



TAKE PRIDE

in

**RULES
OBSERVANCE**

For men to be safe they must be taught by a competent, courteous teacher.

Each conductor, engineer and foreman is a teacher and has the obligation to require rules observance and safety in the performance of duty by men under their supervision.

TAKE TIME FOR SAFETY

SAFETY FIRST



**MISSOURI PACIFIC
RAILROAD COMPANY**

GULF DISTRICT

**PALESTINE, KINGSVILLE
AND DeQUINCY DIVISIONS**

TIMETABLE

No. 3

Effective 12:01 a. m. Sunday, March 14, 1965

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.
N. W. DERRYBERRY, Supt. Transportation.
D. J. SMITH, General Manager.
J. C. LOVE, Assistant General Manager.

2 LONGVIEW SUBDIV.—PALESTINE DIVISION

TRAINS SOUTHWARD		Miles from Palestine	TIMETABLE No. 3	Siding Capacity in Cars	TRAINS NORTHWARD	
FIRST CLASS					FIRST CLASS	
7	1				8	2
Passenger	Passenger			Passenger	Passenger	
Daily	Daily		STATIONS	Daily	Daily	
6 05PM	5 50AM	81.3	LONGVIEW	Yd. s 8 10AM	s 9 10PM	
6 12	5 57	76.4	FOOTHS	7 30	8 56	
s 6 20	s 6 04	69.2	KILGORE	s 7 22	s 8 49	
s 6 50	6 17	58.9	OVERTON	s 7 01	8 33	
s 7 01	6 23	52.7	ARP	s 6 46	8 27	
s 7 15	s 6 36	45.4	TROUP	s 6 36	s 8 19	
7 33	6 48	33.4	TECULA	6 18	8 05	
s 7 39	s 6 55	27.2	JACKSONVILLE	s 6 10	s 7 58	
		27.0	@ST. L. S. W.			
7 52	7 04	23.6	HUME	5 54	7 52	
s 8 05	7 15	11.9	NECHES	f 5 42	7 39	
8 17	7 21	5.0	WELLS CREEK	5 35	7 31	
s 8 45PM	s 7 40AM	0.0	PALESTINE	5 30AM	7 25PM	
		81.3				

ABS — Between Palestine and Longview. CTC between signal 01 north end Palestine yard and SY Jct.

Yard Limits: MP 0-0 to MP 2-0; MP 79-27 to MP 81-3.

HENDERSON SUBDIV.—PALESTINE DIVISION

Maximum Speed 25 MPH.		Miles from Overton	TIMETABLE No. 3	Siding Capacity in Cars
BUSINESS TRACKS MP				
Humble Oil Rack	2.7			
Humble Oil Spur	3.5			
Poindexter	5.2			
Parade Oil Co.	5.9			
Int. Paper Co.	13.3			
Henderson Clay	13.6			
Wood Carve	14.0			
↓ SOUTH - STATIONS - NORTH ↑				
0.0	OVERTON	16.0	HENDERSON	16.0

Trains must secure clearance at Henderson when operator on duty.

MINEOLA SUBDIV.—PALESTINE DIVISION

Maximum Speed 25 MPH, except Between MP 19-0, MP 44-2: 20 MPH.		Miles from Troup	TIMETABLE No. 3	Siding Capacity in Cars	
BUSINESS TRACKS: MP					
General					
Electric Co.	13.5				
Theford	30.1				
↓ SOUTH - STATIONS - NORTH ↑					
44.2	MINEOLA	32.7	LINDALE	26.3	SWAN
19.0	TYLER @ St. L. S. W.	13.9	ELBERTA	8.6	WHITEHOUSE
0.0	TROUP	44.2			

Gulf District

TAYLOR SUBDIV.—PALESTINE DIVISION 3

TRAINS SOUTHWARD		Miles from Palestine	TIMETABLE No. 3	Siding Capacity in Cars	TRAINS NORTHWARD	
FIRST CLASS					FIRST CLASS	
7	1				2	8
Psgr.	Psgr.			Psgr.	Psgr.	
Daily	Daily		STATIONS	Daily	Daily	
9 20PM	8 05AM	0	PALESTINE T @DW @T @C	Yd. s 7 01PM	s 4 40AM	
9 22	8 07	1.0	SY JCT	6 50	4 28	
a 9 32	8 14	8.5	TUCKER	6 41	a 4 18	
s 9 44	z 8 23	18.0	OAKWOOD	6 32	s 4 02	
s10 10	z 8 39	34.7	BUFFALO	6 15	s 3 32	
s10 25	z a 8 48	43.8	JEWETT	a 6 06	s 3 15	
s10 40	8 59	54.8	MARQUEZ	5 55	s 2 55	
f10 58		68.3	EASTERLY		s 2 30	
11 01	9 15	70.4	AN SIDING	5 41	2 25	
f11 05		73.1	NEW BADEN		s 2 20	
s11 13	z a 9 26	77.1	FRANKLIN	a 5 34	s 2 12	
s11 35	s 9 40	89.6	HEAFNE @S. P. @C	s 5 21	s 1 52	
		93.9	@FT. WORTH SUBDIV. @			
11 40	9 46	93.9	VALLEY JCT @T @W @C	5 15	1 25	
s11 46	9 52	99.6	GAUSE	5 08	s 1 09	
s12 06	s10 05	110.0	MILANO @ (GCSF) @* @C	a 4 59	s12 47	
s12 36	s10 18	119.1	ROCKDALE	s 4 50	s12 36	
12 40	10 22	123.4	Marjorie	4 45	12 10	
12 58	z10 32	132.2	THORNDALE	4 38	r12 02	
1 18	10 40	138.4	THRAL	4 32	r11 51	
		144.7	@M-K-T			
s 1 50AM	s10 50AM	144.8	TAYLOR T @DW @T @C	4 25PM	11 45PM	
		144.8				

ABS — Between Palestine and Taylor. CTC between SY Jct. and signal 01 north end of Palestine yard.

Yard Limits: MP 0-0 to MP 2-25; MP 92-5 to MP 95-16; MP 141-26 to MP 146-35.

First Class trains register by ticket at Taylor and Valley Jct.

Ridge: f Train No. 7.

s Train No. 8.

HUNTSVILLE SUBDIV.—PALESTINE DIVISION

Maximum Speed 30 MPH.		Miles from Huntsville	TIMETABLE No. 3	Siding Capacity in Cars
BUSINESS TRACK: MP				
Townley	4.3			
↓ SOUTH - STATIONS - NORTH ↑				
7.0	HUNTSVILLE	0.0	PHELPS	7.0

Trains must secure clearance at Huntsville when operator on duty. Employees must not ride on side of engine or car while moving between point of switch and clearance point of Track No. 2 at Huntsville.

Gulf District

4 AUSTIN SUBDIV.—PALESTINE DIVISION

TRAINS SOUTHWARD		Miles from Palestine	TIMETABLE No. 3	Siding Capacity in Cars	TRAINS NORTHWARD	
FIRST CLASS					FIRST CLASS	
1	7				2	8
Psg.	Psg.	Psg.	Psg.	STATIONS		
Daily	Daily	Daily	Daily	PM	PM	
10 52	1 59	144.8	TAYLOR... @DWT\$	Yd. \$ 4 21	\$ 11 40	
11 01	s 2 12	153.4	HUTTO.....*	65	4 10 \$ 11 20	
11 09	s 2 20	161.6	ROUND ROCK.....*	118	4 02 \$ 11 07	
11 13	s 2 29	166.0	MCNEIL..... @SP@*	96	3 58 10 56	
11 20	2 39	173.8	SNEED.....	165	3 50 10 45	
s 11 32	s 3 27	179.1	AUSTIN..... WT@	86	s 3 44 s 10 35	
		179.6	COLORADO BRIDGE.....			
11 43	3 42	187.3	AF SIDING.....	150	3 32 9 47	
	s 3 45	190.0	MANHACA.....*		s 9 43	
11 50	s 3 53	194.2	BUDA.....*	85	3 25 s 9 38	
11 57	s 4 03	201.0	KYLE.....*	150	3 19 s 9 29	
12 05	4 12	208.7	CENTEX.....	150	3 12 9 21	
12 06	4 13	208.8	M-K-T JCT.....		3 11 9 20	
s 12 10	s 4 23	209.7	SAN MARCOS.....*		a 3 09 s 9 19	
12 18	a 4 32	216.9	HUNTER.....	92	3 02 a 9 09	
s 12 29	s 4 46	227.3	NEW BRAUNFELS.T@* \$	46	a 2 52 s 8 59	
		227.4	@M-K-T.....			
12 30	4 49	227.8	LANDA'S PARK.....	81	2 50 8 53	
12 37	4 58	235.0	CORBYN.....	82	2 43 8 46	
		236.7	OGDEN.....			
12 43	f 5 05	241.0	BRACKEN.....	160	2 37 f 8 40	
12 50	s 5 14	248.0	WEITMORE.....*	75	2 30 f 8 33	
12 52	5 16	249.2	LONGHORN..... T		2 28 8 32	
12 57	5 22	254.0	ADAMS.....	77	2 23 8 27	
s 1 20	s 5 45	259.1	SAN ANTONIO..... @W\$	Yd.	2 15 8 15	
PM	AM		114.3		PM PM	

San Antonio register station for First Class trains only.

There is no superiority of trains between MP 259-0 and MP 265-9. Within these limits trains and engines move at restricted speed.

ABS — Between Taylor and San Antonio.

Trains must secure clearance at Taylor when operator on duty.

Yard Limits: MP 141-26 to MP 146-35; MP 176-12 to MP 184-5; MP 225-10 to MP 229-15; MP 255-10 to MP 267.

LAREDO SUBDIV.—PALESTINE DIVISION 5

TRAINS SOUTHWARD		Miles from Palestine	TIMETABLE No. 3	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS
67	1				2	66
Red Ball Freight	Passenger	Passenger	Red Ball Freight	STATIONS		
Daily	Daily	Daily	Daily	Daily	Daily	
	1 45PM	259.1	SAN ANTONIO..... @W	Yd. \$ 1 35PM		
		259.8	@S.P. No. 1..... @			
		260.4	@S.P. No. 2..... @			
9 30PM		264.3	SOSAN..... @DT@ \$	Yd.	12 59 8 30AM	
9 44	2 04	272.1	VON ARMY.....	57	12 49 8 13	
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	f 12 13 7 34	
10 30	2 36	300.4	MOORE.....*	56	11 55 7 16	
10 52	f 2 52	313.0	PEARSALL.....	60	f 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 59	3 25	339.5	GARDENDALE... T @	51	10 50 6 00	
12 10	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	f 9 56 4 45	
1 18	f 4 20	385.3	CALLAGHAN.....	56	f 9 41 4 25	
1 50	4 41	402.5	ORVIL.....	75	9 19 3 51	
2 01	4 48	408.3	NYE.....	32	9 13 3 40	
		412.0	@Tex-Mex..... @			
3 15AM	s 5 20PM	412.2	LAREDO. T @DW@ \$	Yd.	9 05AM 3 30AM	
			153.1			

No. 67 is superior to No. 66.

There is no superiority of trains between MP 259-0 and MP 265-9. Within these limits trains must move at restricted speed.

Clearance not required by Nos. 2 and 66 at Laredo when operator not on duty.

Yard Limits: MP 255-10 to MP 267-0; MP 338-20 to MP 340-19; MP 406-2 to End of Track.

ASPHALT BELT SUBDIV.—PALESTINE DIVISION

SOUTHWARD	MP Loc.	TIMETABLE No. 3	Siding Capacity	NORTHWARD
SECOND CLASS				SECOND CLASS
807				808
Local Freight				Local Freight
Daily Ex. Sun.		STATIONS		Daily Ex. Sun.
12 30PM	190.8	DABNEY.....		11 30AM
		@U. R. A. CO..... @		
2 01PM	172.9	AB JCT..... T @		9 30AM
		17.9		

Maximum Speed 30 MPH.

Clearance is not required by No. 807 Dabney and No. 808 AB Jct.

6 Crystal City Subdiv.—Palestine Division

SOUTHWARD SECOND CLASS		MP Loc.	TIMETABLE No. 3	Sidings	NORTHWARD SECOND CLASS			
867 Local Freight					866 Local Freight			
Daily Ex. Mon.		STATIONS					Daily Ex. Mon.	
3 30AM	105.0	GARDENDALE.....T@DW	Yd.		3 01AM			
4 20	118.3	13.3 KX SIDING.....	44		2 10			
4 47	127.1	8.8 BIG WELLS.....			1 37			
5 10	134.5	7.4 JN SIDING.....	92		1 15			
5 40	143.4	8.9 RIVER.....	Yd.		12 45			
5 50AM	145.8	2.4 CRYSTAL CITY...@TDW	Yd.		12 35AM			
		40.8						

Maximum Speed 30 MPH — except on wye tracks Crystal City, 15 MPH.

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 139-0 Crystal City Subdiv. to MP 148-0 Uvalde Subdiv. north of Crystal City.

UVALDE SUBDIV.—PALESTINE DIVISION

SOUTHWARD SECOND CLASS		MP Loc.	TIMETABLE No. 3	Sidings	NORTHWARD SECOND CLASS			
805 Freight	807 Local Freight				808 Local Freight	806 Freight		
Daily Ex. Sun.	Daily Ex. Sun.	STATIONS					Daily Ex. Sun.	Daily Ex. Sun.
		184.5	UVALDE.....	Yd.				
	2 01PM	172.9	11.6 AB JCT.....@T	26	9 30AM			
	2 35	163.9	9.0 LA PRYOR.....	28	9 01			
6 01PM	4 01PM	145.8	18.1 CRYSTAL CITY...T@DW	Yd.	8 01AM	7 40PM		
		149.2	5.2 WINTER HAVEN...@	6				
6 40PM		156.2	7.0 CARRIZO SPRINGS@	Yd.		7 01PM		
		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.

Maximum Speed:

	MPH
MP 186-20 — MP 173.....	10
MP 173 — MP 156.....	30
MP 156 — Carrizo Springs.....	20
(Except as Shown Below):	
MP 164-03 — MP 164-19.....	15
MP 186-10 — SP Conn. Uvalde Jct.....	10
MP 145 — MP 147 between Cryst. City and Carrizo Springs..	10

Yard Limits: MP 139 Crystal City Subdiv. to MP 148-10 Uvalde Subdiv. south of Crystal City; MP 171-17 to MP 173-12.

TRINITY SUBDIV.—PALESTINE DIVISION 7

TRAINS SOUTHWARD FIRST CLASS		Miles from SY Jct.	TIMETABLE No. 3	Sidings Capacity in Cars	TRAINS NORTHWARD FIRST CLASS			
41 Passenger					42 Passenger			
Daily		STATIONS					Daily	
	8 10AM	0.0	PALESTINE T@DW	Yd.	8 50PM			
	8 12	0.0	1.0 SY JCT.....		6 38			
			1.6 RX JCT.....		6 36			
	8 26	12.2	10.6 ELKHART.....*	91	6 23			
	8 32	18.2	8.0 SALMON.....	82	6 13			
	a 8 40	24.5	8.3 GRAPELAND.....*	82	a 6 06			
	8 47	31.0	6.5 LATEXO.....*	74	5 59			
	s 8 54	37.5	6.5 CROCKETT.....@	130	s 5 49			
	9 10	51.2	13.7 LOVELADY.....*	70	5 36			
	9 20	55.8	9.0 RED BRANCH.....	73	5 32			
	a 9 31	64.8	9.0 TRINITY.....	87	s 5 23			
	9 39	71.7	6.9 RIVERSIDE.....*	68	5 15			
	9 49	79.8	4.0 DODGE.....*	66	5 08			
	s 9 55	84.0	4.4 PHELPS.....T*	94	s 5 01			
	z 10 07	95.7	11.7 NEW WAVERLY....*	94	4 49			
	10 15	103.7	8.0 WILLIS.....*	86	4 41			
	s 10 23	111.7	8.0 Conroe...@GC&SF@T	124	s 4 30			
	10 35	120.6	8.9 TAMINA.....	72	4 20			
	10 42	127.7	7.1 SPRING.....T*	145	4 14			
	10 52	137.8	10.1 ALDINE.....	123	4 04			
	11 05	145.8	8.0 BELT JCT.....@		3 55			
		150.1	4.3 SETTEGAST YD T@DW	Yd.				
	s 11 30AM	150.8	5.0 HOUSTON (Un. Sta.)...W		3 40PM			
		150.8						

ABS — Between SY Jct. and Houston.

CTC — Between Spring and Belt Jct. and between SY Jct. and signal 01, north end Palestine yard.

Westfield and Hardy Industry Tracks will not be used by Trains to clear main track for purpose of meeting and passing other trains.

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

Trains will not require clearance SY and RX Jct.

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

Phelps is a register station for trains No. 41 and 42 only.

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

Yard Limits: MP 0-0 to MP 2-0; MP 144-0 to MP 150-8.

10 Kingsville Subdiv.—Kingsville Division

TRAINS SOUTHWARD		Miles from Brownsville	TIMETABLE No. 3	Siding Capacity in Cars	TRAINS NORTHWARD	
FIRST CLASS					FIRST CLASS	
55					54	
Passenger Daily		STATIONS		Passenger Daily		
s 12 25AM	240.1	VANDERBILT	@W	Yd.	s 12 30AM	
		10.6				
	229.5	CARR		119		
		5.2				
	224.3	PLACEDO	@S. P.			
		5.0				
s 12 50	219.3	Bloomington	@WTO	137	s 12 05	
		9.9				
	209.4	McFADDIN			11 49	
		3.7				
1 04	205.7	INARI		150	11 45	
		12.3				
1 16	193.4	GRETA		152	11 32	
		7.4				
f 1 24	186.0	REFUGIO			f 11 24	
		6.0				
f 1 31	180.0	WOODSBORO		141	f 11 17	
		11.1				
1 42	168.9	EWELDER		89	11 04	
		6.8				
s 1 54	162.1	SINTON		49	s 10 56	
		0.1				
	162.0	S. P. JCT.	@S. P. @			
		7.5				
s 2 14	154.5	ODEM	@M. P. @ T @ W	88	s 10 40	
		13.1				
s 2 37	141.4	Robstown	@T. M. @	144	s 10 20	
		9.3				
2 47	132.1	DRISCOLL		95	9 58	
		7.2				
f 2 55	124.9	BISHOP			f 9 50	
		6.3				
s 3 02AM	118.6	KINGSVILLE	@W		9 42PM	
		0.2				
	118.4	KINGSVILLE YARD	T	Yd.		
		121.7				

ABS—CTC — Between Vanderbilt South Switch of Siding Inari. Trains and engines, with or without cars, will not be permitted to clear Main Track at Stock Pen Spur McFaddin, House Track McFaddin or Stock Pen Spur, Inari. While switching these tracks main track must be occupied or main track switch left open.

Train No. 55 will not require clearance at Kingsville when train order signal indicates proceed. Train order signal at Kingsville applies to First Class Trains only.

Yard Limits: MP 116 to MP 122-11; MP 153-0 to MP 156-26.

VICTORIA SUBDIV.—KINGVILLE DIVISION

		Miles from Blounton	TIMETABLE No. 3	Siding Capacity in Cars
↓ SOUTH - STATIONS - NORTH ↑				
Maximum Speed 25 MPH except 15 MPH between MP 12-15 and MP 22-20.	13.6	VICTORIA	T	Yd.
		1.0		
	12.6	@S. P.		
		12.8		
	0.0	BLOOMINGTON	@TW	Yd.
		5.0		
	5.0	HEYSER		
		5.3		
	10.3	GREEN LAKE		30
		2.2		
BUSINESS TRACKS: MP Tennessee Gas..... 4.5 Dernal..... 4.2 North Seadrift..... 12.3 Portillo..... 3.0	12.5	NORTH SEADRIFT		31
		1.5		
	14.0	LONG MOTT		20
		5.7		
	19.7	SEADRIFT		
	2.0			
	22.6	END OF TRACK		
		36.2		

Between Victoria and End of Track trains or engines will move at restricted speed without timetable or train order authority.

Brownsville Subdiv.—Kingsville Division 11

TRAINS SOUTHWARD		Miles from Brownsville	TIMETABLE No. 3	Siding Capacity in Cars	TRAINS NORTHWARD	
FIRST CLASS					FIRST CLASS	
55					54	
Passenger Daily		STATIONS		Passenger Daily		
3 17AM	118.6	KINGSVILLE	@	s 9 27PM		
		0.2				
3 19	118.4	Kingsville Yard	TW	Yd.	9 26	
		6.4				
3 26	112.0	RICARDO		88	9 19	
		14.4				
3 43	97.6	SARITA		98	9 02	
		6.9				
3 51	90.7	MIFFLIN		103	8 55	
		13.7				
s 4 08	77.0	ARMSTRONG		93	s 8 40	
		7.1				
4 19	67.8	NORIAS		87	8 29	
		9.4				
4 27	60.5	RUDOLPH		102	8 21	
		12.5				
4 42	48.0	BB SIDING		100	8 08	
		1.6				
s 4 58	46.4	RAYMONDVILLE	TW	Yd.	s 8 06	
		5.0				
5 03	41.4	LYFORD		77	7 56	
		4.5				
	36.9	SEBASTIAN				
		10.1				
	26.8	@S. P.				
		1.2				
5 21	25.6	HARLINGEN YD.	T @ DW	Yd.	7 38	
		1.1				
s 5 55	24.5	HARLINGEN		s 7 35	12 50	
		5.5				
a 6 12	19.0	SAN BENITO		a 7 12	12 37	
		10.0				
f 6 27	9.0	OLMITO		f 6 59	12 17	
		7.7				
6 40	1.3	PORT		6 47	12 01	
		0.6				
6 55AM	0.7	BROWNSVILLE	T @ W	Yd.	6 45PM	
		117.7				

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

Port is register station for No. 54 only.

No. 54 and No. 366 will not require clearance at Brownsville when train order signal indicates proceed.

No. 55 will not require clearance at Kingsville when train order signal indicates proceed. Train order signal at Kingsville applies to First Class Trains only.

Yard Limits: MP 0-0 to MP 3-0; MP 18-0 to MP 20-20; MP 23-12 to MP 28-6; MP 45-12 to MP 48-24; MP 116-0 to MP 122-11.

ED COUCH SUBDIV.—KINGVILLE DIVISION

TIMETABLE No. 3		Miles from Raymondville
↓ SOUTH - STATIONS - NORTH ↑		
RAYMONDVILLE	W	0.0
HARGILL	T	14.8
ENGLEMAN	T	23.1
@S. P.		26.2
ED COUCH		26.3
		26.3

Maximum Speed 25 MPH except between MP 14-24 and MP 14-25, 15 MPH.

BUSINESS TRACKS: MP La Sara..... 8.6 Engleman..... 8.4 Monte Alto..... 20.0

Between Raymondville and Ed Couch trains and engines will move at restricted speed without timetable or train order authority.

12 Corpus Christi Subdiv.—Kingsville Division

MPH	Miles from San Antonio	TIMETABLE No. 3		Siding Capacity in Cars
Maximum Speed (Except as shown below)	40			
MP 12-24 — MP 12-32	30			
MP 34-02				
MP 34-03 Hwy. Crossing	30			
MP 113-02 — Highway Crossing-Mathis	15			
MP 123-29 — Fordyce Co. Sand and Gravel Spur-Hubert	15			
MP 147-04 — Pittsburg Plate Glass Co. road Crossing at Main gate	15			
MP 147-25 — MP 148-29	10			
BUSINESS TRACKS:				
Thurman	MP			
Barret Spur	5.9			
Cassin	12.6			
Lehr	19.8			
Espey Sand				
Pit No. 1	23.1			
Leming	26.6			
McCoy	46.3			
Whitsett	63.3			
Suniland	68.0			
Goliad Corpn.	82.3			
Ike	83.5			
Atlantic Refinery Track	87.4			
Mount Lucas	99.6			
Heldentel's				
Caliche Spur	110.2			
Edroy	126.1			
↓ SOUTH - STATIONS - NORTH ↑				
	3.1	SOSAN	①	
	6.7	SAN JOSE		23
	20.3	RO SIDING		66
	33.7	NORTH PLEASANTON	②	66
	34.3	PLEASANTON	②	16
	38.8	COUGHERAN		13
	55.2	CAMPBELLTON		150
	77.3	THREE RIVERS	③	47
	88.1	GEORGE WEST	④	160
	113.0	MATHIS	⑤SP④	40
	124.7	HUBERT		69
	132.2	ODEM	⑥T⑥	Yd.
	132.2	⑦KINGSVILLE SUB-DIV. G		
	141.2	VIOLA	⑧	Yd.
	145.9	⑨C. C. T. A.	⑨	
	149.0	CORPUS CHRISTI	⑩TW⑩	Yd.
				149.0

Trains must secure clearance at Odem. Yard Limits: Sosan to MP 5-6; MP 30-33 to MP 35-5; MP 130-0 to MP 133-20; MP 140-17 to End of Track.

MISSION SUBDIV.—KINGSVILLE DIVISION

TRAINS SOUTHWARD SECOND CLASS	Miles from Harlingen Yd.	TIMETABLE No. 3	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS
883 Local Freight				886 Local Freight
Daily		STATIONS		Daily
	0.0	HARLINGEN YD. T①D	Yd.	
	8.3	LA FERIA	98	
	13.9	MERCEDES	55	
	18.8	WESLACO T②	62	
	22.8	DONNA	46	
	26.9	ALAMO	66	
	29.3	SAN JUAN T③	71	
	31.0	PHARR	42	
	34.2	McALLEN		
	34.5	④S. P.	④	
2 01PM	40.0	MISSION...⑤TW⑤	Yd.	5 50PM
3 50PM	73.3	RIO GRANDE CITY...⑥	Yd.	4 01PM
		73.3		

No. 883 is superior to No. 886.

Trains originating Mission and Harlingen Yard will not require clearance when train order signal indicates proceed.

Train No. 886 will not require clearance at Rio Grande City.

Between Harlingen Yard and Mission trains will move at restricted speed without timetable or train order authority.

Yard Limits: MP 0-0 to MP 1-7; MP 38-22 to MP 42-6; MP 71-0 to MP 73-3.

Gulf District

Sugarland Subdiv.—Kingsville Division 13

TRAINS SOUTHWARD SECOND CLASS	Miles from Congress Ave.	TIMETABLE No. 3	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS
811 Local Freight				812 Local Freight
Daily		STATIONS		Daily
7 30PM		SETTEGAST YARD...T①DW①	Yd.	6 45PM
7 50		BELT JUNCTION		6 25
		②S. P.	②	
		③S. P.	③	
		④S. P.	④	
		BUFFALO BAYOU...⑤		
		CONGRESS AVE.		
	0.0	⑥G. H. & H.	⑥	
	0.6	⑦H. B. & T. TOWER 84	⑦	
	0.8	⑧H. B. & T. (Two Tracks)	⑧	
	1.1	⑨S. P.	⑨	
	6.9	⑩S. P.	⑩	
8 55	8.5	MYRTLE		
9 05	9.4	ALMEDA	⑪	4 55
	16.3	FRESNO		
	18.8	ARCOLA⑫(G.C.&S.F.)	⑫	30
9 55	21.1	HAWDON JCT.		4 20
	25.1	⑬(G. C. & S. F.)	⑬	
10 55PM	36.4	SUGARLAND...⑭S.P.⑭	Yd.	3 30PM
		36.4		

Hawdon Jct. is register station for No. 812 only. Train No. 812 will not require clearance at Sugarland when no operator on duty.

Yard Limits: Settegest Yard to MP 7-5; MP 24-3 to MP 26-3; MP 33-6 to End of Track.

Port Isabel Subdiv.—Kingsville Division

Miles from San Benito	TIMETABLE No. 3	Siding Capacity in Cars	MPH
			Maximum Speed (Except as shown below)
			San Benito Highway
			77 Crossing
			Rio Hondo
			Industrial Lead
			15
			BUSINESS TRACKS: MP
			Laureles
			Graybill
			Abney
			Esoes
			21.5
0.0	SAN BENITO	①	
2.0	PLACE JCT.		
11.6	②S. P.	②	
16.7	BAYVIEW		
31.7	PORT ISABEL	T	
	31.7		

Between San Benito and Port Isabel trains and engines will move at restricted speed without timetable or train order authority.

Gulf District

14 HOUSTON SUBDIV.—DeQUINCY DIVISION

TRAINS WESTWARD		Miles from Brownsville	TIMETABLE No. 3	Siding Capacity in Cars	TRAINS EASTWARD	
FIRST CLASS					FIRST CLASS	
53 Passenger Daily					52 Passenger Daily	
4 05AM	508.0	DEQUINCY...@W	Yd.	\$12 40AM		
		0.7				
	507.3	CS JUNCTION, LA...				
		29.6				
	477.7	Mauriceville, Tex...				
		16.7				
\$ 5 10	461.0	BEAUMONT.....		\$11 45		
		0.2				
5 11	460.8	G. C. L. JUNCTION..		11 34		
		0.4				
	460.4	@G. C. & S. F.....				
		0.01				
	460.3	@S. P.....				
		0.7				
	459.6	Beaumont Yard@TDW	Yd.			
		0.5				
	459.1	TOWER 74@S.P.				
		0.5				
	458.6	EAST CROSSOVER..		11 25		
		2.1				
5 20	456.5	WEST CROSSOVER..				
		1.4				
5 27	455.1	ELIZABETH.....	90	11 17		
		13.8				
5 40	441.3	GRAYBURG.....*	118	11 02		
		14.1				
5 54	427.2	HULL.....*	142	10 48		
		18.2				
6 13	409.0	MARTHA.....	94	10 28		
		10.2				
6 23	398.8	HUFFMAN.....*	142	10 17		
		13.8				
6 40	385.0	DYERSDALE.....	113	10 04		
		3.4				
	381.6	SETTEGAST JCT....				
		2.3				
	379.3	SETTEGAST YD@TDW	Yd.			
		3.6				
6 50	378.0	GULF COAST.....		9 56		
		6.2				
7 30AM	371.8	HOUSTON (UN. STA.)		9 35PM		
		@				
		FREIGHT.....128.7				
		PASSENGER.....136.2				

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

Westward trains secure clearance tower 74.

Trains originating Houston Union Station and Settegest Yard secure clearance.

Yard Limits: MP 378-0 to MP 381-6; MP 456-20 to MP 460.24.

When train order signal indicates proceed, clearance not required DeQuincy.

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.

ABS — Dyersdale to West Crossover.

ABS — CTC — Gulf Coast to Dyersdale and CS Junction to DeQuincy.

ANCHORAGE SUBDIV.—DeQUINCY DIVISION 15

TRAINS WESTWARD		Miles from Brownsville	TIMETABLE No. 3	Siding Capacity in Cars	TRAINS EASTWARD	
FIRST CLASS					FIRST CLASS	
53 Passenger Daily					52 Passenger Daily	
10 10PM	740.2	NEW ORLEANS.....		6 40AM		
		89.5				
\$12 20	650.7	BATON ROUGE.....		\$ 4 30		
		2.7				
12 35	648.0	NO. BATON ROUGE		4 05		
		1.0				
12 37	647.0	M. P. JCT.....		3 59		
		0.6				
	646.4	EAST JCT.....				
		3.3				
	643.1	WEST JCT.....				
		0.3				
	642.8	@T. & P.....				
		1.3				
	643.9	Anchorage Yd. @DW	Yd.			
		2.4				
12 52	641.5	ANCHORAGE.....T		3 47		
		10.0				
	631.5	ERWINVILLE.....*	110			
		10.4				
	621.1	LIVONIA @T. & P...				
		3.9				
	617.2	LOTTIE.....*				
		6.3				
		Atchafalaya River...@				
		0.5				
	610.4	KROTZ SPRINGS* @	86			
		12.8				
f 1 41	597.6	PORT BARRE. T* @	106	2 53		
		6.9				
\$ 1 50	590.7	OPELOUSAS.....	76	\$ 2 45		
		0.5				
	590.2	@S. P.....				
		0.1				
	590.1	@T. & P.....				
		5.9				
	584.2	LAWTELL.....	78			
		13.8				
	570.4	@S. P.....				
		0.1				
\$ 2 37	570.3	EUNICE.....TW	135	\$ 2 06		
		5.2				
	565.1	TYRONE.....	85			
		5.6				
	559.5	BASILE.....*	86			
		5.9				
	553.6	ELTON.....*				
		9.1				
\$ 3 12	544.5	Kinder @M.P. @T	86	\$ 1 30		
		12.2				
	532.3	REAVES.....*	81			
		9.2				
	523.1	@S. P.....				
		7.8				
	515.3	GORDON.....	114			
		6.9				
	508.4	@K. C. S.....				
		0.4				
\$ 3 55AM	508.0	DEQUINCY...@W	Yd.	12 50AM		
		@				
		FREIGHT.....135.9				
		PASSENGER.....140.0				

ABS — CTC — Between DeQuincy and MP Junction. Westward first class trains must receive clearance at East Jct.

When train order signal indicates proceed, clearance not required DeQuincy.

Note — Trains or engines with or without cars will not be permitted to clear main track at Fulton, Bel, LeBlanc, Coverdale, Elton, Unatex, Savoy, Hazlewood, East Krotz Springs, Lottie, Blanks, Livonia team track or McDearmon tracks. While switching these tracks main track must be occupied or main track switch left open.

Trains or engines must not enter a siding at a spring switch unless authorized by Train Dispatcher.

Maximum Speed 30 MPH.	Miles from Brownsville	TIMETABLE		Siding Capacity in Cars
		No. 3		
	↓ SOUTH - STATIONS - NORTH ↑			
BUSINESS TRACKS: MP Bancroft..... 485.0 Harrison Engineering..... 485.3 Kilowatt..... 486.5	477.7	MAURICEVILLE DWT	Yd.	
		5.3		
	482.9	PEVETO	30	
		4.0		
	486.9	S.P.		
	1.1			
	488.0	DOC BROWN	T	
		2.5		
	490.5	ORANGE	Yd.	
		12.9		

Between Mauriceville and Orange trains and engines will move at restricted speed without timetable or train order authority.

Yard Limits: MP 487-0 to MP 490-15; MP 478-9 to End of Track.

BAYTOWN SUBDIV.—DeQUINCY DIVISION

WEST-WARD SECOND CLASS 881 Local Freight	Distance from Settegast Yard	TIMETABLE		Siding Capacity in Cars	EAST-WARD SECOND CLASS 882 Local Freight
		No. 3			
STATIONS					
Daily					Daily
9 01PM	29.88	BAYTOWN	Yd.		3 30AM
		2.66			
		H. O. CO.			
		2.22			
10 01	25.00	DURHAM YARD	Yd.		3 00
10 25	19.00	HIGHLANDS			2 45
10 45	14.52	CHANNELVIEW	30		2 30
		4.48			
		9.52			
11 30	5.00	MK YARD	Yd.		2 00
		5.00			
12 35AM		SETTEGAST YARD			1 30AM
		29.88			

Maximum Speed	MPH 35	BUSINESS TRACKS:	MP
(Except as shown below)		Miller-Estes Spur	10.3
Between Settegast Yard and MP 13-17 City limits Houston and Jacinto City	20	Sheffield Road Team	12.4
MP 19-29 — MP 21-24 San Jacinto River Bridge	15	North Shore Iron & Metal	12.7
MP 30-17 — Baytown	20	Southern Barge Terminal	13.1
		Greens Bayou	14.3
		Diamond Alkali Spur	14.5
		Ordnance Spur	15.0
		Houston Tank Car	16.3
		Mantu Spur	19.1

No. 881 is superior to No. 882.

No. 882 secure clearance Settegast Yard.

No. 881 will not require clearance Baytown when operator off duty.

Between Baytown and Durham Yard and MP 20, Pole 1 and MK Yard trains and engines will move at restricted speed without timetable or train order authority.

Yard Limits: MP 7-0 to MP 10-20; MP 25-0 to end of track.

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, KO&G, MV, TP-MP, Ft.W. Belt, M-I, and St. Joe Belt Engines:

Engine	MPH	Engine	MPH
1—75	79	1100—1199	55
97—550*	65	1210—1299	55
600—699	70	3500—3503	30
700—701	70	6005—6018	55
702—999*	65	6600—6603	55
1000—1060	55	8000—8007	55
1061—1099	65		

*Except Engines 295-336, with Code 94 marked on dash, 79 mph; and 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.

2-C. Engines without a pilot on end facing direction of movement or when shoving cars must not exceed 25 MPH.

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 as shown Item 9.

3-B. Passenger equipment with slid flat wheels in excess of 3.25" must not be operated at speed exceeding 10 MPH.

3-C. Disabled engines handled in tow must not be moved in excess of authorized engine speed shown in Item 2-A for that type of engine.

Engines with flat spots in excess of 2 3/4 inches must not be handled exceeding 10 MPH unless authorized by Superintendent.

3-D. TRAINS HANDLING COMPANY 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 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.

When two or more scale test cars are handled in the same train, such cars must be spaced three cars apart and handled in rear of train.

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

Unless otherwise instructed by Superintendent, Trains handling welded rail will be restricted to 70 cars and rail cars will be handled on head end next behind buffer cars. No train moves are to be made while men are in the process of coupling rails or while men are standing on transition car. In no case will Engineer take slack or move train until authorized to do so by Roadmaster or Assistant Roadmaster.

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, or equipment or shipments of excessive width or height causing the speed of the train handling to be restricted below the maximum train speed, or where clearance of structures, or equipment on adjacent tracks may be close, a Train Order, Form X, must be issued, specifying the restriction. Conductors must require such an order before departing the station from which such restricted equipment is handled.

4. MAXIMUM TRAIN SPEED: (Also see schedule pages).

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
Longview: (Except as shown below).....	79	50
City limits Palestine.....	30	30
MP 0-00 — MP 0-16.....	20	20
MP 0-26 — MP 1-12.....	65	..
MP 2-28 — MP 3-07.....	65	..
MP 3-11 — MP 3-26.....	60	..
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.....	60	..
MP 8-12 — MP 9-18.....	70	..
MP 11-01 — MP 11-14.....	65	..
MP 11-15 — MP 12-29.....	70	..
MP 13-05 — MP 14-20.....	60	..
MP 14-21 — MP 15-05.....	70	..
MP 17-10 — MP 18-03.....	60	..
MP 18-21 — MP 23-00.....	50	..
MP 23-07 — MP 23-17.....	75	..
MP 24-25 — MP 25-06.....	75	..
City limits Jacksonville.....	15	15
MP 28-06 — MP 28-14.....	70	..
MP 29-14 — MP 29-24.....	75	..
MP 30-01 — MP 31-15.....	50	..
MP 32-02 — MP 32-09.....	70	..
MP 32-27 — MP 33-07.....	60	..
MP 33-20 — MP 33-27.....	70	..
MP 33-29 — MP 36-19.....	55	..
MP 38-16 — MP 38-25.....	70	..
MP 38-30 — MP 40-06.....	55	..
MP 42-21 — MP 43-22.....	65	..
MP 43-24 — MP 44-04.....	60	..
MP 44-17 — MP 44-28.....	70	..
City limits Troup.....	45	45
MP 45-02 — MP 45-08.....	50	..
MP 45-18 — MP 48-19.....	65	..
MP 48-28 — MP 50-21.....	55	..
MP 51-03 — MP 51-16.....	70	..
MP 51-27 — MP 52-04.....	55	..
City limits Arp.....	45	45
MP 53-27 — MP 54-05.....	60	..
MP 54-07 — MP 54-17.....	75	..
MP 55-05 — MP 55-14.....	60	..
MP 56-06 — MP 56-17.....	45	45
MP 57-25 — MP 59-00.....	65	..
MP 59-14 — MP 60-16.....	45	45

4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
Longview:—Continued		
MP 62-23 — MP 64-19.....	70	..
MP 65-07 — MP 65-18.....	60	..
MP 66-01 — MP 66-14.....	60	..
City limits Kilgore.....	45	45
MP 70-18 — MP 70-29.....	65	..
MP 71-02 — MP 71-16.....	60	..
MP 71-11 — MP 72-04.....	65	..
MP 73-03 — 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
Taylor: (Except as shown below).....	79	50
MP 0-00 — MP 1-00.....	20	20
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.....	50	..
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.....	60	..
MP 23-24 — MP 24-11.....	55	..
MP 24-23 — MP 25-11.....	65	..
MP 25-12 — MP 25-27.....	60	..
MP 26-07 — MP 26-20.....	65	..
MP 27-05 — MP 28-21.....	55	..
MP 29-15 — MP 29-21.....	70	..
MP 31-15 — MP 32-00.....	60	..
MP 32-06 — MP 35-19.....	70	..
MP 35-24 — MP 36-25.....	60	..
MP 36-25 — MP 37-08.....	55	..
MP 37-15 — MP 38-03.....	60	..
MP 38-08 — MP 38-20.....	70	..
MP 39-23 — MP 40-12.....	70	..
MP 40-21 — MP 40-27.....	65	..
MP 42-10 — MP 42-29.....	70	..
MP 44-19 — MP 48-20.....	70	..
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	..

4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
Taylor:—Continued		
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 93-11 — MP 93-12.....	30	30
MP 94-20 — MP 94-26.....	45	45
MP 95-00 — MP 95-10.....	65	..
MP 112-20 — MP 114-00.....	70	..
MP 115-08 — MP 115-15.....	65	..
City limits Rockdale.....	45	45
MP 122-23 — MP 123-06.....	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.....	15	15
MK&T crossing to Pass. Sta.-Pass. route.....	8	8
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.....	As follows	
MP 169-25 and MP 172-16.....	65	..
MP 172-16 and MP 174-14.....	60	..
MP 174-14 and MP 178-20.....	50	..
MP 178-20 and MP 179-03.....	35	35
MP 179-03 and MP 180-10.....	15	15
West Avenue and Congress Avenue.....	10	10
Between MP 180-10 and MP 181-16.....	35	35
Between MP 181-16 and MP 184-15.....	50	..
MP 190-21 — MP 190-27.....	65	..
MP 191-22 — MP 191-26.....	60	..

4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
Austin:—Continued		
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 Quintana Rd.....	50	35
Between Quintana Rd. and MP 302.....	59	49
MP 302 to Laredo.....	59	40
(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	..
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	..

4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
Laredo:—Continued		
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 407-14 — MP 408-32.....	45	35
MP 408-32 — MP 410-28.....	30	30
MP 410-28 — Laredo Station.....	20	20
Trinity: (Except as shown below).....		
City limits Palestine.....	30	30
MP 0-03 — MP 0-12.....	40	40
MP 1-18 — MP 2-06.....	45	45
MP 2-07 — MP 4-04.....	50	..
MP 4-25 — MP 5-04.....	50	..
MP 7-00 — MP 7-10.....	65	..
MP 7-23 — MP 9-26.....	55	..
MP 11-02 — MP 11-04.....	65	..
City limits Elkhart.....	45	45
MP 12-27 — MP 13-05.....	65	..
MP 14-01 — MP 14-06.....	65	..
MP 14-12 — MP 15-23.....	55	45
MP 16-02 — MP 16-13.....	65	..
MP 17-08 — MP 17-22.....	45	45
MP 21-00 — MP 21-25.....	50	..
City limits Grapeland.....	30	30
MP 23-26 — MP 26-23.....	55	..
MP 31-14 — MP 31-20.....	65	..
MP 35-29 — MP 36-05.....	65	..
City limits Crockett.....	40	40
MP 37-04 — MP 37-16.....	45	45
MP 42-29 — MP 43-09.....	55	..
MP 43-15 — MP 43-23.....	65	..
MP 45-01 — MP 45-09.....	65	..
MP 48-02 — MP 48-09.....	65	..
City limits Lovelady.....	55	..
MP 50-25 — MP 51-20.....	65	..
MP 57-15 — MP 57-21.....	75	..
MP 59-27 — MP 60-03.....	65	..
City limits Trinity.....	40	40
MP 72-04 — MP 72-20.....	65	..
MP 82-06 — MP 82-29.....	55	..
MP 85-00 — MP 85-07.....	65	..
MP 85-28 — MP 87-22.....	55	..

4.—Continued

Trinity:—Continued

MP 87-26 — MP 89-01.....	65	..
MP 99-14 — MP 99-28.....	55	..
MP 105-12 — MP 105-19.....	65	..
City limits Conroe.....	30	30
City limits Houston:		
MP 142 — Belt Jct.....	45	45
Belt Jct. — Gulf Coast Jct.....	45	45
Belt Jct. — Collingsworth St.....	30	30
Collingsworth St. — Union Station.....	20	20
Gulf Coast Jct. — Settegast Yd.....	20	20
Vanderbilt:	79	60
(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	50
MP 277-12 — Celanese Industrial lead.....	15	15
City limits Bay City (MP 282-22 to MP 285-15).....	30	30
MP 297-03 — Phillips Ref. Spur straight track. On curves and in Yard at Plant.....	10	10
MP 305-14 — MP 305-17.....	35	35
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
Kingsville: (Except as shown below).....	79	60
Between MP 118-20 and MP 204-10.....	59	49
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 MP 160-27 to MP 162-17.....	15	15
MP 184-28 — MP 186-20.....	50	..
MP 207-00 — MP 208-21.....	65	..
MP 216-20 — MP 217-30.....	65	..
MP 233-22 — MP 234-03.....	65	..
Brownsville: (Except as shown below).....	59	49
Between Brownsville and Harlingen.....	50	49
Brownsville Port Line.....	..	15
(Except) Highway Crossing MP 6-9.....	..	6
Brownsville Belt Line.....	..	12
(Except) St. Charles St., MP 0-08.....	..	5
Levee St., MP 0-10.....	..	5
Elizabeth St., MP 0-12.....	..	5
Jefferson St., MP 0-16.....	..	5
City Limits San Benito (MP 18-0 to MP 22-2).....	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 (MP 41-4 to MP 42-1)...	40	40
City limits Raymondville (MP 45-19 to MP 47-9).....	40	40

4.—Continued

Subdivision	Miles Per Hour	
	Passenger Trains	Freight Trains
Mission: (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
San Juan — Edinburgh Industrial Lead.....	25	25
Hidalgo — Monte Christo Industrial Lead....	15	15
Sugarland:		
Between Belt Jct. and Myrtle.....	20	20
Between Myrtle and Hawdon Jct.....	25	25
Between Hawdon Jct. and Sugarland.....	20	20
Rosharon Industrial Lead.....	20	20
Houston: (Except as shown below).....	79	60
MP 383-18 to Belt Jct.— City limits Houston.....	45	45
MP 445-1 — MP 446-15.....	50	50
MP 452-06 — MP 452-15.....	65	..
City limits Beaumont.....	20	20
MP 460-24 — College Street crossing Beaumont.....	5	5
Anchorage: (Except as shown below).....	79	60
MP 507-11 — MP 508-23.....	20	20
MP 519-04 — MP 519-14.....	65	..
MP 543-27 — MP 544-23.....	20	20
MP 568-24 — MP 571-12.....	20	20
MP 570-11 (Over SP-RI Crossing).....	10	10
City Limits Opelousas.....	15	15
MP 610-15 — MP 611-0.....	30	30
Between Anchorage and West Junction.....	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

Maximum Speed and Speed Restrictions for the following Subdivisions: Henderson, Mineola, Huntsville, Crystal City, Uvalde, Asphalt Belt, Ft. Worth, Freeport, Victoria, Ed Couch, Corpus Christi, Baytown, New Iberia, Lake Charles, Crowley, Port Isabel and Orange, shown on schedule page.

5. STANDARD CLOCKS:

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

6. GENERAL ORDER BOOKS:

Longview	Sugarland	Vanderbilt
Palestine — Register Room	Taylor	Bloomington
Trinity	New Braunfels	Kingsville
Henderson	San Antonio	Angleton
Marlin	Laredo	Harlingen
Navasota	Crystal City	Brownsville
Tyler	Baytown	North Pleasanton
Austin	Beaumont Yard	Corpus Christi
Lancaster Yard	Mauriceville	Freeport
Fort Worth — Telegraph	DeQuincy	Mission
Office, Union Station	Kinder	M. K. Yard
Mart	Anchorage Yard	
Valley Junction	New Iberia	
Settegast Yard Office	Alexandria	
Houston — Union Station	Lake Charles	
Mineola	Sweeney	

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 263,000 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 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
WF Conn. and Waco (Joint Yard)	220,000 lbs.
Round Rock and Georgetown R. R. Conn.	220,000 lbs.
Troup and Tyler	240,000 lbs.
Tyler and Mineola	220,000 lbs.
Phelps and Huntsville	240,000 lbs.
Houston and Hawdon Jct.	240,000 lbs.
Hawdon Jct. to Rosharon	220,000 lbs.
Hawdon Jct. and Sugar Land	220,000 lbs.
Gardendale and Crystal City	240,000 lbs.
Crystal City and Uvalde	220,000 lbs.
Carrizo Springs and Crystal City	240,000 lbs.
A. B. Junction and Dabney	220,000 lbs.
Brownsville and Matamoros	240,000 lbs.
Harlingen and Rio Grande City	240,000 lbs.
Raymondville and Edcouch	240,000 lbs.
San Juan and Edinburg	240,000 lbs.
San Benito and Rio Hondo	240,000 lbs.
Place Jct. and Port Isabel	220,000 lbs.
Hidalgo and Monte Christo	220,000 lbs.
San Antonio and Odem	240,000 lbs.
North Seadrift to End of Track	220,000 lbs.
Freeport and End of Track	220,000 lbs.
Hoskins Junction and Hoskins	220,000 lbs.
Grayburg and Sour Lake	240,000 lbs.
New Iberia and Garden City	220,000 lbs.
Baytown and H. O. Crossing	220,000 lbs.

8. SPECIAL INSTRUCTIONS COVERING OPERATION
RAILROAD CROSSING AT GRADE:

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.

Outside ABS territory 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:

Palestine Yard 762 ft. north RX Jct. TSE Ry.	ⓐ
(Trains and Engines must not exceed 10 mph until crossing is occupied.)	
Edinburg Industrial Lead MP 29.2 SP Ry.	Ⓜ
Rio Hondo Industrial Lead MP 5.5 SP Ry.	Ⓜ
Corpus Christi CCTA MP 149.4.	Ⓢ
Crossing on Victoria Subdivision located on Compress Track 0.8 miles from main track switch located at Mile Post 12 Pole 1.	G
Brownsville Belt Line MP 1 Pole 16 SP Gate.	
Anchorage Yard, T&P.	ⓐ
Anchorage Yard, Port.	ⓐ
Crowley Mill Row lead, SP.	Ⓜ
Lake Charles Goss port lead, SP.	Ⓜ
Jefferson Island Ind. Lead MP 52-8 SP Ry.	Ⓢ
Mauriceville Ind. track-K.C.S.	Ⓜ

9. SWITCHES:

Remote Control Switches are identified by power machine adjacent and connected to switch.

Spring Switches are identified by "SS" sign on or near switches.

9-A. Location of No. 15, 16 or 20 Switches and 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
RX Jct.	— Trinity Subdiv. freight 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
Gulf Coast to Southward main track	

9-A.—Continued

Settegast Junction East Wye Switch	
Dyersdale East and West Switches	
Beaumont West Crossover	
Beaumont East Crossover	
KCS Connection Long Lead DeQuincy	
KCS Connection C. S. Junction	
Kinder	— West switch siding
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
Bay City	— North and South siding switches
Allenhurst	— North and South siding switches
Sweeny	— 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

10. SIDINGS:**10-A. Designation of Sidings:**

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

TRINITY SUBDIV.:

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

LAREDO SUBDIV.:

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

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 160 cars.

VANDERBILT SUBDIV.:

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

10-A.—Continued**CORPUS CHRISTI SUBDIV.:**

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

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. 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.**

(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.

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.**

(f) Use of HB&T Tracks Houston:

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

(g) **Use of GC&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.

11-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 there-with.

12. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIMETABLE:

Name	Station Number	Mile Post Location	Car Capacity
Longview Subdiv.:			
Warren Petroleum Co.....	AX-3	78.2	Yard
Kinsloe.....	AX-7	74.0	35
Reeds.....	AX-18	63.4	77
			(3 tracks)
Sinclair Oil & Refining Co.....	AX-26	54.6	13
Sinclair Oil and Gas Co.....	AX-32	50.0	32
Mittie.....	AX-51	30.0	8
Cherokee Sales Co.....	AX-56	24.6	12
Taylor Subdiv.:			
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.....	AX-205	124.4	Yard
(Conn. R.S.&S.R.R.)			
Westbrook Rack.....	AX-216	134.9	16
Austin Subdiv.:			
Charles.....	AX-252	170.4	3
Steck Paper Co.....	AX-253	172.10	9
Hooper.....	AX-254	174.9	16
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
North Loop.....	AX-333	251.5	8
Cementville.....	AX-334	253.6	21
Laredo Subdiv.:			
Medina Electric.....	AX-392	310.5	14
Burns Stock Pens.....	AX-412	331.0	30
Artesia Wells.....	AX-438	356.22	50
Uvalde Subdiv.:			
Superior Carrot Co.....	GX-148	148.2	8
Texas Calgary.....	GX-154	154.3	10
Winter Haven.....	FX-149	149.2	6
Asphalt Belt Subdiv.:			
Blewett.....	HX-14	13.3	34
U. R. A. Storage.....	HX-15	13.5	80
Trinity Subdiv.:			
Geier Bros. & Jackson.....	A-103	22.5	20
Texas Power & Light Co.....	A-114	33.2	8
Cut.....	A-125	43.3	6
Jetero.....	A-217	136.3	50
Frohlick.....	A-221	140.2	8
Hardy.....	A-224	142.3	20
			(2 tracks)

12.—Continued

Name	Station Number	Mile Post Location	Car Capacity
Vanderbilt Subdiv.:			
Francitas.....	B-257	257.3	10
Elmaton.....	B-270	269.6	61
Celanese Storage (2 Tracks)....	B-277	277.3	79
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
Angleton Grain & Storage Track.	B-321	321.1	14
Chocolate Bayou Spur.....	B-336	335.6	5
Monsanto Storage (2 Tracks)...	B-336	335.9	80
Phillips Petroleum.....	B-338	337.8	29
Kingsville Subdiv.:			
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
Calallen.....	B-148	148.1	12
Angelita.....	B-152	151.6	27
Gravel Spur.....	B-153	152.3	30
JX Siding.....	B-161	161.3	84
Welder Pens.....	B-163	163.0	22
Cranell.....	B-174	173.6	36
Refco Corporation.....	B-190	190.4	22
Vidauri.....	B-197	198.2	32
Keeran Spur.....	B-233	232.6	14
La Salle.....	B-236	236.0	6
Brownsville Subdiv.:			
Russelltown.....	B-14	14.1	19
Combes.....	B-30	29.5	15
Yturria.....	B-52	52.4	30
Turcotte.....	B-83	82.8	15
Mifflin Stock Pen.....	B-89	89.3	36
Sarita Stock Pen Spur.....	B-97	96.8	16
Riviera.....	B-103	103.1	10
Mission Subdiv.:			
C.P. and L. Spur.....	BR-1	1.3	20
Kipfer.....	BR-2	1.9	8
Grindle Spur.....	BR-2	2.3	2
Stuart Place.....	BR-4	4.3	5
Adams Gardens.....	BR-6	6.2	5
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

12.—Continued

Name	Station Number	Mile Post Location	Car Capacity
Mission:—Continued			
Penitas.....	BR-47	47.4	2
Crow Gravel Spur.....	BR-52	52.3	40
Sam Fordyce.....	BR-55	53.5	15
Fordyce Gravel Spur.....	BR-56	56.0	24
Spaulding (Two Tracks).....	BR-56	56.2	66
Starco Gravel Spur.....	BR-57	57.3	35
Ratcliff.....	BR-60	59.5	13
Kelsay Spur.....	BR-68	67.8	7
Sierra Packing Track.....	BR-69	69.1	12
Edinburg Industrial Lead			
Edinburg.....	BP-30	30.4	YD
Longhorn Pipe Spur.....	BP-27	27.2	15
Hidalgo-Monte Christo Industrial Lead			
Valley Vitamins.....	BY-47	0.5	8
Hidalgo.....	BY-48	0.0	30
Madero.....	BY-56	7.4	10
Palmhurst.....	BY-62	13.9	9
Barrett.....	BY-63	15.3	4
Alton.....	BY-64	15.8	4
Lindsey Garden.....	BY-65	16.9	144
Cantu.....	BY-66	17.8	3
Moore Field Jct.....	BY-70	22.2	20
Monte Christo.....	BY-73	22.9	..
Rio Hondo Industrial Lead			
Fresnal.....	BS-6	6.6	4
Rio Hondo.....	BS-9	9.0	Yd.
Sugarland Subdiv.:			
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
Heatran.....	AE-14	13.7	40
Trammells.....	AG-25	8.16	4
Dewalt.....	AG-27	6.7	10
Smada.....	AG-28	4.1	10
Pryor.....	AG-35	1.7	9
Rosharon Industrial Lead:			
Juliff.....	AE-23	23.0	10
Sandy Point.....	AE-27	27.5	10
Rosharon.....	AE-30	29.7	25
Houston Subdiv.:			
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
Kenefiek.....	B-413	413.9	14

12.—Continued

Name	Station Number	Mile Post Location	Car Capacity
Anchorage Subdiv.:			
McDearmon (Big River Ind.)....		630.8	25
Blanks.....	B-620	620.1	4
East Krotz Springs.....	B-611	611.2	4
Hazelwood.....	B-600	600.8	8
Livonia House Track.....	B-622	622.4	16
Savoy.....	B-576	575.9	10
Unatex.....	B-563	563.6	70
Coverdale.....	B-549	548.9	81
LeBlanc.....	B-538	538.5	28
Bel.....	B-530	530.0	10
Fulton.....	B-523	523.2	102
New Iberia Subdiv.:			
Pecaniere.....	BB-6	4.9	6
Grand Point.....	BB-20	19.7	6
Patin.....	BB-21	20.7	10
Leveret.....	BB-31A	30.3	297
Coteau Holmes.....	BB-35	34.2	18
Gondron.....	BB-38	37.3	8
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
Charenton.....	BB-69	69.0	4
Jefferson Island.....	BC-57	56.3	Yd.
13. SPECIAL INSTRUCTIONS COVERING PROTECTION OF PUBLIC CROSSINGS AT GRADE SUPPLEMENTING RULE 103:			
At street or highway crossing protected by automatic crossing signals:			
(1) When train or engine moving on main track has been stopped, delayed or is moving at low speed within one-half mile in approach to crossing, or			
(2) When train or engine has passed over grade crossing, and a reverse movement onto or over a crossing is to be made.			
Movement toward crossing must be made at restricted speed, and movement must be protected by a member of the crew unless it has been determined that crossing signals are operating.			
Trains and Engines must Stop and Proceed only after a member of crew has protected crossing as follows:			
Freeport Subdiv.:			
Clute			
Main Street			
Kyle Road			

13.—Continued

Freeport

Highway Crossing north Depot

Vanderbilt Subdiv.:

Brazoria (Sulphur Mine Spur)

Highway 521

Victoria Subdiv.:

Victoria

Moody Street

Highway 59

Brownville Subdiv.:

Harlingen

(Armour and 7-Up Leads)

Highway 77

(Alley Track)

Jackson Street

Wilson Road (except Main Track)

Brownsville

(Inside Tracks)

14th Street

(Alley Track)

Palm Blvd.

San Benito (Port Isabel Subdivision)

Highway 77

Sam Houston Blvd.

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

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.

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.

13.—Continued**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 Industrial Lead:

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

14. 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.)

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, Lake 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.

15. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES:

1. Diesel 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. When diesel power is being hostled from mechanical facility to trains or from trains to the mechanical facility, by either hostlers or engine crews, the power will be handled by the engineer or hostler from the lead unit even though it may be necessary that the controls be changed in order to operate the consist of power from the lead unit.

4. OPERATING DIESEL 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.

5. OPERATION OF ENGINES OVER RAILROAD CROSSINGS:

When operating engines at speeds exceeding 25 MPH, reduce the throttle to Run 4 position at least 8 seconds before the engine reaches a rail crossing. If the engine is already operating in Run 4 position or lower, allow the same interval and place the throttle in the next lower position. Do not advance the throttle until all units of the consist have passed over the crossing.

6. IDENTIFYING NUMBERS ON MULTIPLE UNITS:

Rule 206, fifth paragraph, changed to read:

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

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

Employees 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.

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:

GP units 97-446, 505-33 and 935-99 **DO NOT** have alignment controlled couplers and to avoid the possibility of jack-knifing between units in a back-up move involving 20 or more cars, the following precautions must be taken when any two of these units are adjacent to each other in a consist of four or more units:

- (a) When three units or less are in consist, full power may be used on all units and no special precautions are necessary.
- (b) When four or more units are in consist, power must be used only on the three units next to the train and all other units must be taken off line.

10. QUALIFICATIONS OF LOCOMOTIVE ENGINEER AND FIREMAN:

(a) **For passenger service**, an engineer must have had one year of service as road engineer, and must have made a trip as engineer or fireman, in either passenger or freight service, over the subdivision during the preceding 150 days. Having made such a trip as fireman, but not as engineer, he may be qualified by making this fact known to his conductor and, before starting the trip, the two of them thoroughly

15.—Continued

discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Not having had such service as either engineer or fireman, he may qualify by making a round trip over said subdivision either as engineer or fireman in freight service, or as a student to familiarize himself with changed conditions.

In the application of the foregoing, an engineer will be considered as having had one year of service as a road engineer when he has made two or more trips in road service per month for twelve months. The twelve months need not be consecutive months.

(b) **For freight service**, an engineer must have made a road trip over the subdivision as engineer or fireman during the preceding twelve months. Not having had such service, he may qualify by making a round trip over said subdivision as a student to familiarize himself with changed conditions. An engineer who qualifies under these provisions but has not made road trip as engineer during the preceding 150 days, will make this fact known to his conductor and, before starting the trip, the two of them will thoroughly discuss and arrive at a mutual understanding of all general orders issued on said subdivision during such 150 day period. Qualifications for engineers in this paragraph will also apply to engineers handling troop trains.

(c) 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 locomotives 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.

16. UNIFORM CODE OF OPERATING RULES THAT ARE CHANGED AND SPECIAL SAFETY RULES:

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.

Rule 11(a) amended as follows:

Torpedo Signals. — Torpedoes must be placed on the rail 80-feet apart on engineer's side.

Rule 12(j): Yellow fuseses may be used in lieu of green fuseses 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: or reflector type markers 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 flagmen:

Day Signals/A red flag	} Not less than 10 torpedoes and 6 red fuseses
Night Signals/A white light	
	} Not less than 10 torpedoes and 6 red fuseses."

Rule 99(d): Will not apply in territory where ABS rules are in effect and there are at least two automatic block signals to rear.

Rule 99(j): Revised as follows:

Where ABS rules are in effect, and a train or engine is standing on a main track with at least two automatic block signals to the rear, unless otherwise provided, protection against following trains or engines on that track is not required.

16.—Continued

This rule will not apply to any unit of equipment which will not actuate the block signals; nor does this rule modify the requirements of providing full protection:

- “(1) Against opposing trains, when required
 “(2) Against following trains when making back-up movement.”

Rule 99(j) does not apply to a light engine.

Train orders: Form G and V may be combined.

Rule 104(8): In addition to the present requirements, the following sentence is added: “Trains or Engines entering a track protected by derails, the employe handling switch must know the derail (except pipe connected derail) is lined before lining switch for track to be used.”

A yellow stripe around switch staff or operating lever of switch will indicate track protected by derail.

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(c) is amended as follows:

Lights on train order signals will be displayed continuously. (If so equipped) Semaphore Type — If light absent, day indication governs.

Color Light Type — If light absent and Operator not on duty, train may proceed without clearance upon verbal advice from Train Dispatcher in these words: “No orders for (Train) at (Station); proceed without clearance.”

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 fuseses”

Rule 284: Approach Medium Indication is amended as follows: “Proceed reducing to 35 MPH before reaching next signal.”

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

Rule 508(8) is changed to read as follows:

When diesel engines are left unattended with motors running, throttle must be in “idle” position, transition lever in “off” position, all switches except those for battery, fuel pump and control in “off” position, reverser handle removed, hand brake on the controlling unit set and independent brakes applied.

When diesel engines with motors shut off are left unattended, throttle must be in “idle” position, transition lever in “off” position, all switches in “off” position, reverser handle removed, hand brake on controlling unit set and, if necessary, wheels blocked.

Rule 510 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.”

Head brakeman on freight trains will ride in lead unit.

Employes are prohibited from riding or walking on the roof of any moving car.

On locomotive cranes and M and 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.—Continued

When telephone or radio is used to transmit, receive, or relay messages or instructions affecting the movement of trains or condition of track, bridges or structures, all numerals must first be pronounced as whole numbers, then each figure pronounced separately thus: “One Thirty Five” “One-Three-Five.”

17. PROTECTION ORDERS:

1. The use of Form Y train orders authorized on all subdivisions.

2. Approach Orders (Form X). (Example)

“8:35 AM to 5:35 PM approach () gang between MP 18 pole 10 and MP 20 prepared to stop and proceed on hand signal given with yellow flag or yellow light.

After receiving proceed signal do not exceed 30 MPH within limits of this order — or —

After receiving proceed signal maximum speed may be resumed.”

Limits of order must be held to a minimum.

Order may be used both day and night.

When used at night, proceed signal will be given with a yellow light. Yellow fusee will not be used in giving this signal.

Where there are two or more main tracks, order must specify track or tracks covered by order.

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 or yellow light is received.

When proceed signal given with a yellow flag or yellow light 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 outer limit of order is passed.

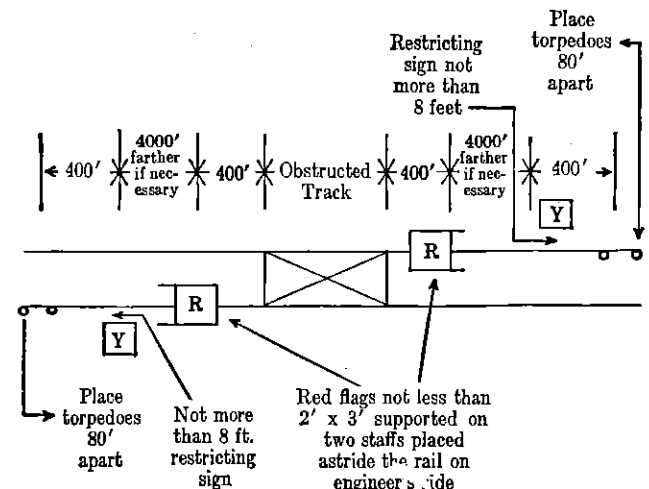
3. Stop Order (Form X):

This Form of order may be used to afford protection to 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.”

Chart for placing signals is as follows:



17.—Continued

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

This form of order may be used on following sub-divisions only:

Mineola	Asphalt Belt
Henderson	Uvalde
Crystal City	Sugarland
Brownsville	Huntsville
Victoria	Freeport
Ed Couch	Port Isabel
Corpus Christi	Mission
New Iberia	Orange
Crowley	Baytown

4. Special rule—train protection

Trains authorized on following Subdivisions —

Henderson	Mission
Huntsville	(Between Mission and
Mineola	Rio Grande City)
Crystal City	Sugarland
Asphalt Belt	New Iberia
Uvalde	Baytown

Will not protect against following trains or engines unless instructed to do so by train order, except, protection must be provided to the rear when required, within the limits of a work extra.

Dispatchers must not authorize one train to follow another until trains affected have been instructed by Train Order to protect to rear as prescribed by Rule 99.

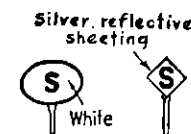
A preceding train, except work extras, must not be passed without Train Order authority.

When work extras are authorized on a Subdivision, all other trains authorized on that Subdivision must be furnished copy of work Order.

18. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES MUST PROVIDE THEMSELVES:

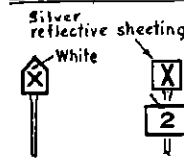
Rules and instructions governing the operation of a Railroad Radio Communication system. Circular 81, Rules and Instructions for the government and protection of employes whose duties require them to go between, under or about engines or cars.

ROADWAY SIGNS



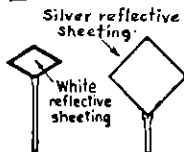
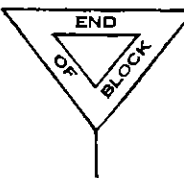
STATION ONE MILE SIGN

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.)

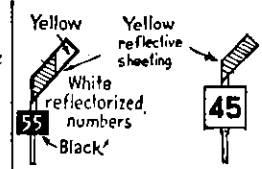
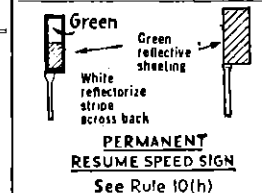


HIGHWAY GRADE CROSSING WHISTLE SIGN

When sign is used to protect more than one crossing, numeral will be attached to stand designating number of crossings protected. Whistle signal 14 (l) applies at each crossing.

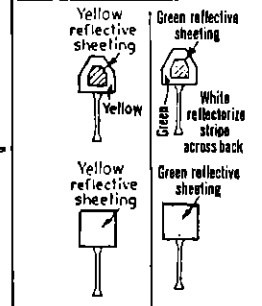
RAILROAD CROSSING - JUNCTION-DRAW BRIDGE - ONE MILE SIGN
(except when protected by interlocking).
See Rule '98

END OF ABS

PERMANENT SPEED RESTRICTION SIGN
See Rule 10(h) and Time-table Special Instructions

PERMANENT RESUME SPEED SIGN

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



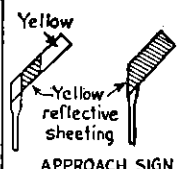
TEMPORARY SPEED RESTRICTION SIGN

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



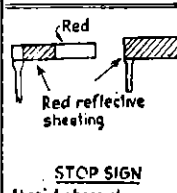
SPEED LIMITING SIGNS FOR SPRING SWITCHES

When moving points in trailing movements



APPROACH SIGN

Proceed prepared to stop before reaching stop sign.



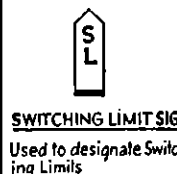
STOP SIGN

At point where stop required



YARD LIMIT SIGN

See Rule 93



SWITCHING LIMIT SIGN

Used to designate Switching Limits



SPRING SWITCH SIGN

TRAIN DISPATCHERS

Palestine, Tex.

A. V. Black
W. W. Edmiston
J. H. Bradley
G. P. Sowell
R. P. Bailey
J. S. Ford, Jr.
V. E. Davidson
E. C. Jones
W. H. McDonald, Jr.
R. A. Jones
W. F. Bradley
W. T. Ray
J. D. Whitmire

Houston, Tex.

R. S. Slay
M. F. Martin
C. A. Perry
J. C. Martin
R. L. Soileau
C. C. Terry
J. A. Weatherly
J. H. Green
B. J. McCarty
E. L. Mundy

AVOID DAMAGE

SWITCH CUSTOMER'S CARS CAREFULLY

SPEED CARD

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this Data will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

Sec- onds	40 Foot Car Miles Per Hour	50 Foot Car Miles Per Hour
1.....	28	35
2.....	14	17.5
3.....	9.3	11.6
4.....	7	8.7
5.....	5.6	7
6.....	4.7	5.9
7.....	4	5
8.....	3.5	4.4
9.....	3.1	3.9
10.....	2.8	3.5
11.....	2.5	3.1
12.....	2.3	2.9
13.....	2.15	2.7
14.....	2	2.5

JUDGING SPEED

Accurate judgment of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR — A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at	Units of Destructive Force
Safe	1 mph	1
	2 "	4
	3 "	9
	4 "	16
Damaging	5 "	25
	6 "	36
	7 "	49
	8 "	64
	9 "	81
	10 "	100

Gulf District

The term "Company Surgeon" in Rules 601, 602 and 603 of the Uniform Code of Operating Rules will mean a Company Medical Officer. An injured employe is not required to accept treatment by a Medical Officer if he prefers to go to a hospital association doctor or to his personal physician.

If it is necessary to call a physician under present rules in the case of a personal injury of a passenger or other persons, a Medical Officer must be called.

GULF DISTRICT

MEDICAL OFFICERS AUTHORIZED TO GIVE PHYSICAL EXAMINATIONS INCLUDING PRE-EMPLOYMENT EXAMINATIONS

DISTRICT MEDICAL OFFICERS

W. M. Palm, M. D.
2014 Crawford
Houston, Texas

DIVISION MEDICAL OFFICERS

F. E. Felder, M. D.
Palestine, Texas

R. S. Johnson, M. D.
Corpus Christi, Texas

Hunter-Kay Clinic
Palestine, Texas

L. D. Bishop, M. D.
DeQuincy, La.

L. B. Reppert, M. D.
San Antonio, Texas

MEDICAL OFFICERS AUTHORIZED TO GIVE ALL PHYSICAL EXAMINATIONS EXCEPT PRE-EMPLOYMENT EXAMINATIONS

LOCAL MEDICAL OFFICERS

S. M. Woodward, M. D.
New Braunfels, Texas

T. T. Walton, M. D.
College Medical Center
Bryan, Texas

F. M. Canseco, M. D.
Laredo, Texas

T. T. Walton, Jr., M. D.
College Medical Center
Bryan, Texas

A. W. Hartman, M. D.
San Antonio, Texas

D. J. Jackson, M. D.
Palestine, Texas

Wm. J. Hillis, M. D.
San Antonio, Texas

L. O. Coleman, M. D.
Navasota, Texas

Wm. L. Sammis, M. D.
San Antonio, Texas

E. T. Ketchum, M. D.
Navasota, Texas

E. A. Chauvin, M. D.
Austin, Texas

James C. Martin, M. D.
Mission, Texas

C. D. Smith, M. D.
Crystal City, Texas

G. S. Livengood, M. D.
Mission, Texas

E. M. Boyd, M. D.
Hearne, Texas

Valley Diagnostic Clinic
Harlingen, Texas

M. B. Gunter, M. D.
Mart, Texas

Donald E. Schultz, M. D.
Harlingen, Texas

T. M. Daniel, M. D.
Bay City, Texas

F. Destefano, Jr., M. D.
Brownsville, Texas

R. M. McCary, M. D.
Freeport, Texas

C. G. Plyer, M. D.
Ganado, Texas

H. D. Kuykendall, M. D.
Sugarland, Texas

F. Hester, M. D.
Sweeny, Texas

F. S. Shields, M. D.
Victoria, Texas

R. Bruce Wallace, M. D.
Alexandria, La.

O. W. Hilton, Jr., M. D.
Alexandria, La.

J. A. Moreland, M. D.
Baton Rouge, La.

L. B. Hughes, M. D.
Baytown, Texas

H. E. Alexander, Sr., M. D.
Beaumont, Texas

H. W. Kirkpatrick, M. D.
Baytown, Texas

H. E. Alexander, Jr., M. D.
Beaumont, Texas

J. J. Storer, M. D.
Kinder, La.

W. L. Moss, M. D.
Lake Charles, La.

E. L. Landry, M. D.
New Iberia, La.

L. Lazaro, M. D.
Opelousas, La.

S. W. Lehmberg, M. D.
Taylor, Texas

S. J. Rozas, M. D.
Opelousas, La.