

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY

## TIME TABLE

FOR THE

# EL PASO DIVISION

AND

TEXAS & PACIFIC RAILWAY—RIO GRANDE DIVISION  
BETWEEN EL PASO AND SIERRA BLANCA

To Take Effect Sunday, June 26, 1921, at 12:01, A. M.

**Central Time**

(Mountain Time Between Rio Grande and El Paso)

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

**G. S. WAID,**

Vice President and General Manager.

**O. C. CASTLE,**

Superintendent of Transportation.



## CONDENSED SCHEDULES.

**EASTWARD—Toward New Orleans.**

**WESTWARD—Toward San Francisco.**

No. 244	No. 242	No. 110	No. 102	No. 22	No. 12	No. 8	No. 6	No. 4	No. 2	Distance from El Paso	STATIONS	Distance from New Orleans	No. 1	No. 3	No. 5	No. 7	No. 11	No. 21	No. 101	No. 109	No. 241	No. 243	
6.25 PM		11.30 PM	9.50 AM							0.00	Lv. EL PASO (Union Depot) Ar.	1194.00								10.45 PM	5.00 PM		8.00 AM
8.00 AM		2.40 PM	10.40 PM							451.00	Ar. DEL RIO Lv.	743.00								9.35 AM	1.30 AM		6.00 PM
9.30 AM		2.50 PM	10.50 PM			5.30 AM					Lv. DEL RIO Ar.					5.30 PM				9.30 AM	1.20 AM		4.55 PM
11.10 PM		8.00 PM	3.10 AM			10.45 AM				620.00	Ar. SAN ANTONIO Lv.	574.00				12.01 PM				5.00 AM	7.50 PM		3.15 AM
1.10 AM		11.30 PM	3.20 AM	9.00 PM		11.00 AM					Lv. (Commerce Street) Ar.				7.00 AM		8.00 AM		4.50 AM	7.10 PM		2.00 AM	
				8.00 AM						950.30	Ar. DALLAS Lv.	627.00						9.00 PM					
11.00 AM										888.00	Ar. GALVESTON Lv.	420.00											9.30 PM
7.00 PM		6.50 AM	9.25 AM			6.15 PM				831.00	Ar. HOUSTON Lv.	363.00				11.30 PM				10.50 PM	11.50 AM		9.40 AM
9.00 PM	10.45 PM	7.20 AM	9.30 AM		8.25 PM	6.40 PM	3.30 PM	9.00 AM			Lv. (H. & T. C. Depot) Ar.			4.00 PM	8.45 PM	10.35 PM	7.35 AM		10.40 PM	11.30 AM	1.30 AM	7.30 AM	
5.25 AM	7.00 AM									942.00	Ar. ECHO Lv.	252.00		11.10 AM								4.00 PM	11.55 PM
5.50 AM	7.30 AM	10.35 AM	12.20 PM		11.40 PM	10.10 PM	6.20 AM	1.33 PM			Lv. ECHO Ar.			11.09 AM	4.50 PM	7.20 PM	4.25 AM		7.45 PM	8.10 AM	3.30 PM	11.30 PM	
2.50 PM	4.10 PM	1.40 PM	3.05 PM		2.50 AM	1.20 AM	10.15 AM	6.00 PM		1048.00	Ar. LAFAYETTE Lv.	146.00		6.30 AM	12.40 PM	4.10 PM	1.20 AM		5.05 PM	4.50 AM	6.40 AM	4.20 PM	
3.35 PM	5.15 PM	1.45 PM	3.10 PM		2.55 AM	1.25 AM	10.30 AM		5.10 AM		Lv. LAFAYETTE Ar.		9.30 PM	12.25 PM	4.05 PM	1.15 AM		5.00 PM	4.45 AM	5.10 AM	3.35 PM		
1.55 AM	4.00 AM	5.40 PM	6.50 PM		6.50 AM	5.40 AM	4.20 PM		10.40 AM	1181.00	Lv. AVONDALE Lv.	13.00	4.00 PM		6.50 AM	12.10 PM	9.10 PM		1.20 PM	12.40 AM	8.30 PM	6.55 AM	
		6.50 PM	8.00 PM		7.55 AM	6.50 AM	5.20 PM		11.40 AM	1194.00	Ar. NEW ORLEANS (Union Station) Lv.	0.00	3.05 PM		5.55 AM	11.05 AM	8.00 PM		12.10 PM	11.30 PM			
3.00 AM	5.00 AM										Ar. ALGIERS Lv.										7.30 PM	5.45 AM	
104.35	80.15	44.20	34.10	11.00	24.10	25.20	14.50	9.00	6.30		THROUGH TIME		6.25	9.30	14.50	29.55	19.50	11.00	34.35	41.30	20.00	98.15	
11.3	12.0	27.0	34.9	30.0	24.0	29.3	24.2	24.1	22.4		MILES PER HOUR		22.7	22.8	24.4	25.0	29.0	30.0	34.5	28.9	12.1	12.1	

### MILEAGE SOUTHERN PACIFIC LINES (IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company .....	1,358.69
Texas & New Orleans Railroad Company.....	467.63
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co.....	640.17
Houston & Texas Central Railroad Company.....	858.05
The Houston East & West Texas Railway Company .....	190.94
Houston & Shreveport Railroad Company.....	39.78
<b>Total Mileage .....</b>	<b>3,555.26</b>

### MILEAGE MAIN LINE

Del Rio to Rio Grande.....G. H. & S. A. Ry. Co.....	453.31
Second Track .....	14.65
<b>Total El Paso Division.....</b>	<b>467.96</b>



EASTWARD—Toward New Orleans.

El Paso-Valentine Sub-Division.

WESTWARD—Toward San Francisco.

Length of Passing Tracks in Cars and location of Scales, Telephone, Fuel, Water and Turning Stations.	SECOND CLASS				FIRST CLASS				Minimum Running Time for Passenger Trains Between Stations—Minutes.	Distance from El Paso	Time Table No. 100 June 26, 1921. Central Time				Distance from Houston	Minimum Running Time for Freight Trains Between Stations—Minutes.	FIRST CLASS				SECOND CLASS			Train Order Office hours
	54	244	66		110	2	102	16			1	109	5	101				57	67	243				
	T. & P. Freight	Sunset Manifest Freight	T. & P. Freight		Sunset Express	T. & P. Sunshine Special	Sunset Limited	T. & P. Passenger			T. & P. Sunshine Special	Sunset Express	T. & P. Passenger	Sunset Limited				T. & P. Freight	T. & P. Freight	Sunset Manifest Freight				
	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily							
WFTPO Yard		6.25PM			11.30PM	6.00PM	9.50AM	7.30AM	0.00	EL PASO (Union Depot) 0.99	830.52		1.45PM	5.00PM	9.00PM	10.45PM				Continuous				
			6.25PM		11.37	6.08	9.56	7.37	0.99	EL PASO (Ostavia St.) 0.71	829.53		1.38	4.52	8.53	10.38			8.00AM	Continuous				
		6.25PM	6.35	7.55AM See No. 243	11.42PM	6.14	10.00	7.42	1.70	E. P. & N. E. R. R. CROSSING 4.83	828.82		1.32	4.47	8.48	10.33		3.30PM	3.30AM	7.53				
Yard P		6.45	7.05	8.15	12.01AM	6.33	10.15	8.02	6.53	ALFALFA 6.14	823.99		1.13	4.28	8.29	10.16		3.10	3.10	7.24				
154 P		7.00	7.30	8.30	12.11	6.42	10.23	8.12	12.67	YSLETA 1.70	817.85		1.03	4.16	8.19	10.05		2.55	2.55	6.56				
		7.05	7.35	8.35	12.14	6.46	10.25	8.17	14.37	HAST END DOUBLE TRACK 2.30	816.15		12.59	4.12	8.14	10.01		2.50	2.50	6.50 See No. 16				
93 P		7.15	7.42	8.45	12.19	6.51	10.29	8.24	16.67	BELEN 5.35	813.85		12.54	4.07	8.09	9.57		2.45	2.45	6.40				
97 P		7.27	7.59	9.05	12.29	6.59	10.36	8.35	22.02	CLINT 7.52	808.50		12.45	3.59	7.59	9.50		2.30	2.30	6.25				
83 PW		7.45	8.25	9.25	12.42	7.10	10.45	8.47	29.54	FABENS 5.43	800.98		12.33	3.48	7.45	9.40		2.15	2.10	6.00				
95 P		8.05	8.40	9.40	12.51	7.17	10.52	8.55	34.97	TORNILLO 4.66	795.55		12.24	3.39	7.35	9.33		2.00	1.50	5.25				
102 P		8.20	8.55	9.55	12.59	7.25	10.58	9.04	39.63	POLVO 6.21	790.89		12.16	3.30	7.25	9.27		1.45	1.30	5.00				
64 P		8.40	9.19	10.10	1.09	7.33	11.07	9.13	45.84	ISER 7.39	784.68	15	12.07PM	3.20	7.12	9.19		1.25	1.09	4.30				
118 PWY		9.08	10.00	10.30	1.21	7.46	11.20	9.26	53.23	FORT HANCOCK 4.68	777.29		11.55AM	3.08	6.59	9.08		1.00	12.40	3.55				
93 P		9.20	10.20	10.45	1.30	7.54	11.27	9.35	57.91	NULO 5.19	772.61		11.42	2.55	6.45	8.57		12.35	12.15AM	3.25				
75 P		9.45	10.45	11.00	1.39	8.03	11.35	9.44	63.10	MADDEN 3.56	767.42		11.35	2.47	6.36	8.50		12.20	11.59PM	3.00				
76 P		10.10	11.05	11.26	1.47	8.11	11.42	9.53	66.66	STEVENSON 3.99	763.86	9	11.26	2.40	6.28	8.44		12.05PM	11.45	2.45				
125 P		10.25	11.30	11.50AM	1.55	8.19	11.59	10.02	70.65	FINLAY 5.30	759.87	10	11.18	2.33	6.19	8.37		11.50AM	11.30	2.30				
65 PW		10.50	11.59PM	12.20PM	2.04	8.28	11.58AM	10.12	75.95	SMALL 3.71	754.57	13	11.09	2.24	6.09	8.28		11.09	10.50	2.04				
100 P		11.10	12.35AM	12.40	2.13	8.39	12.06PM	10.21	79.66	TORCER 4.20	750.86	13	11.00	2.16	6.00	8.19		10.45	10.30	1.30				
73 PW		11.35	1.05	1.05	2.23	8.49	12.15	10.30	83.86	LASCA 4.14	746.66	10	10.51	2.07	5.51	8.10		10.30	10.15	1.05				
97 PW		11.55PM	1.35	1.25	2.32	8.59	12.23	10.42	88.00	ETHOLEN 4.37	742.52		10.42	1.58	5.41	8.02		10.00	10.00	12.45				
237 PYF		12.15AM	2.00	1.45PM	2.44	9.15PM	12.33	10.55AM	92.37	SIERRA BLANCA 4.77	738.15		10.30AM	1.49	5.30PM	7.55		9.40AM	9.40PM	12.15AM				
64 P			2.15	See 109	2.52		12.39		97.14	VILLA 5.18	733.38			1.38		7.45				11.35PM				
65 P			2.35		3.00		12.46		102.32	GRAYTON 4.44	728.20			1.30		7.38				11.15				
64 P			3.08		3.08		12.52		106.76	BOLA 4.53	723.76			1.22		7.32				10.55				
65 P			3.35		3.16		12.58		111.29	TORBERT 4.32	719.23			1.14		7.25				10.35				
71 PW			4.00		3.25		1.04		115.61	HOT WELLS 4.92	714.91			1.04		7.19				10.15				
65 P			4.35		3.34		1.10		120.53	DALBERG 5.02	709.99			12.52		7.13				9.45				
86 P			5.00		3.43		1.17		125.55	COLLADO 3.84	704.97			12.44		7.06				9.20				
98 P			5.15		3.50		1.22		129.39	FAY 4.41	701.13			12.38		7.00				9.05				
58 PW			5.40		4.00		1.32		133.80	LOBO 5.71	696.72			12.30		6.53				8.50				
65 P			6.00		4.10		1.40		139.51	DANUBE 5.60	691.01			12.22		6.41				8.30				
89 P			6.20		4.20		1.47		145.11	CHISPA 7.90	685.41			12.13		6.54				8.15				
69 P			6.45		4.31		1.57		153.01	WENDELL 3.87	677.51			12.02PM		6.24				7.45				
65 P			7.00		4.38		2.02		156.88	RUBIO 4.64	673.64			11.55AM		6.19				7.30				
WFTPY Yard			7.17AM		4.50AM		2.10PM		161.52	VALENTINE	669.00			11.45AM		6.13PM					7.08PM			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily				
		54	244	66	110	2	102	16					1	109	5	101		57	67	243				

(5.50)	(12.52)	(5.50)	(5.20)	(3.15)	(4.20)	(3.25)	Time Over District	(3.15)	(5.15)	(3.30)	(4.32)	(5.50)	(5.50)	(12.52)
15.8	12.5	15.8	30.3	28.4	37.9	27.0	Average Speed per Hour	28.4	30.7	26.4	35.6	15.8	15.8	12.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.  
 EXCEPT, No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains. No. 243 is Superior to all Second-Class Trains.  
 \* Sunday Train Order office hours: Ysleta, 3:00 p. m. to 5:00 p. m.; Clint, 3:00 p. m. to 5:00 p. m.



EASTWARD—Toward New Orleans.

Valentine-Sanderson Sub-Division.

WESTWARD—Toward San Francisco.

Length of Passing Tracks in cars, and location of Scales, Telephone, Fuel, Water and Turning Stations.	SECOND CLASS			FIRST CLASS		Minimum Running Time for Passenger Trains Between Stations—Minutes.	Distance from Valentine	Time Table No. 106 June 26, 1921. Central Time	Distance from Houston	Minimum Running Time for Freight Trains Between Stations—Minutes.	FIRST CLASS		SECOND CLASS		Train Order Office hours	
		244 Sunset Manifest Freight		102 Sunset Limited	110 Sunset Express						109 Sunset Express	101 Sunset Limited	243 Sunset Manifest Freight			
		Leave Daily		Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily			
WFTPY Yard		7.52AM		2.13PM	5.00AM		0.00	<b>VALENTINE</b>	669.00		11.35AM	6.10PM		5.55PM		Continuous
65 P		8.30		2.29	f 5.14		7.50	7.50 QUEBEC	661.50		f 11.16	5.56		5.30		
68 P		9.10		2.40	f 5.28		15.52	8.02 RYAN	653.48		f 11.05	5.46		5.00		
65 P		9.30		2.47	f 5.36		20.25	4.73 CONEJO	648.75		f 10.57	5.39		4.45		
68 P		9.55		2.54	f 5.44		25.45	5.20 ARAGON	643.55		f 10.48	5.31		4.25		
63 P		10.37		3.01	f 5.53		31.10	5.65 GALGO	637.90		f 10.37	5.23		4.05		
85 PW		11.00		s 3.15	s 6.07		35.03	3.93 MARFA	633.97		s 10.28	s 5.15		3.50		Continuous
65 P		11.25		3.26	f 6.20	8	41.50	6.47 NOPAL	627.50	-15	f 10.11	5.00		3.26		
99 PY		11.50AM		3.37	f 6.35	8	48.33	6.83 PAISANO	620.67	-15	f 10.00	4.51		2.50		
61 P		12.15PM		3.47	s 6.46	-10	55.35	7.02 TORONTO	613.65	-16	s 9.44	4.39		2.15		
95 PWY		12.45		s 3.59	s 6.57		60.62	5.27 ALPINE	608.38		s 9.29	s 4.27		1.50		
84 P		1.20		4.10	f 7.12	-11	67.61	6.99 STROBEL	601.39	-16	f 9.12	4.10		1.20		Continuous
89 P		2.00		4.22	f 7.27	-11	76.27	8.66 ALTUDA	592.73	-16	f 8.59	3.51		12.30PM		
90 P		2.30		4.32	f 7.38	8	83.22	6.95 LENOX	585.78	-14	f 8.44	3.40		11.55AM		
127 PFW		3.26		s 4.50	s 7.55	-11	91.79	8.57 MARATHON	577.21	-16	s 8.29	s 3.26		11.15		Continuous
89 P		4.00		5.02	f 8.10		100.20	8.41 WARWICK	568.80		f 8.10	3.10		10.25		
49 P		4.35		5.12	f 8.23		107.44	7.24 HAYMOND	561.56		f 7.53	2.59		9.50		
63 PW		5.24		5.24	f 8.37		115.88	8.44 TESNUS	553.12		f 7.38	2.47		9.05		7.00 AM to 4.00 PM
82 P		5.40		5.32	f 8.47		119.54	3.66 MAXON	549.46		f 7.28	2.40		8.47		
54 P		6.20		5.44	f 9.05	-12	126.95	7.41 ROSENFELD	542.05	-18	f 7.16	2.28		8.10		
90 PW		7.05		5.57	f 9.17		135.64	8.69 LONGFELLOW	533.36		f 7.02	2.16		7.25		8.00 PM to 5.00 AM
56 P		7.30		6.07	f 9.28		143.54	7.90 EMERSON	525.46		f 6.47	2.04		6.47		
63 P		7.45		6.14	f 9.35		147.72	4.18 GAVILAN	521.28		f 6.37	1.57		6.10		
Yard WFTPY		8.01PM		6.27PM	9.45AM		151.95	4.23 <b>SANDERSON</b>	517.05		6.25AM	1.48PM		5.46AM		Continuous
		Arrive Daily		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily		Leave Daily		
		244		102	110						109	101		243		

(12.00)	(4.14)	(4.45)	..... Time Over District.....	(5.10)	(4.22)	(12.00)
12.5	35.9	32.0	..... Average Speed per Hour.....	29.4	34.8	12.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.  
EXCEPT, No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains. No. 243 is Superior to No. 244.



EASTWARD—Toward New Orleans.

Sanderson-Del Rio Sub-Division.

WESTWARD—Toward San Francisco.

Length of Passing Tracks in Cars and Location of Scales, Telephone, Fuel, Water and Turning Stations.	SECOND CLASS			FIRST CLASS		Minimum Running Time for Passenger Trains Between Stations—Minutes.	Distance from Sanderson	Time Table No. 106. June 26, 1921. Central Time	Distance from Houston	Minimum Running Time for Freight Trains Between Stations—Minutes.	FIRST CLASS		SECOND CLASS		Train Order Office hours	
		244 Sunset Manifest Freight		102 Sunset Limited	110 Sunset Express						109 Sunset Express	101 Sunset Limited	243 Sunset Manifest Freight			
		Leave Daily		Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily			
WFTPY Yard		9.00PM		6.30PM	9.55AM		0.00	<b>SANDERSON</b> 0.50	517.05		6.15AM	1.45PM	5.00AM		Continuous	
							0.50	SAFETY SWITCH 6.74	516.55							
77 P		9.35		6.44	10.10	10	7.24	FEDORA 6.92	509.81	15	f 5.58	1.27	4.35			
91 P		10.17		6.57	10.24	11	14.16	MOFETA 6.94	502.89	16	f 5.44	1.14	4.10			
64 PW		10.45		7.07	10.35	9	21.10	DRYDEN 6.67	495.95	15	s 5.31	1.04	3.40		8.00 AM to 5.00 PM	
64 P		11.15		7.18	10.47	10	27.77	THURSTON 7.31	489.28	16	f 5.17	12.53	3.05			
94 P		11.50PM		7.29	10.59	8	35.08	WATKINS 5.12	481.97	12	f 5.04	12.41	2.35			
63 P		12.15AM		7.38	11.08	8	40.20	MALVADO 4.78	476.85	10	f 4.54	12.32	2.10			
42 P		12.40		7.46	11.17	13	44.98	LOZIER 7.74	472.02	19	f 4.45	12.24	1.45			
71 PW		1.20		8.00	11.33	8	52.72	PUMPVILLE 4.98	464.33	12	f 4.30	12.10	1.20		10.00 AM to 7.00 PM	
67 P		1.45		8.10	11.43	6	57.70	HIJITO 4.20	459.35	8	f 4.18	12.00PM	12.45			
51 P		2.05		8.18	11.53AM	7	61.90	OSMAN 4.28	455.15	9	f 4.09	11.53AM	12.25			
36 P		2.25		8.25	12.04PM	10	66.18	BEAN 6.78	450.87	14	f 4.00	11.44	12.01AM			
100 PFW		3.00		8.41	12.18	10	72.96	LANGTRY 5.84	444.09	16	s 3.47	11.34	11.25PM		Continuous	
40 P		3.30		8.53	12.32	10	78.80	DORSO 5.87	438.25	13	f 3.30	11.19	10.50			
56 P		3.55		9.04	12.43	10	84.67	SHUMLA 7.26	432.38		f 3.19	11.10	10.20			
68 P		4.30		9.20	1.02		91.93	VIADUCT 4.79	425.12		f 3.02	10.55	9.50			
66 P		4.50		9.28	1.12		96.72	RONA 5.34	420.33		f 2.54	10.47	9.28			
70 P		5.15		9.37	1.24	8	102.06	COMSTOCK 4.99	414.99	12	s 2.42	10.38	8.55		8.00 AM to 5.00 PM	
66 P		5.40		9.46	1.35	8	107.05	CABRA 4.72	410.00	11	f 2.31	10.29	8.30			
63 P		6.05		9.54	1.45	9	111.77	FEELY 5.32	405.28	15	f 2.22	10.21	8.05			
52 W-P		6.35		10.03	1.55	9	117.09	BULLIS 5.49	399.96	14	f 2.12	10.12	7.40			
59 P		7.00		10.13	2.05	10	122.58	DEVIL'S RIVER 5.96	394.47	18	f 2.00	10.02	7.15			
50 P		7.25		10.25	2.24		128.54	McKEES 8.77	388.51		f 1.44	9.49	6.54			
WFTPYO Yard		8.00AM		10.40PM	2.40PM		137.31	<b>DEL RIO</b>	379.74		1.30AM	9.35AM	6.00PM		Continuous	
		Arrive Daily		Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily			
		244		102	110						109	101	243			

(11.00)	(4.10)	(4.45)	..... Time Over District.....	(4.45)	(4.10)	(11.00)
12.5	32.9	28.9	..... Average Speed per Hour.....	28.9	32.9	12.5

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

EXCEPT, No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains. No. 243 is Superior to No. 244.

Water 2 1/2 miles east of Feely and at Pecos River Bridge, Mile Post 428.

\*Sunday Train Order Office Hours: Dryden, 10:00 A.M. to 12:00 Noon.



Length of Passing Tracks in Cars and location of Scales, Telephone, Fuel, Water, and Turning Stations.	SECOND CLASS				FIRST CLASS					Distance from Rio Grande	Time Table No. 106 June 26, 1921 Mountain Time	Distance from Houston	FIRST CLASS					SECOND CLASS			Train Order Office Hours
	92	414	244	412	110	2	4	102	16				1	1	109	5	101	91	413	243	
	Los Ang'l's Manifest Freight	Local Freight	San Fran. Manifest Freight	Freight	Sunset Express	T. & P. Sunshine Special	Golden State Limited	Sunset Limited	T. & P. Passenger				Californian	T. & P. Sunshine Special	Sunset Express	T. & P. Passenger	Sunset Limited	Los Ang'l's Manifest Freight	Local Freight	San Fran. Manifest Freight	
Leave Daily	Leave Tues., Thurs. and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Monday, Wed and Friday	Arrive Daily				
	11.36PM	5.05PM	3.35PM	6.55AM	9.47PM		12.22PM	8.17AM		0.00											
77 P	11.41	5.10	3.40PM See No. 109	6.57 See 1 and 413	9.49		12.24	8.19		0.32											
					10.00PM 10.30PM	5.00PM	12.35PM	8.30 8.50	6.30AM	2.88											
WFTPO Yard	12.01AM	5.30PM	4.00PM	7.25AM	10.37PM	5.08PM		8.56AM	6.37AM	3.87											
	Arrive Daily	Arrive Tues., Thurs and Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily												
	92	414	244	412	110	2	4	102	16												
	(0.25 8.4	(0.25 8.4	(0.25 8.4	(0.30 7.94	(0.50 5.64	(0.08 7.5	(0.13 13.4	(0.39 5.9	(0.07 8.5	..... Time Over District .....	(0.13 13.4	(0.07 8.5	(0.51 4.55	(0.07 8.5	(0.35 6.60	(0.25 8.4	(0.30 7.74	(0.25 8.4			

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.  
 EXCEPT, That Nos. 2, 16, 102 and 110 are Superior to Nos. 1, 5, 101 and 109 between El Paso—Union Depot and El Paso—Octavia Street.  
 "MOUNTAIN" TIME EL PASO TO RIO GRANDE.

**SPECIAL INSTRUCTIONS BETWEEN EL PASO AND RIO GRANDE.**

Standard clocks are located at Dispatcher's office, Octavia Street telegraph office, Union Depot telegraph office and Round-house, El Paso.  
 Employes of the Southern Pacific Co. will be governed by the Rules and Regulations of the G. H. & S. A. Ry. Co. and its Time Table between Rio Grande and El Paso  
 Rio Grande station is situated at the west end of Rio Grande Bridge. West end of El Paso yard extends to west end Rio Grande Bridge.  
 Passenger trains must reduce speed to 10 miles per hour in El Paso city limits and to 12 miles per hour between city limit and yard limit boards.  
 Freight trains must reduce speed to 6 miles per hour in El Paso city limits and to 12 miles per hour between city limit and yard limit boards.  
 Double track extends from Octavia Street, El Paso, to east end of Rio Grande bridge. Trains use right hand track in direction moving. Normal position of switch at west end of double track will be for passage of eastward trains.

Cross overs are located as follows:

No. 1 three hundred and eighty three feet west of Union Depot connection west end Union Depot yard at tower Six; No. 2, four thousand four hundred and forty nine feet west of cross-over No. 1; No. 3, two thousand five hundred and seventy six feet west of cross over No. 2; No. 4, nine hundred and sixty nine feet west of cross-over No. 3.

Westward trains from Union Depot will use eastward track from Union Depot yard connection to cross-over No. 1 at tower Six.

Westward trains from El Paso Freight yard (Octavia Street) will use eastward track from connection at Mesa Ave. to Santa Fe Street cross-over.

E. P. & S. W. R. R. crossings east and west of Union Depot, El Paso, are controlled by Interlocking Signals. All signals are on right-hand of track they govern.

The following whistle code is to be used Towers 6 and 66:

**WHISTLE CODE TOWER 66.**

Westward Main Track Westward from any point..One long blast of whistle.  
 Westward Main Track Eastward from any point...One long, one short blast of whistle.  
 Eastward Main Track Eastward from any point...Two long blasts of whistle.

Eastward Main Track Westward from any point..Two long, one short blast of whistle.  
 G. H. & S. A. from any point to Union Depot.....One short, one long blast of whistle.  
 E. P. & S. W. to and from Union Depot.....Three long blasts of whistle.

**WHISTLE CODE TOWER 6.**

Westward Main Track Westward from any point..One long blast of whistle.  
 Westward Main Track Eastward from any point..One long, one short blast of whistle.  
 Eastward Main Track Eastward from any point...Two long blasts of whistle.  
 Eastward Main Track Westward from any point..Two long, one short blast of whistle.

G. H. & S. A. Union Depot Connection from any point .....One short one long blast of whistle.  
 E. P. & S. W. Main Line East & West.....Four long blasts of whistle.  
 E. P. & S. W. Connection to and from Union Depot.Three long blasts of whistle.

The G. H. & S. A. Ry. Co. connection with the A. T. & S. F. Ry. crosses the west lead of the Union Depot tracks. All trains must know that this crossing is clear before using it.  
 All trains must approach the various crossings under full control, expecting to find crossing blocked; and eastward trains must approach A. T. & S. F. Ry. transfer switch, opposite Union Depot, under full control, expecting to find switch engine occupying eastward main line, between A. T. & S. F. Ry transfer switch and cross-over at east end of Union Depot yard.  
 Train registers at El Paso—Octavia Street and Union Depot; Bulletin books at Round-house, Octavia Street Telegraph office and Union Depot, El Paso.



# RATING OF LOCOMOTIVES.

## EL PASO DIVISION.

IN MS OF 1000 LBS. BEHIND TENDER

DEL RIO AND EL PASO

CLASS	ENGINE NUMBERS	DEL RIO TO SANDERSON	SANDERSON TO VALENTINE	VALENTINE TO EL PASO	EL PASO TO VALENTINE	VALENTINE TO SANDERSON	SANDERSON TO DEL RIO
		Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight
		RATING	RATING	RATING	RATING	RATING	RATING
MK 63 $\frac{28}{38}$ 210S	750 to 774 .....	2885	2885	3485	2725	3160	2885
C 57 $\frac{22}{30}$ 184	809, 812, 819 to 821, 826, 827, 837, 840.....	2260	2260	2725	2220	2475	2260
C 57 $\frac{22}{30}$ 187S	800 to 808, 810, 811, 813 to 818, 822 to 825, 828 to 836, 838, 839, 841 to 849.....	2390	2390	2885	2365	2620	2390
P 77 $\frac{28}{38}$ 172S	920 to 931 .....	2250	2250	2730	1935	2465	2250
M.M. 57 $\frac{21\frac{1}{2} \times 33}{30}$ 266	950 to 961.....	3420	3420	4125	3375	3750	3420
F 63 $\frac{27\frac{1}{2}}{32}$ 273S	970 to 981.....	3465	3465	4185	3430	3800	3465

ENGINE RATING IS BASED ON AVERAGE WEATHER CONDITIONS

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS

Less than 40 Ms.....	3
More than 40 Ms.....	0

Where trains cannot be given exact tonnage a variation of 17 Ms over or under rating is permissible.

### RULING GRADES AND CURVES

DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	MILES PER HOUR
Del Rio to Sanderson.....	1.0	2.5	1.10 %	15
Sanderson to Valentine.....	.98	3 0	1.1 %	15
Valentine to El Paso .....	.90	.0	.90 %	15
El Paso to Valentine.....	.90	10.0	1.30 %	10
Valentine to Sanderson.....	.88	3.0	1.0 %	15
Sanderson to Del Rio.....	1.0	2.5	1 1 %	15

To find maximum load that can be hauled at 10 miles per hour between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west as the case may be. "F" denotes full number of cars allowed, which must not be exceeded in any case.

STATIONS	EAST	WEST	STATIONS	EAST	WEST	STATIONS	EAST	WEST
<b>DEL RIO AND SANDERSON</b>			<b>SANDERSON AND VALENTINE</b>			<b>VALENTINE AND EL PASO</b>		
Del Rio and McKees.....	2.30	F	Sanderson and Rosenfeld.....	F	1.20	Valentine and Chispa.....	1.75	F
McKees and Devil's River.....	F	2.30	Rosenfeld and Maxon.....	1.00	1.30	Chispa and Danube .....	2.70	F
Devil's River and Comstock.....	F	1.05	Maxon and Tesnus.....	F	1.10	Danube and Lobo .....	1.75	F
Comstock and Rona.....	1.30	1.10	Tesnus and Haymond.....	1.35	1.40	Lobo and Collado.....	F	1.10
Rona and Viaduct.....	1.30	F	Haymond and Warwick .....	F	1.30	Collado and Dalberg.....	F	1.55
Viaduct and Shumla.....	1.05	1.25	Warwick and Marathon.....	1.10	2.00	Dalberg and Hot Wells .....	F	1.75
Shumla and Dorso.....	1.30	1.15	Marathon and Altuda.....	F	1.15	Hot Wells and Torbert.....	F	2.00
Dorso and Langtry.....	1.00	1.60	Altuda and Strobel.....	1.20	F	Torbert and Grayton.....	2.20	2.25
Langtry and Pumpville .....	F	1.00	Strobel and Alpine.....	1.20	1.40	Grayton and Villa.....	2.75	2.20
Pumpville and Lozier.....	1.05	F	Alpine and Paisano.....	F	1.10	Villa and Etholen.....	F	1.10
Lozier and Malvado .....	F	1.30	Paisano and Nopal.....	1.00	F	Etholen and Madden.....	1.00	F
Malvado and Mofeta.....	F	1.15	Nopal and Marfa.....	1.25	2.10	Madden and Ft. Hancock.....	1.30	1.50
Mofeta and Feodora.....	1.10	1.30	Marfa and Aragon.....	2.25	1.30	Ft. Hancock and Iser.....	2.70	1.15
Feodora and Sanderson.....	F	1.20	Aragon and Valentine.....	1.20	F	Iser and Polvo .....	2.10	1.20
						Polvo and Tornillo.....	1.30	2.25
						Tornillo and Fabens.....	F	1.70
						Fabens and El Paso.....	F	2.25



# SPECIAL RULES AND REGULATIONS.

## GENERAL.

1. With trains of more than twenty (20) cars, engine must be detached before spotting for fuel or water.
2. Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of caboose.
3. In conformity with Rule 14-C, Engineer must whistle out Flagman to protect rear of train and will recall Flagman with engine whistle as per Rule 14-D or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from rear of train. Flagman must not wait for signal from either Engineer or Conductor to protect train.
  - (a) When a train is stopped by a block signal, it may proceed when the signal is clear. On single track, send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, then proceed under control to the next clear signal; or if signal next in advance is in plain view and track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in Flagman from the rear.
  - (b) At stations where trains meet in block signal territory, when train holding main track is stopped by block signal which has been placed in stop position by the opposing train, it will be permissible for the train holding main track to proceed under control, as soon as the opposing train starts into siding, provided the main track between switches is seen to be clear.
  - (c) At night when burning fuses are placed by Flagmen at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by trainmen who placed them, that the fuses were placed for following trains.
4. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineer will whistle out a Flagman, then call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for a distance of one-half mile, after first calling in Flagman. In cases of this kind, it is reasonable to assume that someone has placed the stop signals to protect against broken rail or other track obstructions, and extreme care must be taken in moving train until full flagging distance has been covered.
5. In pulling away from stations and water tanks, freight trains will not exceed a speed of ten (10) miles per hour until train has moved its length, for the purpose of allowing trainmen to thoroughly inspect train for defective equipment.
6. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose on freight trains, to be acknowledged by two short blasts of whistle from engine. Conductors of trains displaying green signals must register in person instead of by slip.
7. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches, and twenty-five (25) miles per hour over drawbridges and railroad crossings at grade.
8. Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on Engineer's side. These signals consist of post, four (4) inches square, extending three (3) feet above ground, with short fish-tail targets painted yellow, face of post painted white, and side and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals.
9. The following signs, when placed opposite names of stations in time-tables, indicate:
 

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

Register stations are indicated by bold face type.

## LOCAL.

10. All employees are forbidden to ride front foot board of engines in the direction moving, or on pilot of engines.
11. Standard Clocks are located at Telegraph Office, Octavia Street, El Paso; Roundhouse, El Paso; Telegraph Office, El Paso Union Depot; Telegraph Offices

at Sierra Blanca, Valentine, Sanderson and Del Rio.

12. Union Depot—El Paso, Valentine, Sanderson and Del Rio are Initial and Terminal stations for G. H. & S. A. passenger trains.
13. Octavia Street—El Paso, Valentine, Sanderson and Del Rio are Initial and Terminal stations for G. H. & S. A. freight trains.
14. Union Depot—El Paso and Sierra Blanca are Initial and Terminal stations for T. & P. passenger trains.
15. E. P. & N. E. Crossing, El Paso and Sierra Blanca, are Initial and Terminal stations for T. & P. freight trains.
16. Train registers and bulletin books are provided at all Terminals. First-Class trains will register by register ticket at Octavia Street and at E. P. & N. E. Crossing. All Westward G. H. & S. A. and T. & P. trains will register by register ticket at E. P. & N. E. Crossing. Trains 101 and 102 will register by register ticket at Sierra Blanca, unless displaying signals.
17. Special orders issued by the heads of departments will be kept for Trainmen and Yardmen, in a book or on a bulletin board, at Del Rio, Sanderson, Valentine, Sierra Blanca, and Octavia Street and Union Depot, El Paso, and Yard Office, T. & P. Freight Yard.
18. For Enginemen, at Roundhouses at Del Rio, Sanderson, Valentine and El Paso and Yard Office T. & P. Freight Yard.
19. East yard limit board, El Paso, is located at a point one-half (1/2) mile west of Mile Post 820.
20. Women and children must not be handled in outfit cars. When necessary to handle outfit cars in trains, women and children must be handled in passenger cars.
21. When freight trains meet at Sierra Blanca, eastward trains will take siding for westward trains.
22. Third-class and extra trains may pass and run ahead of second-class trains, and extra trains may pass and run ahead of third class trains without train order authority.
23. Train and Enginemen of the Texas & Pacific Railway will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of, The Galveston, Harrisburg & San Antonio Railway Co. between Sierra Blanca and El Paso.
24. Train and Enginemen of S. P. Co. will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of The Galveston, Harrisburg & San Antonio Railway Co. between El Paso and Rio Grande.
25. Freight trains and yard engines will send flagman ahead before crossing Piedras Street, El Paso; passenger trains reduce speed to four (4) miles per hour, sending flagman ahead if necessary.
26. The E. P. & N. E. Crossing, east end of El Paso yard, is protected by Interlocking Signals. All Interlocking Signals are placed on right-hand side of track they govern, as seen when approaching them. Switch No. 1 at east end of No. 1 track El Paso yard is not controlled from Interlocking Tower.
27. The following whistle code is to be used by trains and engines approaching the E. P. & N. E. Crossing, from any point:
 

Westward main, track, Westward...	One long blast of whistle.
Westward main track, Eastward...	One long, one short blast of whistle.
Eastward main track, Eastward...	Two long blasts of whistle.
Eastward main track, Westward...	Two long, one short blast of whistle.
North lead, Eastward.....	One short, one long blast of whistle.
North lead, Westward.....	Two short, one long blast of whistle.
South lead, Eastward.....	One long, one short, one long blast of whistle.
South lead, Westward.....	Two short, two long blasts of whistle.
To T. & P. Main Line.....	Three long blasts of whistle.
To T. & P. Transfer.....	Four long blasts of whistle.
To E. P. & N. E. Yard.....	Three short, one long blast of whistle.
To E. P. & S. W. Yard.....	One short, one long, one short blast of whistle.
28. Double track extends from a point one and seventy one-hundredths (1.70) miles east of Ysleta to East End Rio Grande Bridge. Automatic Switch located at east end double track. Normal position set for Westward main. Trains must not exceed twelve (12) miles an hour over this

switch, and Eastward trains will run through it.

29. Eastward trains failing to get clear signal at E. P. & N. E. Crossing at east end of El Paso yard will stop to clear No. 1 track.
30. Between El Paso and Sierra Blanca and between Alpine and Marfa telegraph pole spaces are only half of the standard distance. This must be remembered in connection with Rule 99.
31. Trains meeting on double track will avoid passing over street crossings at the same time.
32. El Paso—Octavia Street will be considered a non-telegraph office for First-Class trains.
33. Freight trains on sidings at regular stops for passenger trains must not couple Crossings until Passenger trains have departed. Conductors will be held equally responsible to see that this is done.
34. Before detaching engine in Valentine yard brakes must be set on not less than five (5) cars, west end of train. Before detaching engine in Sanderson Yard, brakes must be set on not less than twelve (12) cars, east end of train, to protect against cars rolling away and causing accident.
35. Effective at once train 102 will reduce speed to twenty (20) miles per hour between switches at Toronto, and all trains except first class must approach Toronto with train under control expecting to find main line occupied.
36. On account of insufficient clearance, nothing higher than ballast cars should be moved through the loading tracks at Toronto.

## SPEED REGULATIONS.

37. While running through the Corporation Limits of cities and towns named below, trains must not exceed speed shown and engine bell must be kept ringing within such limits:
  - (a) Passenger trains must reduce speed to ten (10) miles per hour in El Paso city limits.
  - (b) Freight trains must reduce speed to six (6) miles per hour in El Paso city limits.
38. Passenger trains must not exceed speed of fifty (50) miles per hour on straight track, and forty (40) miles per hour around unprotected curves; **except** that passenger trains handled by Mikado engines are limited to forty (40) miles per hour on straight track and thirty (30) miles per hour around all curves.
39. Freight trains must not exceed speed of thirty-five (35) miles per hour on straight track, and twenty-five (25) miles per hour around unprotected curves; **except** that Mallet engines are limited to thirty (30) miles per hour on straight track.
40. Trains handling tanks of twelve thousand gallons capacity or over when loaded will not exceed speed of eighteen (18) miles per hour. Same speed restrictions apply to switch engines moving dead in trains. Conductors will advise Engineers when they have cars or engines of this kind in their trains.
41. Trains must not exceed a speed of twelve (12) miles per hour between slow posts.
42. Engines backing up must not exceed speed of fifteen (15) miles per hour.
43. Trains must not be run from the instant of their departure from any station to the instant of their arrival at the next station in less time than given in columns headed "Minimum running time between stations."
44. Trains handling wrecking outfit must not exceed a speed of thirty (30) miles per hour on straight track; eighteen (18) miles per hour on curves.
45. Eastward freight trains will approach Sierra Blanca, Marathon and Langtry under full control, expecting to find engines on main line taking oil.
46. Eastward freight trains will approach K. C. M. & O. Transfer three-quarters of a mile west of Alpine under full control, expecting to find trains picking up or setting out cars.
47. Eastward trains will approach Sanderson yard under full control, expecting to find engines on main line taking oil or water.
48. Before passing Safety Switch half mile east of Sanderson depot, eastward trains must stop. Switch must be thrown for main track, and after train has passed over it, set back for spur.
49. All trains must stop before crossing Pecos River Viaduct, and then proceed over it at a speed not greater than six (6) miles per hour.
50. When cars are picked up on road and being handled ahead of engine trains must not exceed speed of fifteen (15) miles per hour.

**C. R. MORRILL,**  
Superintendent.

**H. T. ETHERIDGE,** Trainmaster.

**P. G. LEONARD,** Road Foreman of Engines.

**W. R. MANN,**  
Ass't Superintendent.

**EL PASO**

- W. A. ROBERTS,** Chief Dispatcher.
- L. M. JOHNSON,** Assistant Chief Dispatcher.
- B. E. BEE,** Dispatcher.
- P. F. DeLAMARE,** Dispatcher.
- W. R. RIGGS,** Dispatcher.
- H. H. BUXTON,** Dispatcher.

**DEL RIO**

- C. H. COLE,** Chief Dispatcher.
- H. BANNISTER,** Dispatcher.
- M. L. BARRY,** Dispatcher.
- H. R. McCOLLOUGH,** Dispatcher.
- G. F. PRUETT,** Dispatcher.
- F. A. WALKER,** Dispatcher.

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



**SURGEONS ON THE EL PASO DIVISION OF THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY.**

**Southern Pacific Hospital located at James and Paschal Streets, Houston, Texas.**

<i>Houston</i> .....	Dr. R. W. Knox.....	Chief Surgeon.	<i>El Paso</i> .....	Dr. R. L. Ramey.....	Division Surgeon.	<i>Alpine</i> .....	Dr. W. C. Moore.....	Examining Surgeon.
	Dr. F. A. Waples.....	House Surgeon.		Dr. J. M. Richmond.....	Examining Surgeon.		Dr. J. R. Middlebrook.....	Examining Surgeon.
	Dr. C. C. Green.....	Examining Surgeon.		Dr. S. F. King.....	Local Surgeon.	<i>Marathon</i> .....	Dr. G. W. Worthington....	Local Surgeon.
	Dr. H. C. Feagin.....	Examining Surgeon.		Dr. J. B. Gray.....	Oculist.		<i>Sanderson</i> .....	Dr. P. F. Robertson....
	Dr. R. H. Harrison.....	Local Examining Surgeon.		Dr. E. J. Cummins.....	Examining Surgeon	<i>Del Rio</i> .....		Dr. H. B. Ross.....
	Dr. J. C. Taylor.....	Local Surgeon.		Dr. H. H. Varner.....	Examining Surgeon		Dr. S. L. Boren.....	Examining Surgeon.
	Dr. N. J. Taylor.....	Local Surgeon.		<i>Clint</i> .....	Dr. E. L. Byrd.....		Local Surgeon	Dr. D. A. York.....
	Dr. C. B. Harwood.....	Local Oculist and Aurist.			<i>Fabens</i> ... ..	Dr. F. D. Cooke.....	Local Surgeon	Dr. B. F. Orr.....
Dr. M. L. O'Banion.....	Local Oculist and Aurist.	<i>Sierra Blanca</i> .....	Dr. G. H. Dunne.....	Local Surgeon				
		<i>Valentine</i> ... ..	Dr. B. M. Vick.....	Local Surgeon.				
		<i>Marfa</i> .....	Dr. M. R. Mahon.....	Examining Surgeon.				
			Dr. J. B. Darrocott.....	Local Surgeon.				

**WATCH INSPECTORS**

Webb C. Ball, General Time Inspector, Chicago, Ills.  
 W. F. Hayes, Asst. General Time Inspector Chicago, Ills.  
 G. B. Davidson & Co., Local Time Inspector, El Paso, Tex.  
 Max Bogusch, Local Time Inspector, Sanderson, Tex.  
 J. A. Russell, Local Time Inspector, Del Rio, Tex.

**SPEED TABLE**

This table is for information in determining speed per mile and in no way affects rules 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		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60	1	
27	2	13	44	1	21			

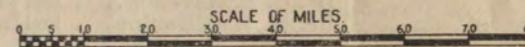
**LOCATION OF BLIND SIDINGS NOT OTHERWISE SHOWN**

NAME	LOCATION	CAPACITY
Pump Spur	M. P. 395.1	4 Cars
High Bridge	M. P. 428	11 Cars
Gypsum Spur	M. P. 756.40	13 Cars
Harris Spur	M. P. 769.65	16 Cars



# NEW MEXICO

# MAP OF EL PASO DIVISION G.H. & S.A.R.Y.



MAY-1920.

