

**TIME IS IMPORTANT
TAKE TIME TO BE SAFE**

TRAINMASTERS

J. W. WORD.....Victoria

C. A. GRASSO.....Edinburg

ASSISTANT TRAINMASTER

J. A. CHIHAL.....Alice

TRAVELING ENGINEER

H. W. SCHRADER.....Victoria

CHIEF TRAIN DISPATCHER

W. O. STROTHER.....San Antonio

Traveling Engineer will exercise duties of Trainmaster

R. A. KORNEGAY

Assistant Superintendent, Victoria

SOUTHERN PACIFIC LINES

Texas and New Orleans Railroad Company



VICTORIA DIVISION TIMETABLE

76

EFFECTIVE SUNDAY, MAY 1, 1955

AT 12:01 A. M.

CENTRAL STANDARD TIME

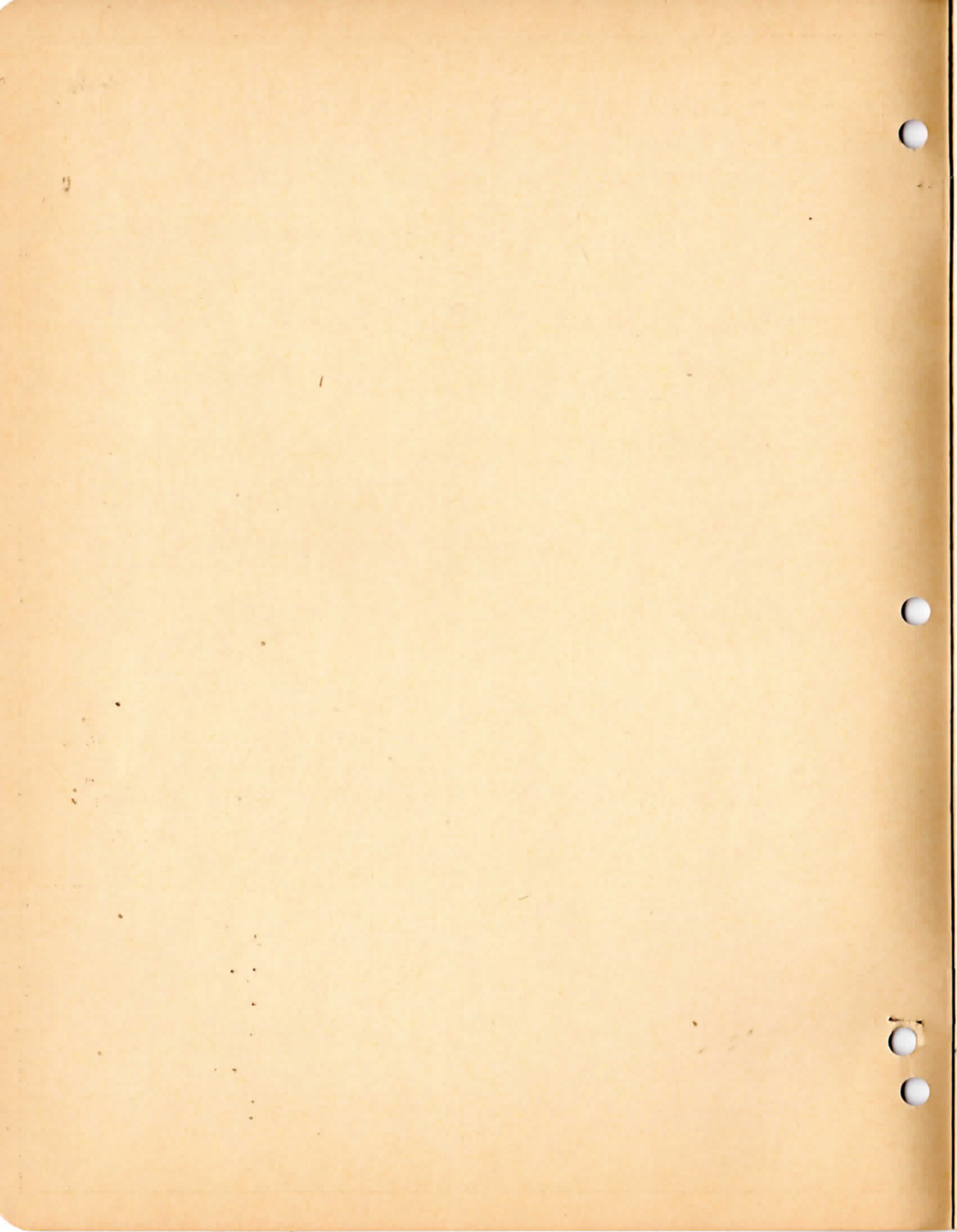
**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY.**

J. J. MOORE,
General Manager.

R. deWAAL,
H. L. BELL,
Assistant General Managers.

T. B. OLLIS,
Superintendent of Transportation.

J. E. WEATHERLY,
Superintendent.



COMPANY SURGEONS

LOCATION	NAME	TITLE
Houston	Dr. J. R. Gandy	Chief Surgeon
Houston	Dr. Frank K. Dornak	Assistant Chief Surgeon
Houston	Dr. Allan Collette	Assistant Division Surgeon
Houston	Dr. James H. Hallimon	Local Surgeon
Houston	Dr. W. H. Hamrick	Examining Surgeon
Houston	Dr. C. M. Ashmore	Local Surgeon
Houston	Dr. R. H. Bayer	Local Surgeon
Houston	Dr. Wm. J. Bragg, Jr.	Local Surgeon
Houston	Dr. W. G. Bryan	Local Surgeon
Houston	Dr. John B. Burrows	Local Surgeon
Houston	Dr. W. F. Cole	Local Surgeon
Houston	Dr. Ray Collins	Local Surgeon
Houston	Dr. E. S. Crocker	Local Surgeon
Houston	Dr. Frank J. Ernst	Local Surgeon
Houston	Dr. Donald M. Greedy	Local Surgeon
Houston	Dr. Percy E. Lowe	Local Surgeon
Houston	Dr. Thomas E. Lowe	Local Surgeon
Houston	Dr. A. E. Moers	Local Surgeon
Houston	Dr. Robert O. Moers	Local Surgeon
Houston	Dr. J. L. Patteson	Local Surgeon
Houston	Dr. J. P. Stanford	Local Surgeon
Houston	Dr. R. F. Zepeda	Local Surgeon
San Antonio	Dr. E. W. Coyle	Division Surgeon
San Antonio	Dr. E. D. Shipman	Examining Surgeon
San Antonio	Dr. Harold D. Buttery	Local Surgeon
San Antonio	Dr. Roy N. Davis	Local Surgeon
San Antonio	Dr. Wm. H. Gordon, Jr.	Local Surgeon
San Antonio	Dr. Kent Hunt	Examining Surgeon
San Antonio	Dr. Dudley Jackson	Local Surgeon
San Antonio	Dr. L. F. Novak	Local Surgeon
San Antonio	Dr. A. M. Rogers	Local Surgeon
San Antonio	Dr. E. P. McCabe	Local Surgeon
San Antonio	Dr. M. W. McCurdy	Division Oculist and Aurist
San Antonio	Dr. J. L. Mims, Jr.	Oculist
San Antonio	Dr. T. W. Folbr	Local Oculist and Aurist
San Antonio	Dr. A. F. Clark, Jr.	Oculist and Aurist
Victoria	Dr. Allan Shields	Division Surgeon
Victoria	Dr. Joseph Hopkins	Examining Surgeon
Victoria	Dr. A. S. Tomb, Jr.	Examining Surgeon
Victoria	Dr. E. C. Mooney	Local Surgeon
Victoria	Dr. Craig Bade	Oculist
Victoria	Dr. W. W. Sale	Oculist and Aurist
Alice	Dr. George G. Wyche	Examining Surgeon
Alice	Dr. Glenn T. Howard	Local Surgeon
Alice	Dr. W. H. Newkirk	Local Surgeon
Alice	Dr. G. G. Wyche, Jr.	Local Surgeon
Bay City	Dr. Lane Barbour	Local Surgeon
Beeville	Dr. L. W. Kirkland	Local Surgeon
Brownsville	Dr. F. W. DeStefano	Examining Surgeon
Brownsville	Dr. W. W. Hawkins	Local Surgeon
Brownsville	Dr. O. V. Lawrence	Oculist and Aurist
Brownsville	Dr. Andrew W. Para	Examining Surgeon
Corpus Christi	Dr. L. D. Bounds	Examining Surgeon
Corpus Christi	Dr. Kleberg Eckhardt	Local Surgeon
Corpus Christi	Dr. D. B. Fraser	Local Surgeon
Corpus Christi	Dr. H. E. Griffin	Local Surgeon
Corpus Christi	Dr. C. R. Little	Local Oculist
Corpus Christi	Dr. Arthur Padilla	Local Oculist and Aurist
Corpus Christi	Dr. George Schuster III	Local Surgeon
Cuero	Dr. Frank A. Prather	Examining Surgeon
Cuero	Dr. J. G. Burns	Local Surgeon
Edcouch-Elsa	Dr. J. L. DeWitt	Local Surgeon
Edinburg	Dr. L. J. Montague	Examining Surgeon
Edinburg	Dr. Joe W. May	Local Surgeon
Edinburg	Dr. L. M. Southwick	Local Surgeon
Edna	Dr. George V. Doss	Local Surgeon
Edna	Dr. R. W. Wells	Local Surgeon
El Campo	Dr. J. F. Halamieck	Local Surgeon
El Campo	Dr. H. V. Reeves	Local Surgeon
Falfurrias	Dr. C. H. Otken	Examining Surgeon
Falfurrias	Dr. R. S. Penly	Local Surgeon
Floresville	Dr. J. W. Oxford	Local Surgeon
Ganado	Dr. J. M. Bauknight	Local Surgeon
Goliad	Dr. L. W. Chilton, Jr.	Local Surgeon
Hallettsville	Dr. C. T. Dufner	Local Surgeon
Harlingen	Dr. G. L. Gallahar	Local Surgeon
Harlingen	Dr. John C. Kuppinger	Oculist and Aurist
Harlingen	Dr. C. Oleott, Jr.	Local Surgeon
Harlingen	Dr. E. J. Asheraft, Jr.	Oculist and Aurist
Harlingen	Dr. George E. Thurman	Local Surgeon
Harlingen	Dr. T. J. Lamotte	Oculist and Aurist
Karnes City	Dr. T. P. Edwards	Local Surgeon
Kenedy	Dr. E. W. Jones	Examining Surgeon
Mathis	Dr. W. A. Guynes	Local Surgeon
McAllen	Dr. W. H. Duncan	Local Surgeon
McAllen	Dr. Alfred S. Osborn	Local Surgeon
McAllen	Dr. F. E. Osborn	Local Surgeon
McAllen	Dr. W. E. Whigham	Local Surgeon
McAllen	Dr. L. H. Moore	Local Oculist and Aurist
McAllen	Dr. J. B. Casey	Oculist and Aurist
McAllen	Dr. R. W. Osborn	Oculist and Aurist
Needville	Dr. Sam Boswell	Local Surgeon
Newgulf	Dr. R. G. Johnson	Local Surgeon
Nixon	Dr. N. A. Elder	Local Surgeon
Nixon	Dr. Sam A. Nixon	Local Surgeon
Nordheim	Dr. N. C. Boethel	Local Surgeon
Orange Grove	Dr. J. A. Moet	Local Surgeon
Palacios	Dr. J. R. Wagner	Local Surgeon
Palacios	Dr. L. A. Wilcox	Local Surgeon
Portland	Dr. V. H. McMillan	Local Surgeon
Port Lavaca	Dr. S. W. Lester	Local Surgeon
Port Lavaca	Dr. J. W. Tomme, Jr.	Local Surgeon
Remont	Dr. J. V. Dozier	Local Surgeon
Rockport	Dr. L. G. Wood	Local Surgeon
Rosenberg	Dr. Frank E. Amman	Local Surgeon
Stockdale	Dr. Ella Ware	Local Surgeon
Taft	Dr. L. Penrod	Local Surgeon
Taft	Dr. A. F. Tasch	Local Surgeon
Tuleta	Dr. C. M. Poff	Local Surgeon
Wharton	Dr. F. J. L. Blasingame	Examining Surgeon
Wharton	Dr. Raymond D. Little	Local Surgeon
Wharton	Dr. Clinton E. Woodson	Local Surgeon
Wharton	Dr. T. M. Neal	Oculist and Aurist
Yoakum	Dr. Robt. M. Milner	Division Surgeon
Yoakum	Dr. E. H. Marek	Local Surgeon
Yorktown	Dr. L. W. Nowlerski	Local Surgeon

EMERGENCY HOSPITALS

Huth Memorial Hospital	Yoakum
Santa Rosa Infirmary	San Antonio
Victoria Hospital	Victoria
Spohn Hospital	Corpus Christi
Memorial Hospital	Corpus Christi

GENERAL HOSPITAL

Houston	Thomas Street between James and Paschal
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WATCH INSPECTORS

Webb C. Ball II, General Time Inspector	Chicago
C. W. Brechner, Assistant General Time Inspector	Chicago
J. W. Butz, Jr., Assistant General Time Inspector	Houston
Houston Watch Company, Southern Pacific Bldg.	Houston
Steve Reyna, 1222 Hardy Street	Houston
Chas. Gildemeister, 122 Broadway	San Antonio
James C. Cole, 1217 South Flores	San Antonio
W. A. Swope	Alice
Dorfman's Jewelry Store, Inc.	Brownsville
Taylor Bros.	Corpus Christi
Paul J. Hendricks, 414 Peoples St.	Corpus Christi
A. L. Jolly	Edinburg
B. L. Roberts	Harlingen
Milton T. Blackwell	McAllen
N. O. Jacobs	Victoria
Carl F. Caldwell, 508 E. Rio Grande	Victoria
E. H. Boyd	Wharton
Albrecht Jewelry Co.	Yoakum
Charles C. Mowen, 416 Lott St.	Yoakum

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
36"	100	1'11"	50.7
37"	97.3	1'12"	50
38"	94.7	1'13"	49.3
39"	92.3	1'14"	48.6
40"	90	1'15"	48
41"	87.8	1'16"	47.4
42"	85.7	1'17"	46.8
43"	83.7	1'18"	46.2
44"	81.8	1'19"	45.6
45"	80	1'20"	45
46"	78.3	1'25"	42.4
47"	76.6	1'30"	40
48"	75	1'35"	37.9
49"	73.5	1'40"	36
50"	72	1'45"	34.3
51"	70.6	1'50"	32.7
52"	69.2	1'55"	31.3
53"	67.9	2'00"	30
54"	66.7	2'15"	26.7
55"	65.5	2'30"	24
56"	64.3	2'45"	21.8
57"	63.2	3'00"	20
58"	62.1	3'30"	17.1
59"	61	4'00"	15
1'00"	60	5'00"	12
1'01"	59	6'00"	10
1'02"	58.1	7'00"	8.6
1'03"	57.1	7'30"	8
1'04"	56.2	8'00"	7.5
1'05"	55.4	10'00"	6
1'06"	54.5		
1'07"	53.7		
1'08"	52.9		
1'09"	52.2		
1'10"	51.4		

2 EASTWARD BROWNSVILLE SUBDIVISION WESTWARD

Capacity of Sidings	SECOND CLASS	352	Distance from Brownsville	Timetable No. 76 May 1, 1955		Mile Post Location	SECOND CLASS	351
				Freight	STATIONS				Freight
		Leave Daily					Arrive Daily	
Yard Limits 41	BPY	9.00PM	0.0	TO-R	BROWNSVILLE	205.3	4.00AM	
			0.2		M. P. BELT CROSSING	205.1		
	P	9.25	11.7		LOS FRESNOS	193.6	3.35	
	I		14.0		TOWER 151 (M. P. Crossing)	191.3		
	I		24.1		TOWER 147 (M. P. Crossing)	181.2		
Yard Limits 44	BPY	10.20	31.0	TO	HARLINGEN	174.3	2.40	
	IP		32.7		TOWER 138 (M. P. Crossing)	172.6		
	P	10.45	40.5	TO	SANTA ROSA	164.8	2.13	
	I		50.0		TOWER 146 (M. P. Crossing)	155.3		
56 Yard Limits	P	11.20	51.6	TO	ELSA	153.7	1.42	
Yard Limits 78	P	11.35	56.6		SAN CARLOS	148.7	1.27	
	I		61.6		TOWER 145 (M. P. Crossing)	143.7		
	PY	11.48	62.6		EDINBURG JUNCTION	142.7	1.14	
	BDKP	11.55PM	64.7	TO-R	EDINBURG YARD	140.6	1.10AM	
		Arrive Daily					Leave Daily	
		352					351	

RULE S-72. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

RULE 825. Sidings at Lozano, Santa Rosa, La Villa, Edcouch and La Blanca are used for loading and unloading cars.

ADDITIONAL STATIONS

CAPACITY AND DIRECTION OF ENTRY INTO SPURS	MILE POST	NAME
31 P	184.0	Lozano
23-E	181.6	Lantana
10	176.3	Palmetal
WYE P	172.1	Loggins
5-W P	169.5	Primera
17-W	161.4	Rogerslacy
26 P	157.5	La Villa
24 P	155.4	Edcouch
17 P	151.0	La Blanca

Capacity of Sidings			THIRD CLASS	SECOND CLASS	Timetable No. 76 May 1, 1955	Mile Post Location	SECOND CLASS	THIRD CLASS		
			358	352			351	357		
			Freight	Freight			Freight	Freight		
			Leave Tues., Thurs. and Sat.	Leave Daily			Arrive Daily	Arrive Tues., Thurs. and Sat.		
					STATIONS					
Yard Limits	BP		9.05PM		TO-R McALLEN	152.1		6.05AM		
					0.1 M. P. CROSSING	152.0				
Yard Limits	P		9.35		8.4 EDINBURG	148.6		5.35		
					0.9 EDINBURG JUNCTION	142.7				
Yard Limits	PY				2.1 TO-R EDINBURG YARD	140.6	11.05PM	5.05		
			10.05	12.05AM	4.6 TOWER 149 (M. P. Crossing)	136.0				
Yard Limits	BDKP				1.8 ALSONIA	134.2	10.50	4.35		
					8.9 LINN	126.8	10.32	4.15		
Yard Limits	I				9.1 MERCIER	116.2	10.15	3.50		
			10.15	12.15	13.4 RACHAL	102.8	9.44	3.15		
Yard Limits	75 P				12.9 BARROSO	89.9	9.10	2.50		
					10.3 TO FALFURRIAS	79.6	8.50	2.19		
Yard Limits	23 P		10.32	12.29	9.3 TO PREMONT	70.3	8.25	1.45		
					1.3 MAE	69.0	8.20	1.35		
Yard Limits	76 P		11.04	12.51	19.8 CORDOVA	49.2	7.40	12.25		
					5.8 (Tex. Mex. Crossing)	48.4				
Yard Limits	76 P		11.35PM	1.18	0.2 TO-R ALICE	48.2	7.25PM	12.05AM		
Yard Limits	78 P		12.05AM	1.45						
Yard Limits	76 P		12.30	2.19						
Yard Limits	18 P		12.50	2.39						
Yard Limits	76 P		12.55	2.44						
Yard Limits	77 P		2.12	3.24						
Yard Limits	BKPY		2.35AM	4.05AM						
			Arrive Sun., Wed., and Fri.	Arrive Daily			Leave Daily	Leave Tues., Thurs. and Sat.		
			358	352			351	357		

RULE S-72. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

RULE 83-A. Edinburg Yard is register station only for trains that originate or terminate there.

ADDITIONAL STATIONS

CAPACITY AND DIRECTION OF ENTRY INTO SPURS	MILE POST	NAME
7-E	149.6	Ken
4-E	148.1	Merito
Stock Pen—Served from Main Track P	107.4	Hartland
25-E	87.5	Dixie
14-E	75.2	La Gloria
68 P	67.0	Seeligson
21 P	62.6	Ella
9	50.3	Ben Bolt
20-E	45.6	Torian

4 EASTWARD

ALICE SUBDIVISION

WESTWARD

Capacity of Sidings	THIRD CLASS		SECOND CLASS		Mile Post Location	THIRD CLASS		SECOND CLASS	
	Local Freight	Freight	Local Freight	Freight		Local Freight	Freight	Local Freight	Freight
	Leave Daily Except Monday	Leave Daily	STATIONS		Arrive Daily	Arrive Daily Except Sunday			
BKPY Yard Limits	6.10AM	6.00AM	TO-R	ALICE	48.2	5.10PM	11.50AM		
65 P	6.35	6.25		10.8 ALFRED	32.4	4.40	11.15		
66 P	6.50	6.38	TO	6.1 ORANGE GROVE	26.3	4.27	11.00		
Yard Limits	IP	7.20	TO	12.1 MATHIS Tower 159 (M. P. Crossing)	14.2	4.01	10.31		
								1.2 MATHIS SIDING	18.0	3.58	10.28
72 P	7.23	7.08		5.4 TYNAN	7.6	3.45	10.15		
64 P	7.35	7.20		7.6					
BPY Yard Limits	8.00	7.35	TO-R	SKIDMORE	104.2	3.30	10.00		
Yard Limits	66 P		ABS	5.1 YOUGEEN	99.1				
								4.7 DARBY	94.4
65 P				1.5 BEEVILLE	146.1	2.15	8.25		
24 P	8.25	7.55	TO	4.6 POESTA	141.5	2.00	8.05		
74 P	9.00	8.05		8.7 BERCLAIR	132.8	1.43	7.43		
66 P	9.18	8.25		16.1 GOLIAD	116.7	1.10	7.10		
81 P	9.55	9.03	TO	9.2 FANNIN	107.5	12.45	6.45		
120 P	10.13	9.20		11.1 ALOE	96.4	12.15	6.20		
Yard Limits	88 P	10.25		4.8 TOWER 90 (M. P. Crossing)	91.6				
								0.8 (T. & N. O. Crossing)	90.8
I				1.0					
BDKPY	10.50AM	9.55AM	TO-R	VICTORIA FREIGHT YARD	89.8	12.01PM	6.00AM		
	Arrive Daily Except Monday	Arrive Daily				Leave Daily	Leave Daily Except Sunday		
	386	352				351	385		

RULE S-72. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

RULE 5. Siding at Goliad extends from east switch to crossover.

ADDITIONAL STATIONS

CAPACITY AND DIRECTION OF ENTRY INTO SPURS	MILE POST	NAME	CAPACITY AND DIRECTION OF ENTRY INTO SPURS	MILE POST	NAME
33 P	20.8	Sandia	4-W	120.4	McNamara
10-E	18.7	La Fruta	6-E	111.3	Scurlock
62	11.4	Vahlsing	8-E	102.1	Soco
Stock Pen—Served From Main Track	121.7	Melo	22-E	99.3	Raisin

EASTWARD

ROCKPORT SUBDIVISION

WESTWARD

Capacity of Sidings	THIRD CLASS		SECOND CLASS		Mile Post Location	THIRD CLASS		SECOND CLASS	
	Local Freight	Freight	Local Freight	Freight		Local Freight	Freight	Local Freight	Freight
	Leave Daily Except Monday	Leave Daily	STATIONS		Arrive Daily	Arrive Daily Except Sunday			
Yard Limits		0.0	TO-R	ROCKPORT	21.1				
58 Spur West		7.1		7.1 KOSMOS	14.0				
36		10.1		3.0 ARANSAS PASS	11.0				
28		15.3		5.2 INGLESIDE	5.8				
Yard Lmts. PY		21.1		5.8 GREGORY	0.0				

RULE S-72. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

Capacity of Sidings	SECOND CLASS		Timetable No. 76 May 1, 1955	Mile Post Location	SECOND CLASS	
	352	372			371	351
	Freight	Freight			Freight	Freight
	Leave Daily	Leave Daily	STATIONS		Arrive Daily	Arrive Daily
Yard Limits BDKPY	1.30PM	6.00AM	TO-R VICTORIA FREIGHT YARD	89.8	11.15AM	12.27AM
67 P	1.59	6.30	13.6 INEZ	78.2	10.40	11.47PM
44 P	2.18	7.10	9.9 EDNA	66.3	10.21	11.27
75 P	2.36	7.34	9.3 TO GANADO	57.0	10.03	11.08
Yard Limits 93 P	3.10	8.38	18.0 TO EL CAMPO	39.0	9.25	10.31
80 P	3.28	9.02	8.9 MACKAY	30.1	9.02	10.12
Yard Limits 27 BDKP	4.05	9.14	4.5 TO-R WHARTON	25.6	8.50	10.02
			0.5 TOWER 152 (G. C. & S. F. Crossing)	25.1		
86 PY	4.09	9.38	0.3 R WHARTON JUNCTION	24.8	8.38	9.58
89 P	4.33	10.15	11.6 KENDLETON	13.2	8.17	9.34
76 P	4.45	10.30	5.6 BEASLEY	7.6	8.06	9.22
Yard Limits IP	5.00PM	11.00AM	7.2 GUY JUNCTION	0.4		
			0.5 TO-R TOWER 17 (G.C.&S.F. Crossing)	36.3	7.50AM	9.07PM
			0.4			

STATIONS ROSENBERG AND ENGLEWOOD FOR INFORMATION ONLY. SEE SAN ANTONIO DIVISION TIME TABLE FOR TRAIN MOVEMENTS BETWEEN TOWER 17 AND ENGLEWOOD

Capacity of Sidings	ROSENBERG		ENGLEWOOD	
118 PW	6.55PM	1.15PM	5.45AM	7.20PM
	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily
	352	372	371	351

RULE S-72. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

RULE 5. The siding at Edna extends from west switch to crossover.
The siding at Wharton is the track parallel to main track, on south side and opposite station building.

RULE 83-A. Wharton is a train register station only for trains originating or terminating there.
Wharton Junction—Only trains directed to do so by train order will register.
Tower 17—Trains may register by register ticket.

ADDITIONAL STATIONS

CAPACITY AND DIRECTION OF ENTRY INTO SPURS	MILE POST	NAME
3-E	86.3	Thrasher
76-W	85.6	Foster Field
28 P	83.4	Telfener
19 P	70.3	El Toro
21 P	64.3	Manson
23	61.3	Cordull
34 P	49.3	Louise
11 P	44.4	Hillje
22 P	33.8	Pierce
39 P	19.4	Hungerford

6 EASTWARD CORPUS CHRISTI SUBDIVISION WESTWARD

Capacity of Sidings	THIRD CLASS	SECOND CLASS	Timetable No. 76 May 1, 1955	Mile Post Location	SECOND CLASS	THIRD CLASS		
	380 Local Freight	354 Freight			353 Freight	379 Local Freight		
	Leave Tues., Thur. and Sat.	Leave Daily	STATIONS		Arrive Daily	Arrive Mon., Wed. and Fri.		
Yard Limits BDKPY I		2.00PM	TO-R	CORPUS CHRISTI 0.6	148.9	3.10AM		
				Bascule Drawbridge 1.9	148.8			
				Reef Drawbridge 10.9	146.4			
Yard Lmts. PY		2.33	TO-R	GREGORY 7.4	138.0	2.20		
38 P		2.48	TO	TAFT 7.9	130.6	1.45		
55 PI		3.07		WEST SINTON (M. P. Crossing) 0.4	122.7	1.15		
		3.11	TO	SINTON 10.8	122.8	1.05		
47 P		3.35		PAPALOTE 7.3	111.5	12.20AM		
BPY Yard Limits	6.00AM	4.50	TO-R	SKIDMORE 5.1	104.2	11.50PM	1.00PM	
Yard Limits 66 P 65 P 24 P			TO	ABS YOUGEEEN 4.7	99.1			
				DARBY 1.5		94.4		
52 P	6.45	6.25		BEEVILLE 9.5	92.9	10.45	11.25AM	
	7.10	6.45		NORMANNA 6.6	88.4	10.18	11.05	
62 P	7.30	7.05	TO	PETTUS 2.5	76.8	10.00	10.45	
59 P	7.40	7.23		BURNELL 7.3	74.8	9.53	10.30	
66 P	7.55	7.44		GREEN 6.1	67.0	9.35	10.15	
Yard Limits PY	8.45	8.00	TO-R	KENEDY 6.0	60.9	9.20	9.45	
31 P	9.00	8.15	TO	KARNES CITY 10.7	54.9	9.02	9.30	
55 P	9.25	8.40		FALLS CITY 7.5	44.2	8.40	9.02	
20 P	9.45	8.55	TO	POTH 7.0	36.7	8.18	8.43	
34 P	10.10	9.20	TO	FLORESVILLE 11.8	29.7	8.01	8.25	
Yard Limits 26 P IP BKP IP BDKPY TY	11.05AM	9.45	TO	SASPAMCO 18.1	17.9	7.33	7.40	
		10.45		ABS TOWER 112 (S. A. B. & T. Crossing) 1.8	211.1	6.48	6.48	
			TO-R	SAN ANTONIO (Commerce Street) 1.3	209.3			
				ABS OLIVE STREET 0.6	208.0			
	12.05PM	11.05PM	TO-R	EAST YARD	207.4	6.30PM	6.30AM	
	Arrive Tues., Thur. and Sat.	Arrive Daily				Leave Daily	Leave Mon., Wed. and Fri.	
	380	354				353	379	

- RULE S-72.** Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.
- RULE 5.** Siding at Taft extends from east switch to crossover.
- RULE 83-A.** Kenedy is a train register station only for trains originating or terminating there. San Antonio (Commerce St.) is a train register station only for trains originating or terminating there. Gregory is a train register station only for No. 354 and trains originating or terminating there.
- RULE 221.** Light will not be displayed in train order signal Saspamco except when train order operator is on duty. San Antonio (Commerce St.) is a train order office only for trains originating there.
- RULE 825.** Siding Burnell will be used for storage of cars.

ADDITIONAL STATIONS

CAPACITY AND DIRECTION OF ENTRY INTO SPURS	MILE POST	NAME
20	141.6	Portland
5-E	133.8	Midway
33	117.5	St. Paul
24-W	81.9	Cowan
20	80.3	Tuleta
18-W	52.7	Mayo
12-E	15.3	Elmendorf
26	9.1	Southton
26 P	5.6	Bergs

Capacity of Sidings	THIRD CLASS	SECOND CLASS	Distance from San Antonio	Timetable No. 76 May 1, 1955		Mile Post Location	SECOND CLASS	THIRD CLASS		
	376 Local Freight	307 Freight		308 Freight	375 Local Freight					
	Leave Tues., Thurs. and Sat.	Leave Daily		STATIONS			Arrive Daily	Arrive Mon., Wed. and Fri.		
Yard Limits BKP I BDKPTY P			0.0	TO-R SAN ANTONIO (Commerce St.)	209.8					
			1.3	1.3 TOWER 121 (OLIVE St.) 0.6	208.0					
	6.00AM		1.9	TO-R EAST YARD 3.0	207.4		1.15PM			
	6.10		4.9	A-PB ABS TO-R SALADO JUNCTION 33.9	204.5 188.1		1.00PM			
21	7.52		38.8	TO STOCKDALE 12.6	102.2		11.15AM			
42	8.35		51.4	TO NIXON 8.0	89.6		10.33			
47	8.55		59.4	SMILEY 23.6	81.6		9.45			
			83.0	A-PB ABS TO-R RIVER JUNCTION 2.9	58.0					
PY Yard Limits	10.57	10.00AM	85.9	TO-R CUERO 7.1	55.1	2.40PM	8.30			
102 P	11.20	10.18	93.0	VERHELLE 4.0	48.0	2.18	7.02			
40 P	11.50AM	10.29	97.0	THOMASTON 17.6	44.0	2.07	6.50			
Yard Limits BDKPY	1.10PM	11.30AM	114.2	TO-R VICTORIA FREIGHT YARD	89.8	1.30PM	6.00AM			
	Arrive Tues., Thurs. and Sat.	Arrive Daily				Leave Daily	Leave Mon., Wed. and Fri.			
	376	307				308	375			

RULE S-72. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

RULE 82-A. The schedule of No. 307 Cuero Subdivision may be assumed by the crew arriving Cuero on No. 307 and leave without clearance if train order signal indicates "proceed".

RULE 83-A. East Yard is a train register station only for trains that originate or terminate there. Cuero is a train register station only for regular trains.

RULE 221. East Yard is a train order office only for trains originating there. Cuero—Trains of both the Cuero and Yoakum Subdivisions will be governed by the train order signal located at freight station. The arm on side next to freight station governs westward trains; the arm on opposite side governs eastward trains.

Light will not be displayed in train order signals on Cuero Subdivision except when train order operator is on duty.

ADDITIONAL STATIONS

CAPACITY AND DIRECTION OF ENTRY INTO SPURS	MILE POST	NAME
10	130.5	Martinez
4-E	123.6	Adkins
8	115.1	Lavernia
28	69.0	Westhoff
Stock Pen—Served From Main Track	40.6	Blue Mott
22 P	37.8	Nursery
20 P	34.2	Moursund
20 P	30.3	DuPre

8 EASTWARD YOAKUM SUBDIVISION WESTWARD

Capacity of Sidings	THIRD CLASS		SECOND CLASS	Distance from Kenedy	Timetable No. 76 May 1, 1955	Mile Post Location	SECOND CLASS	THIRD CLASS	
	378 Local Freight	374 Local Freight	308 Freight				307 Freight	373 Local Freight	377 Local Freight
	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily				Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sunday
PY Yard Limits	10.30AM			0.0	TO-R KENEDY 24.8	176.5			10.00AM
28	12.10PM			24.8	TO YORKTOWN 14.1	151.7			8.30
				38.9	A-PB { RIVER JUNCTION 2.5	58.0			
55 PY Yard Limits	1.08		2.50PM	41.4	TO-R CUERO 9.1	185.4	9.45AM		7.35
40 P	2.10		3.15	50.5	EDGAR 8.1	126.3	9.20		6.51
BDKP Yard Limits	2.45PM	6.00AM	3.35PM	58.6	TO-R YOAKUM 17.3	118.2	9.00AM	2.00PM	6.30AM
37		6.55		75.9	TO HALLETTSVILLE 17.2	100.9		12.45PM	
18		7.53		83.1	TO SHERIDAN 22.5	83.7		11.45AM	
YI Yard Limits W		9.30AM		115.6	TOWER 115 (G.C.&S.F. T.&N.O. Crossing) TO-R EAGLE LAKE	61.2		10.30AM	
	Arrive Daily Except Sunday 378	Arrive Daily Except Sunday 374	Arrive Daily 308				Leave Daily 307	Leave Daily Except Sunday 373	Leave Daily Except Sunday 377

RULE S-72. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

EXCEPT: No. 377 is Superior to No. 378, and No. 307 is Superior to No. 308.

RULE 82-A. Schedule of No. 378 may be assumed by the crew arriving Kenedy on No. 377 without clearance, when operator not on duty.

The schedule of No. 308 Yoakum Subdivision may be assumed by the crew arriving Cuero on No. 308 and leave without clearance if train order signal indicates "proceed".

RULE 83-A. Cuero is a train register station only for regular trains.

RULE 221. Cuero—Trains of both the Cuero and Yoakum subdivisions will be governed by the train order signal located at freight station. The arm on side next to freight station governs westward trains; the arm on opposite side governs eastward trains.

Light will not be displayed in train order signal Yorktown, Cuero, Hallettsville and Sheridan except when train order operator is on duty.

All trains must obtain clearance at Yoakum.

ADDITIONAL STATIONS

CAPACITY AND DIRECTION OF ENTRY INTO SPURS	MILE POST	NAME
37	166.7	Runge
24-E	161.1	Castle
27	159.6	Nordheim
16	111.9	Sweet Home
18-E	103.3	Fallon
17	91.5	Sublime
11-W	77.1	Rock Island
13	69.7	Altair

Capacity of Sidings	THIRD CLASS	Distance from Palacios	Timetable No. 76 May 1, 1955		Mile Post Location	THIRD CLASS
			382 Local Freight	381 Local Freight		
	Leave Daily Except Sunday		STATIONS			Arrive Daily Except Sunday
P Yard Limits	10.35AM	0.0	TO-R	PALACIOS	68.1	10.10AM
14 P Spur East I	11.15AM	11.8		11.8 BLESSING	56.8	9.35
				TOWER 157 (M. P. Crossing)		
50 P	12.18PM	25.6		13.8 MARKHAM	42.5	8.53
8 P Yard Limits				6.2		
	12.47	31.8	TO	BAY CITY	36.8	8.35
				0.4 (G. C. & S. F. Crossing)	35.9	
	1.51	51.1		18.9 PLEDGER	17.0	7.32
Yard Limits				3.2 (G. C. & S. F. Crossing)	13.8	
		54.3		0.8 NEWGULF	13.0	
53 P		55.1	R	2.4 BOLING	10.6	7.15
	2.12	57.5	TO	10.6 WHARTON JUNCTION	0.0	6.37
86 PY	2.40	68.1	R	0.3 TOWER 152 (G. C. & S. F. Crossing)	25.1	
		68.4		0.5		
I						
27 BDKP	2.50PM	68.9	TO-R	WHARTON	25.6	6.30AM
	Arrive Daily Except Sunday					Leave Daily Except Sunday
	382					381

RULE S-72. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.
EXCEPT: No. 381 is Superior to No. 382.

RULE 83-A. Wharton Junction—Only trains directed to do so by train order will register.
Newgulf is a register station only for westward trains.

RULE 221. Light will not be displayed in train order signals Bay City and Boling except when train order operator is on duty.

ADDITIONAL STATIONS

CAPACITY AND DIRECTION OF ENTRY INTO SPURS	MILE POST	NAME
25	51.8	Midfield
10-E	39.1	Rossge
11	30.9	Van Vleck
11 P	24.1	Ashwood
17	14.1	Don Tol
33	9.3	Iago
12-E	5.8	Burr

10 EASTWARD		PORT LAVACA SUBDIVISION				WESTWARD	
Capacity of Sidings			Distance from Victoria Freight Yard	Timetable No. 76 May 1, 1955	Mile Post Location		
				STATIONS			
Yard Limits {	BDKPY		0.0	TO-R VICTORIA Freight Yard	89.8		
			1.0	1.0 (T. & N. O. Crossing)	26.8		
			1.1	0.1 M. P. Crossing	26.7		
				12.6 PLACEDO			
I			13.7	TOWER 158-(M. P. Crossing)	14.2		
Yard Limits			27.9	14.2 PORT LAVACA	0.0		

RULE S-72. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

ADDITIONAL STATIONS

CAPACITY AND DIRECTION OF ENTRY INTO SPURS	MILE POST	NAME
10-W	21.2	Guadalupe
21-W	17.7	Da Costa
8	14.1	Placedo Siding
3-W	7.8	Kamey
13	5.5	Clarks

EASTWARD		GUY SUBDIVISION				WESTWARD	
Capacity of Sidings			Distance from Guy	Timetable No. 76 May 1, 1955	Mile Post Location		
				STATIONS			
Yard Limits Y			0.0	GUY	15.7		
Yard Limits {			4.7	4.7 NEEDVILLE	11.0		
	R		15.7	11.0 GUY JUNCTION	0.0		
				0.5 TO-R TOWER 17 (G.C. & S.F. Crossing)	36.3		
IP			16.2				

RULE S-72. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

RULE 83-A. Tower 17.—Trains may register by register ticket.

NASH DOME is located 8.9 miles from Guy on spur. This spur is operated under joint agreement by GC&SF and T&NO and is included in the yard limits of Guy. Movements over this spur must be made under provisions of Rule 93.

RULE A. Transportation Department rule revisions from December 1, 1951, to and including May 1, 1955, are shown on pages 1 and 2 of book of rules. Employees must have revised pages covering these revisions in their copy of book of rules.

RULE M: Employees are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employees must be familiar with their location and avoid personal injury.

RULE 10-G. On the **ROCKPORT SUBDIVISION**
PORT LAVACA SUBDIVISION
GUY SUBDIVISION, only between Nash Dome and Guy Junction
YOAKUM SUBDIVISION, only between Yoakum and Eagle Lake, during repairs to track or structures, an unattended red flag by day and in addition a red light by night will be displayed to the right of track in direction of approach, one-half mile from structure or track to be protected and two torpedoes will be placed on the rail, three rail lengths apart, one-half mile in advance of red signal. Trains and engines will be governed by Rule 10-G of Rules and Regulations of the Transportation Department, or instructions from foreman in charge of work.

RULE 10-J. Certain speed signs have the words "SPRING SWITCH" or "DRAWBRIDGE" above the figures. Such signs in approach to a spring switch or drawbridge indicate the speed that must not be exceeded while the entire train is passing over the spring switch or drawbridge, as the case may be, three-fourths mile beyond the speed sign.

Speed signs prescribing an increase in speed will not be installed on the:
Rockport Subdivision
Port Lavaca Subdivision
Palacios Subdivision.

RULE 14(k). On double track, whistle signal 14(k) must also be sounded to call attention of engine crews and train crews of trains of the same class and of inferior trains moving in the opposite direction, to signals displayed for a following section.

RULE 19. Certain passenger cars have supplemental roof-line markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

RULE 103-A. When a train or engine is standing on any track to be met or passed by a train or engine and a public crossing at grade is to be opened to permit traffic to cross, the opening must, if practicable, clear crossing by 100 feet each side and member of crew must, if practicable, protect the open crossing against movement of trains or engines on adjoining tracks and when coupling up.

RULE 204. Trains, with the same conductor and engineer operating through stations indicated, may be issued train orders on one subdivision which affect their movements on the other, or both, subdivisions:

- Edinburg Junction—Trains of the Brownsville and McAllen Subdivisions.
- Gregory —Trains of the Corpus Christi and Rockport Subdivisions.
- Skidmore —Trains of the Alice and Corpus Christi Subdivisions.
- Beeville —Trains of the Corpus Christi and Alice Subdivisions.
- Cuero —Trains of the Yoakum and Cuero Subdivisions.
- Wharton Junction—Trains of the Rosenberg and Palacios Subdivisions.

Where the junction point is a train-order office, extra trains holding through running orders may leave such junction station without a clearance if train-order signal indicates "proceed".

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed Not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM.

KEY RELEASES

Where automatic signal protection is provided for movements from an adjacent track to main track, "Key Releases" may be installed on signal case near fouling point to clear signal on one track when control circuit of the other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time release has operated, after which signal should display proceed indication if block is clear.

Trains required to enter siding where signals are arranged as above must not pass home signal until after switch has been lined for the siding.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track or through a crossover to a main track, until block indicator indicates "block clear", on opposite track. Within CTC limits train dispatcher's permission must be obtained before lock-box door is opened.

After lock-box door is opened, lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked".

Lock lever must not be returned to lock position until all movements over the switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

When block indicators indicate "block occupied", instructions posted inside lock-box must be complied with if movement is to be made to a main track while approach circuit is occupied by another train or engine, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock-box door. Instead of being equipped with an "UNLOCKED" indicator, these locks may have a pilot light that indicates by illumination when lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of electric lock. It is to be used only in case of electric or mechanical failure as indicated by failure of time-release to function after several minutes. When necessary, break seal and push button to operate emergency lock release. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

RULE 535. Where spring switches on main track have no block signal protection, SWITCH POINT INDICATORS may be provided to govern facing point movement, and displaying aspects and indications as follows:

Aspect	Indication
Green.....	Lined for normal movement.
Red.....	Stop; open and close spring switch by hand, removing any obstruction and know points fit up and are secure before proceeding.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

RULE 605. INTERLOCKING

Movements governed by diverging route or dwarf signals must be made with caution and position of switches observed, as such signals may govern movements for various routes.

GENERAL REGULATIONS

RULE 824. At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

RULE 846. When making moves with a car or cars on main track within yard limits, a trainman must be stationed on rear car while in motion.

RULE 883. Diesel engines are equipped with hand brake. When left unattended, except after arrival in designated relieving track at Edinburg Yard, Corpus Christi, Victoria Freight Yard and Yoakum, hand brake must be set and care exercised to insure hand brake released before moving. When handled by another engine, air brakes must be cut in and in service.

AIR BRAKE RULES

RULE 13. Should all power units of a diesel engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

MISCELLANEOUS

1. When trains or engines meet or pass in vicinity of public crossings at grade, they must proceed **WITH CAUTION** and if necessary to avoid accident, **STOP**.

2. Cars, gross weight in excess of limits shown, must not be handled between the points named:

Between	Cars
Brownsville, McAllen and Alice.....	251,000
Alice and Victoria Freight Yard.....	251,000
Victoria Freight Yard and Tower 17.....	251,000
Corpus Christi and San Antonio.....	251,000
Rockport and Gregory.....	251,000
Victoria Freight Yard and Port Lavaca.....	251,000
Palacios and Newgulf.....	251,000
Newgulf and Wharton Junction.....	251,000
Nash Dome and Guy Junction.....	251,000
Salado Junction and Victoria Freight Yard.....	251,000
Kenedy and Eagle Lake.....	251,000

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in **SPEED RESTRICTIONS FOR TRAINS:**

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACK-WARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DP.....	79	79	*30
DF-1 (300 to 337 & 500 to 525).....	65	65	*30
DF-4 (338 to 353 & 526 to 541).....	70	70	*30
DF-9 (354 to 357 only).....	70	70	*30
DF-9 (358 to 363 and 546 & 547).....	65	65	*30
DF-10 (542 to 545).....	70	70	*30
DF-11 (364 to 381).....	65	65	*30
DF-13 (548 to 553).....	65	65	*30
DF-14 (600 to 602 and 700 to 705).....	65	65	*30
DF-115 (170 to 176).....	60	60	60
DF-119 (155 to 169).....	60	60	60
DF-302 (12 to 16).....	65	65	65
DF-400 (108 to 112).....	65	65	65
DF-401 (113 to 118).....	65	65	65
DF-600 (400 to 410).....	65	65	65
DF-601 (240 to 249).....	65	65	65
DF-602 (280 to 283).....	65	65	65
DF-604 (411 to 416).....	65	65	65
DS-5 (11).....	45	45	45
DS-6 (10).....	60	60	60
DS-105 (30 to 71 and 89 to 94).....	60	60	60
DS-109 (72 to 88).....	60	60	60
DS-111 (95 to 104).....	60	60	60
DS-112 (105 to 107).....	60	60	60
DS-300 (187 & 188).....	65	65	65
DS-301 (189 & 190).....	65	65	65
DS-302 (177 to 184).....	60	60	60
DS-303 (185 & 186).....	60	60	60

*When on head end of train or running light and Engineer is in other than leading control cab in direction of movement.

DF-4 unit 538 and DF-10 unit 543 when used with DP class A unit may be operated at 75 MPH.

DF-1 to 14 and DP class engines operated with Engineer in other than the lead unit in direction of movement must not exceed 20 MPH when approaching highway or street crossing at grade subject to further restrictions imposed by local conditions.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train-order designating maximum speed is issued.

Maximum speed of train handling dead diesel engines must not exceed the speed for same engine running forward light.

Dead diesel engines hauled in train, and weighing 150,000 lbs. or more must be placed first behind the engine handling the train. If weight is less than 150,000 lbs., dead diesel engines must be placed near rear of train.

SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on Page 12, **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on Page 13 of Special Instructions for All Subdivisions, and other maximum speeds appearing in Special Instructions of each Subdivision. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY REGARDLESS OF TIME.**

NOTE: Protected Curves:
Speed signs govern, except as otherwise designated herein.

	Passenger Trains		Freight, Mixed Train, and Light Engines	
	MPH		MPH	
	Straight Track	Unprotected Curves	Straight Track	Unprotected Curves
Brownsville and Edinburg Junction.....	55	55	45	45
McAllen and Skidmore.....	55	55	45	45
Skidmore and Beeville.....	60	60	45	45
Corpus Christi and Skidmore.....	45	45	40	40
Beeville and Tower 112.....	50	45	45	45
Beeville and Tower 17.....	55	55	45	45
Rockport and Gregory.....	25	25	20	20
Victoria Freight Yard and Port Lavaca	20	20	20	20
Palacios and Wharton Junction.....	40	40	30	30
Nash Dome and Guy Junction.....	30	30	25	25
Salado Junction and Cuero.....	45	45	35	30
Cuero and Victoria Freight Yard.....	55	45	45	45
Kenedy and River Junction.....	35	35	30	25
Cuero and Yoakum.....	50	45	45	40
Yoakum and Eagle Lake.....	35	35	25	25

Unless otherwise provided, trains and engines must move with **CAUTION** on other than main tracks, not exceeding 15 MPH through turnouts, crossovers and other diverging tracks and 10 MPH through slip (puzzle) switches.

Unless otherwise restricted trains must not exceed 45 MPH over railroad crossings at grade.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH	MPH
	Main Track Brownsville, McAllen, Alice, Corpus Christi, Rosenberg Subdivisions and between Yoakum and Victoria Freight Yard via Cuero	Main Track Other Subdivisions Except between Yoakum and Victoria Freight Yard via Cuero
Cars and loads with height, width or weight greater than maximum shown in Line Clearance Circular (when movement is authorized)	35	25
Twin or multiple loads.....	30	25
Scale Test Cars.....	40	25
Cars with arch bar trucks.....	35	25
Steel pile-drivers	25*	20*
Relief outfits with steam derrick.....	25*	20*
Power Shovel on own wheels.....	25*	20*
Ditchers on own wheels.....	25*	20*
Car-top ditchers, if blocking and tie-down cables are removed.....	25*	20*
Air-dump cars, except T&NO 1000 to 1009 and SP 5100 to 5189.....	35*	20*
Locomotive cranes:		
With boom disconnected, heavy end forward	25*	20*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward..	25*	20*

Where maximum speed for freight and mixed trains is lower than shown above, maximum speed for freight and mixed trains will apply.

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH must be reduced 5 MPH less than shown on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheel cars not equipped with high speed trucks	60	45
Trains of deadhead passenger equipment, with caboose	50	....
Passenger trains, with caboose.....	50	....
Engine and caboose, only, except:.....	....	45
Must not exceed speed for same engine running forward light.		
Logs loaded on flat or logging cars, except.....	....	25
On curves .....	....	20
Through truss bridges, and passing stations.....	....	15

Unless otherwise provided by speed signs or further restrictions, all trains and engines must not exceed 30 MPH in facing movement over spring switches.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator other head-end cars must not be handled on rear of passenger trains.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, train will reduce speed to permit safe dispatch without hazard, and stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

When moving against current of traffic, and movement is not protected by block signals, speed of passenger trains must not exceed 50 MPH, and speed of freight trains and light engines must not exceed 40 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal is received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

Trains handling cars assigned to Maintenance of Way service and carrying initials "MW" preceding numerical designation which are not equipped with AB brakes are restricted to 40 MPH.

RULE 70. The main track between Edinburg Junction and Edinburg Yard will be used jointly by trains of the Brownsville and McAllen Subdivisions, movement in accordance with Absolute-Permissive Block signal indications under the provisions of the rules and special instructions applying thereto.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
	Brownsville	203.40
177.86	Harlingen	170.57
154.67	Elsa	152.56
	McAllen	151.18
144.33	Edinburg-Edinburg Yard (McAllen Subdivision)....	138.90
144.00	Edinburg-Edinburg Yard (Brownsville Subdivn.)....	
81.30	Falfurrias	77.75
45.87	Alice	

RULE 98. Railroad crossings at grade not interlocked:
 MP 205.1—0.2 mile east of station, Brownsville—M. P. Belt Crossing.
 MP 152.0—0.1 mile east of station, McAllen—M. P. Crossing.
 MP 43.4—0.2 mile west of station, Alice—Tex. Mex. Crossing.

RULE 103-A. For train, engine and switching movements indicated below a member of crew must take position at the crossing to afford protection to traffic while movement is being made:

- Brownsville—All movements over three paved streets across main and Wye tracks.
- Harlingen —All movements over paved highway crossing on two tracks serving Valley Co-op Mill.
- Elsa —When shoving cars ahead of, or behind engine and back up movements with A unit, over Broadway, second crossing east of station.
- McAllen —All movements over first highway crossing west of M. P. Crossing.
- Edinburg —All movements over Harriman Street first crossing east of passenger station.
- Alice —All movements over Front Street crossing, first street west of Tex-Mex crossing.
 Switching movements over Main Street crossing, first street west of station and over Third and Fifth Street crossings.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A":

Eastward Signal	Protection	Westward Signal
	Spring switch, east end of Wye, Edinburg Junction	P-A

RULE 535. SPRING SWITCHES
 Spring Switches not equipped with facing point locks are located as follows:

Location	Normal Position
Edinburg Jct. (West Wye Switch)	(For Brownsville Subdivision)
	(Brownsville Subdivision) (eastward to Edinburg Yard)
Edinburg Jct. East Wye Switch	(For Brownsville Subdivision)

Switch Point Indicator, protects facing point movement over west wye, spring switch, Edinburg Jct.

RULE 605. INTERLOCKING:

Tower 151 (M. P. Crossing). No signal operator on duty. Normally lined for T&NO.

Tower 147 (M. P. Crossing). No signal operator on duty. Normally lined for T&NO.

Tower 146 (M. P. Crossing). No signal operator on duty. Normally lined for T&NO main track movement. Derail located at fouling point east end house track is pipe connected to and operated by lever of hand-operated main track switch which opens within interlocking limits. Dwarf signal located at fouling

point east end House Track governs movement to main track, but will not display proceed indication until two minutes and twenty seconds after switch and derail have been lined.

Tower 145 (M. P. Crossing). No signal operator on duty. Normally lined for T&NO.

Tower 149 (M. P. Crossing). No signal operator on duty. Normally lined for T&NO.

RULE 680. AUTOMATIC INTERLOCKING.

Tower 138 (M. P. Crossing).

RULE 740. ABSOLUTE-PERMISSIVE BLOCK.

Between Edinburg Jct. and Edinburg Yard

Absolute signals at fouling points, Edinburg Junction, govern eastward movements on McAllen Subdivision and from Brownsville Subdivision.

Absolute signal located at west crossover switch, Edinburg Yard, MP 141.1 governs westward movements.

Overlaps of absolute signal, Edinburg Yard, extend to fouling point of west wye switch on McAllen Subdivision and west wye switch on Brownsville Subdivision, Edinburg Junction and are indicated by overlap posts.

Trains may enter main track through west switch of Tail Track, Edinburg Yard, when block indicator indicates "Block Clear". To enter main track when block indicator indicates "Block Occupied" movement must be made in compliance with Rule 744 and in addition must be protected against westward trains.

Key-release provided on absolute signal McAllen subdivision at Edinburg Junction.

GENERAL REGULATIONS

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

- 158.47 Resaca Trestle, west of LaVilla.

MISCELLANEOUS

1. Harlingen Air Base, engines must not pass gasoline unloading station, located 200 feet east of No. 3 track switch, while gasoline is being unloaded by transport trucks.

2. Engines listed must not be operated on tracks shown below:

Class of Engine	Station	Restricted Track
All Engines	Brownsville	Central Power and Light Co. Tracks 1 and 2 beyond east end of Icing Docks.
All Engines	Palmetal	Harlingen Air Base, East turnout of No. 4 track to east end first warehouse west.
All Engines	Loggins	Beyond M. P. gate on west end of Swift Oil Mill Lead.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

MP	Location	Description
180.23	West of Harlingen	Arroyo Bridge.....Overhead and Side

SPEED RESTRICTIONS:

Trains with class of engine shown are further restricted between points shown, as follows:

NOMINAL CLASS	ENGINE NUMBERS	BROWNSVILLE SUBDIVISION	McALLEN SUBDIVISION
		MP 183.00 TO EDINBURG JCT.	McALLEN TO ALICE
DP-6.....	200 to 211	50	50
DF-115.....	170 to 176		
DF-119.....	155 to 169		
DS-300, DS-301.....	187 to 190		
DS-302, DS-303.....	177 to 186		
DF-1, DF-4.....	300 to 353	40	40
DF-1, DF-4.....	500 to 541		
DF-302.....	12 to 16		
DS-105.....	30 to 71		
DS-105, DS-111.....	89 to 104		
DF-9, DF-11.....	354 to 381	35	35
DF-9, DF-10, DF-13.....	542 to 553		
DF-400, DF-401.....	108 to 118		
DS-109.....	72 to 88		
DS-112.....	105 to 107		
DF-14.....	600 to 602	35	35
DF-14.....	700 to 703		
DF-600, DF-604.....	400 to 416		
DF-601.....	240 to 249		
DF-602.....	280 to 283		

Trains must not exceed 20 MPH through interlocking limits of Tower 146 (M. P. Crossing).

Through Corporate limits speed of trains restricted as follows:

Station	MPH
Harlingen.....	18, except 6 over First Street (Between freight and passenger stations)
Elsa.....	5 over Broadway Street. (Second crossing east of station.)

SPECIAL INSTRUCTIONS CORPUS CHRISTI, ROCKPORT AND ALICE SUBDIVISIONS

RULE 21. An inferior train identifying a superior train in either direction within CTC limits between Skidmore and Beeville or on double track between Tower 112 and East Yard will not be required to check against the same train before leaving CTC limits or passing from double to single track.

RULES 30 and 31. Corpus Christi City ordinance provides: "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 recreational area, except in case of emergency.

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

Railroad engines or trains approaching Bascule Bridge over Corpus Christi Ship Channel may blow or sound whistle, or horn, for not exceeding five seconds.

The recreational area, known as North Beach, extends from Bascule Bridge to Reef Bridge. In this area, the following street crossing locations are designated where whistles, horns, sirens or other noise making device shall be sounded not to exceed ten seconds:

- By eastbound trains:
 - Navigation Boulevard (MP 148.24), 375 feet east of Bascule Bridge.
 - Golf Place (MP 147.72) nine poles east of MP 148.
 - Oxford Street (MP 147.20) twenty-four poles east of MP 148.
- By westbound trains:
 - Fogg Street (MP 146.69) twenty-one poles west of MP 146.
 - Oxford Street (MP 147.20) six poles west of MP 147.
 - Golf Place (MP 147.72) twenty-one poles west of MP 147."

To more clearly identify crossings within the North Beach Area where whistle must be sounded not to exceed ten (10) seconds, such crossings will be identified by two yellow stripes painted horizontally under the letter "X" on the whistling boards applying to such streets.

In observing this ordinance, engineers should sound whistle if in their judgement an accident may be prevented.

RULE 70. There is no superiority of trains in effect on main track between Junction switch at Skidmore and beginning of CTC at east end of yard, and trains and engines must move with caution.

The main track between Skidmore and Beeville will be used jointly by trains of the Corpus Christi and the Alice Subdivisions and within CTC movements will be governed by signal indication under the provisions of the rules and special instructions applying thereto.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP	East MP
	Corpus Christi
139.24	Gregory (Corpus Christi Subdivision).....
3.00	Gregory (Rockport Subdivision).....
	Rockport
	Alice
15.33	Mathis-Mathis Siding
105.18	Skidmore (Corpus Christi Subdivision).....
1.23	Skidmore (Alice Subdivision)
95.54	Beeville (Corpus Christi Subdivision)
95.54	Beeville (Alice Subdivision)
62.50	Kenedy
5.37	San Antonio
94.74	Victoria Freight Yard

Rule 98. Railroad crossings at grade, not interlocked:

MP 90.8, Victoria Freight Yard—Port Lavaca Subdivision crossing protected by gate. Normal position lined and locked against Port Lavaca Subdivision. When lined against Port Lavaca Subdivision, Alice Subdivision trains are not required to stop for crossing.

Drawbridges not interlocked:

MP 146.4, **Reef Drawbridge** is protected by gates equipped with lights and located 400 feet east and west of draw span. When gates are set for rail traffic, a green light will be displayed on the gate, to the right of track in direction of approach; when set for water traffic, a red light may be displayed on gate in center of track. Trains or engines must approach gates with CAUTION and STOP if route is not clear. When route is clear train or engine may proceed without stopping observing speed shown under "speed restrictions".

RULE 103-A. Before making train, engine or switching movements indicated below, a member of the crew must take position at the crossing to afford protection to traffic while movement is being made:

- Corpus Christi —All movements over Market Street crossing east of Bascule Drawbridge.
All movements over Garner Street crossing.
- Gregory —All movements over all crossings inside of gates Reynolds Aluminum Company all tracks.
- Kosmos —All movements over paved highway crossing on Kosmos Spur.
- Alice —All movements over Front Street crossing, first crossing west of Tex-Mex crossing.
Switching movements over Main Street crossing, first crossing west of station.
Switching movements over Third and Fifth Street crossings.
- Mathis —All movements over paved highway crossing on M. P. Interchange track.
- Aloe —All movements over highway crossing on Aloe Air Base Spur.
- Victoria Freight Yard—Movements of light engines or yard engines handling cars over Juan Linn Street crossing, first crossing west of passenger station, except when such movements are made on main track.

Cars must not be kicked or dropped over the following crossings:

- Corpus Christi —Market Street, Garner Street.
- Kosmos —Paved highway crossing on spur.
- Alice —Front Street and Main Street crossings.
- Mathis —Paved highway over M. P. Interchange track.
- Aloe —Aloe Air Base Spur.
- Victoria Freight Yard—Juan Linn Street.

Corpus Christi City Ordinance provides:

"Flag protection must be provided for all moves by engine, locomotive or train approaching and entering following street crossings:

- Market Street
- Garner Street

The street crossings where vehicular traffic is controlled by traffic signal lights, the light will govern the movement of engines or trains entering the crossings.

Cars shoved ahead of engine on any crossings, shall not exceed the speed of twelve miles per hour entering the crossing.

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."

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Kenedy	—West end long wye Main track

Switch Point Indicator protects facing point movement over this switch.

RULE 605. INTERLOCKING.

Bascule Drawbridge MP 148.3 over ship channel.

Whistle signals:

- Main Track _____
- To or from Port Terminal Lead _____ o

Beeville—Junction switch connecting Alice and Corpus Christi Subdivisions, and signals are controlled by train-order operator. If necessary to operate switch by hand it will be operated by signal operator or, upon his instructions, by trainmen or enginemen.

Whistle signals:

- To Alice Subdivision o _____ o
- To Corpus Christi Subdivision, eastward _____ oo _____
- To Corpus Christi Subdivision, westward _____

Tower 112—See **Special Instructions San Antonio Division**, San Antonio Yard Limits.

RULE 680. AUTOMATIC INTERLOCKING

- West Sinton—(M. P. Crossing)
- Mathis, Tower 159—(M. P. Crossing)
- Tower 90—(M. P. Crossing)

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illuminated Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
S	Eastward "A" Signal	Beeville	Enter Siding
S	Westward "A" Signal	Beeville	Enter Siding

When absolute signal on which letter "S" is displayed, displays stop indication, train after stopping, may proceed with caution to enter siding when it can be seen that no opposing train has passed the absolute signal governing such opposing train at the opposite end of the siding, or that an opposing or preceding train has stopped, or is moving, prepared to stop clear of the route to be used.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Between Skidmore and Beeville.

Limits extend between:

- Eastward absolute signal MP 103.8, East switch Skidmore Yard and
- Westward absolute signal MP 92.9, East switch of siding Beeville.

Signals controlled by signal operator Beeville, acting upon authority of the train dispatcher.

Sidings, Yougeen and Darby have dual control switches equipped with crank, each end.

Siding, Beeville has hand operated switches each end.

Spur Track MP 94.54, near Darby is equipped with Electric Switch Lock and derail is pipe connected to hand-operated switch lever.

Telephones for communication with signal operator, Beeville are located:

- Skidmore—Register room of station.
- Skidmore—East Switch of yard.
- Yougeen —Both ends of siding.
- Darby —Both ends of siding.

Within CTC limits between Skidmore and Beeville, trains may run extra without train-order authority, but must obtain clearance before commencement of trip if at an open train-order office.

GENERAL REGULATIONS

RULE 812. Trains and engines operating between Tower 112 and East Yard are under the jurisdiction of the San Antonio Division and will be governed by the special instructions of that division.

RULE 824. Kenedy—Engines must not be detached from train or cars that are to be left standing on grade west of Archer-Daniels elevator unless sufficient number of hand brakes are set to hold cars.

RULE 837. Burnell—Account grade conditions, Stanolind Oil and Refinery Company trackage, no movements in either direction will be made between main track and the refinery unless air brakes are cut in and operative on all cars being handled.

RULE 869. A trainman must be in position at the rear of train while passing over the following bridges to watch for fires on or about these structures:

CORPUS CHRISTI SUBDIVISION

144.75—Reef Bridgeeast of Corpus Christi

ALICE SUBDIVISION

18.88—Nueces RiverLa Fruta
 117.09—San Antonio River.....west of Goliad
 93.74—Guadalupe Riverwest of Victoria Freight Yard
 93.36—Guadalupe Riverwest of Victoria Freight Yard
 92.01—Guadalupe Riverwest of Victoria Freight Yard

MISCELLANEOUS

1. Engines listed must not be operated on tracks shown below:

Class of engine	Location	Restricted Track
All engines	Gregory	LaQuinta Plant, Cement Spur; Scale track beyond point 50 feet east of scales. San Patricio Plant, Scale house tracks B and C; track 2 beyond Bay 14.
All engines	Taft	Scales on Cotton Oil Mill Track; Lumber Spur.

2. **Gregory**—Cars must not be placed or moved beyond limits indicated on following tracks:

Beyond a point 50 feet east of scale house, Tracks B and C, LaQuinta Plant;
 Beyond Bay 14, track 2, San Patricio Plant.

3. **Kenedy**—Structures adjacent to Compress Track No. 3 will not clear passenger equipment of any type or freight equipment more than 60 feet in length.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Corpus Christi Subdivision

MP	LOCATION	DESCRIPTION
148.80	Corpus Christi.....	Bascule Bridge.....Overhead & Side
144.75	East of Corpus Christi.....	Reef Drawbridge.....Overhead & Side
44.64	West of Falls City.....	San Antonio River Bridge.....Overhead & Side
20.28	West of Saspmco.....	Calaveras Creek Bridge.....Overhead & Side

Alice Subdivision

MP	LOCATION	DESCRIPTION
18.88	West of Mathis.....	Nueces River Bridge.....Overhead & Side
137.97	East of Poesta.....	Medio Creek Bridge.....Overhead & Side
133.60	West of Berclair.....	Blanco Creek Bridge.....Overhead & Side
117.09	West of Goliad.....	San Antonio River Bridge.....Overhead & Side
112.94	West of Fannin.....	Manahuilla Creek Bridge.....Overhead & Side
100.93	West of Aloe.....	Colletto Creek Bridge.....Overhead & Side
92.01	West of Victoria Freight Yard.....	Guadalupe River Bridge.....Overhead & Side

SPEED RESTRICTIONS:

Trains and engines must not exceed maximum speed indicated:
 Location MPH

Corpus Christi	—Over curve and turnouts at both ends storage track No. 3, Hughes St. Yard.....	10
Corpus Christi	—Over Bascule Drawbridge.....	12
Corpus Christi	—Reef Drawbridge.....	25
	except while engine is passing over draw span.....	10
Rockport Subdivision	—On turnouts and other than main track.....	10
Beeville	—Through Alice Subdivision connecting track.....	10
Corpus Christi Subdivision	—Between MP 5.37 and Tower 112.....	18
	Through Corporate limits speed of trains restricted as follows:	
Station	MPH	
Corpus Christi.....	18	
Mathis.....	15,	applies only to westward trains until engine covers public crossings between MP 14.7 and MP 14.4.
Beeville.....	20	
Kenedy.....	20,	until engine covers Calhoun and Main Streets, first crossings west and east of station.
Victoria Freight Yard.....	18	

Trains with class of engine shown below are further restricted between points shown as follows:

NOMINAL CLASS	ENGINE NUMBERS	ALICE SUBDIVISION				CORPUS CHRISTI SUBDIVISION	ROCKPORT SUBDIVISION
		ALICE AND MP 24.35	MP 13.94 AND MP 0.99	BEEVILLE AND MP 119.37	MP 112.00 AND MP 104.15	CORPUS CHRISTI AND SKIDMORE	ROCKPORT AND GREGORY
DP-6.....	200 to 211						
DF-115.....	170 to 176						
DF-119.....	155 to 169						
DS-300-301.....	187 to 190						
DS-302-303.....	177 to 186	50	50	50	50	—	—
DF-1, DF-4.....	300 to 353						
DF-1, DF-4.....	500 to 541						
DF-302.....	12 to 16						
DS-105.....	30 to 71						
DS-105.....	89 to 94						
DS-111.....	95 to 104	40	40	40	40	40	—
DF-9, DF-11.....	354 to 381						
DF-9, DF-10, DF-13.....	542 to 553						
DS-109.....	72 to 88						
DS-112.....	105 to 107						
DF-400, DF-401.....	108 to 118	35	35	35	35	35	20
DF-14.....	600 to 602						
DF-14.....	700 to 703						
DF-600, DF-604.....	400 to 416						
DF-601.....	240 to 249						
DF-602.....	280 to 283	35	35	35	35	35	20

RULE 10-J. Limit of restrictions imposed by speed signs, on the Palacios Subdivision:

Speed Sign Location (mile)	EASTWARD Beginning of Restriction (mile)	End of Restriction (mile)	Speed Sign Location (mile)	WESTWARD Beginning of Restriction (mile)	End of Restriction (mile)
52.80	52.06	51.87	35.15	35.96	36.26
36.90	36.26	35.96	51.07	51.87	52.06

RULE 70. There is no superiority of trains in effect on main track between Wharton and Wharton Jct. Between these points the main track will be used jointly by trains of the Rosenberg and Palacios Subdivisions and trains and engines must move with caution.

There is no superiority of trains in effect on main track between Guy Junction and Tower 17. Between these points the main track will be used jointly by trains of the Rosenberg and Guy Subdivisions and trains and engines must move with caution.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP	East MP
Victoria Freight Yard.....	88.62
40.30 El Campo	37.30
27.03 Wharton-Wharton Jct. (Rosenberg Subdivision).....	23.36
1.01 Wharton-Wharton Jct. (Palacios Subdivision).....	
0.98 Guy Junction—Tower 17 (Rosenberg Subdivision)....	
Palacios	65.83
38.90 Bay City	35.30
14.12 Newgulf	9.12
Guy-Nash Dome	14.56

RULE 98. Railroad crossings at grade not interlocked:
 MP 35.9 Bay City—GC&SF crossing protected by gate.
 MP 13.8 Newgulf —GC&SF crossing protected by gate.
 MP 15.7 Guy —GC&SF crossing.

RULE 103-A. For train and engine movements indicated below, a member of crew must take position at the crossing to afford protection to traffic while movement is being made:

Foster Field—All movements on spurs over paved highway crossing and cars must not be kicked or dropped over crossings.

RULE 535. SPRING SWITCHES:

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
Wharton Junction—east end of siding.....	Main track

Switch Point Indicator protects facing point movement over this switch.

RULE 605. INTERLOCKING:

Tower 152—Wharton (GC&SF Crossing). No signal operator on duty. Normally lined for T&NO main track movement. Derailed located at fouling point east end West Storage Track is pipe connected to and operated by lever of hand-operated switch which opens within interlocking limits. Dwarf signal located at fouling point of east end West Storage Track governs movement to main track, but will not display proceed indication until one minute after switch and derail have been lined.

Blessing, Tower 157 (M. P. Crossing). No signal operator on duty. Normally lined for M. P. After using route, interlocking must be left lined for M. P.

Tower 17 (GC&SF Crossing). See special instructions San Antonio Division, Glidden Subdivision.

GENERAL REGULATIONS

RULE 837. Rossge, MP 39.15 Movements between Main Track and refinery must not exceed 10 MPH and with air brakes cut in and operative on all cars being handled.

Cars must not be left at any point on main spur between main track and refinery.

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

Rosenberg Subdivision

- 68.98—Lavaca Riverwest of Edna
- 59.60—Navidad Riverwest of Ganado
- 25.95—Colorado Riverwest of Wharton
- 18.72—West Bernard River.....east of Hungerford
- 14.76—East Bernard River.....west of Kendleton

Palacios Subdivision

- 37.85—Colorado River.....west of Bay City

MISCELLANEOUS

1. Engines listed must not operate on tracks shown below:

Class of Engine	Location	Restricted Track
DP-6, DF-10, DF-115,	Palacios	Fish and Oyster Track
DF-119, DF-600, DF-601,	Blessing	Warehouse Spur
DF-602, DF-604, DS-300,	Bay City	City Track; Voglesang
DS-301, DS-302, DS-303		Spur

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS:

Rosenberg Subdivision

MP	LOCATION	DESCRIPTION
68.98	West of Edna.....	Lavaca River Bridge.....Overhead & Side
59.60	West of Ganado.....	Navidad River Bridge.....Overhead & Side
25.95	West of Wharton.....	Colorado River Bridge.....Overhead & Side

Palacios Subdivision

MP	LOCATION	DESCRIPTION
37.85	West of Bay City.....	Colorado River Bridge.....Overhead & Side

SPEED RESTRICTIONS:

Through corporate limits speed of trains restricted as follows:

Station	MPH
Victoria Freight Yard.....	18
Edna	10
El Campo	20
Wharton	20
Bay City	5 over second crossing east of station

Trains with class of engine shown below are further restricted between points shown as follows:

CLASS	ENGINE NUMBERS	PALACIOS SUBDIVISION PALACIOS AND WHARTON JUNCTION
DF-9, DF-11.....	354 to 381	
DF-9, DF-10, DF-13.....	542 to 553	
DS-109.....	72 to 88	
DS-112.....	105 to 107	
DF-400, DF-401.....	108 to 118	35
DF-14.....	600 to 602	
DF-14.....	700 to 703	
DF-600, DF-604.....	400 to 416	
DF-601.....	240 to 249	
DF-602.....	280 to 283	30

RULE 70. The main track between River Junction and the west wye switch at Cuero will be used jointly by trains of the Cuero and Yoakum Subdivisions, movements in accordance with Absolute-Permissive Block signal indications under the provisions of the rules and special instructions applying thereto.

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP		East MP
	San Antonio	133.57
58.00	Cuero (Cuero Subdivision)	53.20
58.00	Cuero (Yoakum Subdivision)	134.20
29.50	Victoria Freight Yard	
	Kenedy	174.57
120.00	Yoakum	116.00
70.02	Altair	67.00
63.57	Eagle Lake	

RULE 104. Cuero: Normal position of switches, Victoria Freight Yard-Yoakum leg of wye is to permit through movement between Victoria Freight Yard and Yoakum.

RULE 103-A. For train and engine movements over the following crossings a member of the crew must take position at the crossing to afford protection to traffic while movement is being made:

- Stockdale—Over Highway 123 crossing east of depot.
 - Dupre —Over paved highway crossing on Heldenfels spur.
- Cars must not be kicked or dropped over the above crossings.

Yoakum: Gonzales Street crossing, automatic flasher type crossing signal can be caused to operate for one minute by inserting switch key in slot on signal case and turning one complete turn to right.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A":

Eastward Signal	Protection	Westward Signal
	Spring Switch, River Junction.....	P-A

RULE 535. SPRING SWITCHES:

Spring switches not equipped with facing point locks are located:

Location	Normal Position
River Junction	Junction switch Yoakum Subdivision

RULE 605. INTERLOCKING:

Tower 115. Eagle Lake, GC&SF and Glidden Subdivision crossings. See Special Instructions San Antonio Division, Glidden Subdivision.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK.

Between East Yard and Salado Junction

See Special Instructions San Antonio Division, San Antonio Yard limits.

Between River Junction and Cuero

Absolute signals at the fouling point, River Junction govern eastward movements on Cuero Subdivision and from the Yoakum Subdivision.

Absolute signal located west of west wye switch, MP 55.5, Cuero, govern westward movements.

Overlaps of absolute signal, Cuero, extend 3,390 feet west of River Junction on the Cuero Subdivision and 2,285 feet west of River Junction on the Yoakum Subdivision and are indicated by overlap posts.

Trains may enter main track at west switch of West Storage Track, Cuero, when block indicator indicates "block clear". To enter main track when block indicator indicates "block occupied" movement must be made in compliance with Rule 744 and in addition be protected against westward trains.

GENERAL REGULATIONS

RULE 812. Trains and engines operating between San Antonio (Commerce Street) and Salado Junction are under the jurisdiction of the San Antonio Division and will be governed by the Special Instructions of that Division.

RULE 837. When trains stop on receiving track, trainmen will set sufficient hand brakes to hold cars. Not less than the required number of brakes will be set as follows:

- Yoakum, west yard.....Not less than 6 brakes on west end
- Yoakum, Waco left side tracks.....Not less than 6 brakes on both ends

Verhelle. Movements between main track and company ballast pit must be made with caution and with air brakes cut in and operative on all cars being handled. Trainmen and others must look for impaired clearances and insecure footing at loading plant. Cars must not be left at any point on spur between main track and loading plant.

RULE 869. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures:

Cuero Subdivision:

- 110.43, West of Stockdale.
- 106.10, West of Stockdale.
- 75.68 and 75.48, West of Westhoff.
- 57.21, Guadalupe River, West of Cuero.
- 48.54, Irish Creek, West of Verhelle.

Yoakum Subdivision:

- 169.49, San Antonio River, West of Runge.
- 67.05, Colorado River, East of Altair.

MISCELLANEOUS

1. **Kenedy**—Compress track No. 3 will not clear passenger equipment of any type, or freight equipment more than 60 feet in length.

2. **Cuero**—Structures adjacent to west end Oil Mill track No. 2 will not clear passenger equipment of any type or freight equipment more than 60 feet in length.

3. Engines listed must not be operated on tracks shown below:

Class of Engine	Restricted Tracks
All engines.....Moursand.....	Gravel Pit Spur, beyond first switch.
All engines.....Hallettsville.....	Over track scale in Oil Mill Spur No. 2.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

Yoakum Subdivision

MP	LOCATION	DESCRIPTION
169.49	East of Kenedy.....	San Antonio River Bridge.....Overhead & Side
57.27	West of Cuero.....	Guadalupe River Bridge.....Overhead & Side
101.39	West of Hallettsville.....	Lavaca River Bridge.....Overhead & Side
92.68	East of Hallettsville.....	Navidad River Bridge.....Side
67.05	West of Eagle Lake.....	Colorado River Bridge.....Overhead & Side

Cuero Subdivision

MP	LOCATION	DESCRIPTION
110.43	West of Stockdale.....	Cibolo Creek Bridge.....Overhead & Side
57.27	West of Cuero.....	Guadalupe River Bridge.....Overhead & Side

SPEED RESTRICTIONS:

- Trains must not exceed:
- 10 MPH through either leg of wye, Cuero
- 10 MPH through turnouts and on other than main track, except
- 20 MPH on Verhelle Gravel Pit tracks.

Through Corporate limits speed of trains restricted as follows:

Station	MPH
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- Victoria Freight Yard.....18, except
- 10 between MP 28 (Cuero Subdivision) and Victoria Freight Yard.

SPECIAL INSTRUCTIONS YOAKUM AND CUERO SUBDIVISIONS

Trains with class of engine shown are further restricted between points shown, as follows:

NOMINAL CLASS	ENGINE NUMBERS	YOAKUM SUBDIVISION			CUERO SUBDIVISION
		KENEDY AND RIVER JCT.	RIVER JCT. AND CUERO	YOAKUM AND EAGLE LAKE	JCT. AND CUERO
DP-6.....	200 to 211				
DF-115.....	170 to 176				
DF-119.....	155 to 169				
DS-300, DS-301.....	187 to 190				
DS-302, DS-303.....	177 to 186	35	...	35	...
DF-1, DF-4.....	300 to 353				
DF-1, DF-4.....	500 to 541				
DF-302.....	12 to 16				
DS-105.....	30 to 71				
DS-105.....	89 to 94				
DS-111.....	95 to 104	25	40	25	40
DF-400.....	108 to 112				
DF-401.....	113 to 118				
DS-109.....	72 to 88				
DS-112.....	105 to 107	25	35	25	35
DF-9, DF-11.....	354 to 381				
DF-9, DF-10, DF-13.....	542 to 553	20	35	20	35
DF-14.....	600 to 602				
DF-14.....	700 to 703				
DF-600, DF-604.....	400 to 416				
DF-601.....	240 to 249				
DF-602.....	280 to 283	20	30	20	30

SPECIAL INSTRUCTIONS PORT LAVACA SUBDIVISION

RULE 93. Yard limits designated by "Y" type signs are located as follows:

West MP	East MP
Victoria Freight Yard.....	25.58

RULE 98. Railroad crossings at grade not interlocked:

Victoria Freight Yard MP 26.8—Alice Subdivision crossing. Protected by gate normal position lined and locked against Port Lavaca Subdivision. Derails are located on Port Lavaca Subdivision main track east and west of Alice Subdivision crossing. Before lining derails to use the crossing, protection must be afforded in both directions on Alice Subdivision.

Victoria Freight Yard MP 26.7—Crossing with MP compress lead. Protected by gate.

RULE 605. INTERLOCKING.

Placedo—Tower 158, crossing with MP Railroad. Signals are controlled by signal operator at Vanderbilt on Missouri Pacific Railroad. Telephones for communication with signal operator are located on each home signal mast. When signals do not display an indication permitting train to proceed, member of crew must immediately communicate with signal operator.

MISCELLANEOUS

Speed Restrictions

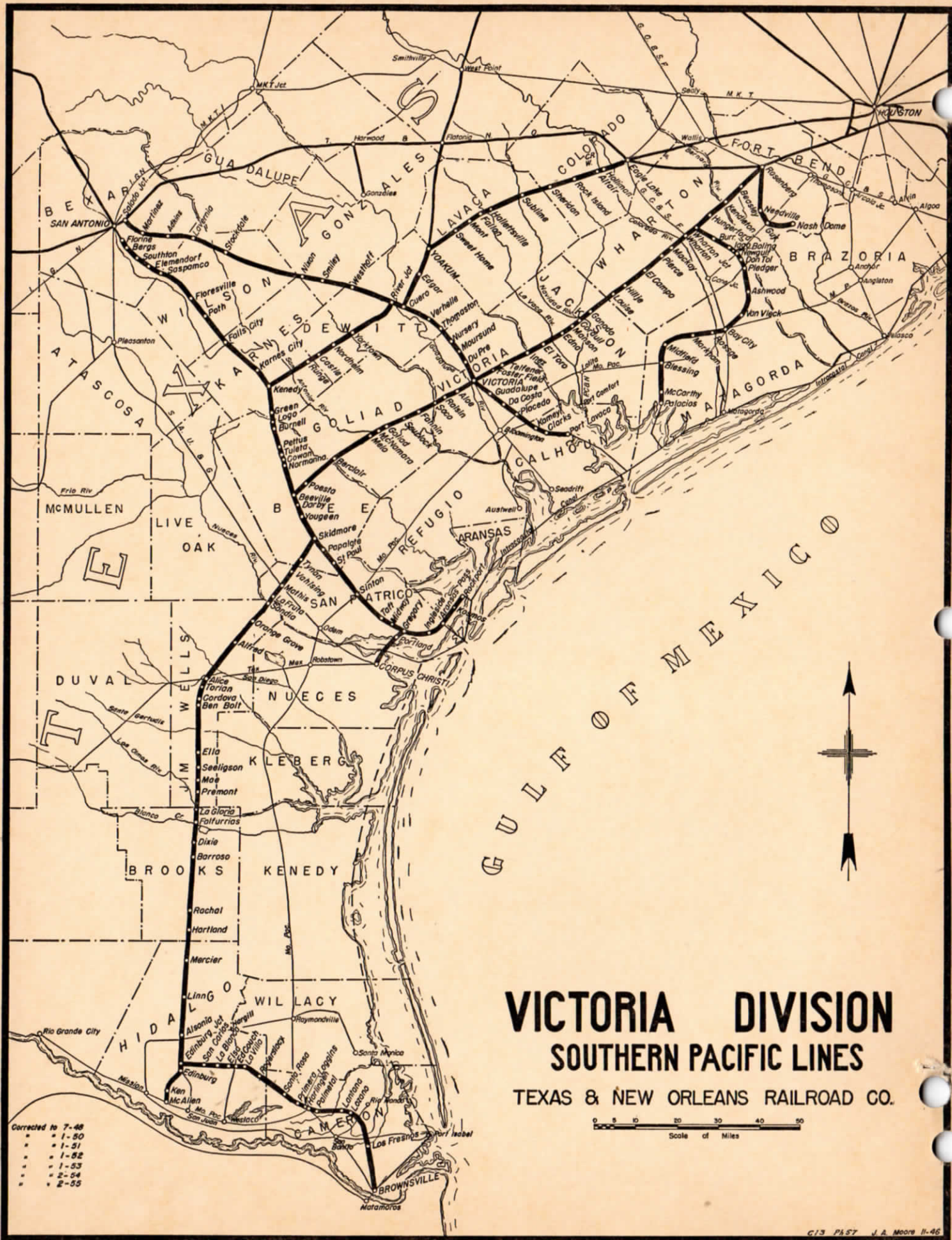
Trains must not exceed 10 MPH through turnouts and on other than main track.

Trains must not exceed 18 MPH within corporate limits of Victoria Freight Yard.

Ratings shown for nominal class DF-1 through 14 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

CLASS	Engine Numbers	Rosenberg and Victoria Freight Yard	Victoria Freight Yard and Beeville	San Antonio and Kenedy	Kenedy to Beeville	Beeville and Corpus Christi	Beeville to Kenedy	Skidmore and Alice	Alice, McAllen and Brownsville	Wharton and Palacios	Eagle Lake and Sheridan	Sheridan and Yoakum	Yoakum to Cuero	Cuero and Kenedy	Cuero to Yoakum	Victoria Freight Yard and Cuero	Cuero and San Antonio
DF-1-4.....	300-353	10000	7500	5250	5000	10000	5850	6650	8000	14920	14920	7300	6600	6600	6600	7250	6400
DF-9-13.....	500-541																
DF-14.....	542-553	14920	8800	6600	6000	12000	6400	7800	14920	14920	14920	7300	7400	6600	7300	12000	6400
DF-115-119.....	700-703																
DF-302.....	155-176	21200	14000	9400	8600	20000	9000	12000	21200	21200	21200	10600	11200	9400	10600	20000	9200
DF-400-401.....	12-16	6500	4250	3150	2900	5700	3000	3700	6500	6500	6500	3300	3600	3150	3300	5700	3100
DF-600-604.....	108-118	2700	1350	1000	900	1800	1000	1150	2700	2700	2700	1100	1150	1000	1100	1800	950
DF-601-602.....	400-416	5300	3500	2350	2150	5000	2250	3000	5300	5300	5300	2650	2800	2350	2650	5000	2300
DS-105-111.....	280-283	5300	3500	2350	2150	5000	2250	3000	5300	5300	5300	2650	2800	2350	2650	5000	2300
DS-112.....	30-104	3500	1750	1300	1200	2350	1250	1500	3500	3500	3500	1450	1500	1300	1450	2350	1250
DS-300-301.....	105-107	3580	1750	1300	1200	2350	1250	1500	3500	3500	3500	1450	1500	1300	1450	2350	1250
DS-302.....	187-190	5850	3450	2550	2300	4650	2400	3000	5850	5850	5850	2850	2900	2500	2850	4650	2500
DS-303.....	177-184	5850	3450	2550	2300	4650	2400	3000	5850	5850	5850	2850	2900	2500	2850	4650	2500
	185-186	6500	4250	3150	2900	5700	3000	3700	6500	6500	6500	3300	3600	3150	3300	5700	3100

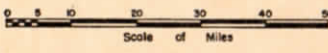
RATINGS OF ENGINES IN FREIGHT SERVICE — In Tons



VICTORIA DIVISION

SOUTHERN PACIFIC LINES

TEXAS & NEW ORLEANS RAILROAD CO.



Corrected to 7-48
 * 1-50
 * 1-51
 * 1-52
 * 1-53
 * 2-54
 * 2-55