SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

VICTORIA DIVISION



To Take Effect Sunday, June 5, 1938, at 12:01 A.M.

CENTRAL STANDARD TIME

For the government and information of employes only.

A. D. MIMS, Vice President and General Manager

B. S. HOLLIMON,
Assistant General Manager

O. C. CASTLE, Superintendent of Transportation

2 E	ASTWA	ARD	BRC	OWNSVILLE SI	UBD	IVISI	ON	WESTW	ARD	EA	STWARD		PALACIOS SUBI	DIVIS	SION	WESTWAI	RD
n cars, water andard plants, nd tele-		FIRST	H e	TIME TABLE No. 63	n pri		SECOND CLASS		der Office Hours of	n cars. water andard plants, id tele-	THIRD	ш	TIME TABLE No. 63	шо	THIRD CLASS	Train Ord	ler Office
of sidings in cars, 1 of bulletin, water 1 stations, standard interlocking plants, bles, wyes and tele-	394 Freight	314 Passenger	Distance from Brownsville	June 5, 1938	Distance from Edinburg Yard	313 Passenger	393 Freight	Signal Or Interlocking	perator at ng Stations	of sidins in of of sidins in of bulletin, was a stations, stain interlocking plants, wyes and the state of sidings and the sidings are sidings are sidings are sidings are sidings and the sidings are s	306 Local Freight	stance fro Palacios	June 5, 1938	tance from Wharton	305 Local Freight	Signal Op Interlockin	erator at gStations
Length of location and fuel clocks, in turn tab phones.	Leave Daily	Leave Daily	Dist	STATIONS	Dist	Arrive Daily	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	Length and fuel clocks, it turn tab phones.	Leave Daily Ex. Sunday	Dist	STATIONS	Dis	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
BWOKY P Yard	8.10PM	8.00PM	0.0	TO-R BROWNSVILLE	64.7	9.10	4.30	6.00PM to 3.00AM	7.00 PM to 9.00 PM	86W Y Yard		0.0	TO PALACIOS	68.9		8.00 AM to 5.00 PM	Closed
Yard			0.2	M. P. BELT CROSSING	64.5			No bearing		42		7.1	PHEASANT	61.8			
45			5.3	TEJON	59.4	8.57	107/-		AH. I	20		11.8	BLESSING (Tower 157 M. P. Crossing)	57.1			
49 P	8.40	s 8.20	11.7	LOS FRESNOS	53.0	s 8.49	3.30			26		16.3	MIDFIELD	52.6			-
I			14.0	TOWER 151 (S.B. & R.G. Cross.)	50.7					13		25.6	9.3 — MARKHAM	43.3	-		
23 Spur			16.1	LACOMA	48.6					42	-	25.6	6.2	40.0			
15			18.5	MACROD	46.2					Yard W	2.00™	31.8	TO BAY CITY	37.1	11.35M	7.30 AM to 4.30 PM	Closed
28	9.00	f 8.33	21.3	LOZANO	43.4	f 8.34	2.55			Yard I		32.2	TOWER 33 (G. C. & S. F. Crossing)	36.7		8.30 AM to 11.45 AM 12.45 PM to 5.30 PM	Closed
49 P	9.06	8.37	23.7	LANTANA	41.0	8.31	2.40			15 Y	2.15	37.2	VAN VLECK	31.7	11.03		
I			24.1	TOWER 147 (S.B. & R.G. Cross.)	40.6			67.374		8	2.23	40.9	GROVEDALE 3.1	28.0	10.55		
WP	9.45	s 8.53	31.0	TO HARLINGEN	33.7	s 8.20	2.20	6.00 PM to 3.00 AM	7.30PM to 9.30PM	14	2.32	44.0	ASHWOOD 2.0	24.9	10.48		
Yard T				1.7		-				29	2.37	46.0	PODO 5.1	22.9	10.43		
Yard I			32.7	TOWER 138 (M. P. Crossing)	82.0		2	7.00 PM to 11.00 AM	7.00 PM to 11.00 AM	83	2.50	51.1	PLEDGER	17.8	10.32		
32 P	10.01	f 9.01	35.8	PRIMERA 4.7	28.9	8.09	1.55			21	2.58	54.0	DON-TOL	14.9	10.25		
50 P	10.25	s 9.09	40.5	SANTA ROSA	24.2	s 8.03	1.35			Yard Y		54.3	G. C. & S. F. CROSSING	14.6			7 - 2 - 1112
29 P	10.45		47.8	LA VILLA	16.9		1.15			34 Yard		55.1	NEWGULF	13.8	100		
48 P	10.55	s 9.23	49.9	EDCOUCH 0.1	14.8	8 7.49	1.10			58	3.15	57.5	TO BOLING	11.4	10.15	8.30 AM to 5.30 PM	Closed
I			50.0	TOWER 146 (M. P. Crossing)	14.7					38	3.19	58.8	IAGO	10.1	10.09		
51 P	11.05	8 9.28	51.6	TO ELSA	18.1	s 7.46	1.05	8.00AM to 5.00PM	Closed	22	3.28	62.3	BURR	6.6	10.01		
41 P	11.15	f 9.33	54.3	LA BLANCA	10.4	f 7.41	12.53			13	3.34	64.6	DINSMORE	4.8	9.55		
33 P	11.25		56.6	SAN CARLOS	8.1		12.48			39 YP Yard	3.44	68.1	WHARTON JUNCTION	0.8	9.47		
Yard I			61.6	TOWER 145 (M. P. Crossing)	3.1					Yard I	THE RESERVE	68.4	TOWER 152 (G. C. & S. F. Crossing)	0.5			
Yard YP	11.40	9.47PM	62.6	EDINBURG JUNCTION	2.1	7.294				43			TO P WHAPMON			6.30 AM to 2.30 PM 4.30 PM to 12.30 AM	6.30 AM to 2.30 PM
BWOYP	11.55PM		64.7	TO-R EDINBURG YARD	0.0			9.00 PM to 6.00 AM	9.00 PM to 6.00 AM	YardBKWOP	3.50M	68.9	TO-R WHARTON	0.0	9.404	4.30PM to 12.30AM	4.30PM to 12.30AM
	Arrive Daily	Arrive Daily			Marie .	Leave Daily	Leave Daily			B 129	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
	394	314				313	393				306				305		
-	(3.45) 17.2	(1.47) 35.1		Time Over SubdivisionAverage Speed per Hour		(1.41)	(4.00) 16.2				(1.50) 20.2		Time Over Subdivision		(1.55)	-	

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

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

EFFACTORIAS	EAST	WARD			WY OR	MON	McALLEN SUE	BDIV	SIO	1			WESTWARD	- Within	3
cars, water midard lants, I tele-	BEAUG GERRER S	ECOND CLASS		FIRST	CLASS	PE .			FIRST	CLASS	Mayre	SECOND CLASS	Growth Committee	Train Or	der Office
Length of sidings in c location of bulletin, war and fuel stations, stan clocks, interlocking pla turn tables, wyes and phones.	- RE-	352 Freight	358 Freight	312 Passenger	314 Passenger	McAllen	June 5, 1938	Distance fron	313 Passenger	315 Passenger	351 Freight	357 Freight	303 086s	Hours an Signal O Interlocki	der Office d Hours of perator at ing Stations
Length clocation location and fuel clocks, in turn tab phones.		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Dis	STATIONS	Dis	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
BWYKP Yard	Aller II. The Control	MUSE ES	12.50M	7.09AN	10.20№	0.0	TO-R MCALLEN	152.2	6.55M	10.07PM		12.45M	10.19	8.00 PM to 5.00 AM	8.30PM to 10.30PM
Yard						0.2	M. P. Crossing	152.0							
21						4.1	MERITO	148.1							
Yard P			1.15	f 7.24	s10.35	8.6	EDINBURG	143.6	s 6.40	s 9.52		12-10AM			
Yard YP				7.29M		9.5	e (EDINBURG JUNOTION	142.7	100	9.47PM		17			
BWOYP Yard		EB-F	1.45		10.42	11.6	TO EDINBURG YARD	140.6	6.32	19-1		11.45PM	T.0/ 1	9.00 PM to 6.00 AM	9.00PM to 6.00 A
I	18918	-1-38-1-				16.2	TOWER 149 (M.P. Crossing)	136.0	W. ate	20.4			ror L		777 1916
82 P		1.13	2.00		10.50	18.0	ALSONIA	134.2	6.18	BETT		11.15	son in the second		
36 P		man Object	2.10		10.55	21.7	SOLINO	130.5	6.13	TREE IN		10.55	8-01		
52 P	MITTER THE PARTY OF	m, care	2.23		f11.02	26.9	LINN	125.3	f 6.06	2000	M. J. C.	10.28	ACCEPT NUMBER OF		
82 P		601.010	2.43		11.14	36.0	DIX	116.2	5.54	100	12 14	10-10			
50 P			3.01		11.25	44.8	HARTLAND	107.4	5.43	Tip -al	Co. of	9.45			
82 P	1-30	F05-11	3.15		11.31	49.4	RAOHAL 12.9	102.8	5.37	100	AE:E	9.30	1.51 1 20 20 12.1		THE WAY
82 P	1 00-1	895.04	3.45		11.48PM	62.8	BARROSO	89.9	5.21		BO-C	8.55	16011 12.4		
83 WP	C-CYATT TOURS	CA 191-10	4.15	SICA	s12.01AM	72.6	TO FALFURRIAS	79.6	s 5.07		6,000	8.25	0.81	9.00 PM to 6.00 AM	9.00PM to 6.00AM
25 P	ON CT	06.02	4.35		s12.16	81.9	PREMONT	70.3	s 4.49	Mary State of	3332	7.53	c.t 02.01	×	15.0
82 P	A COMPOSED	I No. W. YLLOY.	4.47		12.18	83.2	MAE	69.0	4.47		DEVE	7.49	1.0-20		
25 P	11.63#	20.01	5.01		12.26	89.6	ELLA	62.6	4.39		BLA	7.33	21.1 VC.01		Tall It
83 P	mil Lebett	I de e	5.10		12.31	93.7	LOS MACHOS	58.5	4.34		25.5	7.23	St. 1.1. 1.29		
39	LOGIST	55.6	5.23		12.38	98.7	EL PAR	53.5	4.27	-	DICE BY	7.11	PRETERVISION PROJECT		
13	P Dz.or	9.13	12.1		Tron.	101.9	BEN BOLT	50.3	10.750		AZ P		0.82		
82 P		TO-8	5.34		12.44	103.0	CORDOVA 6.0	49.2	4.21		Destrict	7.00	14 6 4	American Street	
BKWOYP Yard	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8.004	6.00M		s 1.02	109.0	(Tex. Mex. Crossing) TO-R ALICE 5.1	43.2	s 4.12		6.20	6.45%	6.6	7.00PM to 11.00AM	7.00PM to 11.00A
72 P		8.20			1.09	114.1	MARY 5.7	38.1	3.56		6.06				
71 P		8.35	100	100	1.18	119.8	ALFRED 8.1	32.4	3.49		5.51				
40		8.44			1.22	122.9	REYNOLDS 3.0	29.3	3.44		5.43			21 (22.00)	
72 P		8.53			s 1.27	125.9	TO ORANGE GROVE	26.3	s 3.40		5.36			8.00 AM to 5.00 PM	Closed
24		A Did		-		129.5	OASA BLANCA	22.7							
81 P		9.10			s 1.35	181.4	SANDIA 6.6	20.8	s 3.32		5.22				
71 PI		9.30			s 1.47	138.0	MATHIS TO TOWER 159 (M.P. Cross.)	14.2	s 3.21		4.52			Continuous	Continuous
74 P		9.50		9	f 1.58	144.6	TYNAN 7.6	7.6	f 3.10		4.36				
Yard BWYP		10-10M			2.15AM	152.2	TO-R SKIDMORE	0.0	3.004		4.20			1.00AM to 5.00 PM	1.00AM to 5.00F
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		4.0	12	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
		352 (2.10) 19.9	358 (5.10) 21.1	(0.20) 28.5	(3.55)		Time Over Subdivision Average Speed per Hour		(3.55)	(0.20)	(2.00)	(6.00) 18.2			L I MI COM

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

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

LaFruta, 4.5 miles west of Mathis, is a water station, telephone in pump house.

Page	4	Market Carles	EAST	WARD				COR	705	CHKIS	TI SUB	וואוט	SION				WEST	WARD		
	dard dard tele-	THIRD CLASS		SECOND CLA	ASS	FIF	RST CLA	SS	977	TIME TA	RIF No. 63		FI	RST CLA	SS	SEC	OND CLASS	THIRD CLASS	Train Ord	der Office
	stations, standard the stations of the stations of the standard the st	THE RESERVE OF THE PARTY OF THE	Local			SBY			tance fron	A 4 5 1 1 5	The state of the s	tance fron			STE				Hours and	Hours of
Tard 1	location and fuel clocks, in turn tab phones.	Tue	es., Thur.	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Cor	STA	TIONS	sid .	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Mon., Wed.	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
No.		CARDON STREET		9.00%		MEN AL		11.59Å	0.0	(Bascule I	Drawbridge)	152.8	5.00AM	YUE-07	acov.	HOS C1	3.40AM		8.00 AM to 4.00 PM 7.00 PM to 3.00 AM	8.00AN to 4.00F 7.00PM to 3.00F
Company	24			9.23				12.15M	7.3	POR	PLAND	145.5	4.30							
1	YardBYP			9.40				s12.32	10.9	TO GRI	GORY	141.9	s 4.23			in his	2.45		8.00 AM to 5.00 PM	Closed
Track TY	49 P			9.57	100	100	James - Val	s12.46	18.3	T	AFT	134.5	s 4.05		200		2.10			
TREATY	60 P Yard	No is go on William		10.18		MEA-1		1.01	26.2	WEST (M. P.	SINTON Crossing)	126.6	3.51	Elea I			1.33			ipents.
	Yard YP			10.22	-DVI-22			s 1.05	26.6	TO SI	NTON	126.2	s 3.49	Mrs.	- 114.92		1.28	Manual Line	8.00 AM to 5.00 PM	Closed
10.51 11.49 10.00 2.19 1.59 4.10 1.59 1.60	38			10.34		P.L. 12		f 1.13	31.4	ST.	PAUL	121.4	f 3.37	OL DE		100.0	1.13			
1.69 1.69				10.51	44 0	10.01		f 1.25	37.4	PAPA	LOTE	115.4		80,00		7.010 E	12.48			
Secondary Seco			8.30₩	11.45	10.40	ns or	2·15A	s 1.55	44.7	TO-R SKII	MORE)	108.1	3:10	s 2.30M	- ospi	3.50PM	12.20M	2.30M	1.00 AM to 5.00 PM	1.00 AM to 5.00
Sections				See 353		6 pat	See 313		49.8	M YOU	GEEN	103.0	0.086	See 314	9000	2.424	See 354	The same of the sa		
Part				Little of the second	100	1714		See 313	54.5	A DA	RBY E	98.8	See 314	See 304		5-63-4				
1			9.05	12.15AM	11.15AM	96.9	2:31	2.25	56.0	TO-R BEE	VILLE 5	96.8	2.25	s 2.10	The state of	3.20PM	11.30PM	1.50	Continuous	Continuous
9 F 9-41 12-51 f 3-13 68-6 TULKTA 64-2 f 1.36 10-40 12-50 60-60 60-60 8	57 P		9.31	12.41		ALC: U	1 3.08		65.5	NOR	MANNA	87.3	is Par	f 1.42		UBD-E	10.48	1.00		
88 WF 10.10	9 P	STEEDS FOR THE	9.41	12.51	Jaly - M		f 3.13		68.6	TU	LETA	84.2	T-UNIC	f 1.36		(EZ)mi	10.40	12.50		
10.25	38 WP	1	0.10	1.30		2.63	s 3.22		72.1	TO PE	TTUS	80.7	4.00	s 1.30	199/107	4 (339)	10.30	12.40	8.00 AM to 5.00 PM	Closed
10.37	39 P	1	0.25	1.43		Ep. E.	3.30		77.0	BUI	RNELL	75.8	than in	1.23	100	-X 0. b	10.17	12-10PM		N. 180.
Y	72 P	1	0.37	1.55	1117	ELY			81.9	GI	REEN	70.9	0.000			ding	10.05	11.55AM		
12-019	Y ard BWOYP	1	1.35AM	2.25		1000	3.50		88.0	TO KE	NEDY	64.8	T.80	12.45	40	50.00	9.50	11.35	9.00 PM to 6.00 AM	9.00 PMto 6.00
12-22 3.05	35 P	. 1	2.01PM	2.45	124	LED T	s 4.18		94.0	TO KARN	ES CITY	58.8	E Block	s12.30		100 m	9.32	10.30	8.00 AM to 5.00 PM	Closed
12.31	20 P	1	2.22	3.05			f 4.33		101.9	но	BSON	50.9	W. Chi	12.17		To Balance	9.13	10.10		
24 P	60 P	1	2.31	3.13		DOST.	s 4.40		104.7	FALI	S CITY	48.1	O. RO.S	s12.124	MATE TO	April do	9.06	10.02		
1.25	24 P	1	2.55	3.32			s 4.55		112.2	TO P	TH	40.6		s11.59M			8.48	9.43	8.00 AN to 5.00 PM	Olosed
23 P	39 WP		1.25	3.53			s 5·10		119.2	TO FLOR	ESVILLE	33.6		s11.47		Arrent don	8.31	9.25	8.00 AM to 5.00 PM	Closed
1.49	23 P		1.41	4.09			5.22		125.2	LA	BATT	27.6		11.35			8.17	8.55		
29 P 2.10 4.25	35 P		1.49	4.17			5.27		128.1	CAL	AVERAS	24.7	The same	11.30		7	8.10	8.47	· ·	
29 P 2.37 4.50 f 5.51 139.8 138.6 6.2 SOUTHTON 7.57 8.27	29 P		2.10	4.25			f 5.33		131.0	TO SASI	PAMCO	21.8	THE WAY	s11.25			8.03	8.40	9.00AM to 6.00PM	Olosed
29 P 2.37 4.50 f 5.51 139.8 SOUTHTON 13.0 f 1.07 7.42 8.12	29		2.20	4.33			f 5.39		133.6	ELMI	NDORF	19.2		f11.19			7.57	8.27		
29 P 2.46 4.59 5.58 143.8 BERGS 5.8 143.8 TOWER 112 (S.A.B.&T.Crossing) (S.A.B.&T.Crossi	29 P		2.37	4.50			f 5.51		139.8	SOU	THTON	13.0		f11.07			7.42	8.12		
Yard IP 3.10 5.20 6.15 149.1 Continuous Conti	29 P		2.46	4.59			5.58		143.3	BI	RGS	9.5		10.59	ALC: N. II	Stort Head	7.34	8.04	4 The wall have	
Yard BKP 6.30M 150.9 150.9 10.40M Continuous Con	Yard IP		3.10	5.20			6.15		149.1	φ (S.A.B.	&T.Crossing)	3.7		10.45			7.18	7.48	Continuous	Continuous
Yard IP 152.2 TOWER 121 (Olive Street) 5 O.6 0.6 <th< td=""><td>Yard BKP</td><td>Le will allow assets</td><td></td><td></td><td></td><td></td><td>6.30AM</td><td></td><td>150.9</td><td>TO-R (Com</td><td>ANTONIO nerce Street)</td><td>1.9</td><td>16.241</td><td>10.40</td><td></td><td>70 10</td><td>ADVOZ WAY</td><td></td><td>Continuous</td><td>Continuous</td></th<>	Yard BKP	Le will allow assets					6.30AM		150.9	TO-R (Com	ANTONIO nerce Street)	1.9	16.241	10.40		70 10	ADVOZ WAY		Continuous	Continuous
SKWOYTP Yard 3.30PM 5.40M 152.8 TO-R EAST YARD 0.0 7.00PM 7.30AM Continuous Continuous Arrive Tues., Thur. & Arrive Daily Dai	Yard IP					Sec.	Title	1000 A	152.2	vi (Oliv	ER 121 Street)	0.6		MENA.	WENT TOTAL	1223	924		Continuous	Continuous
& Sat.	BKWOYTP Yard	in the grade	3.30PM	5.40M		102	105	CIE	152.8	4		0.0		314	216	1000	7.00PM	7.30AM	Continuous	Continuous
The state of the s		Tu	es., Thur.	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily	Leave Daily	Mon., Wed.		
		The second secon		354	352	is in Surp Liqu.	314	304	a s-es estr M julios	THE TAKE		risas ea e	303	313	AM Denri	351	353	THE REPORT OF THE RESEARCH OF	1 1/1/1/1	

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

No. 313 connect Kenedy with No. 309.

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

Hours of signal operator, Bascule Drawbridge, continuous.

EAST	WARD	R	OCKPORT SU	IBDI	VISIO	N WE	STWARD	aivi	EAS	TWAR	D	ige c	BEEVILLE SUB	DIVIS	ION	EAR	WESTWAR	D 5
in cars, in, water standard in plants, and tele-	SECOND CLASS	H	TIME TABLE No. 63	шо	SECOND	Waste.	Order	s in cars, tin, water standard ng plants, and tele-		SECOND	FIRST	ш	TIME TABLE No. 63	a a	FIRST CLASS	SECOND CLASS	Train Or	der Office
of sidings i of bulletin stations, st nterlocking les, wyes ar	334 Mixed	Distance fro Rockport	June 5, 1938	Distance from Gregory	333 Mixed		Hours	of siding of buller stations, nterlocki les, wyes		352 Freight	304 Passenger	Distance fro Beeville	June 5, 1938	stance from Victoria	303 Passenger	351 Freight	Signal O	der Office i Hours of perator at ng Stations
Length of location and fuel clocks, in turn tab phones.	Leave Daily Ex. Sunday	Dis	STATIONS	Dis	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	Length of location and fuel clocks, in turn tab phones.	٠.	Leave Daily	Leave Daily	Dist	STATIONS	Dist	Arrive Daily	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
Yard Y	6.30PM	0.0	TO-R ROCKPORT	21.3	5.30PM	9.00 AM to 6.00 PM	Closed	Yard YWP		11-15AN	2.45M	0.0		55.0	2.254	3.20PM	Continuous	Continuous
32 OW	7.15	10.2	ARANSAS PASS	11.1	4.30			10 P		11.30	A PI	4.6	POESTA	50.4		3.05		
31	7.45	15.5	INGLESIDE 5.8	5.8	4.00	N/100		70 P		11.59M	s 3.06	13.3	BERCLAIR	41.7	s 1.57	2.40		
YardBYP	8.30PM	21.3	TO-R GREGORY	0.0	2.30PM	8.00 AM to 5.00 PM	Closed	14		12-15PM		17.8	RIVERDALE	37.2		2.25		
	Arrive Daily				Leave Daily			37 P		12.30	0.0	22.0	CLIP	88.0		2.10		
	Ex. Sunday				Ex. Sunday	MARK (- 21 P.)		70 WP	100	12.55	s 3.35	29.4	TO GOLIAD	25.6	s 1.32	1.45	8.00 AM to 5.00 PM	2.00 PM to 4.00
-	(2.00)		Time Over Subdivision Average Speed per Hour	11	(3.00)			70 P	40.0	1.20	f 3.48	38.6	9.2 FANNIN	16.4	f 1.19	1.20		
	10.6		Average Speed per Hour		7.1			36		1.45		46.6	RAISIN	8.4		12.55		
E	stward T	rains a	are Superior to Trains	of the S	ame Clas	s in the O	posite	94 P	120	2.00	4.03	49.7	ALOE	5.8	1.04	12.45		
	Direct	tion. (perior to No.		Yard I	100			54.5	TOWER 90 (M. P. Crossing)	0.5			7.30 AM to 4.30 PM	Closed
1.5								BKWOTYP Yard	24	3.00PM	4.15M	55.0	TO-R VICTORIA	0.0	12.554	12.30PM	Continuous	Continuous
		1541			10-01	Visited III	110-04		Ast On	Arrive Daily 352	Arrive Daily 304		10 0 10 0 01 01 01 01 01 01 01 01 01 01		Leave Daily 303	Leave Daily 351		
EAST	VARD	PO	RT LAVACA S	UBD	IVISI	ON WE	STWARD		mh -	(3.45) 14.7	(1.30) 36.7	-10			(1.30) 36.7	(2.50) 19.4		
in cars, in, water standard g plants, and tele-	SECOND CLASS		TIME TABLE No. 63	from	SECOND CLASS	10.01	Order		Eastv			Superio	r to Trains of the Same Clas				(See Rule S-72	1)
of sidings of bullet stations, nterlockin	332 Mixed	Distance from Victoria	June 5, 1938	Distance f Port Lavi	331 Mixed	Office	Hours	20.0			Dece-11		EN LLA LE		11.554	215		
d fuel ocks, il	Leave Daily	Dis	STATIONS	Dis	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays	The state of	EAS	TWAR	D		DAMON SUBD	IVISIO	NC		WESTWAR	D
BKWOYTP	Ex. Sunday		TO-R VICTORIA		Ex. Sunday	Legal Holidays	Only	ars,	, water tandard plants, id tele-	X6-m		E .	TIME TABLE No. 63	Ħ.			Train Order Offic	e

Length of sidings location of bulletin and fuel stations, s clocks, interlocking turn tables, wyes an phones.	332 Mixed	tance fr Victoria	June 5, 1938	Distance fr Port Lava	331 Mixed		Hours	10 2 241		877 ALA CE-C		2-11 E1-2		
Length location and fuel clocks, il turn tab	Leave Daily Ex. Sunday	Dis	STATIONS	Dis	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	EASTWARD		DAMON SUBDI	VISIO	N	WEST	TWARD
BKWOYTP Yard	7.00M	0.0	TO-R VICTORIA PASSENGER STATION	27.4	10.55AM	Continuous	Continuous	in cars, letin, water is, standard king plants, es and tele-	from	TIME TABLE No. 63	from	in the bear	Train Or Hours an Signal O	rder Office d Hours of Operator at ing Stations
Yard	Came .	0.4	VICTORIA FREIGHT YARDS	27.0		ANTAL Y	LEAT MICH.	of sidings of bulleti stations, s Interiokin lies, wyes a	tance	June 5, 1938	nce	go de des	Interlocki	ngstations
Yard 17	7.24	6.2	(T. & N. O. & M. P. Crossing) 5.6 GUADALUPE	26.8	10.32		100000	Length of location of location of and fuel stell clocks, init clocks, init phones.	Dista	STATIONS	Distan		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
30	7.36	9.7	DA COSTA	17.7	10.16	10-01		39 Y	0.0	DAMON	21.8			
	7.48	13.2	PLACEDO	14.2	10.04	prod (The same	25 Spur	6.0	GUY	15.8			
I			TOWER 158 (M. P. Crossing)		1000			Act Total	6.2	G. C. & S. F. CROSSING	15.6	372 372		
20	7.53	13.3	PLACEDO SIDING	14.1	9.59				6.5	SENA JUNCTION	15.3	quicks link		
5	8.05	16.6	ZILLAH 3.0	10.8	9.47	100		5 Spur	9.9	NEEDVILLE	11.9			
18	8.17	19.6	KAMEY	7.8	9.35			Yard	20.9	DAMON JUNCTION	0.9			
15 -	8.26	21.9	CLARKS 5.5	5.5	9.26					0.9 — — — — — — — — — — — — — — — — — — —			Continuous	
Yard WY	8.504	27.4	TO-R PORT LAVACA	0.0	9.05	8.00 AM to 5.00 PM	Closed	Yard I KWYP	21.8	TOWER 17 (G. C. & S. F. Crossing) TO-R ROSENBERG	0.0	n what T but	Continuous	Continuous Continuous
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		x medial of the la		e irra de fina de f					
	(1.50)	-	Time Over Subdivision		(1.50)	-	MANUFACTOR IN		AL.		11			-

(C).

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

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

6 CHAN	EAS	STWARD	HVIOBU			ROSENBERG SL	JBDI'	VISIC	N		plande	WESTWARD		WTEA
water idard ants, tele-	SECOND CI	LASS	FIRST CLA	ss	8	TIME TABLE N. 62	_ a	FII	RST CLASS	SE	COND CLASS	- начиналически	Train Or	der Office
Length of stations in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	352 Freight	372 Freight	302 Motor	304 Passenger	Distance fron Victoria	June 5, 1938	Distance fron Rosenberg	301 Motor	303 Passenger	351 Freight	371 Freight	82.1 (\$ 660)	Hours an	d Hours of perator at ngStations
location and fuel s clocks, in turn table phones.	Leave Daily	Leave Daily Ex. Saturday	Leave Daily	Leave Daily	Dista	STATIONS	Dista	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	BNOTTAN	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
SKWOTYP Yard			11.50M	4.20M	0.0	TO-R VIOTORIA (Passenger Station)	91.6	11.15W	12.55M				Continuous	Continuous
Yard	PULL PULL	Direct Contract Contr			0.3	(T. & N. O. Crossing)	91.3							
Yard P	4.00	7.00M			1.3	VICTORIA (Freight Yards)	90.3			4.00	1.30PM			
33 P	4.15	7.15	f12.02PM	4.31	7.7	TELFENER	83.9	f11.01	12.38	3.30	1.05	The state of the s		
20 P	4.29	7.30	s12·12	4.41	14.9	7.2 INEZ	76.7	s10.51	12.28	3.13	12.49			
23 P	4.40	7.42	f12.20	4.49	20.8	EL TORO	70.8	f10.43	12.19	3.00	12.37			
74 P	4.48	8.10	s12,27	s 4.55	24.8		66.8	s10.37	s12.14M	2.50	12,27		8.00 AM to 5.00 PM	10.00 AM to 1.00
22 P	0.0571	The Late			26.8	MANSON MANSON	64.8					1. TEST 10 (10 - 12 10 - 12 10 - 12 10 10 10 10 10 10 10 10 10 10 10 10 10		
41 WP	5.06	8.34	s12.42	s 5.10	34.1	TO GANADO	57.5	s10·20	s11.59PM	2.30	11.46M		8.00 AM to 5.00 PM	9.50 AM to 12.50F
39 P	5.21	9.10	s12.54	5.21	41.8	LOUISE	49.8	s10-10	f11.48	2.15	11.30	Land Land of the Land	Heretten See	
33 P	5.30	9.22	f 1.01	5.28	46.7	HILLJE	44.9	f10.03	11.42	2.03	11.18			
60 P	5.40	9.55	s 1.10	s 5.37	52.1		39.5	s 9.55	s11.35	1.50	11.05		8.00 AM to 5.00 PM	8.00 AM to 5.00
27 P	5.50	10.10	s 1.19	5.44	57.3	PIERCE	34.3	s 9.45	11.26	1.37	10.41			
33 P	5.58	10.32	f 1.25	5.49	61.0	MACKAY	30.6	f 9.38	11.21	1.28	10.32			
43 BKOWP Yard	6.40	11.20	s 1.35	s 5.58	65.5	TO-R WHARTON	26.1	s 9.30	s11·15	1.15	10.20	ID ASSAUALT	6.30 AM to 2.30 PM 4.30 PM to 12.30 AM	6.30 AM to 2.30 4.30 PM to 12.30
Yard I					66.0	TOWER 152 (G. C. & S. F. Crossing)	25.6							
Yard YP	6.45	11.25	1.37	6.00	66.3	WHARTON JUNCTION	25.3	9.23	11.10	12.56	9.57	I I AN LINEAU COLD	2 200	
44 P	7.00	11.40	s 1.45	6.07	71.7	HUNGERFORD	19.9	s 9.15	11.03	12.44	9.45		13- 43	
42 P	7.15	11.55M	s 1.55	6.16	77.9	KENDLETON 5.6	13.7	s 9.06	10.55	12.31	9.32		182	
83 P	7.28	12.10M	s 2.04	6.24	83.5	BEASLEY 7.2	8.1	s 8.58	10.48	12.19	9.20			
Yard	1 1-618 WY		No.1 / No.		90.7	DAMON JUNCTION	0.9		The second second	14		2POTTATE	- Indee	
Yard I KWYP	7.50	12.30PM	2.179	6.37AM	91.6	TOWER 17 (G. C. & S. F. Crossing) TO-R ROSENBERG	0.0	8.45	10.37M	12.01	9.00	A PART OF A	Continuous Continuous	Continuous Continuous
TIME AT	HOUSTON AND ENGL	EWOOD FO	R INFORMATION	ON ONLY	. SEE S	AN ANTONIO AND HOUSTON DIVI	SIONS C	URRENT	TIME TABLE	FOR TRAIN	MOVEMENTS	BETWEEN THESE POIN	TS AND ROSEN	BERG.
			3.30%	7.40M	128.7	HOUSTON (Passenger Station)	87.1	7.40	9.409			THE PERSONNEL	100	
	10.30		- 10-0		_	ENGLEWOOD				10.00	2/.01	April 10	10 14	
	Arrive Daily 352	Arrive Daily Ex. Saturday	Arrive Daily 302	Arrive Daily		dy and		Leave Daily 301	Leave Daily	Leave Daily 351	Leave Daily Ex. Saturday			N IX
	(3.50) 23.6	(5.30) 16.4	(2.27) 37.4	(2.17) 40.1		Time Over Subdivision		(2.30)	(2.18) 39.8	(3.59)	(4.30) 20.0	The state of the s	1 4 4 5 1 4 5 1 4 5 1 1 1 1 1 1 1 1 1 1	

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 351 is Superior to No. 372.

No. 303 stop at any station to entrain revenue passengers for points west of Victoria.

No. 304 stop at any station to detrain revenue passengers from points west of Victoria.

EAS	TWAF	RD		CUERO SUBDIVIS	101	1		V	VESTV	VARD
n cars, water andard plants, d tele-	THIRD	FIRST	ш.	TIME TABLE No. 63		- 11	FIRST CLASS	THIRD		rder Office
ation of sidings in cars, ation of bulletin, water I fuel stations, standard cks, interlocking plants, m tables, wyes and tele-	376 Local Freight	302 Motor	Distance from San Antonio	June 5, 1938	Distance from Victoria		301 Motor	375 Local Freight	Signal O	perator at
Length location and fuel clocks, i	Leave Tues.,Thur. and Sat.	Leave Daily	Dis	STATIONS	Dis		Arrive Daily	Arrive Mon., Wed. and Fri.	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holf- days Only
Yard BK	1	8.00₩	0.0	TO-R SAN ANTONIO (Commerce St.)	114	.2	2.55PM		Continuous	Continuous
Yard I			1.8	m TOWER 121			n.	to begg at	Continuous	Continuous
BKWOTY Yard	6.00M	8.09	1.9	TO-R EAST YARD	112	.3	2.44	2·15PM	Continuous	Continuous
Yard P	6.10	8.15	4.9	SALADO JUNCTION	109	.3	2.38	2.00		
30	6.26	8.23	10.5	MARTINEZ 3.9	103	.7	2.27	1.42	full min	he buil
5 Spur	6.37	8.29	14.4	SAUNDERS	99	.8	2.19	1.30		
20	6.47	f 8.34	17.4	3.0 — ADKINS ————————————————————————————————————	96	.8 f	2.14	1.18		
20 Spur	6.58	8.39	20.8	CARPENTER 5.1	93	.4	2.08	1.01	JOR	THOS
21	7.13	s 8.47	25.9	LAVERNIA 2.4	88	.3 s	2.00	12.45		
8	7.20	f 8.51	28.3	ANVILLE	85	.9 f	1.55	12.37		
14 W	7.32	f 8.57	32.2	SUTHERLAND SPRINGS	82	Of	1.49	12.25	August.	
42	7.52	s 9.09	38.8	TO STOCKDALE 7.9	75.	4 s	1.38	12.05PM	8.00 AM to 5.00 PM	Closed
38	8.15	f 9.22	46.7	PANDORA 4.7	67.	5 f	1.25	11.25M		
41	8.35	s 9.31	51.4	TO NIXON	62.	8 s	1.18	11.10	8.00 AM to 5.00 PM	8.30 AM to 10.30 AM
44	8.55	s 9.44	59.4	8.0 — SMILEY 8.4 —	54.	8 s	1.01	10.42	102 191 W	
14 Spur	9.20	f 9.57	67.8	SAMPLE	46.	4 f	12.47	10.17		July De
54 W	9.35	s10.04	72.0	WESTHOFF	42.	2 5	12.40	10.04		
30	9.56	f10.18	81.0	9.0 LINDENAU 2.0	33.	2 f	12.25	9.35		-7.11
		000	83.0	RIVER JUNOTION	31.	2		1 14		
60 Yard PWY	10.35	s10.35	85.9	ZOTO-R OUERO	28.	3 s	12.14	9.20	8.30 AM to 5.30 PM	9.30 AM to 12.30 PM
20 P	12.01PM	10.46	93.0	VERHELLE 4.0	21.	2	12.01PM	8.02	June 1	
40 P	12.15	f10.52	97.0	THOMASTON 6.2	17.	2 f	11.54M	7.50		
22 P	12.35	s11.02	103.2	NURSERY	11.	Os	11.45	7.30		
20	12.41	11.06	105.6	ORAIG 8.4	8.	6	11.40	7.20		
Yard	1.15PM	11.20	114.0	VIOTORIA (Freight Yard)	0.	2	11.29	7.00M		
BKW0YTP Yard		11.25AM	114.2	TO-R VICTORIA (Passenger Station)	0.	0	11.254		Continuous	Continuous
	Arrive Tues.,Thur. and Sat. 376	Arrive Daily 302					Leave Daily 301	Leave Mon., Wed. and Fri. 375		

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

AU TI	EASTWARD)	KE	NEDY SUBDI	VISI	ON	V	VESTWAF	RD 7
n cars, water andard plants, d tele-	THIRD	FIRST	Į.	TIME TABLE No. 63	Щ	FIRST	THIRD		rder Office
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele- phones.	378 Local Freight	310 Motor	Distance from Kenedy	June 5, 1938	Distance from Houston	309 Motor	377 Local Freight	Signal O	d Hours of perator at ing Stations
Length location and fuel clocks, i turn tab phones.	Leave Daily Ex. Sunday	Leave Daily	Dist	STATIONS	Dist	Arrive Daily	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
BWOYP Yard	11.50AM	4.15AM	0.0	TO-R KENEDY	179.2	11·25PM	11.00AM	9.00 PM to 6.00 AM	9.00 PM to 6.00 AM
41	12.25PM	s 4.35	9.8	TO RUNGE	169.4	s10.59	10.20	8.30 AM to 5.30 PM	Closed
31	12.45	s 4.49	16.9	NORDHEIM 7.9	162.3	s10.45	9.53		08.05
33 W	1.20	s 5.05	24.8	TO YORKTOWN	154.4	s10.29	9.30	8.30 AM to 5.30 PM	Closed
49	1.50	5.20	33.8	BUCHEL 5.1	145.4	10.11	8.55	Ar Lynn	
			38.9	E RIVER JUNCTION	140.3				AZ maki
35 PWY Yard	2.50	s 5.41	41.4	TO-R CUERO	137.8	s 9.55	8.35	8.30 AN to 5.30 PM	9.30 AM to 12.30 PM
46 P	3.10	f 5.58	50.5	EDGAR 8.4	128.7	f 9.35	7.51	2 EQ Los (Q)	ZP remission
BKWOTY Yard P	3.45%	6.20AM	58.9	TO-R YOAKUM	120.3	9·20PM	7.30AM	5.00 AM to 1.00 PM 4.00 PM to 12M N	5.00 AM to 1.00 PM 4.00 PM to 12M N
	Arrive Daily Ex. Sunday	Arrive Daily		no complete to the factor of	and the same	Leave Daily	Leave Daily Ex. Sunday		1763
Ban	378	310		Talight is ith important to	.S	309	377		
Wast h	(3.55)	(2.05)	100	Time Over Subdivision	-	(2.05)	(3.30)		

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

No. 310 connect with No. 314 at Kenedy.

	EASTWAR	₹D	YC	AKUM SUBDI	IVIS	ION	WESTWA	RD
in cars, n, water trandard plants, nd tele-		FIRST	mo.	TIME TABLE No. 63	om	FIRST	Train Or	rder Office d Hours of
Length of sidings in cars, location of bulletin, water and thel stations, standard clocks, interlocking plants, turn tables, wyes and tele- phones.		310 Motor	Distance from Kenedy	June 5, 1938	Distance from Houston	309 Motor	Signal O Interlocki	perator at ing Stations
Length location and fuel clocks, turn tab phones.		Leave Daily	Dis	STATIONS	Dis	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
BKWOTY Yard P		6.25M	58.9	TO-R YOAKUM	120.3	9·15P	5.00AM to 1.00 PM 4.00 PM to 12 M N	5.00 AM to 1.00 PM 4.00 PM to 12 M N
38	R my July ho	s 6.37	64.9	SWEET HOME	114.3	s 9.03	The Charleson of the	dans a bank
49	male of Links	s 6.59	75.9	TO HALLETTSVILLE	103.3	s 8.42	8.00 AM to 5.00 PM	Closed
30		f 7.15	85.3	SUBLIME	93.9	f 8.23		
80	The Cal	f 7.30	93.1	SHERIDAN	86.1	f 8.08		
24		s 7.42	99.7	ROCK ISLAND	79.5	s 7.56		
16 WY		s 7.54	107.1	ALTAIR	72.1	s 7.42	inter County Star	may 2 digma
40 WI Yard		8-10AM	115.6	Tower EAGLE LAKE	63.6	7.25™	Continuous	Continuous
		Arrive Daily 310		to cred the duest head to	or glade a seri ada s ser ade s	Leave Daily 309	rad ora recipied	ri piarT
		(1.45) 32.4		Time Over Subdivision Average Speed per Hour		(1.50) 30.9		

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

Nos. 309 and 310 stop on flag at Mont.

(See Rule S-72)

Nos. 309 and 310 stop on flag at Mont.

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

CENTRALIZED CONTROL SIGNALS

CORPUS CHRISTI SUBDIVISION

GOVERNING THE MOVEMENT OF TRAINS BETWEEN BEEVILLE AND SKIDMORE

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

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

CENTRALIZED CONTROL SIGNAL LIMITS

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

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

OPERATION—CENTRALIZED CONTROL

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

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

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

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

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

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

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

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

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

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

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

INDICATOR LIGHT SIGNAL BEEVILLE

Indicator light signal just east of east switch of old house track, Beeville Subdivision, at Beeville consists of six eight-inch block type figures and will be operated by the operator at Beeville. When illuminated the figures will signify

Proceed, expecting to continue through Beeville.

Proceed and take siding at station.

Take siding old house track, Beeville Subdivision. Head in old house track, Beeville Subdivision, leave rear end of train

and bring head end into siding at station. Leave rear of train on main track, Beeville Subdivision, and proceed

with head end to do work at station. Stop at signal and call operator Beeville by telephone. Telephone is located in box attached to signal mast.

When none of the figures are illuminated train may proceed to station. This signal is for the purpose of giving trains advance information as to their movements at Beeville and does not relieve them from protecting their movements as required by the rules.

REMOTE SWITCH CONTROL

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

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

BEEVILLE

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

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

To Corpus Christi Subdivision main track westward from any point -

To Corpus Christi Subdivision main track eastward from

any point -- 0 0 To Beeville Subdivision from any point o -

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

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

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

ROSENBERG

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

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

POSITIVE BLOCKS

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

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

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

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

BETWEEN EAST YARD AND SALADO JUNCTION

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

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

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

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

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

BETWEEN RIVER JUNCTION AND CUERO

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

Signal 582 on Cuero Subdivision and Signal 1376 on Kenedy Subdivision at River Junction govern movements from River Junction to west wye switch, Cuero. Overlaps of Signal 555 extend 1,835 feet west of Signal 1376 and 2,940 feet west of Signal 582, and are indicated by overlap posts.

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

BETWEEN EDINBURG JUNCTION AND EDINBURG YARD

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

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

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

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

TIME INSPECTORS

	The second secon
Sidney F. Ball, General Time Inspector	
Houston Watch Company, Southern Pacific	Building Houston, Texas
W. E. Connor, 1222 Hardy Street	Houston, Texas
Chas. Gildemeister, 122 Broadway	San Antonio, Texas
O. B. Humble, 1217 South Flores	San Antonio, Texas
Fred Felcman	
E. H. Boyd	
Tetts Jewelry Company	
Bill Barnes	
Schvab Jewelry Company	
Albrecht Jewelry Co.	
Joseph Besse	Alice Texas
Taylor Bros.	
T. C. Allen	Brownsville, Texas
I. W. Brewer	Sinton, Texas
J. W. Brewer	Cuero Texas
R. B. Roberts	Harlingen Texas
Milton T. Blackwell	
ALIIOI AT DIACKTOM	I Chas

GENERAL

- 1. Trains displaying signals for a following section must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains, which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.
 - A train may arrive at a station in advance of its schedule arriving time.
- 3. 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.
- 4. Employes are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
- 5. Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.

LOCAL ALL SUBDIVISIONS

- 21. On a passenger train, when approaching a station where engines are to be changed or train is to be switched, trainman will open steam valve on rear of train one mile in advance and sound Communicating Signal 16(m).
- 22. At stations 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, or the movement made under flag protection.
- 23. Freight trains must be inspected at each water stop. When conditions are favorable and, in the judgment of the conductor and engineer, it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than 50 miles, except may run between Edinburg Yard and Falfurrias; Skidmore and Victoria; Victoria and Wharton; Kenedy and East Yard.

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

24. Spring Switches are located as follows:

East Yard —Switch connecting yard lead with eastward main track, east end of yard; normal position for the lead.

River Junction —Junction switch; normal position for Kenedy Subdivision. Edinburg Junction —East wye switch; normal position for McAllen Subdivision.

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

Trains and engines may trail through spring switches, but when a stop is made before the entire engine or cars have passed over the points, a reverse movement must not be made until switch has been set by hand. Running switches must not be made over spring switches and blow-off cocks, sanders, or injectors must not be operated and boosters must not be started, while engines are standing on or passing over such switches.

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

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

Signals Location

555—East wye switch, Cuero—Junction switch, River Junction.

1411-Edinburg Yard -East wye switch, Edinburg Jct.

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

26. Location of bulletin books at San Antonio and Houston:
San Antonio—Train-order office, Commerce Street; Train-order office, East
Yard; Enginehouse.

Houston —Train-order office, passenger station; Houston Avenue enginehouse; Hardy Street enginehouse; Yardmaster's office, Hardy Street.

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

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

(San Antonio yard limits extend to a point 528 feet east of east switch, Bergs.)

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

١,	Between	Cars	Class Engine
	Rosenberg and Damon	210,000	F-1
	Rosenberg and Beeville	210,000	F-1
	Wharton and Newgulf	210,000	MK-5
	Newgulf and Palacios	169,000	M-4
	Victoria and Port Lavaca	169,000	M-4
	Victoria and Cuero	210,000	MK-5
ě	Cuero and Salado Junction	210,000	C-8-9
	Eagle Lake and Yoakum	210,000	C-8-9
	Yoakum and Cuero	210,000	MK-5
	Cuero and Kenedy	210,000	C-8-9
	San Antonio and Beeville	210,000	C-8-9
	Beeville and Skidmore	210,000	F-1
	Skidmore and Corpus Christi	210,000	C-8-9
	Gregory and Rockport	169,000	C-24
	Skidmore and McAllen	210,000	F-1
	Edinburg Junction and Brownsville	210,000	F-1
		The Control of the Co	

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

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

Brownsville Subdivision:

158.47, Resaca Trestle, west of La Villa.

McAllen Subdivision:

18.88, Nueces River, La Fruta.

Corpus Christi Subdivision:

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

117.09, San Antonio River, west of Goliad.

92.01, Guadalupe River, 93.36 and 93.74, west of Victoria. Cuero Subdivision:

48.54, Irish Creek, west of Verhelle. 57.21, Guadalupe River, west of Cuero. 75.48, 75.57 and 75.68, west of Sample.

106.10, west of Stockdale.

110.43, west of Sutherland Springs. Kenedy Subdivision:

169.49, San Antonio River, west of Runge.

Yoakum Subdivision: 67.05, Colorado River, east of Altair.

Rosenberg Subdivision: 68.98, Lavaca River, west of Edna.

59.60, Navidad River, west of Ganado. 25.95, Colorado River, west of Wharton.

18.72, West Bernard River, east of Hungerford. 14.76, East Bernard River, west of Kendleton. Palacios Subdivision:

37.85, Colorado River, west of Bay City.

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

BROWNSVILLE AND McALLEN SUBDIVISIONS

- 41. At Brownsville protection must be provided for all back-up movements over the three paved streets across main and wye tracks.
- 42. The designated route to connection track at Fort Brown, Brownsville, is through stem of T&NO wye to Lincoln Street, thence via PI&RGV main track to cut-off on the Government track. Engines heavier than C-8-9 class must not use this track. Engines using PI&RGV main track must be protected and comply with the rules and regulations of the PI&RGV R. R. while using their tracks.
- 43. Engines heavier than M-10 class must not use rice-mill track, Brownsville.
- 44. The siding at Harlingen is the track parallel to the main track opposite freight and passenger stations.
- 45. Unless otherwise directed by train order, the engine arriving Edinburg Junction on No. 312 will assume the schedule of No. 313 on the Brownsville Subdivision, and the engine arriving Edinburg Junction on No. 314 on the Brownsville Subdivision will assume the schedule of No. 315.
- Normal position of west wye switch on Brownsville Subdivision, Edinburg Junction, is for west leg of wye.
- 47. Nos. 312, 313, 314 and 315 may register at McAllen by register ticket, Form 2642, and when operator is not on duty, conductor will leave register ticket in box provided for the purpose.
- 48. Distance between west wye switch and end of main track, McAllen, is 1,160 feet; stem of wye beyond east wye switch is 938 feet in length.
- 49. The main track between Edinburg Junction and Edinburg Yard will be used jointly by trains of the Brownsville and McAllen Subdivisions, movements in accordance with Positive Block Signal indications (See Page 8).
 - 50. Trains must obtain clearance at Alice.
 - 51. Nos. 313 and 314 may register at Alice by register ticket, Form 2642.
- 52. At Alice flag protection must be provided for all train, engine and switching movements on all tracks over South Second Street just west of depot, and on Front Street just west of Tex. Mex. crossing.

CORPUS CHRISTI, ROCKPORT AND BEEVILLE SUBDIVISIONS

61. Crossing gates, equipped with light signals, are located 400 feet east and west of Draw Span (MP 146.4), Corpus Christi Reef Bridge; normal position for rail traffic. When gates are set for rail traffic a green light will be displayed on gate to the right of main track in the direction of movement; when set for water traffic a red light will be displayed on gate in center of main track. Trains must approach gates with caution, and STOP if route is not clear. When route is clear trains may proceed without stopping, but must not exceed 10 miles per hour until head end of train has passed over the Draw Span.

- 62. The main track between Beeville Subdivision junction switch and passenger station, Beeville, will be used jointly by trains of the Corpus Christi and Beeville Subdivisions.
- 63. Beeville is a register station only for trains that originate or terminate there.
- 64. San Antonio (Commerce Street) is a train-order office only for trains that originate there, and a register station only for trains that originate or terminate there.
- 65. Main tracks between Tower 112, San Antonio (Commerce Street) and East Yard will be used jointly by trains of the Victoria Division and the San Antonio Division. Trains between these points will run with caution, expecting to find the main track occupied. Second-class and inferior trains, and engines, may run ahead of first-class trains, but must not occupy the main track when it is known a first-class train will thereby be delayed, and movements against the current of traffic may be made only under flag protection.
- 66. Westward trains of the Corpus Christi Subdivision, checking a regular train on register at East Yard or San Antonio (Commerce Street), or identifying a train on opposite track between East Yard and Tower 112, will not be required to check against the same train before passing from double to single track.
- 67. Before detaching engine at East Yard hand brakes must be set on at least eight cars on east end of train to prevent cars rolling out of yard.

ROSENBERG, DAMON, PALACIOS AND PORT LAVACA SUBDIVISIONS

- 75. Nos. 352 and 372 must obtain clearance at Victoria (Passenger Station). 76. Nos. 351, 352, 371 and 372 will register at Victoria (Passenger Station).
- 77. Derails are located on Port Lavaca Subdivision main track east and west of Rosenberg Subdivision crossing, Victoria. Before handling derails to use the crossing, protection must be afforded in both directions on Rosenberg Subdivision. Rosenberg Subdivision trains will not exceed 6 miles per hour over this crossing.
 - 78. At Bay City trains must stop and flag over first crossing east of depot.
- 79. No. 303 may register at Rosenberg by register ticket, Form 2642, and obtain train-order check, Form R, of superior trains due.
- 80. The main track between Wharton and Wharton Junction will be used jointly by trains of the Rosenberg and Palacios Subdivisions.

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

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

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

CUERO, KENEDY AND YOAKUM SUBDIVISIONS

- 86. East Yard is a train-order office only for trains that originate there.
- 87. First-class trains may register at East Yard by register ticket, Form 2642.
- 88. Main tracks between San Antonio (Commerce Street) and East Yard will be used jointly by trains of the Victoria Division and San Antonio Division. Movements between these points must be made with caution, expecting to find the main track occupied, and movements against the current of traffic may be made only under flag protection.
- 89. Main track between East Yard and Salado Junction will be used jointly by trains of the Victoria Division and San Antonio Division, movements in accordance with Positive Block Signal indications. (See Page 8).
- 90. To prevent cars rolling out of yard, hand brakes must be set on freight trains, or cut of cars, before engine is detached, as follows:

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

Yoakum (west yard)-At least six cars on west end of train.

- 91. Main track between River Junction and west wye switch, Cuero, will be used jointly by trains of the Cuero and Kenedy Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 8).
- 92. Normal position of switches Victoria-Yoakum leg of wye, Cuero, is for the wye to permit through movement between Victoria and Yoakum.
- 93. Trains of both the Cuero and Kenedy Subdivisions will be governed by train-order signal located at passenger station, Cuero. The arm on side next to passenger station governs westward trains; the arm on opposite side governs eastward trains.
- 94. Cuero is a register station for regular trains only.
- 95. No. 375 must obtain clearance at Victoria (Passenger Station).
- 96. Nos. 375 and 376 will register at Victoria (Passenger Station).
- 97. The last 120 feet of Carle Refinery track east of Salado Junction must not be used by engines.
- 98. Engines heavier than C-21 class must not use repair tracks north of enginehouse, Yoakum, or go beyond a point 600 feet east of switch to Swift & Company track on Helland lead.

SPEED

Skidmore, McAllen and Brownsville

Eagle Lake and Yoakum.

Yoakum and Kenedy.

111. Unless otherwise further restricted, the following is maximum speed for trains between the points named:	1	Steam Passeng Trains	er	Pass	Gas Electric Motor senger T		eng	gines v wo-whe gine tru passent service	el icks		Freight nd Mix Trains	ed	ricks, chines, drag li scale machin	steam nes, pile	rs, and similar	111 (a) Through rate limits of the and towns name and engines mexceed the spe cated.	he cities ed trains nust not ed indi-
	Mil	es per l	Hour	Mil	es per I	lour	Mil	es per I	Hour	Mil	es per I	Hour	Mil	es per l	Hour	Stations	MPH
BETWEEN	Straight Track	Unprotected	Protected Curves	Straight Track	Unprotected	Protected Curves	Straight Track	Unprotected	Protected Curves	Straight Track	Unprotected	Protected Curves	Straight Track	Unprotected	Protected Curves	Wharton Bay City El Campo Ganado Fdna Victoria	6 6 10 6
Rosenberg and Damon	35	35		40	40		30	30	NS	25	25		20	20	15	Beeville Harlingen	6 18 6
Rosenberg and Beeville	50	45		55	50		40	35	VER	35	35		25	20	20	(First St.) San Antonio	18
Wharton Junction and Palacios	40	40	RN	45	45	ERN	35 -	35	058	30	25	RN	20	20	15	Fagle Lake Yoakum	10
Victoria and Salado Junction	45	40	OVE-	50	45	OVE	40	35	ARD	30	30	OVE	20	20	20	Cuero	
Victoria and Port Lavaca	25	20	-8-	25	25	-S-	20	20	V BO	15	15	S	15	15	15	111 (b). The indicated mu	st not
Tower 112 and Beeville	45	40	RD	50	45	RD	35	35	SLOV	30	30	RD	25	20	20	be exceeded point, by en	ngines
Beeville and Skidmore	55	50	NOS	55	50	BOA	40	35	NO	35	35	BOA	25	20	20	listed below, service, or	when
Skidmore and Corpus Christi	45	40	3	50	45	×	40	35	3ED	30	30	3	25	20	20	handled in 30 miles per	
Gregory and Rockport	25	25	-07	30	30	107	25	25	SPE	20	20	TOT	15	15	15	307 to 3	

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112. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches; twenty-five (25) miles per hour over draw bridges; thirty (30) miles per hour in facing movements over Spring Switches; Passenger trains must not exceed forty-five (45) miles per hour and freight trains thirty (30) miles per hour over railroad crossings at grade not otherwise restricted.

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- 113. Maximum speed over Bascule Bridge, Corpus Christi, all trains twelve (12) miles per hour; over Reef Bridge, passenger trains twenty-five (25) miles per hour and freight trains twenty (20) miles per hour.
- 114. Trains and engines must not exceed ten (10) miles per hour through Victoria-Yoakum leg of wye, Cuero, and through Beeville Subdivision connecting track, Beeville.
- 115. Trains and engines must proceed with caution between Dakota and Wyoming Streets and between Crockett and East Houston Streets, San Antonio, looking out for cross-over movements to and from passenger yard, and during the hours named below, must not exceed 6 miles per hour over following street crossings and, if necessary, send a flagman ahead before proceeding:

San Antonio:

Sherman, Burleson, Lamar, Burnet, Montana,

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

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

SPEED TABLE

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

867 to 894

35 miles per hour

520 to 529

800 to 850

895, 896

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

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.

Total Weight Nominal Capacity Journal Car and Contents 40,000 lbs. 33/4x 7 66,000 lbs. 60,000 41/4x 8 103,000 80,000 136,000 100,000 169,000 51/2×10 210,000 6 x11 Except: Hart convertible type ballast cars, load

limit must not exceed 90,000 pounds.

...January 1st.

LEGAL HOLIDAYS:

New Year's Day Washington's Birthday...February 22nd. Decoration Day......May 30th. Independence DayJuly 4th. Labor DayFirst Monday in September. Thanksgiving Day.....Last Thursday in November. ChristmasDecember 25th.

MAXIMUM SPEED OF ENGINES

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

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

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

Moving forward or backward, rods in place ...

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

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

Freight train speed.

COMPANY SURGEONS

Houston	Dr. Charles C. Green Dr. J. R. Gandy	.House Surgeon
Houston	Dr. Ray Collins	.Local Surgeon
Houston	Dr. H. C. Feagin	Local Surgeon
Houston	Dr. Allen Collette	Local Surgeon
Houston	Dr. L. P. Kirkpatrick	Local Surgeon
Houston	Dr. E. A. Moers	.Local Surgeon
Houston	Dr. C. W. Klanke	.Local Surgeon
Houston	Dr. U. R. Nester	Local Surgeon
Houston	Dr. E. M. Arnold	Local Oculist and Aurist
San Antonio.	Dr. C. E. Scull	Division Surgeon
San Antonio.	Dr. R. E. Bowen	.Local Surgeon
San Antonio.	Dr. Dudley Jackson	Local Surgeon
San Antonio.	Dr. E. W. Coyle	Local Coulist
San Antonio	Dr. O. H. Judkins	Oculist and Aurist
San Antonio .	Dr. J. H. Burleson	.Div. Oculist and Aurist
San Antonio.	Dr. T. J. Walthall	Oculist and Aurist
Victoria	Dr. F. B. Shields	Division Surgeon
Victoria	Dr. Allan Shields	Examining Surgeon
Victoria	Dr. W. W. Sale	.Oculist and Aurist
Alice	Dr. Chas. L. Behrns	.Local Surgeon
Alice	Dr. A. M. Allison	Local Surgeon
Bay City	Dr. A S. Morton	Local Surgeon
Bay City	Dr. Lane Barbour	Local Surgeon
Beeville	Dr. J. W. Edmundson	.Local Surgeon
Beeville	Dr. A. J. Turner	Examining Surgeon
Brownsville	Dr. Bynum M. Works	Local Surgeon
Brownsville	Dr. O. V. Lawrence	Oculist and Aurist
Corpus Christ	Dr. H. G. Heaney	Examining Surgeon
Corpus Christ	Dr. Gordon Heaney	.Local Surgeon
Corpus Christ	Dr. A. W. Davisson	.Local Oculist and Aurist
Cuero	Dr. J. C. Dobbs	Local Surgeon
Cuero	Dr. S. P. Roothe	Local Surgeon
Cuero	Dr. G. M. Duckworth	.Local Oculist and Aurist
Damon	Dr. J. W. Balke (Rosenberg)	.Local Surgeon
Eagle Lake	Dr. J. R. Laughlin	Local Surgeon
Eagle Lake	Dr. Ernest W. Jones	Local Surgeon
El Campo	Dr. H. V. Reeves	Local Surgeon
Edinburg	Dr. H. O. Schaleben	.Local Surgeon
Edinburg	Dr. L. J. Montague	Examining Surgeon
Edcouch	Dr. E. B. Baker	Local Surgeon
Fallurrias	Dr. C. H. Otken	Local Surgeon
Falls City	Dr. R. C. Youngblood	.Local Surgeon
Floresville	Dr. J. W. Oxford	Local Surgeon
Floresville	Dr. C. W. Archer	Local Surgeon
Golied	Dr. J. W. Chilton	Local Surgeon
Goliad	Dr. L. W. Chilton, Jr	.Local Surgeon
Gregory	Dr. V. H. McMillin (Portland)Local Surgeon
Hallettsville.	Dr. Paul Renger	Local Surgeon
Harlingen	Dr. A. M. Letzerich	Local Surgeon
Harlingen	Dr. A. J. Pollard	Local Surgeon
Harlingen	Dr. John A. Crockett	.Oculist and Aurist
Karnes City	Dr. S. A. King	.Local Surgeon
Kenedy	Dr. U. M. Kent	Local Surgeon
Lavernia	Dr. R. G. Martin	Local Surgeon
McAllen	Dr. F. E. Osborn	Local Surgeon
McAllen	Dr. Alfred E. Osborn	.Local Surgeon
Needville	Dr. O. F. Howe	Local Surgeon
Orango Grove	Dr. I. A. Moet	Local Surgeon
Palacios	Dr. J. R. Wagner	Local Surgeon
Port Lavaca.	Dr. A. D. Gibson	.Local Surgeon
Portland	Dr. T. J. Kirk, Jr	Local Surgeon
Portland	Dr. V. H. McMillin	Local Surgeon
Rosenberg	Dr. J. S. Yates	Local Surgeon
Rosenberg	Dr. J. W. Weeks	.Local Surgeon
Rosenberg	Dr. J. W. Balke	.Local Surgeon
Runge	Dr. H. Rushing	Local Surgeon
Sinton	Dr. L. H. Cockerham	Local Surgeon
Stockdale	Dr. Ella Ware	.Local Surgeon
Taft	Dr. L. Penrod	.Local Surgeon
Tuleta	Dr. C. M. Poff	Local Surgeon
Wharton	Dr. T. L. Davidson	Oculiet and Auriet
Voakum	Dr. H. H. Brown, Sr.	Division Surgeon
+ Udhulli	Dr. H. H. Brown, Jr	Examining Surgeon
Yoakum		
Yoakum	Dr. Robt. M. Milner	Local Surgeon
Yoakum Yoakum Yoakum	Dr. Charles C. Green. Dr. J. R. Gandy Dr. Ray Collins Dr. Ray Collins Dr. H. C. Feagin Dr. F. Dornak Dr. Allan Collette Dr. L. P. Kirkpatrick Dr. E. A. Moers Dr. C. W. Klanke Dr. C. W. Klanke Dr. C. W. Klanke Dr. C. W. Klanke Dr. C. E. Nester Dr. W. J. Snow Dr. E. M. Arnold Dr. C. E. Scull Dr. R. E. Bowen Dr. Duddey Jackson Dr. E. W. Coyle Dr. W. McCurdy Dr. O. H. Judkins Dr. J. H. Burleson Dr. T. J. Walthall Dr. F. B. Shields Dr. J. Sesph Hopkins Dr. Allan Shields Dr. W. W. Sale Dr. Chas. L. Behrns Dr. A. M. Allison Dr. Lane Barbour Dr. J. W. Edmundson Dr. J. W. Edmundson Dr. J. W. Edmundson Dr. J. W. Edmundson Dr. J. Groton Heaney Dr. Gordon Heaney Dr. Gordon Heaney Dr. Gordon Heaney Dr. J. C. Dobbs Dr. Jon W. Burns Dr. S. P. Boothe Dr. J. W. Balke (Rosenberg) Dr. J. R. Laughlin Dr. Ernest W. Jones Dr. B. W. Wells Dr. J. W. Balke (Rosenberg) Dr. J. R. Laughlin Dr. Ernest W. Jones Dr. R. W. Wells Dr. J. Bennett Dr. L. J. Montague Dr. E. B. Baker Dr. J. B. Bennett Dr. L. J. Montague Dr. E. B. Baker Dr. J. B. Bennett Dr. L. J. Montague Dr. E. B. Baker Dr. J. B. Bennett Dr. J. B. Bennett Dr. J. B. Bennett Dr. J. B. Bennett Dr. J. A. Bauknight Dr. L. W. Chilton Dr. J. B. Bennett Dr. J. A. Bauknight Dr. L. W. Chilton Dr. J. A. Bauknight Dr. L. W. Chilton Dr. J. W. Horkillin (Portland Dr. Paul Renger Dr. J. A. Bauknight Dr. L. W. Chilton Dr. J. W. Salke Dr. J. W. Wesle Dr. J. A. Bauknight Dr. L. W. Chilton Dr. J. W. Salke Dr. J. W. Wesle Dr. J. J. R. Leverich Dr. J. A. D. Gibson Dr. J. W. Walle Dr. J. W. Balke Dr. J. W. Walle Dr. J. W. Balke Dr. J. W. Balke Dr. J. W. Balke Dr. J. W. Balke Dr. J. H. C. Eckhardt Dr. J. W. Sale Dr. J. W. Wallen, Dr. J. W. Balke Dr. J. W. Allen, Dr. J. W. Sale Dr. J. W. Balke Dr. J. W. H. Rrown, Dr. J. C. Eckhardt	Local Surgeon Local Surgeon Local Surgeon

General Hospital-

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

Emergency Hospital-

Huth Memorial Hospital, Yoakum. Santa Rosa Infirmary, San Antonio.

INTERLOCKING WHISTLE CODES TOWER 17, G. C. & S. F. CROSSING, ROSENBERG

Main track from any point -	
To west siding from any point - o o -	
To east siding from any point o	_
Victoria Division from any point - o -	
G. C. & S. F. from any point — — —	00

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

Main	track	-			
Main	track	to	transfer	0	o

When Signal Operator is not on duty route will be set for G. C. & S. F. movements except during noon hour and between 5:30 p.m. Saturday and 8:30 a.m. Monday route will be set for movements on Palacios Subdivision. When necessary for T. & N. O. trains to use the plant while route set for G. C. & S. F. and Signal Operator not on duty he must be called to operate plant.

TOWER 90, MO. PAC. CROSSING, VICTORIA

Main track — TOWER 159, MO. PAC. CROSSING, MATHIS Main track — —

TOWER 138, MO. PAC. CROSSING, HARLINGEN

Main track ----

BASCULE DRAWBRIDGE, (MP 148.3) CORPUS CHRISTI

Main track ——

To and from Port Terminal Lead —— o
TOWER 112, S. A. B. & T. CROSSING, SAN ANTONIO

TOWER 121, OLIVE STREET, SAN ANTONIO

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. In case route called for is not given, engineer will indicate by buzzer or steam whistle, track occupied by his engine, then call for the route wanted.

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

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

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

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.

To Rice Mill Spur from any point - o o

CABIN INTERLOCKING PLANTS ARE LOCATED AT THE FOLLOWING RAILROAD CROSSINGS:

TOWER 152, G. C. & S. F. Crossing, Wharton, normally lined for T. & N. O. TOWER 157, Mo. P. Crossing, Blessing, normally lined for Mo. P. TOWER 158, Mo. P. Crossing, Placedo, normally lined for Mo. P. TOWER 149, Mo. P. Crossing, near Alsonia, normally lined for T. & N. O. TOWER 145, Mo. P. Crossing, near Edinburg Junction, normally lined for T. & N. O. TOWER 146, Mo. P. Crossing, Edcouch, normally lined for T. & N. O.

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

TOWER 151, S. B. & R. G. Crossing, near Rosita, normally lined for T. & N. O.

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

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Distance from	Miles	Car Capacity and Direction Opening if Spur			
Matilda	Rosenberg	Rosenberg	68.6				
Co. Sand Spur			78.2	29-E			
Co. Sand Spur		Rosenberg	78.2	17-E			
Kriegel		Wharton	5.8	11			
Cottondale		Wharton	8.7	8			
Luckey		Wharton	37.8	3-E			
Cortes		Wharton	38.8	14-E			
Furber		Wharton	46.3	5-E			
McCarthy			66.2	8-W			
Melo			30.5	7-E			
McNamara			29.2	3-W			
Blue Mott	Cuero	Victoria	13.8	0			
Julia Pens	Cuero	Victoria	15.1	9			
Humline	McAllen	Skidmore	2.8	12-E			
LaFruta	McAllen	Skidmore	18.8	11-E,13			
Seelig	McAllen	Skidmore	66.2	11-E,17			
Gypmine	McAllen	Skidmore	84.6	E			
Encino		Skidmore	99.6	0			
Aurora		Skidmore	117.6	12-E			
Nanladd			24.8	17-E			
Snavely	Brownsville	Edinburg Ict	28.2	12			
Camille	Brownsville	Edinburg Jct	41.8	8-E			
Rosita	Brownsville	Edinburg Ict	49.0	16			
Cuates	Brownsville	Edinburg Ict	49.9	12			
Slutter	Yoakum	Houston	67.7	15-E			
Mont	Yoakum	Houston	107.4	14			
Helden	Corpus Christi	Tower 112	102.8	22-W			
Clara	Corpus Christi	Tower 112	107.5	18			
MontHeldenClara	Corpus Christi	Tower 112	102.8	22			

RATINGS OF ENGINES IN FREIGHT SERVICE

100	CLASS	ENGINE NOS.	berg d oria	oria d	d d edy	edy ille	eville and s Christ	ille	d d	and n and sville	d a vaca	ton	ton	d d	H or	o pa	o m	d d	o d
Nomina	Designation	ENGINE NOS.	Rosen and Victo	Victo an Beev	San An an Kene	Kene to Beevi	Beev an Corpus (Beev to Kene	Skidmo and Alice	Alice McAller Brown	Victo and Port La	Whart and Palaci	Houste and Altai	Alta an Yoak	Yoak an Cue	Cue	Cuer and Yoaku	Victo	Cue an
E-22 E-22 M-4 M-17 M-19 M-10 P-5 P-6 T-25 T-27 T-28 C-8 C-9 C-20 C-21 C-22 C-23 C-24 D-1 M-21 F-1 MK-5	E-69 19/24-79S E-69 19/24-76S M-63 20/28-128S M-56 19/26-118 M-56 19/26-133 M-63 21/28-152S P-77 22/28-148B58-SF P-77 25/28-178B59-SF T-56 19/26-100 T-63 20/26-112 T-69 22/28-163S C-57 22/30-190S C-57 22/30-190S C-50 19/26-124S C-50 20/24-140-S C-50 20/26-141-S C-50 20/26-144-S C-50 20/26-144-S C-50 20/26-152S D-51 23/28-221S M-63 22/28-185SF F-63 27½/32-278SF MK-63 26/28-214SF	244 to 248. 250, 252, 254, 256, 257. 410 to 432, 434 to 459. 495. 497 and 498. 500 to 514. 600 to 609. 610 to 621. 353, 358 to 361, 364. 377 to 379, 382 to 386. 388 to 399. 800 to 807. 808 to 850. 867 to 869. 870. 874. 877 to 884. 885 to 894. 897, 899. 520 to 529. 955 to 999. 738 to 794.	3130 3130 4750 4450 44670 5580 4830 6270 3620 4000 5780 7370 4650 5020 5160 5160 5160 7900 7000 10800 8440	1650 1650 2500 2330 2460 3240 3170 3280 1900 2110 2980 4400 4400 2510 2710 2780 2780 2930 4050 4150 6630 5180	1300 1300 2000 1860 1960 2500 2610 2630 1520 1690 2380 3420 1980 2130 2190 2190 2330 3220 4930 3850	1110 1110 1700 1580 1660 2100 2210 2230 1290 1430 2020 2900 1680 1810 1860 1980 2740 2700 4190 3270	2710 2710 4140 3850 4050 4820 4180 5440 3130 3490 4930 6610 6610 4080 4410 4500 4840 6860 6820 9530	1210 1210 1850 1720 1810 2330 2400 2430 1400 1560 2200 3200 3200 1820 1970 2010 2010 2160 2980 3000 4610 3600	1270 1270 1270 1950 1820 1910 2420 2530 2560 1460 1630 2320 3320 3320 1920 2080 2120 2120 2280 3130 4780 3740	3130 3130 4750 4450 4450 4670 5580 4830 6270 3620 4000 5780 7370 4650 5020 5160 5160 5160 5440 7900 6870 10500 8200	3130 3130 4750 4450 4670 5580 4830 6270 3620 4000 5780 7370 7370 7370 4650 5020 5160 5160 5440	3130 3130 4750 4450 4450 5580 4830 6270 3620 4000 5780 7370 7370 4650 5020 5160 5160 5440	2560 2560 3830 3580 3760 4350 4200 5420 3100 6180 6180 6180 4210 4210 4210 4440 6300 5750	1340 1340 2000 1860 1960 2270 2190 2820 1610 1760 2440 3220 3220 1980 2140 2190 2190 2320 3230 3000	1350 1350 2020 1880 1980 2290 2200 2850 1630 1770 2460 3250 2000 2160 2210 2210 2360 3100	1340 1340 2000 1860 1960 2260 2180 2810 1600 1750 2430 3210 3210 3210 2130 2190 2190 230 3220 33100	1460 1460 2180 2030 2140 2470 2380 3080 1750 1920 2660 3500 2160 2340 2390 2390 2550 3520 3260	2000 2000 2980 2790 2940 3390 3280 4230 2390 2640 4760 4760 3010 3250 3330 3330 3450 4450	1250 1250 1870 1740 1830 2120 2040 2640 1510 1640 2280 3010 3010 3050 2050 2050 2160 3070 2810

W. S. HIGGINS.

Superintendent, Victoria

J. J. MOORE,

Assistant Superintendent, Victoria

J. G. McCULLAR,

Traveling Engineer, Victoria

A. L. MANSON,

Chief Train Dispatcher, Victoria

R. E. HERRING, Chief Train Dispatcher, Victoria

Traveling Engineer will exercise duties of Trainmaster when on line.

V

