

# SOUTHERN PACIFIC LINES

## Texas and New Orleans Railroad Company

### DIVISION OFFICERS

W. R. MANN.....Assistant Superintendent....San Antonio  
F. W. H. WEHNER.....Assistant Superintendent.....El Paso  
L. F. TADLOCK.....Terminal Superintendent.....El Paso  
L. C. CODY.....Assistant Terminal  
Superintendent.....El Paso  
T. J. WOMACK.....Trainmaster.....San Antonio  
L. B. WELCH.....Trainmaster.....San Antonio  
L. W. NEUMANN.....Trainmaster.....Marfa  
M. E. TAYLOR.....Traveling Engineer.....San Antonio  
F. C. HUGHES.....Traveling Engineer.....El Paso  
G. D. JAMES.....Traveling Engineer.....El Paso  
J. T. McNALLY.....Assistant Trainmaster.....Del Rio  
J. D. RAMSEY.....Assistant Trainmaster.....Sanderson  
W. R. EARLE.....Assistant Trainmaster.....Valentine  
C. C. WILLIAMS.....Chief Train Dispatcher....San Antonio  
H. DICKSON.....Chief Train Dispatcher....San Antonio  
W. O. STROTHER.....Chief Train Dispatcher....San Antonio  
H. T. ETHERIDGE.....Chief Train Dispatcher.....El Paso  
W. R. RIGGS.....Chief Train Dispatcher.....El Paso  
P. E. GRAY.....Chief Train Dispatcher.....El Paso

Traveling Engineers will exercise duties of Trainmaster.

## SAN ANTONIO DIVISION TIMETABLE

# 184

EFFECTIVE SUNDAY, APRIL 4, 1948

AT 12:01 A.M.

CENTRAL STANDARD TIME

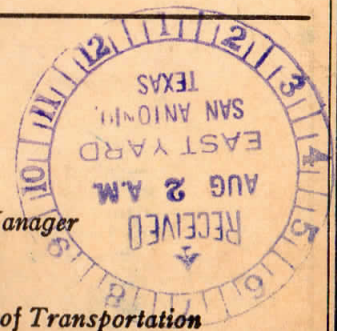
FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY

T. M. SPENCE,  
*General Manager*

J. J. MOORE,  
*Assistant General Manager*

T. B. OLLIS,  
*Superintendent of Transportation*

R. DE WAAL  
*Superintendent*





# INTERLOCKING WHISTLE CODES

## INTERLOCKING 6, EL PASO

Main track movements in either direction with current of traffic \_\_\_\_\_  
 Main track movements in either direction against current of traffic o \_\_\_\_\_  
 T. & N. O. Union Depot connection, from any direction \_\_\_\_\_ o o \_\_\_\_\_  
 S. P. Co. main track East and West o \_\_\_\_\_ o \_\_\_\_\_  
 S. P. Co. connection to and from Union Depot \_\_\_\_\_ o \_\_\_\_\_  
 (NOTE.—Top arm signal at switch leading to Union Depot governs route to Union Depot track. The lower arm governs the route to either the T. & N. O. or Pacific Lines Freight Yard.)

## INTERLOCKING 47, EL PASO

Main track movements in either direction with current of traffic \_\_\_\_\_  
 Main track movements in either direction against current of traffic o \_\_\_\_\_  
 North lead, Eastward \_\_\_\_\_ o \_\_\_\_\_ o  
 North lead, Westward \_\_\_\_\_ o \_\_\_\_\_  
 South lead, Eastward o \_\_\_\_\_ o  
 South lead, Westward o o \_\_\_\_\_  
 To T. & P. main track o o \_\_\_\_\_ o  
 Westward to West yard o \_\_\_\_\_ o o  
 To East Yard \_\_\_\_\_ o o  
 Eastward to West Yard o \_\_\_\_\_ o  
 From Alamogordo Subdivision to T. & N. O. yard \_\_\_\_\_  
 From Alamogordo Subdivision to West Yard o \_\_\_\_\_ o  
 From T. & N. O. yard to Alamogordo Subdivision \_\_\_\_\_ o o  
 From west yard to Alamogordo Subdivision \_\_\_\_\_ o  
 S. P. Shop Lead Track Eastward from any point o o \_\_\_\_\_ o o  
 S. P. Shop Lead Track Westward from any point o o \_\_\_\_\_ o o  
 S. P. Enginehouse Lead Track Eastward o \_\_\_\_\_ o o  
 S. P. Enginehouse Lead Track Westward o o \_\_\_\_\_ o o

## I-G. N. and S. A. B. & T. CROSSINGS, 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 \_\_\_\_\_  
 Union Stock Yard lead from any point \_\_\_\_\_ o o

## INTERLOCKING 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 \_\_\_\_\_ o  
 To Kerrville Subdivision from any point \_\_\_\_\_ o o

## INTERLOCKING 109, S. A. B. & T. CROSSING (Kerrville Subdivision) SAN ANTONIO

Main track from any point \_\_\_\_\_  
 To S. A. B. & T. \_\_\_\_\_ o o \_\_\_\_\_

## 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 Street on auxiliary track must approach interlocking switch, located just west of Hackberry Street, expecting to find it lined for either route. Yard engines moving through Interlocking from vicinity of Burleson Street, will first communicate with signal operator from Burleson Street crossing tower.

## T. & N. O. CROSSING, FLATONIA

Main track from any point \_\_\_\_\_  
 To south siding from any point \_\_\_\_\_ o o \_\_\_\_\_  
 To north siding from any point o \_\_\_\_\_  
 To Dallas and Austin Divisions from any point \_\_\_\_\_ o \_\_\_\_\_

## T. & N. O. and G. C. & S. F. CROSSING, 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 East 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.

## INTERLOCKING 17, G. C. & S. F. CROSSING, ROSENBERG

Main track, from any point \_\_\_\_\_  
 To siding Tower 17, from any point \_\_\_\_\_ o o \_\_\_\_\_  
 To siding Rosenberg, from any point o \_\_\_\_\_  
 Victoria Division from any point \_\_\_\_\_ o \_\_\_\_\_  
 G. C. & S. F. from any point \_\_\_\_\_ o o

## INTERLOCKING 114, S. L. RY. CROSSING, SUGAR LAND

Main track \_\_\_\_\_  
 During the hours an operator is not on duty, interlocking will be operated as a cabin-interlocking. The normal position of signals and derails will be for San Antonio Division main track.

## EUREKA

Main track for movement with the current of traffic, from main track except San Antonio Division main track westward \_\_\_\_\_  
 San Antonio Division main track westward o \_\_\_\_\_  
 Eastward main track eastward, from any other point \_\_\_\_\_ o o \_\_\_\_\_  
 Westward main track westward, from any other point o \_\_\_\_\_ o  
 Eastward main track westward, from any point o \_\_\_\_\_  
 Westward main track eastward, from any point \_\_\_\_\_ o \_\_\_\_\_  
 To Wye track, from any point o o \_\_\_\_\_ o

## I-G. N. CROSSING, STELLA (Cabin Interlocking)

All trains must be governed by signal indication. Normal position of signals for trains on T. & N. O. main track is "proceed." If signal is in stop position member of crew will operate interlocking in accordance with instructions located within cabin interlocking station.

## INTERLOCKING 30, T. & N. O. and G. H. & H. CROSSINGS, HARRISBURG

To Houston Division main track, from any point \_\_\_\_\_  
 Glidden Subdivision main track, from any point o \_\_\_\_\_  
 To saw mill, from any point \_\_\_\_\_ o o \_\_\_\_\_  
 To Cut Off between Harrisburg and Manchester o \_\_\_\_\_ o

## INTERLOCKING 81, G. C. & S. F. CROSSING, (Glidden Subdivision)

Glidden Subdivision main track eastward or westward \_\_\_\_\_  
 Transfer from any point o \_\_\_\_\_

## INTERLOCKING 86, H. B. & T. CROSSING

Main track for movement with the current of traffic from any point \_\_\_\_\_  
 Eastward main track eastward from any point \_\_\_\_\_ o o \_\_\_\_\_  
 Westward main track eastward from any point \_\_\_\_\_ o \_\_\_\_\_  
 Bethlehem Supply Co. Spur from any point \_\_\_\_\_ o o

## INTERLOCKING 26, I-G. N., H. B. & T. and T. & N. O. CROSSINGS BETWEEN SEMMES JUNCTION, ENGLEWOOD AND NORTH YARD

Main track for movement with the current of traffic from main track \_\_\_\_\_  
 Eastward main track eastward from any other point \_\_\_\_\_ o o \_\_\_\_\_  
 Westward main track westward from any other point o \_\_\_\_\_ o  
 Eastward main track westward, from any point o \_\_\_\_\_ o o



- Westward main track eastward from any point — o —
- Shreveport Line Transfer, from any point o o — o o
- Freight main track westward, from any point o — —
- Inbound Enginehouse Lead, from any point — — —
- Outbound Enginehouse Lead, from any point — — — o o
- New Lead from any point o — — o — —

### INTERLOCKING 68, WEST END ENGLEWOOD

- Main track movement with the current of traffic, from main track — — —
- Eastward main track eastward, from any other point — — — o o — —
- Westward main track westward, from any other point o — — o
- Eastward main track westward, from any point o — — o o
- Westward main track eastward, from any point — — — o — —
- West leg of wye, from any point — — — — —
- South Switching lead, from any point o — — — — o
- Middle Switching lead, from any point o — — — — o
- North Switching lead, from any point — — — — o o
- Freight Main West from any point o o — — — —
- Freight Main East from any point — — — — — o o
- Old Wye from any point o o — — — — —
- New Wye from any point — — — — — o
- For ice house track o o — — — — — o o
- New lead from any point o o o o — — — —

### AUTOMATIC INTERLOCKING

I-G. N. Crossing, MP 5.6 east of Harrisburg.  
 Normal position of governing signals is STOP.  
 Signals governing route through interlocking limits should clear when train enters approach circuit if interlocking route is not occupied. When train enters approach circuit and signals do not clear, send member of crew to crossing to ascertain conditions. If a train on intersecting route is observed standing on approach circuit or moving away from interlocking station, member of crew will unlock box marked "T. & N. O. RELEASE," turn knob on the release to the right as far as it will go, then permit it to run down, after which signal should assume PROCEED position.

If a train on intersecting route is observed approaching crossing, release must not be operated until such train has passed the crossing or has stopped.

If member of crew at crossing cannot see a train on intersecting route and home signal fails to assume PROCEED position, he should immediately operate release as described above and, if home signal then fails to clear, train must be governed by Paragraph (c), Rule 663.

### G. C. & S. F. CROSSING, WALLIS, PASSENGER STATION

Main track — — —

#### ABSOLUTE-PERMISSIVE BLOCK SYSTEM (A.P.B.) SAN ANTONIO AND GLIDDEN SUBDIVISIONS Absolute-Permissive Block System Within Yard Limits at Glidden

Between west end yard tracks and east end yard tracks. Absolute signal mile 87.6, west end yard tracks at Glidden Yard, govern eastward movements.

Absolute signal mile 86.7, at east end yard tracks, govern westward movements.

Overlap extends from signal mile 86.7, eastward to Signal 859. Overlap extends from signal mile 87.6, westward to Signal 888.

Switch indicator located at east end crossover switch, west end siding.

Within yard limits at Glidden, when absolute signal within A.P.B. system limits, indicates "stop," movements will be made in accordance with provisions of Rules 509, Paragraph (b), 509 (F), or 509 (J), as the case may be, and 509 (K).

#### SAN ANTONIO SUBDIVISION

#### Absolute-Permissive Block System Limits Between East Yard and Salado Junction.

Absolute signal located east of the east end of double track, East Yard, governs movements from that point to Salado Junction

Absolute signal located on the San Antonio Subdivision, five hundred fifty feet east of Salado Junction switch, and absolute signal located 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 San Antonio Subdivision.

Westward inferior trains of the San Antonio Subdivision, waiting for superior trains from the Victoria Division to enter the Absolute-Permissive Block System Limits at Salado Junction or East Yard, must wait east of Signal 2027.

Trains entering Absolute-Permissive Block System Limits from Victoria Division at Salado Junction, if indicator located at Salado Junction switch indicates block clear, switch may be set. After proper lineup has been made, and after waiting one minute, signal will indicate "Proceed" if block is clear.

Trains entering Absolute-Permissive Block System Limits from Victoria Division at Salado Junction, as per Rule 744, with absolute signal located on the Victoria Division at Salado Junction at STOP and indicator at switch indicating block occupied, must protect themselves against westward trains on the San Antonio Subdivision.

## COMPANY SURGEONS

LOCATION	NAME	TITLE
Houston	Dr. J. R. Gandy	Chief Surgeon
Houston	Dr. Franklin K. Dornak	Assistant Chief Surgeon
Alpine	Dr. J. E. Wright	Examining Surgeon
Alpine	Dr. Malone Hill	Local Surgeon
Bellaire	Dr. J. F. Hairston	Local Surgeon
Berne	Dr. L. A. Ehrhart	Local Surgeon
Cibolo	Dr. John E. Rabel	Local Surgeon
Columbus	Dr. C. I. Shult	Examining Surgeon
Columbus	Dr. S. H. Kirkham	Local Surgeon
Columbus	Dr. James H. Wooten Jr.	Local Surgeon
Comfort	Dr. C. C. Jones	Local Surgeon
Del Rio	Dr. D. A. York	Division Surgeon
Del Rio	Dr. W. R. McWilliams	Division Surgeon
Del Rio	Dr. W. P. Meredith	Local Surgeon
Del Rio	Dr. Elizabeth Donaldson	Local Aurist and Oculist
Del Rio	Dr. R. N. Graham	Local Surgeon
Del Rio	Dr. James R. Hyslop	Local Surgeon
Eagle Pass	Dr. Ellis F. Gates	Examining Surgeon
El Paso	Dr. E. W. Rheinheimer	Division Surgeon
El Paso	Dr. Russell Holt	Examining Surgeon
El Paso	Dr. F. G. Evans	Examining Surgeon
El Paso	Dr. B. L. Goodloe	Examining Surgeon
El Paso	Schuster, Schuster and Walker	Division Oculist and Aurist
El Paso	Dr. J. R. Ellis	Local Surgeon
Fabens	Dr. J. W. McClain	Examining Surgeon
Flatonia	Dr. F. W. B. Rockett	Local Surgeon
Fort Hancock	Dr. George M. Dunne	Examining Surgeon
Fulshear	Dr. J. W. Balke (Rosenberg)	Examining Surgeon
Gonzales	Dr. Geo. Holmes	Local Surgeon
Hondo	Dr. W. H. Smith	Examining Surgeon
Hondo	Dr. W. B. Meyer	Local Surgeon
Houston	Dr. H. C. Feagin	Examining Surgeon
Houston	Dr. R. M. Hargrove	Local Aurist
Houston	Dr. C. C. Cody, III	Local Aurist
Houston	Dr. T. L. Royce	Local Oculist
Houston	Dr. B. H. Bayer	Local Surgeon
Houston	Dr. J. A. Collette	Local Surgeon
Houston	Dr. J. L. Patteson	Local Surgeon
Houston	Dr. R. F. Zepeda	Local Surgeon
Houston	Dr. Frank J. Ernst	Local Surgeon
Houston	Dr. L. L. Zarr	Local Surgeon
Houston	Dr. D. M. Gready	Local Surgeon
Houston	Dr. E. A. Moers	Local Surgeon
Houston	Dr. W. F. Cole	Local Surgeon
Houston	Dr. Ray Collins	Local Surgeon
Houston	Dr. E. K. Chunn	Local Surgeon
Houston	Dr. J. W. Ray	Local Surgeon
Houston	Dr. E. S. Crocker	Local Surgeon
Houston	Dr. W. G. Bryan	Local Surgeon
Houston	Dr. H. L. Kaplan	Local Surgeon
Kerrville	Dr. R. Knapp	Examining Surgeon
Kerrville	Dr. Chas. C. Jones, Jr.	Local Surgeon
Luling	Dr. Pruett Watkins	Examining Surgeon
Marfa	Dr. L. A. Lavanture	Examining Surgeon
Marfa	Dr. Louis M. Cartall	Examining Surgeon
Rosenberg	Dr. J. W. Weeks	Local Surgeon
Rosenberg	Dr. J. W. Balke	Examining Surgeon
Sabinal	Dr. E. U. Wood	Local Surgeon
San Antonio	Dr. C. E. Scull	Division Surgeon
San Antonio	Dr. Dudley Jackson	Local Surgeon
San Antonio	Dr. A. M. Rogers	Local Surgeon
San Antonio	Dr. L. F. Novek	Local Surgeon
San Antonio	Dr. E. W. Coyle	Examining Surgeon
San Antonio	Dr. E. D. Shipman	Examining Surgeon
San Antonio	Dr. J. H. Burleson	Local Oculist and Aurist
San Antonio	Dr. O. H. Judkins	Local Oculist and Aurist
San Antonio	Dr. Marion W. McCurdy	Division Oculist and Aurist
San Antonio	Dr. T. W. Folbre	Local Oculist and Aurist
San Antonio	Dr. Jackson Scull	Local Surgeon
Sanderson	Dr. John W. Pate	Examining Surgeon
Schulenburg	Dr. L. J. Peters	Local Surgeon
Schulenburg	Dr. G. Schulze	Examining Surgeon
Schulenburg	Dr. W. W. Hander	Local Surgeon
Seguin	Dr. N. A. Poth	Examining Surgeon
Seguin	Dr. C. W. Raetzsch	Examining Surgeon
Seguin	Dr. J. C. Douthett	Local Oculist and Aurist
Seguin	Dr. Joseph T. Goetz	Local Surgeon
Sierra Blanca	Dr. C. McCasland	Local Surgeon
Sugar Land	Dr. Joe C. Much	Local Surgeon
Uvalde	Dr. G. H. Merritt	Examining Surgeon
Uvalde	Dr. Hershall La Forge	Examining Surgeon
Uvalde	Dr. Martin H. Bartlett	Local Surgeon
Van Horn	Dr. John P. Wright	Local Surgeon
Weimar	Dr. W. T. Youens	Local Surgeon
Weimar	Dr. Wills G. Youens, Jr.	Local Surgeon

#### General Hospital—

Southern Pacific Hospital, Thomas Street, between James and Paschal, Houston.

#### Emergency Hospital—

Hotel Dieu, El Paso; Medical & Surgical Clinic, Del Rio; Santa Rosa Infirmary, San Antonio.



4 EASTWARD

EL PASO SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS					FIRST CLASS				Timetable No. 184 April 4, 1948 CENTRAL STANDARD TIME	STATIONS	Distance from El Paso
	566	244	564	242	246	502	6	508	2			
	T & P. Freight	Freight	T. & P. Freight	Freight	Freight	T. & P. Sunshine Special	Argonaut	T. & P. Southerner	Sunset Limited			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
El Paso Yard	I BKP					10.00PM	9.05PM	1.10PM	11.45AM			0.0
	YOWT BPK		4.35PM		8.40AM	12.30AM	10.05	9.11	1.16	11.50		1.6
	I	7.05PM	4.36	8.50AM	8.41	12.31	10.06	9.12	1.17	11.51		1.8
	P	7.17	4.48	9.02	8.53	12.43	10.14	9.21	1.26	11.59AM		6.5
	51 P	7.27	4.57	9.12	9.02	12.52	10.21	9.30	1.35	12.06PM		12.6
	P	7.29	5.02	9.14	9.04	12.54	10.23	9.32	1.37	12.08		14.1
	79 P	7.39	5.15	9.24	9.14	1.04	10.31	9.42	1.48	12.17		22.0
	1066 WP W 111	7.59	5.32	9.44	9.34	1.24	10.39	9.52	2.01	12.26		29.2
	77 P	8.08	5.41	9.53	9.43	1.33	10.45	9.59	2.12	12.32		35.0
	84 P	8.15	5.48	10.00	9.50	1.40	10.50	10.05	2.19	12.38		39.6
72 P	8.25	5.58	10.10	10.00	1.54	10.58	10.14	2.27	12.46		45.8	
71 WP	8.35	6.08	10.20	10.10	2.04	11.07	10.24	2.37	12.55		53.2	
86 P	8.43	6.16	10.28	10.18	2.12	11.13	10.30	2.43	1.01		57.9	
71 P	8.51	6.24	10.36	10.26	2.20	11.19	10.37	2.49	1.07		63.1	
71 P	9.03	6.36	10.48	10.38	2.32	11.25	10.44	2.55	1.13		66.7	
71 P	9.12	6.45	10.57	10.47	2.41	11.31	10.51	3.01	1.20		70.7	
D.T. 104 Cars WP	9.23	7.06	11.18	11.08	3.02	11.41	11.00	3.11	1.28		75.9	
81 P	9.48	7.21	11.33	11.23	3.17	11.49	11.09	3.19	1.36		79.6	
72 P	10.03	7.36	11.48AM	11.38	3.32	11.57PM	11.17	3.27	1.44		83.8	
79 P	10.16	7.49	12.01PM	11.51AM	3.45	12.05AM	11.25	3.35	1.52		88.0	
157 OP	10.25PM	7.59	12.10PM	12.01PM	3.55	12.10AM	11.38	3.40PM	1.57		92.4	
72 P		8.06		12.08	4.02		11.45		2.03		97.1	
51 P		8.14		12.16	4.10		11.52		2.09		102.3	
72 P		8.20		12.28	4.17		11.58PM		2.14		106.7	
72 P		8.27		12.35	4.24		12.04AM		2.19		111.3	
71 WP		8.33		12.42	4.31		12.09		2.24		115.6	
69 P		8.46		12.56	4.46		12.21		2.34		125.6	
71 P		8.53		1.03	4.53		12.26		2.38		129.4	
77 WP		9.07		1.10	5.26		12.33		2.44		133.8	
61 P		9.25		1.28	5.44		12.48		2.57		145.1	
71 P		9.36		1.39	5.55		12.59		3.07		153.0	
51 P		9.42		1.45	6.01		1.05		3.12		156.9	
BKWOPY 70 Yard		9.55PM		2.00PM	6.15AM		1.15AM		3.25PM		161.5	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	566	244	564	242	246	502	6	508	2			

TOWER 6		Distance from El Paso
EL PASO (Union Depot)	0.0	
TO-R EL PASO (Cotton Ave.)	1.6	
Tower 47 S.P. & T. & P. Conn)	1.8	
ALFALFA	6.5	
TO YSLETA	12.6	
BELEN	14.1	
CLINT	22.0	
TO FABENS	29.2	
TORNILLO	35.0	
POLVO	39.6	
ISER	45.8	
TO FORT HANCOCK	53.2	
MENARY	57.9	
MADDEN	63.1	
RAMEY	66.7	
FINLAY	70.7	
TO SMALL	75.9	
TORCER	79.6	
LASCA	83.8	
ETHOLEN	88.0	
TO-R SIERRA BLANCA	92.4	
MALLIE	97.1	
GRAYTON	102.3	
BOLA	106.7	
TORBERT	111.3	
HOT WELLS	115.6	
COLLADO	125.6	
FAY	129.4	
LOBO	133.8	
CHISPA	145.1	
WENDELL	153.0	
RUBIO	156.9	
TO-R VALENTINE	161.5	

(3.20) 27.2 (5.20) 29.9 (3.20) 27.2 (5.20) 30.3 (5.45) 28.1 (2.10) 43.6 (4.10) 38.7 (2.30) 37.0 (3.40) 44.1

.....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: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

Nos. 564 and 566 must obtain a clearance at T. & P. train-order office, El Paso, authorizing movement from Tower 47. Nos. 2, 508, 6 and 502 must obtain a clearance at El Paso (Cotton Avenue).

Schedule time and train orders for westward trains at Fabens apply at the west switch of the east siding.

Schedule time and train orders for trains to or from T. & P. Ry. at Sierra Blanca will apply at T. & P. passenger connection switch, which is the first remote-control switch west of depot.

Double track at Small extends from Mile 753.08 to Mile 754.13. The current of traffic is to the left.



# EL PASO SUBDIVISION

WESTWARD **5**

Mile Post Location	Timetable No. 184 April 4, 1948 CENTRAL STANDARD TIME		FIRST CLASS				SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations			
	R	ABS	511 T. & P. Sunshine Special	5 Argonaut	507 T. & P. Southerner	1 Sunset Limited	243 Freight	241 Freight	245 Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	
	<b>STATIONS</b>												
			TOWER 6 EL PASO (Union Depot) 1.6										
829.3			7.45AM	9.15AM	2.50PM	3.10PM				Continuous Closed	Continuous Closed		
827.7	TO-R		EL PASO (Cotton Ave.) 0.2									Continuous	Continuous
827.5			(Tower 47 S.P. & T. & P. Conn.) 4.7									Continuous	Continuous
822.8			7.30	8.55	2.34	2.50	9.05	5.39	3.01				
816.7			7.23	8.46	2.25	2.41	8.53	5.30	2.51	Continuous	Continuous		
815.2			7.21	8.43	2.22	2.39	8.50	5.27	2.48				
807.3			7.13	8.31	2.12	2.28	8.37	<b>5.15</b>	2.36				
800.1	TO		7.05	8.20	<b>2.01</b>	2.19	8.25	5.04	2.25	Continuous	Continuous		
794.3			6.59	<b>8.08</b>	1.53	<b>2.12</b>	<b>8.08</b>	4.52	2.13				
789.7			6.54	8.02	1.48	2.05	7.55	4.43	2.04				
783.5			6.46	7.53	1.40	1.56	7.45	4.33	<b>1.54</b>				
776.1	TO		FORT HANCOCK 4.7									Continuous	Continuous
771.4			6.31	7.34	1.25	1.41	7.25	4.13	1.34				
766.2			6.25	7.27	1.19	1.34	7.16	4.04	1.25				
762.6			6.19	7.20	<b>1.13</b>	1.28	7.08	3.56	1.17				
758.6			6.13	7.14	1.02	<b>1.20</b>	7.00	3.48	1.09				
753.4	TO		SMALL 3.7									Continuous	Continuous
749.7			5.58	6.58	12.47	1.04	6.33	<b>3.19</b>	12.42				
745.5			5.50	6.50	12.39	12.56	6.23	3.02	12.32				
741.3			5.42	6.42	12.31	12.48	6.13	2.52	12.22				
736.9	TO-R		SIERRA BLANCA 4.7									Continuous	Continuous
732.2				6.24		12.38	5.53	2.33	12.01AM				
727.0				6.17		12.33	5.45	2.25	<b>11.52PM</b>				
722.6				6.10		<b>12.28</b>	5.38	<b>2.14</b>	11.32				
718.0				6.03		12.23	5.31	1.55	11.25				
713.7				5.56		12.18	5.24	1.48	11.18				
703.7				5.40		12.08	5.03	1.25	10.55				
699.9				5.33		12.04PM	<b>4.53</b>	1.17	10.45				
695.5				<b>5.26</b>		11.59AM	4.44	<b>1.10</b>	10.38				
684.2				5.13		11.48	4.28	12.52	10.22				
676.3				5.03		11.40	4.17	12.41	10.11				
672.4				4.57		11.35	4.10	12.34	10.04				
667.8	TO-R		VALENTINE 4.6									Continuous	Continuous
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
			<b>511</b>	<b>5</b>	<b>507</b>	<b>1</b>	<b>243</b>	<b>241</b>	<b>245</b>				

Time Over Subdivision.....	(2.10)	(4.25)	(2.25)	(3.40)	(5.19)	(5.25)	(5.20)
Average Speed Per Hour.....	42.7	36.6	38.2	44.1	30.8	29.5	30.0

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

**EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

Nos. 564 and 566 must obtain a clearance at T. & P. train-order office, El Paso, authorizing movement from Tower 47. Nos. 2, 508, 6 and 502 must obtain a clearance at El Paso (Cotton Avenue).

Schedule time and train orders for westward trains at Fabens apply at the west switch of the east siding.

Schedule time and train orders for trains to or from T. & P. Ry. at Sierra Blanca will apply at T. & P. passenger connection switch, which is the first remote-control switch west of depot.

Double track at Small extends from Mile 753.08 to Mile 754.13. The current of traffic is to the left.



**6 EASTWARD VALENTINE SUBDIVISION**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.

	SECOND CLASS				FIRST CLASS			
	244	330	242	246			2	6
	Freight	Santa Fe Mixed	Freight	Freight			Sunset Limited	Argonaut
	Leave Daily	Leave Mon., Wed. and Fri.	Leave Daily	Leave Daily			Leave Daily	Leave Daily
BKWOPY 76 Yard	10.15PM		2.25PM	6.25AM			3.30PM	1.30AM
77 P	10.31		2.43	6.43			3.42	1.43
66 P	10.44		2.57	6.57			3.51	1.54
77 P	10.59		3.12	7.12			4.02	2.06
67 Yd. WP	11.21		3.34	7.35			s 4.16	s 2.28
50 P	11.34		3.48	7.49			4.26	2.40
80 P	11.48PM	7.10PM	4.04	8.05			4.35	f 2.50
75 P								3.01
		7.30PM						
77 Yd. WP	12.13AM		4.30	8.30			s 4.52	s 3.15
72 P	12.28		4.45	8.45			5.02	3.26
72 P	12.50		5.12	9.10			5.12	3.38
72 P	1.02		5.35	9.27			5.21	3.49
75 WOP	1.22		6.05	9.50			5.33	s 4.02
72 P	1.42		6.20	10.05			5.45	4.15
76 P	1.57		6.32	10.17			5.55	f 4.27
75 WP	2.09		6.44	10.29			6.06	s 4.39
51 P	2.22		6.57	10.36			6.12	4.46
71 P	2.38		7.13	10.52			6.24	4.59
71 WP	2.51		7.26	11.05			6.35	f 5.12
76 P	3.03		7.38	11.17			6.45	5.24
BKWOPY 97 Yard	3.25AM		7.55PM	11.35AM			7.00PM	5.40AM
	Arrive Daily	Arrive Mon., Wed. and Fri.	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily
	244	330	242	246			2	6

Timetable No. 184		Distance from Valentine
April 4, 1948		
STATIONS		
TO-R	VALENTINE	0.0
	7.5	
	QUEBEC	7.5
	8.0	
	RYAN	15.5
	9.9	
	ARAGON	25.4
	9.6	
TO	MARFA	35.0
	6.5	
	NOPAL	41.5
	6.8	
	PAISANO	48.3
	7.0	
	TORONTO	55.3
	4.0	
	ALPINE JUNCTION	59.3
	1.3	
TO	ALPINE	60.6
	7.0	
	STROBEL	67.6
	8.7	
	ALTUDA	78.3
	6.9	
	LENOX	83.2
	8.6	
TO	MARATHON	91.8
	8.4	
	WARWICK	100.2
	7.2	
	HAYMOND	107.4
	8.5	
TO	TESNUS	115.9
	3.6	
	MAXON	119.5
	7.4	
	ROSENFELD	126.9
	8.7	
	LONGFELLOW	135.6
	7.8	
	EMERSON	143.4
	8.5	
TO-R	SANDERSON	151.9

Automatic Block System

C.T.C.

(5.10)	(0.20)	(5.30)	(5.10)	(3.30)	(4.10)	.....Time Over Subdivision.....
29.4	31.2	27.6	29.4	43.4	36.5	.....Average Speed Per Hour.....

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

**EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

Eastward trains entering Sanderson freight yard will use crossover about opposite stock pens.

See Page 27 for additional flag stops to entrain or detrain revenue passengers.

Oil and water columns between main track and track No. 1, Valentine and Sanderson yards, do not afford standard clearance. Employees must exercise extreme care in riding or getting on or off cars and engines in this vicinity.

Tail track switch east end Valentine must be left lined for tail track.

Platforms and buildings on government spurs, Marfa, will not clear man on side of car.



# VALENTINE SUBDIVISION

**WESTWARD 7**

Mile Post Location	Timetable No. 184 April 4, 1948	FIRST CLASS			SECOND CLASS				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		5 Argonaut	1 Sunset Limited		241 Freight	245 Freight	329 Santa Fe Mixed	243 Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Sun., Tues. and Thurs.	Arrive Daily		
667.8	TO-R VALENTINE 7.5	4.35AM	11.25AM		11.55AM	9.25PM		3.30AM	Continuous	Continuous
660.3	QUEBEC 8.0	4.25	11.13		11.41	9.12		3.17		
652.3	RYAN 8.9	4.15	11.05		11.30	9.00		3.05		
642.4	ARAGON 9.6	4.04	10.55		11.18	8.45		2.50		
632.8	TO MARFA 6.5	s 3.49	s 10.41		11.00	8.27		<b>2.28</b>	Continuous	Continuous
626.3	NOPAL 6.8	3.33	10.30		10.50	8.17		2.10		
619.5	PAISANO 7.0	f 3.25	10.23		10.40	8.07	9.25PM	2.00		
612.5	TORONTO 4.0	<b>3.01</b>								
608.5	ALPINE JUNCTION 1.3					<b>7.30</b>	<b>8.45PM</b>			
607.2	TO ALPINE 7.0	s 2.51	s <b>10.00</b>		<b>10.00</b>	7.27		1.25	Continuous	Continuous
600.2	STROBEL 8.7	2.36	9.47		9.27	7.02		1.02		
591.5	ALTUDA 6.9	2.25	9.37		<b>9.10</b>	6.50		<b>12.50</b>		
584.6	LENOX 8.6	2.13	<b>9.27</b>		8.53	6.30		12.30		
576.0	TO MARATHON 8.4	s 1.58	9.14		8.35	<b>6.05</b>		12.10AM	Continuous	Continuous
567.6	WARWICK 7.2	<b>1.42</b>	9.02		8.10	<b>5.45</b>		11.45PM		
560.4	HAYMOND 8.5	f 1.33	8.54		7.55	5.20		11.30		
551.9	TO TESNUS 3.6	f 1.22	8.44		7.35	4.57		11.10	6.00PM to 10.00AM	6.00PM to 10.00AM
548.3	MAXON 7.4	1.15	8.38		7.15	4.34		10.50		
540.9	ROSENFELD 8.7	1.04	8.28		7.00	4.17		10.35		
532.2	LONGFELLOW 7.8	f 12.50	8.16		6.40	3.55		10.15		
524.4	EMERSON 8.5	12.37	8.05		6.20	3.35		9.55		
515.9	TO-R SANDERSON	12.20AM	7.50AM		5.55AM	3.10PM		9.30PM	Continuous	Continuous
		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Sun., Tues. and Thurs.	Leave Daily		
		<b>5</b>	<b>1</b>		<b>241</b>	<b>245</b>	<b>329</b>	<b>243</b>		

.....Time Over Subdivision.....	(4.15)	(3.35)	(6.00)	(6.15)	(0.40)	(6.00)
.....Average Speed Per Hour.....	35.7	42.4	25.3	24.3	16.5	25.3

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

**EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

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Eastward trains entering Sanderson freight yard will use crossover about opposite stock pens.

See Page 27 for additional flag stops to entrain or detrain revenue passengers.

Oil and water columns between main track and track No. 1, Valentine and Sanderson yards, do not afford standard clearance.

Employees must exercise extreme care in riding or getting on or off cars and engines in this vicinity.

Tail track switch east end Valentine must be left lined for tail track.

Platforms and buildings on government spurs, Marfa, will not clear man on side of car.



# 8 EASTWARD SANDERSON SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS			FIRST CLASS				Timetable No. 184 April 4, 1948	STATIONS	Distance from Sanderson
	242	246	244			2	6			
	Freight	Freight	Freight			Sunset Limited	Argonaut			
	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily			
97 Yard WOPYBK	8.20PM	12.15PM	3.45AM			7.10PM	6.01AM	TO-R SANDERSON	0.0	
71 P	<b>8.35</b>	12.28	3.58			7.22	6.14	8.4 FEODORA	8.4	
73 P	8.47	12.39	4.09			7.30	6.24	6.3 MOFETA	14.7	
70 WP	9.00	12.52	<b>4.28</b>			7.39	6.37	7.1 TO DRYDEN	21.8	
66 P	9.13	<b>1.17</b>	4.45			<b>7.49</b>	<b>6.57</b>	8.4 SHAW	30.2	
72 P	9.30	1.35	5.02			8.03	7.11	10.4 MALVADO	40.6	
66 WP	9.49	1.53	5.21			8.17	7.27	10.0 PUMPVILLE	50.6	
76 P	<b>10.15</b>	2.03	5.31			8.25	7.36	6.2 OSMAN	56.8	
E 50 W 51 WOP	10.28	2.14	5.42			8.34	7.46	7.4 TO LANGTRY	64.2	
70 P	10.39	2.25	<b>5.57</b>			8.44	7.57	6.0 DORSO	70.2	
84 P	10.49	2.35	6.07			8.52	8.06	5.7 SHUMLA	75.9	
D.T. 95 Cars WP	11.02	2.48	6.18			8.58	8.13	3.6 HIGH BRIDGE	79.5	
80 P	11.16	3.02	6.33			9.09	8.25	6.6 LULL	86.1	
70 P	11.28	3.14	6.45			<b>9.18</b>	8.37	7.3 TO COMSTOCK	93.4	
70 P	11.43	3.29	7.01			9.30	8.50	9.4 FEELY	102.8	
72 P	11.53PM	3.39	7.11			9.37	8.58	5.6 BULLIS	108.4	
72 WP	12.04AM	3.50	7.22			9.46	9.08	5.4 DEVIL'S RIVER	113.8	
72 P	12.14	4.01	7.33			9.55	9.18	5.7 McKEES	119.5	
20 Yard WOTPBK	12.30AM	4.20PM	7.50AM			10.10PM	9.35AM	8.9 TO-R DEL RIO	128.4	
	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily			
	<b>242</b>	<b>246</b>	<b>244</b>			<b>2</b>	<b>6</b>			

(4.10)      (4.05)      (4.05)      (3.00)      (3.34)      .....Time Over Subdivision.....  
 30.8      31.4      31.4      42.8      36.0      .....Average Speed Per Hour.....

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

**EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

At Langtry, schedule time and train orders for westward trains apply at west switch of east siding, and for eastward trains at east switch of west siding.

See Page 27 for additional flag stops to entrain or detrain revenue passengers.

Double track at High Bridge extends from Mile 426.97 to Mile 427.99.

Automatic Block Signal 4279 located 300 feet east of east end Pecos River Bridge (mile 428) and automatic block signal 4284 located at west end of Pecos River Bridge are equipped with triangular number plates bearing the letter "P" in addition to signal number and also with a purple light on the signal mast above the number plate to indicate anything dragging, derailed wheels or any other object protruding downward below top of the rails. When the purple light is illuminated in addition to signal displaying stop indication, train will stop and crew must make thorough inspection of entire train before proceeding over Pecos River Bridge. If signal 4279 or 4284 is in stop position and the purple light is not illuminated, trains will proceed as per Rule 509, 509(F) or 509(J), as the case may be.

Class F-1 or heavier types engines must not use west leg of former wye track at Del Rio beyond switch point to the switch connecting these two tracks.

Engines or heavily loaded cars must not be operated or handled east of salt vat on salt spur, Pumpville.



# SANDERSON SUBDIVISION

**WESTWARD 9**

Mile Post Location	<b>Timetable No. 184</b> April 4, 1948	FIRST CLASS				SECOND CLASS			Train Order Office Hours	
		1 Sunset Limited	5 Argonaut			241 Freight	245 Freight	243 Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		
507.0	TO-R SANDERSON 8.4	7.40AM	11.59PM			5.25AM	2.35PM	9.00PM	Continuous	Continuous
498.6	FEODORA 6.3	7.25	11.40			4.58	2.07	8.35		
492.3	MOFETA 7.1	7.17	11.30			4.43	1.52	8.20		
485.2	TO DRYDEN 8.4	7.08	11.17			4.28	1.37	8.05	Continuous	Continuous
476.8	SHAW 10.4	6.57	11.04			4.12	1.17	7.49		
466.4	MALVADO 10.0	6.43	10.48			3.50	1.00	7.25		
456.4	PUMPVILLE 6.2	6.28	10.33			3.28	12.40	7.06		
450.2	OSMAN 7.4	6.15	10.15			3.03	12.18	6.50		
442.8	TO LANGTRY 6.0	6.05	10.03			2.48	12.03PM	6.37	Continuous	Continuous
436.8	DORSO 5.7	5.57	9.54			2.36	11.51AM	6.26		
431.1	SHUMLA 3.6	5.49	9.46			2.25	11.40	6.15		
427.5	HIGH BRIDGE 6.6	5.43	9.39			2.15	11.30	6.05		
420.9	LULL 7.3	5.34	9.30			1.55	11.10	5.44		
413.6	TO COMSTOCK 9.4	5.25	9.18			1.41	10.56	5.31	Continuous	Continuous
404.2	FEELY 5.6	5.12	8.57			1.20	10.35	5.10		
398.6	BULLIS 5.4	5.04	8.47			1.10	10.25	5.00		
393.2	DEVIL'S RIVER 5.7	4.54	8.35			12.55	10.10	4.45		
387.5	McKEES 8.9	4.47	8.27			12.43	9.58	4.33		
378.6	TO-R DEL RIO	4.35AM	8.15PM			12.30AM	9.45AM	4.20PM	Continuous	Continuous
		Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily		
		<b>1</b>	<b>5</b>			<b>241</b>	<b>245</b>	<b>243</b>		
	.....Time Over Subdivision.....	(3.05)	(3.44)			(4.55)	(4.50)	(4.40)		
	.....Average Speed Per Hour.....	41.6	34.4			26.1	26.6	27.5		

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

**EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

At Langtry, schedule time and train orders for westward trains apply at west switch of east siding, and for eastward trains at east switch of west siding.

See Page 27 for additional flag stops to entrain or detrain revenue passengers.

Double track at High Bridge extends from Mile 426.97 to Mile 427.99.

Automatic Block signal 4279 located 300 feet east of east end Pecos River Bridge (mile 428) and automatic block signal 4284 located at west end of Pecos River Bridge are equipped with triangular number plates bearing the letter "P" in addition to signal number and also with a purple light on the signal mast above the number plate to indicate anything dragging, derailed wheels or any other object protruding downward below top of the rails. When the purple light is illuminated in addition to signal displaying stop indication, train will stop and crew must make thorough inspection of entire train before proceeding over Pecos River Bridge. If signal 4279 or 4284 is in stop position and the purple light is not illuminated, trains will proceed as per Rule 509, 509(F) or 509(J), as the case may be.

Class F-1 or heavier type engines must not use west leg of former wye track at Del Rio beyond switch point to the switch connecting these two tracks.

Engines or heavily loaded cars must not be operated or handled east of salt vat on salt spur, Pumpville.



Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.

	THIRD CLASS	SECOND CLASS			FIRST CLASS		
	86 Local Freight	246 Freight	244 Freight	242 Freight	2 Sunset Limited	6 Argonaut	
	Leave Daily Except Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
WBKOTP 20 Yard		4.40PM	8.35AM	1.00AM		10.20PM	9.55AM
72 P		5.00	8.58	1.20		10.31	10.07
72 P		5.10	9.10	1.30		10.37	10.13
41 P		5.17	9.17	1.37		10.42	10.18
72 P		5.25	9.25	1.45		10.48	10.24
72 WP		5.35	9.35	1.54		10.53	10.30
67 Yard OWYP	6.55AM	5.48	9.48	2.07		11.00	10.42
73 P	7.10	6.01	10.01	2.20		11.09	10.53
72 P	7.17	6.08	10.08	2.27		11.13	10.58
72 P	7.25	6.16	10.16	2.35		11.18	11.03
71 WP	7.38	6.34	10.24	2.43		11.23	11.10
45 P	8.05	6.44	10.33	2.52		11.29	11.18
71 P	8.17	6.54	10.43	3.09		11.36	11.26
PW 173	8.55	7.13	11.00	3.25		11.43	11.41
74 P	9.05	7.23	11.10	3.34		11.49	11.49
72 P	9.15	7.32	11.19	3.43		11.55PM	11.58AM
51 P	9.30	7.41	11.28	3.52		12.02AM	12.07PM
72 WP	9.40	7.48	11.35	3.59		12.07	12.15
48 P	9.55	8.00	11.48	4.11		12.15	12.25
83 P	10.10	8.10	11.59AM	4.20		12.21	12.33
75 WP	10.38	8.31	12.15PM	4.37		12.36	12.48
72 P	11.00	8.40	12.23	4.44		12.41	12.56
72 P	11.20	8.55	12.38	4.59		12.49	1.06
68 P	11.36AM	9.07	12.50	5.11		12.58	1.16
72 WP	12.01PM	9.19	1.02	5.23		1.05	1.26
72 P	12.18	9.30	1.13	5.35		1.13	1.36
P	12.35	9.42	1.25	5.47		1.22	1.47
P							
I							
BKP						1.45AM	2.15PM
I							
BOKP TWY	1.15PM	10.15PM	1.55PM	6.15AM			
	Arrive Daily Except Monday	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily
	86	246	244	242		2	6

Timetable No. 184  
April 4, 1948

STATIONS

	Distance from Del Rio
TO-R DEL RIO	0.0
8.4	
JOHNSTONE	8.4
5.9	
AMANDA	14.3
4.6	
STANDART	18.9
5.7	
PINTO	24.6
5.2	
LAS MORAS	29.8
7.1	
TO-R SPOFFORD	36.9
8.0	
ANACACHO	44.9
4.3	
PAVO	49.2
4.6	
ODLAW	53.8
5.3	
TO CLINE	59.1
5.9	
OBI	65.0
6.1	
HACIENDA	71.1
6.4	
TO UVALDE	77.5
4.7	
INGE	82.2
6.0	
TO KNIPPA	88.2
6.5	
YUCCA	94.7
4.4	
SABINAL	99.1
7.5	
SECO	106.6
5.0	
TO D'HANIS	111.6
8.5	
TO HONDO	120.1
4.2	
QUIHI	124.3
5.6	
DUNLAY	129.9
7.8	
NOONAN	137.7
6.8	
TO LACOSTE	144.5
7.5	
MACDONA	152.0
7.8	
WITHERS	159.8
6.1	
I-G. N. AND S. A. B. & T. CROSSINGS	165.9
1.6	
TOWER 112 (S. A. B. & T. Crossing)	167.5
1.8	
TO-R SAN ANTONIO (Commerce Street)	169.3
1.3	
OLIVE STREET	170.6
0.6	
TO-R EAST YARD	171.2

Automatic Block System

Double Track

A.B.S.

San Antonio Yard

(6.20) 21.2 (5.35) 30.7 (5.20) 32.3 (5.25) 31.6 (3.25) 49.6 (4.20) 39.1 .....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: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

See Items 75, Page 22, and 80, Page 23, Special Instructions, regarding train movements between Tower 112 and East Yard.

See Page 27 for additional stops to entrain or detrain revenue passengers.

Engines larger than F-1 class must not be operated on tracks 1, 2 or 3 at Hondo.



# DEL RIO SUBDIVISION

WESTWARD 11

Mile Post Location	Timetable No. 184 April 4, 1948		FIRST CLASS		SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
			1 Sunset Limited	5 Argonaut	245 Freight	243 Freight	241 Freight	85 Local Freight		
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
378.6	TO-R	DEL RIO 8.4	4.25AM	7.55PM	9.15AM	3.45PM	11.59PM		Continuous	Continuous
370.2		JOHNSTONE 5.9	4.14	7.40	8.58	3.28	11.45			
364.3		AMANDA 4.6	4.08	7.33	8.48	3.18	11.35			
359.7		STANDART 5.7	4.03	7.27	8.41	3.11	11.28			
354.0		PINTO 5.2	3.57	7.21	8.33	3.03	11.20			
348.8		LAS MORAS 7.1	3.52	7.15	8.23	2.53	11.10			
341.7	TO-R	SPOFFORD 8.0	3.45	7.05	8.13	2.43	11.00	1.45PM	Continuous	Continuous
338.7		ANACACHO 4.3	3.36	6.50	8.00	2.30	10.40	1.25		
329.4		PAVO 4.6	3.32	6.45	7.53	2.23	10.33	1.15		
324.8		ODLAW 5.3	3.27	6.40	7.46	2.16	10.26	1.05		
319.5	TO	CLINE 5.9	3.22	6.34	7.38	2.08	10.18	12.50	7.00AM to 11.30AM 12.30PM to 4.00PM	Closed
313.6		OBI 6.1	3.16	6.27	7.26	1.56	10.06	12.30		
307.5		HACIENDA 6.4	3.09	6.19	7.16	1.46	9.56	12.15PM		
301.1	TO	UVALDE 4.7	3.01	6.09	7.05	1.35	9.45	11.55AM 11.00	Continuous	Continuous
296.4		INGE 6.0	2.55	5.56	6.52	1.22	9.32	10.35		
290.4	TO	KNIPPA 6.5	2.49	5.49	6.43	1.13	9.23	10.23	8.00AM to 12.30PM 1.30PM to 5.00PM	Closed
283.9		YUCCA 4.4	2.42	5.40	6.34	1.04	9.14	10.10		
279.5		SABINAL 7.5	2.37	5.33	6.27	12.57	9.07	9.40		
272.0		SECO 5.0	2.29	5.24	6.15	12.45	8.55	9.15		
267.0	TO	D'HANIS 8.5	2.23	5.15	6.04	12.33	8.44	9.01	9.00AM to 1.01PM 2.01PM to 6.00PM	Closed
258.5	TO	HONDO 4.2	2.13	5.03	5.51	12.15	8.31	8.41	Continuous	Continuous
254.3		QUIHI 5.6	2.03	4.51	5.36	12.01PM	8.16	8.25		
248.7		DUNLAY 7.8	1.56	4.43	5.26	11.51AM	8.06	8.10		
240.9		NOONAN 6.8	1.47	4.34	5.11	11.36	7.51	7.55		
234.1	TO	LACOSTE 7.5	1.39	4.25	4.56	11.21	7.36	7.40	8.30AM to 12.01PM 1.01PM to 5.30PM	Closed
226.6		MACDONA 7.8	1.31	4.15	4.46	11.11	7.26	7.25		
218.8		WITHERS 6.1	1.22	4.05	4.35	11.00	7.15	7.10		
212.7		I.-G. N. AND S. A. B. & T. CROSSINGS 1.6							Continuous	Continuous
211.1		TOWER 112 (S. A. B. & T. Crossing) 1.8							Continuous	Continuous
209.3	TO-R	SAN ANTONIO (Commerce Street) 1.3	1.00AM	3.45PM					Continuous	Continuous
208.0	A.B.S.	OLIVE STREET 0.6							Continuous	Continuous
207.4	TO-R	EAST YARD			4.05AM	10.30AM	6.45PM	6.30AM	Continuous	Continuous

.....Time Over Subdivision.....	(3.26)	(4.10)	(5.10)	(5.15)	(5.14)	(5.14)
.....Average Speed Per Hour.....	40.6	40.6	33.1	32.6	32.7	32.7

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

**EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

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See Page 27 for additional stops to entrain or detrain revenue passengers.

Engines larger than F-1 class must not be operated on tracks 1, 2 or 3 at Hondo.



Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.

THIRD CLASS

SECOND CLASS

FIRST CLASS

Timetable No. 184

April 4, 1948

Distance from San Antonio

STATIONS

San Antonio Yard	THIRD CLASS		SECOND CLASS			FIRST CLASS		
	84 Local Freight	248 Freight	242 Freight	250 Freight	8 Alamo	6 Argonaut	2 Sunset Limited	
	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
BKP					11.20PM	2.55PM	2.10AM	
I								
BKOP								
TWY	7.00AM	6.30PM	3.15PM	6.30AM	11.28	3.03	2.18	
P								
72 P	7.15	6.42	3.29	6.42	11.36	3.11	2.26	
47 P	7.25	6.51	3.38	6.52	11.43	3.18	2.33	
WP					11.48	3.23		
72 P	7.50	6.58	3.46	7.00	11.51PM	3.26	2.38	
64 P	8.05	7.12	4.00	7.15	12.09AM	3.36	2.47	
72 P	8.20	7.20	4.08	7.25	12.20	3.43	2.53	
E 71 W 30 WP	8.45	7.35	4.22	7.40	12.36	3.55	3.03	
60 P	8.55	7.42	4.29	7.47	12.42	3.59	3.08	
70 P	9.15	7.53	4.45	7.58	12.50	4.07	3.16	
68 P	9.30	8.02	4.54	8.07	12.57	4.14	3.22	
E 57 PW W 103	10.15	8.15	5.05	8.22	1.10	4.27	3.31	
61 P	10.30	8.25	5.15	8.35	1.18	4.36	3.38	
72 P	10.50	8.32	5.22	8.43	1.25	4.43	3.45	
77 P	11.10	8.41	5.31	8.53	1.32	4.50	3.51	
71 WP	11.30	8.58	5.47	9.08	1.44	5.02	4.01	
72 P	11.50AM	9.08	5.57	9.20	1.54	5.12	4.10	
N59 IYP S71 Yard	12.45PM	9.20PM	6.10	9.30AM	2.04	5.20	4.17	
62 P	12.55		6.21		2.14	5.32	4.25	
75 WP	1.15		6.33		2.28	5.47	4.34	
85 P	1.35		6.48		2.38	5.57	4.44	
49 P	1.55		6.58		2.48	6.06	4.51	
71 Yard BKOPTWY	2.15PM		7.10PM		3.00AM	6.15PM	4.59AM	
	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	84	248	242	250	8	6	2	

STATIONS		Distance from San Antonio
TO-R	SAN ANTONIO (Commerce Street)	0.0
	1.3	
	OLIVE STREET	1.3
	0.6	
TO-R	EAST YARD	1.9
	2.9	
	SALADO JCT.	4.8
	2.7	
	KIRBY	7.5
	5.1	
	CONVERSE	12.6
	2.5	
	RANDOLPH FIELD	15.1
	1.3	
	SCHERTZ	16.4
	7.9	
	MARION	24.3
	4.8	
	HILDA	29.1
	6.2	
TO	SEGUIN	35.3
	3.3	
	ILKA	38.6
	6.2	
	KINGSBURY	44.8
	4.9	
	SULLIVAN	49.7
	6.3	
TO	LULING	56.0
	5.3	
	IVY	61.3
	4.0	
	HARWOOD	65.3
	4.8	
	SANDY FORK	70.1
	8.0	
TO	WAELEDER	78.1
	6.6	
	JANICE	84.7
	4.6	
TO-R	FLATONIA T. & N. O. CROSSING	89.3
	6.4	
	ENGLE	95.7
	6.5	
TO	SCHULENBURG	102.2
	8.2	
	WEIMAR	110.4
	5.3	
	BORDEN	115.7
	6.5	
TO-R	GLIDDEN	122.2

(7.15)	(2.50)	(3.55)	(3.00)	(3.40)	(3.20)	(2.49)	.....Time Over Subdivision.....
16.6	30.9	31.2	29.1	33.3	36.6	43.4	.....Average Speed Per Hour.....

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See Page 27 for additional flag stops to entrain or detrain revenue passengers. No. 8 will stop at Cibolo, on flag.

See Items 75, Page 22; and 89, Page 23, Special Instructions, regarding train movements between Salado Junction, East Yard and San Antonio.



# SAN ANTONIO SUBDIVISION

WESTWARD 13

Mile Post Location	Timetable No. 184 April 4, 1948	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		7	5	1	249	247	83			
		Alamo	Argonaut	Sunset Limited	Freight	Freight	Local Freight	Arrive Daily Except Sunday	Leave Daily Except Sunday	Daily Except Sundays and Legal Holidays
	<b>* STATIONS</b>	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Leave Daily Except Sunday		
209.3	TO-R SAN ANTONIO (Commerce Street) 1.3	6.15AM	3.15PM	12.45AM					Continuous	Continuous
208.0	TO-R OLIVE STREET 0.6								Continuous	Continuous
207.4	TO-R EAST YARD 2.9	6.04	<b>3.03</b>	12.36	6.15AM	6.20PM	1.50PM		Continuous	Continuous
204.5	TO-R SALADO JCT. 2.7									
201.8	KIRBY 5.1	5.54	2.53	12.29	6.02	6.08	1.30			
196.7	CONVERSE 2.5	s 5.44	2.46	12.23	5.52	5.58	1.15			
194.2	RANDOLPH FIELD 1.3	s 5.37	s 2.42							
192.9	SCHERTZ 7.9	s 5.30	2.36	12.18	5.45	5.51	1.00			
185.0	MARION 4.8	s 5.10	2.26	<b>12.09</b>	5.31	5.33	12.40			
180.2	HILDA 6.2	f 5.00	2.20	12.04AM	5.23	5.20	12.20			
174.0	TO SEGUIN 3.3	s 4.48	s 2.10	11.50PM	5.11	5.05	12.01PM		Continuous	Continuous
170.7	ILKA 6.2	4.32	1.58	11.45	5.04	4.53	11.35AM			
164.5	KINGSBURY 4.9	s 4.23	1.51	11.38	4.55	<b>4.45</b>	11.20			
159.6	SULLIVAN 6.3	4.13	1.43	11.32	4.46	4.36	11.05			
153.3	TO LULING 5.3	s 4.03	s 1.34	11.24	4.37	<b>4.27</b>	<b>10.15</b>		Continuous	Continuous
148.0	IVY 4.0	3.52	1.23	11.18	4.29	4.08	10.00			
144.0	HARWOOD 4.8	s <b>3.45</b>	1.18	11.13	4.22	3.57	9.40			
139.2	SANDY FORK 8.0	3.30	1.12	11.08	4.13	3.46	9.25			
131.2	TO WAELDER 6.6	s 3.18	s 1.01	10.59	<b>4.01</b>	3.30	<b>9.08</b>		9.00AM to 11.30AM 12.30PM to 6.00PM	Closed
124.6	JANICE 4.6	3.05	12.52	10.52	3.38	3.15	8.45			
120.0	TO-R FLATONIA T. & N. O. CROSSING 6.4	s 2.55	s <b>12.45</b>	10.47	3.30AM	3.05PM	8.30		Continuous	Continuous
113.6	ENGLE 6.5	f 2.43	12.34	10.39			8.00			
107.1	TO SCHULENBURG 8.2	s <b>2.28</b>	s 12.19	10.32			7.45		8.00AM to 12.30PM 1.30PM to 5.00PM	Closed
98.9	WEIMAR 5.3	s 2.18	s 12.09PM	10.22			7.28			
93.6	BORDEN 6.5	2.08	11.59AM	10.15			7.17			
87.1	TO-R GLIDDEN	2.00AM	11.51AM	10.07PM			7.05AM		Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday			
		<b>7</b>	<b>5</b>	<b>1</b>	<b>249</b>	<b>247</b>	<b>83</b>			

.....Time Over Subdivision.....	(4.15)	(3.24)	(2.38)	(2.45)	(3.15)	(6.45)
.....Average Speed Per Hour.....	28.8	35.9	46.4	32.5	27.1	17.8

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See Page 27 for additional flag stops to entrain or detrain revenue passengers. No. 7 will stop at Cibolo, on flag.



FIRST CLASS

Timetable No. 184

April 4, 1948

STATIONS

Mile Post Location

Length of sidings in cars, location of bulletin board and fuel station, standard clocks, intercoms, turn tables, wires and telephones.

	6 Argonaut	54 G.C.&S.F. Passenger	56 G.C.&S.F. Passenger	302 Passenger	58 G.C.&S.F. Passenger	2 Sunset Limited	304 Passenger	8 Alamo
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
Glidden Yard	71 BKO PWTY 6.15PM					4.59AM		3.00AM
	P 6.21					5.04		s 3.10
	82 P 6.26					5.10		f 3.17
	72 P 6.35					5.19		3.26
Yard	W 97 IP E 76 WY s 6.45					5.28		s 3.38
	77 P 6.53					5.37		f 3.49
	81 P 6.59					5.43		3.57
	87 P 7.06					5.50		s 4.10
	71 P 7.12					5.56		f 4.18
	72 P 7.18					6.02		4.25
Rosenberg Yard	PYI 92 s 7.27	5.59PM	5.40PM	3.06PM	7.06AM	6.10	5.50AM	4.34
	124 PW s 7.32	6.00	s 5.45	s 3.10	s 7.10	6.11	s 5.55	s 4.40
	65 P 7.36	6.04	5.49	s 3.15	f 7.14	6.16	5.59	s 4.50
	72 P 7.38	6.06	5.51	3.17	7.16	6.18	6.01	4.53
	74 P 7.42	6.09	5.55	3.21	7.20	6.22	6.05	4.58
	159 P 7.48	6.14	6.00	s 3.27	<b>7.25</b>	6.28	6.11	s 5.05
	IP							
	90 WP 7.55	6.20	6.07	f 3.37	7.32	6.35	6.18	5.18
	95 P 7.57	6.22	6.09	f 3.40	7.34	6.37	6.20	5.20
	P <b>8.05</b>	6.29	6.17	3.50	7.42	6.45	6.28	5.30
Houston Yard	P 8.20	Via Tower 81	Via Tower 81	4.05	Via Tower 81	7.00	6.41	5.45
	BKP 8.35PM			4.20PM		7.15AM	6.55AM	6.00AM
	P 6.29	6.17			7.42			
	70 IP 6.35	6.23			<b>7.48</b>			
	IP 6.44PM	6.33PM			7.57AM			
	80 IYP							
	I							
	IP							
	BKYP							
D. T. Car Each Track	YIP							
	IP							
	BKPY							
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
	<b>6</b>	<b>54</b>	<b>56</b>	<b>302</b>	<b>58</b>	<b>2</b>	<b>304</b>	<b>8</b>

A.P.B.	TO-R	GLIDDEN	87.1
		2.8	
		COLUMBUS	84.3
		3.1	
		ALLEYTON	81.2
		7.0	
		RAMSEY	74.2
		5.7	
	TO	EAGLE LAKE (T&N&C & GC&SF Crossing)	68.5
		6.7	
		LISSIE	61.8
		4.9	
		NOTTAWA	56.9
		5.1	
		EAST BERNARD	51.8
		4.8	
		TAVENER	47.0
		4.4	
		RANDON	42.6
		6.3	
	TO-R	TOWER 17 (G. C. & S. F. Crossing)	36.3
		0.4	
		ROSENBERG	35.9
		3.0	
		RICHMOND	32.9
		1.0	
		FLORA	31.9
		2.5	
		HARLEM	29.4
		4.7	
		SUGAR LAND	24.7
		0.2	
	TO	TOWER 114 (S. L. R. R. Cross.)	24.5
		4.8	
		STAFFORD	19.7
		1.3	
		MISSOURI CITY	18.4
		5.8	
	TO	WEST JUNCTION	12.6
		5.1	
		BELLAIRE JUNCTION	4.2
		4.2	
		EUREKA	5.7
		2.5	
		BOULEVARD JCT.	3.2
		2.0	
	TO-R	HOUSTON (Passenger Station)	1.2
A.B.S.	TO	WEST JUNCTION	12.6
		3.1	
		STELLA (I.-G. N. CROSSING)	9.9
		4.9	
	TO-R	TOWER 81 (G. C. & S. F. Crossing)	4.6
		2.9	
	TO	HARRISBURG Tower 30 (GH&HCrossing)	7.2
		1.6	
		TOWER 102 (I.-G. N. Crossing)	5.6
		1.5	
		TOWER 86 (H. B. & T. Crossing)	4.1
		2.7	
	TO-R	ENGLEWOOD	358.1
		BOULEVARD JCT.	3.2
		1.1	
		NILES	1.4
		2.1	
		TOWER 26 (T. & N. O. Crossing)	360.5
		2.1	
		TOWER 68	358.4
		0.3	
	TO-R	ENGLEWOOD	358.1

(2.20) 37.8 (0.45) 42.3 (0.53) 35.9 (1.14) 30.5 (0.51) 38.1 (2.16) 38.9 (1.05) 32.4 (3.00) 29.4 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: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Schedule time and train orders for westward trains at Eagle Lake apply at the west switch of the east siding.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.



# GLIDDEN SUBDIVISION

WESTWARD 15

Timetable No. 184

April 4, 1948

## FIRST CLASS

Train Order Office  
Hours and Hours of  
Signal Operators at  
Interlocking Stations

	STATIONS	301	53	55	5	1	303	57	7	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Passenger	G.C.&S.F. Passenger	G.C.&S.F. Passenger	Argonaut	Sunset Limited	Passenger	G.C.&S.F. Passenger	Alamo		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
A.P.B.	TO-R GLIDDEN				11.51AM	10.07PM			s 2.00AM	Continuous	Continuous
	2.8										
	COLUMBUS				s 11.46	10.03			s 1.54		
	3.1										
	ALLEYTON				11.40	9.58			f 1.46		
	7.0										
	RAMSEY				11.32	9.50			1.38		
	5.7										
	TO EAGLE LAKE (T&NO - GC&SF Crossing)				s 11.24	9.40			s 1.28	Continuous	Continuous
	6.7										
	LISSIE				11.14	9.31			f 1.16		
	4.9										
	NOTTAWA				11.08	9.26			1.10		
	5.1										
	EAST BERNARD				11.03	9.21			f 1.04		
4.8											
TAVENER				10.58	9.16			f 12.58			
4.4											
RANDON				10.53	9.11			12.52			
6.3											
TO-R TOWER 17 (G. C. & S. F. Crossing)		8.25AM	8.56AM	9.33AM	10.44	9.04	10.40PM	11.17PM	12.44	Continuous	Continuous
0.4											
ROSENBERG		s 8.23	8.55	s 9.32	s 10.43	9.03	s 10.38	s 11.16	s 12.43		
3.0											
RICHMOND		s 8.14	8.51	9.25	10.35	8.59	10.30	f 11.08	f 12.33		
1.0											
FLORA		8.12	8.49	9.23	10.33	8.57	10.28	11.06	12.31		
2.5											
HARLEM		8.09	8.46	9.20	10.30	8.54	10.25	11.03	12.28		
4.7											
SUGAR LAND		s 8.03	8.40	9.14	10.24	8.48	10.19	10.57	f 12.22		
0.2											
TO TOWER 114 (S. L. R. R. Crossing)										7.30AM to 11.30PM	7.30AM to 11.30PM
4.8											
STAFFORD		f 7.55	8.34	9.08	10.18	8.42	10.13	10.51	12.15		
1.3											
MISSOURI CITY		f 7.53	8.32	9.06	10.16	8.40	10.11	10.49	12.13		
5.8											
TO WEST JUNCTION		7.45	8.26	8.58	10.09	8.32	10.03	10.41	12.05AM	7.01PM to 11.01AM	7.01PM to 11.01AM
5.1											
BELLAIRE JUNCTION			Via Tower 81	Via Tower 81				Via Tower 81			
4.2											
TO EUREKA		7.32			9.57	8.20	9.51		11.52PM	Continuous	Continuous
2.5											
BOULEVARD JCT.											
2.0											
TO-R HOUSTON (Passenger Station)		7.20AM			9.45AM	8.10PM	9.40PM		11.40PM	Continuous	Continuous
TO WEST JUNCTION			8.26	8.58				10.41		7.01PM to 11.01AM	7.01PM to 11.01AM
3.1											
STELLA (I.-G. N. Crossing)			8.21	8.53				10.36			
4.9											
TO-R TOWER 81 (G. C. & S. F. Crossing)			8.13AM	8.45AM				10.28PM		Continuous	Continuous
2.9											
TO HARRISBURG TOWER 30 (GH&HCrossing)										Continuous	Continuous
1.6											
TOWER 102 (I.-G. N. Crossing)											
1.5											
TO-R TOWER 86 (H. B. & T. Crossing)										Automatic	
2.7										Continuous	Continuous
TO-R ENGLEWOOD										Continuous	Continuous
BOULEVARD JCT.											
1.1											
NILES											
2.1											
TO-R TOWER 26 (T. & N.O. Crossing)										Continuous	Continuous
2.1											
TOWER 68										Continuous	Continuous
0.3											
TO-R ENGLEWOOD										Continuous	Continuous

Time Over Subdivision.....	(1.05)	(0.43)	(0.48)	(2.06)	(1.57)	(1.00)	(0.49)	(2.20)
Average Speed Per Hour.....	32.4	44.3	39.6	42.0	45.3	35.1	38.8	37.8

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

**EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

Schedule time and train orders for westward trains at Eagle Lake apply at the west switch of the east siding.  
Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains



Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.

	THIRD CLASS		SECOND CLASS		FIRST CLASS	
	82 Local Freight		352 Freight	372 Freight	310 Motor	
	Leave Daily Except Sunday		Leave Daily	Leave Daily	Leave Daily	
Glidden Yard	71 BKOP WTY	6.30AM				
	P	6.40				
	82 P	6.50				
	72 P	7.05				
	E 76 WY W 97 IP	8.40				
	77 P	9.00				
	81 P	9.15				
	87 P	9.40				
	71 P	9.50				
	72 P	10.10				
Rosenberg Yard	02 PYI	10.44				
	124 WP	11.25	5.00PM	11.00AM		
	65 P	11.45	5.05	11.15		
	72 P	11.50	5.10	11.24		
	74 P	11.59AM	5.13	11.27		
	159 P	12.15PM	5.18	11.32		
	IP		5.28	11.42		
	90 WP	12.35	5.38	11.55		
	95 P	12.50	5.40	11.58AM		
	YP	1.10	6.00	12.12PM		
Houston Yard	P	Via Harrisburg			9.30AM	
	IYP		6.20		9.38	
	BKP		6.26			9.50AM
	YP	1.10		12.12		
	70 IP	1.25		12.22		
	IP					
	80 IYP	1.55	Via Eureka	12.45		
	I					
	IP	2.20		1.00		
	BKYP	2.35PM		1.15PM		
Houston Yard	D. T. Cars Each Track		6.26			
	95 YIP		6.29			
	IP		6.35			
	IP		6.41			
	BKP		6.45PM			
		Arrive Daily Except Sunday		Arrive Daily	Arrive Daily	
		82		352	372	310
		(8.05) 12.2		(1.45) 23.4	(2.15) 17.9	(0.20) 26.4

Timetable No. 184 April 4, 1948			Distance From Glidden
STATIONS			
A.P.B.	TO-R	GLIDDEN	0.0
		2.8	
		COLUMBUS	2.8
		3.1	
		ALLEYTON	5.9
		7.0	
		RAMSEY	12.9
		5.7	
	TO	EAGLE LAKE (T&NO - GC&SF Crossing)	18.6
		6.7	
Automatic Block System		LISSIE	25.3
		4.9	
		NOTTAWA	30.2
		5.1	
		EAST BERNARD	35.3
		4.8	
		TAVENER	40.1
		4.4	
		RANDON	44.5
		6.3	
TO-R	TOWER 17 (G. C. & S. F. Crossing)	50.8	
	0.4		
	ROSENBERG	51.2	
	3.0		
	RICHMOND	54.2	
	1.0		
	FLORA	55.2	
	2.5		
	HARLEM	57.7	
	4.7		
	SUGAR LAND	62.4	
	0.2		
TO	TOWER 114 (S. L. R. R. Crossing)	62.6	
	4.8		
	STAFFORD	67.4	
	1.3		
	MISSOURI CITY	68.7	
	5.8		
TO	WEST JUNCTION	74.5	
	5.1		
	BELLAIRE JUNCTION	79.6	
	4.2		
	EUREKA	83.8	
	2.5		
	BOULEVARD JCT.	86.3	
	2.0		
TO-R	HOUSTON (Passenger Station)	88.3	
A.B.S.	TO	WEST JUNCTION	74.5
		3.1	
		STELLA (I.-G. N. Crossing)	77.6
		4.9	
	TO-R	TOWER 81 (G. C. & S. F. Crossing)	82.5
		2.9	
	TO	HARRISBURG TOWER 30 (GH&H Crossing)	85.4
		1.6	
		TOWER 102 (I.-G. N. Crossing)	87.0
		1.5	
TO-R	TOWER 86 (H. B. & T. Crossing)	88.5	
	2.7		
TO-R	ENGLEWOOD	91.2	
A.B.S.		BOULEVARD JCT.	86.3
		1.1	
		NILES	87.4
		2.1	
		TOWER 26 (T. & N. O. Crossing)	89.5
		2.1	
		TOWER 68	91.6
		0.3	
	TO-R	ENGLEWOOD	91.9

.....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: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

Schedule time and train orders for westward trains at Eagle Lake apply at the west switch of the east siding.  
 Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.



# GLIDDEN SUBDIVISION

WESTWARD 17

Mile Post Location	Timetable No. 184 April 4, 1948		FIRST CLASS		SECOND CLASS		THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	STATIONS		309 Motor		371 Freight	351 Freight		81 Local Freight		
			Arrive Daily		Arrive Daily	Arrive Daily		Arrive Daily Except Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
87.1	A.P.B. {	TO-R GLIDDEN 2.8					1.35PM	Continuous	Continuous	
84.3		COLUMBUS 3.1					1.20			
81.2		ALLEYTON 7.0					1.05			
74.2		RAMSEY 5.7					12.40			
68.5		TO EAGLE LAKE (T&NO - GC&SF Crossing) 6.7					12.15PM	Continuous	Continuous	
61.8		LISSIE 4.9					11.30AM			
56.9		NOTTAWA 5.1					11.08			
51.8		EAST BERNARD 4.8					10.40			
47.0		TAVENER 4.4					10.25			
42.6		RANDON 6.3					10.10			
36.3	Automatic Block System {	TO-R TOWER 17 (G. C. & S. F. Crossing) 0.4		7.55AM	8.56PM		9.11	Continuous	Continuous	
35.9		ROSENBERG 3.0		7.50	8.52		9.10			
32.9		RICHMOND 1.0		7.43	8.46		8.54			
31.9		FLORA 2.5		7.40	8.43		8.52			
29.4		HARLEM 4.7		7.36	8.39		8.46			
24.7		SUGAR LAND 0.2		7.25	8.31		8.35			
24.5		TO TOWER 114 (S. L. R. R. Crossing) 4.8						7.30AM to 11.30PM	7.30AM to 11.30PM	
19.7		STAFFORD 1.3		7.08	8.22		8.15			
18.4		MISSOURI CITY 5.8		7.05	8.19		8.12			
12.6		TO WEST JUNCTION 5.1		6.50	8.05		8.00	7.01PM to 11.01AM	7.01PM to 11.01AM	
4.2	Double Track {	BELLAIRE JUNCTION 4.2	5.36PM							
5.7		TO EUREKA 2.5	5.27	Via Harrisburg	Via Harrisburg		Via Harrisburg	Continuous	Continuous	
3.2		BOULEVARD JCT. 2.0						Continuous	Continuous	
1.2	TO-R HOUSTON (Passenger Station)	5.15PM						Continuous	Continuous	
12.6	A.B.S. {	TO WEST JUNCTION 3.1		6.50	8.05		8.00	7.01PM to 11.01AM	7.01PM to 11.01AM	
9.9		STELLA I.-G. N. CROSSING 4.9		6.43	7.58		7.48			
4.6		TO-R TOWER 81 (G. C. & S. F. Crossing) 2.9						Continuous	Continuous	
7.2		TO HARRISBURG Tower 30 (GH&HCrossing) 1.6		6.25	7.40		7.25	Continuous	Continuous	
5.6		TOWER 102 (I.-G. N. Crossing) 1.5						Automatic		
4.1		TOWER 86 (H. B. & T. Crossing) 2.7		6.10	7.25		7.10	Continuous	Continuous	
358.1		TO-R ENGLEWOOD		6.00AM	7.15PM		7.00AM	Continuous	Continuous	
3.2		BOULEVARD JCT. 1.1								
1.4		NILES 2.1								
360.5		TO-R TOWER 26 (T. & N. O. Crossing) 2.1						Continuous	Continuous	
358.4	TOWER 68 0.3						Continuous	Continuous		
358.1	TO-R ENGLEWOOD						Continuous	Continuous		
		Leave Daily		Leave Daily	Leave Daily		Leave Daily Except Sunday			
		<b>309</b>		<b>371</b>	<b>351</b>		<b>81</b>			

.....Time Over Subdivision..... (0.21) (1.55) (1.41) (6.35)  
 .....Average Speed Per Hour..... 24.9 21.1 24.0 13.8

**Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)**  
**EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

Schedule time and train orders for westward trains at Eagle Lake apply at the west switch of the east siding.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.



**18 EASTWARD BELLAIRE SUBDIVISION WESTWARD**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	FIRST CLASS				Distance From Eagle Lake	Timetable No. 184 April 4, 1948	Mile Post Location	FIRST CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations			
				310				STATIONS	309		Motor	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
				Motor									
Eagle Lake Yard	WIP			7.55AM	0.0	TO EAGLE LAKE	61.2	7.20PM	Continuous	Continuous			
	I				0.5	0.5 (G. C. & S. F. Crossing)	60.7						
	24 Team			f 8.08	7.6	7.1 CHESTERVILLE	53.8	f 7.04					
	73 PIY			s 8.21	16.4	8.8 TO G. C. & S. F. CROSSING WALLIS	44.8	s 6.49	Continuous	Continuous			
	40 W			s 8.32	22.9	6.5 SIMONTON	38.3	s 6.36					
	12			s 8.40	27.7	4.8 FULSHEAR	33.5	s 6.26					
	29			f 8.46	31.1	3.4 FLEWELLEN	30.1	f 6.18					
	33			f 8.53	34.8	3.7 GASTON	26.4	f 6.10					
	18 Team W			f 9.04	40.5	5.7 CLODINE	20.7	f 6.00					
	75			f 9.15	46.2	5.7 ALIEF	15.0	f 5.49					
	71			f 9.23	50.8	4.6 JEANNETTA	10.4	f 5.42					
	13			f 9.28	53.8	3.0 BELLAIRE	7.4	f 5.38					
				9.30AM	54.9	1.1 BELLAIRE JUNCTION	6.3	5.36PM					
				Arrive Daily				Leave Daily					
			310				309						

(1.35) .....Time Over Subdivision..... (1.44)  
34.1 .....Average Speed Per Hour..... 31.7

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

Nos. 309 and 310 will stop on flag at Howellville.  
See Glidden Subdivision for train movements between T. & N. O. crossing and passenger and freight stations at Eagle Lake.

**EASTWARD GONZALES SUBDIVISION WESTWARD**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS				Distance From Gonzales	Timetable No. 184 April 4, 1948	Mile Post Location	SECOND CLASS		Train Order Office Hours			
			218	216				STATIONS	217		219	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
			Mixed	Mixed									
BOW			4.00PM	12.40PM	0.0	TO-R GONZALES	12.3	1.55PM	5.15PM	7.30AM to 4.30PM	Closed		
P			4.30PM	1.10PM	12.3	R HARWOOD	0.0	1.25PM	4.45PM				
			Arrive Daily Except Sunday	Arrive Daily Except Sunday				Leave Daily Except Sunday	Leave Daily Except Sunday				
			218	216				217	219				

(0.30) (0.30) .....Time Over Subdivision..... (0.30) (0.30)  
25.0 25.0 .....Average Speed Per Hour..... 25.0 25.0

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

**EXCEPT: No. 217 is Superior to No. 218.**

Schedules at Harwood will be assumed by crews assigned to or ordered for the train.  
The crew assigned to or ordered for the train may assume the schedule of No. 216 or No. 218 at Gonzales and leave Gonzales without a clearance.  
Engines must not move over track scales, Gonzales Cotton Oil & Manufacturing Co. at Gonzales.



Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS	Distance From Kerrville	Timetable No. 184		Mile Post Location	SECOND CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	212		April 4, 1948			211	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	Local Freight					Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Leave Daily Except Sunday		<b>STATIONS</b>			Arrive Daily Except Sunday		
Yard TW	11.30AM	0.0	TO-R	KERRVILLE 3.2	308.5	10.59AM	7.00AM to 4.00PM	Closed
		3.2		LEGION 6.7	305.3			
27	11.55AM	9.9		CENTER POINT 8.7	298.6	10.22		
15	12.22PM	18.6	TO	COMFORT 7.5	289.9	9.52	8.00AM to 5.00PM	Closed
15 W	12.44	26.1		WARING 12.9	282.4	9.23		
22	1.20	39.0	TO	BOERNE 10.4	269.5	8.46	8.00AM to 5.00PM	Closed
34 Yard Y	1.40	49.4		CAMP STANLEY 0.9	259.1	8.16		
17	1.42	50.3		LEON SPRINGS 1.7	258.2	8.14		
20 W	1.46	52.0		VIVA 2.6	256.5	8.10		
Yard Y	2.05	54.6		BECKMANN 6.6	253.9	8.00		
29	2.25	61.2		ROBARDS 8.7	247.3	7.45		
San Antonio Yard		69.9		I.-G. N. CROSSING 0.4	238.6			
	I	70.3		TOWER 109 (S. A. B. & T. Crossing) 1.1	238.2		Continuous	Continuous
	I	2.55	71.4	A.B.S. TOWER 112 (S.A.B.&T.Cross.) 1.8	211.1	7.15	Continuous	Continuous
	BKP		73.2	TO-R SAN ANTONIO (Commerce Street) 1.3	209.3		Continuous	Continuous
	I		74.5	A.B.S. OLIVE STREET 0.6	208.0		Continuous	Continuous
	BKWO TYP	3.10PM	75.1	TO-R EAST YARD	207.4	7.00AM	Continuous	Continuous
		Arrive Daily Except Sunday					Leave Daily Except Sunday	
	212					211		

(3.40)  
20.5

.....Time Over Subdivision.....  
.....Average Speed Per Hour.....

(3.59)  
18.7

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72.) Except: No. 211 is Superior to No. 212.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS	Distance From Eagle Pass	Timetable No. 184		Mile Post Location	SECOND CLASS	Train Order Office Hours	
	228		April 4, 1948			227	Train Order Office Hours	
	Mixed					Mixed	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Leave Daily		<b>STATIONS</b>			Arrive Daily		
Eagle Pass Yard				END EAGLE PASS SUBDIV. 1.5	34.7			
	BOY WP	10.45PM	0.0	TO-R EAGLE PASS 5.7	33.2	5.00AM	8.00AM to 5.00PM	Closed
	20	f 10.55	5.7	OLMOS 7.8	27.5	f 4.32		
	20	f 11.20	13.5	PALOMA 7.7	19.7	f 4.16		
	39	f 11.38PM	21.2	DARLING 12.0	12.0	f 4.00		
	Yard OWYP	12.15AM	33.2	TO-R SPOFFORD	0.0	3.30AM	Continuous	Continuous
		Arrive Daily					Leave Daily	
	228					227		

(1.30)  
23.0

.....Time Over Subdivision.....  
.....Average Speed Per Hour.....

(1.30)  
23.0

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

The crew assigned to or ordered for the train may assume the schedule of No. 228 at Eagle Pass and leave Eagle Pass without a clearance.

Train and engine movements over Main and Quarry Streets, Eagle Pass, must be protected by flagman.

Class F-1 and heavier engines must not be used on Quemado spur, Eagle Pass Subdivision.

Train and engine movements on the Quemado Spur, Eagle Pass Subdivision, must be made with caution; maximum speed for forward movement 20 miles per hour and for backup movement 15 miles per hour.



## GENERAL

1. A train may arrive at a station in advance of its schedule arriving time.

2. 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.

3. Employes are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.

4. Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling track-car repairmen, water-service repairmen, operators of roadway machines, and any employes who operate track cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating track cars and roadway machines.

5. At stations, except at Langtry, where there are two or more sidings, eastward trains must take the most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order, time table bulletin, special instructions, or the movement made under flag protection.

6. Absolute-Permissive Block System limits will be indicated by the abbreviations A. P. B. used in conjunction with brackets at left station column.

7. Otherwise than as provided by Rule 17, when an engine is standing or running, headlight, or white light if no headlight, must be displayed by night to the front and rear, except when coupled to a car, light next to car may be extinguished.

LOCAL  
ALL SUBDIVISIONS

18. Trains handling loaded System Enterprise ballast cars, series T. & N. O. 41500-41749 and S. P. 10280-10579 in ballast service, are restricted to maximum speed of thirty-five (35) miles per hour.

19. 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
El Paso and San Antonio	240,000	F-5, GS-1	P-13-14, GS-1
San Antonio and Houston (via Glidden Subdivision)	240,000	F-5, GS-1	P-13-14, GS-1
Eagle Lake and Houston (via Bellaire Subdivision)	240,000	F-5, GS-1	P-13-14
Spofford and Eagle Pass	240,000	F-1	P-13-14
San Antonio and Boerne	210,000	MK-5	MK-5
Boerne and Kerrville	210,000	C-24, C-9	C-24, C-9
Harwood and Gonzales	210,000	T-28	T-28

20. Limits of sidings at stations named are as follows:

Valentine	—No. 1 track.
Sanderson	—Cross-over opposite stock pens to east end of extension of No. 1 track.
Pumpville	—East switch to cross-over switch.
Del Rio	—West end No. 1 track to cross-over opposite the freight station.
Spofford	—West switch to cross-over switch opposite tool house.
Hondo	—East switch to west switch.
Luling	—East siding—west switch to east switch.
Harwood	—East switch to cross-over switch.
Glidden	—East end of No. 1 track to the first cross-over west of the depot.
Alief	—West switch to cross-over switch.
Jeannetta	—East switch to cross-over switch.

22. Water and oil cranes serving locomotives on main track have been equipped with switch locks and these cranes when not in use must be locked in normal (clear) position.

23. Extra precaution must be used when operating Class MK-5, F-1, F-5 and GS-1, GS-2 or MT engines on other than main tracks and sidings.

24. Santa Fe trains, having two or more engines in service coupled at head end of train, when displaying green signals will

display such signals on each engine. Santa Fe markers display red and yellow signals when night signals are required, and the yellow lights have the same significance as do green lights under T. & N. O. rules.

25. 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.

Trainmen are not relieved of making inspections as prescribed by Rules 827 and 828 when stop is made for any other purpose. Provisions of Rule 830 must be closely observed.

26. Spring Switches are located as follows:

Belen	—East end double track, normal position for westward track. Equipped with facing point lock.
Madden	—East end of siding, normal position for main track.
Ramey	—East end of siding, normal position for main track.
Small	—East end of double track, normal position for westward trains.
Small	—West end of double track, normal position for eastward trains.
Torcer	—East end of siding, normal position for main track.
Lasca	—East end of siding, normal position for main track.
Sierra Blanca	—West end of siding, normal position for main track. Equipped with facing point lock.
Marfa	—West end of siding, normal position for main track.
Marfa	—East end of siding, normal position for main track.
Marathon	—East end of siding, normal position for main track.
Haymond	—East end of siding, normal position for main track.
Longfellow	—East end of siding, normal position for main track.
Sanderson	—Main-track switch, extreme west end of yard, normal position for main track.
Sanderson	—Derail in No. 1 track, west of east cross-over, normally to derail eastward movements.
Shaw	—East end of siding, normal position for main track.
Shaw	—West end of siding, normal position for main track.
Langtry	—West end of west siding, normal position for main track.
Shumla	—East end of siding, normal position for main track.
High Bridge	—West end of double track; normal position for eastward trains.
High Bridge	—East end of double track; normal position for westward trains.
Lull	—West end of siding, normal position for main track.
Lull	—East end of siding, normal position for main track.
Withers	—West end double track, normal position for eastward track. Equipped with facing point lock.
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.
Waelder	—West end siding, normal position for main track.
West Junction	—Switch connecting westward track of double track to single track, normal position for single track.
Bellaire Jct.	—East switch of crossover, normal position for main track.
Boulevard Jct.	—Switch connecting eastward main track of the Freight Route with westward main track from the direction of passenger station; normal position for eastward movement to Freight Route.
Boulevard Jct.	—Switch connecting westward main track of the Freight Route with westward main track from the direction of passenger station; normal position for through movements from direction of the passenger station.



Niles —East end double track; normal position for westward track.

Speed of 15 miles per hour must not be exceeded over spring switches east end of yard, East Yard, and at Victoria Street, San Antonio.

Where reduction of speed over other spring switches is required, it will be indicated by speed boards, or by other speed restrictions within the same limits.

27. The following automatic block signals are equipped with triangular number plates, bearing the letter P., in addition to signal number.

Signals	Location
1316—Waelder	—Spring switch, west end of siding.
2188—Withers	—Spring switch, end of double track.
3889—Between McKees and Devils River	—Falling-rock detector.
3896—Between McKees and Devils River	—Falling-rock detector.
3909—Between McKees and Devils River	—Falling-rock detector.
3916—Between McKees and Devils River	—Falling-rock detector.
4203—Lull	—Spring switch, east end of siding.
4212—Lull	—Spring switch, west end of siding.
4269—High Bridge	—Spring switch, east end double track.
4279—High Bridge	—Dragging equipment detector.
4280—High Bridge	—Spring switch, west end double track.
4284—High Bridge	—Dragging equipment detector.
4305—Shumla	—Spring switch, east end of siding.
4434—Langtry	—Spring switch, west end of west siding.
4463—Between Langtry and Osman	—Falling-rock detector.
4486—Between Langtry and Osman	—Falling-rock detector.
4765—Shaw	—Spring switch, east end of siding.
4772—Shaw	—Spring switch, west end of siding.
5168—Sanderson	—Spring switch, west end of yard.
5321—Longfellow	—Spring switch, east end of siding.
5601—Haymond	—Spring switch, east end of siding.
5757—Marathon	—Spring switch, east end of siding.
5986—Between Altuda and Strobel	—High-water detector, Bridge 597.80.
5971—Between Altuda and Strobel	—High-water detector, Bridge 597.80.
6325—Marfa	—Spring switch, east end of siding.
6334—Marfa	—Spring switch, west end of siding.
7382—Sierra Blanca	—Spring switch, west end of siding.
7451—Lasca	—Spring switch, east end of siding.
7491—Torcer	—Spring switch, east end of siding.
7531—Small	—Spring switch, east end double track.
7542—Small	—Spring switch, west end double track.
7623—Ramey	—Spring switch, east end of siding.
7657—Madden	—Spring switch, east end of siding.
8151—Belen	—Spring switch, end of double track.

(Note:—Spring switches east end of yard, East Yard, and at Victoria Street, San Antonio, have no block signal protection.)

When spring switches are located within the limits of Centralized Traffic Control or Absolute-Permissive Block Systems and an absolute signal governing facing point movement over such switches indicates "STOP", in addition to complying with the rules and special instructions applying thereto, a careful inspection must be made of the switches and it must be known that the route is safe for the passage of trains before proceeding.

A spring switch is so located at the east end double track, Niles.

28. TAKE SIDING INDICATORS are located on Signals 6065 and 6074, east and west ends of siding at Alpine. (See Rules 705 to 709, inclusive).

29. In addition to location shown on schedule page of time-

table, time-table bulletin and circular books are located as follows:

El Paso	—S. P. Enginehouse; T. & P. yard office.
Valentine	—Enginehouse.
Sanderson	—Enginehouse.
Del Rio	—Enginehouse.
San Antonio	—Enginehouse; Yardmaster's office, under Viaduct.
Glidden	—Enginehouse.
Houston	—Enginehouse; Yardmaster's office, Hardy Street. Union Station (for G. C. & S. F.)
Hearne	—Enginehouse; Train-order office; Yardmaster's office.
Yoakum	—Enginehouse; Train-order office.
Victoria	—Enginehouse; Dispatcher's office.

30. In addition to location shown on schedule page of time-table, standard clocks are located as follows:

El Paso	—S. P. Enginehouse; T. & P. yard office.
Del Rio	—Enginehouse.
San Antonio	—Enginehouse.
Houston	—Enginehouse.

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

Glidden—Columbus—Talton—Alleyton—Laban  
Eagle Pass—Quemado Jct.  
Houston—North Jct.

32. 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:

El Paso freight yard—at least five cars on east end of train when train, or part of train, is left west of Octavia Street.

Valentine—At least five cars on west end of train.

Alpine Junction P. & S. F. or T. & N. O. transfer tracks—At least ten cars on east end to prevent rolling into P. & S. F. yard.

Sanderson—At least twelve cars on east end of train.

Del Rio—A sufficient number on west end of train.

East Yard—At least eight cars on east end of train.

Glidden—At least eight cars on east end of train.

33. A trainman is required to ride rear platform of passenger and freight trains and to watch closely for fire while train is passing over the following bridges:

**Del Rio Subdivision:**

Bridge 307.79, Nueces River, west of Hacienda.

**San Antonio Subdivision:**

Bridge 204.64, Salado Creek, east of East Yard.

Bridge 193.10, Cibolo River, Schertz.

Bridge 178.43, Guadalupe River, east of Hilda.

Bridge 156.48, San Marcos River, west of Luling.

**Glidden Subdivision:**

Bridge 84.06, Colorado River, Columbus.

Bridge 32.42, Brazos River, Richmond.

**Kerrville Subdivision:**

Bridge 267.19, Cibolo Creek, between Camp Stanley and Boerne.

Bridge 280.10, Joshua Creek.

Bridge 285.54, Guadalupe River, east of Comfort.

**Bellaire Subdivision:**

Bridge 49.70, East Bernard River.

Bridge 40.87, Brazos River.

Bridge 38.70, Crump Creek.

34. The following equipment must not be operated by own power or towed through water in excess of height above top of rail as indicated below. When operated by own power or towed through water above top of rail, speed of three miles per hour must not be exceeded.

Maximum height  
of water above  
top of rail

1. Diesel-electric locomotives.....	4 inches
2. Gas-Electric Motor Cars.....	4 inches
3. Streamlined passenger equipment.....	6 inches
4. Steam locomotives and conventional passenger equipment.....	12 inches

When Diesel-Electric locomotives or gas-electric motor cars are operated by own power, controller should be in series position.



35. GS-1 Type Engines, must not be doubleheaded or coupled together in pairs for operation between Houston and El Paso. When towed or used in trains, engines must be separated by at least two cars.

36. Company material such as rip rap, ballast, ties, stringers or any other restricted loads referred to in Item 173, Special Instructions, Timetable No. 184, must not be handled on section of CB or IV Connections or LA or BSM Connections, without special instructions from the Chief Dispatcher.

37. System (SP) gondolas in series 44110-44359 assigned exclusively to log loading service, should be loaded to not exceed maximum height of fifteen (15) feet above top of rail.

38. Extra precaution must be used when operating Class MK-5, F-1, F-5 and GS-1, GS-2 or MT engines on other than main tracks and sidings.

39. The following automatic block signals designated by disc bearing the letter "G" on signal mast below arm or light, are located as follows: When these signals indicate "STOP" trains will be governed by Rule 509 and 509 (d).

Location	Governing
1063—Schulenburg	—East end of siding—Westward trains
1442—Harwood	—West end of station—Eastward trains
1484—Ivy	—West end of siding—Eastward trains
2717—Seco	—East end of siding—Westward trains
2798—Sabinal	—West end of station—Eastward trains
2961—Inge	—East end of siding—Westward trains
3983—Bullis	—East end of siding—Westward trains
4363—Dorso	—East end of siding—Westward trains
4568—Pumpville	—West end of station—Eastward trains
7458—Lasca	—West end of siding—Eastward trains
7500—Torcer	—West end of siding—Eastward trains
7630—Ramey	—West end of siding—Eastward trains
7666—Madden	—West end of siding—Eastward trains

### EL PASO SUBDIVISION

50. Employees of the T. & N. O. R. R. Company are governed by rules and regulations of the El Paso Union Depot Company within the limits of that Company.

51. Item 3, Special Instructions, General, herein, and Southern Pacific Safety Rule 2040, Rules for the Guidance of Employees in Train, Engine and Yard Service, are amended to apply in El Paso Terminal as follows:

Only one man at a time is permitted to ride on pilot or leading footboard of any steam locomotive in direction of movement. When so riding, stand at outer end of footboard. When getting off, step CLEAR of track, never in front of locomotive. Yardmen are prohibited from riding on leading footboard of diesel yard locomotives, must ride on side steps or platform.

52. Automatic block signals (dwarf three indication light type) in service on double track opposite El Paso Union Depot between T. & N. O. mile post 829 and 3340 feet west; each track is signaled for movements in both directions.

53. Main tracks between Interlocking 47 and Interlocking 6, El Paso, are used jointly by trains of the San Antonio Division and the Deming and Alamogordo Subdivisions of the Rio Grande Division. Trains between these points run with caution. 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 movement against the current of traffic may be made only under flag protection. Signal operator at Interlocking 6 will not set the route or clear signals for an eastward movement against the current of traffic from Interlocking 6 to Campbell Street except on instructions of the yardmaster, who must know the movement is protected. Trains may run extra, moving with the current of traffic, between Interlocking 47 and Interlocking 6 without train-order authority, but must obtain a clearance before commencement of trip if an operator is on duty.

54. The north track of the double track between Interlocking 47 and El Paso (Union Depot) is designated as Track No. 1, and the south track as Track No. 2.

55. Westward trains approaching Interlocking 47 must move from Piedras Street to limits of Interlocking 47 with caution, expecting to find main track occupied by yard engines.

56. Westward trains entering Pacific Lines yard, El Paso, will head through crossover east of Interlocking 47, and between sunset and sunrise will receive proceed signal with green light before entering receiving track.

57. First-class trains may register at El Paso (Cotton Avenue) by register ticket, Form 2642.

58. Ysleta is a train-order office for eastward trains only.

59. Eastward trains checking a regular train on register at El Paso, or identifying a train on opposite track between El Paso (Union Depot) and Belen, will not be required to check against the same train before passing from double to single track.

60. Freight trains, in cutting crossing just east of station building at Fabens, must leave the cuts clear of the walkways.

Loading platform and roof of shed the entire length of the platform on south track, cotton compress at Fabens, will not clear a man on north side of a car or engine.

61. Loading devices on spur track at Hot Wells do not clear man on top or side of coal car.

62. Trains may register at Sierra Blanca by register ticket, Form 2642, and obtain train-order check, Form V, of superior trains due that have arrived or left.

63. Conductors and engineers of T. & P. westward trains may register watch comparison at Sierra Blanca by delivering Form 1525-A to the operator. (See Rule 3.)

64. Oil and water columns between main track and track No. 1. Valentine yard, do not afford standard clearance. Employees must exercise extreme care in riding or getting on or off cars and engines in this vicinity.

65. Tail track switch east end Valentine must be left lined for tail track.

### DEL RIO SUBDIVISION

70. Class F-1 or heavier type engines must not use west leg of former wye track at Del Rio beyond switch point to the switch connecting these two tracks.

71. Spofford is a register station only for trains that originate or terminate there.

72. Engines larger than MK-5 type must not be used on Uvalde Rock Asphalt Company track—Cline to Mines.

F-1 or F-5 type engines may be used on city track, Uvalde, to end of first curve from main track.

73. If switch indicator located at east switch to Union Stock Yard track, San Antonio, indicates route clear, switch may be set; after line up has been made, signal will indicate proceed if route is clear. Derail operates in connection with this switch.

74. Westward trains on the Del Rio Subdivision, checking a regular train at East Yard, or San Antonio (Commerce Street), or identifying a first-class train on opposite track between San Antonio (Commerce Street) and Withers, or identifying other trains on opposite track between East Yard and Withers, will not be required to check against the same train before passing from double to single track.

75. Main tracks between Interlocking 112, San Antonio (Commerce Street) and East Yard are used jointly by trains of the San Antonio Division and the Victoria Division. Trains between these points will run with caution. 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 protection of flagman.

76. San Antonio (Commerce Street) is a register station only for trains that originate or terminate there.



77. San Antonio (Commerce Street) and East Yard are train-order offices only for trains that originate there.

78. Eastward trains of the San Antonio Subdivision, checking a regular train on register at San Antonio (Commerce Street) or East Yard, or identifying a train on opposite track between these points and the end of double track at East Yard, will not be required to check against the same train before passing from double to single track.

79. Tail track switch east end of East Yard must be left lined for tail track.

80. Main track between East Yard and Salado Junction is used jointly by trains of the San Antonio Division and the Victoria Division.

81. The following tracks must not be used by type F-1 or heavier engines:

LaCoste —Gin Spur.  
Sabinal —Stock Pen Spur.  
Uvalde —City Track—Mayhew Spur.

The following tracks must not be used by type F-5 and GS-1 or heavier engines, except as indicated:

LaCoste —Gin Spur.  
D'Hanis —D'Hanis Brick & Tile Co. Spur (Beyond stock pens)  
Sabinal —North Spur—Stock Pen Spur.  
Uvalde —City Track—Mayhew Spur.  
Cline —Uvalde Rock Asphalt Co. Track—Cline to Mines.  
Odlaw —Spur.  
Johnstone —Laughlin Air Field Tracks.  
Del Rio —Moore Spur Track.

#### SAN ANTONIO SUBDIVISION

85. Eastward trains of the San Antonio Subdivision, checking a regular train on register at San Antonio (Commerce Street) or East Yard, or identifying a train on opposite track between these points and the end of double track at East Yard, will not be required to check against the same train before passing from double to single track.

86. San Antonio (Commerce Street) and East Yard are train-order offices only for trains that originate there.

87. San Antonio (Commerce Street) is a register station only for trains that originate or terminate there.

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

89. Main track between East Yard and Salado Junction is used jointly by trains of the San Antonio Division and the Victoria Division.

90. Class MK-5 and heavier engines must not be operated on the following tracks:

Luling—Magnolia spur tracks east and west of Luling or on gin spur.  
Storage Tracks at Sullivan.  
Seguin—Tracks 1, 3, 4 and oil-sump track.  
Nolte Mill tracks.  
Seguin Brick and Tile Co. tracks near Hilda.  
Government Tracks, Randolph Field, beyond the second switch.

91. Cars must not be left on south siding at Flatonia.

92. Engines must not be operated over scales in Oil Mill track, Flatonia.

93. Flatonia is a register station only for trains that originate or terminate there. Trains may register at Flatonia by register ticket, Form 2642, and obtain a train-order check, Form V, of superior trains due that have arrived or left.

94. Trains and engines using Dallas and Austin Division Tracks at Flatonia will be governed by current Timetable and Special Instructions of that Division.

95. First-class trains, and extra trains holding running orders through Glidden, may register at Glidden by register ticket, Form 2642, and obtain train order check, Form V, of super-

ior trains due that have arrived or left, and may leave Glidden without a clearance if train-order signal is changed to indicate PROCEED in accordance with Rule 221.

Trains of the San Antonio and Glidden Subdivisions, with the same conductor and engineer operating through Glidden, may be issued train orders on one subdivision that affect their movements on the other, or both, subdivisions.

#### GLIDDEN SUBDIVISION

100. First-class trains, and extra trains holding running orders through Glidden, may register at Glidden by register ticket, Form 2642, and obtain train order check, Form V, of superior trains due that have arrived or left, and may leave Glidden without a clearance if train-order signal is changed to indicate PROCEED in accordance with Rule 221.

Trains of the San Antonio and Glidden Subdivisions, with the same conductor and engineer operating through Glidden, may be issued train orders on one subdivision that affect their movements on the other, or both, subdivisions.

101. Loading devices Texas Construction Company gravel pits, Alleyton, Talton, Laban and Parker Brothers new pit and in Parker Brothers and Horton Gravel pit tracks at Columbus in Glidden Yard limits do not clear man on top or side of coal car.

102. Engines weighing in excess of 155,000 pounds on drivers must not use rice mill warehouse track at Eagle Lake, this being the track nearest to the G. C. & S. F. main track. Engines must not use the crossover between the rice mill elevator track and warehouse track at Eagle Lake.

103. Trains may register at Interlocking 17 and Interlocking 81 by register ticket, Form 2642, and obtain train-order check, Form V, of superior trains due that have arrived or left.

104. Interlocking 17 and Interlocking 81 are register stations only for trains that originate or terminate there.

105. The main track between Interlocking 17 and east switch of the siding at Rosenberg, is used jointly by trains of the Victoria and San Antonio Divisions and the G. C. & S. F.

106. Overlap posts are located—Stafford (to the left of main track), governing eastward trains. Richmond—(To the left of main track) governing westward trains. Eagle Lake, west siding—(to the left of main track) governing eastward trains.

107. When using Holic Spur stop must be made before making any movements over highway and member of crew must protect crossing with red flag by day and red lantern by night to give warning to highway traffic of approaching movement.

108. Main tracks between Bellaire Junction and Eureka are used jointly by trains of the Glidden and Bellaire Subdivisions.

109. Trains to or from the Bellaire Subdivision at Bellaire Junction, authorized to use a schedule, or run as a section of a schedule, on the Bellaire Subdivision, may assume the corresponding schedule, or corresponding section of schedule, on the Glidden Subdivision between Bellaire Junction and Houston Passenger Station and between Bellaire Junction and Englewood, displaying green signals when required.

110. On double track between Bellaire Junction and Boulevard Junction, and between Boulevard Junction and Houston (Passenger Station); between Interlocking 26 and Englewood, and between Englewood and Interlocking 86, trains and engines will operate in compliance with Rules Governing the Movement of Trains in the Same Direction by Block Signals (See Rule D-251), except that second class and inferior trains and engines will not occupy the main track when it is known that a first-class train will be delayed thereby. Trains may run extra, moving with the current of traffic, without train order authority. Movement against the current of traffic may be made only under protection of flagman.

111. Eureka is a train-order office for westward trains only.

112. Trains operating between Eureka and Englewood will move via Freight Route between Boulevard Junction and Interlocking 26 unless otherwise directed.

113. Engines heavier than F-1 class must not be operated over White Oak Bayou bridge on Freight Route, west end of Hardy Street yard, Houston.



**SPECIAL INSTRUCTIONS**

114. Main tracks between Interlocking 26 and Englewood are used jointly by trains of the San Antonio, Dallas and Austin Divisions and Houston Division.

115. On double track, a westward train checking a regular train on register at Englewood or Houston Passenger Station; identifying a train on opposite track, or receiving a train-order check, Form V, of a regular train at Eureka or West Junction, is not required to check against the same train before passing from double track to single track at Bellaire Junction or West Junction.

116. Main tracks between Eureka and Houston Passenger Station and between Boulevard Junction and Interlocking 26, via Niles, are used jointly by trains of the San Antonio Division and Dallas and Austin Divisions.

117. Trains and engines approaching or leaving passenger yard, Houston, proceed with caution and be governed by signals from switch tender as follows: PROCEED signal with green flag by day and green light by night before entering passenger yard; PROCCED signal with yellow flag by day and yellow light by night before leaving passenger yard. The following whistle code will be sounded at Houston Avenue Underpass for guidance of switch tender in handling switches at entrance to passenger station yard:

- San Antonio Division Trains ——— o
- Victoria Division Trains oo ——— o

118. Trains originating at Houston Passenger Station, enroute to Bellaire Subdivision at Bellaire Junction, must obtain a clearance at Houston Passenger Station, authorizing movement from Bellaire Junction.

119. Harrisburg, Tower 30 (G. H. & H. crossing) is a train rder office for westward trains only.

120. At Harrisburg, schedule time and train orders apply at Tower 30. Eastward trains stopped by signal No. 72 east end of Harrisburg siding must communicate with signal operator before passing signal indicating stop. If advised by operator no opposing train in block, proceed as authorized by Rule 509. Telephone located at signal 72.

121. Trains moving to or from Glidden Subdivision at Harrisburg will be governed by train-order signal located near Interlocking 30. The train-order signal located near Houston Division main track near switch leading to Glidden Subdivision governs trains moving exclusively on Houston Division.

122. Drawbridge not shown in time-table between Interlocking 102 and Interlocking 86, mile post location 5.2:  
Buffalo Bayou (Interlocked)

123. Main tracks between Englewood and Harrisburg are used jointly by trains of the San Antonio Division and Houston Division.

124. On double track, a westward train via Englewood checking a regular train on registetr at Houston Passenger Station or Englewood or receiving at Englewood train-order check, Form V, of a regular train at Harrisburg, or identifying a train on opposite track, will not be required to check against the same train before passing from double to single track at Tower 86.

125. F-1 and MK-5 class engines must not head through curved side of Puzzle Switches located on Middle Buster Lead Tracks Middle 10 to 16, inclusive, Englewood Yard.

126. Track circuits controlling automatic traffic gates at Richmond Road and Bellaire Boulevard between Bellaire Junction and West Junction are so constructed that the crossing gates will be automatically lowered to protect vehicular traffic by a straight-away movement for a distance of about 2,000 feet before reaching each crossing. If that distance is not covered in less than one minute, the gates will automatically raise to permit the passage of traffic. A second circuit begins about 200 feet in advance of each crossing and an engine or car reaching that point moving in direction of the crossing will again activate the device to lower the automatic crossing gates. At speeds under 25 MPH crossing gates will automatically raise before the crossing is reached.

To afford proper protection and operation of the automatic traffic gates train and engine movements which consume one minute or more traversing the distance of 2,000 feet approaching

Richmond Road crossing or Bellaire Boulevard crossing must be made with caution, and at a rate of speed that will permit the lowering of the automatic traffic gates when the movement enters the second circuit which begins about 200 feet in advance of each crossing.

127. See Page 27 for additional flag stops to entrain or de-train passengers.

**BELLAIRE SUBDIVISION**

130. Trains originating at Houston Passenger Station, enroute to Bellaire Subdivision at Bellaire Junction, must obtain a clearance at Houston Passenger Station, authorizing movement from Bellaire Junction.

131. On double track, a westward train checking a regular train on register at Englewood or Houston Passenger Station; identifying a train on opposite track, or receiving a train-order check, Form V, of a regular train at Eureka or West Junction, is not required to check against the same train before passing from double track to single track at Bellaire Junction or West Junction.

132. Trains to or from the Bellaire Subdivision at Bellaire Junction, authorized to use a schedule, or run as a section of a schedule, on the Bellaire Subdivision, may assume the corresponding schedule, or corresponding section of schedule, on the Glidden Subdivision between Bellaire Junction and Houston Passenger Station and between Bellaire Junction and Englewood, displaying green signals when required.

133. Class MK-5 or heavier engines must not use lumber track at Wallis beyond stock pen chute.

134. See Bellaire Subdivision, page 18, for movement of Nos. 309 and 310 to and from Passenger Station at Eagle Lake. Transfer and east siding must be kept clear. Trains will move with caution within Eagle Lake yard limits expecting to find main track occupied.

135. Trains 309 and 310 may register at Eagle Lake by Register Ticket Form 2642. Engines larger than a C-9 class must not use west leg of wye track at Eagle Lake.

**KERRVILLE SUBDIVISION**

140. See Item 75, Special Instructions, Page 22, regarding train movements between Tower 112, San Antonio and East Yard.

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

142. Within yard limits at Beckmann and Camp Stanley trains must move with caution, expecting to find main track occupied without protection of flagman.

143. Loading devices McDonough Brothers, Quarry loading tracks at Beckmann will not clear man on top or side of coal car.

144. Engine must not be operated beyond straight track on old Schreiner Wool spur at Kerrville city track.

145. The crew assigned to or ordered for the train may assume the schedule of No. 212 at Kerrville and leave Kerrville without a clearance.

Carl Gildemeister .....	San Antonio
O. B. Humble.....	San Antonio
Houston Watch Company.....	Houston
W. E. Connor.....	Houston

**TIME INSPECTORS**

Sidney F. Ball, General Time Inspector....	Chicago, Ill.
C. E. Ross.....	El Paso
Art Kassel .....	El Paso
Charles G. Riggins.....	Sanderson
Wood Jewelry Company.....	Del Rio



SPEED

150. Unless otherwise further restricted, or authorized, the following is maximum speed for trains between the points named:

POINTS	Passenger Trains Handled by Passenger Engines			Gas Electric Motor			Passenger Trains Handled by Engines with Two Wheel Engine Trucks			Manifest Freight Trains when handled by engines not otherwise restricted & when not handling any of the restricted cars shown in Item 161.			Freight and Mixed Trains			Trains handling derricks, ditches, power shovels, drag lines, pile drivers, scale test cars and machines of similar kind on own wheels.			
	Miles Per Hour	Protected Curves	Unprotected Curves	Miles Per Hour	Protected Curves	Unprotected Curves	Miles Per Hour	Protected Curves	Unprotected Curves	Miles Per Hour	Protected Curves	Unprotected Curves	Miles Per Hour	Protected Curves	Unprotected Curves	Miles Per Hour	Protected Curves	Unprotected Curves	
Houston and Rosenberg.....	60	60	60	60	60	60	55	55	55	50	50	50	40	40	40	25	25	25	25
Rosenberg and Del Rio.....	65	65	65	65	65	65	55	55	55	50	50	50	40	40	40	25	25	25	25
Del Rio and Sanderson.....	60	60	60	SPEED BOARDS GOVERN			55	55	55	50	50	50	40	40	40	25	25	25	25
Sanderson and Belen.....	65	65	65	SPEED BOARDS GOVERN			55	55	55	50	50	50	40	40	40	25	25	25	25
Belen and El Paso.....	60	60	60	55	50	55	40	40	40	30	30	30	30	30	30	25	25	25	25
Eagle Lake and Bellaire Jct.....	45	45	45	40	40	40	30	30	30	30	30	30	25	25	25	20	20	20	20
West Jct. and Harrisburg.....	40	40	40	40	40	40	30	30	30	30	30	30	25	25	25	20	20	20	20
Eagle Pass and Spofford.....	40	40	40	SPEED BOARDS GOVERN			30	30	30	30	30	30	25	25	25	20	20	20	20
Kerrville and Boerne.....	30	30	30	SPEED BOARDS GOVERN			25	25	25	25	25	25	25	25	25	20	20	20	20
Boerne and San Antonio.....	35	35	35	SPEED BOARDS GOVERN			30	30	30	30	30	30	25	25	25	20	20	20	20
Gonzales and Harwood.....	30	30	30	SPEED BOARDS GOVERN			25	25	25	25	25	25	25	25	25	15	15	15	15

151. Through corporate limits of the cities and towns named trains and engines must not exceed the speed indicated.

El Paso, 25 miles per hour; Marfa, 25 miles per hour; Alpine, 15 miles per hour; Del Rio, 35 miles per hour; Sabin, 25 miles per hour; San Antonio, 18 miles per hour; Seguin, 6 miles per hour; Luling, 6 miles per hour; Flatonia, 20 miles per hour; Schulenburg, 20 miles per hour; Weimar, 10 miles per hour; Columbus, 10 miles per hour; Eagle Lake, 20 miles per hour; Rosenberg, 18 miles per hour; Richmond, 25 miles per hour; Sugar Land, 15 miles per hour; Houston, 18 miles per hour.

MAXIMUM SPEED OF ENGINES

152. Steam yard engines in service, running forward or backward with or without cars..... 20 miles per hour

Steam 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

Diesel-electric yard engines in service running forward or backward, with or without cars, or being hauled in train, forward or backward..... 40 miles per hour

Road engines in tow in charge of messenger and under sufficient steam to lubricate, moving forward, rods in place..... freight train speed  
Road engines running forward, light, unless otherwise directed, freight train speed

Road engines moving backward, in service or in tow, rods in place..... 20 miles per hour

Road engines running under own steam or hauled in train when all the weight has been removed from only one pair of drivers, or engine truck removed..... 20 miles per hour

Road engines moving forward or backward, main or side rods, or both, removed..... 20 miles per hour

Gas-electric motor passenger cars while being hauled in trains, forward or backward..... 60 miles per hour  
Gas-electric motor passenger cars running backward, either with or without cars..... 20 miles per hour

153. Unless otherwise authorized trains must not exceed 15 miles per hour through crossovers, junctions and other diverging switches; 25 miles per hour over drawbridges; and 45 miles per hour over railroad crossings at grade.

154. Between El Paso and Sierra Blanca, T. & P. I-1 class engines, number 600 and 669, inclusive, equipped with valve-pilot and nickel-steel rods and T. & P. H-2-R class engines, number 800 and 810, when handling passenger trains, may make 55 MPH on straight track and 50 MPH on unprotected curves where speed is not otherwise further restricted, and will be governed by restriction applying to freight trains on protected curves.

155. Movements of all trains on and through the various cross-overs and in interlocking limits of interlocking 47 must be made with caution not exceeding 10 miles per hour.

150(a). The speed indicated must not be exceeded at any point, by engines listed below, in any service, or when hauled in tow.  
30 miles per hour  
307 to 386  
481  
867 to 894

35 miles per hour  
803, 804, 807, 810,  
811, 813, 819, 820  
826, 829, 831, 832,  
838, 845, 848, 895,  
896.

40 miles per hour  
520, 521, 522, 523,  
524, 525, 526, 527,  
528, 529.  
800, 801, 802, 805,  
806, 808, 809, 812,  
814, 815, 816, 817,  
818, 821, 822, 823,  
824, 825, 827, 828,  
830, 834, 835,  
836, 837, 839, 840,  
841, 842, 843, 844,  
846, 847, 849, 850.



# SPECIAL INSTRUCTIONS

## SPEED

156. Passenger trains leaving or entering El Paso Union Depot must not exceed six (6) miles per hour between lead track out of Union Depot and crossover just west of Interlocking 6.

157. Application of brakes while trains are on Pecos Bridge (428) should be avoided except in emergency. Flagman must ride on platform of rear car and signal when train has passed over bridge, keeping a close lookout for fire.

158. Trains must not exceed twelve (12) miles per hour on Uvalde Rock Asphalt Company Spur between Cline and interchange tracks.

159. Trains must reduce to fifteen (15) miles per hour on eastward or westward main track 1,000 feet in advance of South Flores Street crossing, San Antonio.

160. Engines using Cadet Spur, San Antonio Yard, must not exceed twenty (20) miles per hour over any portion of this spur including the run-around track and two warehouse tracks. Derails located east end run-around track and in east end of the two warehouse tracks.

161. Trains and engines run 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.

During hours named below, must not exceed six (6) miles per hour over the following street crossings, if necessary, send a flagman ahead before proceeding:

**San Antonio:**

Sherman, Burlson,  
Lamar, Burnet .....12:01 A.M. to 6:00 A.M.

**San Antonio (Kerrville Subdivision):**

West Laurel and Probandt Street.....All Hours

**Luling:** All Streets .....All Hours

**Gonzales:** St. Joseph Street.....All Hours

162. Unless otherwise further restricted, trains handling cars loaded with sand and/or gravel will not exceed thirty (30) miles per hour between Glidden and Houston.

163. Trains and engines entering or leaving or operating through passenger station yard at Houston must run with caution, not exceeding eight (8) miles per hour between San Jacinto Street Crossing at Tower 108, east of the station yard and Houston Avenue Underpass, west of the station yard.

164. Trains and engines must not exceed speed of ten (10) miles per hour over HB&T crossing, Tower 26, on westward main track.

165. Passenger trains handling converted steel wheel box cars or converted foreign line box cars equipped with steel wheels, snubbers and AB brake equipment or the ride control trucks and AB brakes must not exceed speed of 60 miles per hour between El Paso and San Antonio.

166. Trains handling system tank cars 12,000 gallons capacity and over, loaded with Company oil, must not exceed speed of thirty-five (35) miles per hour.

Wooden understructure loaded battleship tank cars of 12,000 gallons capacity or over, must not be handled in trains between Houston and El Paso without special authority of Chief Dispatcher and then not to exceed twenty (20) miles per hour. Item 173, Special Instructions, Timetable No. 184, authorizes speed when handling other loaded tank cars.

167. Trains handling transformers, on open top cars, twin or other multiple loads of steel, poles or piling, must not exceed thirty (30) miles per hour.

168. Engines not equipped with trailer trucks, when used in passenger service, must not exceed 55 miles per hour.

169. Trains handling loaded System Enterprise ballast cars, series T. & N. O. 41500-41749 and S. P. 10280-10579 in ballast service, are restricted to maximum speed of thirty-five (35) miles per hour.

170. G. C. & S. F. 3450 class engines in passenger service between Tower 81 and Tower 17 must not exceed 35 MPH between Tower 81 and West Junction.

171. Speed of 15 miles per hour must not be exceeded by trains or engines over diamond-shaped crossing at Interlocking 26, which is the crossing of the westward main track toward Houston Passenger Station and the eastward main track from Hardy Street yard.

172. Speed of freight trains handling logs loaded on flat or logging cars is restricted to a maximum of 25 miles per hour.

173. Speed shown under "Manifest Freight Trains," Item 150, 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 car inspector, after careful inspection, certifies load in good condition for fast speed;

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

Cars with arch bar type trucks.

## SPEED TABLE

This table is for information in determining speed per mile and it 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

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 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,010 "
80,000 "	5 x 9	136,000 "
100,000 "	5 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.



**CENTRALIZED TRAFFIC CONTROL SYSTEM  
(C. T. C.)  
VALENTINE SUBDIVISION**

**Centralized Traffic Control System Limits between Alpine and Paisano.**

Absolute signal located just west of train-order office, Alpine Depot, governing westward movements.

Absolute signal located sixty feet west of the west switch of the siding at Paisano governing eastward movements.

Trains or engines entering the main track at the west end of the siding or house track, Alpine and at P. & S. F. transfer tracks, must secure permission from the signal operator at Alpine before fouling the main track and then be governed by position of switch indicator located at the west switch of siding, Alpine, and cross-over switch at P. & S. F. transfer tracks, west of Alpine before lining the switch of either track.

Trains or engines, after having cleared the main track and lined the switch and derail to permit a main track movement at the crusher track Toronto, must secure permission from the signal operator at Alpine before re-entering the main track, and then be governed by the position of switch indicator before lining the switch and derail. Indicators between Toronto and Paisano are for information of maintenance of way forces and not for train operation.

Signal Operator at Alpine will not line a switch and clear the signals for trains from the P. & S. F. Railway to enter main track at Paisano or at Alpine Junction without first securing permission from the train dispatcher.

Trains from and to the P. & S. F. Railway at Alpine Junction will enter and leave the main track at the switch at the west end of the T. & N. O. transfer track.

Switch where Santa Fe track connects into west transfer track, Alpine Junction, is protected by C. T. C. signals.

The siding switches at Toronto and Paisano, the main track switch at Alpine Junction and the Junction switch at Paisano, are power-operated by the signal operator at Alpine. 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 the telephone box on other end of instrument case. The crank must be replaced in box and box locked after having been used.

Sand must not be used over movable parts over power-operated switches.

Trains must not blow out boilers when passing over power-operated switches or when passing signals.

**GLIDDEN SUBDIVISION**

**Centralized Traffic Control Limits between Interlocking 26 and Niles (Freight Route)**

Absolute signal located at West interlocking limits, Interlocking 26, just west of Maury Street, governs westward movements;

Absolute signal located at fouling point on eastward track, and

Absolute signal located at fouling point on westward track at Niles, govern eastward movements.

Yard engines may enter main track from diverging tracks where switch indicators are located when the indicator indicates "block clear". To enter main track when the indicator indicates "Block occupied", or to enter main track where no indicator is located, permission must first be obtained from the Signal Operator at Maury Street, and movements must be made in compliance with Rule 776.

Telephones for communication with the signal operator at Maury Street and with the assistant yardmaster at Hardy Street are located as follows:

SA Yard cross-over west of Hardy Street.

At Signal near old Signal Shop.

Old freight house lead.

At first signal west of North Main Street underpass.

West end shop lead.

Signal at Houston Avenue.

Niles

Trains must not exceed 15 miles per hour between Interlocking 26 and Niles and must proceed with caution.

**Centralized Traffic Control Limits between Interlocking 86 and Interlocking 30, Harrisburg.**

Absolute signal located on signal bridge west of Interlocking 86, MP-4.5.

Absolute signal located at MP-7, east of Glidden Subdivision switch, Harrisburg.

Trains and/or engines may enter main track from diverging tracks within C. T. C. System between Interlocking 30, Harrisburg and Interlocking 86 when switch indicators indicate "Block Clear".

Signal operator is located at Tower 30.

**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.....Fourth Thursday in November
- Christmas.....December 25th.

**ADDITIONAL FLAG STOPS TO ENTRAIN OR DETRAIN REVENUE PASSENGERS**

Train	At Stations	Entrain Passengers to or beyond	Detrain Passengers from or beyond
1	Marathon	El Paso and points west where scheduled to stop	San Antonio and points east where scheduled to stop
2	Marathon	San Antonio and points east where scheduled to stop	El Paso or points beyond where scheduled to stop
5	Between Rosenberg and El Paso		Houston or beyond
	Between Houston & San Antonio	West of San Antonio	
	Sugar Land	San Antonio	
6	Between San Antonio & El Paso	Any Station	Any Station
	Between El Paso & San Antonio	Any Station	Any Station
	Between San Antonio & Houston	Houston or scheduled stops beyond	Beyond San Antonio
7	Sugar Land		San Antonio
	Missouri City	West of Rosenberg	Houston
8	Missouri City	Houston	Stations West
	303	Sugar Land	West of Rosenberg
304	Any Station	West of Victoria	
	Any Station		West of Rosenberg



## REMOTE INTERLOCKING

## EL PASO UNION DEPOT

The switches just east of El Paso Union Depot yard governing movements into and out of El Paso Union Depot tracks and cross-over movements from westward and eastward main tracks, Nos. 1 and 2, are electrically operated from Interlocking 6. Interlocking Signals and Interlocking Rules will govern movements over these switches.

The top light on interlocking home signal governing westward movements at El Paso Street, El Paso, governs through cross-over and into El Paso Union Depot Yard. The lower light governs continuous movements on westward track.

The crossover used by eastward movements from the westward track (T&NO Track No. 1) to the eastward track (T&NO Track No. 2) is equipped with a hand operated switch machine located opposite east switch of cross-over. The two cross-over switches are pipe-connected and the one lever operates both switches simultaneously. This switch machine is electrically locked from Tower 6, and trainmen or yardmen desiring to use the crossover must communicate with signal operator at Tower 6 by telephone located in box on signal mast just east of El Paso Street. When the switch has been unlocked by the signal operator, and the indicator located at the ground stand indicates "clear," the crossover switches may be operated by hand. After the crossover has been used, the switches must be restored to normal position, and the signal operator at Tower 6 must be so advised by telephone.

When the signals are not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator at Interlocking 6 by telephone located in box on westward signal mast at El Paso Street in concrete booth near east end of El Paso Union Depot Yard, and in Union Depot Yardmasters' booth on station platform. Instructions for operating the switch by hand, when authorized to do so by signal operator Interlocking 6, are attached to telephone.

When necessary for a yard engine to use a route that has been lined for an approaching passenger train, the signal operator must immediately be so advised by telephone, in order that he may restore the route and clear signals for the passenger train.

The engine foreman in charge of switching of passenger equipment at east end of El Paso Union Depot yard will advise signal operator by telephone when he is ready to start switching over El Paso Union Depot connection, and signal operator will set this switch and clear signal, leaving same in that position until engine foreman advises switching has been completed.

Conductors of eastward passenger trains will advise signal operator by telephone, located in booth on El Paso Union Depot platform, when train is ready to leave.

## INTERLOCKING 47—EL PASO

The switch just east of east interlocker limits, Interlocking 47, governing movements to and from the lead to El Paso S. P. freight yards is electrically operated from Interlocking 47. Interlocking signals and interlocking rules will govern movements over this switch.

Both switches of the crossover leading from T. & N. O. westward main track to T. & N. O. eastward main track just east of lead to El Paso S. P. freight yard east of Interlocking 47 are electrically operated from Interlocking 47. Interlocking rules will govern movements over this crossover.

A hand throw derail is located on south lead track at fouling point with eastward main track, and a switch indicator is located at the derail. When indicator indicates block occupied derail must not be thrown. After movement has been made from South lead track to eastward main track derail must be replaced in derailing position.

When signals are not clear or the switch is not set for the route required, member of the crew will communicate with the signal operator by telephone located in box on signal case north side of westward main track west end of crossover. Instructions for operating switch by hand when so authorized by signal operator are located in telephone box.

## SIERRA BLANCA

T. & P. freight switch located 1893 feet east of the west switch of siding, and T. & P. passenger switch located 3632 feet east of T. & P. freight switch at Sierra Blanca are electrically operated from train-order office. Interlocking Signals and Interlocking Rules will govern movements over these switches. Movements from T. & P. tracks to main track will be governed by light-type signals located a short distance east of the switches.

Movements to and from T. & P. tracks through electrically-operated switches must not exceed twenty-five miles per hour.

The east switch of siding Sierra Blanca will be operated from train order office at Sierra Blanca. Normal position will be for the main track and interlocking signals, and interlocking rules will govern movements over this switch. Inferior westward trains approaching east switch of siding and finding the switch set for main track movements and the governing signal clear are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

When signals are not clear or the switch is not set for the route required, member of the crew will communicate with the signal operator by telephone located in box on pole near switch. Instructions for operating switch by hand when so authorized by signal operator, are located in telephone box.

Cars or engines must not be left standing on electrically-operated switches, or between the home signals located east and west thereof, thereby preventing the operator from operating the switches.

## SANDERSON

The switch at east end of Sanderson yard is electrically operated from the train-order office. Interlocking Signals and Interlocking Rules will govern movements over this switch.

When the signals are not cleared or the switch is not set for the route required, train or enginemen will communicate with the operator by telephone located in box on iron post on north side of track just east of the switch; one long ring for operator; two long rings for maintainer. Instructions for operating the switch by hand, when so authorized by the operator, are located in telephone box.

When making movement into or out of yard over No. 1 extension switch, the switch will automatically return to normal position for main-track movement and the derail located west of the switch will automatically be set to derail an eastward movement from track No. 1 as soon as the train or engine for which the route was lined has cleared the home signals located just east and west of the switch and derail, and trains moving westward into yard must not make a reverse movement until the signal has been cleared or the operator has authorized the movement.

## EAST YARD

The switch at east end of double track, East Yard, is electrically operated from the train-order office at East Yard; the normal position is for the westward track. Interlocking Signals and Interlocking Rules will govern movements over this switch.

When the signal is not cleared, or the switch is not set for the route required, trainmen or enginemen will communicate with the operator at East Yard by telephone, one of which is located in a box on the east side of instrument case opposite power switch, and the other on 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.

## FLATONIA

West switches north and south sidings at Flatonia are electrically operated from Interlocking 3. These switches can be cranked by hand by a member of train crew when authorized by signal operator by telephone. Instructions for cranking the switches are located on the cover of the box in which the crank is housed, located on side of instrument case.

Interlocking signals and interlocking rules will govern movements over these switches.

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone.

Inferior eastward trains approaching this switch and finding the switch set for main track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in direction of movement.



REMOTE INTERLOCKING

EAGLE LAKE

West switch of east siding Eagle Lake is electrically operated from interlocking 115. This switch cannot be hand cranked by a member of train crew.

Interlocking signals and interlocking rules will govern movements over this switch.

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone.

Inferior eastward trains approaching this switch and finding the switch set for main track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

ROSENBERG

West switch of siding Tower 17 is electrically operated from Interlocking 17. This switch cannot be hand cranked by a member of train crew.

East switch of siding Rosenberg is electrically operated from Interlocking 17. This switch can be cranked by hand by a member of train crew when authorized by signal operator by telephone. Instructions for cranking the switch are located inside door of telephone box on west side of instrument house.

Interlocking signals and interlocking rules will govern movements over these switches.

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone.

Inferior westward trains approaching this switch and finding the switch set for main track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

WEST JUNCTION

The switch connecting the single main track with the eastward main track of double track is electrically operated from Interlocking 13, Eureka; the normal position is for single track movement. Interlocking signals and interlocking rules will govern movements over this switch.

When signal is not cleared or the switch is not set for the route required, trainmen or enginemen will communicate with the operator at Interlocking 13 by telephone which is located in the box on west end of instrument case opposite power switch. When authorized by the operator, switch may be manipulated by hand, instructions for which are located in telephone box.

Westward trains moving with the current of traffic from double to single track shall be governed by Signal 95 and trail through spring switch, and when the signal is not cleared to authorize movement through the switch, trainmen or enginemen will communicate with the signal operator at Interlocking 13 by telephone, for instructions.

Movements to or from double track through electrically-operated switch, or spring switch, with governing signal indicating proceed are restricted to maximum speed of fifteen miles per hour.

Westward trains, not receiving a check against, or identifying

superior trains at or before arriving West Junction, shall communicate with train dispatcher by telephone at West Junction for check of such train; except, westward second-class or inferior trains from either route, arriving at West Junction when a westward superior train from the other route is due, except No. 1, and unable to identify the superior train may, when the governing signal is clear, proceed to the next open train-order office to obtain Form V check of such train, but must carefully look out for the superior train following, and if seen approaching, the inferior train must arrange for the superior train to promptly pass.

BELLAIRE JUNCTION

Junction switch and west crossover switch, Bellaire Junction, are operated from Interlocking 13, Eureka. East switch of crossover is a spring switch; normal position for main track movement.

Interlocking signals and interlocking rules will govern movements over these switches.

Trains on the eastward main track desiring to move through the crossover to the westward main track or to the Bellaire Subdivision must stop in advance of dwarf signal located just east of spring switch and observe position of switch indicator. If switch indicator shows block clear, spring switch should be set for crossover, and if signal indicates proceed, route may be used. If signal indicates stop, call signal operator at Eureka on telephone and request that route be cleared.

Switch connecting SA&AP industrial lead with eastward main track, Bellaire Junction, is equipped with electric switch lock. Before entering or leaving this track, trains should stop in advance of the dwarf light type signals governing route and a member of the crew secure permission from the operator at Interlocking 13, Eureka, by telephone.

When operator releases lock, indicator in lock box will show clear. Trainmen should then set switch for the diverging route and remove derail at fouling point from rail. Dwarf signals should then change indication to show proceed.

After restoring switch to normal position, turn lock crank to right and close and lock door of box. Replace derail on rail at fouling point.

Telephone for communication with operator at Eureka is located on west side of instrument house.

BOULEVARD JUNCTION

Both switches of the crossover just east of Heights Boulevard are operated from Interlocking 13, Eureka.

Semi-automatic dwarf light signal, located to the north of Chaney Yard, yard lead track, west of Harvard Street, governs westward movements entering the interlocking limits from any of the Chaney Yard tracks; normal position is stop. The route must be set against conflicting movements by the signal operator at Interlocking 13, Eureka, and the west switch of the lead must be set for the lead by a member of the crew before semi-automatic dwarf light signal will indicate proceed. Trains or engines must not enter main track from lead, Chaney Yard, unless so authorized by telephone by signal operator at Interlocking 13, Eureka, when telephone communication is possible.

Location of local telephones connected with Interlocking 13: Mechanism case at signal bridge.

Mechanism case east of Harvard Street.

Crossing watchman's booth, Heights Boulevard.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur	Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Buford.....	El Paso.....	812.7	14E	Massey.....	Bellaire.....	6.43	12W
Acala.....	El Paso.....	780.1	10E	Lotus.....	Glidden.....	14.5	20E
Gypsum.....	El Paso.....	756.4	13E	Holico.....	Glidden.....	12.7	45E
The Sotol Company.....	Del Rio.....	375.1	24W	Pierce Junction.....	Glidden.....	0.3	18
Cibolo.....	San Antonio.....	190.2	23	Medio.....	Glidden.....	2.6	25
Seguin Brick & Tile.....	San Antonio.....	179.3	117W	Streets.....	Glidden.....	5.8	8
Nolte.....	San Antonio.....	178.2	171E	Spanish Pass.....	Kerrville.....	274.9	7
Talton.....	Glidden.....	82.0	20E	Shavano.....	Kerrville.....	250.7	2E
Laban.....	Glidden.....	79.6	75E	Botts.....	Gonzales.....	7.0	3E
Arroz.....	Bellaire.....	51.0	13	Kokerhot.....	Gonzales.....	5.8	17
Pilot.....	Bellaire.....	22.8	9E	Conrad.....	Gonzales.....	3.4	4E
				Quemado Junction.....	Eagle Pass.....	26.3	40E



**30 RATINGS OF ENGINES IN FREIGHT SERVICE—IN UNITS OF 1000 POUNDS (Ms)**

CLASS		ENGINE NUMBERS	El Paso to Sierra Blanca	Sierra Blanca to Valentine	Valentine to Etholen	Etholen to El Paso	Valentine to Lull	Lull to Del Rio	Paisano to Valentine	Del Rio to Paisano	Del Rio and Sabin	Sabin and La Coste	La Coste and San Antonio
Nominal	Designation												
F-5	F63 29½/32 306/B61SF	906 - 921	4800	7200	5850	7605	5300	7950	6000	4800	7625	6100	9150
GS-1	GS73 27/30 262/B58SF	700 - 710	4150	6225	5200	6760	4500	6750	4785	4150	6500	5200	7800
F-1	F63 27½/32 278SF	953 - 999	3650	5475	4400	5720	4000	6000	4595	3675	6000	4800	7200
MK-5	MK63 26/28 210S	738 - 794	3000	4500	3650	4745	3300	4950	3815	3050	4685	3750	5125
C-8-9	C57 22/30 190S	800 - 850	2200	3300	2690	3495	2450	3675	2815	2250	4000	3200	4800
P-9-13	P73 25/30 189-B63SF	622 - 633	2370	3555	2900	3770	2600	3900	3000	2400	3625	2900	4350
P-6	P77 25/28 178-B59SF	610 - 621	2130	3195	2600	3380	2350	3525	2685	2150	3250	2600	3900
P-5	P77 22/28 148-B58SF	600 - 609	1650	2475	2020	2625	1810	2713	2090	1670	2500	2000	3000
M-6	M63 21/28 142S	516 - 517	1740	2610	2125	2760	1930	2895	2225	1780	2675	2140	3210
M-9	M63 21/28 150S	550 - 556	1830	2745	2195	3855	2020	3030	2325	1860	2750	2200	3300
M-10	M63 21/28 152S	500 - 514	1830	2745	2195	3855	2020	3030	2325	1860	2750	2200	3300
M-11	M63 21/28 153S	560 - 565	1830	2745	2195	3855	2020	3030	2325	1860	2750	2200	3300
M-21	M63 22/28 185SF	520 - 529	2150	3225	2600	3380	2400	3600	2730	2200	3625	2900	4350
C-20	C50 19/26 124S	867 - 869									2410	1930	2895
C-21	C50 20/24 140S	870									2560	2050	3075
C-23	C50 20/26 144S	877 - 884									2625	2100	3150
C-24	C50 20/26 152S	885 - 892									2800	2240	3360
C-25	C56 22/28 170S	896 - 897									3560	2850	4275
E-23	E73 20/24 93S	262 - 272									1625	1300	1950
T-28	T69 22/28 163S	388 - 399									2960	2370	3555

CLASS		ENGINE NUMBERS	San Antonio to Seguin and Weimar to Glidden	Glidden to Kingsbury and Seguin to Weimar	Kingsbury to San Antonio	Glidden to Ramsey	Ramsey to Houston and Houston to Glidden	San Antonio to Kerrville and Kerrville to Camp Stanley	Camp Stanley to San Antonio	Eagle Pass to Spofford	Spofford to Eagle Pass	Harwood and Gonzales
Nominal	Designation											
F-5	F63 29½/32 306/B61SF	906 - 921	7000	5600	7000	17000	17000					
GS-1	GS73 27/30 262/B58SF	700 - 710	6000	4800	6000	15000	15000					
F-1	F63 27½/32 278SF	953 - 999	5875	4700	5875	14000	15000			7350	8750	
MK-5	MK63 26/28 210S	738 - 794	4625	3700	4625	10000	12000	3100	4000	5090	6060	
C-8-9	C57 22/30 190S	800 - 850	3810	3050	3810	8500	9000	2800	3500	4240	5060	
P-9-13	P73 25/30 189-B63SF	622 - 633	3375	2700	3375	8000	8500	2500	3200	4100	4900	
P-6	P77 25/28 178-B59SF	610 - 621	2975	2380	2975	7000	7500	2100	2800	3680	4380	
P-5	P77 22/28 148-B58SF	600 - 609	2310	1850	2310	5000	5500	1800	2500	2850	3400	1470
M-4	M63 20/28 128S	412 - 459	2225	1780	2225	4500	5000	1500	2100	2740	3280	1400
M-6	M63 21/28 142S	516 - 517	2475	1980	2475	5500	6000	1900	2200	3090	3650	1590
M-9	M63 21/28 150S	550 - 556	2550	2040	2550	5500	6000	2000	2400	3230	3840	1640
M-10	M63 21/28 152S	500 - 514	2550	2040	2550	6000	6500	2000	2400	3230	3840	1640
M-11	M63 21/28 153S	560 - 565	2550	2040	2550	5500	6000	2000	2400	3230	3840	1640
M-21	M63 22/28 185SF	520 - 529	3500	2800	3500	8000	8500	2400	3200	4000	4750	
C-20	C50 19/26 124S	867 - 869	2185	1750	2185	4500	5000	1450	2000	2720	3230	1400
C-21	C50 20/24 140S	870	2350	1880	2350	5000	5500	1600	2200	2920	3480	1510
C-23	C50 20/26 144S	877 - 884	2425	1940	2425	5500	6000	1750	2500	3010	3580	1550
C-24	C50 20/26 152S	885 - 892	2585	2070	2585	6000	6500	1900	2700	3160	3760	1640
C-25	C56 22/28 170S	896 - 897	3375	2700	3375	7000	7500	2400	3200	3670	4480	1900
E-23	E73 20/24 93S	262 - 272	1635	1310	1635	3000	3500	1000	1200	1900	2300	1030
E-40	E62 18/24 73S	220 - 221				2500	3000	975	1200			930
T-28	T69 22/28 163S	388 - 399	2700	2160	2700	6000	6500	2000	2300	3340	4000	1700



**Location Where Speed Board Restrictions Apply to More Than One Curve,  
Structure or Extended Section of Track.**

FOR EASTWARD TRAINS

FOR WESTWARD TRAINS

Location of Speed Board Mile	Beginning of Restriction Mile	End of Restriction Mile	Location of Speed Board Mile	Beginning of Restriction Mile	End of Restriction Mile
239.86	239.11	238.39	237.05	238.39	239.11
241.90	241.15	239.15	238.40	239.15	241.15
246.80	246.05	244.31	243.56	244.31	246.05
251.67	250.92	249.70	248.95	249.70	250.92
271.57	270.82	268.40	267.65	268.40	270.82
357.63	356.88	356.05	355.30	356.05	356.88
367.26	366.51	365.82	365.07	365.82	366.51
396.87	396.12	394.49	393.74	394.49	396.12
397.70	396.95	396.35	395.60	396.35	396.95
402.36	401.51	401.12	400.29	401.04	401.51
413.49	412.74	410.83	410.08	410.83	412.74
414.26	413.51	412.99	412.24	412.99	413.51
415.89	415.14	413.71	412.96	413.71	415.14
417.30	416.55	415.98	415.23	415.98	416.55
421.10	420.35	416.55	415.80	416.55	420.35
428.13	427.38	421.28	420.53	421.28	427.38
431.35	430.60	428.90	428.40	428.90	430.60
439.77	439.02	432.88	432.13	432.88	439.02
441.99	441.24	439.42	438.67	439.42	441.24
448.97	448.22	447.08	446.33	447.08	448.22
459.88	459.13	457.84	457.09	457.84	459.13
468.99	468.24	467.52	466.77	467.52	468.24
472.35	471.60	469.78	469.03	469.78	471.60
476.02	475.27	474.01	473.26	473.23	475.27
477.18	476.13	475.51	474.76	475.51	476.13
481.43	480.68	479.92	479.17	479.92	480.68
483.04	482.29	481.64	480.80	481.64	482.29
500.55	500.45	502.81	502.06	502.81	506.45
522.63	521.88	518.90	518.15	518.90	521.88
545.36	544.61	542.71	541.96	542.71	544.61
546.63	545.88	545.32	544.57	545.32	545.88
548.20	547.45	546.49	545.74	546.49	547.45
551.77	551.02	549.79	549.04	549.79	551.02
560.62	559.87	559.07	558.32	559.07	559.87
576.46	575.71	575.25	574.50	575.25	575.71
589.83	589.08	588.50	587.75	588.50	589.08
600.28	599.53	599.01	598.26	599.01	599.53
603.38	602.63	601.49	600.74	601.49	602.63
605.52	604.77	604.23	603.48	604.23	604.77
610.35	609.60	608.46	607.71	608.46	609.60
618.63	617.88	616.54	615.79	616.54	617.88
620.82	620.07	618.33	617.58	618.33	620.07
748.92	748.17	743.66	742.91	743.66	748.17
753.69	752.94	748.52	747.77	748.52	752.94
758.07	757.32	756.47	755.72	756.47	757.32
763.98	762.33	760.57	759.82	760.57	762.33
765.57	764.82	763.01	762.26	763.01	764.82
774.24	773.49	771.64	770.89	771.64	773.49
785.83	785.08	784.66	783.97	784.66	785.08
824.48	823.73	823.18	822.53	823.18	823.73

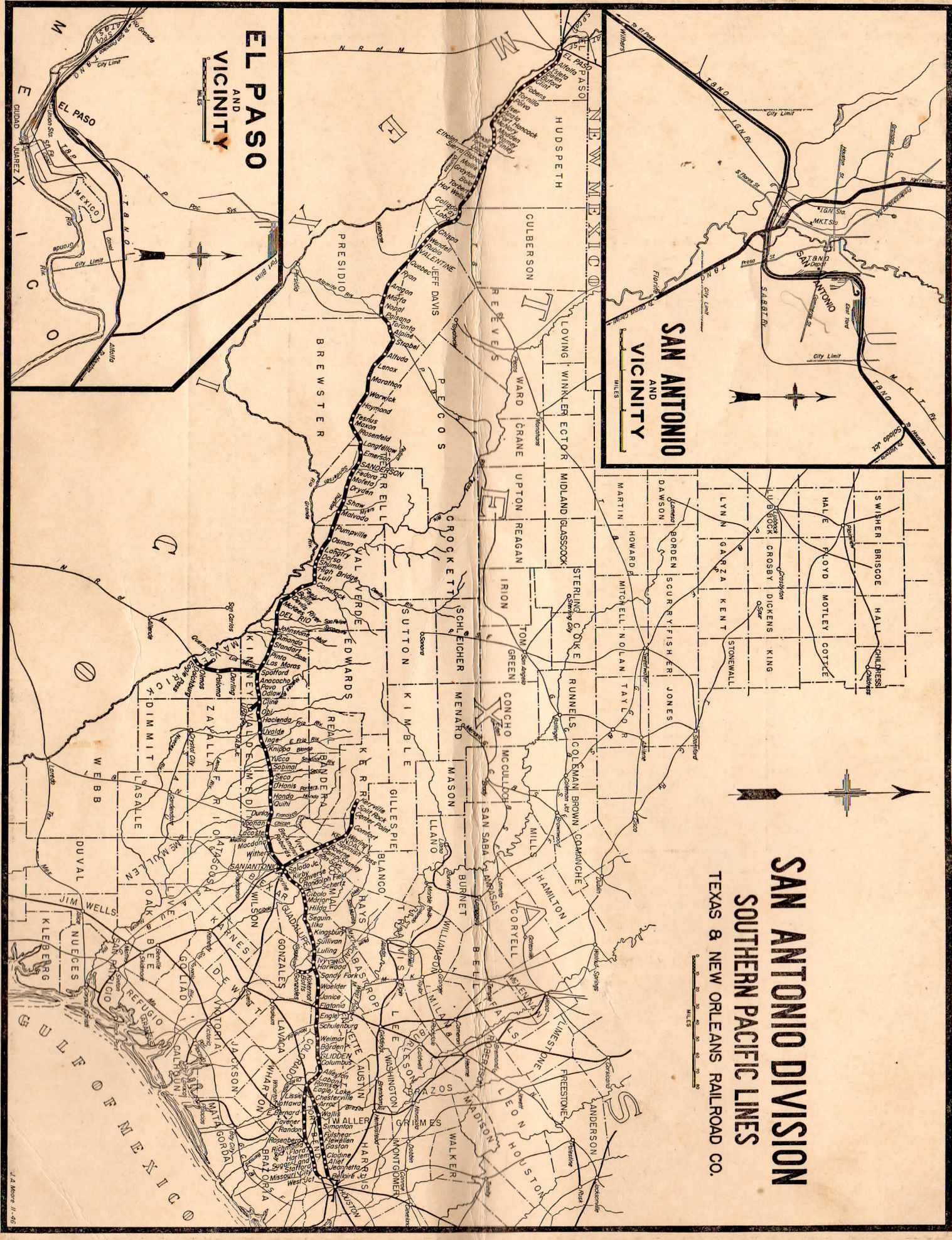
Location of speed boards not located at the distance prescribed  
by Rule 10 (J):

Speed board location  
(Mile)Distance from beginning  
of restriction (mile)**EASTWARD TRAINS****WESTWARD TRAINS**

206.82	0.58
301.17	0.50
458.88	0.25
477.18	1.05
498.22	0.59
506.55	0.10
532.93	0.99

428.40	0.50
620.09	0.56
766.54	0.54
783.97	0.69
822.53	0.65





**SAN ANTONIO DIVISION**  
**SOUTHERN PACIFIC LINES**  
**TEXAS & NEW ORLEANS RAILROAD CO.**

**EL PASO**  
**AND**  
**VICINITY**

**SAN ANTONIO**  
**AND**  
**VICINITY**