

SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE FOR THE VICTORIA DIVISION

65

To Take Effect Sunday, March 8, 1942, at 12:01 A. M.

CENTRAL STANDARD TIME

For the government and information of employes only.

A. D. MIMS,
Vice President and General Manager

B. S. HOLLIMON,
Assistant General Manager

O. C. CASTLE,
Superintendent of Transportation

2 EASTWARD BROWNSVILLE SUBDIVISION WESTWARD

Table for Brownsville Subdivision with columns: Second Class (394), First Class (314), Stations, Time Table No. 65 (March 8, 1942), Mile Post Location, First Class (313), Second Class (393), Train Order Office Hours and Hours of Signal Operator at Interlocking Stations.

(3.45) 17.2 (1.51) 38.8 ... Time Over Subdivision ... Average Speed per Hour... (1.48) 34.8 (4.00) 16.2

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

EASTWARD PALACIOS SUBDIVISION WESTWARD

Table for Palacios Subdivision with columns: Third Class (306), First Class (318), Stations, Time Table No. 65 (March 8, 1942), Mile Post Location, First Class (317), Third Class (305), Train Order Office Hours and Hours of Signal Operator at Interlocking Stations.

(4.00) 17.2 (2.15) 30.8 Time Over Subdivision Average Speed per Hour..... (2.20) 29.5 (3.40) 18.3

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 305 is Superior to No. 306. No. 317 is Superior to No. 318.

EASTWARD

McALLEN SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard time tables, ways and tele-phones.	SECOND CLASS				FIRST CLASS		Distance from McAllen	TIME TABLE No. 65 March 8, 1942	Mile Post Location	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations			
	352		358		312					314		313		351		357	
	Freight		Freight		Passenger					Passenger		Passenger		Passenger		Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
BWYKP Yard			12.45 ^{AM}	7.15 ^{AM}	9.58 ^{PM}	0.0	TO-R McALLEN	152.1	7.00 ^{AM}	9.43 ^{PM}		12.45 ^{AM}		7.00 PM to 4.00 AM	9.20 PM to 11.20 PM		
Yard						0.2	M. P. Crossing	152.0									
80						4.1	MERITO	148.2									
Yard P			1.15	7.28	10.13	8.6	EDINBURG	143.6	6.45	9.28		12.10 ^{AM}					
Yard YP				7.32 ^{AM}		9.6	EDINBURG JUNCTION	142.7		9.21 ^{PM}							
BWOYP Yard			1.45		10.22	11.6	TO EDINBURG YARD	140.6	6.36			11.45 ^{PM}		9.00 PM to 6.00 AM	9.00 PM to 6.00 AM		
I						16.2	TOWER 149 (M.P. Crossing)	136.0						Cabin			
77 P			2.00		10.30	18.0	ALSONIA	134.2	6.22			11.15					
50 P			2.23		10.42	26.6	LINN	125.3	6.10			10.42					
78 P			2.43		10.54	36.0	DLX	116.2	5.57			10.10					
48 P			3.01		11.05	44.8	HARTLAND	107.4	5.46			9.45					
78 P			3.15		11.11	49.4	RACHAL	102.8	5.40			9.30					
81 P			3.45		11.28	62.3	BARROSO	89.9	5.24			8.55					
78 WP			4.15		11.41	72.6	FALFURRIAS	79.6	5.10			8.25					
80 P			4.35		11.56	81.9	TO PREMONT	70.3	4.52			7.53		6.00 AM to 3.00 PM	Closed		
78 P			4.50		11.58 ^{PM}	83.2	MAE	69.0	4.50			7.49					
24 P			5.04		12.06 ^{AM}	89.6	ELIA	62.6	4.42			7.33					
78 P			5.12		12.11	93.7	LOS MACHOS	58.5	4.37			7.23					
86			5.23		12.18	98.7	EL PAR	53.5	4.30			7.11					
12						101.9	BEN BOLT	50.3									
79 P			5.34		12.24	108.0	CORDOVA	49.2	4.23			7.00					
BKWOYP Yard			8.00 ^{AM}	6.00 ^{AM}	12.44	109.0	(Tex. Mex. Crossing) ALICE	43.2	4.14			6.20 ^{PM}	6.45 ^{PM}	Continuous	Continuous		
67 P			8.20		12.51	114.1	MARY	38.1	3.56			6.06					
67 P			8.35		1.00	119.8	ALFRED	32.4	3.49			5.51					
68 P			8.53		1.09	125.9	ORANGE GROVE	26.3	3.40			5.36					
80 P			9.10		1.17	131.4	SANDIA	20.8	3.32			5.22					
63 P			9.30		1.29	138.0	MATHIS	14.2	3.21			4.52		Continuous	Continuous		
64 P			9.50		1.38	144.6	TO TOWER 159 (M.P. Cross.) TYNAN	7.6	3.10			4.36					
Yard BWYP			10.10 ^{AM}		1.50 ^{AM}	152.2	TO-R SKIDMORE	0.0	3.00 ^{AM}			4.20 ^{PM}		6.00 AM to 2.00 PM 8.00 PM to 4.00 AM	6.00 AM to 2.00 PM 8.00 PM to 4.00 AM		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily					
			352	358	312	314			313	315	351	357					
			(2.10) 19.9	(6.15) 20.8	(0.17) 33.5	(3.52) 39.4	...Time Over Subdivision...		(4.09) 38.1	(0.22) 25.9	(2.00) 21.6	(6.00) 18.2					
							...Average Speed per Hour...										

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Except: No. 315 is Superior to No. 314. No. 313 is Superior to No. 312.

Nos. 313 and 314 stop when necessary to exchange U. S. Mail at Tynan, Alfred, Ben Bolt, Rachal and Linn.

LaFruta, mile post 18.7, is a water station.

When operator, McAllen, is not on duty, the crew arriving on No. 313 may assume the schedule of No. 312 and leave without a clearance.

EASTWARD

CORPUS CHRISTI SUBDIVISION

WESTWARD

Length of sidings in cars, location of fuel, water and fuel stations, standard turn tables, ways and tele-phones.	EASTWARD					Distance from Corpus Christi	TIME TABLE No. 65		Mile Post Location	WESTWARD					Train Order Office Hours and Hours of Signal Operator at Interlocking Stations		
	THIRD CLASS		SECOND CLASS		FIRST CLASS		MARCH 8, 1942			FIRST CLASS		SECOND CLASS		THIRD CLASS	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
		380 Local Freight		354 Freight	352 Freight		314 Passenger	304 Passenger		TO-R	303 Passenger	313 Passenger	351 Freight	353 Freight			379 Local Freight
	Leave Tues., Thur. & Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Mon., Wed. & Fri.					
BKWOYP Yard I			8:00PM			12:25AM	TO-R CORPUS CHRISTI (Bascule Drawbridge)	148.0	4:50AM			3:40AM		8:00 AM to 4:00 PM 4:30 PM to 12:30 AM	8:00 AM to 4:00 PM 4:30 PM to 12:30 AM		
22			8:23			12:39	7.3 PORTLAND	141.6	4:30			3:05					
Yard YP			8:40			12:46	3.5 GREGORY	138.0	4:23			2:50					
39 P			8:57			1:00	7.4 TAFT	130.8	4:05			2:25					
57 P Yard			9:18			1:14	0.4 WEST SINTON (M. P. Crossing)	122.7	3:51			2:00					
Yard YP			9:22			1:18	4.8 TO SINTON	122.3	3:49			1:55		8:00 AM to 5:00 PM	Closed		
36			9:34			1:25	6.0 ST. PAUL	117.5	3:37			1:25					
49 P			9:51			1:34	9.5 PAPALOTE	111.5	3:26			12:50					
BWYP Yard	7:00AM		10:45	10:40AM		2:15AM	TO-R SKIDMORE	104.2	3:10	2:30AM		3:50PM	12:20AM	2:30PM	6:00 AM to 2:00 PM 8:00 PM to 4:00 AM	6:00 AM to 2:00 PM 8:00 PM to 4:00 AM	
68 P						2:10	5.1 YOUGEEEN	99.1	2:42	See 304 See 314							
67 P Yard						2:15	4.7 DARBY	94.4	See 304 See 314								
27 WP Yard	7:35		11:20	11:15AM		2:37	TO-R BEEVILLE	92.9	2:20AM	2:05 1:39		3:20PM	11:20PM	1:50	Continuous	Continuous	
54 P			8:01			3:03	9.5 NORMANNA	83.4		1:42		10:48		1:00			
9 P						3:08	3.1 TULETA	80.3		1:36							
37 WP			8:40			3:17	3.5 TO PETTUS	76.8		1:30		10:30		12:40	8:00 AM to 5:00 PM	Closed	
36 P			8:55			3:25	4.9 BURNELL	71.9		1:23		10:17		12:10PM			
68 P			9:07			3:33	6.1 GREEN	67.0		1:15		10:05		11:55AM			
Yard BWYP	10:05		1:00			4:02	6.0 TO KENEDY	60.9		1:00 12:45		9:50		11:35	8:00 AM to 4:00 PM 10:00 PM to 6:00 AM	10:00 PM to 6:00 AM	
33 P			10:31			4:15	7.9 TO KARNES CITY	54.9		12:30		9:32		10:30	8:30 AM to 5:30 PM	Closed	
21 P			10:52			4:30	2.8 HOBSON	47.0		12:17		9:13		10:10			
67 P			11:01			4:38	7.5 FALLS CITY	44.2		12:12AM		9:06		10:02			
22 P			11:25			4:53	7.0 TO POTH	36.7		11:59PM		8:48		9:43	8:00 AM to 5:00 PM	Closed	
36 WP			11:55AM			5:09	6.0 TO FLORESVILLE	29.7		11:47		8:31		9:25	8:30 AM to 5:30 PM	Closed	
23 P			12:11PM			5:21	2.9 LABATT	23.7		11:35		8:17		8:55			
36 P			12:19			5:26	2.9 CALAVERAS	20.8		11:30		8:10		8:47			
26 P			12:40			5:32	2.6 TO SASPAMCO	17.9		11:25		8:03		8:40	9:00AM to 6:00PM	Closed	
25			12:50			5:38	6.2 ELMENDORF	15.3		11:19		7:57		8:27			
28 P			1:07			5:51	3.5 SOUTHTON	9.1		11:07		7:42		8:12			
28 P			1:16			5:58	5.8 BERGS	5.6		10:59		7:34		8:04			
Yard IP			1:40			6:15	1.3 TOWER 112 (S.A.B.&T. Crossing)	211.1		10:45		7:18		7:48	Continuous	Continuous	
Yard BKP						6:30AM	1.3 SAN ANTONIO (Commerce Street)	209.8		10:40PM					Continuous	Continuous	
Yard IP						6:30AM	1.3 TOWER 121 (Olive Street)	208.0							Continuous	Continuous	
BKWOYTP Yard	2:00PM		4:40AM			6:40	0.6 TO-R EAST YARD	207.4				7:00PM		7:30AM	Continuous	Continuous	

(7.00)	(8.40)	(0.35)	(4.15)	(2.05)Time Over Subdivision....	(2.3)	(3.50)	(0.30)	(8.40)	(7.00)
15.4	17.6	19.4	25.0	26.9	...Average Speed per Hour..	22.4	27.7	22.6	17.6	15.4

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

No. 313 connect with No. 309 at Kenedy.

Nos. 313 and 314 stop at Southton, Elmendorf, Calaveras, Hobson and Green, to exchange U. S. mail and for revenue passengers.

Hours of signal operator, Bascule Drawbridge, continuous.

EASTWARD		ROCKPORT SUBDIVISION				WESTWARD		
Length of siding in cars, location of bulletin, water and fuel stations, standard time for interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	Distance from Rockport	TIME TABLE No. 65		Mile Post Location	SECOND CLASS	Train Order Office Hours	
	334		March 8, 1942			333		
	Mixed					Mixed		
	Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Monday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
Yard BY	6:30 ^{PM}	0.0	TO-R	ROCKPORT 10.2	21.3	12:30 ^{AM}	9:00 AM to 6:00 ^{PM}	Closed
38 OW	7:15	10.2		ARANSAS PASS 5.3	11.1	11:30 ^{PM}		
80	8:30	15.5		INGLESIDE 5.8	5.8	10:45		
Yard YP	9:15 ^{PM}	21.3	R	GREGORY 0.0	0.0	9:45 ^{PM}		
	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday		
	334					333		
	(2.45) 7.7		...Time Over Subdivision....			(2.45) 7.7	...Average Speed per Hour...	

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

Schedule of No. 333 at Gregory will be assumed by the crew assigned to or ordered for the train. When operator, Rockport, is not on duty, the crew assigned to or ordered for the train may assume the schedule of No. 334 and leave without a clearance.

EASTWARD		BEEVILLE SUBDIVISION				WESTWARD				
Length of siding in cars, location of bulletin, water and fuel stations, standard time for interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	Distance from Beeville	TIME TABLE No. 65		Mile Post Location	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations		
	352		March 8, 1942			304	303		351	
	Freight					Passenger	Passenger		Freight	
	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
Yard WP	11:15 ^{AM}	0.0	TO-R	BEEVILLE 4.6	146.1	2:15 ^{AM}	3:20 ^{PM}	Continuous	Continuous	
12 P	11:30	4.6		FOESTA 8.7	141.5	2:07	3:05			
68 P	11:59 ^{AM}	2.55	13.8	BERCLAIR 8.7	132.8	1:57	2:40			
36 P	12:30 ^{PM}	3:05	22.0	OLIP 7.4	124.1	1:44	2:10			
70 WP	12:55	3:21	29.4	GOLIAD 9.2	116.7	1:32	1:45	8:00 AM to 5:00 ^{PM}	2:00 ^{PM} to 4:00 ^{PM}	
67 P	1:20	3:34	38.6	FANNIN 11.1	107.5	1:19	1:20			
90 P	2:00	3:48	49.7	ALOE 11.1	96.4	1:04	12:45			
Yard I				TOWER 90 (M. P. Crossing) 0.5	91.6			8:00 AM to 5:00 ^{PM}	Closed	
BKWOYTP Yard	3:00 ^{PM}	4:00 ^{PM}	65.0	TO-R	VICTORIA 0.0	91.1	12:55 ^{AM}	12:30 ^{PM}	Continuous	Continuous
	Arrive Daily					Leave Daily	Leave Daily			
	352					303	351			
	(3.45) 14.7		(1.25) 38.3	...Time Over Subdivision....		(1.20) 41.3	(2.50) 19.4	...Average Speed per Hour....		

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

EASTWARD		PORT LAVACA SUBDIVISION				WESTWARD	
Length of siding in cars, location of bulletin, water and fuel stations, standard time for interlocking plants, turn tables, wyes and tele-phones.	Distance from Victoria	TIME TABLE No. 65		Mile Post Location	Train Order Office Hours		
		March 8, 1942					
		STATIONS			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
BKWOYTP Yard	0.0	TO-R	VICTORIA (Passenger Station) 0.4	91.1	Continuous	Continuous	
Yard P	0.4		VICTORIA (Freight Yard) 0.2	27.0			
Yard	0.6		(T. & N. O. & M. P. Crossing) 0.2	26.8			
19	6.2		GUADALUPE 5.6	21.2			
32	9.7		DA COSTA 3.5	17.7			
	13.2		PLACEDO 0.0	14.2			
I	13.2		TOWER 158 (M. P. Crossing) 0.1	14.2	Cabin		
	13.3		PLACEDO SIDING 6.3	14.1			
3 Spur West	19.6		KAMEY 2.3	7.8			
16	21.9		CLARKS 5.5	5.5			
Yard Y	27.4	TO	PORT LAVACA 0.0	0.0	8:00 AM to 5:00 ^{PM}	Closed	

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

EASTWARD		DAMON SUBDIVISION				WESTWARD	
Length of siding in cars, location of bulletin, water and fuel stations, standard time for interlocking plants, turn tables, wyes and tele-phones.	Distance from Damon	TIME TABLE No. 65		Mile Post Location	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations		
		March 8, 1942					
		STATIONS			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
87 Y	0.0		DAMON 4.8	20.9			
23 Spur East	4.8		GUY 0.4	16.1			
	5.2		G. C. & S. F. CROSSING 0.2	15.7			
	5.4		SENA JUNCTION 4.5	15.5			
17 Spur East	9.9		NEEDVILLE 11.0	11.0			
Yard	20.9		DAMON JUNCTION 0.9	0.0			
Yard I KWYP	21.8	TO-R	TOWER 17 (G. C. & S. F. Crossing) 11.0	35.9	Continuous	Continuous	
			ROSENBERG 0.0		Continuous	Continuous	

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

Length of sidings in cars, location of building, water tanks, telegraph poles, track, interlocking plants, turn tables, ways and telegraph.	SECOND CLASS				FIRST CLASS		Distance from Victoria	TIME TABLE No. 65 March 8, 1942	Mile Post Location	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations		
	352		372		302					304		301			371	
	Freight	Freight	Motor	Passenger	Motor	Passenger				Motor	Passenger	Freight	Freight		Freight	Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
BKWOTYP					12.40PM	4.05AM	0.0	TO-R VICTORIA (Passenger Station)	91.1	11.15AM	12.55AM			Continuous	Continuous	
Yard							0.3	(T. & N. O. Crossing)	90.8							
Yard P	4.00PM	7.00AM					1.3	VICTORIA (Freight Yard)	89.8			4.00AM	1.30PM			
31 P	4.15	7.15			12.51	4.16	7.7	TELFEER	88.4	11.01	12.38	3.30	12.51			
22 P	4.29	7.30			1.01	4.26	14.9	INEZ	76.2	10.51	12.28	3.13	12.26			
21 P	4.40	7.42			1.09	4.34	20.8	EL TORO	70.3	10.43	12.19	3.00	12.12			
41 P	4.48	8.10			1.16	4.40	24.8	EDNA	66.8	10.37	12.14AM	2.50	12.02PM	7.30 AM to 4.30 PM	10.15 AM to 1.45 PM	
23 P							26.8	MANSON	64.3							
39 WP	5.06	8.34			1.31	4.55	34.1	GANADO	57.0	10.20	11.59PM	2.30	11.37AM	8.00 AM to 5.00 PM	9.50 AM to 1.50 PM	
37 P	5.21	9.10			1.44	5.06	41.8	LOUISE	49.3	10.10	11.48	2.15	11.21			
32 P	5.30	9.22			1.51	5.13	46.7	HILLJE	44.4	10.03	11.42	2.03	11.09			
57 P	5.40	9.55			2.01	5.22	52.1	EL CAMPO	39.0	9.55	11.35	1.50	10.57	8.00 AM to 5.00 PM	9.25 AM to 2.25 PM	
26 P	5.50	10.10			2.10	5.30	57.3	PIERCE	33.8	9.45	11.26	1.37	10.41			
31 P	5.58	10.32			2.16	5.35	61.0	MACKAY	30.1	9.38	11.21	1.28	10.32			
29 BKOWP	6.40	11.20			2.26	5.45	65.5	WHARTON	25.6	9.30	11.15	1.15	10.20	6.45 AM to 2.45 PM	6.45 AM to 2.45 PM	
Yard I							66.0	TOWER 152 (G. C. & S. F. Crossing)	25.1					8.00 PM to 4.00 AM	8.00 PM to 4.00 AM	
41 YP	6.45	11.25			2.28	5.47	66.8	WHARTON JUNCTION	24.8	9.23	11.10	12.56	9.57		Cabin	
42 P	7.00	11.40			2.36	5.54	71.7	HUNGERFORD	19.4	9.15	11.03	12.44	9.45			
40 P	7.15	11.55AM			2.46	6.03	77.9	KENDLETON	13.2	9.06	10.55	12.31	9.32			
79 P	7.28	12.10PM			2.56	6.11	83.5	BEASLEY	7.6	8.58	10.48	12.19	9.20			
Yard							90.7	DAMON JUNCTION	0.4							
Yard I							91.6	TOWER 17 (G. C. & S. F. Crossing)	35.9	8.45AM	10.37PM	12.01AM	9.00AM	Continuous	Continuous	
KWYP	7.50PM	12.30PM			3.10PM	6.26AM		ROSENBERG						Continuous	Continuous	
TIME AT HOUSTON AND ENGLEWOOD FOR INFORMATION ONLY. SEE SAN ANTONIO AND HOUSTON DIVISIONS CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND ROSENBERG.																
					4.20PM	7.20AM	128.7	HOUSTON (Passenger Station)		7.40AM	9.40PM					
							130.9	ENGLEWOOD				10.00PM	7.15AM			
	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily			Leave Daily	Leave Daily		Leave Daily	Leave Daily			
	352	372			302	304			301	303		351	371			
	(3.50)	(5.30)			(2.30)	(2.21)			(2.30)	(2.18)		(3.59)	(4.30)			
	23.6	16.4			36.6	39.0			36.6	39.8		22.7	20.0			
Time Over Subdivision.....															
Average Speed per Hour.....															

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: Nos. 351 and 371 are Superior to Nos. 372 and 352.

- Nos. 301 and 302 stop on flag to entrain or detrain revenue passengers at Foster Field, MP 85.6.
- No. 303 stop at any station to entrain revenue passengers for points west of Victoria.
- No. 304 stop at any station to detrain revenue passengers from points west of Victoria.

EASTWARD				CUERO SUBDIVISION				WESTWARD			
Length of stops in cars, location of buildings, water closets, telegraph offices, turn tables, ways and tele-phones	THIRD CLASS	FIRST CLASS	Distance from San Antonio	TIME TABLE No. 65 March 8, 1942	Mile Post Location	FIRST CLASS	THIRD CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	376 Local Freight	302 Motor				301 Motor	375 Local Freight				
	Leave Tues., Thur. and Sat.	Leave Daily				Arrive Daily	Arrive Mon., Wed. and Fri.				
STATIONS											
Yard BKF		9:00AM	0.0	TO-R SAN ANTONIO (Commerce St.)	209.3	2:55PM			Continuous	Continuous	
Yard I			1.3	1.3 TOWER 121 (Olive St.)	208.0				Continuous	Continuous	
BKWOTY Yard P	6:00AM	9:09	1.9	TO-R EAST YARD	207.4	2:44	2:15PM		Continuous	Continuous	
Yard P	6:10	9:15	4.9	3.0 SALADO JUNCTION	204.5 186.1	2:38	2:00				
26	6:26	9:23	10.5	5.6 MARTINEZ	180.5	2:27	1:42				
20	6:47	9:34	17.4	6.9 ADKINS	123.6	2:14	1:18				
24	7:13	9:47	25.9	8.5 LAVERNIA	115.1	2:00	12:45				
20 W	7:32	9:57	32.2	6.3 SUTHERLAND SPRINGS	108.8	1:49	12:25				
36	7:52	10:09	38.8	TO STOCKDALE	102.2	1:38	12:05PM	8:00AM to 5:00PM	Closed		
36	8:15	10:22	46.7	7.9 PANDORA	94.3	1:25	11:33AM				
44	8:35	10:30	51.4	TO 4.7 NIXON	89.6	1:18	11:19	8:00AM to 5:00PM	9:30AM to 11:30AM		
47	8:55	10:43	59.4	8.0 SMILEY	81.6	1:01	10:43				
44 W	9:35	11:03	72.0	12.6 WESTHOFF	69.0	12:40	10:01				
28	9:56	11:17	81.0	LINDENAU	60.0	12:25	9:35				
			83.0	2.0 RIVER JUNCTION	58.0						
63 Yard PWY	11:31AM	11:31	85.9	Pos. Bk. TO-R CUERO	55.1	12:14	9:20	9:30AM to 5:30PM	10:30AM to 12:30PM		
21	12:01PM	11:41	93.0	7.1 VERHELLE	48.0	12:01PM	8:02				
42 P	12:11	11:47	97.0	4.0 THOMASTON	44.0	11:54AM	7:50				
10		11:51	98.9	1.9 JULIA PENS	42.1	11:51					
24 P	12:27	11:59AM	103.2	4.3 NURSERY	37.8	11:45	7:30				
22	12:33	12:03PM	105.6	2.4 ORAIG	35.4	11:40	7:20				
Yard P	1:10PM	12:17	114.0	8.4 VICTORIA (Freight Yard)	27.0	11:29	7:00AM				
BKWOTY P Yard		12:22PM	114.2	TO-R VICTORIA (Passenger Station)	91.1	11:25AM		Continuous	Continuous		
	Arrive Tues., Thur. and Sat.	Arrive Daily			Leave Daily	Leave Mon., Wed. and Fri.					
	376	302			301	375					

(7.10) 15.8 (3.32) 33.9 Time Over Subdivision (3.30) 32.6 (7.15) 15.5
.....Average Speed per Hour.....

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

EASTWARD				YOAKUM SUBDIVISION				WESTWARD			
Length of stops in cars, location of buildings, water closets, telegraph offices, turn tables, ways and tele-phones	THIRD CLASS	FIRST CLASS	Distance from Kenedy	TIME TABLE No. 65 March 8, 1942	Mile Post Location	FIRST CLASS	THIRD CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	378 Local Freight	310 Motor				309 Motor	377 Local Freight				
	Leave Daily Ex. Sunday	Leave Daily				Arrive Daily	Arrive Daily Ex. Sunday				
STATIONS											
BWOYP Yard	11:50AM	4:10AM	0.0	TO-R KENEDY	176.5	11:25PM	11:00AM	8:00AM to 4:00PM	10:00PM to 6:00AM	10:00PM to 6:00AM	
39	12:25PM	4:30	9.8	0.8 RUNGE	166.7	10:59	10:20				
30	12:45	4:45	16.9	7.1 NORDHEIM	169.6	10:45	9:53				
31 W	1:20	5:01	24.8	TO 7.9 YORKTOWN	151.7	10:29	9:30	8:00AM to 5:00PM	Closed		
44	1:50	5:16	33.8	9.0 BUCHEL	142.7	10:11	8:55				
			38.9	5.1 RIVER JUNCTION	68.0						
29 PWY Yard	2:50	5:38	41.4	Pos. Bk. TO-R CUERO	136.4	9:55	8:35	8:30AM to 5:30PM	10:30AM to 12:30PM		
42 P	3:10	5:55	50.5	2.5 EDGAR	126.3	9:35	7:51				
BKWOTY Yard P	3:45PM	6:17	58.9	9.1 TO-R YOAKUM	117.9	9:20	7:30AM	6:00AM to 2:00PM	6:00AM to 2:00PM	6:00AM to 2:00PM	
56		6:34	64.9	8.0 SWEET HOME	111.9	9:03		1:00PM to 12 M N	1:00PM to 12 M N		
40		6:57	75.9	11.0 TO HALLETTSVILLE	100.9	8:42		8:00AM to 5:00PM	Closed		
32		7:13	85.3	9.4 SUBLIME	91.5	8:23					
34		7:28	93.1	7.8 SHERIDAN	83.7	8:08					
26		7:40	99.7	5.6 ROOK ISLAND	77.1	7:56					
16 WY		7:54	107.1	7.4 ALTAIR	69.7	7:42					
40 WI Yard		8:10AM	115.6	TO Tower 115 G.O. & S.F. Cross.; T.&N.O. Cross.; EAGLE LAKE	61.2	7:25PM		Continuous	Continuous		
	Arrive Daily Ex. Sunday	Arrive Daily			Leave Daily	Leave Daily Ex. Sunday					
	378	310			309	377					

(3.55) 15.0 (4.00) 28.9 Time Over Subdivision (4.00) 28.9 (3.30) 16.8
.....Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Except: No. 309 is Superior to No. 310. No. 377 is Superior to No. 378.

See Glidden Subdivision, Pages 8 and 9 and Bellaire Subdivision, Page 10, San Antonio Division time table for train movements at and beyond Eagle Lake. Transfer and siding Eagle Lake must be kept clear. Trains run with caution within Eagle Lake yard limits expecting to find main track occupied.

No. 310 connect with No. 314 at Kenedy. Nos. 309 and 310 stop on flag at Mont.

SPECIAL INSTRUCTIONS

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Cordull	Rosenberg	61.3	23
Matilda	"	68.6	0
Foster Field	"	85.3	Spur W-Gov't tracks
Cortes	Palacios	38.8	14-E
Furber	"	45.5	9-E
McCarthy	"	65.9	8-W
Soco	Beeville	102.1	8-E
Raisin	"	107.5	22-E
McNamara	"	120.4	4-W
Melo	"	121.7	7-E
DuPre Spur	Cuero	30.3	79-E
Blue Mott	"	40.6	0
Sample	"	73.3	11-E
Carpenter	"	120.2	11-E
Saunders	"	126.7	5-W
Humline	McAllen	3.8	12-E
La Fruta	"	18.7	22-E
Casa Blanca	"	22.7	7-W
Marco	"	47.5	7-E
Seeligson	"	66.2	13-E 15
La Gloria	"	75.2	14-E
Gypmine	"	84.6	E
Aurora	"	117.6	13-E
Nanladd	Brownsville	167.6	13-W
Snavelly	"	171.2	16-E
Rosita	"	191.6	0
Mont	Yoakum	106.1	13
Logco	Corpus Christi	71.2	6-W
Clara	"	107.1	17
Kosmos	Rockport	13.8	60-E

GENERAL

- Trains displaying signals for a following section must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains, which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.
- A train may arrive at a station in advance of its schedule arriving time.
- When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION and, if necessary to avoid accident, STOP.
- Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
- Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.
- Rule 10 (H), revised: A metal signal painted solid green on front and back will be used to mark limit of restriction in lieu of the green metal signal with white border as prescribed in second paragraph of Rule 10 (H).
- Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling motor-car repairmen, water-service repairmen, operators of roadway machines, and any employees who operate motor cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating motor cars and roadway machines.
- On a passenger train when approaching a station where engines are to be changed, or train is to be switched, trainman will open steam valve on rear of train one mile or more in advance, and sound Communicating Signal 16 (m). Before opening the valve, trainman must look forward on each side of train to observe whether employees or other pedestrians are walking along the track, who might be scalded by the discharge of steam, and consideration must be given to selecting a location for this operation where there is the least possibility of danger to employees, or pedestrians, or damage to property. Steam must not be blown from train line approaching or passing over street or highway crossings.
- At stations where there are two or more sidings, eastward trains must take most westerly siding, and westward trains, the most easterly siding, for train having authority to hold the main track, unless otherwise directed by train order or special instructions, or the movement made under flag protection.
- Engines must not be operated over the live rail of any track scale.

LOCAL

ALL SUBDIVISIONS

21. Cars, gross weight in excess of limits shown, and engines heavier than class indicated must not be handled between the points named:

Between	Cars	Class	Engine
		Freight	Passenger
Rosenberg and Damon	210,000	F-1	P-9
Rosenberg and Beeville	210,000	F-1	P-9
Wharton and Newgulf	210,000	F-1	
Newgulf and Palacios	169,000	C-9	T-28
Victoria and Port Lavaca	169,000	M-4	
Victoria and Cuero	210,000	MK-5	P-9
Cuero and Salado Junction	210,000	MK-5	P-6
Eagle Lake and Yoakum	210,000	MK-5	P-6
Yoakum and Cuero	210,000	MK-5	P-9
River Junction and Kenedy	210,000	MK-5	P-6
San Antonio and Beeville	210,000	MK-5	P-6
Beeville and Skidmore	210,000	F-1	P-9
Skidmore and Corpus Christi	210,000	MK-5	P-6
Gregory and Aransas Pass	210,000	C-9	
Aransas Pass and Rockport	169,000	C-24	
Skidmore and Alice	210,000	F-1	P-9
Alice and McAllen	210,000	MK-5	P-9
Edinburg Junction and Brownsville	210,000	MK-5	P-9

22. MK-5 class and heavier engines must be operated with special precaution on other than main tracks and must not use the following tracks:

Damon	—Wye.
Wharton	—Wilbeck gin spur; Wholesale Grocery Company spur; Ice-plant spur.
Victoria	—Turntable track; City track; Wash track; Sugar Mill spur; Houston Oil Company spur.
Cuero	—East oil mill track; Compress tracks Nos. 2 and 3; City spur; Breeden-Runge spur; Cotton mill spur.
Yoakum	—East switches of yard tracks Nos. 1 to 7, inclusive, east yard; Swift & Co. track; Car dismantling tracks.
Falfurrias	—City spur.
Southton	—Cotton mill spur.
Elmendorf	—Pottery spur.
Saspamco	—Loading spurs Nos. 1 and 2.
Calaveras	—Siding.
Falls City	—Gin spur.
Kenedy	—Compress track No. 3; East turnouts of Storage tracks Nos. 3, 4 and 5; Back track of short wye.
Sinton	—Transfer track; Compress track.
Taft	—Cotton storage track; Texas Co. spur; Oil mill track; Crossover between main track and siding; Elevator track; Lumber spur.
Gregory	—House track.
Corpus Christi	—Port tracks Nos. 1, 2 and 3; Rip tracks Nos. 2, 3, 4 and 5; Engine tracks Nos. 4 and 5; East end engine track No. 3; Oil spur; Gas house spur; Black Street track; East end storage tracks Nos. 2 and 3.
Stockdale	—Wood spur; Gin spur; Stock pen track.
Hallettsville	—Warehouse spur; Oil mill spur.
Altair	—Wye track.
Runge	—Team track.
Yorktown	—Lumber spur; Gin spur; Stock pen track; East turnout of house track.
Elsa	—Stock pen track.
La Villa	—House track.
Primer	—House track.
Harlingen	—Central Power & Light Co. track; Rio Grande Valley spur; Gin spur; Shell Oil Co. track; Vegetable spur.
Lozano	—John Morris spur.

23. Freight trains must be inspected at each water stop. When conditions are favorable and, in the judgment of the conductor and engineer, it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than 50 miles, except may run between Edinburg Yard and Falfurrias; Skidmore and Victoria; Victoria and Wharton; Wharton and Englewood; Kenedy and East Yard.

Trainmen are not relieved of making inspection as prescribed by Rule 827 when stops are made at a lesser distance.

24. Spring Switches are located as follows:

San Antonio	—Switch connecting west lead track with westward main track at Victoria Street, normal position for westward main track.
East Yard	—Switch connecting yard lead with eastward main track, east end of yard; normal position for the lead.
River Junction	—Junction switch; normal position for Yoakum Subdivision.
Edinburg Junction	—East wye switch; normal position for McAllen Subdivision.
McAllen	—West wye switch; normal position for west leg of wye.
McAllen	—Stem wye switch; normal position for east leg of wye.

They are designated by two targets, one hexagon shape, painted white, bearing the letters "SS"; the other the standard red target.

Trains and engines may trail through spring switches when normally set, but when a stop is made before the entire engine or cars have passed over the points, a reverse movement must not be made until switch has been set by hand. After trailing through a spring switch, a reverse movement must not be made until it is known that both points have moved to proper position as prescribed by Rule 104 (C). Running switches must not be made over spring switches and blow-off cocks, sanders, or injectors must not be operated and boosters must not be started, while engines are standing on or passing over such switches.

Speed over spring switches at McAllen is restricted to 10 miles per hour. Where reduction of speed over other spring switches is required, it will be indicated by slow boards, or by other speed restrictions applying within same limits.

25. The following signals, equipped with triangular number plates, have spring switches included in their control limits. When indicating STOP, in addition to complying with provisions of Rule 509, careful inspection must be made of the switches, as indicated below, and it must be known that the route is safe for passage of trains before proceeding over the switch:

Signals	Location
555—West wye switch, Cuero—Junction switch, River Junction.	
1411—Edinburg Yard	—East wye switch, Edinburg Jct.

Trains entering positive block from siding at Cuero or Edinburg Yard with switch indicator indicating block occupied will be governed in same manner.

(NOTE:—Spring switches east end of East yard; Victoria Street, San Antonio; and two spring switches at McAllen not protected by signals.)

26. Location of bulletin books at San Antonio and Houston:

San Antonio	—Train-order office, Commerce Street; Train-order office, East Yard; Enginehouse.
Houston	—Train-order office, passenger station; Houston Avenue enginehouse; Hardy Street enginehouse; Yardmaster's office, Hardy Street.

27. Yards located at the following stations are designated by yard-limit boards:

Brownsville	San Antonio (See note)
Harlingen	Cuero
McAllen	Yoakum
Edinburg-Edinburg Yard	Eagle Lake
Alice	Victoria
Skidmore	Port Lavaca
Rockport	Wharton-Wharton Junction
Corpus Christi	Rosenberg
Gregory	Newgulf
Sinton	Bay City
Beeville	Palacios
Kenedy	

(Note: San Antonio yard limits extend to a point 528 feet east of east switch, Bergs, on Corpus Christi Subdivision and to Mile Post 133.8 on Cuero Subdivision.)

28. Account impaired clearance engines or cars must not occupy depot track No. 1, Victoria, between a point 36 feet east of engine spur No. 1 and west main-track switch, or foul this track from turntable lead, while movement is being made on main track.

29. Telephones not located in station buildings or telephone booths:

Rosenberg Subdivision—	
Hungerford	Section House
Mackay	Section House
Inez	Section House
Palacios Subdivision—	
Wharton Junction	MP 0.52
Colorado River Bridge	Tool House MP 37.85
Palacios	East Wye Switch
Palacios	Engine Track
Palacios	Camp Hulen Loading Track

Beeville Subdivision—	
Aloe	Section House
Fannin	Section House
Poesta	Section House

Corpus Christi Subdivision—	
Southton	Section House
Calaveras	Section House
Hobson	MP 47, on pole
Normanna	Section House

McAllen Subdivision—	
Tynan	Section House
La Fruta	Pump House
Alfred	Section House
Ella	Section House

Brownsville Subdivision—	
Elsa (Vahlsing Shed)	MP 173.3 on pole

Yoakum Subdivision—	
Edgar	Tool House

Cuero Subdivision—	
Thomaston	Section House, MP 42.9
Thomaston Gravel Pit	At switch, MP 44.3

Telephones at Darby, Yougeon and Signal 1038, east switch siding at Skidmore, are connected with train-order office, Beeville.

30. A trainman is required to ride on rear platform of trains while crossing the following bridges and to watch for fires on or about these structures:

Brownsville Subdivision:
158.47, Resaca Trestle, west of La Villa.

McAllen Subdivision:
18.88, Nueces River, La Fruta.

Corpus Christi Subdivision:
144.75, Reef Bridge, east of Corpus Christi.

Beeville Subdivision:
117.09, San Antonio River, west of Goliad.
92.01, Guadalupe River, 93.36 and 93.74, west of Victoria.

Cuero Subdivision:
48.54, Irish Creek, west of Verhelle.
57.21, Guadalupe River, west of Cuero.
75.48, 75.57 and 75.68, west of Sample.
106.10, west of Stockdale.
110.43, west of Sutherland Springs.

Yoakum Subdivision:
169.49, San Antonio River, west of Runge.
67.05, Colorado River, east of Altair.

Rosenberg Subdivision:
68.98, Lavaca River, west of Edna.
59.60, Navidad River, west of Ganado.
25.95, Colorado River, west of Wharton.
18.72, West Bernard River, east of Hungerford.
14.76, East Bernard River, west of Kendleton.

Palacios Subdivision:
37.85, Colorado River, west of Bay City.

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

Wharton Junction	—Trains of the Rosenberg and Palacios Subdivisions.
Cuero	—Trains of the Cuero and Yoakum Subdivisions.
Kenedy	—Trains of the Yoakum and Corpus Christi Subdivs.
Skidmore	—Trains of the Corpus Christi and McAllen Subdivs.
Edinburg Junction	—Trains of the McAllen and Brownsville Subdivisions.

(See Pages 8, 10, 11, 12 and 13 for additional instructions, information and speed restrictions applicable to all subdivisions.)

BROWNSVILLE AND McALLEN SUBDIVISIONS

43. At Brownsville protection must be provided for all back-up movements over the three paved streets across main and wye tracks.

44. The siding at Harlingen is the track parallel to the main track opposite freight and passenger stations.

45. Unless otherwise directed by train order, the engine arriving Edinburg Junction on No. 312 will assume the schedule of No. 313 on the Brownsville Subdivision, and the engine arriving Edinburg Junction on No. 314 on the Brownsville Subdivision will assume the schedule of No. 315.

46. Normal position of west wye switch on Brownsville Subdivision, Edinburg Junction, is for west leg of wye.

47. Nos. 312, 313, 314 and 315 may register at McAllen by register ticket, Form 2642, and when operator is not on duty, conductor will leave register ticket in box provided for the purpose.

48. Distance between west wye switch and end of main track, McAllen, is 1,160 feet; stem of wye beyond east wye switch is 938 feet in length.

49. At McAllen flag protection must be provided for all train, engine and switching movements over first highway crossing west of Missouri Pacific crossing.

50. The main track between Edinburg Junction and Edinburg Yard will be used jointly by trains of the Brownsville and McAllen Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 11.)

51. Trains must obtain clearance at Alice.

52. Nos. 313 and 314 may register at Alice by register ticket, Form 2642.

53. At Alice flag protection must be provided for all train, engine and switching movements on all tracks over South Second Street just west of station building, and on Front Street just west of Tex. Mex. crossing.

CORPUS CHRISTI, ROCKPORT AND BEEVILLE SUBDIVISIONS

61. Crossing gates, equipped with light signals, are located 400 feet east and west of Draw Span (MP 146.4), Corpus Christi Reef Bridge; normal position for rail traffic. When gates are set for rail traffic a green light will be displayed on gate to the right of main track in the direction of movement; when set for water traffic a red light will be displayed on gate in center of main track. Trains must approach gates with caution, and STOP if route is not clear. When route is clear trains may proceed without stopping in accordance with Item 113.

62. The main track between Beeville Subdivision junction switch and passenger station, Beeville, will be used jointly by trains of the Corpus Christi and Beeville Subdivisions.

63. Beeville is a register station only for trains that originate or terminate there.

64. San Antonio (Commerce Street) is a train-order office only for trains that originate there, and a register station only for trains that originate or terminate there.

65. Main tracks between Tower 112, San Antonio (Commerce Street) and East Yard will be used jointly by trains of the Victoria Division and the San Antonio Division. Trains between these points will run with caution, expecting to find the main track occupied. Second-class and inferior trains, and engines, may run ahead of first-class trains, but must not occupy the main track when it is known a first-class train will thereby be delayed, and movements against the current of traffic may be made only under flag protection.

66. Westward trains of the Corpus Christi Subdivision, checking a regular train on register at East Yard or San Antonio (Commerce Street), or identifying a train on opposite track between East Yard and Tower 112, will not be required to check against the same train before passing from double to single track.

67. Before detaching engine at East Yard hand brakes must be set on at least eight cars on east end of train to prevent cars rolling out of yard.

68. The siding at Pettus extends from the east switch to the cross-over switch.

69. The siding at Goliad extends from the east switch to the east cross-over switch.

70. Trains and engines using Kosmos spur, Rockport Subdivision, must stop clear of highway and send flagman ahead with red signals to warn highway traffic before passing over crossing. Movement over crossing must not exceed 15 miles per hour and when possible no portion of train should be left standing within the right-of-way limits of highway.

ROSENBERG, DAMON, PALACIOS AND PORT LAVACA SUBDIVISIONS

74. Trains originating at Victoria (Freight Yard) must obtain clearance at Victoria (Passenger Station).

75. Trains originating or terminating at Victoria (Freight Yard) will register at Victoria (Passenger Station).

76. Derails are located at Port Lavaca Subdivision main track east and west of Rosenberg Subdivision crossing, Victoria. Before handling derails to use the crossing, protection must be afforded in both directions on Rosenberg Subdivision. Rosenberg Subdivision trains will not exceed 6 miles per hour over this crossing.

77. No. 303 will not exceed 20 miles per hour passing station, Inez, to permit dispatch of newspapers and U. S. mail.

78. The siding at Edna extends from the west switch to the cross-over switch.

79. The siding at Wharton is the track parallel to main track on south side opposite passenger station.

80. The main track between Wharton and Wharton Junction will be used jointly by trains of the Rosenberg and Palacios Subdivisions.

The main track between Damon Junction and Tower 17, Rosenberg, will be used jointly by trains of the Rosenberg and Damon Subdivisions.

The main track between Tower 17 and east switch of east siding, Rosenberg, will be used jointly by trains of the Victoria and San Antonio Divisions and the G.C.&S.F.

Movements between the points named must be made with caution, expecting to find the main track occupied. Second-class and inferior trains, and engines, must not occupy the main track when it is known a first-class train will thereby be delayed.

81. No. 303 may register at Rosenberg by register ticket, Form 2642, and obtain train-order check, Form R, of superior trains due.

82. At Bay City trains must stop and flag over first crossing east of station building.

83. At Victoria flag protection must be provided for motor passenger trains when making backup movement over Goodwin Street between Port Lavaca Subdivision crossing and passenger station.

84. Motor passenger trains must be preceded by flagman over crossing of U. S. Highway 59 on Palacios Subdivision, Wharton Junction.

85. The siding at Newgulf extends from the west switch to the east cross-over switch.

CUERO AND YOAKUM SUBDIVISIONS

86. East Yard is a train-order office only for trains that originate there.

87. First-class trains may register at East Yard by register ticket, Form 2642.

88. Main tracks between San Antonio (Commerce Street) and East Yard will be used jointly by trains of the Victoria Division and San Antonio Division. Movements between these points must be made with caution, expecting to find the main track occupied, and movements against the current of traffic may be made only under flag protection.

89. Main track between East Yard and Salado Junction will be used jointly by trains of the Victoria Division and San Antonio Division, movements in accordance with Positive Block Signal indications. (See Page 11.)

90. To prevent cars rolling out of yard, hand brakes must be set on freight trains, or cut of cars, before engine is detached, as follows:
East Yard—At least eight cars on east end of train.
Yoakum (west yard)—At least six cars on west end of train.

91. Main track between River Junction and west wye switch, Cuero, will be used jointly by trains of the Cuero and Yoakum Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 11.)

92. Normal position of switches Victoria-Yoakum leg of wye, Cuero, is for the wye to permit through movement between Victoria and Yoakum.

93. Trains of both the Cuero and Yoakum Subdivisions will be governed by train-order signal located at passenger station, Cuero. The arm on side next to passenger station governs westward trains; the arm on opposite side governs eastward trains except extra trains operating between Victoria and Yoakum on through running orders will obtain a clearance during hours an operator is on duty and during hours an operator is not on duty may proceed Cuero without a clearance if both arms of train-order signal indicate "proceed."

94. Cuero is a register station for regular trains only.

95. Time and train orders for first-class trains at Cuero apply at passenger station.

96. Gate in place and locked on Cotton Mill spur, Cuero. When spur is to be used Mill employee will open gate when called by engine whistle.

97. Trains originating at Victoria (Freight Yard) must obtain clearance at Victoria (Passenger Station).

98. Trains originating or terminating at Victoria (Freight Yard) will register at Victoria (Passenger Station).

99. Engines heavier than C-21 class must not use repair tracks north of enginehouse, Yoakum, or go beyond a point 600 feet east of switch to Swift & Company track on Helland lead.

100. Trains must obtain clearance at Yoakum.

SPECIAL INSTRUCTIONS

SPEED

111. Unless otherwise further restricted, the following is maximum speed for trains between the points named:	Steam Passenger Trains			Gas Electric Motor Passenger Trains			Engines with two-wheel engine trucks in passenger service			Manifest Freight Trains when not handling any of the restricted cars shown in Item 119.			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels.			111 (a) Through corporate limits of the cities and towns named trains and engines must not exceed the speed indicated.	
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Stations	MPH
BETWEEN	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves		
Rosenberg and Damon.....	35	35		40	40		30	30					20	20		20	18	15	Wharton.....	6
Rosenberg and Beeville.....	55	55		55	55		40	40		40	40		35	35		25	25	18	Bay City.....	6
Wharton Junction and Palacios.....	40	40		45	45		35	35		30	30		30	25		20	20	15	El Campo.....	6
Victoria and Cuero.....	50	45		55	50		40	40		35	35		30	30		25	25	18	Ganado.....	6
Cuero and Salado Junction.....	45	45		50	50		40	40		30	30		30	30		25	25	18	Edna.....	10
Victoria and Port Lavaca.....	25	20		25	25		20	20		30	30		15	15		15	15	15	Victoria.....	6
Tower 112 and Beeville.....	45	45		50	50		40	40		35	35		30	30		25	25	18	Beeville.....	6
Beeville and Skidmore.....	60	60		60	60		40	40		40	40		35	35		25	25	18	Harlingen.....	18
Skidmore and Corpus Christi.....	45	45		50	50		40	40		30	30		30	30		25	25	18	(First St.)	6
Gregory and Rockport.....	25	25		30	30		25	25		40	40		20	20		15	15	15	San Antonio	18
Skidmore, McAllen and Harlingen.....	55	55		55	55		40	40		40	40		35	35		25	25	18	Eagle Lake.....	6
Harlingen and Brownsville.....	50	50		55	55		40	40		35	35		30	30		25	25	18	Yoakum.....	10
Eagle Lake and Yoakum.....	40	40		45	45		35	35					25	25		20	15	15	Cuero.....	6
Yoakum and Cuero.....	45	45		45	45		40	40		35	35		30	30		25	25	18		
Cuero and Runge.....	40	40		45	45		35	35		30	30		30	30		20	20	15		
Runge and Kenedy.....	40	40		40	40		35	35					25	25		20	15	15		

MAXIMUM SPEED OF ENGINES

Yard engines in service, running forward or backward with or without cars, and road engines in service, running backward, with or without cars, or when shoving cars ahead of engine.....

20 miles per hour.
Yard engines, not equipped with engine trucks, in tow in charge of messenger, and under sufficient steam to lubricate, moving forward or backward, rods in place or removed.....

20 miles per hour.
Road engines in tow in charge of messenger, and under sufficient steam to lubricate:

Moving forward or backward, rods in place.....

Freight train speed.
Moving forward or backward, main or side rods, or both, removed.....

20 miles per hour.
Road engines running forward, light, unless otherwise directed.....

Freight train speed.

111 (b). The speed indicated must not be exceeded at any point, by engines listed below, in any service, or when handled in tow:

30 miles per hour
327 to 386
481
867 to 894

35 miles per hour
800 to 850
895, 896

117. LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO MORE THAN ONE CURVE, STRUCTURE OR EXTENDED SECTION OF TRACK.

Sub-divisions	FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
	Location of Slow Board M.P.	Beginning of Restriction M.P.	End of Restriction M.P.	Location of Slow Board M.P.	Beginning of Restriction M.P.	End of Restriction M.P.
Cuero	107.30	106.55	105.75	105.00	105.75	106.55
Yoakum	168.50	167.75	167.35	166.60	167.35	167.75
Yoakum	90.70	89.95	89.05	88.30	89.05	89.95
McAllen	18.90	18.15	17.15	16.40	17.15	18.15
Brownsville	204.40	203.65	203.35	202.60	203.35	203.65
Palacios	32.50	31.75	30.50	29.75	30.50	31.75
Rosenberg	76.15	75.40	70.60	69.85	70.60	75.40

118. MK-5 class engines must not exceed 25 MPH over Bridge 44.64, San Antonio River, Falls City; between Eagle Lake and Yoakum; River Junction and Kenedy; and 30 MPH between Cuero and Salado Junction; San Antonio and Beeville; and Skidmore and Corpus Christi.

119. Speed shown under "Manifest Freight Trains," Item 111, may be observed when not handling:

Loaded tank cars, except tank cars of 10,000 gallons capacity or less when not containing gasoline, naphtha, or other highly inflammable commodities; Any open-top car loaded with transformers, rail, poles or piling, twin or other multiple loads;

Any other open-top cars where lading projects above ends or sides of car, unless car foreman or lead inspector, after careful inspection, certifies load in good condition for fast speed;

Machines on own wheels such as cranes, derricks, ditching machines, or any other car restricted by rule or special instructions;

Cars with arch bar type trucks.

112. Trains must not exceed 15 miles per hour through crossovers, junctions and other diverging switches; 25 miles per hour over draw bridges; 30 miles per hour in facing movements over spring switches; Passenger trains must not exceed 45 miles per hour and freight trains 30 miles per hour over railroad crossings at grade not otherwise restricted.

113. Maximum speed over Bascule Bridge, Corpus Christi, 12 miles per hour; over Reef Bridge, passenger trains 25 and freight trains 20 miles per hour but must not exceed 10 miles per hour until head end of train has passed over the Draw Span.

114. Trains and engines must not exceed 10 miles per hour through Victoria-Yoakum leg of wye, Cuero; through Beeville Subdivision connecting track, Beeville; and through turnouts and inside tracks on Yoakum, Port Lavaca and Rockport Subdivisions.

115. Trains and engines must proceed with caution between Dakota and Wyoming Streets and between Crockett and East Houston Streets, San Antonio, looking out for cross-over movements to and from passenger yard, and during the hours named below, must not exceed 6 miles per hour over following street crossings and, if necessary, send a flagman ahead before proceeding:

San Antonio:
Sherman, Burleson, Lamar, Burnet, Montana,
Wyoming, Dakota 12:01 a.m. to 6:00 a.m.
Pine, Hackberry, Dawson, Houston, Crockett, Center, East Commerce, South Presa, South St. Mary's, have crossing gates operated at all hours.

116. Assigned hours of gateman at Gonzales Street, Yoakum, are 11:00 a.m. to 3:00 p.m. and 7:00 p.m. to 11:00 p.m., daily. When gateman is not on duty a member of crew will protect all movements on all tracks over Gonzales Street and at night, when gateman is not on duty, a member of the crew must be stationed on the crossing with proper signals while crossing is occupied.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6
17	3	31	36	1	40	55	1	5
18	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

CENTRALIZED TRAFFIC CONTROL SYSTEM

(C. T. C. S.)

CORPUS CHRISTI SUBDIVISION**GOVERNING THE MOVEMENT OF TRAINS BETWEEN BEEVILLE AND SKIDMORE**

Centralized Traffic Control Signals have semaphore arms painted the same as Interlocking Signals, and their indications are the same as those displayed by Interlocking Signals.

The following special instructions will govern the operation of trains through centralized traffic control territory:

CENTRALIZED TRAFFIC CONTROL SYSTEM LIMITS

Between Signal 933 at Beeville and Signal 1038 at Skidmore, centralized traffic control signals are semi-automatic, designated by number plates bearing the letters SA, and are located as follows:

933 at west end Beeville siding; 940, 941 and 942 at east end Darby siding; 947, 949 and 950 at west end Darby siding; 987, 988 and 990 at east end Yougeen siding; 993, 994 and 995 at west end Yougeen siding, and 1038 at east end Skidmore siding.

OPERATION—CENTRALIZED TRAFFIC CONTROL SYSTEM

Trains and engines will operate within Centralized Traffic Control System Limits in accordance with Centralized Traffic Control signal indications, which supersede the superiority of trains, and, except as otherwise provided, should run to a signal indicating "stop," but should not pass it, without first securing permission by telephone from the operator at Beeville, and then be governed by the provisions of Rules 509 and 663, and before passing it must see that the switch is properly lined and not exceed 12 miles per hour until the entire train has cleared the switch.

Westward trains finding Signal 933 at Beeville indicating "stop" must stop clear of the fouling point of the west switch of the siding.

Eastward trains finding Signal 1038 at Skidmore indicating "stop" must stop clear of the fouling point of the east switch of the siding.

Trains may run extra within Centralized Traffic Control System Limits without running orders, but must obtain a clearance at Beeville or Skidmore before commencement of trip.

The lower arm on a three arm signal governs movements into sidings and dwarf signals govern movements out of sidings. All other signals govern main-track movements.

Enginemen are reminded that, although the distant signal may indicate the position of the home signal, the home signal may assume the stop position after the train has passed the distant signal indicating "proceed."

The siding switches at Darby and Yougeen are power operated and are controlled by the operator at Beeville. If necessary to operate a power switch by hand, a crank is located in a box on one end of the instrument case at the switch and printed instructions are located in telephone box on other end of the instrument case. The crank must be replaced in box, and the box locked, after having been used.

Blow-off cocks, sanders, or injectors must not be operated and boosters must not be started, while engines are standing on or passing over power-operated switches.

Trains or engines desiring to do switching or other work on the main track within Centralized Traffic Control System Limits will secure permission by telephone from the operator at Beeville. The length of time the block may be occupied will be indicated by the operator, and at the expiration of this time the block must be vacated or an extension of time secured.

Trains or engines, after having cleared the main track and lined the switch and derail to permit a main-track movement at the stock pen track at Darby or at Helden Spur, must secure permission from the operator at Beeville before re-entering the main track, and then be governed by position of the switch indicator before lining the switch and derail.

Intermediate Home Signals 965 and 970 between Darby and Yougeen and 1013 and 1020 between Yougeen and Skidmore are automatic block signals and trains stopped by such signals will be governed by Rule 509.

POSITIVE BLOCKS

Positive block signals have semaphore arms painted the same as interlocking signals, and their indications are the same as those displayed by interlocking signals.

Trains and engines will operate within positive block limits in accordance with positive block signal indications, which supersede the superiority of trains, but second-class and inferior trains and engines will not occupy a positive block, or overlap in connection therewith, when it is known a first-class train will thereby be delayed.

To enter a positive block when signal indicates STOP, the movement must be made in accordance with the provisions of Paragraph (d) or Paragraph (e), Rule 509, but before applying Paragraph (e), trainmen and enginemen must assure themselves, either by means of vision or telephonic communication, that the block is not occupied by an opposing train.

Through interlocking plants, located within positive block signal limits, interlocking rules apply; and automatic block signals located within positive block signal limits will be respected in accordance with automatic block system rules.

BETWEEN EAST YARD AND SALADO JUNCTION

Signal 2066 at east end of double track, East Yard, governs movements from that point to Salado Junction.

Signal 2043 on San Antonio Division, 550 feet east of Salado Junction switch, and Signal 1361 on the Victoria Division at Salado Junction, govern movements Salado Junction to end of double track, East Yard.

Overlap extends east of Salado Junction to Signal 2027 on the San Antonio Division.

Westward inferior trains of the San Antonio Division, waiting for superior trains of the Victoria Division to enter the positive block at Salado Junction or East Yard, must wait east of Signal 2027.

Trains entering positive block from the Victoria Division at Salado Junction as per Paragraph (d) or (e), Rule 509, with Signal 1361 at STOP and indicator at switch indicating block occupied, must protect themselves against westward trains on the San Antonio Division.

BETWEEN RIVER JUNCTION AND CUERO

Signal 555 on Cuero Subdivision at west wye switch, Cuero, governs movements from that point to River Junction.

Signal 582 on Cuero Subdivision and Signal 1376 on Yoakum Subdivision at River Junction govern movements from River Junction to west wye switch, Cuero.

Overlaps of Signal 555 extend 1,835 feet west of Signal 1376 and 2,940 feet west of Signal 582, and are indicated by overlap posts.

Trains entering positive block through west switch of siding, Cuero, must not remove derail or foul main track when switch indicator located at derail indicates block occupied except as provided by Paragraph (d) or (e), Rule 509, and such movements must be protected against following movements on main track.

BETWEEN EDINBURG JUNCTION AND EDINBURG YARD

Signal 1428 at east wye switch on McAllen Subdivision and Signal 1426 at east wye switch on Brownsville Subdivision at Edinburg Junction govern movements from Edinburg Junction to west cross-over switch, Edinburg Yard.

Signal 1411 at west cross-over switch, Edinburg Yard, governs movements from that point to Edinburg Junction.

Trains entering positive block through west switch of siding, Edinburg Yard, must not remove derail or foul main track when switch indicator located at derail indicates block occupied except as provided by Paragraph (d) or (e), Rule 509, and such movements must be protected against following movements on main track.

Overlaps of Signal 1411 extend to fouling points of west wye switch on McAllen Subdivision and west wye switch on Brownsville Subdivision, Edinburg Junction, and are indicated by overlap posts.

REMOTE SWITCH CONTROL

Interlocking signals and interlocking rules govern movements over electrically-operated switches.

Before moving over an electrically-operated switch with the signal indicating STOP, it must be known the switch is properly set, and a speed of 12 miles per hour must not be exceeded until the entire train has passed over the switch.

BEEVILLE

The switch connecting the Beeville Subdivision with the Corpus Christi Subdivision is electrically operated from the train-order office.

When the signal is not cleared, or the switch is not set for the route required, the following whistle code will be used:

To Beeville Subdivision from any point o ——— o

To Corpus Christi Subdivision main track westward from any point ———

To Corpus Christi Subdivision main track eastward from any point ——— o o

When necessary to operate switch by hand it will be handled by the operator or, upon his instructions, by trainmen or enginemen.

EAST YARD

The switch at east end of double track is electrically operated from the train-order office; the normal position is for the westward track.

When the signal is not cleared, or the switch is not set for the route required, trainmen or enginemen will communicate with the operator by telephone, one of which is located in a box on the east side of instrument case opposite power switch, and the other on track side of cantilever at Signal 2070. When authorized by the operator, switch may be manipulated by hand, instructions for which are located in the telephone box on instrument case.

ROSENBERG

The west switch of the San Antonio Division west siding is electrically operated from Tower 17.

When the signal is not cleared, or the switch is not set for the route required, trainmen or enginemen will communicate with the signal operator by telephone, but inferior eastward trains on San Antonio Division approaching and finding switch set for main-track movement and the governing signal clear, may proceed with caution on main track to the next signal governing in the direction of movement. Telephone is located in box on signal case at west end of siding. When authorized by the operator, switch may be manipulated by hand, instructions for which are located in telephone box.

SPECIAL INSTRUCTIONS

INTERLOCKING WHISTLE CODES

TOWER 17, G. C. & S. F. CROSSING, ROSENBERG

Main track from any point _____
 To west siding from any point _____ o o _____
 To east siding from any point o _____
 Victoria Division from any point _____ o _____
 G. C. & S. F. from any point _____ o o

TOWER 33, G. C. & S. F. CROSSING, BAY CITY

Main track _____
 Main track to transfer o _____ o
 When signal operator is not on duty route will be set for T. & N. O. movements.

TOWER 90, MO. PAC. CROSSING, VICTORIA

Main track _____
 When signal operator is not on duty route will be set for T. & N. O. movements.

TOWER 159, MO. PAC. CROSSING, MATHIS

Main track _____

TOWER 138, MO. PAC. CROSSING, HARLINGEN

Main track _____
 When signal operator is not on duty route will be set for Mo. Pac. movements. When necessary for T. & N. O. trains to use the plant while route is set for Mo. Pac., and signal operator is not on duty, he must be called to operate the plant.

BASCULE DRAWBRIDGE, (MP 148.3) CORPUS CHRISTI

Main track _____
 To and from Port Terminal Lead _____ o

TOWER 112, S. A. B. & T. CROSSING, SAN ANTONIO

Westward main track with current of traffic from any point _____
 Westward main track against current of traffic from any point o _____
 Eastward main track with current of traffic from any point _____ o o _____
 Eastward main track against current of traffic from any point _____ o _____
 To Victoria Division from any point o _____
 To Kerrville Subdivision from any point _____ o o

TOWER 121, OLIVE STREET, SAN ANTONIO

Westward main track with current of traffic from any point _____
 Eastward main track with current of traffic from any point _____ o o _____
 East Yard from any point _____ o _____
 Enginehouse lead from any point o _____ o o
 Industry Yard from any point _____ o o

NOTE—A buzzer located on corner of enginehouse will be used in lieu of engine whistle for all outbound engine movements from enginehouse, using above code.

Engines moving westward over Hackberry St. on auxiliary track must approach interlocking switch located just west of Hackberry St. expecting to find it lined for either route.

Yard engines moving through interlocking plant from vicinity of Burleson St. will first communicate with signal operator by telephone from Burleson St. crossing tower.

TOWER 115, T. & N. O. and G. C. & S. F. CROSSINGS, EAGLE LAKE

Main track, Glidden Subdivision, eastward from any point _____
 Main track, Glidden Subdivision, westward from any point o _____ o
 Main track, Bellaire Subdivision, from any point o _____ o o
 Main track, Yoakum Subdivision, from any point o o _____ o
 To Glidden Subdivision siding from any point _____ o o _____
 To Rice Mill Spur from any point _____ o o

East end ice track switch and Alamo Lumber Co. Spur Switch are electrically locked and cannot be hand operated until released by Signal Operator.
 Telephone located on pole just east of Rice Mill track.

CABIN INTERLOCKING PLANTS ARE LOCATED AT THE FOLLOWING RAILROAD CROSSINGS:

TOWER 152, G. C. & S. F. Crossing, Wharton, normally lined for T. & N. O.

TOWER 157, Mo. P. Crossing, Blessing, normally lined for Mo. P.

TOWER 158, Mo. P. Crossing, Placedo, normally lined for Mo. P.

TOWER 149, Mo. P. Crossing, near Alsonia, normally lined for T. & N. O.

TOWER 145, Mo. P. Crossing, between Edinburg Jct. and San Carlos, normally lined for T. & N. O.

TOWER 146, Mo. P. Crossing, Edcouch, normally lined for T. & N. O.

TOWER 147, S. B. & R. G. Crossing, near Lantana, normally lined for T. & N. O.

TOWER 151, S. B. & R. G. Crossing, between Lacomia and Los Fresnos, normally lined for T. & N. O.

When necessary for trainmen to operate a cabin interlocking plant, they will be governed by instructions and chart displayed in tower.

TIME INSPECTORS

Sidney F. Ball, General Time Inspector.....Chicago, Illinois
 Houston Watch Company, Southern Pacific Building.....Houston, Texas
 W. E. Connor, 1222 Hardy Street.....Houston, Texas
 Chas. Gildemeister, 122 Broadway.....San Antonio, Texas
 O. B. Humble, 1217 South Flores.....San Antonio, Texas
 Wm. L. Dostal.....Rosenberg, Texas
 E. H. Boyd.....Wharton, Texas
 Bill Barnes.....Victoria, Texas
 Albrecht Jewelry Co.....Yoakum, Texas
 Schvab Jewelry Co.....Alice, Texas
 Taylor Bros.....Corpus Christi, Texas
 Dorfman's Jewelry Store, Inc.....Brownsville, Texas
 R. B. Roberts.....Harlingen, Texas
 Milton T. Blackwell.....McAllen, Texas

LEGAL HOLIDAYS:

New Year's Day.....January 1st.
 Washington's Birthday.....February 22nd.
 Decoration Day.....May 30th.
 Independence Day.....July 4th.
 Labor Day.....First Monday in September.
 Thanksgiving Day.....Last Thursday in November.
 Christmas.....December 25th.

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car.

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3 $\frac{3}{4}$ x 7	66,000 lbs.
60,000 "	4 $\frac{1}{4}$ x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5 $\frac{1}{2}$ x 10	169,000 "
140,000 "	6 x 11	210,000 "

Except: Hart convertible type ballast cars, load limit must not exceed 90,000 pounds.



MAP OF THE
VICTORIA DIVISION
SOUTHERN PACIFIC LINES
TEXAS AND NEW ORLEANS RAILROAD COMPANY

SCALE OF MILES
0 5 10 20 30 40 50
NOVEMBER 1931