

DIVISION OFFICERS

G. M. HOLZMANN.....Acting Supt.....Kingsville, Tex.

J. C. BOWDEN.....Trainmaster,
Vanderbilt,
Kingsville,
Corpus Christi,
Austwell,
Victoria,
Subdivs.....Kingsville, Tex.

C. G. TAYLOR.....Trainmaster,
Brownsville,
Mission,
Edinburg,
Ed Couch
San Perlita,
Subdivs.,
S.B.&R.G.V. Ry.... Harlingen, Tex.

B. E. WATSON.....Trainmaster,
Freeport,
Hoskins,
Subdivs.....Freeport, Texas

R. S. SLAY.....Trainmaster.....Kingsville, Tex.

J. L. JONES.....Night Chief
Dispatcher.....Kingsville, Tex.

T. BAY.....Dispatcher.....Kingsville, Tex.

L. CHISM.....Dispatcher.....Kingsville, Tex.

E. D. TISON.....Dispatcher.....Kingsville, Tex.

H. GREEN.....Dispatcher.....Kingsville, Tex.

H. N. HARREL.....Dispatcher.....Kingsville, Tex.

W. T. MATHIS.....Dispatcher.....Kingsville, Tex.

C. A. PERRY.....Dispatcher.....Kingsville, Tex.

W. H. WALSH.....Dispatcher.....Kingsville, Tex.

S. W. YARBROUGH, JR.....Dispatcher.....Kingsville, Tex.

C. D. FATHERREE.....Road Foreman
of Engines.....Kingsville, Tex.

SAFETY FIRST



GULF COAST LINES

THE ST. LOUIS, BROWNSVILLE &
MEXICO RAILWAY CO.

RIO GRANDE CITY RAILWAY CO.

SAN BENITO & RIO GRANDE
VALLEY RAILWAY CO.

SAN ANTONIO, UVALDE & GULF
RAILROAD CO.

HOUSTON AND BRAZOS
VALLEY RAILWAY

KINGSVILLE DIVISION

TIME-TABLE

No. 47

Effective 12:01 A. M.

SUNDAY, AUGUST 28, 1949

CENTRAL STANDARD TIME

Superseding Time-Table No. 46, dated October 31,
1948, and all supplements thereto.

FOR THE INFORMATION AND GOVERNMENT OF
EMPLOYEES CONCERNED, WHO MUST ALSO CARRY
COPY OF SPECIAL INSTRUCTIONS No. 6
DATED AUGUST 15, 1948

The Railroad Company reserves the right to vary therefrom
as circumstances may require.

F. E. BATES, Senior Executive Assistant

A. B. KELLY, General Manager

R. JOHNSON, Acting Assistant General Manager

L. A. GREGORY, Gen'l Superintendent Transportation

E. W. HARCRAVE, Ass't Gen'l Sup't Transportation

SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

GENERAL NOTICE (in part): SAFETY is of the FIRST importance in the discharge of duty.

GENERAL RULES (in part): Rule B: Employees must be conversant with and obey the rules and special instructions.

RULE E: Employees must render every assistance in their power in carrying out the rules and special instructions and must report to the proper official any violation thereof.

RULE 108: In case of doubt or uncertainty, the SAFE course MUST be taken.

RULE 518: In foggy or stormy weather, enginemen must approach ALL signals, the indication of which cannot be plainly seen, at Low Speed.

RULE 885: (in part): Conductors must not allow other duties to interfere with the proper protection of their train, and must require their flagman to act promptly and in accordance with the Rules.

RULE 956: Enginemen are jointly responsible with the conductor for the safety of the train and proper observance of the rules; and although they are under the direction of the conductor regarding the management of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of rules or law.

RULE 887: Brakemen must carefully read train orders, keep them in mind and assist in their observance. call attention of conductor or engineman immediately to any apparent failure to observe train orders, or to clear the time of superior trains, or to comply with rules and instructions.

In cases where safety of trains and observance of rules or train orders are involved, brakemen are responsible to the extent of their ability to prevent accident or violation of rules.

RULE 979: (Makes the same requirements as contained in Rule 887, applicable to firemen and forward trainmen.)

ITEM 2, Circular 44-D (Instructions to Train Dispatchers):

The train dispatcher is in position to render valuable service in bringing about 100% observance of the rules; first, by habitually conforming to the rules in the performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact, and third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

He must bear in mind that his more extended means of communication and consequent knowledge of conditions, gives him a point of view not available to any other person connected with train or yard movements and that it is his duty to impart that knowledge to any person when it will promote safety or expedite the movement of trains.

NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.

2. No officer or employe has the authority to tell anyone to violate a rule.

3. Rules can be eliminated, modified or changed by (a) Paster in the Book of Rules, after being properly authorized; (b) by Special Instructions Supplementary to the Uniform Code of Operating Rules (in time-table or in pamphlet form); (c) by Bulletin Order; (d) by train order, when properly authorized.

4. No employe will be censured for failure to make schedule, or make up lost time on a schedule, when to do so, a disregard for safety or rules will be involved.

5. Conductors and Enginemen must inform themselves of conditions, and during and after heavy storms, or any conditions which may restrict visibility or condition of track, must restrict speed of their train to insure **ABSOLUTE SAFETY**. When storms, fogs or other conditions obscure track or signals, speed of train must be restricted to insure seeing and complying with signal indications. **THESE INSTRUCTIONS MUST BE OBSERVED REGARDLESS OF LOSS OF TIME.**


General Manager

ATTENTION

TRAIN AND ENGINE CREWS

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their

first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

10. On crowded trains, Missouri Pacific Lines employees riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific Lines enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.



General Manager.

VANDERBILT SUBDIV.—ALGOA TO VANDERBILT

TIME-TABLE
NO. 47

AUGUST 28, 1949

TRAINS SOUTHWARD

Station Numbers	Distance from Brownsville	STATIONS	Siding Capacity in Cars	FIRST CLASS							SECOND CLASS			THIRD CLASS	
				11	15						61	81		591	
				Passenger	Passenger						Red Ball Freight	Red Ball Freight		Local Freight	
				Daily	Daily						Daily	Daily		Daily Except Sunday	
372	371.8	CS...HOUSTON (Union Station) ... 3.7	Yard Via HRAI & GC & SF Bys.	10 45 AM	9 20 PM										
368	368.1	CS...NEW SOUTH YARD..... 24.9									7 40 PM	10 15 PM		9 00 AM	
343	343.2	ALGOA..... 0.4		f 11 30 AM	f 10 10 PM						8 35 PM	11 15 PM		10 00 AM	
	342.8	P...BM SIDING.....OWY 210 9.4													
333	333.4	P...LIVERPOOL.....* 125 6.1													
327	327.3	LS...DANBURY.....* 125 7.2		f 11 47											
	320.1	FREEPORT SUBDIV. CROSSING..... 0.1													
321	320.0	CS...ANGLETON.....Y 125 3.6		s 11 56 AM	s 10 44										
316	316.3	P...EDMONDS.....* 128 7.7													
309	308.6	LS...BRAZORIA.....125 3.1		s 12 09 PM	s 11 02										
	305.5	P...SAN BERNARD RIVER (Draw Bridge) 4.7													
301	300.8	LS...SWEENEY.....W 125 3.7		s 12 22	s 11 17										
297	297.1	P...ABERCROMBIE..... 5.4													
292	291.7	P...ALLENHURST.....125 7.6													
	284.1	GC&SF CROSSING..... 0.3													
284	283.8	LS...BAY CITY.....Y 0.1		s 12 43	s 11 45 PM										
	283.7	SK SIDING.....W 125 8.5													
275	275.2	P...BUCKEYE.....* 125 5.6													
270	269.6	P...ELMATON.....* 65 4.9													
	264.7	..T&NO CROSSING..... 0.1													
265	264.6	LS...BLESSING.....* 125 7.3		a 1 10	s 12 19 AM										
257	257.3	P...FRANCITAS.....* 125 7.6													
250	249.7	LS...LAWARD.....* 125 4.8		f 1 27											
245	244.9	LS...LOLITA.....* 95 4.8													
240	240.1	CS...VANDERBILT.....DOWT 131.7	Yard	s 1 39 PM	s 12 54 AM						11 40 PM	2 35 AM		4 55 PM	
				Daily	Daily						Daily	Daily		Daily Except Sunday	

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KINGSVILLE DIVISION (47)

KINGSVILLE SUBDIV.—VANDERBILT TO KINGSVILLE YARD

TRAINS SOUTHWARD

Station Numbers	Distance from Brownsville	TIME-TABLE NO. 47 AUGUST 28, 1949		Siding Capacity in Cars	TRAINS SOUTHWARD						
					FIRST CLASS		SECOND CLASS		THIRD CLASS		
					15 Passenger	11 Passenger	81 Red Ball Freight	61 Red Ball Freight	593 Local Freight		
		STATIONS			Daily	Daily	Daily	Daily	Daily Except Sunday		
240	240.1	CS	VANDERBILT..... DWOT	Yard	12 54 AM	1 39 PM	3 30 ¹⁶ AM	11 50 PM	6 00 AM		
236	236.0	P	LA SALLE..... ^{4.1}	96	1 03	1 46 ⁵⁹²	3 40	11 57 PM	6 10		
230	229.5	P	OARR..... ^{6.5}	108	1 11 ⁸⁰	1 54	3 55	12 07 AM	6 20		
224	224.2	LS	PLACEDO..... ^{5.3}	40	1 17	2 00	4 05	12 15	6 30		
	224.1		T&NO CROSSING..... ^{0.1}								
219	219.3	CS	BLOOMINGTON..... WOY	94	1 24	2 06	4 15	12 28 ⁸⁰	6 50		
209	209.4	LS	McFADDIN..... ^{9.9}	96	1 39	2 20	4 40	12 43	7 10		
205	205.7	P	INARI..... ^{3.7}	94	1 44	2 24	4 47	12 49	7 20		
198	198.2	P	VIDAURI..... ^{7.5}	96	1 52	2 32	4 59	1 00	7 35		
193	193.4	P	GRETA..... ^{4.8}	96	1 58	2 37	5 09	1 08	7 45		
	187.0	P	NF SIDING..... W	95	2 05 ¹⁶	2 44	5 19	1 18	7 55		
186	186.0	CS	REFUGIO..... ^{1.0}	94	2 14	2 48	5 29	1 21	8 10		
180	180.0	LS	WOODSBORO..... ^{6.0}	101	2 25	2 55	5 45	1 43 ¹⁶	8 35		
174	173.6	P	CRANELL..... ^{6.4}	40	2 34	3 04	6 01	2 00	8 50		
169	168.9	P	EWELDER..... ^{4.7}	96	2 40	3 09	6 15	2 09	9 05		
162	162.1	LS	SINTON..... WY	67	2 50	3 18	6 40	2 20	9 20 ⁵⁹²		
	162.0		T&NO CROSSING..... ^{0.1}								
	161.3	P	JX SIDING..... ^{0.7}	93	2 53	3 20	6 45	2 23	9 25		
	155.0		OD SIDING..... ^{6.3}	95	3 00	3 27	6 55	2 35	9 45 ⁶⁰		
155	154.5	CS	ODEM..... Y	Yard	3 10	3 35	7 20	2 40 ¹²	10 30		
	154.5		CORPUS CHRISTI SUBDIVISION CROSSING..... ^{0.0}		3 30	3 45		2 52			
152	151.6	P	ANGELITA..... ^{2.9}	35	3 36	3 49	7 30	3 15	10 45		
148	148.1	LS	CALLEN..... ^{3.5}	94	3 41	3 53	7 40 ⁵⁹²	3 21	10 55		
	141.4		TEX.-MEX. CROSSING..... ^{6.7}								
141	141.4	CS	ROBSTOWN..... WS	154	3 55 ⁶¹	4 05	8 15	3 55 ¹⁵	11 35		
132	132.1	LS	DRISCOLL..... ^{9.3}	105	4 07	4 15	8 55 ⁶⁰	4 25	11 55 AM		
125	124.9	LS	BISHOP..... ^{7.2}	94	4 15	4 23	9 35 ¹²	4 40	12 15 PM		
119	118.6	CS	KINGSVILLE..... ^{6.3}		4 30 AM	4 35 PM					
	118.4		KINGSVILLE YARD..... DWOT	Yard			9 55 AM	5 20 AM	12 40 PM		
					Daily	Daily	Daily	Daily	Daily Except Sunday		
			121.7								

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KINGSVILLE DIVISION (47)

6 BROWNSVILLE SUBDIV.—BETWEEN KINGSVILLE AND BROWNSVILLE

TRAINS SOUTHWARD				Station Numbers	Distance from Brownsville	TIME-TABLE NO. 47 AUGUST 28, 1949	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS		FIRST CLASS						FIRST CLASS		SECOND CLASS	
81 Red Ball Freight	61 Red Ball Freight	11 Passenger	15 Passenger					12 Passenger	16 Passenger	60 Red Ball Freight	80 Red Ball Freight
Daily	Daily	Daily	Daily			STATIONS		Daily	Daily	Daily	Daily
		a 4 40 PM	a 4 40 AM	119	118.6	CS.....KINGSVILLE..... 0.2		a 9 20 AM	a 11 30 PM		
10 30 AM	6 45 AM	4 42	4 42		118.4	KINGSVILLE YARD DOWTS 6.4	Yard	9 18	11 25	7 30 AM	6 05 PM
10 50	7 05 60	4 50	4 50	112	112.0	P.....RICARDO..... 8.9	95	9 11	11 16	7 05 61	5 45
11 10	7 20	5 00	5 00	103	103.1	P.....RIVIERA..... 5.5	94	9 02	11 06	6 45	5 30
11 25	7 30	f 5 06 80	5 07	98	97.6	LS.....SABITA..... 6.9	111 f	8 56	10 59	6 30	5 06 11
11 40	7 40	5 14	5 15	91	90.7	P.....MIFFLIN..... 7.9	108	8 48	10 51	6 15	4 40
11 55 AM	7 53	5 23	5 24	83	82.8	P.....TURCOTTE..... 5.8	96	8 39	10 41	5 55	4 20
12 15 PM	8 33 12 a	5 30	a 5 32 60	77	77.0	P.....ARMSTRONG.....*W 9.4	105 a	8 33 61	a 10 33	5 32 15	4 05
12 35	8 55	5 42	5 43	68	67.6	P.....NORIAS..... 7.1	96	8 23	10 19	5 05	3 45
12 48	9 10	5 51	5 52	61	60.5	P.....RUDOLPH.....W 8.1	108	8 15	10 10	4 50	3 30
1 05	9 25	6 01	6 02	52	52.4	P.....YTURRIA..... 4.4	94	8 06	9 59	4 35	3 10
1 15	9 35	6 06	6 08		48.0	BB SIDING 1.6	111	8 01	9 53	4 26	3 00
1 20	10 00	a 6 11	a 6 15	46	46.4	CS.....RAYMONDVILLE.....WY 5.0	Yard a	7 58	a 9 50	4 23	2 55
1 35	10 30	6 17	6 22	41	41.4	LS.....LYFORD..... 4.5	95	7 50	9 40	4 10	2 40
1 50	10 45	6 22	6 28	37	36.9	LS.....SEBASTIAN..... 7.4	89	7 45	9 34	4 00	2 30
2 15 80	11 05	6 31	6 37	30	29.5	P.....COMBES..... 2.7	94	7 37	9 25	3 45	2 15 81
					26.8	T & N O CROSSING 1.2					
2 30 PM	11 59 AM	6 36	6 42		25.6	CS.....HARLINGEN YARD DOWYS 0.8	Yard	7 32	9 17	3 30	2 00 PM
	12 15 PM	a 6 50	{ 6 45 7 02	25	24.8	HARLINGEN..... 0.1	a	7 30	{ 9 15 8 57	2 21	
	12 20	6 52	7 04		24.7	HN SIDING 5.7	67	7 22	8 55	2 20	
	1 00	a 7 05	a 7 11 12	19	19.0	LS.....SAN BENITO.....T 4.9	78 a	7 11 15	a 8 41	2 10	
	1 15	7 13	7 24	14	14.1	P.....RUSSELLTOWN..... 5.1	27	7 04	8 35	1 30	
	1 30	7 19	7 31	9	9.0	P.....OLMITO..... 8.3	52	6 58	8 28	1 20	
	2 00 PM	7 30	7 45		0.7	CS.....BROWNSVILLE YARD DTOWYS 0.7	Yard	6 47	8 17	1 00 AM	
		7 40 PM	8 00 AM	0	0.0	BROWNSVILLE.....		6 45 AM	8 15 PM		
Daily	Daily	Daily	Daily			118.6		Daily	Daily	Daily	Daily

MISSION SUBDIV.—BETWEEN HARLINGEN AND RIO GRANDE CITY

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TRAINS SOUTHWARD

THIRD CLASS SECOND CLASS FIRST CLASS

Station Numbers

Distance from Harlingen

TIME-TABLE
NO. 47

AUGUST 28, 1949

Siding Capacity in Cars

TRAINS NORTHWARD

FIRST CLASS SECOND CLASS THIRD CLASS

597 Local Freight Daily Except Sunday	581 Red Ball Freight Daily	125 Local Freight Daily Except Sunday	115 Passenger Daily							116 Passenger Daily	580 Red Ball Freight Daily	596 Local Freight Daily Except Sunday	126 Local Freight Daily Except Sunday
8 15 AM	3 00 PM		7 05 AM	25	0.0					8 50 PM			
8 35	3 15		7 15	A4	4.3	CS	HARLINGEN YARD DOWY	Yard		8 25	1 35 PM	3 00 PM	
				A6	6.2		STUART PLACE	82			1 15	2 20	
9 00	3 25		7 22	A8	8.3	LS	ADAMS GARDENS	156				2 00	
9 45	3 40		7 34	A14	13.9	LS	LA FERIA	70		8 15	12 55	1 20	
10 30	3 55		7 45	A19	18.8	LS	MERCEDES	73		7 50	12 35	1 20	
11 10 596	4 10		7 56	A23	22.8	LS	WESLACO	111		7 40	12 20 596	12 20 597	
11 25	4 20		8 06	A27	26.9	LS	DONNA	84		7 25	12 05 PM	11 10 AM	
11 40 580	4 30		8 13	A29	29.3	LS	ALAMO	91		7 12	11 50 AM	10 45	
12 30 PM	4 45		8 21	A31	31.0	LS	SAN JUAN	50		7 02	11 40 597	10 20	
1 45	5 00		8 36 596	A34	34.2	LS	PHARR	80		6 55	11 30	9 55	
					34.5		McALLEN			6 45	11 20	8 36 115	
							T&NO Crossing						
2 30 PM	5 15 PM	9 00 AM	8 55 AM	A40	40.0	LS	MISSION	Yard		6 30 PM	11 00 AM	8 00 AM	12 50 PM
		9 40		A55	53.3	P	SAM FORDYCE	18					12 05 PM
		9 50		A56	56.0	P	CARRIZOLOS						11 50 AM
		10 10		A60	59.8		RATCLIFF	14					11 35
		10 50 AM		A73	73.3	LS	RIO GRANDE CITY	Yard					11 00 AM
Daily Except Sunday	Daily	Daily Except Sunday	Daily							Daily	Daily	Daily Except Sunday	Daily Except Sunday

CORPUS CHRISTI SUBDIV.—S. A. U. & G. CROSS OVER TO CORPUS CHRISTI

TRAINS SOUTHWARD

Station Numbers	Distance from San Antonio	TIME-TABLE NO. 47 AUGUST 28, 1949		Siding Capacity in Cars	FIRST CLASS				SECOND CLASS		THIRD CLASS	
					205	215			267		291	
					Passenger	Passenger			Red Ball Freight		Local Freight	
		STATIONS			Daily	Daily			Daily		Daily Except Sunday	
G-0	0.0	CS.....	SAN ANTONIO DWOT	Yard	11 55 AM	10 40 PM	See Current Time Table San Antonio Division between S.A.U.G. Cross Over and San Antonio					
			3.3						8 00 PM		7 20 AM	
G-3	3.3	P.....	S. A. U. & G. CROSS OVER		12 06 PM	10 52 PM			8 15 PM		7 35 AM	
G-7	6.7	P.....	SAN JOSE W	34	12 14	11 01			8 25		7 45	
G-13	12.6	P.....	CASSIN	33	12 22	11 11			8 40		7 57	
G-21	20.3	P.....	ROSIDING	70	12 34	11 24			8 56		8 13	
G-27	26.6	LS.....	LEMING	23	12 43	11 35			9 09		8 25	
G-32	32.7		PLEASANTON JUNCTION									
G-33	33.7	P.....	NORTH PLEASANTON WOYT	Yard	12 53 ²⁰⁶	11 46			9 25		8 40	
G-34	34.3	CS.....	PLEASANTON	19	1 03	11 55 PM			9 27		8 45	
G-39	38.8	P.....	COUGHRAN	19	1 09 ²⁹⁰	12 02 AM			9 37		8 55	
G-46	46.3	P.....	McCOY	32	1 18	12 13			9 53		9 10	
G-55	55.2	LS.....	CAMPBELLTON	75	1 29	12 26			10 11		9 28	
G-63	63.3	LS.....	WHITSETT	32	1 39	12 38			10 26		9 46	
G-68	68.0	P.....	SUNILAND	28	1 45	12 45			10 36		9 55	
G-77	77.3	LS.....	THREE RIVERS W	60	1 57	1 00 ²⁶⁶			10 53		10 35 ²⁹⁰	
G-84	83.5	P.....	IKE	25	2 06	1 09			11 05		10 55	
G-88	88.1	LS.....	GEORGE WEST	75	2 13	1 16			11 20		11 34 ²⁰⁶	
G-94	93.5	P.....	MIKESKA	27	2 20	1 25			11 40 ²⁶⁶		11 55 AM	
G-100	100.6	P.....	DINERO	25	2 29	1 35			11 57 PM		12 10 PM	
G-104	103.8	LS.....	MOUNT LUCAS	75	2 33	1 40			12 04 AM		12 20	
	105.8		WATER TANK W									
G-107	107.3	P.....	CORNELIA	25	2 43	1 50			12 25		12 30	
	113.0		T&NO CROSSING									
G-113	113.0	CS.....	MATHIS	38	2 51	2 00 ²¹⁶			12 50		12 45	
G-120	120.8	P.....	DICKEY	26	3 01	2 15			1 12		1 05	
G-124	123.9	P.....	HUBERT	27	3 06	2 22			1 40 ²¹⁶		1 15	
G-126	126.1		EDROY W	37	3 09	2 28			1 50		1 20	
G-132	132.2	CS.....	ODEM Y	Yard	3 45	3 45 ²⁶⁷			2 05		2 00	
	132.2		KINGSVILLE SUBDIVISION CROSSING									
G-141	141.2	P.....	VIOLA	100	3 59	4 00			4 28		2 20	
G-146	145.6	P.....	NUCOES		4 05	4 07						
	148.6	CS.....	CORPUS CHRISTI YARD DWOT	Yard	4 11	4 13			5 30 AM		2 40 PM	
	148.7		NORTH WYE		4 12	4 14						
	149.4		T&NO CROSSING									
G-150	149.5		CORPUS CHRISTI		4 25 PM	4 35 AM						
			149.5		Daily	Daily			Daily		Daily Except Sunday	

Station Numbers	Distance from Corpus Christi	TIME-TABLE NO. 47 AUGUST 28, 1949		Siding Capacity in Cars	TRAINS NORTHWARD							
					FIRST CLASS				SECOND CLASS		THIRD CLASS	
					206	216			266		290	
					Passenger	Passenger			Red Ball Freight		Local Freight	
		STATIONS			Daily	Daily			Daily		Daily Except Sunday	
G 0	149.5	CS	SAN ANTONIO	DWOT	Yard	1 55 PM	6 45 AM	See Current Time Table San Antonio Division between S.A.U.G. Cross Over and San Antonio				
			3.3									
G3	146.2	P	S. A. U. & G. CROSS OVER			1 42 PM	6 25 AM		4 55 AM		2 50 PM	
G7	142.8	P	SAN JOSE	W	34	1 32	6 10		4 30		2 40	
G13	136.9	P	CASSIN		33	1 22	5 55		4 05		2 25	
G21	129.2	P	ROSIDING		70	1 12	5 35		3 40		2 05	
G27	122.9	LS	LEMING		23	1 03	5 21		3 20		1 50	
G32	116.8		PLEASANTON JUNCTION									
G33	115.8	P	NORTH PLEASANTON	WOYT	Yard	12 53 ²⁰⁵	5 07		3 00		1 35	
			0.6									
G34	115.2	CS	PLEASANTON		19	12 48	4 57		2 30		1 25	
G39	110.7	P	COUGHRAN		19	12 40	4 44		2 20		1 09 ²⁰⁵	
G46	103.2	P	McCOY		32	12 30 ²⁹⁰	4 27		2 05		12 30 ²⁰⁶ PM	
			8.9									
G55	94.3	LS	CAMPBELLTON		75	12 18	4 09		1 47		11 50 AM	
			8.1									
G63	86.2	LS	WHITSETT	*	32	12 07	3 49		1 30		11 15	
			4.7									
G68	81.5	P	SUNILAND		28	12 01 PM	3 39		1 20		11 00	
			9.8									
G77	72.2	LS	THREE RIVERS	W	60	11 49 AM	3 21		1 00 ²¹⁵		10 35 ²⁹¹	
			6.2									
G84	66.0	P	IKE		25	11 40	3 05		12 10 AM		9 50	
			4.6									
G88	61.4	LS	GEORGE WEST		75	11 34 ²⁹¹	2 55		11 59 PM		9 35	
			5.4									
G94	56.0	P	MIKESKA		27	11 27	2 40		11 40 ²⁶⁷		9 20	
			7.1									
G100	48.9	P	DINERO	*	25	11 18	2 29		11 11		9 05	
			3.2									
G104	45.7	LS	MOUNT LUCAS		75	11 14	2 19		11 05		8 55	
			2.0									
	43.7		WATERTANK	W								
			1.5									
G107	42.2	P	CORNELIA		25	11 07	2 10		10 52		8 40	
			5.7									
	36.5		T&NO CROSSING									
			0.0									
G113	36.5	CS	MATHIS		38	10 57	2 00 ²¹⁵		10 40		8 30	
			7.8									
G120	28.1	P	DICKEY		26	10 48	1 47		10 26		7 56	
			3.1									
G124	25.6	P	HUBERT		27	10 44	1 40 ²⁶⁷		10 20		7 50	
			2.2									
G126	23.4		EDROY	W	37	10 40	1 30		10 15		7 45	
			6.1				1 15					
G132	17.3	CS	ODEM	Y	Yard	10 30	12 15		10 00		7 30	
			0.0									
	17.3		KINGSVILLE SUBDIVISION CROSSING									
			9.0									
G141	8.3	P	VIOLA		100	10 04	12 02 AM		8 25		6 20	
			4.4									
G146	3.9	P	NUCES			9 58	11 55 PM					
			8.0									
	0.9	CS	CORPUS CHRISTI YARD	DWOYS	Yard	9 53	11 49		8 00 PM		6 00 AM	
			0.1									
	0.8		NORTH WYE			9 52	11 48					
			0.7									
	0.1		T&NO CROSSING									
			0.1									
G150	0.0		CORPUS CHRISTI			9 50 AM	11 45 PM					
			149.5			Daily	Daily		Daily		Daily Except Sunday	

10 VICTORIA SUBDIV.—BETWEEN VICTORIA AND END OF TRACK

TRAINS SOUTHWARD

SECOND CLASS

553
Local
Freight

Daily
Except
Sunday

549
Local
Freight

Daily
Except
Sunday

9 00 AM

8 00 AM

8 20
11 00

11 21

11 36

11 59 AM

Daily
Except
Sunday

Daily
Except
Sunday

Station Numbers

Distance from
Bloomington

TIME-TABLE
NO. 47

AUGUST 28, 1949

STATIONS

LS VICTORIA WY\$ 36.2
1.0
T&NO CROSSING 35.2
12.6
CS BLOOMINGTON WOY 22.6
3.0
PORTILLO 19.6
2.0
HEYSER Y 17.6
5.3
GREEN LAKE 12.3
3.7
LONG MOTT 8.6
5.7
LS SEADRIFT Y 2.9
2.9
END OF TRACK 0.0

36.2

Distance from
End of Track

Siding Capacity
in Cars

TRAINS NORTHWARD

SECOND CLASS

THIRD CLASS

548
Local
Freight

Daily
Except
Sunday

7 30 AM

6 30 AM

Daily
Except
Sunday

552
Local
Freight

Daily
Except
Sunday

1 50 PM

1 27

1 05

12 50

12 25 PM

Daily
Except
Sunday

AUSTWELL SUBDIV.—BETWEEN AUSTWELL AND HEYSER

TRAINS SOUTHWARD

SECOND CLASS

555
Local
Freight

Daily
Except
Sunday

8 20 AM

9 05

9 15

9 35 AM

Daily
Except
Sunday

Station Numbers

Distance from
Heyser

TIME-TABLE
NO. 47

AUGUST 28, 1949

STATIONS

HEYSER Y 16.6
10.7
LS TIVOLI 5.9
2.2
MAUD LOW 3.7
3.7
LS AUSTWELL Y 0.0

16.6

Distance from
Austwell

Siding Capacity
in Cars

TRAINS NORTHWARD

THIRD CLASS

554
Local
Freight

Daily
Except
Sunday

11 00 AM

10 15

10 05

9 45 AM

Daily
Except
Sunday

RIO HONDO SUBDIV.—BETWEEN SAN BENITO AND RIO HONDO

11

TRAINS SOUTHWARD				Station Numbers	Distance from San Benito	TIME-TABLE		Distance from Rio Hondo	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						NO. 47				THIRD CLASS			
		765 Local Freight	757 Local Freight			AUGUST 28, 1949						756 Local Freight	764 Local Freight
		Daily Except Sunday	Daily Except Sunday			STATIONS				Daily Except Sunday	Daily Except Sunday		
		8 15 AM	10 00 AM	19	0.0	LS	SAN BENITO	WT	9.0	11 59 AM	1 40 PM		
		8 25 AM	10 10	J 2	2.0		PLACE JUNCTION		7.0	11 38	1 15 PM		
					5.5		T&NO CROSSING		3.5				
			10 40 AM	J 9	9.0	LS	RIO HONDO		0.0	11 10 AM			
		Daily Except Sunday	Daily Except Sunday							Daily Except Sunday	Daily Except Sunday		

PORT ISABEL SUBDIV.—BETWEEN PLACE JUNCTION AND PORT ISABEL

PORT ISABEL SOUTHWARD						TIME-TABLE		TRAINS NORTHWARD							
TRAINS SOUTHWARD			759 Local Freight	Station Numbers	Distance from Place Junction	NO. 47	Distance from Port Isabel	Siding Capacity in Cars	THIRD CLASS						
SECOND CLASS									Daily Except Sunday			758 Local Freight	Daily Except Sunday		
			8 25 AM	J 2	0.0	PLACE JUNCTION	30.7		1 15 PM						
			8 55	JA 8	8.5	LAURELES	22.2		12 45						
					9.5	T&NO CROSSING									
			9 25	JA 15	14.7	BAYVIEW	16.0	W	12 20						
			9 40	JA 18	18.0	ABNEY	12.7		12 05 PM						
			9 55	JA 21	21.5	ESOES	9.2		11 50 AM						
			10 35 AM	JA 30	30.7	PORT ISABEL	0.0	Y	11 15 AM						

RIVER SUBDIV.—BETWEEN SAN BENITO AND MONTE CHRISTO

TRAINS SOUTHWARD				Station Numbers	Distance from San Benito	TIME-TABLE		Distance from Monte Cristo	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS						NO. 47				THIRD CLASS			
		763 Local Freight	751 Local Freight			AUGUST 28, 1949				750 Local Freight	762 Local Freight		
		Saturday Only	Daily Except Sunday			STATIONS				Daily Except Sunday	Saturday Only		
			9 45 AM	19	0.0	LS	SAN BENITO TW	73.4		7 10 PM			
			10 10	K8	6.7		LA PALOMA	66.7		6 40			
			10 25	K12	11.5		LOS INDIOS	61.9		6 24			
			10 41	K16	15.5	P	RANGERVILLE	57.9		6 08			
			11 05	K22	21.6	LS	SANTA MARIA	51.8		5 44			
			11 27 AM	K29	28.8		PROGRESO	44.6		5 22			
			12 25 PM	K48	48.1	LS	HIDALGO	25.3		4 24			
			12 55	K56	55.5		MADERO	17.9		3 54			
		1 30 PM	1 20 PM	A40	58.8	LS	MISSION OWYS	14.6		3 40 PM	3 30 PM		
		1 50		K64	63.9		ALTON	9.5		3 08			
		2 00		K66	65.9		CANTU	7.5		3 00			
					70.3		MF JUNCTION Y	3.1					
		2 30 PM		K73	73.4		MONTE CHRISTO	0.0			2 30 PM		
		Saturday Only	Daily Except Sunday			73.4				Daily Except Sunday	Saturday Only		

ED COUCH SUBDIV.—BETWEEN HARGILL AND WESLACO

TRAINS SOUTHWARD					Station Numbers	Distance from Hargill	TIME-TABLE		Distance from Weslaco	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS							NO. 47				THIRD CLASS			
		655 Local Freight	653 Local Freight			AUGUST 28, 1949					652 Local Freight	656 Local Freight		
		Saturday Only	Daily Except Saturday and Sunday			STATIONS					Daily Except Saturday and Sunday	Saturday Only		
		1 15 PM	12 15 PM	E 15	0.0	LS.....	HARGILL..... WY	22.3			1 40 PM	3 40 PM		
		1 30	12 30	EE 5	5.2	LS.....	MONTE ALTO.....	17.1			1 25	3 25		
					8.3		ENGLEMAN JCT..... Y	14.0						
					11.4		T&NO CROSSING.....	10.9						
		1 45	12 55 PM	EE 11	11.5	LS.....	ED COUCH..... W	10.8			1 00 PM	3 05		
		2 20 PM		A 19	22.3	LS.....	WESLACO..... Y	0.0				2 20 PM		
		Saturday Only	Daily Except Saturday and Sunday			22 3					Daily Except Saturday and Sunday	Saturday Only		

FAYSVILLE SUBDIV.—BETWEEN FAYSVILLE AND MONTE CHRISTO

TRAINS SOUTHWARD				Station Numbers	Distance from Fayetteville	TIME-TABLE NO. 47 AUGUST 28, 1949		Distance from Monte Cristo	Siding Capacity in Cars	TRAINS NORTHWARD			
SECOND CLASS										THIRD CLASS			
			657 Local Freight			STATIONS				658 Local Freight			
			Saturday Only							Saturday Only			
			11 50 AM	E 23	0.0	P.....	FAYSVILLE..... Y	10.4		12 55 PM			
					1.1		T & N O CROSSING	9.3					
			12 22 PM	K 73	10.4		MONTE CHRISTO	0.0		12 22 PM			
			Saturday Only			10.4				Saturday Only			

EDINBURG SUBDIV.

BETWEEN RAYMONDVILLE AND SAN JUAN

SOUTHWARD

NORTHWARD

SECOND CLASS			TIME-TABLE NO. 47 AUGUST 28, 1949		THIRD CLASS	
651 Local Freight	Station Numbers	Distance from Raymondville			650 Local Freight	654 Local Freight
Daily Except Sunday			STATIONS		Daily Except Saturday and Sunday	Saturday Only
8 30 AM	46	0.0	CS.....	RAYMONDVILLE..... WY	2 35 PM	4 25 PM
8 55	E 8	8.6		LA SARA.....	2 10	4 00
9 15	E 15	15.4	LS.....	HARGILL..... WY	12 10 PM	1 15 PM
9 35	E 23	23.2	P.....	FAYSVILLE..... Y	11 50 AM	11 50 AM
		29.5		T & N O CROSSING.....		
9 55	E 30	30.4	LS.....	EDINBURG.....	11 30	11 30
10 30 AM	A 29	38.1	LS.....	SAN JUAN..... Y	11 00 AM	11 00 AM
Daily Except Sunday					Daily Except Saturday and Sunday	Saturday Only
			38.1			

SAN PERLITA SUBDIV.

BETWEEN RAYMONDVILLE AND SANTA MONICA

SOUTHWARD

NORTHWARD

SECOND CLASS			TIME-TABLE NO. 47 AUGUST 28, 1949		THIRD CLASS	
557 Local Freight	Station Numbers	Distance from Raymondville			556 Local Freight	
Saturday Only			STATIONS		Saturday Only	
5 40 AM	4.6	0.0	CS.....	RAYMONDVILLE..... WY	8 00 AM	
6 15	H 8	8.00	LS.....	SAN PERLITA.....	7 25	
6 30	H 12	11.06		WILLAMAR.....	7 10	
6 50 AM	H 18	18.00		SANTA MONICA..... Y	6 50 AM	
Saturday Only					Saturday Only	
			18.0			

FREEPORT SUBDIV.—BETWEEN ANCHOR AND FREEPORT

13

TRAINS SOUTHWARD				Station Numbers	Distance from Anchor	TIME-TABLE NO. 47 AUGUST 28, 1949		Distance from Freeport	TRAINS NORTHWARD			
THIRD CLASS	SECOND CLASS	FIRST CLASS							FIRST CLASS		SECOND CLASS	THIRD CLASS
389 Local Freight	387 Local Freight		303 Passenger						304 Passenger	386 Local Freight	388 Local Freight	
Daily	Daily Except Sunday		Daily Except Sunday			STATIONS			Daily Except Sunday		Daily	
	12 50 PM			F22	0.0	LS	ANCHOR	Y	21.5		12 30 PM	
6 45 PM	1 15			F18	4.4	CS	ANGLETON	WY	17.1		11 50 AM	6 35
					4.4		VANDERBILT SUBDIVISION CROSSING		17.1			
				F10	11.7		ROSS		9.8			
	1 50			F8	13.9		CLUTE		7.6		11 15	
7 20 PM	1 55		5 15 PM	F6	15.8	LS	HOSKINS JCT.	WY	5.7	7 15 AM	11 05	6 00
	2 10		5 24	F2	19.8		VELASCO	WO	1.7	7 06	10 53	
					20.0		BRAZOS RIVER (Draw Bridge)		1.5			
	2 20 PM		5 30 PM	F0	21.5	LS	FREEPORT	WY	0.0	7 00 AM	10 45 AM	
Daily	Daily Except Sunday		Daily Except Sunday				21.5		Daily Except Sunday		Daily Except Sunday	Daily

HOSKINS SUBDIV.—BETWEEN HOSKINS AND HOSKINS JCT.

TRAINS SOUTHWARD						TIME-TABLE NO. 47 AUGUST 28, 1949	Distance from Hoskins Junction	TRAINS NORTHWARD					
SECOND CLASS		FIRST CLASS		Station Numbers	Distance from Hoskins			FIRST CLASS		THIRD CLASS			
	385 Local Freight		303 Passenger						304 Passenger		384 Local Freight		
	Daily Except Sunday		Daily Except Sunday			STATIONS			Daily Except Sunday		Daily Except Sunday		
.....	10 00 AM	.....	4 40 PM	F19	0.0	P.....	HOSKINS..... WY	12.9	.....	7 50 AM	.....	12 35 PM	.....
.....	10 20	.....	4 51	F13	4.6	.....	MIMS.....	8.3	f.....	7 37	.....	12 08 PM	.....
.....	10 40	.....	5 02	F9	8.9	.....	STRATTON RIDGE.....	4.0	f.....	7 26	.....	11 48 AM	.....
.....	10 55 AM	.....	5 15 PM	F6	12.9	LS.....	HOSKINS JCT..... WY	0.0	.....	7 15 AM	.....	11 30 AM	.....
	Daily Except Sunday		Daily Except Sunday			12.9				Daily Except Sunday		Daily Except Sunday	

1. All northward trains are superior to trains of the same class in the opposite direction:

2. MAXIMUM SPEED

	MILES PER HOUR		
	Psg. Trains Diesel Power	Psg. Trains Steam Power	Freight Trains
Vanderbilt Subdivision.....	79	70	50
Kingsville Subdiv.	59	59	49
Brownsville Subdiv.	59	59	49
Corpus Christi Subdiv:			
Between SAU&G Crossover and North Pleasanton		50	35
Except Engines 1051 to 1073.....		30	30
Between North Pleasanton and M. P 117		55	35
Between M. P. 117 and Corpus Christi..		50	35
Mission Subdiv:			
Between Harlingen and Mercedes.....		50	30
Between Mercedes and McAllen		45	30
Between McAllen and Mission		50	30
Between Mission and Rio Grande City..		30	25
Victoria Subdiv:			
Between Bloomington and Victoria		25	25
Between Bloomington and Seadrift		20	15
Austwell Subdiv.		20	15
Edinburg Subdiv.		25	25
Except Coopers classification engines E-54		20	20
Faysville Subdiv.		20	20
Ed Couch Subdiv.		30	25
Except Coopers classification engines E-54		20	20
River Subdiv:			
Between San Benito and M. P. 13.....		25	20
Between M. P. 13 and Santa Maria.....		15	15
Between Santa Maria and M. P. 48.....		25	20
Between M. P. 48 and Monte Christo....		20	15
Rio Hondo Subdiv.....		20	15
Port Isabel Subdiv:			
Between Place Jct. and Laureles		25	20
Between Laureles and Abney		15	15
Between Abney and Port Isabel.....		20	20
San Perlita Subdiv.		25	20
Brownsville Belt		12	12
Brownsville Port Line		15	15
Freeport Subdiv.		35	25
Except between Anchor and Hoskins Jct.		25	20
Hoskins Subdiv.		25	15

3. SPEED RESTRICTIONS

Engines running light in forward movement with or without caboose or rider must not exceed speed of 45 miles per hour. Where maximum speed is less such restrictions will be observed.

Engines running backward with or without cars must not exceed speed of 25 miles per hour, except on subdivisions where maximum freight train speed is 25 miles per hour or less will be restricted to five miles per hour less than such maximum freight train speed.

Passenger trains handling freight cars must not exceed maximum speed of freight trains except on authority of Superintendent.

Trains must not exceed speed of 25 miles per hour between absolute signals 2841 (Mile Post 284 pole 3) and 2840 (Mile Post 284) G. C. & S. F. Ry. crossing Bay City.

Trains must not exceed 10 miles per hour through No. 10 turnouts or crossovers and 30 miles per hour through No. 15 or No. 20 turnouts or crossovers. All main track switches are No. 10 turnouts or less except the following which are No. 15 or No. 20 turnouts:

Both ends siding, San Juan,
Both ends siding, Mercedes,
North lead, Harlingen Yard,
Both ends No. 1 track Vanderbilt,
Both ends north siding Vanderbilt,
Both ends siding, Laward,
Both ends siding Francitas,
Both ends siding Blessing,
Both ends siding Buckeye,
Both ends SK siding,
Both ends siding, Allenhurst,
Both ends siding, Sweeny,
Both ends siding, Brazoria,
Both ends siding, Edmonds,
Both ends siding, Angleton,
Both ends siding, Danbury,
Both ends siding, Liverpool,
South end B M Siding.

	MILES PER HOUR	
	Passenger Trains	Freight Trains
VANDERBILT SUBDIV:		
North leg of wye, Algoa	25	25
Jefferson Lake Sulphur spur, M. P. 308.4.....	15	15
Alamo Refinery spur, Mile Post 297.15, straight track	10	10
On curves and in Yard at plant, Alamo Re- finery spur	5	5
Bay City, city limits MP 283 pole 7 to MP 285 pole 8.....	30	30
KINGSVILLE SUBDIV:		
Kingsville: Kleberg Ave. crossing	10	10
King Ave. crossing	10	10
BROWNSVILLE SUBDIV:		
Raymondville, city limits	40	40
Harlingen: Compress crossing.....	15	15
Jackson Street crossing	5	5
Harrison Street crossing	5	5
San Benito, city limits.....	20	20
MISSION SUBDIV:		
Mercedes, Texas Ave.	15	15
Donna, city limits	30	30
Pharr, Edinburg highway crossing just north of depot	10	10
Mission, city limits	30	30
EDINBURG SUBDIV:		
Edinburg-Harriman Ave.....	5	5
CORPUS CHRISTI SUBDIV:		
San Antonio, city limits.....	18	18
Mathis: Highway crossing just south of station.....	15	15
Hubert: Fordyce Sand & Gravel Co. spur.....	10	10
Corpus Christi: Southern Alkali road crossing at main gate..	15	15
Through North and South legs of wye.....	10	10
FREEPORT SUBDIV:		
Brazos River bridge, M.P. 1.2.....	10	10
HOSKINS SUBDIV:		
Bastrop Bayou bridge, M.P. 8.4.....	10	10

3. SPEED RESTRICTIONS: Cont.

PERMANENT SPEED RESTRICTIONS; LOCATION OF TRACK AND PERMISSIBLE SPEED—EACH LOCATION PROTECTED BY PERMANENT SPEED RESTRICTIONS AND RESUME SPEED SIGNS. PASSENGER TRAINS WITH DIESEL POWER, ALL STREAMLINE LOW CENTER OF GRAVITY LIGHT WEIGHT EQUIPMENT PERMITTED TO OPERATE FIVE MILES PER HOUR ABOVE SPEED INDICATED ON SPEED RESTRICTION SIGNS:

VANDERBILT SUBDIV:

Mile Post	Pole To	Mile Post	Pole	MILES PER HOUR		
				Pasgr.Trains all Streamline Equipment Diesel Power	Pasgr.Trains any Conventional Equipment, Steam or Diesel Power	Freight Trains
310	28	310	19	70	65	50
309	12	308	25	70	65	50
305	17	305	14	35	35	35
277	28	277	7	55	50	50
276	17	275	10	65	60	50
243	26	243	18	70	65	50
242	17	241	18	70	65	50

KINGSVILLE SUBDIV:

186	20	184	28	55	50	49
147	4	146	21	55	50	49

MISSION SUBDIV:

7	5	9	8	35	30	20
12	23	15	6	35	30	20
28	6	30	8	35	30	20
38	28	41	21	15	10	10

RIVER SUBDIV:

11	8	11	18		10	10
13	11	13	18		10	10

CORPUS CHRISTI SUBDIV:

12	24	12	32		30	30
147	25	148	1		10	10
148	14	148	19		10	10
149	3	149	10		10	10

Where maximum speed will permit locomotives in either freight or passenger service may be operated at the following speeds:

GCL and I-GN Engines:

Miles Per Hour

301 to 319	50
Except 310	61
320	65
321	50
322	65
323 to 332	50
333	65
334 to 338	50
339	65
341	50
342 to 348	65
349	50
350 to 351	65
352 to 360	50
361 to 389	65
941 to 948	45
1011 to 1030	55
Except 1022, 1027	40
1031 to 1040	53
Except 1036	40
1051 to 1073	53
Except 1066	40
1101 to 1125	63
1151 to 1161	80
1201 to 1280	55
1401 to 1571	55
Diesel 7007 to 7009, 7012 and 7013	98
Diesel 525 to 560	65
Diesel 4112 to 4115	65

3. SPEED RESTRICTIONS: Cont.

MISSOURI PACIFIC ENGINES:

Miles Per Hour

1 to 173	60
1201 to 1280	55
1401 to 1571	55
5308 to 5316	80
5507 to 5539	80
6401 to 6444	80
6501 to 6516	70
6601 to 6629	80
Diesel 501 to 524	65
Diesel 7000 to 7006	98
Diesel 7010 to 7011	98
Diesel 7014 to 7017	98
Diesel 7100	90

DISABLED ENGINES AND ENGINES IN TOW:

Motor Cars Dead in Tow	50
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DIESEL ENGINES DEAD IN TOW:

With trucks and traction motors in good running condition

Nos. 501 to 576	50
Nos. 800 to 815	30
Nos. 4100, 4101, 9000, 9100 and 9200 series	35
Nos. 4112 to 4115	50
Nos. 7000 to 7017	50
No. 7100	50

Diesel Engines (road or switch) for movement dead in tow must have all switches opened; main fuse removed; reversing drums and main power contactors blocked; and must be in charge of messenger who shall be properly instructed in the correct method of servicing and protecting motor and journal bearings from overheating.

With trucks or parts of same not in good running condition—to be moved at speed established on authority of Superintendent.

STEAM ENGINES DEAD IN TOW OR DISABLED UNDER STEAM:

With side rods in position, main rods disconnected	35
Moving backward in tow (side rods in position)	25
With part or all of side rods down	15

With all side rods and main rods and pistons in position, front cylinder heads and back cylinder cocks removed, bottom quarter of front cylinder openings blocked with board and oily waste placed in front end of cylinders

Dead engines must be in charge of messenger, and must be placed not less than three cars from engine handling train and from each other, and be headed in direction of movement, except in emergency, in which case they must be turned at first available point, except that engines not equipped with engine trucks dead in tow must be moved tender forward.

With front drivers blocked	20
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Engine drivers will be blocked in extreme emergency only. With other than front drivers blocked, there is no restriction on that account.

Locomotive blocked account disabled engine truck or trailing truck, or without full set of driving wheels, movement to first siding to clear main tracks

Further movement must be authorized by Superintendent. Engines with all main rods, side rods, and pistons in position, valves blocked to cover ports, port plugs and cylinder cocks removed on disabled side

With flat spots 3 inches or more on driving tires, MAINTAIN SPEED	20
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WORK EQUIPMENT, DERRICKS, CRANES, ETC.

Wrecking Cranes (self-propelled) see table below:

Maximum freight train speed	Permissible speed of trains handling self-propelled wrecking cranes
15 MPH	10 MPH
20 "	15 "
25 "	15 "
30 "	20 "
35 "	20 "
40 "	25 "
45 "	30 "
50 "	30 "

	Miles Per Hour
Pile Drivers	25
Steam Shovels	25
Bridge Derrick Cars (non-revolving) Boom connected	30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car 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; 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.

Bridge Derrick Cars (non-revolving), boom disconnected may be handled at maximum speed.

Bridge derrick cars shipped with boom disconnected must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick must be faced toward front of train.

Bridge derrick-pile driver (combination machine)..... 25

Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

WORK EQUIPMENT, DERRICKS, CRANES, ETC: Cont.

	Miles Per Hour
American Ditchers, self-propelling.....	25

American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.

Locomotive Cranes or Clam Shells..... 25

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

American Ditchers, loaded on flat cars..... 25

Yard (clam shell) and "Burro" Cranes, loaded on flat cars..... 25

Jordan Spreaders and Spreader-Ditchers..... 25

Jordan spreaders and spreader-ditchers must be headed in working direction. The plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Scale test cars must be handled next to caboose and may be handled at maximum speed.

Rail unloaders must have boom disconnected and stored on car, and may be handled at maximum speed.

Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.

ARBITRARY HOLDS—PASSENGER TRAINS:

STATION	Train Number	Hold For Division Train	Hold Until	Length of hold	REMARKS
Houston.....	11	Palestine 25	11:45 A.M.	1 Hour	For connection.
Houston.....	15	B. R. I. 3	9:35 P.M.	15 Minutes	For passengers reported.
Odem.....	15	Corpus Christi 215	4:30 A.M.	1 Hour	For sleeper.
Odem.....	215	Kingsville 15	5:00 A.M.	1 Hr., 15 Mins.	For sleeper.
Odem.....	216	Kingsville 16	Indefinitely	Indefinitely	For connection.
Odem.....	12	Corpus Christi 206	11:15 A.M.	45 Minutes	For connection.
Odem.....	11	Corpus Christi 205	4:45 P.M.	1 Hour	For connection.
Odem.....	205	Kingsville 11	Indefinitely	Indefinitely	For connection.
Odem.....	206	Kingsville 12	Indefinitely	Indefinitely	For connection.
Robstown.....	15	Bus 7043	4:10 A.M.	15 Minutes	For passengers.
Robstown.....	11	Bus 7059	4:35 P.M.	30 Minutes	For passengers.

EXPLANATION OF CHARACTERS:

Register stations shown in full face type.
 CS—Continuous train order office.
 LS—Limited train order office
 (hours of service specified by bulletin order).
 P—Telephone communication only.
 TP—Telegraph or telephone office; not a train order office.
 D—Diesel Fuel Oil.
 O—Fuel oil.
 W—Water.
 Y—Wye.
 T—Turntable.
 §—Track scales.
 *—Mail crane.

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.
 Trains 215 and 216 will stop at non-stop stations where these trains not scheduled to stop, to discharge revenue passengers from connecting lines, connecting divisions, and from stations on other subdivisions of Kingsville Division.
 Trains 15 and 16 will stop at non-stop stations to discharge passengers holding revenue tickets from connecting lines or connecting divisions.
 Sweeny is a regular stop for No. 16 on Saturdays and Sundays only.

TRAINS CARRYING PASSENGERS WILL STOP AT STATIONS ON SIGNAL AS FOLLOWS:

Stations	Mile Post	Trains Nos.
Mission subdiv: Penitas	47.5	125 126

TABLE OF SPEEDS

MILES PER HOUR	ONE MILE IN	
	Minutes	Seconds
5.....	12	
10.....	6	
15.....	4	
20.....	3	
25.....	2	24
30.....	2	
35.....	1	43
40.....	1	30
45.....	1	20
49.....	1	13
50.....	1	12
55.....	1	5
59.....	1	1
60.....	1	
65.....		55
70.....		51
75.....		48
79.....		46

ST. L. B. and M. EMPLOYES HOSPITAL ASSOCIATION

DR. C. M. SUBLETT, Chief Surgeon KINGSVILLE, TEXAS

DR. E. J. ASHCRAFT, District Surgeon
Harlingen, Texas

Local Surgeons must be called, if available, to give first aid to employee, passenger or any other person injured by or upon any train of this Railroad. If Local Surgeon is not available, any other surgeon may be called upon. If the injured person is a trespasser upon the right-of-way of this company, such person must be turned over to the county authorities of the county in which the injury occurred.

Hospital ambulance will meet patients who are on cots, sick or injured. Do not call or wire for ambulance where patients can be carried to hospital in automobile. Conductors when wiring Chief Surgeon or Dispatcher state whether ambulance or automobile will be needed.

If any emergency requires that an employee be put in a hospital other than at Kingsville, the Chief Surgeon at Kingsville must be telegraphed immediately for further instructions. Such telegraphic notification must be made by the supervisor or official authorizing the hospitalization.

LOCAL SURGEONS

NAME	LOCATION
Dr. Hebert Mertz	Alvin, Texas
Dr. Wm. C. Holt	Angleton, Texas
Dr. Geo. E. Glover	Austwell, Texas
Dr. B. E. Simons	Bay City, Texas
Dr. Dewey W. Peace	Bishop, Texas
Dr. L. M. Barnett	Bishop, Texas
Dr. G. R. Taylor	Brazoria, Texas
Dr. Geo. R. Dashiell	Brownsville, Texas
Dr. Ralph H. Eisman	Brownsville, Texas
Dr. Thurman A. Kinder, Jr.	Brownsville, Texas
Dr. W. E. Spivey	Brownsville, Texas
Dr. L. M. Draper	Corpus Christi, Texas
Dr. Y. C. Smith	Corpus Christi, Texas
Dr. M. J. Perkins	Corpus Christi, Texas
Dr. Cedric Priday	Corpus Christi, Texas
Dr. C. P. Yeager	Corpus Christi, Texas
Dr. Franklin P. Yeager	Corpus Christi, Texas
Dr. John W. Matthews	Edinburg, Texas
Dr. L. J. Montague	Edinburg, Texas
Dr. J. L. DeWitt	Elsa, Texas
Dr. E. J. Ashcraft, Sr.	Harlingen, Texas
Dr. Fred'k E. Caldiera	Harlingen, Texas

NAME	LOCATION
Dr. A. Philo Howard & Staff of	Houston Clinic
Dr. Jas. H. Hollimon	Houston, Texas
Dr. Percy E. Lows	Houston, Texas
Dr. Thos. E. Lowe	Houston, Texas
Dr. Heinrich Lamm	LaFeria, Texas
Dr. O. W. Heins	Lyford, Texas
Dr. M. R. Lawler	Mercedes, Texas
Dr. Edw. G. Smith	Mercedes, Texas
Dr. Octavio Garcia	McAllen, Texas
Dr. S. Joe McKinsey	McAllen, Texas
Dr. Alf S. Osborn	McAllen, Texas
Dr. Frank E. Osborn	McAllen, Texas
Dr. M. Smith	McAllen, Texas
Dr. J. G. Harrison	McAllen, Texas
Dr. Allen K. Hall	Mission, Texas
Dr. James E. Martin	Mission, Texas
Dr. Thos. R. Burnett	Mission, Texas
Dr. Pat M. Riley	Mission, Texas
Dr. J. A. Sowlen	Mission, Texas
Dr. K. J. Scott	Pharr, Texas
Dr. James A. Hockaday	Port Isabel, Texas
Dr. T. Q. Melcher	Port Lavaca, Texas

NAME	LOCATION
Dr. Ervin E. Baden	Raymondville, Texas
Dr. George E. Bennack	Raymondville, Texas
Dr. Chas. C. Conley	Raymondville, Texas
Dr. T. C. Meitzen	Refugio, Texas
Dr. D. R. Tompkins	Refugio, Texas
Dr. W. T. Wiles	Riviera, Texas
Dr. W. F. Frasheur	Robstown, Texas
Dr. N. T. Gibson	Robstown, Texas
Dr. Jas. D. Casey	San Benito, Texas
Dr. C. M. Cash	San Benito, Texas
Dr. Nelson W. Haas	San Benito, Texas
Dr. S. M. Parker	San Benito, Texas
Dr. F. S. Ewing	Sinton, Texas
Dr. J. H. Laughlin	Sweeny, Texas
Dr. Jos. V. Hopkins	Victoria, Texas
Dr. Allan C. Shields	Victoria, Texas
Dr. F. B. Shields	Victoria, Texas
Dr. Jack R. Ellis	Weslaco, Texas
Dr. Thos. W. Glass	Weslaco, Texas
Dr. J. Bryan Ivy	Weslaco, Texas
Dr. E. L. McCallip	Weslaco, Texas
Dr. Arch Corley Koontz	Woodsboro, Texas
Dr. H. H. Shipp	Woodsboro, Texas

EYE, EAR, NOSE AND THROAT SPECIALISTS

Dr. L. W. O. Janssen	Corpus Christi, Texas
Dr. T. J. LaMotte	Harlingen, Texas
Dr. E. J. Ashcraft, Jr.	Harlingen, Texas

Dr. O. V. Lawrence	Brownsville, Texas
Dr. J. C. Withers	Brownsville, Texas
Dr. J. B. Casey	McAllen, Texas

Dr. W. W. Sale.....Victoria, Texas

INTERNISTS AND CARDIOLOGISTS

Dr. John J. Sloan	Corpus Christi, Texas
Dr. Frederick W. Steinberg	San Antonio, Texas
Dr. Abbe A. Ledbetter	Houston, Texas

PATHOLOGISTS

Dr. J. F. Pilcher	Corpus Christi, Texas
Dr. David A. Todd	San Antonio, Texas
Dr. B. F. Stout	San Antonio, Texas

DERMATOLOGISTS

Dr. C. D. Stewart	Corpus Christi, Texas
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UROLOGISTS

Dr. G. Turner Moller	Corpus Christi, Texas
Dr. R. V. StJohn	Corpus Christi, Texas
Dr. Phil A. Bleakney	Harlingen, Texas
Dr. John P. Packard	Harlingen, Texas
Dr. J. M. Venable	San Antonio, Texas

GENERAL SURGEONS

Dr. C. S. Venable	San Antonio, Texas
Dr. Cornelius Olcott	Harlingen, Texas

ORTHOPEDIC SURGEONS

Dr. Chas. Scott Venable	San Antonio, Texas
Dr. Frank F. Parrish	Houston, Texas

THORACIC SURGEONS

Dr. H. T. Barkley	Houston, Texas
Dr. J. E. Dailey	Houston, Texas

RADIOLOGISTS

Dr. Leslie Moyer Garrett	Corpus Christi, Texas
Dr. Jas. Robert Riley	Corpus Christi, Texas
Dr. W. E. Riley	Corpus Christi, Texas
Dr. Robt. N. Smith	Harlingen, Texas

CONSULTANT DENTAL SURGEONS

Dr. John J. Califa	Kingsville, Texas
Dr. Lee Brown	Corpus Christi, Texas
Dr. Geo. W. Diehl	Harlingen, Texas
Dr. D. C. Rose	Harlingen, Texas

MISSOURI PACIFIC LINES EMPLOYES HOSPITAL ASSOCIATION

LOCAL SURGEONS

NAME	LOCATION
Dr. C. D. Gipson	Three Rivers, Texas
Dr. C. D. Williamson	Three Rivers, Texas
Dr. D. W. Davis	Three Rivers, Texas
Dr. W. A. Guynes	Mathis, Texas
Dr. O. W. Sansom	George West, Texas
Dr. A. H. Voss	Odem, Texas
Dr. John R. Thomas	Corpus Christi, Texas
Dr. Jerome Nast	Corpus Christi, Texas
Dr. Robert Sigler	Corpus Christi, Texas
Dr. R. M. McCary	Freeport, Texas

EYE, EAR, NOSE AND THROAT

NAME	LOCATION
Dr. Edgar G. Mathis	Corpus Christi, Texas
Dr. C. N. Meador	Corpus Christi, Texas