

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY

1410

TIME TABLE
FOR THE
HOUSTON DIVISION
To Take Effect Sunday, July 9, 1922, at 12:01 A. M.
Central Time

For the government and information of employees only, and not intended for the use of the public.

G. S. WAID,
Vice President and General Manager.

O. C. CASTLE,
Superintendent of Transportation.

CONDENSED SCHEDULES.

EASTWARD—Toward New Orleans.

WESTWARD—Toward San Francisco.

No. 244	No. 242	No. 110	No. 102	No. 24	No. 22	No. 12	No. 8	No. 6	No. 4	No. 2	Distance from El Paso	STATIONS	Distance from New Orleans	No. 1	No. 3	No. 5	No. 7	No. 11	No. 21	No. 23	No. 101	No. 109	No. 241	No. 243	
6.25 PM		11.30 AM	9.50 AM								0.00	Lv. EL PASO (Union Depot) Ar.	1194.00									10.45 PM	5.00 PM		8.00 AM
8.00 AM		2.40 PM	10.40 PM								461.00	Ar. DEL RIO Lv.	743.00									9.35 AM	1.30 AM		6.00 PM
9.30 AM		2.50 PM	10.50 PM				5.30 AM					Lv. DEL RIO Ar.				5.30 PM					9.30 AM	1.20 AM		4.55 PM	
11.10 PM		8.10 PM	3.10 AM				10.45 AM				620.00	Ar. SAN ANTONIO Lv. (Commerce Street) Ar.	574.00				12.01 PM					5.00 AM	8.00 PM		3.15 AM
1.10 AM		11.30 PM	3.20 AM	7.40 AM	9.00 PM		11.00 AM					Lv. SAN ANTONIO Ar.				7.00 AM		7.30 AM	7.50 PM		4.50 AM	6.40 PM		2.00 AM	
				7.10 AM	7.30 AM						950.30	Ar. DALLAS Lv.	627.00						9.00 PM	8.50 AM					
5.00 AM											888.00	Ar. GALVESTON Lv.	420.00												9.15 PM
9.15 AM												Lv. GALVESTON Ar.													5.00 AM
7.00 PM		6.50 AM	9.20 AM				6.15 PM				831.00	Ar. HOUSTON Lv. (H. & T. C. Depot) Ar.	363.00		4.00 PM	8.30 PM	11.30 PM					10.50 PM	11.20 AM		9.40 AM
9.00 PM	10.45 PM	7.20 AM	9.25 AM			8.50 PM	6.40 PM	3.30 PM	9.05 AM			Lv. HOUSTON Ar.				10.35 PM	7.45 AM				10.40 PM	11.00 AM	12.29 AM	7.30 AM	
5.25 AM	7.00 AM										942.00	Ar. ECHO Lv.	251.00											4.00 PM	12.01 AM
5.50 AM	7.40 AM	10.25 AM	12.10 PM			12.01 AM	10.10 AM	6.20 AM	1.50 PM			Lv. ECHO Ar.		11.04 AM	4.35 PM	7.20 PM	4.50 AM				7.45 PM	7.40 AM	3.30 PM	11.30 PM	
2.45 PM	4.10 PM	1.25 PM	2.45 PM			2.50 AM	1.20 AM	10.15 AM	6.15 PM		1048.00	Ar. LAFAYETTE Lv.	146.00		6.45 AM	12.30 PM	4.10 PM	2.10 AM				5.05 PM	4.20 AM	6.50 AM	4.20 PM
3.35 PM	8.00 PM	1.30 PM	2.50 PM			2.55 AM	1.25 AM	10.30 AM		5.00 AM		Lv. LAFAYETTE Ar.		9.30 PM	12.15 PM	4.05 PM	2.05 AM				5.00 PM	4.15 AM	5.45 AM	3.35 PM	
1.55 AM	6.50 AM	5.15 PM	6.25 PM			6.50 AM	5.40 AM	4.05 PM		10.30 AM	1182.00	Lv. AVONDALE Lv.	12.00	4.05 PM		6.50 AM	12.10 PM	10.15 PM				1.20 PM	12.10 AM	8.30 PM	6.50 AM
		6.25 PM	7.35 PM			7.55 AM	6.50 AM	5.05 PM		11.30 AM	1194.00	Ar. NEW ORLEANS Lv. (Union Station)	0.00	3.05 PM		5.55 AM	11.05 AM	9.15 PM				12.10 PM	11.00 PM		
3.00 AM	8.00 AM											Ar. ALGIERS Lv.												7.30 PM	5.45 AM
104.35	33.15	42.55	33.45	11.30	10.30	11.05	25.20	14.35	9.10	6.30		THROUGH TIME		6.25	9.15	14.35	30.25	10.30	10.30	11.00	34.35	42.00	18.59	98.15	
11.3	10.9	27.8	35.4	28.8	31.4	32.7	29.3	24.9	23.7	22.4		MILES PER HOUR		22.7	23.5	24.9	24.6	34.5	31.4	30.1	34.5	28.4	12.5	12.1	

MILEAGE SOUTHERN PACIFIC LINES (IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company	1,358.69
Texas & New Orleans Railroad Company.....	467.63
Texas State Railroad	32.60
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co.....	640.17
Houston & Texas Central Railroad Company.....	858.05
The Houston East & West Texas Railway Company	190.94
Houston & Shreveport Railroad Company.....	39.78
Total Mileage	3,587.86

MILEAGE

MAIN LINE	
Houston to Del Rio.....	G. H. & S. A. Ry. Co..... 379.74
BRANCHES	
Harrisburg	G. H. & S. A. Ry. Co..... West Junction to Harrisburg..... 11.01
LaGrange	G. H. & S. A. Ry. Co..... Glidden to LaGrange..... 25.22
Gonzales	G. H. & S. A. Ry. Co..... Harwood to Gonzales..... 12.46
Eagle Pass	G. H. & S. A. Ry. Co..... Spofford to Eagle Pass..... 35.45
Total Branches	84.14
Total Houston Division	463.88

EASTWARD—Toward New Orleans.

Del Rio-San Antonio Sub-Division.

WESTWARD—Toward San Francisco 3

Length of Passing Tracks in Cars and location of Scales, Telephone, Fuel, Water and Turning Stations.	FIRST CLASS										Distance from Del Rio	FIRST CLASS										Distance from Houston	Train Order Office Hours						
	THIRD CLASS	SECOND CLASS		FIRST CLASS						FIRST CLASS						SECOND CLASS	THIRD CLASS												
	86 Local Freight Leave Daily	246 Live Stock Leave Daily	244 Sunset Manifest Freight Leave Daily	228 San Antonio Mixed Leave Daily	102 Sunset Limited Leave Daily	110 Sunset Express Leave Daily	22 Dallas-Ft. Worth Limited Leave Daily	8 Sunset Mail Leave Daily	302 Victoria Division Leave Daily	24 The Hustler Leave Daily		101 Sunset Limited Arrive Daily	7 Sunset Mail Arrive Daily	21 San Antonio Limited Arrive Daily	109 Sunset Express Arrive Daily	301 Victoria Division Arrive Daily	23 The Hustler Arrive Daily	227 Eagle Pass Mixed Arrive Daily	243 Sunset Manifest Freight Arrive Daily	245 Freight Arrive Daily	85 Local Freight Arrive Daily								
Y WFTPO Yard		7.45 PM	9.30 AM		10.50 PM	2.50 PM		5.30 AM		0.00	DEL RIO	379.74	9.30 AM	5.30 PM		1.20 AM				4.55 PM	4.05 AM	Continuous							
80 P		8.10	10.00		11.02	3.03		5.43		8.40	JOHNSTONE	371.34	9.18	5.15		1.05				4.15	3.35								
80 P		8.30	10.25		11.10	3.12		5.52		14.29	AMANDA	365.45	9.09	5.06		12.56				3.45	3.15								
48 P		8.50	10.50		11.16	3.20		6.00		18.91	STANDART	360.83	9.03	4.58		12.50				3.20	3.00								
81 P		9.15	11.15		11.24	3.29		6.09		24.56	PINTO	355.18	8.55	4.47		12.41				2.45	2.40								
SPUR								6.14		27.64	MACIE	352.10		4.39															
81 WP		9.35	11.40 AM		11.31	3.38		6.18		29.74	KINNEY	350.00	8.48	4.35		12.32				2.15	2.00								
128 YPFW	7.00 AM	10.00	12.30 PM	11.00 PM	11.42	3.55		6.30		36.86	SPOFFORD	342.88	8.35	4.23		12.20			5.10 AM	1.45	1.35	6.15 PM	Continuous						
81 P		7.20	10.20	1.10	11.20	11.53		6.43		44.91	ANACACHO	334.83	8.22	4.08		12.06 AM			4.45	1.10	12.45	5.45							
81 P		7.30	10.35	1.30	11.30	11.59 PM		6.49		49.24	PAVO	330.50	8.16	3.55		11.59 PM			4.32	12.40	12.25	5.30							
107 P		7.40	10.50	1.50	11.48 PM	12.05 AM		6.56		53.80	ODLAW	325.94	8.10	3.46		11.48			4.20	12.20 PM	12.05 AM	5.10							
80 PW		8.02	11.10 11.38	2.20	12.12 AM	12.12		7.05		59.14	CLINE	320.60	8.02	3.36		11.38			4.05	11.55 AM	11.10	4.30							
82 P		8.50	11.58 PM	2.52	12.30	12.20		7.15		65.02	OBI	314.72	7.54	3.25		11.27			3.50	11.25	10.40	4.05							
83 P		9.10	12.28 AM	3.15	12.45	12.28		7.24		70.64	HACIENDA	309.10	7.46	3.15		11.17			3.33	11.00	10.10	3.50							
175 PYW		9.35	1.00	3.35	1.00	12.39		5.05		77.46	UVALDE	302.28	7.38	3.05		11.06			3.20	10.30	9.40	3.35 2.45	9.00 AM to 6.00 PM						
81 P		9.55	2.00	4.10	1.15	12.46		5.13		82.17	ANGE	297.57	7.27	2.51		10.53			3.05	9.55	8.40	2.20							
60 P		10.30	2.45	4.40	1.30	12.55		5.23		88.16	KNIPPA	291.58	7.19	2.42		10.44			2.45	9.30	8.15	2.00	7.25 AM to 5.25 PM						
59 P		10.50	3.15	5.05	1.50	1.04		5.34		94.69	YUCCA	285.05	7.09	2.31		10.31			2.22	8.55	7.50	1.15							
122 FW		11.40 AM	3.45	5.45	2.10	1.10		5.45		99.07	SABINAL	280.67	7.03	2.24		10.23			2.10	8.15	7.30	1.00	Continuous						
54 P		12.01 PM	4.15	6.02	2.30	1.21		5.57		106.52	SECO	273.22	6.52	2.10		10.08			1.50	7.50	6.55	12.01 PM							
91 P		1.00	4.40	6.25	2.50	1.28		6.07		111.56	D'HANIS	268.18	6.43	2.00		9.58			1.28	7.30	6.25 6.07	11.35 AM	8.00 AM to 5.00 PM						
60 PW		1.46	5.10	7.00	3.15	1.40		6.24		120.04	HONDO	259.70	6.30	1.46		9.42			1.05	7.00	5.35	11.00	8.00 AM to 5.00 PM						
80 P		2.05	5.30	7.20	3.25	1.46		6.31		124.28	QUIHI	255.46	6.23	1.34		9.30			12.53	6.40	5.10	10.20							
81 P		2.53	5.50 6.15	8.00	3.45	1.56		6.43		129.88	DUNLAY	249.86	6.15	1.25		9.21			12.40	6.15 5.50	4.45	10.00							
78 P		3.20	6.35	9.07	4.05	2.08		6.57		137.65	NOONAN	242.09	6.01	1.12		9.07			12.20	5.25	4.20	9.30							
80 PW		4.00	7.00	9.30	4.25	2.21		7.10		144.48	LACOSTE	235.26	5.50	1.00		8.56			12.01 AM	5.05	4.00	9.00	Continuous						
52 P		4.30	7.35	9.50	4.45	2.32		7.26		151.98	MACDONA	227.76	5.39	12.45		8.41			11.45 PM	4.45	3.40	8.30							
59 P		5.00	8.10	10.10	5.10 See No. 101	2.44		7.42		159.76	END D'BLE TRACK	219.98	5.25	12.30		8.26 See No. 110			11.30	4.10	3.15	8.10							
Y		5.01	8.13	10.12	5.11	2.47		7.43		160.09	WITHERS	219.65		12.29		8.25			11.29	4.09	3.14	8.09							
76		5.15	8.35	10.25	5.26	2.52		7.52		161.81	KELLY FIELD	217.93	5.22	12.25		8.22			11.26	4.05	3.10	8.05							
										165.20	ALAZAN	214.54	5.16	12.19		8.16			11.20	3.50	3.00	7.55							
										165.89	I. & G. N. CROSSING	213.85																	
										167.05	S. A. & A. P. CROSSG	212.69																	
										167.47	S. A. B. & T. CROSSG	212.27																	
Yard P		5.35	9.00	10.50	6.00 AM	3.10 AM 3.20 AM		8.10 PM 11.30 PM		9.00 PM	10.45 AM 11.00 AM	8.15 AM	7.40 AM						5.00 AM 4.50 AM	12.01 PM 7.00 AM	7.30 AM	8.00 PM 6.40 PM	6.55 PM	7.50 PM	11.00 PM	3.30	2.35	7.40 See Nos. 21 & 4	Continuous
YFWPOT Yard		5.45 PM	9.25 AM	11.10 PM		3.29 AM		11.39 PM		9.09 PM	11.09 AM	8.24 AM	7.49 AM						4.41 AM	6.51 AM	7.21 AM	6.31 PM	6.46 PM	7.41 PM		3.15 AM See No. 102	2.25 PM	7.30 AM	Continuous
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		86	246	244	228	102	110	22	8	302	24	101	7	21	109	301	23	227	243	245	85								

(10.45) 12.5 (13.40) 12.5 (13.40) 12.5 (7.00) 19.5 (4.20) 39.0 (5.20) 31.7 (0.09) 12.9 (5.15) 32.2 (0.09) 12.9 (0.09) 12.9 (4.30) 37.6 (5.29) 30.8 (0.09) 12.9 (5.20) 31.7 (0.09) 12.9 (0.09) 12.9 (6.10) 21.4 (13.40) 12.5 (13.40) 12.5 (10.45) 12.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

EXCEPT: No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains. No. 109 is Superior to No. 228. No. 243 is superior to all Second Class Trains. No. 109 will stop at all points east of Uvalde to pick up passengers for points west of Del Rio, and will stop at Cline to discharge passengers from points San Antonio and east. No. 110 will stop at Cline on flag, for passengers destined San Antonio and beyond, and will stop at all points east of Uvalde to discharge passengers from points west of Del Rio. On advance notice, No. 101 will stop at Uvalde for passengers destined to points in California.

* Sunday Train Order office hours, D'Hanis, and Knippa closed.

EASTWARD—Toward New Orleans.

San Antonio-Glidden Sub-Division

Length of Passing Trains in cars, and location of Scales, Telephone, Fuel, Water and Turning Stations.	THIRD CLASS						SECOND CLASS						FIRST CLASS						Distance from San Antonio	STATIONS				
	84		334		246		244		344		110		22		8		302				24		102	
	Local Freight	Vic. Div. Local Freight	Galveston Manifest Freight	Sunset Manifest Freight	Sunset Manifest Freight	Sunset Manifest Freight	Sunset Express	Dallas-Ft. Worth Limited	Sunset Mail	Victoria Division	The Hustler	Sunset Limited	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Leave Daily	Leave Daily Ex. Sunday																						
Yard P												11.30AM	9.00AM	11.00AM	8.15AM	7.40AM	3.20AM	0.00	SAN ANTONIO Commerce Street			1.94		
YFPWP												11.39	9.09	11.09	8.24	7.49	3.29	1.94	EASTYARD			2.94		
Yard P															8.30AM			4.88	GULF JUNCT.			2.71		
54 P												11.47	9.17	11.17		7.57	3.37	7.59	KIRBY			5.06		
55 P												11.56AM	9.25	11.27		8.05	3.45	12.65	CONVERSE			3.78		
63 PW												12.04AM	9.31	11.37		8.11	3.51	16.43	SCHERTZ			2.86		
P														11.45			19.09	CIBOLO			5.28			
55 P												12.15PM	9.43	11.58AM		8.23	4.05	24.37	MARION			4.80		
54 P												12.38	9.51	12.06PM		8.30	4.15	29.17	HILDA			6.14		
92 WFP												12.45	10.02	12.23		8.40	4.25	35.31	SEGUIN			3.48		
40												12.51	10.07	12.28		8.46	4.31	38.79	ILKA			6.05		
84 PY												1.02	10.16	12.37		8.55	4.40	44.84	KINGSBURY			4.80		
77 P												1.10	10.24	12.43		9.02	4.47	49.64	SULLIVAN			6.26		
P																	55.90	S.A. & A.P. CROSS'G			0.14			
95 WYP												1.25	10.37	12.58		9.12	5.00	56.04	LULING			5.49		
42 P												1.34	10.45	1.06		9.21	5.12	61.53	IVY			3.74		
93 P												1.42	10.51	1.18		9.27	5.18	65.27	HARWOOD			5.03		
86 P												1.50	10.58	1.28		9.34	5.25	70.30	SANDY FORK			7.82		
69 PW												2.05	11.13	1.43		9.47	5.38	78.12	WAEELDER			6.43		
80 P												2.27	11.22	1.55		9.57	5.48	84.55	JANICE			4.88		
																		89.43	S.A. & A.P. CROSS'G			0.00		
P																		89.43	FLATONIA JUNCT.			0.36		
113 YP												2.45	11.35PM	2.07		10.07AM	5.57	89.79	FLATONIA			5.97		
48 P												2.55		2.18			6.07	95.76	ENGL			6.46		
56 WP												3.15		2.30			6.18	102.22	SCHULENBURG			8.19		
50 P												3.30	To Dalsa	2.47		To	6.31	110.41	WEIMAR			5.34		
57 P												3.40	To Dalsa	3.02		To Dalsa	6.40	115.75	BORDEN			6.47		
Yard YPTFWO												3.50AM		3.13PM			6.50AM	122.22	GLIDDEN					
												Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
												84	334											

(9.40)	(9.10)		(9.40)	(8.35)	(4.45)	(4.20)	(2.35)	(4.13)	(0.15)	(2.27)	(3.30)	Time Over District
12.5	17.6		12.5	14.9	18.7	28.2	34.8	28.7	19.5	37.0	34.9	Average Speed per Hour

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

EXCEPT: No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains.
 No. 109 is Superior to Nos. 8 and 24. No. 7 is Superior to No. 22. No. 243 is Superior to all Second Class Trains.
 All Trains look out for Nos. 22 and 24 backing up from Flatonia to Flatonia Junction.
 On advance notice, Nos. 22 and 24 will stop for passengers destined Giddings or points east
 Passenger Trains must not exceed speed of fifteen (15) miles per hour between block signal limits, Glidden.
 * Sunday Train Order office hours, Engle, 1:45 P. M. to 3:45 P. M.; Marion and Schertz, closed.

San Antonio-Glidden Sub Division

WESTWARD—Toward San Francisco.

Time Table No. 140. July 9, 1922	Distance from Houston	FIRST CLASS						SECOND CLASS						THIRD CLASS						Train Order Office Hours						
		101	7	21	109	23	301	245	343	243								83	333							
		Sunset Limited	Sunset Mail	Sun Antonio Limited	Sunset Express	The Hustler	Victoria Division	Galveston Manifest Freight	Sunset Manifest Freight	Sunset Manifest Freight								Local Freight	Vic. Div. Local Freight							
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							Arrive Daily	Arrive Daily Ex. Sunday									
SAN ANTONIO Commerce Street 1.94	210.52	4.50 ^{AM}	7.00 ^{AM}	7.30 ^{AM}	6.40 ^{PM}	7.50 ^{PM}	6.55 ^{PM}																			Continues
EAST YARD 2.94	208.58	4.41	6.51	7.21	6.31	7.41	6.46																			Continuous
GULF JUNCT 2.71	205.64						6.40 ^{PM}																			
KIRBY 5.06	202.93	4.32	6.41	7.12	f 6.21	7.32																				
CONVERSE 3.78	197.87	4.24	f 6.32	7.03	s 6.11	7.23																				
SCHERTZ 2.66	194.09	4.18	f 6.24	6.56	s 6.03	7.17																				8.00 ^{AM} to 5.00 ^{PM} ⚡
CIBOLO 5.28	191.43		f 6.18		s 5.55																					9.30 ^{AM} to 6.30 ^{PM} ⚡
MARION 4.80	186.15	4.05	s 6.07	6.44	s 5.45	7.06																				
HILDA 6.14	181.35	3.53	5.56	6.35	f 5.35	6.58																				
SEGUIN 3.48	175.21	3.44	s 5.45	s 6.25	s 5.25	6.48																				Continuous
ILKA 6.05	171.73	3.36	5.32	6.14	5.13	6.42																				
KINGSBURY 4.80	165.68	3.28	f 5.22	6.05	s 5.03	6.33																				9.00 ^{AM} to 6.00 ^{PM}
SULLIVAN 6.26	160.88	3.20	5.12	5.57	f 4.52	6.25																				
S. A. & A. P. CROSSING 0.14	154.62																									Continuous
LULING 5.49	154.48	3.10	s 5.00	f 5.48	s 4.40	6.15																				
IVY 3.74	148.99	3.03	4.42	5.39	f 4.23	6.07																				
HARWOOD 5.03	145.25	2.57	f 4.34	5.33	s 4.15	6.02																				9.00 ^{AM} to 6.00 ^{PM}
SANDY FORK 7.82	140.22	2.50	4.25	5.25	f 4.05	5.55																				
WAEELDER 6.43	132.40	2.37	s 4.10	f 5.10	s 3.52	5.43																				{ 9.00 AM to 5.00 PM } { 10.45 PM to 6.45 AM }
JANICE 4.88	125.97	2.27	3.52	4.59	f 3.38	5.33																				
S. A. & A. P. CROSSING 0.00	121.09																									
FLATONIA JUNCTION 0.36	121.09																									Continuous
FLATONIA 5.97	120.73	2.17	s 3.42	4.50 ^{AM}	s 3.28	5.25 ^{PM}																				
ENGLE 6.46	114.76	2.06	3.30		s 3.15																					8.00 ^{AM} to 5.00 ^{PM} ⚡
SCHULENBURG 8.19	108.30	1.56	s 3.15		s 3.03																					8.00 ^{AM} to 5.00 ^{PM}
WEIMAR 5.34	100.11	1.43	s 2.55	From Dalsa	s 2.47																					
BORDEN 6.47	94.77	1.34	2.43		f 2.32																					
GLIDDEN	88.30	1.25 ^{AM}	2.31 ^{AM}		s 2.21 ^{PM}																					Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily										Leave Daily	Leave Daily Ex. Sunday								
		101	7	21	109	23	301										83	333								

Time Over District.....	(3.35)	(4.29)	(2.40)	(4.20)	(2.25)	(0.15)		(9.40)	(5.30)	(8.30)		(9.40)	(0.10)
Average Speed per Hour.....	35.8	27.2	33.7	28.2	37.1	19.5		12.5	15.2	15.0		12.5	17.6

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

EXCEPT: No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains.
 No. 109 is Superior to Nos. 8 and 24. No. 7 is Superior to No. 22. No. 243 is Superior to all Second Class Trains.
 All Trains look out for Nos. 21 and 23 backing up from Flatonia Junction to Flatonia.
 Nos. 21 and 23 will stop to discharge passengers from Giddings or points east.
 *Sunday Train Order office hours, Engle, 1:45 P. M. to 3:45 P. M.; Marion and Schertz, closed

EASTWARD—Toward New Orleans.

Glidden-West Junction Sub-Division

Length of Passing Tracks in cars and location of Scales, Telephone, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS			FIRST CLASS							Distance from Glidden	Time Table No. 140. July 9, 1922	
	82	246	244	336	36	302	8	304	102	38	110	STATIONS				
	Local Freight	Galveston Manifest Freight	Sunset Manifest Freight	Victoria Division Freight	G. C. & S. F. No. 5	Victoria Division	Sunset Mail	Victoria Division	Sunset Limited	G. C. & S. F. No. 17	Sunset Express					
Leave Daily Except Monday	Leave Daily	Leave Daily	Leave Daily Except Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Yard PFWTYO	6.30AM	10.30PM	11.00AM									0.00	GLIDDEN			
P	6.40	10.45	11.15									2.81	2.81			
91 P	7.00	11.05	11.30									5.92	3.11			
81 P	7.25	11.30	11.50AM									12.68	3.11			
75 PW	8.05	11.55PM	12.10PM									18.58	6.76			
												18.81	6.76			
80 P	8.30	12.36AM	12.30									25.35	6.76			
90 P	8.55	12.55	12.45									30.49	6.76			
96 PW	9.20	1.21	1.05									35.27	6.76			
80 P	9.40	1.45	1.50									39.96	6.76			
81 P	9.55	2.05	2.15									44.50	6.76			
												50.76	6.76			
151 PWFY	10.30	2.30	3.00	4.40AM								51.16	6.76			
44 P	11.00	2.45	3.15	4.50								54.15	6.76			
58 P	11.10	2.50	3.25	4.57								55.07	6.76			
57 P	11.20	3.00	3.40	5.10								57.78	6.76			
121 P	11.45AM	3.10	4.00	5.25								60.87	6.76			
87 P	12.10PM 12.23	3.20	4.10	5.35								62.43	6.76			
												62.68	6.76			
99 PW	12.40	3.45	4.30	5.50								67.42	6.76			
105 P	12.50	4.10	4.40	6.00								68.69	6.76			
80 P	1.00	4.30	5.05	6.10								72.49	6.76			
YP	1.10PM	5.00AM	5.25PM	6.20AM								74.50	6.76			
												74.50	6.76			
Yard FOWY	2.30PM	To Galveston	7.00PM	7.55AM								74.50	6.76			
YPWFTO Yard												74.50	6.76			
	Arrive Daily Except Monday	Arrive Daily	Arrive Daily	Arrive Daily Except Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	88.30	6.76			
	82	246	244	336	36	302	8	304	102	38	110	88.30	6.76			

STATIONS	Distance from Glidden
GLIDDEN	0.00
2.81	
COLUMBUS	2.81
3.11	
ALLEYTON	5.92
6.76	
RAMSEY	12.68
5.90	
EAGLE LAKE	18.58
0.23	
S. A. & A. P. CROSSING	18.81
0.33	
G. C. & S. F. CROSSING	19.14
6.21	
LISSIE	25.35
5.14	
NOTTAWA	30.49
4.78	
EAST BERNARD	35.27
4.69	
TAVENER	39.96
4.54	
RANDON	44.50
6.26	
G. C. & S. F. CROSSING	50.76
0.40	
ROSENBERG	51.16
2.99	
RICHMOND	54.15
0.92	
FLORA	55.07
2.71	
HARLEM	57.78
3.09	
SARTARTIA	60.87
1.56	
SUGARLAND	62.43
0.25	
S. L. R. R. CROSSING	62.68
4.74	
STAFFORD	67.42
1.27	
MISSOURI CITY	68.69
3.80	
LOTUS	72.49
2.01	
WEST JUNCTION	74.50
13.80	
HOUSTON (H.&T.C. Depot)	88.30
WEST JUNCTION	74.50
17.67	
ENGLEWOOD	92.17
3.66	
HOUSTON (Hardy Street)	95.83

(8.00) 11.5 (6.30) 11.4 (8.00) 11.5 (3.35) 12.7 (0.43) 33.2 (1.20) 27.8 (3.00) 29.3 (1.16) 29.2 (2.30) 35.3 (0.38) 37.5 (3.00) 29.3 Time Over District
 Average Speed per Hour

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

EXCEPT: No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains.

No. 109 is Superior to Nos. 304 and 8. No. 243 is Superior to all Second Class Trains.

Movement of Trains between West Junction and Houston and West Junction and Englewood are governed by T. & N. O.-G. H. & S. A., Beaumont-Galveston Division Time Table.

No. 8 will stop at all points between Rosenberg and Houston to discharge passengers boarding train west of Rosenberg.

★ Sunday Train Order office hours, Sugarland and East Bernard closed.

Glidden-West Junction Sub-Division.

WESTWARD—Toward San Francisco.

Time Table No. 140. July 9, 1922.	Distance from Houston	FIRST CLASS							SECOND CLASS					THIRD CLASS	Train order Office hours
		35	301	109	303	37	101	7	245	243	335	81			
		G. C. & S. F. No. 6	Victoria Division	Sunset Express	Victoria Division	G. C. & S. F. No. 18	Sunset Limited	Sunset Mail	Galveston Manifest Freight	Sunset Manifest Freight	Victoria Division Freight	Local Freight			
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Monday	Arrive Daily Except Sunday				
GLIDDEN 2.81	88.30			s 2.18 PM				1.25 AM	2.31 AM					3.45 PM	Continuous
COLUMBUS 3.11	85.49			s 2.12				1.19	2.24					3.23	
ALLEYTON 6.76	82.38			s 2.03				1.13	2.16					2.55	
RAMSEY 5.90	76.62			f 1.50				1.02	2.06					2.30	
EAGLE LAKE 0.23	69.72			s 1.40				12.50	1.55					2.10	8.00 AM to 5.00 PM
S. A. & A. P. CROSSING 0.33	69.49														
G. C. & S. F. CROSSING 6.21	69.16														
LISSIE 5.14	62.95			s 1.22				12.36	1.40					1.22	
NOTTAWA 4.78	57.81			f 1.13				12.28	1.30					12.45	
EAST BERNARD 4.69	53.03			s 1.05				12.21	1.21					12.20	9.00 AM to 6.00 PM
TAVENER 4.54	48.34			f 12.56				12.14	1.12					12.01 PM	
RANDON 6.26	43.80			f 12.48				12.08 AM	1.05					11.40 AM	
G. C. & S. F. CROSSING 0.40	37.54	9.31 AM				10.05 PM									
ROSENBERG 2.99	37.14	s 9.30	s 10.30 AM	s 12.38	s 6.35 PM	s 10.04	11.59 PM	s 12.55		5.30	1.00	12.10 AM		11.20	Continuous
RICHMOND 0.92	34.15	9.25	s 10.21	s 12.25	s 6.25	9.59	11.52	s 12.40		4.50	12.35	11.52 PM		11.00	9.30 AM to 6.30 PM
FLORA 2.71	33.23	9.23	10.18	12.21	6.21	9.57	11.50	12.37		4.45	12.21 12.10 PM	11.30		10.50	
HARLEM 3.09	30.52	9.19	10.13	12.17	f 6.16	9.53	11.47	12.33		4.35	11.55 AM	11.20		10.40	
SARTARTIA 1.56	27.43	9.14	10.08	12.13	f 6.11	9.48	11.43	12.27		4.20	11.45	11.10		10.25	
SUGARLAND 0.25	25.87	9.11	s 10.05	12.10	s 6.08	9.45	11.40	f 12.24		4.10	11.40	11.05		10.05	9.15 AM to 6.15 PM
S. L. R. R. CROSSING 4.74	25.62														
STAFFORD 1.27	20.88	9.03	f 9.53	12.01 PM	s 5.58	9.37	11.30	12.12		3.45	11.20	10.45		9.40	
MISSOURI CITY 3.80	19.61	9.01	f 9.50	11.58 AM	s 5.55	9.35	11.28	12.09		3.25	11.15	10.35		9.30	9.00 AM to 6.00 PM
LOTUS 2.01	15.81	8.56	9.43	11.53	f 5.48	9.30	11.23	12.03 AM		3.10	11.05	10.22		9.15	
WEST JUNCTION 13.80	13.80	8.53 AM	9.40 AM	11.50 AM	5.45 PM	9.27 PM	11.20 PM	11.59 PM		3.00 AM	10.55 AM	10.15 PM		9.05 AM	Continuous
HOUSTON (B. & T. C. Depot)	0.00		9.10 AM	11.20 AM	5.15 PM		10.50 PM	11.30 PM							Continuous
WEST JUNCTION 17.67										From Galveston					
ENGLEWOOD 3.66											9.40 AM	9.00 PM		7.45 AM	
HOUSTON (Hardy Street)															Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily Except Sunday		Leave Daily Except Sunday	
		35	301	109	303	37	101	7		245	243	335		81	

Time Over District.....	(0.38)	(1.29)	(2.58)	(1.10)	(0.38)	(2.35)	(3.01)		(6.30)	(7.20)	(3.10)		(8.00)
Average Speed per Hour.....	37.5	27.8	29.7	27.8	37.5	34.1	29.3		11.5	13.5	12.4		11.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

EXCEPT: No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains.

No. 109 is Superior to Nos. 304 and 8. No. 243 is Superior to all Second Class Trains.

No. 109 will stop at all points between Houston and Rosenberg to discharge passengers boarding train east of Houston.

Movement of Trains between West Junction and Houston and West Junction and Englewood are governed by T. & N. O.-G. H. & S. A., Beaumont-Galveston Division Time Table.

Passenger Trains must not exceed speed of fifteen (15) miles per hour between block signal limits, Glidden.

◆Sunday Train order office hours, Sugarland and East Bernard closed.

EASTWARD.				Eagle Pass-Spofford Sub-Division.				WESTWARD.			
Length of Passing Tracks in Cars and location of Scales, Telephone, Fuel, Water, and Turning Stations.	FIRST CLASS		Distance from Eagle Pass	Time Table No. 140. July 9, 1922	Distance from Spofford (Depot)	FIRST CLASS		Train Order Office Hours			
	228 San Antonio Mixed	226 Passenger				225 Passenger	227 Eagle Pass Mixed				
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily				
STATIONS											
			0.00	END EAGLE PASS BRANCH	35.45						
FYOWP			1.46	1.46 EAGLE PASS	33.99	5.45 PM	8.15 AM		8.00 AM to 5.00 PM		
30	f 9.20	f 2.15	7.72	5.78 OLMOS	28.23	f 5.30	f 7.55				
30	f 9.45	f 2.33	15.00	7.78 PALOMA	20.45	f 5.15	f 7.30				
50	f 10.02	f 2.50	22.66	7.66 DARLING	12.79	f 5.00	f 7.13				
56	f 10.17	f 3.03	28.45	5.79 NORA	7.00	f 4.47	f 6.58				
	10.38	3.18	34.64	6.19 SPOFFORD JUNCTION	0.81	4.32	6.37				
Yard FYWP	10.40 PM	3.20 PM	35.45	0.81 SPOFFORD (Depot)	0.00	4.30 PM	6.35 AM		Continuous		
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily				
	228	226				225	227				

(1.40) 21.4 (1.20) 25.2 Time Over District (1.15) 27.2 (1.40) 21.4
 Average Speed per Hour.....

Passenger trains not exceed thirty-five (35) miles per hour. Mogul Engines must not exceed thirty (30) miles per hour.
 Mikado and Consolidation Engines must not exceed twenty-five (25) miles per hour and will reduce to fifteen (15) miles per hour over bridges 14-C, 19-A, 19-B, 26-B and 26-C.
 All train and engine movements over Quarry Street, Eagle Pass, must be protected by flagman.
 Reduce to (6) six miles per hour over Rio Grande River Bridge at Eagle Pass.
 ♦ Sunday Train order office hours Eagle Pass, 8:00 A. M. to 12:00 Noon.

EASTWARD.				La Grange-Glidden Sub-Division				WESTWARD.			
Length of Passing Tracks in Cars and location of Scales, Telephone, Fuel, Water, and Turning Stations.	SECOND CLASS		Distance from La Grange	Time Table No. 140. July 9, 1922	Distance from Glidden (Depot)	FIRST CLASS		Train Order Office Hours			
	210 Freight	208 Mixed				209 Mixed	207 Freight				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
STATIONS											
			0.00	END OF TRACK	25.22						
Yard PWT			0.05	0.05 LA GRANGE	25.17	5.15 PM			9.00 AM to 6.00 PM		
18			5.39	5.34 JOINER	19.83	f 4.45					
30			11.94	6.55 ELLINGER	13.28	s 4.20					
			17.66	5.72 LORINE	7.56	f 3.50	1.15 PM				
Y	1.30 PM	f 11.10	21.17	3.51 KNARF	4.05	f 3.30	12.45				
			24.78	3.61 GLIDDEN JUNCTION	0.44	3.17	12.32				
Yard YPFW 10	2.15 PM	11.59 AM	25.22	0.44 GLIDDEN (Depot)	0.00	3.15 PM	12.30 PM		Continuous		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				
	210	208				209	207				

(0.45) 10.1 (1.50) 12.6 Time Over District (2.00) 12.6 (0.45) 10.1
 Average Speed per Hour.....

Do not exceed twenty-five (25) miles per hour
 Reduce to ten (10) miles per hour over Colorado River Bridge, Cars or engines, gross weight over 160,000 pounds, must not be handled over this bridge.
 ♦ Train order office La Grange, closed on Sunday.

EASTWARD.				Gonzales-Harwood Sub-Division.				WESTWARD.			
Length of Passing Tracks in Cars and location of Scales, Telephone, Fuel, Water, and Turning Stations.	FIRST CLASS		Distance from Gonzales	Time Table No. 140. July 9, 1922	Distance from Harwood (Depot)	FIRST CLASS		Train Order Office Hours			
	222 Mixed	220 Mixed				219 Mixed	221 Mixed				
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily				
STATIONS											
Yard FW			0.00	GONZALES	12.46	2.10 PM	5.10 PM		9.00 AM to 6.00 PM		
			0.47	0.47 S. A. & A. P. CROSSING	11.99						
23	f 3.41	f 12.36	6.59	6.12 KOKERNOT	5.87	f 1.44	f 4.44				
Yard P	4.05 PM	1.00 PM	12.46	6.02 HARWOOD	0.00	1.20 PM	4.20 PM		9.00 AM to 6.00 PM		
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily				
	222	220				219	221				

(0.50) 15.0 (0.50) 15.0 Time Over District (0.50) 15.0 (0.50) 15.0
 Average Speed per Hour.....

Trains not to exceed fifteen (15) miles per hour
 Cars or engines gross weight over 155,000 pounds must not be handled on this Sub-Division.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 EXCEPT: No. 207 is Superior to No. 210 and No. 219 is Superior to No. 222.

SPECIAL RULES AND REGULATIONS.

GENERAL.

1. With trains of more than twenty (20) cars, engine must be detached before spotting for fuel or water.

2. Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of caboose.

3. In conformity with Rule 14-C, Engineer must whistle out Flagman to protect rear of train, and will recall Flagman with engine whistle as per Rule 14-D or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from rear of train. Flagman must not wait for signal from either Engineer or Conductor to protect train.

(a) When a train is stopped by a block signal, it may proceed when the signal is clear. On single track, send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, then proceed under control to the next clear signal; or if signal in advance is in plain view and track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in Flagman from the rear.

(b) At stations where trains meet in block signal territory, when train holding main track is stopped by block signal which has been placed in stop position by the opposing train, it will be permissible for the train holding main track to proceed under control, as soon as the opposing train starts into siding, provided the main track between switches is seen to be clear.

(c) At night when burning fuses are placed by Flagmen at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by trainmen who placed them, that the fuses were placed for following trains.

4. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineer will whistle out a Flagman, then call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for a distance of one-half mile, after first calling in Flagman. In cases of this kind, it is reasonable to assume that someone has placed the stop signals to protect against broken rail or other track obstructions, and extreme care must be taken in moving train until full flagging distance has been covered.

5. In pulling away from stations and water tanks, freight trains will not exceed a speed of ten (10) miles per hour until train has moved its length, for the purpose of allowing trainmen to thoroughly inspect train for defective equipment.

6. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose on freight trains, to be acknowledged by two short blasts of whistle from engine.

Trains displaying green signals must be registered by Conductor in person instead of by slip.

7. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches, and twenty-five (25) miles per hour over railroad crossings at grade.

8. When necessary to handle cars ahead of engines between Stations the maximum speed is fifteen (15) miles per hour.

9. Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on Engineer's side. These signals consist of post, four (4) inches square, extending three (3) feet above ground, with short fish-tail targets painted yellow, face of post painted white, and side and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals.

10. The following signs, when placed opposite names of stations in time tables, indicate:

F—Telephone.	O—Track Scales.
F—Fuel Station.	Y—Wye.
T—Turn Table.	W—Water Station.

Register stations are indicated by bold face type.

LOCAL.

Standard Clocks are located at the following Stations: Houston, H. & T. C. Roundhouse, H. & T. C. Depot; Englewood, Rosenberg, Glidden and East Yard Telegraph Offices; San Antonio Roundhouse, San Antonio and Del Rio Dispatcher's Offices.

Train Register Books are located at the following stations: Houston, H. & T. C. Depot; Englewood; West Junction, Rosenberg, Glidden, East Yard, San Antonio (Commerce Street), Spofford, Del Rio, Eagle Pass, Harwood, Gonzales, Flatonia Junction and LaGrange.

(a) Spofford, Harwood, Flatonia Junction and Rosenberg are register stations only for trains originating and terminating there.

Regular trains will not require Clearance at Eagle Pass, Gonzales and La Grange.

Location of Bulletin Books.—At Houston: H. & T. C. Depot; Union Station—Santa Fe, T. & N. O. and H. & T. C. Roundhouses; Englewood; Rosenberg; Telegraph Office; Galveston; Freight Yard Telegraph Office; Glidden; Telegraph Office and Roundhouse; Gonzales; Telegraph Office; San Antonio; East Yard Telegraph Office, Switchman's Shanty—Sherman Street, Roundhouse and Dispatcher's Office—Commerce Street; Eagle Pass; Agent's Office; Del Rio; Dispatcher's Office and Roundhouse; Hearne for Eastward Dalsa crews: Telegraph Office and Roundhouse.

Train and Enginemen using track between West Junction and H. & T. C. Depot, and between Hardy Street, Houston, and West Junction, and between Flatonia Junction and Hearne, must observe the Rules and Regulations shown in Time Tables governing these districts.

At stations where there are two passing tracks, eastward trains must take east passing track and westward trains west passing track for trains having right to main track, except that for first-class trains inferior trains must take siding at first passing track switch reached, unless can make farthest passing track and clear the first-class train's arriving time. Trains having right to main track must figure meeting points' time on time tables and time orders as applying at switch at which opposing train will take siding under these instructions.

Trains between East Yard and Gulf Junction will operate under protection of Automatic Block Signals instead of by time table or train order. Eastward trains finding home signal "clear" may proceed to Gulf Junction without orders against overdue superior trains. Westward trains finding the home signal "clear" may proceed to East Yard without orders against overdue superior trains.

Trains from west and from yard must approach Menger Creek under control, stop into clear unless given proceed signal with green flag by day or green light by night. All trains and engines must approach Sherman Street under control, call for signal from Switch Tender and stop to clear cross-over, unless given proceed signal with green flag by day or green light by night.

NOTE.—Gulf Junction is telephone station. If blocks are out of order Conductor will use phone.

Switch Tenders at Menger Creek, Pine Street and Sherman Street.

Westward trains must approach East End Double Track East Yard under control and call for signals from Switch Tender. One long whistle when main track is wanted; three long whistles when lead into yard is wanted. Trains or engines from west wanting lead into yard at Menger Creek will signal Switch Tender with three short and one long (o o o —) whistles.

Trains wanting G. H. & S. A. main line east, one long (—) whistle; engines heading out of lead to back up on west main, one long, one short and one long (— o —) whistles. Engines moving east or west on leads must look out for engines moving in opposite direction. Trains and engines must approach Pine Street from either direction under control, call for signal from Switch Tender—one long (—) whistle in passing in either direction on main lines or from yard to west main through cross-overs; one short, one long, one short (o — o) whistle for entering yard; and must stop to clear cross-over west of Pine Street, unless given proceed signal with green flag by day or green light by night, except engines heading out of lead to back-up on Main line at Menger Creek; also engines heading out of yard at Pine Street and engines heading out of Roundhouse at Sherman Street, will stop to clear, unless given proceed signal with yellow flag by day or yellow light by night.

Switch at west end of cross-over west of Pine Street is to be run through by trains on westward track or from the yard and must be set by train or yardmen if used in opposite direction.

Eastward second-class and inferior trains will proceed ahead of first-class trains in the same direction, Commerce Street Station to East Yard, San Antonio.

ATTENTION IS CALLED TO THE FOLLOWING BLOCK SIGNAL RULES:

No. 511. A train on double track before crossing over from one track to another, must be governed by the indicator at the switch of the cross-over in the track upon which the train stands. If the indicators show "proceed," the train may cross over. If, however, the indicator displays "stop," the train may cross over only under protection of a Flagman.

No. 512. When it is desired to move a train through a cross-over, from one track to another, the switch in the track the train is occupying must be thrown first.

No. 513. Both switches of a cross-over between two main tracks, or between a main track and a side track, must not be closed while a train, an engine, or a car, occupies the connection between the switches of such cross-over.

No. 514. After a movement is made through a cross-over, both switches must immediately be thrown to their normal position.

NOTE.—When block signal lights are out, enginemen will be governed by position of arm, and report lights out from first telegraph office at which train stops.

ATTENTION IS CALLED TO FOLLOWING INTERLOCKER SIGNAL RULES:

Rule 630. Signalmen must have the proper appliances for hand signaling ready for immediate use. Hand signals must not be used when the proper indication can be displayed by the fixed signals. When hand signals are necessary they must be given from such a point and in such a way that there can be no misunderstanding on the part of the enginemen or trainmen as to the signals, or as to the train or engine for which they are given.

In giving hand signals for a train to move through interlocking limits against fixed signals, the signalman must be on the ground and use a yellow flag by day, and a yellow light by night.

Rule 663. Enginemen and trainmen must not accept a "Proceed" hand signal as against fixed signals until they are fully informed of the situation and know that they are protected. When hand signals are given as above for trains to pass fixed signals at STOP, in cases where such signals govern the movement of trains over railroad crossings and drawbridges, the conductor or person in charge of engine or train must send a man ahead to such crossings or drawbridges before passing of same with his train. Where fixed signals are in operation trainmen must not give "proceed" hand signals against them.

LOCATION BLIND SIDINGS AND SPURS.

Name.	Mile Post	Length in Ft.	Name.	Mile Post	Length in Ft.
Sand Pit.....	161	971	Idlewild	231	681
Nolte	178.20	7845	Pearson.....	238.40	586
Seguin Brick & Tile Co. 179.27		5420	Nueces Pit.....	308.50	794

SPEED REGULATIONS.

Engines backing up and switch engines must not exceed fifteen (15) miles per hour.

While running through the Corporation Limits of cities and towns named below, trains and engines must not exceed speed shown and engine bell must be kept ringing within such limits:

Through Houston, Richmond, Rosenberg, Eagle Lake, Columbus, Wellmar, Schulenburg, Flatonia, Luling, Eagle Pass, Del Rio and San Antonio Yard (between Pine and Commerce Streets) must not exceed six (6) miles per hour.

Through San Antonio Yard (between Commerce Street and South Flores Street) must not exceed ten (10) miles per hour.

Passenger trains must not exceed fifty (50) miles per hour; and when handled by consolidation engines must not exceed thirty-five (35) miles per hour. Unless otherwise restricted by train order or caution signal, passenger trains handled by Mikado engines, must not exceed forty-five (45) miles per hour on straight track, and thirty-five (35) miles per hour on curves under three (3) degrees, twenty-five (25) miles per hour on curves three (3) to five (5) degrees, and twenty (20) miles per hour on curves over five (5) degrees.

Freight trains handled by Mikado or consolidation engines must not exceed thirty (30) miles per hour, and when handled by smaller engines thirty-five (35) miles per hour. Trains handled by 2-10-2 engines will not exceed twenty-five (25) miles per hour, and when taking siding will not exceed six (6) miles per hour over switches.

On all unprotected curves passenger trains must not exceed forty-five (45) miles per hour. Freight trains twenty-five (25) miles per hour.

Trains meeting on double track in the vicinity of grade crossings must use great care and stop, if necessary, to avoid accident.

Trains handling loaded oil tanks of twelve thousand gallons capacity or over will not exceed eighteen (18) miles per hour, except on West Jct.—Glidden Sub-division, twenty-five (25) miles per hour.

Trains must approach and pass through Spofford and Uvalde under control, expecting to find other trains occupying main track.

Trains 227 and 228 at Spofford and Trains 21, 22, 23 and 24 at Flatonia, when making back-up movements, must exercise utmost caution to avoid striking stock or traffic on crossings.

Class MK-5 and F-1 engines, if necessary to take oil at Seguin, will use oil column on west passing track.

Extreme caution must be used if becomes necessary to operate class MK-5 and F-1 engines on inside switches in yards and sidings.

When handling wrecking derrick, movement must be made with boom trailing.

WHISTLE CODE FOR ALL INTERLOCKING PLANTS, EXCEPT S. A. B. & T. CROSSING:

When Switches and Signals are handled from Tower, trains approaching same will use following Whistle Code:

Main Track: One long (—) Main Track to delivering routes two shorts and one long (oo—). Main Track to Siding: One long and one short (—o). Main Track to Transfer: One long, one short and one long (— o —). Siding to Main Track: One short and one long (o —). Siding to Siding: One short and two long (o — —). Should an Interlocking Home Signal be found with light not burning or spectacle glass broken, showing white light, train should stop in advance of signal and proceed according to Interlocking Rules 630 and 663.

S. A. B. & T. CROSSING, SAN ANTONIO.

G. H. & S. A. westward main with current of traffic, one long (—) from any point.

G. H. & S. A. westward main against current of traffic, one short and two longs (o — —) from any point.

G. H. & S. A. eastward main with current of traffic, two longs and one short (— — o) from any point.

G. H. & S. A. eastward main against current of traffic, one long, one short and one long (— o —) from any point.

Yoakum Bend Yard, from any point, one long, two short and one long (— o o —).

In case route is not given as called for, Engineer should indicate by whistle the track occupied by his engine, then call for route wanted.

L. B. McDONALD,
Superintendent.

F. H. BEDNARK,
Assistant Superintendent.

J. K. FAHEY,
Train Master

E. A. O'DONNELL,
Superintendent Houston Terminals.

E. P. RAGSDALE,
Road Foreman of Engines.

SAN ANTONIO

J. L. OTIS, Chief Dispatcher.
L. S. BYRD, Chief Dispatcher.
G. H. McCLURE, Dispatcher.
D. H. JOHNSTON, Dispatcher.
C. C. WILLIAMS, Dispatcher.

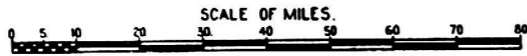
J. F. MULCAHY, Dispatcher
M. T. NEY, Extra Dispatcher.
J. C. HUMPHREY, Extra Dispatcher

DEL RIO

C. H. COLE, Chief Dispatcher.
H. BANNISTER, Dispatcher.
M. L. BARRY, Dispatcher.
H. C. ROTHE, Dispatcher.
H. R. McCULLOUGH, Dispatcher.

Road Foreman of engines will exercise duties of Trainmaster when on line.

MAP OF THE HOUSTON DIVISION THE G. H. & S. A. RY. CO.



MAY - 1920.

