

MEDICAL OFFICERS

Dr. Ernest T. Rouse Chief Surgeon St. Louis, Mo.

**MEDICAL OFFICERS AUTHORIZED TO GIVE ALL
PHYSICAL EXAMINATIONS, INCLUDING PRE-
EMPLOYMENT EXAMINATIONS, AND TO
TREAT ON-DUTY INJURIES**

District Medical Officer

W. M. Palm, M. D. 1701 Crawford St. Houston, Texas 77002

Division Medical Officers

R. S. Johnson, M. D. Guy T. Williams, M. D.
Corpus Christi, Texas New Orleans, La.
Hunter-Kay Clinic J. R. Thompson, M. D.
Palestine, Texas R. T. Hebert, M. D.
Palestine, Texas

Local Medical Officers

O William Hilton, Jr., M. D. Valley Diagnostic Clinic
Alexandria, La. Harlingen, Texas
John S. Rozier, M. D. Francisco M. Canseco, M. D.
Alexandria, La. Laredo, Texas
Donald E. Shultz, M. D. Lawrence B. Reppert, M. D.
Harlingen, Texas San Antonio, Texas
Ralph J. McDonough, M. D.
New Orleans, La.

**MEDICAL OFFICERS AUTHORIZED TO GIVE ALL
PHYSICAL EXAMINATIONS, EXCEPT PRE-
EMPLOYMENT EXAMINATIONS, AND
TO TREAT ON-DUTY INJURIES**

Division Medical Officer

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

E. V. Chauvin, M. D. Marion M. Gunter, M. D.
Austin, Texas Mart, Texas
J. A. Moreland, M. D. James C. Martin, M. D.
Baton Rouge, La. G. S. Livengood, M. D.
Tillman M. Daniel, M. D. Mission, Texas
Bay City, Texas L. O. Coleman, M. D.
Louis B. Hughes, M. D. Medical Center
Baytown, Texas Navasota, Texas
Hamilton W. Kilpatrick, M. D. E. T. Ketchum, M. D.
Baytown, Texas Navasota, Texas
Hugh E. Alexander, Sr., M. D. Stanley M. Woodward, M. D.
Beaumont, Texas New Braunfels, Texas
Hugh E. Alexander, Jr. Edwin L. Landry, M. D.
Beaumont, Texas Roy Landry, M. D.
Frederick DeStefano, M. D. Dauterive Hospital
Brownsville, Texas New Iberia, La.
T. T. Walton, M. D. St. Landry Clinic
T. T. Walton, Jr., M. D. Opelousas, La.
Bryan College Medical Center Don J. Jackson, M. D.
Bryan, Texas 309 McClellan
C. Donald Smith, M. D. Palestine, Texas
Robert A. Stauber, M. D. E. M. Boyd, M. D.
L. C. DeHoyos, M. D. Medical Professional Bldg.
Winter Garden Hospital San Antonio, Texas
Crystal City, Texas Albert W. Hartman, M. D.
John S. Caldwell, M. D. Wm. J. Hills, M. D.
The Brazosport Clinic Freeport, Texas
Freeport, Texas Wm. L. Sammis, M. D.
The Community Hospital of Brazosport
Freeport, Texas Nix Professional Bldg.
Freeport, Texas San Antonio, Texas
J. M. Bauknight, M. D. H. D. Kuykendall, M. D.
Walter R. Konzen, M. D. Sugarland, Texas
Joe Hymer, M. D. Fletcher Hester, M. D.
Ganado, Texas Heater-Moffitt Clinic
Medical and Surgical Clinic Sweeny, Texas
Hearne, Texas The Johns Clinic & Hospital
J. J. Storer, M. D. 720 West 6th St.
Kinder, La. Taylor, Texas
William E. Foster, M. D. F. S. Shields, M. D.
Kingsville, Texas Victoria, Texas
Lake Charles Medical and Weslaco Medical Center
Surgical Clinic Weslaco, Texas
Lake Charles, La.

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

SAFETY FIRST



MISSOURI PACIFIC RAILROAD COMPANY TEXAS and PACIFIC RAILWAY COMPANY

GULF DISTRICT PALESTINE, KINGSVILLE & DeQUINCY DIVISIONS NEW ORLEANS TERMINAL NEW ORLEANS and LOWER COAST R. R.

TIMETABLE No. 4

Effective 12:01 a.m. Sunday, July 30, 1967

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.

J. M. TOLER, General Superintendent Transportation.

N. W. DERRYBERRY, Supt. Transportation.

J. A. AUSTIN, Vice President.

K. D. HESTES, General Manager.

H. D. HUFFMAN, Asst. General Manager.

OFFICERS

PALESTINE DIVISION

G. W. Stone.....Superintendent.....Palestine, Tex.
 C. Percy.....Asst.
 Superintendent.....San Antonio, Tex.
 K. M. Holloway.....Trainmaster.....Palestine, Tex.
 J. W. Caldwell.....Trainmaster.....Houston, Tex.
 J. D. Boling.....Term. Trainmaster.....San Antonio, Tex.
 A. Hinojosa.....Trainmaster.....Laredo, Tex.
 W. O. Chitwood.....Asst. Trainmaster.....Valley Jct., Tex.
 R. L. Caldwell.....Chief Dispatcher.....Palestine, Tex.
 J. P. Kohler.....Road Foreman of
 Engines.....Palestine, Tex.
 C. T. Sams.....Road Foreman of
 Engines.....San Antonio, Tex.

KINGSVILLE DIVISION

R. H. Blessingame.....Superintendent.....Corpus Christi, Tex.
 D. W. Welch.....Trainmaster.....Corpus Christi, Tex.
 E. N. Craven.....Trainmaster.....Harlingen, Tex.
 V. L. Adams.....Trainmaster.....Freeport, Tex.
 M. H. Cunningham.....Chief Dispatcher.....Houston, Tex.

DeQUINCY DIVISION

M. G. Jackson.....Superintendent.....DeQuincy, La.
 J. R. Hinton.....Trainmaster.....Alexandria, La.
 R. L. Brewer.....Terminal
 Trainmaster.....Alexandria, La.
 J. W. Dunlap.....Trainmaster.....DeQuincy, La.
 B. G. DeMaranville.....Asst. Trainmaster.....Lake Charles, La.
 M. H. Cunningham.....Chief Dispatcher.....Houston, Tex.
 W. J. Jenkins.....Road Foreman of
 Engines.....DeQuincy, La.

NEW ORLEANS TERMINAL AND

NEW ORLEANS AND LOWER COAST RAILROAD

W. C. Foster.....General Manager.....New Orleans, La.
 K. M. Converse.....Asst.
 Superintendent.....New Orleans, La.
 R. E. Heath.....Trainmaster.....Avondale, La.
 B. E. Kerlee.....Trainmaster.....Addis, La.
 M. H. Cunningham.....Chief Dispatcher.....Houston, Tex.

Jurisdiction New Orleans Terminal, extends to and including Addis, Anchorage Yard, Lobdell Jct. and Baton Rouge.

Gulf District

EXPLANATION OF CHARACTERS

- Ⓐ—Automatic Interlocking.
- Ⓑ—Radio Base Station.
- D—Diesel Fuel Oil.
- Ⓓ—Draw Bridge.
- Ⓔ—Gate — Normal position against conflicting route.
- G—Gate—Normal position against this Sub-div.
- Ⓜ—Manual Interlocking.
- Ⓢ—Stop Sign.
- T—Turntable or Wye.
- W—Water.
- ⓧ—Railroad Crossing at Grade.
- Ⓨ—Yard Limits.
- *—Mail Crane.
- §—Track Scale.
- n—Northward.
- s—Southward.
- Ⓣ—Train Order Office.

Register Stations are shown in full-faced type.

EXPLANATION OF STOPS

- s—Regular stop.
- f—Stop on signal for passengers, mail, baggage and express.
- a—Stop on signal to receive or discharge revenue passengers.
- z—Stop on request R. P. O. Mail Clerk to discharge registered mail.

TABLE OF SPEEDS

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

Gulf District

2 TAYLOR SUBDIV.—PALESTINE DIVISION

TRAINS SOUTHWARD		Miles from Palestine	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
FIRST CLASS					FIRST CLASS	
7 Psg.	1 Psg.				2 Psg.	8 Psg.
Daily	Daily		STATIONS	Daily	Daily	
9 20 PM	7 50 AM	0	PALESTINE. T@DW@S@	Yd. s	7 01 PM s 4 40 AM	
9 22	7 52	1.0	SY JCT. 1.0		6 50 4 10	
9 32	7 59	8.5	TUCKER. 7.5	70	6 41 4 02	
9 44	z 8 08	18.0	OAKWOOD. 9.5	150	6 32 f 3 52	
f 10 10	z 8 25	34.7	BUFFALO. 16.7	62	6 15 a 3 32	
10 22	za 8 34	43.8	JEWETT. 9.1	77	a 6 06 3 15	
10 36	8 45	54.8	MARQUEZ. 11.0	150	5 55 2 55	
10 53	9 01	70.4	AN SIDING. 15.6	75	5 41 2 25	
11 01	za 9 08	77.1	FRANKLIN. 6.7	160	a 5 34 2 12	
s 11 23	s 9 23	89.6	HEARNE. 12.5	115	s 5 21 s 1 52	
11 28	9 29	93.9	VALLEY JCT. 4.3	110	5 15 1 25	
11 34	9 35	99.6	GAUSE. 5.7	128	5 08 1 09	
s 11 54	s 9 48	110.0	MILANO. 10.4	132	a 4 59 s 12 47	
s 12 19	s 10 03	119.1	ROCKDALE. 9.1		s 4 50 s 12 36	
12 28 8	10 08	123.4	MARJORIE. 4.3	165	4 45 12 28 7	
12 40	z 10 20	132.2	THORNDALE. 8.8	73	4 38 a 12 01	
1 01	10 28	138.4	THRALL. 6.2	165	4 32 a 11 53	
		144.7	M-K-T. 6.3			
s 1 30 AM	s 10 40 AM	144.8	TAYLOR. 0.1	Yd.	4 25 PM 11 45 PM	

ABS — Between Palestine and Taylor, CTC between signal 01 north end Palestine Yard and Signal 12 Trinity Subdiv. and Signal 14 Taylor Subdiv. Yard Limits: MP 1-0 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.

Maximum Speed	MPH Psg. Frt.	Maximum Speed	MPH Psg. Frt.
(Except as shown below)...	79 50	MP 61-26—MP 62-07...	50 —
MP 0-00—MP 1-00	20 20	MP 64-06—MP 67-02...	50 —
City limits Palestine	30 30	MP 67-14—MP 67-18...	65 —
MP 2-19—MP 2-24	65 —	MP 68-04—MP 68-13...	65 —
MP 2-27—MP 4-14	50 —	MP 69-25—MP 70-08...	65 —
MP 4-15—MP 5-00	65 —	MP 70-25—MP 72-00...	65 —
MP 5-23—MP 6-03	50 —	City limits Franklin	45 45
MP 6-13—MP 6-23	65 —	MP 80-05—MP 80-10...	65 —
MP 13-03—MP 13-12	50 —	MP 87-02—MP 88-10...	65 —
MP 13-21—MP 13-27	50 —	City limits Hearne	25 25
City limits Oakwood	45 45	MP 91-05—MP 91-20...	65 —
MP 18-15—MP 18-22	65 —	MP 93-11—MP 93-12...	30 30
MP 19-13—MP 22-21	60 —	MP 94-20—MP 94-26...	45 45
MP 23-24—MP 24-11	55 —	MP 95-00—MP 95-10...	65 —
MP 24-23—MP 25-11	65 —	MP 112-20—MP 114-00...	70 —
MP 25-12—MP 25-27	60 —	MP 115-08—MP 115-15...	65 —
MP 26-07—MP 26-20	65 —	City limits Rockdale	45 45
MP 27-05—MP 28-21	65 —	MP 129-23—MP 130-05...	60 —
MP 29-15—MP 29-21	70 —	City limits Thorndale	45 45
MP 31-15—MP 32-00	60 —	City limits Taylor	25 25
MP 32-06—MP 35-19	70 —	MP 143-12—MP 143-20...	65 —
MP 35-24—MP 36-25	60 —	MP 144-10—MP 144-20...	65 —
MP 36-25—MP 37-08	55 —	MKT crossing to Pass.	
MP 37-15—MP 38-03	60 —	Sta.-Pass. route	15 15
MP 38-08—MP 38-20	70 —	MP 144-21—Main St.	
MP 39-23—MP 40-13	70 —	Taylor	8 8
MP 40-21—MP 40-27	65 —	Business Tracks:	MP
MP 42-10—MP 42-29	70 —	Long Lake	12.3
MP 44-19—MP 48-20	70 —	Beavens	42.8
MP 55-11—MP 55-16	65 —	Koch (Conn. B.R.I.R.R.)	45.7
MP 57-09—MP 58-13	65 —	New Baden	73.1
MP 58-20—MP 59-05	50 —	Carley	92.0
MP 59-15—MP 59-22	65 —	Lone Star Gas Co.	108.7
MP 59-24—MP 60-13	50 —	Marjorie	124.4
MP 61-14—MP 61-23	65 —	(Conn. R.S.&S.R.R.)	

Gulf District

AUSTIN SUBDIV.—PALESTINE DIVISION 3

TRAINS SOUTHWARD		Miles from Palestine	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
FIRST CLASS					FIRST CLASS	
1 Psg.	7 Psg.				2 Psg.	8 Psg.
Daily	Daily		STATIONS	Daily	Daily	
10 45 AM	1 45 AM	144.8	TAYLOR. T@DW@S@	Yd. s	4 21 PM s 11 40 PM	
10 54	1 59	153.4	HUTTO. 8.6	65	4 11 11 10	
11 03	f 2 12	161.6	ROUND ROCK. 8.2	139	4 03 f 11 01	
11 07	f 2 21	166.0	MCNEIL. 4.4	96	3 59 10 56	
11 14	2 32	173.8	SNEED. 7.8	165	3 52 10 45	
s 11 30	s 3 25	179.1	AUSTIN. 5.3	86	s 3 46 s 10 40	
		179.6	COLORADO BRIDGE. 0.5			
11 41	3 42	187.3	AF SIDING. 7.7	150	3 33 9 47	
11 48	3 53	194.2	BUDA. 6.9	85	3 26 9 40	
11 55	4 03	201.0	KYLE. 6.8	150	3 20 9 33	
12 03	4 12	208.7	CENTEX. 7.7	150	3 13 9 25	
12 04	4 13	208.8	M-K-T JCT. 0.1		3 12 9 24	
s 12 08	s 4 23	209.7	SAN MARCOS. 0.9		a 3 10 s 9 23	
12 20	4 35	221.5	GOODWIN. 11.8	190	2 58 9 09	
s 12 29	s 4 46	227.3	NEUBRAUNFELS. 5.8	46	a 2 53 s 9 03	
		227.4	M-K-T. 0.1			
12 30	4 49	227.8	LANDA'S PARK. 0.4	81	2 51 8 53	
12 43	5 05	241.0	BRACKEN. 13.2	160	2 38 8 40	
12 58	5 22	254.0	ADAMS. 13.0	77	2 24 8 27	
s 1 20 PM	5 45 AM	259.1	SAN ANTONIO. 5.1	Yd.	2 15 PM 8 15 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.

Yard Limits: MP 141-26 to MP 146-35; MP 176-12 to MP 184-5; MP 226-10 to MP 229-15; MP 255-10 to MP 267.

Clearance issued Sosan will fulfill requirements of last paragraph of Rule 83(a) for Regular Trains originating San Antonio.

MAX. WT. 220,000 lbs. between Round Rock and Georgetown R.R. Conn.

Maximum Speed	MPH Psg. Frt.	Maximum Speed	MPH Psg. Frt.
(Except as shown below)...	79 50	MP 227-24—MP 227-33	40 40
City limits Taylor	25 25	MP 229-05—MP 229-10	65 —
Main St. Taylor	8 8	MP 231-03—MP 231-06	65 —
MP 146-14—MP 146-24	40 40	MP 231-29—MP 232-02	65 —
MP 147-03—MP 147-18	65 —	MP 240-08—MP 240-14	65 —
MP 160-02—MP 160-10	65 —	MP 242-27—MP 244-05	65 —
MP 161-09—MP 161-22	60 —	MP 247-12—MP 247-16	65 —
MP 166-31—MP 167-03	65 —	MP 249-04—MP 249-09	65 —
MP 167-30—MP 168-01	65 —	San Antonio city limits	
MP 169-25—MP 169-38	65 —	MP 250-18—MP 254-28	60 —
MP 172-16—MP 173-14	60 —	MP 254-28—MP 256-03	60 —
MP 174-14—MP 178-20	50 —	MP 256-03—MP 257-10	40 40
MP 178-20—MP 179-03	35 35	MP 257-10—MP 257-17	30 30
MP 179-03—MP 180-10	15 15	MP 258-17 (Leal St.)—	
West Avenue		Commerce St.	20 20
Congress Avenue	10 10	Business Tracks:	MP
MP 180-10—MP 181-16	35 35	Charles	170.4
MP 181-16—MP 184-15	50 —	Steck Paper Co.	172.1
MP 190-21—MP 190-27	65 —	Hooper	174.9
MP 191-22—MP 191-26	60 —	Sid	206.1
MP 201-24—MP 202-00	50 —	Dittlinger	231.1
MP 202-09—MP 203-02	65 —	Ogden	236.7
MP 205-11—MP 207-06	50 —	Shingle Co. Spur	247.7
City limits		Longhorn	249.2
San Marcos	30 30	Foreign Trade Zone	250.8
MP 210-30—MP 211-04	65 —	North Loop	251.5
MP 219-24—MP 220-01	65 —	Town Spur	251.8
City limits		Cementville	253.6
New Braunfels	20 20		

Gulf District

4 LAREDO SUBDIV.—PALESTINE DIVISION

TRAINS SOUTHWARD		Miles from Palestine	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS
67 Freight Daily	1 Psgr. Daily				2 Psgr. Daily	66 Freight Daily
STATIONS						
.....	1 45 PM	259.1	SAN ANTONIO.....@W	Yd.	s 1 35 PM	.....
.....	.....	259.8	@S. P. No. 1.....@	.....	.....	.....
.....	.....	260.4	@S. P. No. 2.....@	.....	.....	.....
9 30 PM	.....	264.3	SOSAN.....@DT@S@	Yd.	12 59	8 30 AM
9 44	2 04	272.1	VON ORMY.....	57	12 49	8 13
10 01	2 15	282.1	LYTLE.....	55	12 35	7 54
10 09	2 21	287.1	NATALIA.....*	32	12 24	7 44
10 16	f 2 26	291.5	DEVINE.....@*	55	f 12 13	7 34
.....	.....	300.4	MOORE.....*	.....	.....	.....
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 01
12 10	3 32	345.8	COTULLA.....	119	10 34	5 30
12 47	3 58	367.6	ATLEE.....	75	10 06	4 55
12 58	4 06	374.1	ENCINAL.....	64	9 56	4 45
1 18	4 20	385.3	CALLAGHAN.....	56	9 41	4 25
.....	.....	402.5	ORVIL.....	.....	.....	.....
2 01	4 48	408.3	NYE.....	32	9 13	3 40
.....	.....	412.0	@Tex-Mex.....@	.....	.....	.....
3 15 AM	5 20 PM	412.2	LAREDO.....T@DW@S@	Yd.	9 05 AM	3 30 AM
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 and engines must move at restricted speed.

ABS — Between MP 260-28 and 264-1.

Clearance not required by Nos. 2 and 66 at Laredo when Train Order Signal indicates Proceed.

Clearance issued Sosan will fulfill requirements of last paragraph of Rule 83(a) for regular Trains Originating San Antonio.

Sosan — First track east of main track is designated as siding, South Switch MP 264, Pole 8, Cap. 80 Cars.

Yard Limits: MP 265-10 to MP 267-0; MP 338-20 to MP 340-19; MP 406-2 to end of Track Laredo.

Maximum Speed	MPH	Psgr. Frt.	Maximum Speed	MPH	Psgr. Frt.
(Except as below).....	59	49	MP 292-29—MP 293-03	50	—
Between San Antonio and Quintana Rd.....	50	35	MP 300-17—MP 301-11	50	—
(Except as below)	.....	.....	MP 302-26—MP 303-02	50	—
Commerce St. 259-27	20	20	MP 340.00—to Laredo	50	40
MP 259-27—MP 259-30	30	30	(Except as below)	.....	.....
MP 259-30—SP Crossing until crossing occupied	6	6	City limits Cotulla.....	40	—
MP 259-31—MP 260-25	30	30	MP 407-14—MP 408-32	45	35
MP 260-25—MP 261-25	40	—	MP 408-32—MP 410-28	30	30
Between Quintana Rd. and MP 340-00.....	59	49	MP 410-28—Laredo Sta.	20	20
(Except as below)	.....	.....	Business Tracks	MP	MP
City limits Lytle.....	30	30	Armour Chemical.....	310.1	.....
City limits Devine.....	40	40	Medina Electric.....	310.5	.....
.....	.....	.....	Burns Stock Pens.....	331.0	.....
.....	.....	.....	Artesia Wells.....	356.9	.....

Gulf District

CRYSTAL CITY SUBDIV.—PALESTINE DIVISION 5

TRAINS SOUTHWARD		M.P.	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
807 Local Freight Daily Ex. Sun.	867 Local Freight Daily Ex. Mon.				866 Local Freight Daily Ex. Mon.	808 Local Freight Daily Ex. Sun.
STATIONS						
12 30 PM	.....	190.8	DABNEY.....	.....	.....	11 30 AM
.....	.....	186.4	U. R. A. Co.....@*	.....	.....	.....
2 01	.....	172.9	AB JCT.....	26	.....	9 30
2 35	.....	163.9	LA PRYOR.....	28	.....	9 01
4 01 PM	12 35 AM	145.8	CRYSTAL CITY.....T@	.....	5 50 AM	8 01 AM
.....	12 45	143.4	RIVER.....	Yd.	5 40	.....
.....	1 15	134.5	JN SIDING.....	92	5 10	.....
.....	1 37	127.1	BIG WELLS.....	.....	4 47	.....
.....	2 10	118.3	KX SIDING.....	44	4 20	.....
.....	3 01 AM	105.0	GARDENDALE.....T@	.....	3 30 AM	.....
85.8						

No. 867 is superior to No. 866.
Clearance not required by No. 808 and No. 867 Crystal City when Train Order Signal indicates Proceed.

Clearance not required by No. 866 Gardendale and No. 807 Dabney.

Yard Limits Between:

Gardendale and MP 106-4, MP 139-0 and MP 148-10, Crystal City.

Maximum Speed 30 MPH between Crystal City and Gardendale.

20 MPH between Crystal City and Dabney.

15 MPH on Wye Tracks, Crystal City.

Industrial Lead 12.2 miles between Crystal City and Carrizo Springs;

Trains and Engines move at restricted speed without Timetable or train order authority, not exceeding 10 MPH. Max. Wt. 240,000 lbs.

BAYTOWN SUBDIV.—PALESTINE DIVISION

Distance from Settegast Yard	TIMETABLE No. 4		Siding Capacity in Cars	MPH
	WEST STATIONS	EAST STATIONS		
29.9	BAYTOWN.....@W@	Yd.	.....	35
27.2	@H. O. CO.....@	.....	.....	20
25.0	DURHAM YARD.....T	Yd.	.....	16
19.0	HIGHLANDS.....	.....	.....	20
14.5	CHANNELVIEW.....	30	.....	.....
5.0	MK YARD.....@T@	Yd.	.....	.....
.....	SETTEGAST YD.@DW@S@	.....	.....	.....
29.9				

BUSINESS TRACKS:		MP	MP
Miller-Estes Spur.....	10.3	Diamond Alkali Spur.....	14.5
Sheffield Road Team.....	12.4	Ordinance Spur.....	15.0
North Shore Iron & Metal.....	12.7	Houston Tank Car.....	16.3
Southern Barge Terminal.....	13.1	Mantu Spur.....	19.1
Greens Bayou.....	14.3	.....	.....

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

When using HB&T tracks Houston, HB&T Timetable and Special Instructions apply.

Max. Wt. Baytown-HO Crossing 220,000 Lbs.

Gulf District

TRAINS SOUTHWARD		Miles from SY Jct.	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
FIRST CLASS					FIRST CLASS	
41	42				41	42
			STATIONS			
	Daily				Daily	
	8 10 AM	0.0	PALESTINE. T @DW\$C	Yd.	6 50 PM	
	8 12	0.0	SY JCT.		6 38	
		1.6	RX JCT.		6 36	
	8 26	12.2	ELKHART.	91	6 23	
	a 8 40	24.5	GRAPELAND.	62	a 6 06	
	s 8 54	37.5	CROCKETT.	130	s 5 49	
	z 9 10	51.2	LOVELADY.	70	z 5 36	
	s 9 31	64.8	TRINITY.	87	s 5 23	
	9 39	71.7	RIVERSIDE.	66	9 15	
	s 9 55	84.0	PHELPS.	94	s 5 01	
	z 10 07	95.7	NEW WAVERLY.	94	z 4 49	
	10 15	103.7	WILLIS.	86	4 41	
	s 10 23	111.7	CONROE. @AT&SF@T	124	s 4 30	
	10 35	120.6	TAMINA.	72	4 20	
	10 42	127.7	SPRING.	145	4 14	
	10 52	137.8	ALDINE.	123	4 04	
	11 05	145.8	BELT JCT.		3 55	
		150.1	Settegest Yd. T@DW\$C	Yd.		
	s 11 30 AM	150.8	HOUSTON (Un. Sta.)W		3 40 PM	
		150.8				

ABS—Between SY Jct. and Houston.
 CTC—Between Spring and Belt Jct. and between signal 01, north end Palestine Yard Signal 12 Trinity Subdiv. and Signal 14 Taylor Subdiv.
 First Class trains use Taylor Subdiv. between SY Jct. and Palestine.
 Trains originating secure clearance Palestine, Houston Union Station and Settegest Yard.
 Phelps is a register station for trains No. 41 and 42 only.
 Operation on: HB&T Ry. between Belt Jct., Settegest 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.
 Mail Cranes between stations at MP 31-0 and MP 79-6.

Maximum Speed	MPH	Maximum Speed	MPH
(Except as shown below)	Psg. Frt.	Psg. Frt.	Psg. Frt.
MP 0-03—MP 0-12	79 50	MP 57-15—MP 57-21	75
MP 1-18—MP 2-06	40 40	MP 59-27—MP 60-03	65
MP 2-07—MP 4-04	45 45	City limits Trinity	40 40
MP 4-25—MP 5-04	50	MP 72-04—MP 72-20	65
MP 7-00—MP 7-10	55	MP 82-06—MP 82-29	55
MP 7-23—MP 9-26	65	MP 85-00—MP 85-07	65
MP 11-02—MP 11-04	65	MP 86-28—MP 87-22	55
City limits Elkhart	45 45	MP 87-26—MP 89-01	60
MP 12-27—MP 13-05	65	MP 99-14—MP 99-23	55
MP 14-01—MP 14-06	65	MP 105-12—MP 105-19	65
MP 14-12—MP 15-23	55	City limits Conroe	30 30
MP 16-02—MP 16-13	65	City limits Houston	45 45
MP 17-08—MP 17-22	45 45	MP 142—Belt Jct.	45 45
MP 21-00—MP 21-25	50	Belt Jct.	45 45
City limits Grapeland	30 30	Gulf Coast Jct.	45 45
MP 23-26—MP 26-23	55	Belt Jct.	45 45
MP 31-14—MP 31-20	65	Collingsworth St.	30 30
MP 35-29—MP 36-05	65	Union Station	20 20
City limits Crockett	40 40	Gulf Coast Jct.	20 20
MP 37-04—MP 37-16	45 45	Settegest Yd.	20 20
MP 42-29—MP 43-09	55	Business Tracks	MP
MP 43-15—MP 43-23	65	Geier Bros. & Jackson	22.5
MP 45-01—MP 45-09	65	Texas Power & Light Co.	33.2
MP 48-02—MP 48-09	65	Cut	43.3
City limits Lovelady	55	Westfield	131.3
MP 50-25—MP 51-20	65	Jetero	136.3
		Frohlick	140.2
		Hardy	142.3

TRAINS SOUTHWARD		Miles from Congress Ave.	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
811	812				811	812
			STATIONS			
	Local				Local	
	Daily				Daily	
	7 30 PM		SETTEGEST Yd. @TDW	Yd.	6 45 PM	
	7 50		BELT JUNCTION.		6 25	
			OS. P.			
			OS. P.			
			OS. P.			
			BUFFALO BAYOU. @			
		0.0	CONGRESS AVE.			
		0.6	G. H. & H.			
		0.8	H. B. & T. 84.			
		1.0	H. B. & T. (Two Trks.).			
		1.1	OS. P.			
		6.9	OS. P.			
	8 55	8.5	MYRTLE.			
	9 05	9.4	ALMEDA.		4 55	
		18.8	ARCOLA. @A.T. & S.F.	30		
	9 55	21.1	HAWDON JCT.		4 20	
		25.1	A.T. & S.F.			
	10 55 PM	36.4	SUGARLAND @SP@	Yd.	3 30 PM	
		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. Max. Wt. Houston and Hawdon Jct. 240,000 Lbs. Hawdon Jct. and Sugarland—Rosharon 220,000 Lbs.
 When using HB&T tracks Houston, HB&T Timetable and Special Instructions apply.
 Rosharon Industrial Lead between Hawdon Jct. and Rosharon 8.6 miles.
Sugarland Subdiv:
 Business Tracks MP
 Pierce Junction 7.9
 Klein Industrial 9.2
 Houston Chemical Co. 9.6
 Union Tank Supply 10.1
 Imperial Salt Co. 13.1
 Retzliff Chemical Co. 13.1
 Heatran 13.7
 Trammells 8.1
 Dewalt 6.7
 Smada 4.1
 Pryor 1.7
Rosharon Industrial Lead:
 Business Tracks MP
 Juliff 23.0
 Sandy Point 27.5
 Rosharon 29.7
Maximum Speed MPH
 Between Belt Jct. and Myrtle 20
 Between Myrtle and Hawdon Jct. 25
 Between Hawdon Jct. and Sugarland 10
 Rosharon Industrial Lead 10

HUNTSVILLE SUBDIV.—PALESTINE DIVISION

TRAINS SOUTHWARD		Miles from Huntsville	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
7.0	0.0				7.0	0.0
			STATIONS			
			HUNTSVILLE.			
			PHELPS.			

10 BROWNSVILLE SUBDIV.—KINGSVILLE DIVISION

TRAINS SOUTHWARD SECOND CLASS		Miles from Brownsville	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD SECOND CLASS	
95 Local Freight	367 Local Freight				366 Local Freight	94 Local Freight
Daily	Daily		STATIONS		Daily	Daily
9 01 PM		118.4	KINGSVILLE...DW@TW			6 10 AM
9 30		97.6	SARITA 21.0	98		5 35
10 05		77.0	ARMSTRONG 20.6	93		5 01
10 20		67.6	NORIAS 9.4	87		4 40
10 55		46.4	RAYMONDVILLE@TW	100		4 05
		26.8	S. P. 21.2			
11 30 PM	1 59 AM	25.6	HARLINGEN@T@TDW	Yd.	12 55 AM	3 30 AM
		19.0	SAN BENITO 6.6			
	2 35	9.0	OLMITO 10.0	47	12 17	
	3 00 AM	0.7	BROWNSVILLE.T@W	Yd.	11 59 PM	
			117.7			

MAXIMUM SPEED	MPH
(Except as shown below)	49
Between Brownsville and MP 95-0	40
MP 18-0—MP 22-2	20
MP 24-24—MP 24-32	15
MP 25-15—MP 25-17	15

Business Tracks:	MP
Russelltown	14.1
Combes	29.5
Sebastian	36.9
Lyford	41.4
Turcotte	82.8
Riviera	103.1
Ricardo	112.0

Do not exceed 15 MPH Brownsville Port Line except Highway Crossing MP 6-9—6 MPH; 12 MPH Brownsville Belt Line except Street Crossing MP 0-03 to MP 0-16—5 MPH.

No. 95 is superior to No. 94.

No. 366 will not require clearance at Brownsville when train order signal indicates proceed. No. 367 and No. 94 will not require clearance Harlingen when train order signal indicates proceed.

No. 95 will not require clearance Kingsville when train order signal indicates Proceed.

Max. Wt. — Brownsville-Matamoros 240,000 Lbs.

Yard Limits: MP 0-0 to 3-0; MP 18-0 to MP 20-20; MP 23-12 to MP 28-6; MP 45-12 to MP 48-25; MP 116-0 to MP 125-30.

ED COUCH SUBDIV.—KINGSVILLE DIVISION

Miles from Raymondville	TIMETABLE No. 4		Siding Capacity in Cars	Maximum Speed 25 MPH except between MP 14-24 and MP 14-26, 15 MPH.
	SOUTH STATIONS	NORTH		
0.0	RAYMONDVILLE@TW			BUSINESS TRACKS: MP
14.8	HARGILL.....T			La Sara 8.6
26.2	S. P.@			Monte Alto 20.0
26.3	ED COUCH.....@			Max. Wt. 240,000 Lbs.
	26.3			

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

Corpus Christi Subdiv.—Kingsville Div.

Miles from San Antonio	TIMETABLE No. 4		Siding Capacity in Cars	MAXIMUM SPEED: MPH (Except as shown below)
	SOUTH STATIONS	NORTH		
3.1	SOSAN.....T@DW			MP 34-02—MP 34-03 Highway Crossing 30
20.3	RO SIDING.....		66	MP 38-25—MP 113-02 40
34.3	PLEASANTON.....@		170	MP 113-02—MP 113-15 Highway Crossing, Mathis MP 113-15—MP 117-04 40
55.2	CAMPBELLTON.....		150	MP 147-04—Pittsburgh Plate Glass Road Crossing at Main Gate 15
77.3	THREE RIVERS.....@		47	MP 147-07—MP 147-25 40
88.1	GEORGE WEST.....@		160	MP 147-25—MP 148-29 10
113.0	MATHIS.....@SP@		40	Do not exceed 15 MPH, Sand and Gravel Spur, Hubert.
124.7	HUBERT.....		69	BUSINESS TRACKS: MP
132.2	ODEM.....@G@T@			Thurman Barrett Spur 5.9
141.2	VIOLA.....@			San Jose 6.7
145.6	M. P. JCT.....			Cassin 12.6
145.9	C. O. T. A.....@			Lehr 19.8
149.0	Corpus Christi...@TWD	Yd.		Espey Sand Pit No. 1 23.1
	149.0			Leming 26.6
				Coughran 38.8
				McCoy 46.3
				Whitsett 63.3
				Sunland 68.0
				Goliad Corpn. 82.3
				Atlantic Refinery 87.4
				Heidenfel's Caliche Spur 110.2
				Edroy 126.1

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 Corpus Christi.

PORT ISABEL SUBDIV.—KINGSVILLE DIVISION

Miles from San Benito	TIMETABLE No. 4		Siding Capacity in Cars	Maximum Speed MPH (Except as below)
	SOUTH STATIONS	NORTH		
0.0	SAN BENITO.....			San Benito Highway 77 Crossing 5
2.0	PLACE JOT.....			Rio Hondo Industrial Lead 15
11.6	S. P.@			Max. Wt. Place Jct. and Port Isabel 220,000 Lbs. San Benito and Rio Hondo 240,000 Lbs.
31.7	PORT ISABEL.....T			BUSINESS TRACKS: MP
	31.7			Laureles 5.0
				Graybill 10.7
				Bayview 16.7
				Abney 18.0
				Escoe 21.5
				Rio Hondo Industrial Lead MP 2.0 to MP 9.0
				Business Tracks:
				Fresnal 6.6
				Rio Hondo 9.0

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

12 MISSION SUBDIV.—KINGSVILLE DIVISION

TRAINS SOUTHWARD		Miles from Harlingen	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
883 Local Freight	Daily	STATIONS		884 Local Freight	Daily	
		0.0	HARLINGEN W④\$② T①D	Yd.		
		8.3	LA FERIA	98		
		13.9	MERCEDES	55		
		18.8	WESLACO T	62		
		22.8	DONNA	46		
		26.9	ALAMO			
		29.3	SAN JUAN T	71		
		31.0	PHARR	42		
		34.2	McALLEN			
		34.5	②S. P. ③			
		40.0	MISSION ④TW③	Yd.	5 50 PM	
		73.3	RIO GRANDE CITY ④	Yd.	4 01 PM	
		73.8				

Max. Speed: MPH
(Except as below).....35

MP 0-0—MP 30-29.....30
MP 30-29—MP 32-09.....10
MP 32-09—MP 36-26.....15
MP 40-20—MP 41-02.....15

San Juan-Edinburg Industrial Lead.....26

(Except all trains reduce speed to 5 miles per hour over Expressway 83 and Frontage Road Crossing (4 crossings)
Hidalgo-Monte Cristo Industrial Lead.....15

Business Tracks: MP
C.P. and L. Spur.....1.3
Kipfer.....1.9
Grindle Spur.....2.3
Stuart Place.....4.3
Adams Gardens.....6.2
Weslaco Salvage Spur.....20.6
Groce-Wearden.....21.7
Val Verde.....24.8
Hauser.....32.6
McCull.....33.0
Kane.....36.4
Peace Thornton Lbr. Co.....36.9
Sharyland.....37.6
Dowell Chemical Co.....38.0
Bates.....44.6
Penitas.....47.4

Lajoya.....50.9
Crow Gravel Spur.....52.3
Sam Fordyce.....53.5
Fordyce Gravel Spur.....56.0
Spaulding (Two Tracks).....56.2
Starrco Gravel Spur.....57.3
Ratcliff.....59.5
La Casita.....65.6
Kelsay Spur.....67.8

Edinburg Industrial Lead—
Between San Juan and
Edinburg—11 miles
Edinburg Business Tracks MP
Edinburg.....30.4
Longhorn Pipe Spur.....27.2

Hidalgo-Monte Cristo
Industrial Lead—Between
Monte Cristo and Hidalgo
23 miles. MP
Hidalgo.....0.0
Madero.....7.4
Palmhurst.....13.9
Barrett.....15.3
Alton.....15.8
Lindsey Garden.....16.9
Cantu.....17.8
Moore Field Jct.....22.2
Monte Cristo.....22.9

No. 883 is superior to No. 884.
Trains originating Mission will not require clearance when train order signal indicates proceed.

Train No. 884 will not require clearance at Rio Grande City.

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

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

Hidalgo-Monte Cristo and San Juan-Edinburg Industrial Leads—All trains operate at restricted speed without timetable or train order authority.

Max. Wt. Between Mission and Rio Grande City 240,000 Lbs. Hidalgo and Monte Cristo 220,000 Lbs.

Lake Charles Subdiv.—DeQuincy Division 13

TRAINS SOUTHWARD		Miles from St. Louis	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
883 Local Freight	Daily	STATIONS		884 Local Freight	Daily	
		601.6	ALEXANDRIA ②DTW\$④	Yd.		
		611.6	WOODWORTH	70		
		616.7	BRINGHURST	124		
		624.6	GLENMORA	77		
		636.6	OAKDALE ②	150		
		637.0	② A.T. & S.F.			
		648.5	FOLEY	108		
		651.3	OBERLIN			
		655.1	ELDER	105		
		661.6	KINDER ②④TM.P.G④	Yd.		
		681.0	IOWA JCT. ②S.P.④			
		691.2	②S. P. ④			
		695.2	LAKE CHARLES ②W④\$④	Yd.		
		96.0				

Maximum Speed.....MPH
(Except as below).....50
MP 604-08—MP 604-20.....46
City Limits Oakdale.....26
MP 661-07—MP 693-07.....40
MP 693-07—End of Track.....15

Lake Charles:
Broad St.....10
Wharves & Apron Docks.....6

BUSINESS TRACKS: MP
Valde Rouge.....612.3
Forrest Hills.....619.1
Long Leaf.....622.2
McNary.....623.6
Le Jeune Spur.....652.3
Fontenot.....665.2
Fenton.....671.4
Woodlawn.....676.0
American Cyanamid.....680.5
Manchester.....689.0

ABS—Between Alexandria and Kinder.
Gate governing movement over railroad crossing Kinder must not be operated without authority of train dispatcher.
Yard Limits: MP 599-0 to MP 603-25; MP 658-24 to MP 662-1; MP 688-18 to Lake Charles.

CROWLEY SUBDIV.—DeQUINCY DIVISION

TRAINS SOUTHWARD		Miles from Brownsville	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
893 Local Freight	Daily	STATIONS		892 Local Freight	Daily	
		8 01 AM	570.3 EUNICE.....TW④\$⑥	Yd.	11 45 AM	
		8 15	577.9 MOWATA		11 30	
		8 25	582.4 MAXIE		11 20	
		8 45 AM	592.3 CROWLEY ④	Yd.	11 01 AM	
			22.0			

Maximum speed 40 MPH.
Yard Limits—MP 570-1 to 571-15....MP 590-0 to 582-12.
No. 893 is superior to No. 892.
No. 893 will not require clearance Eunice.
No. 892 will not require clearance Crowley.

ORANGE SUBDIV.—DeQUINCY DIVISION

TRAINS SOUTHWARD		Miles from Brownsville	TIMETABLE No. 4	Siding Capacity in Cars	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
893 Local Freight	Daily	STATIONS		892 Local Freight	Daily	
		477.7	MAURICEVILLE ②KOS④	Yd.		
		482.9	PEVETO	30		
		486.9	②S. P. ④			
		488.0	DOC BROWN T			
		490.5	ORANGE ②\$④	Yd.		
		12.9				

Maximum Speed 30 MPH.

BUSINESS TRACKS: MP
Bancroft.....486.0
Harrison Engineering.....486.3
Kilowatt.....486.5

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



16 HOUSTON SUBDIV.—DeQUINCY DIVISION

MPH	Miles from Brownsville	TIMETABLE No. 4		Siding Capacity in Cars
		WEST STATIONS	EAST	
Max. Speed: (Except as shown below)..... 60				
City limits Houston..... 45				
MP 445-1 —MP 446-15..... 50				
City limits Beaumont..... 20				
Business Track: MP				
Amelbulk..... 452.4				
Sour Lake..... 440.8				
Hardin..... 422.4				
Sandune..... 413.6				
Kenefick..... 413.9				
	508.0	DEQUINCY, LA. @W	Yd.	
		0.7		
	507.3	C.S. JUNCTION		
		3.3		
	504.0	HELME	95	
		4.8		
	499.2	LUCAS	95	
		6.9		
	492.3	STARCKS	160	
		5.3		
	487.0	RULIFF	95	
		9.6		
	477.4	MAURICEVILLE, TEX. @MP	209	
		10.2		
	467.2	VIDOR	160	
		4.4		
	462.8	@SP		
		1.0		
	461.8	DRAWBRIDGE		
		0.2		
	461.6	@...Sou. Pac.		
		0.8		
	460.8	G. C. L. JUNCTION		
		0.5		
	460.3	@S. P.-KCS.		
		1.2		
	459.1	BEAUMONT... @TDW		
		4.0		
	455.1	ELIZABETH	160	
		13.8		
	441.3	GRAYBURG	118	
		14.1		
	427.2	HULL	142	
		18.2		
	409.0	MARTHA	94	
		10.2		
	398.8	HUFFMAN	142	
		13.8		
	385.0	DYERSDALE	113	
		3.4		
	381.6	SETTEGAST JCT		
		2.3		
	379.3	SETTEGAST Yd. \$T	Yd.	
		128.7		

Trains originating Settegast Yard secure clearance. Westward trains secure clearance Beaumont.

Yard Limits: MP 378-0 to MP 381-6.

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.

ABS — Settegast Yard-DeQuincy.

CTC — Settegast Yard to Dyersdale and Elizabeth to DeQuincy.

Two main tracks between Langham Road and KCS Ry. drawbridge Beaumont.

Max. Wt. Grayburg and Sour Lake 240,000 Lbs.

ANCHORAGE SUBDIV.—DeQUINCY DIVISION 17

Miles from Brownsville	TIMETABLE No. 4		Siding Capacity in Cars	MPH
	WEST STATIONS	EAST		
648.0	NO. BATON ROUGE.....			Maximum Speed
	1.0			(Except as shown below)..... 60
647.0	M. P. JCT			MP 507-11—MP 508-23..... 20
	0.6			MP 543-27—MP 544-23..... 20
646.4	EAST JCT			MP 568-24—MP 571-12..... 20
	3.3			City limits Opelousas..... 15
643.1	WEST JCT			MP 610-15—MP 611-0..... 30
	0.3			Between Anchorage and West Junction..... 35
642.8	@T. & P.			Between West Jct. and East Jct..... 25
	1.3			Between East Jct. and MP Jct..... 15
643.9	Anchorage Yd. ... @DW			Between Anchorage and Anchorage Yard..... 20
	2.4			
641.5	ANCHORAGE			
	10.0			
631.5	ERWINVILLE		110	
	10.4			
621.1	LIVONIA @T. & P. @A			
	10.2			
	Atchafayla River			
	0.5			
610.4	KROTZ SPRINGS		86	
	12.8			
597.6	PORT BARRE		106	
	6.9			
590.7	OPELOUSAS		76	
	0.5			
590.2	@S. P.			
	0.1			
590.1	@T. & P.			
	5.9			
584.2	LAWTELL		78	
	18.8			
570.4	@ORI & P.			
	0.1			
570.3	EUNICE		135	
	10.8			
559.5	BASILE		86	
	15.0			
544.5	KINDER... @M.P. @T		86	
	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			
508.0	DEQUINCY..... @W		Yd.	
	140.0			

ABS — CTC — Between DeQuincy and MP Junction.

CHURCHPOINT SUBDIV.—DeQUINCY DIVISION

Stings	TIMETABLE NO. 4		Mile Post	MPH
	SOUTH STATIONS	NORTH		
YD	BUNKIE..... T@W		0.0	Maximum Speed..... 35
	3.6			(Except as below)
	EOLA @S. P.		3.6	MP 3—SP..... 15
	5.2			MP 19-11—MP 20-18..... 6
10	ST. LANDRY.....		8.8	MP 35-2—MP 35-6..... 15
	11.2			
41	VILLE PLATTE.....		20.0	
	6.7			
15	LEDoux		26.7	
	9.3			
13	OPELOUSAS @M.P.		36.0	
	7.5			
11	LEWISBURG.....		43.5	
	4.4			
16	CHURCH POINT		47.9	
	47.9			

BUSINESS TRACKS MP
 Cleco..... 9.5
 Tate Cove..... 15.4
 Continental..... 15.5
 Evangeline..... 18.0

Yard Limits: MP 1 to Bunkie.

18 ALEXANDRIA SUBDIV.—DeQUINCY DIVISION

WESTWARD		Siding Capacity in Cars	Mile Post Location from New Orleans	EASTWARD	
FIRST CLASS				FIRST CLASS	
21 Pgr.	23 Pgr.			22 Pgr.	24 Pgr.
Daily	Daily			Daily	Daily
8 30PM	7 25AM			5 35AM	8 10PM
s 8 39	s 7 34			s 5 10	s 7 55
9 01	7 53	YD	10.2	4 45	7 29
s 9 10	a 8 05	YD	11.4	s 4 40	s 7 27
9 12	8 07	YD	12.6	4 03	7 14
			16.5		
9 20	8 13	210	19.3	3 57	7 07
			22.1		
9 34	8 23	75	30.1	3 44	6 56
9 39	8 28		35.3	3 38	6 51
9 44	8 33	111	40.0	3 33	6 46
9 50	8 39	114	46.3	3 27	f 6 40
9 57	8 46	140	53.1	3 21	6 33
s10 13	s 8 57	216	64.7	s 3 10	s 6 20
10 19	9 01	152	67.8	2 58	6 12
s10 28	f 9 10	140	75.8	a 2 51	s 6 03
10 39	9 19	162	84.2	2 43	5 53
s10 45	s 9 23		85.4	s 2 40	s 5 50
10 50	9 27	450	87.8	2 35	5 40
s11 10	s 9 37	100	90.1	s 2 24	s 5 28
			95.0		
11 21	9 47	225	101.8	2 13	f 5 15
11 24	f 9 51		105.1	2 10	f 5 11
11 28	f 9 56		109.3	2 05	f 5 05
11 33	10 02	225	114.1	2 00	4 58
11 38	10 07	83	119.1	1 55	4 53
a11 49	f10 20	82	129.5	a 1 45	s 4 39
12 01	10 30	225	138.5	1 36	4 30
12 07	10 36		145.1	1 30	4 24
12 14	10 42	77	152.0	1 23	4 18
s12 24	s10 55	212	163.1	s 1 13	s 4 05
			170.2		
12 32	11 03	89	171.1	1 00	f 3 43
12 38	11 09	76	177.0	12 55	3 37
12 40	11 11		178.5	12 53	3 35
12 50 22	11 14	76	181.4	12 50 21	3 31
			182.0		
12 59	11 23	YD	190.4	12 31	3 23
		YD	192.1		
s 1 15AM	s11 30AM	YD	194.5	12 25AM	3 15PM
			195.6		

ABS—Alexandria to West Bridge Jct. CTC between Willow Glen and Alexandria Yard; East end siding Donaldsonville and west end siding McCall. Two main tracks between Alexandria Yard, and Texmo Jct. Rules 450-453 in effect. Yard Limits MP 81-12 to MP 91-24; MP 160-20 to MP 164-10; MP 189-29 to MP 196-18.

No's. 22 and 24 will not require clearance Alexandria.
Special Instructions, Maximum Speed and Business Tracks Shown at bottom of opposite page.

Gulf District

MARKSVILLE SUBDIV.—DeQUINCY DIVISION 19

Siding	TIMETABLE NO. 4		Miles From Addin
	SOUTH V STATIONS	NORTH A	
.....	MANSURA JOT. ⊙ L. & A. ⊙ ⊙		79.5
.....	MANSURA..... ⊙		80.0
.....	MARKSVILLE..... ⊙ ⊙		84.7
	5.2		

Maximum speed 20 MPH.
Yard Limits: Entire Subdiv.

NEW ORLEANS & LOWER COAST RAILROAD

Siding	TIMETABLE NO. 4		Miles From Algiers
	SOUTH V STATIONS	NORTH A	
.....	ALGIERS..... DW ⊙ T		0.0
.....	BELLE CHASSE..... ⊙		10.2
.....	PORT SULPHUR.....		45.5
.....	EMPIRE.....		55
.....	BURAS..... T		59.5
	59.5		

Maximum Speed:
Algiers-Belle Chasse 25 MPH
Belle Chasse-Buras 15 MPH

Lift bridge over Algiers
Cut-Off Canal located at MP 6-15.

Turn bridge over the Dou-
lut's Canal located at MP 55.1.

All trains and engines op-
erate at restricted speed.

ALEXANDRIA SUBDIV.

Nos. 21 and 23 will not require clearance West Bridge Jct. but will secure clearance Avondale.

There is no superiority of trains between West Bridge Jct. and West Switch Waggaman. All trains and engines must move at restricted speed and may use main track between these points when required. Freight trains and yard engines will keep informed of and avoid delay to passenger trains.

Maximum Speed: (Except as below)	MPH	Pgr.	Frt.
M.P. 161—Alexandria (Except as below)	70	70	60
M.P. 51-3—M.P. 51-32	70	70	50
M.P. 75-8—M.P. 75-17	60	60	25
M.P. 84-19—M.P. 85-33	15	15	15
M.P. 94-33—M.P. 95-1	35	35	35
M.P. 101-0—M.P. 101-1	60	60	60
M.P. 108-32—M.P. 109-32	35	35	35
M.P. 128-8—M.P. 128-23	35	35	35
M.P. 162-20—M.P. 163-12	20	20	20
M.P. 170-11—M.P. 170-30	35	35	35
M.P. 173-12—M.P. 179-7	45	45	45
M.P. 190-15—M.P. 195-28	40	40	40

Business Tracks	MP
Dufresne	23.3
Argus Chemical Co.	28.1
Taft	28.5
Columbia	35.8
Oak Alley	48.2
Noel	70.0
Laurel Ridge	72.9
Cora Texas	74.5
Catherine	76.5
Choctaw	92.9
Holliday Spur	101.5
Slacks Spur	101.5
McKneely Spur	120.9
Boltz Spur	129.2
Bat Spur	138.4
Lemoyen (Two Tracks)	148.7
Chambers	184.0

Gulf District

20 AVOYELLES SUBDIV.—DeQUINCY DIVISION

MPH	Sidings	TIMETABLE NO. 4		Mile Post
		SOUTH	NORTH	
		STATIONS	STATIONS	
Maximum Speed	YD	BUNKIE.....TOW	94.7	
(Except as below)		4.7		
MP 9-9—PC—MP	28	EVERGREEN.....	90.0	
		4.2		
MP 11-8—MP		COTTONPORT.....	85.8	
		3.3		
MP 79-5, L&A		LONGBRIDGE.....	82.5	
		3.0		
		MANSURA JCT. L. & A.	79.5	
		6.9		
	96	HAMBURG.....	72.6	
		7.7		
BUSINESS TRACKS		SIMMESPORT.....	64.9	
MP		7.9		
Baton Rouge Port	44	LETTSWORTH.....	57.0	
		7.2		
Allendale	87	BATCHELOR.....	49.8	
		7.8		
Devall	42	MORGANZA.....	42.0	
		10.0		
Smithfield	87	NEW ROADS.....T	32.0	
		7.5		
Patin	42	GLYNN.....	24.5	
		7.2		
Majors	42	CHAMBERLIN.....	17.3	
		4.5		
Leavel	85	LOBDELL.....	12.8	
		0.5		
Beaud		LOBDELL JCT.....	12.3	
		0.5		
Morrison		M. P.....	11.8	
		1.8		
La Barre		M. P.....G	10.0	
		0.1		
La Cour		P. C. R. R.....	9.9	
		2.1		
Innis		PORT ALLEN.....	7.8	
		1.3		
		CANAL.....	6.5	
		6.5		
	YD	ADDIS.....DW	.0	
		94.7		

Current joint Time Table of the Texas and Pacific Railway and Louisiana and Arkansas Railway will govern the movement of trains between Mansura Jct., and Lobdell Jct. Train movements between Bunkie and Addis will be handled by L&A Train Dispatcher.

Yard Limits: Bunkie; Mansura Jct.; Lobdell Jct. to Addis.

THIBODAU SUBDIV.—DeQUINCY DIVISION

MPH	Sidings	TIMETABLE NO. 4		Miles From McCall
		WEST	EAST	
		STATIONS	STATIONS	
Maximum Speed		McCALL.....	0.0	
(Except as below)		1.5		
MP 13-0—MP 14-0		PALO ALTO.....	1.5	
		4.2		
BUSINESS TRACKS		KESSLER.....	5.7	
MP		3.3		
Lula (Two Tracks)		PAINCOURTVILLE.....	9.0	
		2.9		
Celotex		MUNSON.....	11.9	
		1.1		
Westfield (4 Tracks)		NAPOLEONVILLE.....	13.0	
		1.2		
Elmfield		RATLIFF.....	14.2	
		8.4		
Woodlawn		LABADIEVILLE.....	22.6	
		8.5		
Albermarle		THIBODAU.....	31.1	
		31.1		

NEW IBERIA SUBDIV.—DeQUINCY DIVISION 21

TRAINS SOUTHWARD		Miles from Port Barre	TIMETABLE No. 4	Siding Capacity	TRAINS NORTHWARD	
SECOND CLASS					SECOND CLASS	
895 Freight	894 Freight				895 Freight	894 Freight
	Daily Ex. Mon.		STATIONS		Daily Ex. Sun.	
12 30 AM	0.0	PORT BARRE...T	Yd.	11 30 PM		
		11.2	ARNAUDVILLE...T	12	10 25	
1 05	11.2	6.3	CECELIA.....	15		
		8.0	PARKS.....	22	9 50	
1 40	25.5	4.8	ISLE LABBE.....	10	9 40	
		9.1	LOREAUVILLE.....	35	9 20	
1 50	30.3	1.6	TECHE BAYOU...DW			
		5.4	NEW IBERIA...TDW	Yd.	9 05 PM	
2 45 AM	46.4	0.4	S. P.....			
		0.7	S. P.....			
		1.3	S. P.....			
		0.2	S. P.....			
		2.2	S. P.....			
		1.1	S. P.....			
		6.8	JEANERETTE.....	20		
		0.1	S. P.....			
		0.2	S. P.....			
		0.8	S. P.....			
		2.3	S. P.....			
		6.3	SORRELL.....	16		
		5.0	TECHE BAYOU...DW			
		0.8	OAKLAWN.....	49		
		3.3	TECHE BAYOU...DW			
		1.4	S. P.....			
		0.7	FRANKLIN.....			
		2.3	S. P.....			
		82.3	GARDEN CITY.....T			
		82.3				

Business Tracks:	MP		MP
Pecaniere	4.9	Lifenite	54.4
Patin	20.7	Loisel	56.5
Levert	30.3	Enterprise	58.1
Coteau Holmes	34.2	Lauve	59.9
Gondron	37.3	Albania	60.1
Vida	40.8	Adeline	64.3
Bryant	45.9	Charenton	69.0
Olivier	52.3	Jefferson Island	56.3

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

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

Yard Limits: MP 0-0 to MP 2-15.

The normal position of drawbridges, MP 68 pole 8 and MP 74 pole 6 stand open for river traffic and will be closed only when trains are ready to cross.

Maximum Speed 40 MPH, except MP 46-13—MP 82-10, 10 MPH. Jefferson Island Industrial Lead, 35 MPH.

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. Increase in maximum speed may be authorized by train order subject to the lower speed specified herein.

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

Units	MPH	Units	MPH
1— 59.....	79	1061—1099.....	65
60— 932*.....	65	1100—1299.....	55
933— 943.....	79	6000—6001.....	55
944— 999.....	65	6603.....	55
1000—1060.....	55	8000—8007.....	55

*Except Engines 300-336, with Code 94 marked on dash, 79 mph.

Engines running light must not exceed 45 MPH.

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

2-B. 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 $\frac{3}{4}$ inches must not be handled exceeding 10 MPH unless authorized by Superintendent.

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. 9, 10 and 11 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. 9 10 and 11 spring switches.....	15
In straightaway movement when moving points of Nos. 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. 11 or less, except as shown in 9-A.

3-B. TRAINS HANDLING COMPANY WORK EQUIPMENT, DERRICKS, CRANES, ETC.:

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
Except Burro Cranes when loaded on MPX 15000—15018 Inc. or loaded on TPX 15026—15029 Inc.—Max. Frt. Train speed.	

Note—Where maximum train speed is 30 MPH or less, speed of trains handling work equipment shown 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 trains 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
20-25	15
30	20
35	25
40-45	35
49-60	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

MPX 5121..... } Maximum Freight Train Speed

Scale test cars must be handled next ahead of the 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 or jointed rail trains and snow plows..... 40 MPH

Unless otherwise instructed by Superintendent, rail trains will be restricted to 70 cars, 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 movements 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-C. SPEED RESTRICTIONS ON PSGR. EQUIPMENT WITH FLAT WHEELS:

No restrictions if length of flat spot does not exceed

Four wheel truck cars.....Head end cars.....3.00 inches

Four wheel truck cars.....All others.....3.25 inches

Six wheel truck cars.....Head end type and sleepers.....3.25 inches

Six wheel truck cars.....Coaches.....3.50 inches

If length of flat spot is greater than above, maximum speed 10 MPH.

3-D. 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 (Shown on Schedule Page)

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

5. STANDARD CLOCKS AND GENERAL ORDER BOOKS:

Palestine	Laredo	New Braunfels*
Houston	Crystal City	Austin*
Settegast	Anchorage*	Mauriceville*
Valley Junction	New Iberia	Kinder*
Taylor	Alexandria	Sweeney*
San Antonio	Alexandria Yard	Angleton*
Baytown	Lake Charles	New Orleans
Beaumont	Brownsville	Race St.
DeQuincy	Mission	Avondale
Vanderbilt	Pleasanton	Addis
Bloomington	Corpus Christi	Bunkie
Kingsville	Freeport	M. K. Yard*
Harlingen	Sugarland	

*General order book only.

7. MAXIMUM GROSS WEIGHT LIMITATIONS:

Work equipment or cars exceeding 263,000 pounds weight must not be handled except as authorized by Superintendent.

Such authority together with any restrictions, must be attached to the waybill. If speed restrictions required, Train Order Form X must be issued covering.

On subdivisions where maximum gross weight that can be handled is less than 263,000, the maximum weight to be handled will be shown on schedule page of that subdivision, thus (Max. Wt. 220,000 lbs.). Cars exceeding weight shown must not be handled except as authorized by Superintendent.

SD40 type Engines must not be operated on subdivisions where Max. Gross Wt. Limitation is less than 240,000 lbs. except as authorized by Superintendent.

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 an approach sign. Speed at these locations shall not exceed twenty miles per hour, to apply from this sign until crossing is occupied.

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 Co.	Ⓜ
Rio Hondo Industrial Lead MP 5.5 SP Co.	Ⓜ
Corpus Christi CCTA MP 149.4.	Ⓢ
Crossing on Victoria Subdivision located on Compress Track 0.8 miles from main track located at Mile Post 12 Pole 1.	G
Brownsville Belt Line MP 1-16 SP Gate.	
Anchorage Yard-MP.	Ⓞ
Anchorage Yard, P.C. RR.	Ⓞ
Crowley Mill Row lead, SP.	Ⓜ
Lake Charles Goss port lead, SP. Co.	Ⓜ
Manchester S.P. Co. Ind. Track	
Jefferson Island Ind. Lead MP 52-8 SP Co.	Ⓢ

9. SWITCHES:

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

Spring Switches are identified by "SS" signs on or near switch.

9-A. Location of No. 15, 16 or 20 Switches and Turnouts:

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
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	
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

Siding Switches at:

Woodworth, Bringham, Glenmora, Inari, Bloomington, Carr, Vanderbilt, Laward, Blessing, Buckeye, Bay City, Allenhurst, Sweeney, Angleton, Liverpool, Ama, Donaldsonville, Livonia, and Palmetto.

BM Siding	— South siding switch
Waggaman	— End Drill track
Johnson	— East end siding

11. OPERATIONS OVER FOREIGN LINES:

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

(b) Instructions governing Operation on the Port Railroad Tracks when Serving the West Bank Port of Greater Baton Rouge Located Near Port Allen, La.: Max. Speed 15 MPH.

(c) 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.

(d) New Orleans Terminal:

Unless otherwise instructed, the route of passenger and freight trains between West Bridge Jct. and Race St. freight yard, and Passenger Station, New Orleans, will be as follows:

Passenger Trains:

New Orleans Public Belt RR between West Bridge Jct. and East Bridge Jct.

Illinois Central RR between East Bridge Jct. and Southport.

New Orleans Union Passenger Terminal RR between Southport and New Orleans Passenger Station.

Freight Trains:

New Orleans Public Belt RR between West Bridge Jct. and Race Street freight yard, New Orleans.

Movement of trains will be governed by, and employes will be subject to Rules, Timetables and Special Instructions of:

New Orleans Public Belt RR between West Bridge Jct. and Race St. Jct., New Orleans:

Illinois Central RR between East Bridge Jct. and Southport.

New Orleans Union Passenger Terminal RR between Southport and New Orleans Passenger Station.

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 therewith.

13. Trains and engines must stop and proceed only after a member of crew has protected crossing as follows:

Clute—Main St. & Kyle Road.

Freeport—Crossing at Depot.

Brazoria—Sulphur Mine Spur Hwy. 521.

Victoria—Hwy. 59 and Moody St.

Harlingen—Hwy. 77—Jackson St. (Alley Trk.)
Wilson Road (Except Main Track).

Brownsville—All Track 14th St., Palm Blvd. (Alley Trk.)

San Benito—Port Isabel Subdiv. Hwy. 77 and Sam Houston Blvd.

Mission—Miller St., 10th St., Conway St. (Except Main Track).

Weslaco—Republica, Liberstad, Palmas Cedro, Pino Streets on Back Track.

Mercedes—Hwy. 83 (Power House Spur).

Baytown—Humble Co. Hospital King.

Orange—Jackson and Border Streets.

Eunice—Crowley Subdiv., Opelousas Hwy.

Crowley—Avenue F.

New Iberia—Main, Camelia, Fulton, Lewis and all cross streets along Pershing Ave.

Franklin—Hwy. 90, Iberia and Willow St.

Lake Charles—Westward Trains at Hodges St.

Ryan St. Crossing at River Track.

South St. Crossing on Log Wharf Lead

Lake St. (Lake Charles Harbor and Terminal Lead — Sallier St.)

Avoyelles—Port Allen Hwy. 76.

Jefferson Island Lead—Admiral Doyle Drive MP 49.

CORPUS CHRISTI

1. 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.

2. 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

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.

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.

17. Special Rule—Train Protection

Trains authorized on following Subdivisions—

Huntsville	Sugarland
Crystal City	New Iberia
Mission	Thibodaux
(Between Mission and	Church Point
Rio Grande City)	

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. RAIL DETECTOR CARS

Sperry Rail Detector Test Cars, when testing rail, must not occupy main track within territory where Rules 400 to 406 inclusive are in effect except on authority of track and time limits as prescribed by Rule 402.

19. AUTOMATIC BLOCK SYSTEM: (See Schedule Pages)

Block Indicators prescribed by Rule 355 will be designated by a trapezoid metal plate with black letter "I" on white background attached to the signal.

Waggaman-Cyanamid

20. Yard movements may be made at restricted speed between West Switch Waggaman and Cyanamid after permission secured from Operator Avondale.

Before authorizing such movement Operator Avondale will secure permission from Train Dispatcher and protect the move by display of Stop Signals at Ama, Cyanamid and Waggaman.

21. HOT BOX DETECTOR:

Located MP 44.1 near Vacherie, Recorder in Donaldsonville Telegraph Office. Indicators on westward signal Oak Alley and on signal mast at east end of Johnson.

When indicator displays flashing red aspect, contact operator or dispatcher for information as to location of car, stop and inspect train. If unable to communicate with dispatcher, inspection will be made of train by crew to locate car and necessary handling given. Indicators are normally dark.

23. 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 employees whose duties require them to go between, under or about engines or cars.

28. In territory where CTC rules are in effect, where maximum speed permitted is in excess of 20 MPH trains and engines using a hand operated main track switch not equipped with electric lock or spring switch mechanism must leave a portion of train occupying main track or leave main track switch open.

TRAIN DISPATCHERS

Palestine, Tex.

A. V. Black
J. H. Bradley
G. P. Sowell
V. E. Davidson
B. C. Jones
W. H. McDonald, Jr.
R. A. Jones
W. F. Bradley

J. D. Whitmire

H. Hall

Houston, Tex.
R. S. Slay
M. F. Martin
C. A. Perry

J. H. Green
R. L. Solleau
J. A. Weatherly
B. J. McCarty
E. L. Mundy
C. C. Terry
J. L. Dwyer
R. D. Sanders

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.)

PERMANENT SPEED RESTRICTION SIGN
See Rule 10(h) and Timetable Special Instructions

APPROACH SIGN
Proceed prepared to stop before reaching stop sign.

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.

STOP SIGN
At point where stop required

YARD LIMIT SIGN
See Rule 93

SWITCHING LIMIT SIGN
Used to designate Switching Limits

SPRING SWITCH SIGN

END OF ABS

SPEED LIMITING SIGNS FOR SPRING SWITCHES
When moving points in trailing movements