6
Robin.....	BB-9	7.8	6
Grand Point.....	BB-20	19.7	6
Patin.....	BB-21	20.7	10
Levert.....	BB-31A	30.3	297
Coteau Holmes.....	BB-35	34.2	18
Walet.....	BB-37	36.3	8
Gondron.....	BB-38	37.3	8
Oubre.....	BB-39	38.5	13
Vida.....	BB-42	40.8	26
Bryant.....	BB-46	45.9	100
Olivier.....	BB-53	52.3	26
Lefenite.....	BB-56	54.4	6
Loisel.....	BB-58	56.5	36
Enterprise.....	BB-59	58.1	60
Lauve.....	BB-60	59.9	5
Albania.....	BB-61	60.1	17
Adeline.....	BB-65	64.3	5
Alice "C".....	BB-82	81.5	27
<b>Jefferson Island Subdiv.:</b>			
Ulysse.....	BC-51	50.9	18
Lelieux.....	BC-55	55.9	8
La Salle.....	BC-56	56.2	10

Gulf District

## 13.—Continued

Name	Station Number	Mile Post Location	Car Capacity
<b>Brownsville Subdiv.:</b>			
Combes.....	B-30	29.5	15
Mifflin Stock Pen.....	B-89	89.3	36
Sarita Stock Pen Spur.....	B-97	96.8	16
Riviera.....	B-103	103.1	10
Turcotte.....	B-83	82.8	15
<b>Kingsville Subdiv.:</b>			
Caesar Spur.....	B-122	122.0	40
Chemcel.....	B-123	122.8	77
Lon Hill.....	B-147	146.7	30
Corpus Christi Filtration Plant..	B-148	147.3	30
Angelita.....	B-152	151.6	27
Gravel Spur.....	B-153	152.3	30
Welder Pens.....	B-163	163.0	22
Refeo Corporation.....	B-190	190.4	22
Keeran Spur.....	B-233	232.6	14
La Salle.....	B-236	236.0	6
<b>Vanderbilt Subdiv.:</b>			
Celanese Storage Tracks.....	B-277	277.3	40
			Track No. 1
			39
			Track No. 2
Poole Stock Pen Spur.....	B-289	289.0	17
Pan American Petroleum Spur..	B-298	298.5	26
Dow Chemical Co. Spur.....	B-302	302.6	6
Peerless Carbon Black.....	B-303	303.2	6
Angleton Grain & Storage Track..	B-321	321.1	14
Chocolate Bayou Spur.....	B-336	335.6	5
Monsanto Storage Tracks.....	B-336	335.9	40
			Track No. 1
			40
			Track No. 2
Phillips Petroleum.....	B-338	337.8	29
<b>Mission Subdiv.:</b>			
C.P. and L. Spur.....	BR-1	1.3	20
Kipfer.....	BR-2	1.9	8
Grindle Spur.....	BR-2	2.3	2
Texas Liquid Fertilizer Co. Spur.	BR-10	10.5	2
Weslaco Salvage Spur.....	BR-20	20.6	5
Thompson Feed Mill Spur.....	BR-21	21.3	2
Val Verde.....	BR-25	24.8	32
Hauser.....	BR-32	32.5	3
McColl.....	BR-33	33.0	22
Kane.....	BR-36	36.4	3
Peace Thornton Lbr. Co.....	BR-37	36.9	2
Sharyland.....	BR-37	37.6	30
Dowell Chemical Co. Trk.....	BR-38	38.0	6
Bates.....	BR-44	44.5	5
Penitas.....	BR-47	47.4	2
Crow Gravel Spur.....	BR-52	52.3	40

Gulf District

## 13.—Continued

Name	Station Number	Mile Post Location	Car Capacity
<b>Mission Subdiv.—Continued</b>			
Fordyce Gravel Spur.....	BR-56	56.0	24
Spaulding.....	BR-56	56.2	47
			Track No. 1
			19
			Track No. 2
Starreo Gravel Spur.....	BR-57	57.3	35
Kelsay Spur.....	BR-68	67.8	7
Sierra Packing Track.....	BR-69	69.1	12
<b>River Subdiv.:</b>			
Valley Vitamins.....	BY-47	5	8
Palmnurst.....	BY-62	13.9	9
Barret.....	BY-63	15.3	4
Lindsey Garden.....	BY-65	16.9	144
<b>Port Isabel Subdiv.:</b>			
Graybill.....	BT-9	10.7	2
Esoes.....	BT-21	21.5	10
<b>Rio Hondo Subdiv.:</b>			
Fresnal.....	BS-6	6.6	4
<b>Brownsville Belt:</b>			
Acacia.....	B-5	5.0	6
<b>Freeport Subdiv.:</b>			
Pierce Junction.....	AE-7	7.9	45
Klein Industrial.....	AE-9	9.2	15
Houston Chemical Co.....	AE-9	9.6	6
Union Tank Supply.....	AE-10	10.1	27
Imperial Salt Co.....	AE-13	13.1	8
Retzloff Chemical Co.....	AE-13	13.1	3
Rhemm's Manufacturing Co....	BH-5	57.2	11
Van Pelt.....	BJ-16	46.1	10
<b>Victoria Subdiv.:</b>			
Tennessee Gas.....	BM-4	4.5	40
Dernal.....	BM-4	4.2	48
North Seadrift.....	BK-12	12.3	62
<b>Edinburg Subdiv.:</b>			
Water District No. 15 Spur.....	BP-24	24.0	8
Longhorn Pipe Spur.....	BP-27	27.2	15
Caliche Track.....	BP-3	25.7	48
<b>Corpus Christi Subdiv.:</b>			
Thurman Barret Spur.....	CC-6	5.9	18
City Public Service Board Track..	CC-7	6.7	12
H. B. Zachary.....	CC-7	6.7	10
Lehr.....	CC-20	19.8	30
Espey Sand Pit No. 1.....	CC-23	23.1	20
Warren Petroleum Corp. Track..	CC-56	56.6	42
Goliad Corpn.....	CC-84	82.3	12

Gulf District

## 13.—Continued

Name	Station Number	Mile Post Location	Car Capacity
<b>Corpus Christi Subdiv.—Continued</b>			
Atlantic Refinery Track.....	CC-87	87.4	11
Heldenfel's Caliche Spur.....	CC-110	110.2	25
Early Fat Feed Spur.....	CC-113	112.9	66
Columbian Carbon Black.....	CC-139	139.5	40
Suntide.....	CC-142	141.5	35
<b>Ed Couch Subdiv.:</b>			
Engelman.....	BW-8	8.4	15

#### 14. SPECIAL INSTRUCTIONS RELATING TO OPERATING OF ENGINES AND "EAGLE" TRAINS:

1. Units must not be separated until hostler or engineer handling units knows that all electric cables, air hose and steam connections have been separated.

#### 2. INSTRUCTIONS RELATING TO EMPLOYES IN CAB OF ENGINES:

On Trains 1 and 2, a fireman shall be in the cab at all times when the train is in motion. Firemen who violate these instructions will be subject to discipline. This does not prohibit inspection of remotely controlled switches by firemen in compliance with Rule 104(c).

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

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

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

#### 3. OPERATING ENGINES THROUGH WATER:

Unless otherwise directed by officer at point of high water, 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. DYNAMIC BRAKE ON T&P FREIGHT ENGINES:

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

#### 5. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

## 14.—Continued

"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.

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

Employes must not pass from one unit to another while units are in motion, except between A units coupled back to back, B units, and between rear of A units and adjoining B unit.

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

Units equipped with safety control foot pedal valve cut-out cock which is located on right side of unit under cab for operation from the ground. Engineers may, by use of cut-out cock, cut out safety control foot pedal while engaged in yard switching or station switching in road freight service. The safety control feature **MUST** be cut in while moving between stations. This modifies Rule 277 Brown Book. Engineers must check position of cut-out cock before starting day or trip to insure same in proper position.

#### 8. MAINTAINING POSITION OF AUTOMATIC BRAKE:

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

#### 9. BACK-UP MOVEMENTS:

To avoid possibility of jack-knifing between units on a back-up move when shoving 20 or more cars, the following precautions must be taken:

A. With three units or less in engine consist, no special precaution necessary and full power may be used on all units.

B. With four or more units in the engine consist, power must be used only on the three (3) units next to the train all other units in the consist must be taken 'off line'.

The above instructions apply to all classes and types of engine units used in freight service. If the train or cut of cars cannot be handled with power limited as outlined, it will be necessary to reduce the train sufficiently to permit the back-up move.

#### 10. QUALIFICATIONS OF ENGINEER:

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

#### 15. UNIFORM CODE OF OPERATING RULES THAT ARE CHANGED:

Rule 2. That portion of Rule 2 requiring employes to submit watches for inspection monthly is cancelled. See Circular 43-E for special time instructions.

## 15—Continued.

Rule 12(j): Five minute yellow fuses may be used in lieu of green fuses but must not be used within interlocking limits, except as provided for by interlocking rules.

Rule 19: A single electric light of prescribed type which must show red to the rear from sunset to sunrise and when day signals can not be plainly seen is authorized and fulfills the requirements of the rule.

Rule 19(a): Changed to read as follows: "Outside of ABS territory, a train on the main track passing a train on an adjacent track with markers displaying red to the rear, must move at restricted speed until the main track is seen to be clear. The turning or removal of markers to avoid the requirements of this rule is prohibited."

Rules 20 and 20(a): The use of flags are discontinued and the requirements of these rules will be fulfilled by displaying the required lights.

Rule 35 is changed to read: "The following signals will be used by flagman:

Day Signals/A red flag  
{ Not less than 10 torpedoes and 6 red fuses

Night Signals/A white light  
{ Not less than 10 torpedoes and 6 red fuses."

Rule 99(j) does not apply to engines moving light.

Train orders: Form G and V may be combined.

Rule 104(8): In addition to the present requirements, the following sentence is added: "On trains or engines entering a track protected by derails, the employe handling the switch will handle the derail before lining the switch for such movement."

Rule 111: In addition to the present requirements, the following sentence is added: "When a passenger train is stopped in an emergency, entire train must be inspected on both sides before proceeding."

Rule 221(d) is changed to read:

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

1 red flag  
1 white light  
10 torpedoes  
6 red fuses"

Rule 284. Approach Medium Indication is changed as follows: "Proceed reducing to 35 MPH before reaching next signal."

Rule 330: Five minutes or more will be considered delay.

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

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

## 15.—Continued

Head brakeman on freight trains will ride in lead unit.

On locomotive cranes and M of W machines equipped with foot boards, employe operating such machines or helping around such cranes or machines, will not be permitted to ride on foot board in direction crane or machine is moving except on bridge erecting cranes while working on bridges, one man may be permitted to ride on each side of coupler on foot board in direction crane is moving.

## 16. PROTECTION ORDERS:

1. The use of Form Y train orders authorized on all subdivisions
2. Approach Orders (Form X) is authorized on all subdivisions.

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

8:35 AM until 5:35 PM Approach (————) Gang between MP 21 and MP 21 Pole 30 prepared to stop and proceed on hand signal given with a yellow flag. After proceed signal received maximum speed may be resumed.

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

Trains and engines must enter limits of order prepared to stop, and stop will be made before entering gang unless proceed signal given with a yellow flag is received.

When proceed signal given with a yellow flag is received, speed may be increased as stated in order.

In event gang is not encountered train or engine will proceed prepared to stop until limit of order is passed.

## 3. Approach Order (Form X-S):

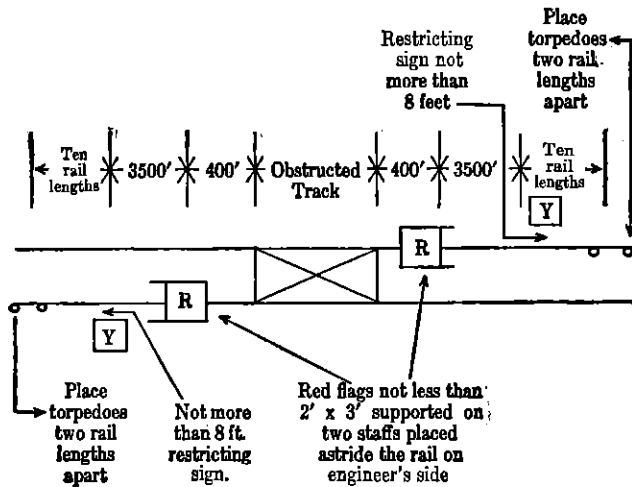
The form X-S train order may be used to afford protection of workmen without furnishing flag protection. Train order to be in following form:

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

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

## 16.—Continued

Chart for placing signals is as follows:



Trains and engines will stop before reaching red flag and will not proceed until orally authorized by foreman in charge.

The maximum length of track protected by Form X-S order will not exceed one mile.

Form X-S train order may be used on following sub-divisions:

Mineola	Asphalt Belt
Henderson	Uvalde
Crystal City	Sugarland
Jourdanton	Huntsville
	Freeport
Victoria	River
Edinburg	Port Isabel
Ed Couch	Rio Hondo
	Mission
New Iberia	Hoskins
Crowley	Orange
Jefferson Island	Baytown

### 17. LOUISIANA PUBLIC SERVICE COMMISSION FLAGGING RULES:

When a train stops or is delayed, under circumstances in which it may be overtaken by another train, the flagman must go back immediately with stop signals a sufficient distance to insure full protection. When recalled, he may return to his train, first placing two torpedoes on the rail, when the conditions require it. The front of a train must be protected in the same way when necessary by front brakeman. If the front brakeman is not available, the fireman must act in his place.

(a) Between sunset and sunrise the flagman shall immediately after he leaves his train light a red fusee and carry it with him back one-quarter of mile to the point where he places the first torpedo, and must leave a burning fusee at the same point as the first torpedo.

A sufficient distance to insure full protection requires that flagman shall go back to a point one-fourth mile from the rear of his train, where

## 17.—Continued

he must place one torpedo on the rail. He must then continue to go back at least one-half mile from the rear of his train and place two torpedoes on the rail not more than two rails lengths apart; he may then return to within one-fourth mile from the rear of his train, and remain there until recalled. Should a train be seen or hear approaching he must remain until it arrives. When he comes in he will remove the torpedo nearest to train, but the two torpedoes must be left on the rail as a caution signal to a following train.

The recall of flagman is the most critical period, and when there is not a clear view of at least one-half mile, train must be moved forward a sufficient distance to insure safety before flagman is recalled. During foggy or stormy weather, or in the vicinity of obscure curves or descending grades or when other conditions require it, the flagman will increase the distance. When a train is flagged the engineman must obtain a thorough explanation of the cause, stopping if necessary.

(b) Should the speed of a train be reduced and its rear thereby endangered, making it necessary to check a following train before a flagman can get off, a lighted fusee must be thrown on the track at intervals to insure the safety of the leading train.

(c) When a flagman is sent out with specific instructions affecting the rights of trains, such instructions must be in writing.

(d) When a flagman is sent to a station on a train, he will ride on the engine, and engineman must stop and let him off at the first switch.

Above rule to be applied for the protection of trains within the State of Louisiana in addition to Rule 99.

### 18. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:

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

Circular 81-Rev., Rules and Instructions for The Government and Protection of Employees, whose Duties Require them to go between under or about Engines or Cars.

### 19. TELEPHONES:

Telephone booths are located adjacent all absolute signals where needed, and are equipped with telephones.

### 20. SPECIAL INSTRUCTIONS COVERING SOUNDING OF ENGINE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14, 14(e) AND 30.

#### CORPUS CHRISTI

Ordinance passed by the City of Corpus Christi provides:

1. 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.)

**20.—Continued**

2. At street crossings where vehicular traffic is controlled by traffic signal lights, the light signal will govern the movement of trains and engines entering the crossings. In addition to compliance with signal light indications a flagman must be in position on front of engine or car entering crossing to afford additional warning to vehicular and pedestrian traffic.

3. Flag protection is required at extra hazardous crossings by engines or trains approaching and entering such crossings that are not protected by automatic signals.

**KINGSVILLE**

Ordinance passed by the City of Kingsville provides:

1. It shall be the duty of every engineer or the person in charge of an engine to cause the engine bell to be rung continuously while the engine or cars are approaching or traversing street crossings within the City of Kingsville.

2. All persons are prohibited from blowing any locomotive whistle or single blast therefrom for a longer period of time than 5 seconds within the limits of the City of Kingsville, except when there is eminent danger of an accident.

**Beaumont, Lakes Charles and Corpus Christi**

Do not sound whistle in City Limits, except to warn persons or vehicles, oblivious to approach of train or engine and whose attention cannot be attracted by ringing bell, and to comply with Rules 14(c), 14(d), 14(e), 14(k) and answer to 14(k).

**Baytown**

Whistle or bell must not be sounded in vicinity of Humble Co. Hospital.

**21. SPECIAL INSTRUCTIONS COVERING PROTECTION OF PUBLIC CROSSINGS AT GRADE SUPPLEMENTING RULE 103:**

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.

Trains and Engines must Stop and Proceed only after a member of crew has protected crossing as follows:

**Baytown Subdiv.:**

Baytown — Humble Co. Hospital Crossing.

**Houston Subdiv.:**

Beaumont—Archie St. and Holmes St.

Approaching trains or engines will not proceed over College Street crossing until crossing watchman on duty has displayed traffic signal stopping highway traffic.

**Orange Subdiv.:**

Orange—Jackson and Border Streets.

**21.—Continued****Crowley Subdiv.:**

Eunice—Opelousas Highway.

Crowley—Avenue F.

**New Iberia Subdiv.:**

New Iberia—Main, Camelia, Fulton, Lewis and all cross streets as movement is made along Pershing street.

Franklin—Highway 90, Iberia and Willow St.

**Lake Charles Subdiv.:**

Lake Charles—Westward trains at Hodges St.

Ryan Street crossing on River track.

South Street crossing on Log Wharf lead.

Lake Street crossing on Lake Charles Harbor and terminal lead track in Sallier St.

**Jefferson Island Subdiv.:**

At Admiral Doyle Drive MP BC 49, leave burning red fusee on each side of track for protection while crossing is occupied.

**Freeport Subdiv.:**

Clute

Main Street

Kyle Road

**Vanderbilt Subdiv.:**

Brazoria (Sulphur Mine Spur)

Highway 521

**Victoria Subdiv.:**

Victoria

Moody Street

Highway 59

**Brownsville Subdiv.:**

Harlingen

(Armour and 7-Up Leads)

Highway 77

(Alley Track)

Jackson Street

Brownsville

(Inside Tracks)

14th Street

(Alley Track)

Palm Blvd.

San Benito (Port Isabel Subdivision)

Highway 77

Sam Houston Blvd.



## 21.—Continued

## Mission Subdiv.:

Mission

Miller Street

10th Street

Conway Street (Except on Main Track)

Weslaco (Back Track)

Republica Street

Libertad Street

Palmas Street

Cedro Street

Pino Street

Mercedes (Power House Spur)

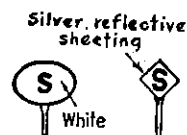
Highway 83

## Edinburg Subdiv.:

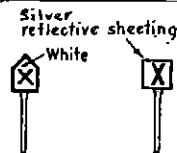
Faysville

Highway 281

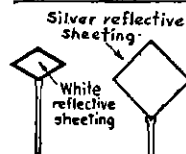
## ROADWAY SIGNS

**STATION ONE MILE SIGN**

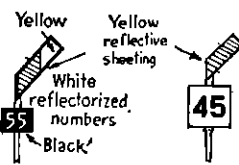
See Rule 14 (m)  
 (One mile from station or first switch of siding, whichever is nearer, on single track in train order territory. Not to be used on branch lines.)

**HIGHWAY GRADE CROSSING WHISTLE SIGN**

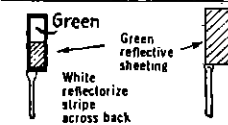
1320 feet from Crossing where speed is 60 m.p.h. or less, and 1850 feet where speed is over 60 m.p.h.  
 See Rule 14 (L)

**RAILROAD CROSSING - JUNCTION-DRAW BRIDGE - ONE MILE SIGN**

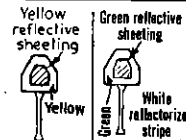
(except when protected by interlocking).  
 See Rule 98

**PERMANENT SPEED RESTRICTION SIGN**

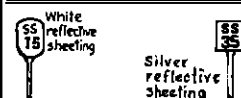
See Rule 10(h) and Timetable Special Instructions Section 3

**PERMANENT RESUME SPEED SIGN**

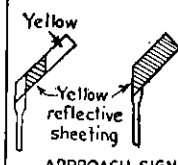
See Rule 10(h)  
 Used in connection with Permanent Speed Restriction Sign

**TEMPORARY SPEED RESTRICTION SIGN**

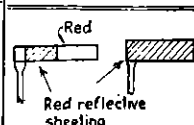
To be used per chart on Page 130, Uniform Code of Operating Rules  
 See Rule 10(g)

**SPEED LIMITING SIGNS FOR SPRING SWITCHES**

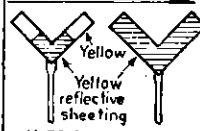
When moving points in trailing movements

**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**

See Rule 93

**SWITCHING LIMIT SIGN**

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

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W. A. Guynes  
**Odem, Texas**  
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A. R. Morgan  
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**Orange, Texas**  
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**THE RAILROAD EMPLOYEES'  
HOSPITAL ASSOCIATION  
KINGSVILLE DIVISION**

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DR. C. J. PARNELL, Asst. Chief Surgeon  
Kingsville, Texas

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H. Rodriguez  
Shultz & Shultz

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P. E. Lowe  
T. E. Lowe  
**Lyford, Texas**  
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**McAllen, Texas**  
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L. Smith  
**Mercedes, Texas**  
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E. G. Smith  
**Mission, Texas**  
T. R. Barnett  
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P. M. Riley  
**Pt. Isabel, Texas**  
J. A. Hockaday  
**Raymondville, Texas**  
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**Rio Grande City, Texas**  
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**Riviera, Texas**  
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**Victoria, Texas**  
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A. C. Shields  
**Weslaco, Texas**  
J. B. Ivy  
E. L. McCalip  
**Woodshoro, Texas**  
A. C. Kountz

**EYE, EAR, NOSE AND THROAT**

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J. C. Withers  
**Corpus Christi, Texas**  
L. W. O. Janssen

**Harlingen, Texas**  
E. J. Ashcraft  
J. C. Kuppinger  
T. J. LaMotte

**McAllen, Texas**  
R. W. Osborn

**MISSOURI PACIFIC EMPLOYEES'  
HOSPITAL ASSOCIATION**

Hospitals, St. Louis, Mo. and Little Rock, Ark.

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Win. M. McBride  
Robert B. Wallace, Sr.  
Robert B. Wallace, Jr.

Robert P. Foster  
H. H. Hardy

**Glenmora, La.**  
Archie Taylor

**Oakdale, La.**  
W. R. Hargrove  
M. V. Hargrove  
Harold W. Richmond

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M. B. Pearce

**Lake Charles, La.**  
W. Moss  
T. H. DeLeaural

**EYE, EAR, NOSE AND THROAT**

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B. M. Wilson  
H. C. Quantz  
**Lake Charles, La.**  
F. Warren Raggio

**Ophthalmologist**

**Lake Charles, La.**  
Clinton E. Hart

Gulf District