

Missouri Pacific 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 & Brazos Valley Railway**

KINGSVILLE DIVISION

SPECIAL INSTRUCTIONS No. 7

EFFECTIVE MAY 1, 1950

**Superseding Special Instructions No. 6, Effective
August 15, 1948, and all supplements thereto.**

SUPPLEMENTARY TO THE UNIFORM CODE OF OPERATING RULES

Dated May 1, 1950

**A. F. JUDD
Superintendent**

1. SUPERIORITY OF TRAINS:

See Time Table.

2. MAXIMUM SPEED:

See Time Table.

3. SPEED RESTRICTIONS:

See Time Table.

4. STANDARD CLOCKS:

Houston Union Station	Brownsville Yard Office
Houston HB&T Roundhouse	Weslaco
Houston McKinney Ave.	Mission
Yard Office	San Antonio
New South Yard	Telegraph Office
Vanderbilt	North Pleasanton
Bloomington	Corpus Christi
Kingsville	Yard Office
Telegraph Office	Freeport
Harlingen Yard Office	Velasco
San Benito	

5. WATCH INSPECTORS:

Location	Name
Houston	Houston Watch Company
Victoria	Bill Barnes
Kingsville	Meek & Fergeson
Raymondville	Brittons Jewelry Co.
Harlingen	R. B. Roberts
Brownsville	R. L. Lackner
Mercedes	J. M. Reynolds
Weslaco	Dodds Jewelry
Mission	Hatfields Jewelry
San Antonio	Chas. Gildemeister
North Pleasanton	W. T. Dickens
Mathis	W. A. Swope
Corpus Christi	G. B. Diamond
Freeport	B. E. Watson

6. TRAIN REGISTERS:

First class trains will register at Vanderbilt by register ticket except when necessary to check train register.

Trains 205 and 206 will register by register ticket at Odem except when necessary to check train register.

North Pleasanton is register station for first class trains only.

6. TRAIN REGISTERS:—Continued

All trains must obtain clearance before leaving Angleton on Freeport Subdivision.

Train and Enginemen will register the Corpus Christi Subdivision highest general order number on the Laredo Subdivision train register at San Antonio in addition to the San Antonio Division general order.

Trains 12 and 16 will not require Clearance, Form C, at Brownsville but will secure Clearance, Form C, at Brownsville Yard.

Kingsville Yard on Brownsville and Kingsville subdivision shown as Register Station, trains originating or destined Kingsville Yard use Register located in telegraph office Kingsville. Time arrival Kingsville Yard, signals displayed etc., to be entered on this register.

Trains 206 and 216 will not require Clearance, Form C, at Corpus Christi but will secure Clearance, Form C, at Corpus Christi Yard.

First Class Trains will register by register ticket at Corpus Christi Yard when operator on duty except when necessary to check train register.

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or where there is no train order signal and no operator on duty, it will not be necessary for a regular train to have a Clearance, Form C, as required by Rule 83-A.

This will also apply to an Extra train holding orders authorizing its movement beyond such initial station.

Victoria	Faysville	Ed Couch
Seadrift	Monte Christo	Place Jet.
Heyser	Santa Monica	Rio Grande City
Austwell	Rio Hondo	Port Isabel
Mission	Hargill	Hoskins
San Juan	S.A.U.&G. Crossover	Hoskins Jet.
Anchor	Freeport	

7. GENERAL ORDER BOOKS:

Houston Union Station	Freeport
Houston HB&T Roundhouse	Velasco
New South Yard	Raymondville
Sweeny	Harlingen Yard
Vanderbilt	Harlingen Roundhouse
Bloomington	San Benito
Kingsville Telegraph Office	Brownsville Yard
Kingsville Yard Office	Brownsville Pass. Station
San Antonio Telegraph Office	Mercedes
North Pleasanton	Weslaco
Mathis	Pharr
Corpus Christi Yard	McAllen
	Mission Pass. Station
	Mission Roundhouse

8. MAIL CRANES BETWEEN STATIONS:

BLANK.

9. MAXIMUM PERMISSIBLE COOPERS CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:

Territory	Locomotive and Work Equipment	Gross Weight of Cars and Lading
BETWEEN		
Brownsville and Algoa	E-58	240,000 lbs.
Algoa and Houston (GC&SF Ry)	E-65 (See Note 1)	240,000 "
Brownsville and Port of Brownsville	E-45	210,000 "
Brownsville and Matamoros	E-58	240,000 "
Harlingen and Mission	E-58	240,000 "
Mission and Rio Grande City	E-52	210,000 "
Raymondville and San Juan	E-52 (See Note 2)	210,000 "
Raymondville and Santa Monica	E-45	210,000 "
Hargill and Weslaco	E-52 (See Note 2)	210,000 "
Faysville and Monte Christo	E-45	210,000 "
San Benito and Rio Hondo	E-45	210,000 "
San Benito and Monte Christo	E-45	210,000 "
Place Junction and Port Isabel	E-45	210,000 "
San Antonio and Corpus Christi	E-52 (See Note 3)	210,000 "
Bloomington and Victoria	E-52 (See Note 4)	210,000 "
Bloomington and Seadrift	E-40	180,000 "
Heyser and Austwell	E-40	180,000 "
Anchor and Freeport	E-45	210,000 "
Hoskins Jet. and Hoskins	E-45	210,000 "

9. MAXIMUM PERMISSIBLE COOPERS CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED
 (Continued):

NOTE 1—On territory Algoa and Houston, the rating of locomotives and cars are governed by the GS&SF Ry.

NOTE 2—On territory Raymondville and San Juan and Hargill and Weslaco, locomotives E-54 permitted in emergency only.

NOTE 3—On territory San Antonio to Corpus Christi locomotives heavier than E-45 not permitted on Fordyce Gravel Track, Hubert.

NOTE 4—On territory Bloomington to Victoria, locomotives E-54 permitted in detour only Bloomington to T&NO Transfer Victoria.

9. MAXIMUM PERMISSIBLE COOPERS CLASSIFICATION OF ENGINES AND WORK EQUIPMENT TO BE OPERATED AND MAXIMUM GROSS WEIGHT OF CAR AND LADING TO BE HANDLED:
 —Concluded.

Explanation of Cooper's Classification:

Classification	Engine Number	Work Equipment
E-45 . . .	320, 333, 339, 372- 389, 943, 945, 1052- 1073, 9307, 9310, 9313, 9314, D529-614 D4112-4115	Wrecker Derrick X-5001 X-5002, X-7001, X-7502
E-50 . . .	1101-1110	
E-52 . . .	1151-1155, 1201- 1280, 9603, 9605- 9610, 9761, 9762, 9766	
E-54 . . .	1156-1161	
E-58 . . .	1111-1120 1429-1478	

Work equipment and motor cars not listed above, classify E-32 or less.

9-A. Engine Restrictions:

Classification	Engine Numbers	Work Equipment
E-32 . . .	233 D812-815	
E-35 . . .	301-05 9588-9591 D9200-9206 D7000-7004	Wrecker Derrick X-7501 Locomotive Ditcher X-5105, Magnet Hoist X-5181-2
E-40 . . .	315, 316, 321, 322 330, 338, 342, 343, 345, 346, 348, 350- 353, 355-362, 1011- 1040 D7007-7013 D9150-9169	Wrecker Derrick X-5000 Pile Driver X-5062 and X-7515

Name of Track or Location	MP	Restrictions
Mission Subdiv.: Mercedes	A-14	1200 class engines must not use power house spur.
McAllen	A-34	1200 class engines must not use tracks on Carroll College property.

10. RAILROAD CROSSINGS AT GRADE:

Subdivision:	Mile Post	Other Railroad	Senior Line	Type of Protection
Vanderbilt	...320-1	H&BV	H&BV	Controlled Elec. Signals
Vanderbilt	...284-1	GC&SF	GC&SF	Controlled Elec. Signals
Vanderbilt	...264-6	T&NO	T&NO	Controlled Elec. Signals
Kingsville	....224-2	T&NO	T&NO	Cabin Interlocking
Kingsville	....162	T&NO	T&NO	Automatic Interlocking
Kingsville	....154.5	Corpus Christi Subdiv.	GCL	Electric locked gate
Kingsville	....141-4	Tex Mex	Tex Mex	None
Brownsville	.. 26-8	T&NO	GCL	Manual Interlocking
Brownsville (Belt Line)	1-5	T&NO	GCL	Gate
Mission	....A-34-5	T&NO	GCL	None
Edinburg	....E-29-5	T&NO	T&NO	Cabin Interlocking
Edcouch	....EE-11-4	T&NO	T&NO	Cabin Interlocking
Monte Christo	F-1-1	T&NO	T&NO	Cabin Interlocking
Victoria	....R-12-6	T&NO	T&NO	Automatic Interlocking
Rio Hondo	...J- 5-5	T&NO	T&NO	Cabin Interlocking
Port Isabel	JA- 9-5	T&NO	T&NO	Cabin Interlocking
Corpus Christi	....G-118-0	T&NO	T&NO	Manual Interlocking
Corpus Christi	....G-132	SAU&G	GCL	Electric locked gate
Corpus Christi	....G-149.5	T&NO	T&NO	None

When first and inferior class trains simultaneously approach a railroad crossing at grade, trains of the first class shall have precedence. As between trains of the same class, senior line shall have the right to cross first.

INSTRUCTIONS GOVERNING OPERATION OVER CROSSINGS:

10-A. Automatic Interlockings:

Subdivision	Location	MP	Other Railroad
Kingsville	Sinton	162.0	T&NO
Victoria	Victoria	R-12.6	T&NO

10-A. Automatic Interlocking—Cont'd.

Distance of absolute and approach signals from crossing:

	Northward Approach	Northward Absolute Signal	Southward Approach Signal	Southward Absolute Signal
Sinton	5825 Ft.	317 Ft.	6255 Ft.	250 Ft.
Victoria	1750 Ft.	410 Ft.	1742 Ft.	403 Ft.

Rules 281 to 292 inclusive and 325 to 345 inclusive govern.

MOVEMENT OF TRAINS

When approaching train or engine is nearing approach signal and there is no train within the Interlocker limits or on approach of conflicting routes, absolute signal will change from "Stop" to "Proceed" and approach signal will change from "Proceed at low speed" to "Proceed" indication.

Movement of Trains When Signals Do Not Clear on Their Approach

At Sinton:

When absolute signal indicates "Stop" as per Rule 292 and no conflicting movement is being made, train or engine will wait at absolute Signal three (3) minutes. If Absolute Signal continues to indicate "Stop", trainmen shall proceed to the crossing and operate push button which is located in iron box near crossing and marked MP. If Absolute Signal continues to indicate "Stop," train should be governed by hand signal given from the railroad crossing by a member of its own crew. Hand signal must not be given for at least three (3) minutes after operation of push button, and trainmen will remain at crossing until front end of his train reaches crossing. Instruction chart is posted inside the iron box containing push button.

If Southward or Northward trains use more than six (6) minutes between approach and absolute signals, Absolute Signal will automatically go to stop indication, and will not show proceed indication again until leading wheels of engine or cars pass train order signal for southward trains and south wye switch for northward trains and only then if there are no trains in the approach or on conflicting routes.

Southward trains, when setting out or picking up, should stop their train north of train order signal.

Northward trains, when setting out or picking up, should stop their trains south of south wye switch.

10-A. AUTOMATIC INTERLOCKING—Concluded

At Victoria:

When Absolute Signal indicates "stop," as per Rule 292, and no conflicting movement is being made, a trainman shall proceed to the crossing and operate hand release marked "Missouri Pacific" which is located in an iron box near the crossing. If, after operating hand release, Absolute Signal continues to indicate "stop" train should be governed by hand signal given from the railroad crossing by a member of its own crew. Hand signals must not be given for at least one minute after release has been run down and trainman will remain at crossing until forward end of his train reaches crossing. Instruction chart is posted inside the iron box containing hand release.

Rules 281 to 292 inclusive, 325 to 345 inclusive, and Special Instructions govern.

10-B. Interlockings with Controlled Electric Signals:

Subdivision	Location	MP	Other
Vanderbilt	Blessing	264.6	T&NO
	Bay City	284.1	GC&SF
	San Bernard River	305.5	Draw Bridge
	Angleton	320.1	H&BV
Freeport	Angleton	17.1	STLB&M

Controlled by Centralized Traffic Control machine at Angleton.

Freeport Subdivision, Angleton.

Southward absolute signal color light type at MP 17, pole 2.

Northward absolute signal color light type at MP 16, pole 35.

10-C. Standard Manual Interlocking:

Subdivision	Location	MP	Other
Brownsville	Harlingen	26.8	T&NO
Corpus Christi	Mathis	G-113.0	T&NO

Rules 281 to 292 inclusive, and 325 to 345 inclusive, govern.

10-C. STANDARD MANUAL INTERLOCKING — Concluded.

WHISTLE CODE—HARLINGEN INTERLOCKER.

—	Main track approach.
○ ○	Main track through Cross-over to lead and reverse.
○ —	Main track through Cross-over to Track No. 1 and reverse.
— —	Through Track No. 1—Both Directions.
— ○ —	From Lead to North end of Track No. 1 and reverse.

Trains cannot enter or leave old yard long lead during time towerman not on duty.

Dwarf Signals governing movement from new yard to long lead and from long lead to new yard will show proceed indication when towerman not on duty.

10-D. Cabin Interlockings:

Subdivision	Location	MP	Other
Kingsville	Placedo	224.2	T&NO
Edinburg	Edinburg	E-29.4	T&NO
Ed Couch	Ed Couch	EE-11.0	T&NO
Monte Christo	Faysville	F-1.1	T&NO
Rio Hondo	El Rain	J-5.7	T&NO
Port Isabel	Laureles	JA-9.1	T&NO

Cabin type interlockings will be handled by trainmen in accordance with instructions posted inside the cabin.

Rules 281 to 292, and 325 to 345, inclusive, govern.

10-E. Interlocked Gates:

BLANK.

10-F. Standard Gates:

Subdivision	Location	MP	Other
Brownsville	Belt Line	1.5	T&NO

10-G. Standard Gates With Electric Locking Devices:

Kingsville Subdivision:

Odem	MP	Pole
	154	18

Corpus Christi Subdivision

Odem	MP	Pole
	132	8

Normal position lined against Corpus Christi Subdivision train operation.

Color light signals in operation at following locations on Kingsville Subdivision:

10-G. Standard Gates with Electric Locking Devices:

—Concluded

Northward approach signal No. 1534—MP 153 pole 13

Northward absolute signal No. 1544—MP 154 pole 16

Southward absolute signal No. 1547—MP 154 pole 21

Southward approach signal No. 1555—MP 155 pole 18

Two fixed stop signs on Corpus Christi Subdivision located 100 feet each side of crossing.

Gate operating instructions are posted at crossing inside door of electric lock.

Rules 98, 281 to 292, inclusive, and 325 to 356, inclusive, govern, except engines and trains must not pass fixed stop signs on Corpus Christi Subdivision until gate lined for movement on Corpus Christi Subdivision.

10-H. Flagging of Unprotected Railroad Crossings at Grade in Yard Limits where view is obstructed:

BLANK.

11. INTERLOCKINGS AT JUNCTIONS:

BLANK.

12. YARD LIMITS:

	FROM		TO	
	Mile Post	Pole	Mile Post	Pole
Freeport Subdiv.:				
Anchor.....	22	0	20	14
Angleton.....	15	0	18	4
Hoskins Subdiv.:				
Hoskins Jct.....	0	0	0	34
Freeport.....	6	29	End of Track	
Vanderbilt Subdiv.:				
Vanderbilt.....			241	11
Kingsville Subdiv.:				
Vanderbilt.....	237	18		
Bloomington.....	218	3	221	10
Refugio.....	185	17	188	7
Sinton.....	159	3	163	18
Odem.....	153	23	156	26
Robstown.....	139	25	143	15
Kingsville.....			122	11
Brownsville Subdiv.:				
Kingsville.....	116	22		
Raymondville.....	44	9	48	17
Harlingen.....	23	12	28	8
San Benito.....	17	9	20	29
Brownsville.....	0	0	3	22
Corpus Christi Subdiv.:				
San Antonio.....	G- 3	3	G- 5	5
North Pleasanton.....	G- 31	19	G- 35	5
Three Rivers.....	G- 76	15	G- 78	5
Mathis.....	G-111	27	G-114	19
Odem.....	G-130	0	G-133	20
Corpus Christi.....	G-142	31	End of Track	
Victoria Subdiv.:				
Bloomington.....	R- 1	28	C- 4	0
Dernal.....	R- 3	0	R- 5	1
Victoria.....	R- 10	7	End of Track	
Sendrift.....	C- 19	0	End of Track	
Edinburg Subdiv.:				
Raymondville.....			Raymondville	
Hargill.....	E 13	8	E- 2	0
Faysville.....	E 21	20	E- 15	5
Edinburg.....	E 28	21	E- 23	7
San Juan.....	E 36	21	E- 31	0
Mission Subdiv.:			San Juan	
Harlingen.....			Harlingen Yd.	
La Feria.....	A- 6	25	A- 1	7
Mercedes.....	A- 12	26	A- 9	23
Weslaco.....	A- 16	23	A- 15	4
Donna.....	A- 21	26	A- 19	18
Alamo.....	A- 25	18	A- 24	29
San Juan.....	A- 28	9	A- 27	26
McAllen.....	A- 33	23	A- 32	5
Mission.....	A- 38	22	A- 36	0
Sam Fordyce.....	A- 51	0	A- 42	5
Ed Couch Subdiv.:				
Hargill.....	EE- 0		EE- 0	21
Ed Couch.....	EE-10	11	EE-12	1
Weslaco.....	EE-20	9	Weslaco	
River Subdiv.:				
San Benito.....	San Benito		K- 2	5
Hidalgo.....	K- 47	22	K- 48	12
Mission.....	K- 57	2	K- 62	3
Rio Hondo Subdiv.:				
San Benito.....	J- 2	6	San Benito	

13. SWITCHES.

13-A. Spring Switches:

Subdiv.	Type of Switch	Location	MP	Pole	Normal Position
Corpus Christi...	No. 10	North Wye	148	21	Main Track
	No. 10	South Wye	148	30	Main Track
	No. 10	West Wye			S. leg of wye
Brownsville	No. 8	West Wye	0	3	S. leg of wye
	No. 8	South Wye	0	2	E. leg of wye
	No. 10	North Wye	0	12	West Wye
	No. 20	North Lead	28	19	Main Track

See Section 3 of Special Instructions in Time-Table covering Speed Restrictions.

Rules 281 to 292, 104(a) will govern.

13-B. Remotely Controlled Switches:

Location:	At:	Type of Switch:	Operated From:	
BM Siding	MP 341 pole 6	15	Alvin	
South end siding				
Liverpool	MP 333 pole 22	15	Angleton	
North end siding	MP 332 pole 16	15	Angleton	
Danbury	MP 327 pole 14	15	Angleton	
South end siding	MP 326 pole 07	15	Angleton	
Angleton	North end siding	15	Angleton	
South end siding	MP 320 pole 03	15	Angleton	
Edmonds	MP 318 pole 27	15	Angleton	
North end siding	MP 316 pole 11	15	Angleton	
South end siding	MP 315 pole 05	15	Angleton	
Brazoria	MP 308 pole 24	15	Angleton	
North end siding	MP 307 pole 18	15	Angleton	
Sweeny	North end siding	15	Angleton	
South end siding	MP 301 pole 5	15	Angleton	
Allenhurst	South end siding	MP 299 pole 29	15	Angleton
North end siding	MP 292 pole 20	15	Angleton	
South end siding	MP 291 pole 13	15	Angleton	
SK Siding	North end siding	MP 283 pole 16	15	Angleton
South end siding	MP 282 pole 9	15	Angleton	
Buckeye	North end siding	MP 275 pole 11	15	Angleton
South end siding	MP 274 pole 5	15	Angleton	
Blessing	North end siding	MP 264 pole 28	15	Angleton
South end siding	MP 263 pole 21	15	Angleton	
Francitas	North end siding	MP 258 pole 3	15	Angleton
South end siding	MP 256 pole 27	15	Angleton	
LaWard	North end siding	MP 249 pole 27	15	Angleton
South end siding	MP 248 pole 21	15	Angleton	
Vanderbilt	North end	MP 241 pole 5	15	Angleton
north siding				
North end	MP 240 pole 1	15	Angleton	
south siding				
South end	MP 239 pole 30	15	Angleton	
north siding				
South end	MP 238 pole 21	15	Angleton	
south siding				
(See Rule 104(b)).				

13-C. Normal Position of Switches Other than Spring or Remotely Controlled:

Subdiv.	Location	MP	Pole	Normal Position
Victoria	Heyser	R-5	0	For Victoria Subdiv.
Mission	Harlingen	A-O	11	For North Wye.
	S. Wye Switch Freight Lead	A-O	8½	For Lead.
Corpus Christi	Pleasanton Jct.	32	24	For Corpus Christi Subdiv. main track
Rio Hondo	Place Jct.	J-2	0	For Port Isabel Subdiv.
Port Isabel	Pt. Isabel North Wye	JA-30	21	For docks
Edinburg	San Juan	E-38	0	For south wye.

13-D. Interlocked Switches.

Subdiv.	Location	Type of Switch	Where Operated from
Brownsville	Harlingen Yd.	No. 10	Tower 138

13-E. Handling of Switches by Operators or Switch-tenders:

BLANK.

13-F. Bolt-Locked Switches:

BLANK.

13-G. Electrically Locked Hand Operated Switches with Pipe Connected Derails:

Location:

Phillips Petroleum spur	MP 337 pole 22
Chocolate Bayou spur	MP 335 pole 18
Liverpool Rice spur	MP 333 pole 14
Danbury	
Team Track	MP 327 pole 19
Team Track	MP 327 pole 03
Angleton	
Old Team Track	MP 321 pole 02
Old Team Track	MP 320 pole 23
North Wye	MP 320 pole 07
South Wye	MP 319 pole 29
Brazoria	
House Track	MP 308 pole 26
House Track	MP 308 pole 19

13-G. Electrically Locked Hand Operated Switches with Pipe Connected Derails.

—Concluded

	Location:
Peerless Carbon Black spur	MP 303 pole 5
Dow Chemical spur	MP 302 pole 18
Sweeny	
House Track	MP 301 pole 1
House Track	MP 300 pole 19
Oil Track	MP 300 pole 19
Oil Track	MP 300 pole 8
Abercrombie spur	MP 297 pole 15
Poole Pens spur	MP 289 pole 22
Bay City	
Team Track	MP 284 pole 24
West Wye	MP 283 pole 31
No. 1 Track	MP 283 pole 30
House Track	MP 283 pole 27
No. 1 Track	MP 283 pole 8
Buckeye	
House Track spur	MP 275 pole 2
Elmaton	
Siding	MP 270 pole 2
House Track	MP 269 pole 26
House Track	MP 269 pole 16
Siding	MP 269 pole 9
Blessing	
House Track	MP 264 pole 23
House Track	MP 264 pole 12
Liberty Oil spur	MP 263 pole 7
Francitas	
Stock Track	MP 257 pole 11
Stock Track	MP 257 pole 0
LaWard	
House Track	MP 249 pole 20
House Track	MP 249 pole 12
Lolita	
Siding	MP 245 pole 14
Track No. 1	MP 244 pole 23
Siding	MP 244 pole 15
Track No. 1	MP 244 pole 9
Vanderbilt	
Rip Track	MP 239 pole 18
Engine Track	MP 239 pole 15
Oil spur	MP 239 pole 8
13-H. Electrically Locked Hand Operated Switches:	
Brazoria	
Both ends of crossover	MP 308 pole 11
Vanderbilt	
Crossover	MP 240 pole 5
Crossover	MP 239 pole 14

13-H. Electrically Locked Hand Operated Switches —Concluded

To enter side tracks:

The electric lock is automatically released after short approach track circuit on main track has been occupied. Unlock padlock on electric lock box door next to switch stand, open door of box, when indicator shows unlocked, revolve handle as far as it will go. Switch may then be operated in the usual way. Do not close switch when train or engine is between switch and pipe connected derail.

To enter main track:

Call Angleton control operator on telephone and request authority to enter main track. Do not unlock padlock on electric lock door until authority is granted. When authority granted, unlock padlock on electric lock door next to switch stand, open door of box when indicator shows "unlocked" revolve handle as far as it will go. Switch may then be operated in the usual way. When train move has been completed through switch, restore to normal, restore lock handle to original position and lock box. When door of electric lock box is opened, indicator will show "locked" if a train is in approach but is not occupying short release circuit.

Electric switch locks installed on double crossover from BM siding to main track, Algoa. Train using these switch locks must call C.T.C. Operator, Alvin, on telephones opposite crossover switches and secure permission to use switches from siding to main track.

Tools for spiking switches are located in all telephone booths.

See Rule 400.

14. LOCATION OF CROSSOVERS BETWEEN MAIN TRACKS:

BLANK.

15. FLASHING LIGHT TRAIN ORDER SIGNALS:

Train order signals at following locations are equipped with flashing lights to distinguish them from other signals:

Vanderbilt

Sinton.

Odem.

Harlingen Yard.

16. SIDINGS:

16-A. Sidings of Assigned Direction (see second paragraph, Rule 105):

BLANK.

16-B. Designation of Sidings:

Vanderbilt Subdivision:

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

Corpus Christi Subdivision:

Corpus Christi yard, No. 1 track, first track east of main track is designated as siding.

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

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

North Pleasanton, No. 1 yard track is designated as siding.

Brownsville Subdiv.

Time for northward trains applies at first Cross-over south of T&NO crossing Harlingen Yard.

16-C. Sidings in Advance of Train Order Signals:

Subdiv.	Station	Switch	Distance and direction from train order signal
Kingsville	Vanderbilt	North	430 feet south
Kingsville	Bloomington	South	1000 feet north
Kingsville	Placedo	South	283 feet north
Kingsville	Woodsboro	South	590 feet north
Kingsville	Calallen	North	150 feet south
Kingsville	Bishop	South	390 feet north
Brownsville	Lyford	South	212 feet north
Brownsville	San Benito	North	1072 feet south
Mission	Weslaco	North	350 feet south
Corpus Christi	Mathis	North	400 feet south
Corpus Christi	Campbellton	North	50 feet south

16. Sidings—Concluded

16-D. Sidings Permitted to be Used as Team and Storage Tracks, Modifying Rule 105:

Kingsville Subdivision:

Angelita.

Corpus Christi Subdivision:

Edroy	Dinero	Coughran
Hubert	Mikeska	Pleasanton
Dickey	Ike	Leming
Mathis	Suniland	Cassin
Cornelia	Whitsett	San Jose
	McCoy	

Brownsville Subdivision:

Olimito
Russeltown

Mission Subdivision:

Ratcliff

17. BLOCK SIGNALS:

17-A. Automatic Block System:

BLANK.

17-B. Operation by Signal Indication:

Corpus Christi Subdivision Home Signal No. 2622-R located at clearance from I-GN main track just South of SAU&G cross-over. This signal has "S" unit at top of signal. The "S" illuminated authorizes only the opening of the one hand throw junction switch. After switch has been opened movement of train, or engine, will be governed by signal indication.

An "S" unit signal, No. 2621, located on Laredo Subdivision Southward main track just North of SAU&G Cross-over North switch. Train or engine desiring to move from Southward main track Laredo Subdivision is authorized to line this route when "S" is illuminated. Movement then shall be made on signal from trainman who has lined this route.

17-B. Operation by Signal Indication:—Concluded

Opposing and following movements.

Subdivision	Between:	Location of Control Operator
Vanderbilt.....	Algoa and South Switch	Alvin
	BM Siding	
	South Switch BM Siding and South	Angleton
	Switch No. 1 track	
	Vanderbilt.....	

End of block sign located mile post 236 pole 22.
Signal No. 2358 at MP 235 pole 21 for northward trains.

Rules 281 to 292-A, 325 to 356, inclusive, 400 to 406, inclusive, and other rules applicable, govern.

18. SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES OUTSIDE AUTOMATIC BLOCK SIGNAL TERRITORY:

Corpus Christi Subdivision:

Trains 205, and 215 will head around North Wye Corpus Christi yard and make backward movement to passenger station.

Brownsville Subdivision:

No. 116 will head through north wye Harlingen yard and make backward movement to Harlingen Passenger Station on main track.

Train No. 115 will make backward movement on main track from passenger station Harlingen, to Yard Office head through Cross-over to North Wye.

19. DOUBLE HEADING TRAINS:

BLANK.

20. HELPER AND PUSHER SERVICE:

20-A. Helper Service:

BLANK.

20-B. Pusher Service:

In pushing trains out of yard where pusher engine does not go beyond the main track switch, it will be permissible to do so without coupling air, but if the pusher engine goes out on main track, air must be coupled through the pusher engine in rear, and double heading cock under brake valve on pusher engine in rear closed to avoid overcharging rear end or pumping off brakes when applied by "train-engine."

21. BRIDGES OVER NAVIGABLE STREAMS:

Subdiv.	Name	MP
Vanderbilt.....	San Bernard River Drawbridge.	.305.5
Freeport.....	Brazos River Drawbridge.....	1.18

22. OPERATION OVER FOREIGN LINES:

(a) Use of HB&T Tracks Between Houston and New South Yard:

All trains will be governed by HB&TCo. time table, rules and special instructions.

(b) Use of GC&SF Railway Co. Tracks Between South Yard and Algoa:

All trains will be governed by GC&SFRyCo. time table, rules and special instructions.

22-A. Operation in Terminal on Connecting Divisions, Between SAU&G Crossover and San Antonio:

San Antonio Division time table, rules and special instructions, will govern.

22-B. Operation of Foreign Line Trains Over Missouri Pacific Lines Track:

BLANK.

23. LOCAL FREIGHT CARRYING PASSENGERS:

Will stop the car in which passengers are riding, at station platforms.

24. TRAIN ORDER DELIVERY DEVICES:

Kingsville Subdiv.:	Brownsville Subdiv.:
Placedo	Sarita
Bloomington	Harlingen Yard
McFaddin	Brownsville Yard
Refugio	
Woodsboro	
Calallen	
Driscoll	
Bishop	

Corpus Christi Subdiv.:

Leming

25. MOTOR CARS:

Following instructions will govern movement of motor cars dead in tow:

(a) Motor Cars or Motor Trailer Cars must not be moved or coupled between other cars in train movement or switching.

(b) Remove brake handle from engineer's valve, except on cars having ET Brake Equipment which must have automatic brake valve cut out, "dead man" feature cut out, and "dead engine" feature cut in. Cut out double head cock under automatic brake valve.

(c) Remove controller handle.

(d) In cold weather, put up front radiator shields; drain radiator, engine cylinders and water circulating pump; and drain Arcola car heater and radiating coils or maintain fire in heater, making certain that valves connecting engine cooling system and heating system are closed and not leaking. In freezing weather, the radiator and water cooling systems should be drained.

(e) Open main battery switch.

26. QUALIFICATIONS OF LOCOMOTIVE ENGINEER:

BLANK.

27. MANNER OF PROTECTING OBSTRUCTED TRACK ON LIGHT TRAFFIC SUBDIVISIONS, BY TRAIN ORDER AND SIGNALS PLACED BY MAINTENANCE OF WAY EMPLOYEES:

Rules and regulations for Maintenance of Way and Structures, effective September 1, 1941, includes rule 99 (f), affecting train movement, which is repeated below for information and guidance of employes affected thereby:

"99 (f), Protection by Train Order.—Protection required by Rule 99 (e) may be given by train order on such light traffic subdivisions as may be designated by the Superintendent.

27. CONTINUED:

Request for "X-S" train order protection shall be made by wire to the Train Dispatcher, using symbol "X-S" to identify the message. The request must clearly specify period of time protection required, naming each day; the location, mile post and pole; time limits, and any additional information that may be needed by the Train Dispatcher.

After Train Dispatcher has acknowledged receipt of the symbol "X-S" message and has advised the foreman or man in charge that train order protection has been or will be provided as requested, a red flag must be placed 400 feet in each direction in advance of structure or track being protected. Yellow restricting signals shall be placed 3500 feet in advance of the red flags; and two torpedoes shall be placed on rail 300 feet in advance of the yellow restricting signals as indicated by chart (see diagram below).

Red flags shall be not less than 2 feet by 3 feet in size and supported on two staffs placed astride the rail on engineman's side so they are plainly visible. Yellow restricting signals must be placed not more than 8 feet from rail and torpedoes must be placed on the rail on engineman's side for approaching trains.

Trains will stop before passing the red flag and be governed by verbal instructions from the foreman or man in charge. If work is not completed and track or structure not restored for normal use within time limit specified by the train order, full protection shall be provided as required by Rule 99 (e).

The following form "X-S" train order will be used, copy of which will be furnished to trains in both directions and to foreman or man in charge, when practicable:

"701 AM until 401 PM stop before passing over bridge 54 MP 198 Pole 10 between Holly Grove and Clarendon and do not proceed until verbally authorized by foreman in charge."

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

The maximum length of track that can be protected by form "X-S" train order is one mile.

Only the foreman or man in charge is permitted to place and remove the red flags.

27. CONCLUDED:

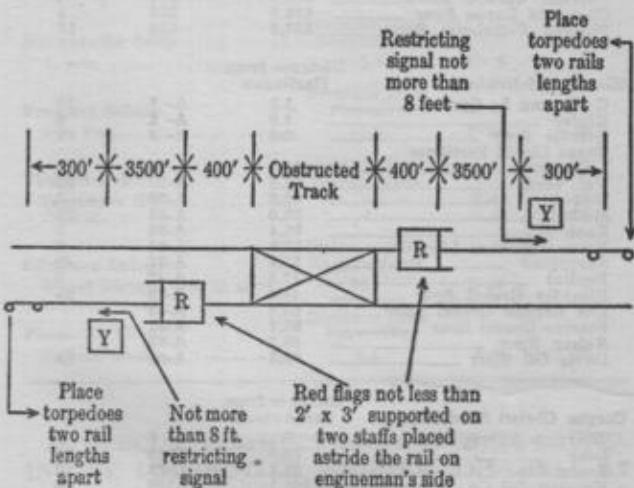
Form "X-S" train orders shall not be used between sunset and sunrise or during stormy and foggy weather, when signals cannot be plainly seen."

The following light traffic subdivisions are designated as territory where the provisions of this rule will apply:

Victoria	River
Edinburg	San Perlita
Ed Couch	Port Isabel
Austwell	Rio Hondo
Monte Christo	

Mission Subdiv. between Mission and Rio Grande City.

Chart for placing stop signals when train order form "X-S" is used for protection light traffic lines:



28. MOVEMENT OF TRAINS THROUGH TUNNELS:

BLANK.

29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:

Name	Distance from Brownsville	Station Numbers	Capacity in Cars
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Brownsville Subdivision:

Mifflin Stock Pen	89.3	89	36
Sarita Stock Pen Spur	96.8	97	16

Kingsville Subdivision:

Caesar Spur	122.0	122	40
Chemcel	122.8	123	77
Rosewood Refinery Spur	125.3	126	8
Gravel Spur	152.26	153	30
Welder Pens	163.0	163	22
Keeran Spur	233.0	234	15

Vanderbilt Subdivision:

Poole Stock Pens Spur	239.0	239	20
Dow Chemical Co. Spur	302.5	302	6
Peerless Carbon Black	303.5	303	6
Chocolate Bayou Spur	325.6	326	5
Phillips Petroleum Spur	337.8	338	17

Mission Subdivision: Distance from Harlingen

C. P. and L. Spur	1.3	A- 1	20
Kipfer	1.9	A- 2	8
Grindie Spur	2.3	A- 2	2
Texas Liquid Fertilizer Co. Spur	10.5	A-10	2
Val Verde	24.5	A-25	32
Hauser	32.5	A-32	3
McColl	33.0	A-33	22
Kane	36.4	A-36	3
Pence Thornton Lbr. Co.	36.9	A-37	2
Sharyland	37.6	A-37	49
Penitas	47.5	A-47	2
Bleakley Gravel Spur	49.4	A-49	35
Los Ebanos Gravel Spur	55.4	A-55	
Starco Gravel Spur	57.7	A-57	
Keisay Spur	68.2	A-68	7
Davis Oil Spur	69.3	A-69	13

Corpus Christi Subdivision: Distance from San Antonio

Thurman Barret Spur	5.32	G- 6	18
Lehr	19.8	G-29	30
Esprey Sand Pit	23.1	G-23	20
Houston Oil Co. Spur	103.1	G-103	6
Caliche Pit Spur	111.98	G-111	26
Columbian Carbon Black	139.5	G-139	40

Ed Couch Subdivision: Distance from Hargill

Engelman	8.4	EE-8	15
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29. BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE:—Concluded

Name	Station Numbers	Capacity in Cars
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River Subdivision (SB&RGV): Distance from San Benito

Carricitos	9.3	K 9	18
Justman Frankenthal Spur..	26.8	K 27	16
Valley Vitamins.....	47.5	K 47	8
Palmhurst	62.0	K 62	9
Barrett	63.4	K 63	4
Lindsay Garden.....	65	K 65	

San Perlita Subdivision: Distance from Raymondville

Porfirio	16.29	H-16	7
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Distance from San Benito

Rio Hondo Subdivision—SB&RGV:

Fresnal	6.6	J-6	4
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Brownsville Belt: Distance from Brownsville

Acacia	5.9	O- 5	6
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Freeport Subdiv. Distance from Freeport

Van Pelt	16.0	F-16	10
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Victoria Subdiv. Distance from Bloomington

Tennessee Gas	4	R-4	40
Dernal	4	R-4	15

Edinburg Subdiv.: Distance from Raymondville

Water District No. 15 spur..	24	E-24	8
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Fayesville Subdiv. Distance from Fayesville

Caliche track	2.5	F-3	48
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30. SPECIAL INSTRUCTIONS COVERING SOUNDING OF LOCOMOTIVE WHISTLE AND BELL AT PUBLIC CROSSINGS, ETC., SUPPLEMENTING OR MODIFYING RULES 14-L AND 30.

In back-up movements of passenger trains, the locomotive whistle must be sounded in addition to the air whistle on rear of train.

31. SPECIAL INSTRUCTIONS GOVERNING PROTECTION OF PUBLIC CROSSINGS, SUPPLEMENTING RULE 103:

All trains and engines must stop and send flagman ahead, then proceed only after flagman is protecting crossing at following locations:

Mercedes—Highway Crossing on Power House Spur.
Mission—Lomita-Miller and 10th Street.
Victoria—Bridge Street.
Faysville—Edinburg-Falfurrias Highway Crossing.
Edinburg—Harriman Street.
Brownsville—Jefferson & Palm Blvd.
San Benito—Sam Houston Blvd.
San Benito—Highway 77.

All Subdivisions:

Light engines or engines with cars, when making reverse movement over public crossings, at grade, protected by crossing signals, if, after passing over crossing signal is cut out, before making reverse movement, crossing must be protected by member of crew on the ground on the crossing, and movement over crossing must be made only on his signal.

Freeport Subdiv.:

Velasco—All trains and engines reduce speed to five (5) miles per hour over highway crossing at north end of Velasco Depot unless crossing is protected by flagman and proceed signal is given by that flagman.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND 'EAGLE' TRAINS:

1. Use of Push Button Bell:

Supplementing Rule 14(m): Mail apartment cars of "Eagle" trains are equipped with bells operated by push button from the Diesel Engine. Engineman will sound this bell approaching mail cranes.

2. Instructions Relating to Employes in Cab of Diesel Engines:

On Diesel engines on high-speed streamlined or main line through passenger trains, two men must be in the cab at all times when the train is in motion.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND 'EAGLE' TRAINS:—Continued

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

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

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

3. Operation of Diesel Engines Through Water:

Under absolutely no circumstances should Diesel or gas-electric motor trains and engines pass through water which is deep enough to touch the bottom of the traction motor frames. Water any deeper than three inches above top of rail is likely to cause damage to the traction motors.

When moving through water always move at a very slow speed, not over two miles per hour, to avoid agitating the water so that no water will get inside the traction motors. If there is any question of water entering motors, the covers on motors should be removed and motor examined. If water has entered motor, motor must be cut out.

4. Rerailing Diesel Engines:

In order to avoid damage to traction motors, motor housings and gear cases on Diesel road and switch engines in case of derailment the following instructions will be strictly adhered to in rerailing this type of equipment:

No attempt should be made to rerail either a Diesel switch engine or Diesel road engine using its own power except as provided below. Where engine consists of two units the second unit may be used to pull derailed unit back on track provided second unit is not derailed. Traction motors and connection gears and gear case must be inspected for damage. All must be made safe for operation before locomotive is moved.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND 'EAGLE' TRAINS:—Continued

In the event one pair of wheels of either truck is derailed the locomotive can be rerailed by its own power, bearing in mind that it is necessary to use blocking to keep the motors clear of the rails. Should all wheels of one truck derail another locomotive can be utilized in rerailing. If another locomotive is not available the service of an electrician will be required to isolate the derailed trucks which entails disconnecting certain wires at the reverser. Great care should be exercised to avoid overheating the traction motors and under no circumstances should any switching be done while one truck is isolated or disconnected.

The method used to rerail the diesel engine should be carefully considered, especially in regard to damage to traction motor or traction motor electrical connectors and leads. If necessary these leads should be disconnected at the frame of the engine.

After diesel has been rerailed a close inspection should be made of the trucks, wheels, journal boxes, brake rigging, center castings, traction motors, traction motor gears, gear cases, traction motor bearings, traction motor cables and pay particular attention to cable connectors mounted on engine frame and all parts that might have been subject to damage by derailment. This inspection shall be handled by the Master Mechanic or his representative.

5 Miscellaneous Instructions:

When draw bar on Diesel Locomotives 7004 to 7017 inclusive are extended for use at any point engineers or hostler in charge must look in the nose of the diesel and know that the side locks are in locked position before the draw bar is used.

Metal flashlights should not be used in engine rooms of diesel locomotives.

Running switches must not be attempted with road freight diesels. It is hazardous to attempt to make drops with road freight diesels because in throttling it has to be done progressively and the diesel cannot get away from cars in short space of time permitted. Consequently such moves would be in violation of paragraph (5), rule 103(a). This does not apply to diesel switch engines or road switchers.

32. SPECIAL INSTRUCTIONS RELATING TO OPERATION OF DIESEL ENGINES AND 'EAGLE' TRAINS:—Concluded:

Multiple unit diesel engines must be brought to a full stop before changing control from one unit to another.

If necessary in emergency to multiple F-7 diesel units with FT or F-3 type units the FT or F-3 type unit must be the lead unit so can be operated with the load indicating meter on the FT or F-3 type unit. Freight locomotives No. 577 to No. 614 inclusive are F-7 type and can multiple with KO&G locomotives No. 571 to No. 756 inclusive or T&P 1500 to 1519 inclusive, but must not be multiplied with M. P. FT type locomotives 501 to 512 inclusive nor F-3 type locomotives 513 to 576 inclusive except as mentioned above.

33. RULES AND INSTRUCTIONS WITH WHICH EMPLOYEES SHOULD PROVIDE THEMSELVES:

Uniform Code of Operating Rules.

Catechism on the Uniform Code of Operating Rules.
Safety Rules.

Circular No. 81, Rules and Instructions for the government and protection of employees whose duties require them to go between, under or about engines or cars.

Maintenance and Operation of Air Brake, Air Signal, Steam Heat and Air Conditioning Equipment and Train handling instructions.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and Other Dangerous Articles.
Car Service Rules.

Instructions covering the handling of live stock.

Such instructions as are issued by accounting and traffic officers and instructions for the handling of mail, baggage, express, perishable freight, car demurrage and storage, diversion and reconsignment of freight and other instructions pertaining to their duties.

Fire Prevention Rules, Circular No. 15.

Crews making transfers to and from Mexico familiarize themselves with customs regulations.

34. 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

35. TRAIN SIGNALS:

All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.

Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

(See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)

36. OPERATION OF RIVER TRANSFER:

BLANK.

37. TELEPHONES:

Location	MP	Pole	Booth or Building in Which Located
Vanderbilt Subdiv.:			
Algoa	349	6	Booth and Section House
Phillips Pet. spur	337	8	Booth
Chocolate Bayou	335	18	Booth
Liverpool	332	16	Booth
Liverpool	333	13	Booth
Liverpool	333	23	Booth
Danbury	327	20	Booth
Danbury	327	14	Booth and Section House
Danbury	327	3	Booth
Danbury	326	8	Booth
Angleton	321	2	Booth
Angleton	320	25	Booth
Angleton	319	30	Booth
Angleton	318	28	Booth
Edmonds	316	12	Booth
Edmonds	315	6	Booth and Section House
Brazoria	308	26	Booth
Brazoria	308	24	Booth
Brazoria	308	23	Waiting Room
Brazoria	308	19	Booth
Brazoria	308	11	Booth
Brazoria	307	18	Booth
Peerless Carbon Spur	303	5	Booth
Dow Chemical Spur	302	18	Booth
Sweeny	301	5	Booth
Sweeny	301	1	Booth
Sweeny	300	27	Booth
Sweeny	300	19	Booth
Sweeny	300	8	Booth
Sweeny	299	29	Booth
Abercrombie	297	15	Booth and Section House
Allenhurst	292	20	Booth
Allenhurst	291	13	Booth
Poole Pens	289	22	Booth
Bay City	284	24	Booth
Bay City	284	3	Booth
Bay City	284	0	Booth
Bay City	283	31	Booth
Bay City	283	27	Booth
Bay City	283	16	Booth
Bay City	283	8	Booth
Bay City	282	9	Booth
Buckeye	275	11	Booth

37. TELEPHONES:—Continued

Location	MP	Pole	Booth or Building in which located
Vanderbilt Subdiv.:			
Concluded			
Buckeye	275	6	Section House
Buckeye	275	2	Booth
Buckeye	274	5	Booth
Elmaton	270	2	Booth
Elmaton	269	26	Booth
Elmaton	269	16	Booth
Elmaton	269	9	Booth
Blessing	264	28	Booth
Blessing	264	11	Booth
Blessing	264	8	Section House
Blessing	263	21	Booth
Liberty Oil spur	263	7	Booth
Fractas	258	3	Booth
Francitas	258	0	Section House
Francitas	257	11	Booth
Francitas	256	27	Booth
LaWard	249	27	Booth
LaWard	249	25	Section House
LaWard	249	20	Booth
LaWard	249	12	Booth
LaWard	248	21	Booth
Lolita	245	14	Booth
Lolita	244	22	Booth
Lolita	244	15	Booth
Lolita	244	7	Booth
Vanderbilt	241	5	Booth
Vanderbilt	240	5	Booth
Vanderbilt	240	1	Booth
Vanderbilt	239	30	Booth
Vanderbilt	239	18	Booth
Vanderbilt	239	15	Booth
Vanderbilt	239	14	Booth
Vanderbilt	239	8	Booth
Vanderbilt	239	0	Booth
Vanderbilt	238	21	Booth
Kingsville Subdiv.:			
LaSalle	236	21	Booth
Carr	230	9	Booth
Carr	229	11	Booth
Placedo	224	9	Waiting Room and Section House
Bloomington	219	11	Waiting Room
McFaddin	209	19	Section House

37. TELEPHONES:—Continued

Location:	MP	Pole	Booth or Building in which located
Kingsville Subdiv.:			
Concluded			
McFaddin	209	12	Waiting Room
Inari	204	24	Booth
Inari	205	2	Booth
Vidauri	198	15	Booth
Vidauri	197	19	Booth
Greta	193	20	Booth
Greta	192	26	Booth
NF Siding	187	28	Booth
NF Siding	187	3	Booth
Woodsboro	181	01	Booth
Woodsboro	180		Waiting Room
Cranell	173	23	Booth
Ewelder	169	3	Booth
JX Siding	161	11	Booth
JX Siding	160	18	Booth
Angelita	151	80	Booth
Calallen	148	03	Booth
Calallen	147	09	Booth
Robstown	140	29	Booth
Driscoll	132	18	Booth
Bishop	125	33	Booth
Chemcel	123	18	Booth
Brownsville Subdiv.:			
Ricardo	112	4	Booth
Riviera	103	6	Booth
Sarita	98	12	Booth
Mifflin	91	19	Booth
Turcotte	82	20	Booth
Armstrong	77	2	South end of depot Box
Armstrong	77	00	Section House
Norias	67	21	Booth
Rudolph	60	10	Section House
Rudolph	60	10	Booth
Yturria	52	20	Building
Raymondville	47	18	Booth
Sebastian	36	20	Section House
Combes	29	15	Booth
Harlingen	26	14	Booth
Russeltown	14	9	Booth
Olmito	9	00	Booth
Brownsville	1	9	Booth

37. TELEPHONES:—Concluded

Location:	MP	Pole	Booth or Building in which located
Mission Subdiv.:			
Curvitas	A-56	1	Box
Sam Fordyee	A-53	0	Box on Sta. Bldg.
Edinburg Subdiv.:			
Raymondville Wye	E- 0	7	Booth
Hargill North Wye	E-13	23	Booth
River Subdiv.:			
Rangerville	K-10	17	Booth
Corpus Christi Subdiv.:			
SAU&G Crossover	3	0	Booth
SA Junction	4	2	Booth
San Jose	7	26	Section House
San Jose	7	26	Box So. end Depot
Cassin	12	26	Booth
RO Siding	20	1	Booth
North Pleasanton	33	5	Booth
Coughran	38	28	Booth
McCoy	46	11	Booth
Campbellton	55	2	Section House
Campbellton	55	5	Booth
Whitsett	63	10	Booth
Suniland	67	29	Booth
Suniland	68	2	Booth
Three Rivers	77	9	Booth
Ike	83	9	Booth
George West	88	4	Booth, also Section House
Mikeska	93	11	Booth
Dinero	100	18	Booth
Dinero	100	18	Section House
Mt. Lucas	103	16	Booth
Mt. Lucas	103	29	Booth
Cornelia	107	6	Booth
Dickey	120	25	Booth
Hubert	123	26	Booth
Hubert	123	34	Booth
Carbon Black Spur	139	5	Booth
Viola	140	26	Booth
Viola	141	21	Booth
Nueces	145	16	Booth

38. HANDLING WOODEN CARS IN TRAINS AHEAD OF STEEL CARS:

Occupied wooden passenger carrying equipment will not be accepted for movement. If necessary to move such cars, they will be handled only when unoccupied and then only on rear of train.

Occupied steel underframe passenger carrying cars will not be handled. If necessary to move such cars, they may be handled only when unoccupied and then only when there is an all steel unoccupied car next between them and an occupied car.

Wooden or steel underframe baggage cars must not be used as "kitchen" cars in troop trains, as kitchen cars are occupied cars.

Steel underframe baggage, express or storage mail cars when unoccupied may be handled between steel or steel underframe cars, or between the engine and steel or steel underframe cars.

Light weight streamlined cars shall not be handled in our passenger trains, unless cars are constructed to meet the latest A. A. R. specifications. All Missouri Pacific light-weight streamlined "Eagle" cars are constructed to meet the latest A. A. R. specifications.

39. CLEARANCES:

In the absence of any regulations whatever, or of uniform clearance regulations, after detailed field investigation, the appended "Minimum Safe Clearance Diagram for Transportation Employes" has been adopted for wire lines and structures (such as bridges, building platforms, poles, fences, etc.), along or over the tracks. Additionally, it has been decided that tracks should, as a general proposition, be spaced not less than 13 feet from center to center.

As of date of these instructions, the following is a list of tracks, wire lines and structures which provide clearance less than shown in these instructions.

This list does not include low switch stands, dwarf signals, passenger station platforms and cattle guards which in general provide limited clearance immediately above base of rail.

It is the duty of each employe to become familiar with the location of all these obstructions and to use such precaution as will prevent personal injury to himself or his co-workers.

Note: This list is subject to change from time to time. Employes will keep posted at all times on such changes, including temporary restrictions during construction work, which will be covered by General Order or Train Order.

39. CLEARANCES:

Limited Side Clearances Affecting
Main Tracks and Sidings:

Location	Track	Structure
Brownsville Subdiv.:		
Olmito.....	Main track.....	Mail crane when pouch in position
	Siding.....	Chute at seed house
Bridge 23.6....	Main track.....	Bridge
Combes.....	Main track.....	Mail crane when pouch in position
Bridge 34.7....	Main track.....	Refuge stations
Sebastian.....	Main track.....	Mail crane when pouch in position
Lyford.....	Main track.....	Mail crane when pouch in position
Armstrong....	Main track.....	Mail crane when pouch in position
Turcotte.....	Siding.....	Stock chute and platform
Sarita.....	Main track.....	Mail crane when pouch in position
Riviera.....	Main track.....	Mail crane when pouch in position
Kingsville Subdiv.:		
Driscoll.....	Main track.....	Mail crane when pouch in position
Calallen.....	Main track.....	Mail crane when pouch in position
Bridge 149.8....	Main track.....	Bridge
Bridge 170.2....	Main track.....	Bridge
Cranell.....	Siding.....	Stock platform
Woodsboro.....	Main track.....	Mail crane when pouch in position
Bridge 184.8....	Main track.....	Bridge
Bridge 188.3....	Main track.....	Bridge
Vidauri.....	Siding.....	Stock platform
	Main track.....	Mail crane when pouch in position
Bridge 207.0....	Main track.....	Bridge
McFadden.....	Main track.....	Mail crane when pouch in position

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
Main Tracks and Sidings:

Location	Track	Structure
Kingsville Subdiv.: Concl'd		
Bridge 215.0....	Main track.....	Bridge
Placedo.....	Main track.....	Mail crane when pouch in position
La Salle.....	Main track.....	Mail crane when pouch in position
	Siding.....	Stock platform
Vanderbilt Subdiv.:		
Bridge 242.7....	Main track.....	Bridge
Lolita.....	Main track.....	Mail crane when pouch in position
Laward.....	Main track.....	Mail crane when pouch in position
	Siding.....	Stock platform
Francitas.....	Main track.....	Mail crane when pouch in position
Bridge 267.1....	Main track.....	Bridge
Elmaton.....	Main track.....	Mail crane when pouch in position
Buckeye.....	Main track.....	Mail crane when pouch in position
Bridge 276.7....	Main track.....	Bridge
Brazoria.....	Siding.....	Stock platform
Bridge 309.7....	Main track.....	Bridge
Edmonds.....	Main track.....	Mail crane when pouch in position
Danbury.....	Main track.....	Mail crane when pouch in position
Liverpool.....	Main track.....	Mail crane when pouch in position
	Siding.....	Stock platform
Mission Subdiv.:		
Mercedes.....	Main track.....	Water crane
Pharr.....	Main track.....	Water crane
McAllen.....	Siding.....	Old auto platform
Mission.....	Old Main.....	Oil crane
Rio Grande City	Main track.....	Water tank spout
		Water tank spout

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
Main Tracks and Sidings:

Location	Track	Structure
Corpus Christi Subdiv.:		
Coughran....	Siding.....	Seed house
Ike.....	Siding.....	Stock platform and oil rack
Mathis.....	Siding.....	Vegetable shed
Edroy.....	Siding.....	Seed house and stock platform
Freeport Subdiv.		
Van Pelt.....	Siding.....	Stock pen platform
Hoskins Subdiv.		
Stratton Ridge	Siding.....	Stock pen platform
Rio Hondo Subdiv.:		
San Benito....	Transfer track	Building & eaves
MP J-1 to J-1 plus 10....	Main track	Light poles
River Subdiv.:		
San Benito (K-O plus 3 1/2)	Main track	Power pole
San Benito (K-1 plus 8)....	Main track	Concrete headwalls
San Benito (K-2 plus 7)....	Main track	Concrete headwall
Los Indios (K-11 plus 14)	Main track	Telephone pole

Limited Overhead Clearances Affecting
Main Tracks and Sidings:

Brownsville Subdiv.:		
Harlingen Yard	Main track	Water and oil cranes
Raymondville..	Main track	Water tank spout
Rudolph.....	Main track	Water tank spout
Armstrong....	Main track	Water tank spout

39. CLEARANCES:—Continued

Limited Overhead Clearances Affecting
Main Tracks and Sidings:

Location	Track	Structure
Kingsville Subdiv.:		
Kingsville.....	Main track	Water tank spout
Robstown.....	Main track	Water tank spout
MP 163.16.....	Main track	Water tank spout
MP 187.0.....	Main track	Water tank spout
Bloomington.....	Main track	Water tank spout
Bloomington.....	Main track	Oil tank spout
Vanderbilt Subdiv.:		
Vanderbilt.....	Main track and siding.....	Water tank and Oil tank spouts
Bay City.....	Main track	Water crane
Bay City.....	SK siding	Water tank spout
Sweeny.....	Main track	Water tank spout
Algoa.....	Main track and BM siding	Water tank and Oil tank spouts
Mission Subdiv.:		
San Juan (A28 plus 25)	Siding	Light wires
Kane (A36 plus 18)	Main track	Light wires
Mission.....	Old Main	Water & oil spouts
Mission.....	Main track	Light wires
Mile Post A72 plus 1.....	Main track	Light wires
Rio Grande City	Main track	Water spout
Corpus Christi Subdiv.:		
MP 6.6.....	Main track	Water crane
North Pleasanton..	Main track	Water tank spout
Three Rivers..	Main track	Water tank spout
MP 105.8.....	Main track	Water tank spout
Edroy.....	Main track	Water tank spout
Corpus Christi.....	Main track	Water tank spout
Corpus Christi.....	Main track	Passenger shed

39. CLEARANCES:—Continued
 Limited Overhead Clearances Affecting
 Main Tracks and Sidings:

Location	Track	Structure
Freeport Subdiv.:		
Angleton	Main track	Water tank spout
Hoskins Jct.	Main track	Water tank spout
Edinburg Subdiv.:		
La Sara (MP E-8 plus 14)	Main track	Light wire
Hargill	Main track	Water tank spout
MP E-27	Main track	Light wire
MP E-28 plus 11	Main track	Light wire
Edinburg	Main track	Water crane spout
River Subdiv.:		
MP K-14 plus 2	Main track	Light wire
MP K-20 plus 8½	Main track	Telephone line
MP K-23 plus 6	Main track	Light wire
MP K-27 plus 8½	Main track	Light wire
MP K-31 plus 16	Main track	Power wire
MP K-47 plus 0	Main track	Light wire
MP K-49 plus 4	Main track	Light wire
MP K-52 plus 19½	Main track	Light wire
MP K-56 plus 1	Main track	Light wire
MP K-56 plus 4	Main track	Light wire
MP K-57 plus 4	Main track	Light wire
MP K-57 plus 19	Main track	Light wire
MP K-57 plus 20	Main track	Light wire
Mission K-59.1	Main track	Light wire
Mission K-59.9	Main track	Light wire
MP K-60.8	Main track	Light wire
MP K-61.4	Main track	Light wire
MP K-62.3	Main track	Light wire
MP K-63.1	Main track	Light wire
MP K-63.3	Main track	Light wire
MP K-63.6	Main track	Light wire
MP K-65.4	Main track	Light wire
MP K-67.6	Main track	Light wire
MP K-68.5	Main track	Light wire

39. CLEARANCES:—Continued
 Limited Overhead Clearances Affecting
 Main Tracks and Sidings:

Location	Track	Structure
Edcouch Subdiv.:		
Edcouch	Main track	Light wires Water spout
Rio Hondo Subdiv.:		
San Benito	Old Main	Water tank spout
Port Isabel Subdiv.:		
Place Jct. (JA-0.7)	Main track	Wire line
Laureles (JA-9.9)	Main track	Light wires
Bayview (JA-15)	Main track	Water tank spout and light wires
River Subdiv.:		
San Benito (K-1 plus 10)	Main track	Light wires
San Benito (K-2 plus 7)	Main track	Light wires
MP K-3 plus 27	Main track	Light wires
MP K-4 plus 5	Main track	Light wires
MP K-4 plus 16	Main track	Light wires
La Paloma (M- O plus 14½)	Main track	Wire line
La Paloma M-O plus 16½)	Main track	Wire line
MP K-7 plus 10	Main track	Light wires
MP K-9 plus 6½	Main track	Light wires
MP K-9 plus 25½	Main track	Light wires
MP K-11 plus 14½	Main track	Light wires

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Brownsville Subdiv.:		
Brownsville port	U.S.I. track	Overhead pipe rack leg
	Port fuel track	Unloading pipes and valves
	Pemex No. 1	Fence gate
	Lead Yard track	Loading platform
	Aransas Com- press No. 2	
	Tracks 1 and 2	Loading docks and drawbridge sup- ports
	Dock track No. 2	Covered platform
	Banana Lead	Saw bench
	Port Line Gin spur	Overhead seed conveyor
	Aransas Com- press No. 1	Down spouts and roof drain
Brownsville Belt Line	Eubanks Fish Co.	Sewer pipe on building
	Border P'king Co.	Building and goose- neck light
	Ice Dock tracks 1 and 2	Ice docks
	Valley Ready Mix track	Gravel unloading ramp
	Hardin track	Fence gates
Brownsville	Passenger station tracks 3 and 4	Platform & shed
	End of wye	Stock chute platform
	Fumigation track	Fumigation room
	Rip track	Stock chute platform

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Brownsville Subdiv.: Cont'd		
Brownsville	Engine track	Sand house plat- form
		Underground oil tank
		Overhead oil tank and frame
		New sand house platform
	Oil track (shops) Morris Alley track	Parallel steam line
		Sand & gravel bin
		Light pole
		Section house eaves
Rio Grande Alley		Fence
		Parallel pole line
		Parallel pole line
		Goose neck pole light (18 ft. high)
		Sign Palm Blvd.
		Gas Meter
		Gas Meter
		Light pole
		Waste bin
Auto Dock track		Auto platform
House track		Auto platform
Scale track		Building eaves
Alley track		Scale building and lights
		Unloading pipe
		Warehouse & eaves
		Unloading pipe
		Building eaves and building
		Warehouse down- spout
		Warehouse goose- neck light
		Warehouse down- spout

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Brownsville Subdiv.: Cont'd		
Brownsville	Alley track.....	Warehouse goose-neck light Gas meter Warehouse eaves Warehouse goose-neck light Warehouse eaves Three platforms
	Alamo Iron W'ks So. Texas Cotton Oil Mill track	Gravel bin Ladder & conveyor Building Platform
	B&M Bridge track.....	Gate & bridge
	Power house spur	Building
	Crowley No. 1..	Gas meter
San Benito	Fgt. depot spur	Building eaves
	TCX No. 1 track	Unloading well Water meter box Goose neck lights
	South Ice dock	Ice dock
	Ice Dock No. 1	Ice dock & light pole
	North Ice Dock track.....	Ice dock
	Laundry track	Light pole
	Power spur....	Water valves
	Track No. 1.....	Light pole
	Stock track.....	Stock chute
		Fence
		Guy wire
		Light pole
Harlingen.....	McKelvey Pack- ing House.....	Fence post
	Southwest Cotton Oil Mill No. 1	Overhead loading pipes
	Humble Oil track	Building eaves

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Brownsville Subdiv.: Cont'd.		
Harlingen.....	Parker Lbr. Co... Water Dist' track	Sand bin Water district fence & whse. Telephone pole Hicks oil unloading pipes & whse.
	Jackson spur.....	Food Machinery building
	B-1 Spur.....	Building and down- spout
	Piggly Wiggly	Building & eaves
	Long track.....	Ozarka water goose neck light
		Farmers Gin seed house
		Railway Bldg. No. 88
		Railway Bldg. No. 20 & platform
		Valley Implement building
		Magnolia Pet. fence
		Sinclair Oil unload- ing platform and pipes
		Texas Co. platform
	Federal Petro- leum track	Federal Pet. unload- ing pipes
		Producers Gin Bldg.
		Telephone pole
	Bldg. No. 66 track	Junk yard gates and fence
		Railway Bldg. No. 66
	Stock track.....	Material Bldg. platform
		Crane Co. building
		Light pole

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Brownsville Subdiv.: Cont'd Harlingen.....	Texas Frozen Foods.....	Gregory Trailer sign & building Basement entrance frozen food Co.
	Swift Oil Mill tracks 1 and 2.....	Gates
	Swift Co. Linters track.....	Cotton seed oil pipe and loading platform
	Swift Co. Scale track.....	Water pipe & load- ing platform
	Swift Co. Meal track.....	Seed conveyor
	Ice dock No. 1 track.....	New ice dock CP&L Building Old ice dock
	Ice dock spur.....	Low ice dock
	Ice dock No. 2.....	New Ice dock
	Rip track No. 3.....	Scrap bin
	Oil track.....	Office building
	Roundhouse No. 3.....	Machine shop
	Roundhouse No. 4.....	Sand & oil house
	Engine Run- around track.....	Water pipe
	South Texas Cot- ton Oil Mill track.....	Water & oil cranes
		Sand and oil house
		Water and oilcranes
		Parallel walkway and stairway
	South Texas Cot- ton Oil Mill meal track.....	Goose neck light

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Brownsville Subdiv.: Cont'd Harlingen.....	Valley Ready Mix Cement track.....	Guy wire
	Valley Ready Mix Gravel track.....	Concrete wall and ramp
	Oil track on wye.....	Unloading rack
	Valley Compress No. 1.....	Bldg. and platform Fire plug
	Valley Compress No. 2.....	Platform
	Jones fgt. track.....	Warehouse and goose neck light
	Corpus Hdwe. Co. Valley Baking Co. Carpenter Paper Co.	Light pole Window screens
	Harlingen Can- ning Co. track No. 1.....	Light pole
	Harlingen Can- ning Co. track No. 2.....	3 can conveyors 9-In. high concrete curb & sidewalk
	Pittman Davis Alley track.....	Gate & building Gas meter
Combes.....	House track.....	Light poles Vegetable sheds and eaves
Sebastian.....	House track.....	Grain elevator spouts Bldg. No. 10 open platform, seed house & eaves
Lyford.....	House track.....	Telegraph pole
	Lyford Vegetable No. 1.....	Concrete settling basin

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure	
Brownsville Subdiv.: Concluded			
Raymondville	Industry track	Gulf unloading pipe Magnolia unloading pipe City water pipe Texas Co. fence Telephone pole Wade shed Freight station platform Valley Ready Mix F-K Vegetable Co. Ice plant tracks 1 and 2 Jones ice plant Delta No. 2 Deltas No. 1 South house	Gravel unloading ramp Light pole Loading platforms Loading platform Loading platform Building Roof eaves on cotton platform
Yturria	Stock track (house)	Stock chute	
Mifflin Pens	Stock track	Stock chute	
Sarita	Stock track	Track gates Stock chute	
Riviera	House track	Vegetable platform	
Ricardo	House track	Stock chute Cotton platform Eaves on seed house	
Kingsville Subdiv.: Kingsville			
	Sinclair and Texas Co. spur	Pole and unloading pipes	
	Gulf Oil Co. and gin spur	Pole	

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Kingsville Subdiv.: Cont'd		
	Wrecker track (old).....	Coal bin
	Dismantling track.....	Cable house
	Round house lead-Outbound	Platform
	Round house lead-Inbound.	Platform, Sand house steps, turntable, water tank spout and oil crane
	Engine spur.....	Water tank spout
	House No. 2.....	Platform
	Mill track.....	Platform—Ware- house—Seed con- veyor, sand & gravel bin
	Hotel track.....	Tree
	Naval Base.....	Plumber shed
	End main spur..	Warehouse plat- form
	Track No. 2.....	Sand bin
	Track No. 3.....	Cement house
	Paint No. 3.....	Paint platform
	Paint No. 4.....	Platform, car winch
	Paint No. 5.....	Car winch
	Paint No. 6.....	Jacking stall
	Paint No. 7.....	Pipe line support, jacking stall
	Coach No. 1.....	Office, scrap bin, platform
	Coach No. 2.....	Platform
	Coach No. 3.....	Platform
	Coach No. 4.....	Platform
	Coach No. 6.....	Canopy, store room
	Oil spur.....	Steam line

39. CLEARANCES:—Continued

LIMITED SIDE CLEARANCES.—Continued

Limited Side Clearances Affecting other than Main Tracks and Sidings:

Track	Location	Structure
Kingsville Subdiv.: Cont'd		
	Scrap dock	Platform
	Material track	Platform
	Store room	Platform
	Balloon track	Oil house
	Young siding	Stock pen platform
	Stock track	Stock pen platform, sign
Caesar		
Chemcel	Loading tracks 1, 2 and 3	Warehouse, platform, & loading racks
Bishop	Chicago Corpin	Loading racks
	House track	Feed mill, vegetable shed and fence at gin
	Oil spur	Elevator and oil unloading pipes
	Elevator spur	Elevator and grain loaders
Rosewood Refinery	Oil track	Loading pipes
Spur		
Driscoll	House track	Gin, grain elevators and platform
Robstown	Stock track	Grain elevators
	Oil mill track	Warehouse
	Grant Lumber Co.	Warehouse
	Roy Campbell spur	Vegetable shed
	Gerhardt spur	Vegetable shed
	McCarrick No. 5	Vegetable shed
Calallen	House track	Depot platform, coal house, sand loader
MP 153	Gravel spur	Tipple

39. CLEARANCES:—Continued

Limited Side Clearances Affecting other than Main Tracks and Sidings:

Location	Track	Structure
Kingsville Subdiv.: (Cont'd)		
Odem	Transfer track	Stock platform, grain elevator
	McCarrick spur	Vegetable shed
	Gulf team track	Vegetable shed
	Ice dock tracks	Grain elevators
	House track	Merchandise shed
	Hardwick spur	Vegetable shed
Sinton	House track	Depot platform, vegetable shed, unloading pipes at oil stations
	Grant Lumber Co. Spur	Feed and cement buildings
	Elevator spur	Grain elevator
	Beard track	Vegetable shed
	Ewing Sims spur	Warehouse
	San Pat spur	Warehouse
	Ice dock spur	Ice chute
Welder pens	Stock track	Stock platform
Cranell	Oil spur	Oil loading rack
Woodsboro	House track	Platform, coal house, grain ele- vators & oil un- loading pipes
	Team track	Warehouses,plat- forms, grain ele- vators
Refugio	House track	Warehouses & oil unloading pipes
	Oil spur	Oil loading rack
	Team track	Warehouse
Greta	Stock track	Stock platform
	Humble oil tracks	Oil loading rack
Inari	Stock track	Stock platform
McFaddin	House track	Depot, coal house and platform
	Stock track	Cotton platform & stock platform

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Kingsville Subdiv.: Concluded		
Bloomington	Storage track No. 2.....	Warehouse and stock platform
	House track.....	Warehouse and platform
	Engine track.....	Oil spout & sand house platform
	Material track No. 2.....	Platform & oil loading pipes
Placedo.....	Team track.....	Platform
Keeran.....	Stock spur.....	Stock platform
La Salle.....	Team track.....	Platform
Vanderbilt Subdiv.: Vanderbilt	Engine track.....	Oil tank & store- room platform
	Magnolia oil spur	Oil loading racks
	House track.....	Warehouses
Lolita.....	Team track.....	Platform, ware- house & stock platform
La Ward.....	Team track.....	Warehouse & cot- ton platform
Francitas.....	Stock track.....	Stock platform
	Oil spur.....	Oil loading rack
Blessing.....	House track.....	Stock platform, sand bin, depot platform
Elmaton.....	Team track.....	Rice drier spout
	Gin spur.....	Seed house
Bay City.....	Gin spur.....	Warehouse & plat- form, oil unload- ing pipe
Poole Pens.....	Stock pens.....	Stock pen platform

39. CLEARANCES:—Continued

Limited Overhead Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Vanderbilt Subdiv.: Concluded		
Sweeny.....	Abercrombie oil track.....	Loading racks
Phillips Refinery.....	House track.....	Warehouse & oil racks
Brazoria.....	House track.....	Warehouses
Angleton.....	Old team track.....	Gasoline unloading pipes, warehouse and sand bin
Mission Subdiv.: La Feria.....	Old team track.....	Warehouses
	Quality Prod. track No. 1.....	Molasses loading pipes when in loading position
	Vegetable track.....	Open platform and pipe along plat- form
	House track.....	Covered platform eaves
	Second Trk. Bldg. No. 17.....	Mitchell shed Bldg. No. 3
Mercedes.....	Creamery track.....	Eaves on Buck Feed Store garage
	Express track.....	Tillery Bldg. eaves
	Watson-Ross track.....	Cross arms on signal line
	CP&L spur.....	Gin building Bldg. eaves & gas meter old CP&L Bldg.
		Open platform Ice platform

39. CLEARANCES:—Continued
**Limited Side Clearances Affecting
 other than Main Tracks and Sidings:**

Location	Track	Structure
Mission Subdiv.: Cont'd.		
Mercedes	Stock Yard track	Fence corner
	Co-op. spur	Platform & eaves
	Stokely track	Steps
	Power house spur	Platform
		Tillery Bldg. platform & eaves
		Rio Banco Bldg. eaves
		Open platform
		Open platform button factory
		Bldg. eaves & fence
	Tankersley spur	Company pole
	Bldg. 26 track 1	Company water tank
	G. E. Watson track No. 2	Window screens
	Rio Foods track	Rio Foods Bldg.
	Williams track No. 1	Williams shed
Weslaco	Valley Ready Mix track	Gravel ramp and building eaves
	Texsun Supply Co. South track	Building eaves
	Bordo spur	Old Bordo building eaves
	Old Gulf	Building eaves
	Caboose track	Fence
	Team track	Platforms
		Telephone pole
		Platform
	Middle track	Sand & gravel bins
		CP&L transformer
		CP&L pole Texas Co.
		CP&L pole Lbr. Co.

39. CLEARANCES:—Continued
**Limited Side Clearances Affecting
 other than Main Tracks and Sidings:**

Location	Track	Structure
Mission Subdiv.: Cont'd		
Weslaco		Engine track
		Oil track
		Verhalen track
		Christensen No. 1
		Citrus Assn. No. 1
Donna		Old Texsun No. 1
		Sugar mill, Gin spur
		Knapp track No. 1 old bldg. No. 22
		Texas Dehydration track
		Taormina track 1
		Taormina track 2
		Run around track
		Barrera Garza
		Industry track
		Bldg. No. 16 track
		House track
Val Verde		Agar spur
		Fruit shed track 1
		Alamo Citrus Assn. No. 1
Alamo		House track

39. CLEARANCES:—Continued
Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Mission Subdiv.: Cont'd.		
Val Verde	Burkhart track	Cotton platform Building eaves of fruit shed
San Juan	Junk Yard track	Junk yard bldg. eaves
	St. Clair track	Window screens
	Dick Winn track	Building eaves
	Industry track	Building eaves
	Canal track	Gate
Pharr	Builders Supply track	Gravel bin
	North house track	Building and eaves
	Elevator track	Two buildings
	Bennet-Ray track	Platform
	Elmore & Stahl No. 1	Can conveyor
	Coate-Fox-Price	Hinged loading boards
	Industry track	Platform & bldg.
	San Pat No. 1	Building eaves
	McBride & Ligon No. 1	Building eaves
Hauser	Valley Ready Mix No. 2	Building & eaves
	Valley Ready Mix No. 1	Ice chute
McAllen	House track	Ice chute
	Old auto dock track	Sand & gravel bins
		Gravel unloading ramp
		Depot platform
		Eaves on platform roof
		Platform on Bldg. No. 4
		Old concrete wall 3 ft. high
		Building & eaves
		Auto platform

39. CLEARANCES:—Continued
Limited Side Clearances Affecting
other than Main Tracks and Sidings:

Location	Track	Structure
Mission Subdiv.: (Cont'd)		
McAllen	Fidelity Bonded Whse. track	Building & eaves
	Oneall track	Conveyor
	Zarsky Lbr. Co.	Building eaves
	Reagan Fruit spur	Pipes
	Ehrhardt spur	Building & eaves
	Carroll College lead	Covered platform
		eaves Bldg. 14
		Eaves Bldg. 15
		Water crane
	Southern Foods track	Sand & gravel bins
	Moore Canning Co.	Cement house
		and eaves
		Sand & gravel bin
	Denton No. 1	Open shed over can
		conveyor
Sharyland	Shary No. 1	Sand bin
		Can conveyor
		Building & can
		conveyor
	Mission	Palm tree
		Building
		Can conveyor &
		screen windows
		Sand bin
	Liston track	Open platform
	Mission Fruit & Vegetable No. 1	Telephone pole
	Mission Fruit & Vegetable No. 2	Building & platform
	Melch track (or No. 2 track)	Low platform
	Ice dock track	High platform
	Engine track No. 1	Sand house &
		machine shed

39. CLEARANCES:—Continued
Limited Side Clearances Affecting
Other than Main Tracks and Sidings

Location	Track	Structure
Mission Subdiv.: Concluded		
Mission	Engine track No. 2 SB&RGV Connection Oil spur	Oil house eaves Pumphouse eaves Stock pen platform Concrete headwall on canal
Penitas	Oil spur	Unloading spouts
MP A-49 plus 24	Bleakley Gravel Co.	Tipple
Sam Fordyce	House track	Warehouse eaves
MP A-56	Gravel spur	Three tipples
MP A-57 plus 10	Gravel spur No. 1	Two tipples Loading chute
MP A-57 plus 10	Gravel spur No. 2	Loading ramp (both sides of track)
Kelsey	Brick yard spur	Concrete loading platform
MP A-69 plus 8	Oil loading spur	Hinged walkways atop loading rack
Rio Grande City	Ringold spur No. 1	Gate posts Open platform Eaves on hay shed Posts on hay shed Stock chute platforms Seedhouse & eaves
	Stock pen track	
	Fordyce Gravel Co. tracks 1, 2, 3	Loading bins

39. CLEARANCES:—Continued
Limited Side Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
Corpus Christi Subdiv.:		
Phoenix	2 oil loading spurs	Loading racks
Three Rivers	Glass track	Glass Factory bldg., warehouse and oil racks
	Refining spur	Oil racks
	House track	Seed house, stock platform and Cotton platform
George West	House track	Grain elevator
MP 103	Oil spur	Loading racks
MP 111	Caliche spur	Loading tippie
Mathis	Transfer track	Stock chute
Hubert	Gravel pit spur	Loading tippie
Odem	Transfer track	Stock platform & grain elevator
	San Pat spur	Vegetable shed
	North gin spur	Platform
	South gin spur	Platform & seed house
MP 138	House track	Platform
Nueces	Columbia Carbon Industry spur	Warehouses
Corpus Christi	Taylor Refinery	Cement house and conveyor
	Hanlon Buchanan Terminal	Loading pipes
	Refinery	Loading pipes
	Southern Alkali tracks 5, 8 & 10	Loading rack
	Engine track	Sheds
	S. Texas Mat'l	Inspection platform, Sand bin, water crane and oil crane
Pleasanton	Townsitc track	Sand and gravel bin
Pleasanton	Metal track	Sand bin
Mt. Lucas	Team track	Cotton platform
	House track	Stock platform

39. CLEARANCES:—Continued
 Limited Side Clearances Affecting
 Other Than Main Tracks and Sidings:

Location	Track	Structure
Corpus Christi Subdiv.: Concluded		
Corpus Christi	Hedges track....	Lumber shed
	Cage Hardware No. 1.....	Platform
	Mann Hefley spur.....	Rail Marker
	Piggly Wiggly spur.....	Fence
	South Tex. Spec. Co....	Buildings
	Mathews Lbr. Co.	Buildings
	Texas pipe & Supply Co....	Pipe rack
	Automobile dock.	Platform
	Dock lead.....	Fence
	Schumacker track	Warehouse
	Southwest Spec. track.....	Warehouse
	Rosenbaum track	Warehouse
	Chapman team track.....	Cal-Tex plant
	Hardwick track..	Vegt. shed
	Zarsky track....	Lumber shed
	Diesel Facilities	
	Track.....	Platform
CCTA Ry:		
Corpus Christi	Dock No. 1.....	Warehouse and concrete platform
	Dock No. 2.....	Concrete platform
	Dock No. 8.....	Compress
Victoria Subdiv.: M.P. C-22.6....	Lela Pens Stock track.....	Oil loading rack Stock platform

39. CLEARANCES:—Continued
 Limited Side Clearances Affecting
 Other Than Main Tracks and Sidings:

Location	Track	Structure
Victoria Subdiv.: Concl'd		
	Long Mott.....	Stock track.....
		Stock platform Rice dryer Seed house Cotton platform
Green Lake...	Stock track.....	Stock platform Cotton platform
Portilla.....	Oil spurs.....	Loading rack
Victoria.....	Compress spur....	Compress platform
	House track....	Freight Depot— Auto platform
	Fordyce gravel spur.....	Loading tipples
Austwell Subdiv.: Austwell.....	Gin track.....	Platform
	Stock track.....	Stock platform and Cotton platform
Maudlow.....	Stock track.....	Stock platform
Edinburg Subdiv.: Raymondville..	South low dock track.....	Low ice unloading dock
	North low dock track.....	Low ice unloading dock
	Dock track No. 1.	High level ice dock
	Dock track No. 2.	High level ice dock
La Sara.....	Gin track.....	Guy wire Cotton seed house eaves
Hargill.....	House track....	Open platform Bldg. No. 10 Depot platform
	Gin track.....	Cotton platform

39. CLEARANCES:—Continued
Limited Side Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
Edinburg Subdiv.: Edinburg	Edinburg Canning track Peace Canning track Cotton Gulf Oil track Texaco Oil Co. Myers Canning Co.	Can conveyor Cotton platform Gooseneck lights on building Cotton waste bin Seed house Loading platform Boiler house Platform—Polis & Hagan shed Polis & Hagan warehouse eaves Open platform Cotton platform Unloading pipes Building Can conveyor Shook conveyor Gooseneck lights on building Platform Fgt. depot platform Old Storage track
Edcouch Subdiv.: Monte Alto	Canning track 1 Canning track 2 Ice track House track G. O. McDaniels No. 1 Gin spur	Gooseneck lights Can conveyor Can conveyor Platform Depot platform Can conveyor Cement house eaves Fence

39. CLEARANCES:—Continued
Limited Side Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
Faysville Subdiv.: MP F-3	Stone Gravel Co.	Tipple Loading spout
San Perlita Subdiv.: San Perlita	House track	Station platform Warehouse eaves
Willamar	Gin track	Cotton platform 2-inch water pipe
Rio Hondo Subdiv.: San Benito	Alexander spur Valley Gin track	Building Can conveyor Sand & gravel bins Building eaves Gas meters (2 each)
	Cleveland spur	Sand house & bin Building & lights Bldg. platform & spout Shop building Building & eaves
Rio Hondo	Engine track 1 Gin spur Long Industry track	Building eaves & can conveyor Eaves Bldg. No. 13
Port Isabel Subdiv.: Place Jet. (JA-18)	Cameron County Gin spur	Sand & gravel bins Cotton platform
Laureles	Citrus Assn. No. 1	Loading platform
Bayview	Stock track	Loading chute
Esoes	Dock track	Oil loading rack
Port Isabel	New oil dock track Refinery track	Oil loading rack Sand & gravel bins Palm tree Oil loading racks Gooseneck lights

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
River Subdiv.:		
San Benito	South Tex Lbr. spur	Fence Sand bin Gooseneck lights
	C. D. Kirk track 1	
	Leverton Canning Co.	Canning plant eaves & doors
	Valley Lumber Supply Co.	Ash tree
Rangerville	Gin track	Gin Bldg. & platform
Hidalgo	Stock pen track	Building eaves Stock pen platform
Madero	Brick spur	Gates Buildings both sides track Brick kilns Gas pipes
Mission	Farmers Gin	Loading spout cottonseed house
	Aiken	Stairway 2 can conveyors
MP K-63.5	Mission Foods	Meter box
Moore Field	Barrett spur	Loading platform
	Gasoline spur	4 gasoline unloading pipes Block & tackle & anchor post
Cantu	Warehouse track No. 1	Whse. platforms
	Warehouse track No. 2	Whse. platforms
	Grain spur	Grain elevator Loading spout

39. CLEARANCES:—Continued

Limited Side Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
Freeport Subdiv.:		
Velasco	Rip track	Car shed
Velasco	Pit track	Office and store room
Velasco	Supply track	Oil and water spouts
Velasco	Dow Chemical Co. tracks	Building and conveyors
Freeport	House track	Depot platform
Freeport	Stauffer Chemical No. 1	Sulphur shed
Freeport	Sulphur docks	See below

Freeport Sulphur Company conveyor system at Sulphur Docks, Freeport, Texas, for loading crude sulphur aboard ships consists of one 30 by 60-foot building located over center of unloading track. Standard side and overhead clearance has been provided except that when cars are being unloaded, aprons are dropped down on each side of car having only 3 to 4-inch clearance.

Train and enginemen must see that these aprons are clear before moving through building.

There is also located in the center of this building and under the single unloading track a large open hopper 10 feet by 14 feet.

Switches controlling double track north and south of this building are located at each end of the building. Trainmen operating these switches, going from one to the other, must exercise care in passing through or working in the building, and avoid the open hopper described above, and other obstructions in the building.

39. CLEARANCES:—Continued

Limited Overhead Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
Brownsville Subdiv.:		
Brownsville Port	Port Main MP .05	Light wires
	Stanolind track	Light wires
	Dock tracks 1 & 2	Light wires
	Dock tracks 3, 4 & 5	Private telephone lines
	Dock tracks 7& 8	Light wires
	Banana lead	Light wires
Brownsville Belt Line	Belt Main, 14th St	Light wires
	Belt Main, Acacia spur	Light wires
	Larry Lightner tracks 1 & 2	Light wires
	Brownsville Can- ning Co.	Light wires
	Run-around track 14th St.	Light wires
	Allala tracks 1 & 2	Light wires
	Fort Brown lead 14th St.	Light wires
	Fort Brown lead 20th St.	Light wires
	Fort Brown lead 22nd St.	Light wires
Brownsville	Rip track	Light wires
	Engine track	Light wires
	2 light wires	2 light wires
	Rio Grande Alley	9 light wires
	Morris Alley	Light wires
	New Alley	Light wires
	Alamo Iron track	Light wires
	South Texas Cot- ton Oilmill spur	Warehouse door Light wires Overhead conveyor and walkway Guy wires Light wires
	Power spur	

39. CLEARANCES:—Continued

Limited Overhead Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
Brownsville Subdiv.: Cont'd		
Harlingen	Stock track	2 light wires
	Piggly Wiggly track	Telephone wires
	South Texas Cot- ton Oil Co. track	Light wires
	Roundhouse tracks. 1, 2, 3 & 4	Engine house
	Harlingen Can- ning Co. alley	Light wires
	Corpus Hardware track	Light wires
	Harlingen Can- ning Co. plant track No. 1	Steam pipes & can conveyor
	Harlingen Can- ning Co. plant track No. 2	Light wires
	Alley track	Light wires
	Roundhouse No. 4	Light wires
Raymondville	Engine track	Light wires
	Delta Canning No. 2	Light wires
	Armstrong MP 77 plus 4	Stock track
		Light wires
Kingsville Subdiv.:		
Robstown	Tex-Mex transfer Herring spur	Seed chute Feed conveyor
Mission Subdiv.:		
Laferia	Vegetable track	Wire line to Bldg. 17
	Gin spur	Wire line

39. CLEARANCES:—Continued
Limited Overhead Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
Mission Subdiv.: Cont.		
Mercedes.....	Creamery track ..	Wire line to signals
	Stock track	Wire line
	Watson-Ross.....	Wire line
		Telephone line
		Wire line
	Power House spur ..	Wire line
Weslaco.....	Bordo spur.....	Wire line to Bldg. 18
	Team track (Kan. Ave.) ..	Four wire lines
	Middle track	Wire line
		Telephone line
	Verhalen.....	Three wire lines
Donna.....	Taormina tracks 1 and 2.....	Light wires
	Run-around track ..	Telephone line
Pharr.....	Builders Supply track	Wire line
	Pape & Allison ..	Wire line
	Elevator track ..	Two wire lines
	Elmore & Stahl No. 1.....	Wire line
	Elmore & Stahl No. 2.....	Wire line
Hauser.....	Valley Ready Mix No. 2.....	Wire line
McAllen.....	House track	Signal light wires
		Four wire lines
	Zarsky Lbr. Co.....	Signal wires
	St. Clair Foods No. 2.....	Wire line
Kane.....	Rado spur	Wire line
Mission.....	Rip track	Wire line
	Truhe Box Co.....	Wire line
	Walker-Craig track	Wire line
	North leg of wye ..	Wire line

39. CLEARANCES:—Continued
Limited Overhead Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
Mission Subdiv.: Concl'd.		
	MP A-49 plus 24.....	Bleakley Gravel ..
	MP A-56.....	Gravel spur
	MP A-57 plus 10.....	Gravel spur No. 1.....
		Gravel spur No. 2.....
	MP A-69 plus 8	Oil Loading spur ..
Rio Grande City ..		Ringold spur No. 1
		Fordyce Gravel Co. tracks 1, 2 and 3.....
		Gravel bins
		Light wires
Corpus Christi Subdiv.: Phoenix.....		2 oil loading spurs
North Pleasanton ..	Round house track	Oil racks
	MP 63.....	Water tank spout
	MP 103.....	Oil spur
	MP 111.....	Oil racks
	Mathis.....	Caliche spur
		Loading tipple
	Hubert.....	Katz Vegetable track
		Sand and gravel
		spur
Corpus Christi ..	Track No. 1 ..	Wires
	Sinclair Refinery track No. 2 ..	Loading tipple
		Frt. depot eaves.
		Pipes
Victoria Subdiv.: Victoria.....	Fordyce Pit track Oil Mill spur	Loading tipple
		Ladder

39. CLEARANCES:—Continued
Limited Overhead Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
Freeport Subdiv.:		
Velasco.....	Rip track.....	Car shed
	Dow A-3 and 4.....	Nono-rail Bldg. A-606
	Dow B Sulphur Burner.....	Pipe bridge
	Dow Chemical Co. tracks.....	Conveyors wireline crossing
Hoskins Subdiv.:		
Hoskins.....	No. 1 track.....	Lime House and water crane
Edinburg Subdiv.:		
Edinburg.....	Chavez St. lead.....	Light wires
Ede couch Subdiv.:		
Monte Alto.....	Rio Farms tracks 1, 2 and 3.....	Light wires
Ede couch.....	House track.....	2 light wires
	G. O. McDaniels tracks 1 and 2.....	Light wires
San Perlita Subdiv.:		
Raymondville	East Valee Compress.....	Light wires
Rio Hondo Subdiv.:		
San Benito.....	Valley Gin spur.....	Light wires
Port Isabel Subdiv.:		
Laureles.....	Bldg. 16 tracks 1 & 2.....	Light wires
Port Isabel.....	Dock track.....	3 light wires
	New oil dock track.....	Light wires

39. CLEARANCES:—Continued
Limited Overhead Clearances Affecting
Other Than Main Tracks and Sidings:

Location	Track	Structure
River Subdiv.:		
San Benito.....	Valley Lbr. Co.....	Telephone line
		Telephone cable
Los Indios.....	Spur track.....	Telephone line
		Light wires
Hidalgo.....	House track.....	Light wires
		Telephone wire
Madero.....	Brick spur.....	Telephone line
		Light wires
Lindsey Garden	Main lead.....	Light wires
	Spur track No. 1.....	Light wires
Moore Field.....	Gasoline spur.....	2 light wires
	Warehouse tracks 1 and 2.....	Light wires
		Telephone line

STANDARD SIGNS



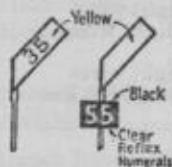
STATION ONE MILE SIGN
(See Rule 14-M)



YARD LIMIT SIGN
(See Rule 93)

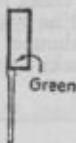


**HIGHWAY GRADE CROSSING
WHISTLE SIGN**
(See Rule 14-L)



**PERMANENT SPEED
RESTRICTION SIGN**

(See Rule 10-H and
Time-table Special In-
structions, Section
No. 3)



RESUME SPEED SIGN
(Used in connection with
Permanent Speed
Restriction Sign)



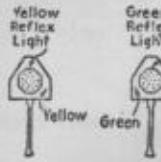
**RAILROAD CROSSING -
JUNCTION-DRAW BRIDGE -
ONE MILE SIGN**
(See Rule 98)



STOP SIGN
(At point where stop required
200 ft. from Railroad Crossing
or at certain other points
where stop required)



RESTRICTED SPEED SIGN
(See Definition of
Restricted Speed and
Special Instructions
supplementary to Oper-
ating Rules)



**SLOW
SIGNAL** **PROCEED
SIGNAL**
(To be used per chart
on page 180, Uniform
Code of Operating
Rules)
(See Rule 10-G)

**CAPACITY OF DIFFERENT
IN ADDI
WEIGHT OF ENGINE,**

NUMBER OF ENGINES	CLASS			
	1201 to 1280	1191 to 1110	941 to 948	1051 to 1073
	Super-heated	Super-heated	Super-heated	Super-heated
Weights of Engines in Tons	149	137	105	110
Size of Cylinders	27x30	25x30	25x28	22x30
Steam Pressure	200	200	180	200
Type of Engines	Mikado	Mikado	Decapod	Consolidated
NORTHWARD				
Brownsville to Kingsville	6250	5840	6100	4960
Kingsville to Robstown	6250	5840	6100	4960
Robstown to Vanderbilt	6000	5500	5750	4650
Vanderbilt to Houston	6000	5500	5750	4650
Bloomington to Victoria				
Seadrift-Austwell to Bloomington				
Harlingen to Mission				
Mission to San Benito				
Mission to Raymondville				
Port Isabel to San Benito				
Rio Grande City to Sam Fordyce				
Sam Fordyce to Mission				
Corpus Christi to Odem	4500	3460	2750	
Odem to George West	3580	3180	2550	
George West to Three Rivers	3020	2570	2080	
Three Rivers to San Antonio	2580	3180	2550	
Freeport-Anchor-Hoskins				
SOUTHWARD				
Houston to Vanderbilt	6000	5500	5750	4650
Vanderbilt to Robstown	6000	5500	5750	4650
Robstown to Kingsville	6250	5840	6100	4960
Kingsville to Brownsville	6250	5840	6100	4960
Victoria to Bloomington				
Bloomington to Austwell-Seadrift				
Mission to Harlingen				
San Benito to Mission				
Raymondville to Mission				
San Benito to Port Isabel				
Mission to Rio Grande City				
San Antonio to Three Rivers		5130	2550	
Three Rivers to George West		2570	2080	
George West to Odem		3460	2750	
Odem to Corpus Christi		3970	3240	
Anchor to Hoskins				
Hoskins to Freeport				

**CLASSES OF ENGINES IN TONS
TENDER AND CABOOSE**

1931 to 1040	1011 to 1030	311 to 360	301 to 366	371 to 384	4112 to 4114	529 to 552	697 to 614
Super-heated	Super-heated	Super-heated	Super-heated	Super-heated	Diesel	Diesel	Diesel
91	87	89	65	91	121	115	115
21x28	21x28	20x28	19x24	21x28	One	Two	Two
200		190	185	200	Unit	Units	Units
Consolidated	Consolidated	10 Wheel	10 Wheel	10 Wheel			
Tons	Tons	Tons	Tons	Tons			
4030	3860	3340	2960		4000	7500	7420
4030	3860	3340	2960		4000	6400	7420
3850	3590	3000	2550		4000	6400	7420
3850	3590	3000	2550		4000	6890	7420
2750		1750	1500				
2750	2500	1750	1500				
3560	3400	2960	2620				
3180	3040	2660	2340				
2630	2510	2190	2960				
4030	3860	3340	2960				
1500	1420	1265	1075				
3560	3400	2960	2620			4000	4000
2200	2120	1860				4500	4500
2060	1970	1720				4000	4000
1680	1600	1410				4500	4500
2060	1970	1720					
		3500	5000				
3850	3590	3000	2550		4000	7500	7420
3850	3590	3000	2550		4000	6230	7420
4000	3850	3500	3000		4000	6230	7420
4000	3850	3500	3000		4000	7500	7420
3250	3000	2000	1500				
3000	2750	2000	1500				
3560	3400	2960	2620				
2630	2510	2190	1920				
2630	2510	2190	1920				
4030	3860	3340	2960				
2060	1970	1720					
1500	1420	1265	1075			4500	4500
1800	1750	1410				4000	4000
2200	2120	1860				4500	4500
2630	2510	2190				5400	5400
		5000	5000				
		3500	3500				