

SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

VICTORIA DIVISION

63

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 EASTWARD BROWNSVILLE SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	FIRST CLASS	Distance from Brownsville	TIME TABLE No. 63 June 5, 1938	Distance from Edinburg Yard	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	394	314				313	393	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Freight	Passenger				Passenger	Freight		
	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily			
BWOKY P Yard	8.10PM	8.00PM	0.0	TO-R BROWNSVILLE	64.7	9.10AM	4.30AM	6.00PM to 8.00AM	7.00 PM to 9.00 PM
Yard			0.2	M. P. BELT CROSSING	64.5				
45			5.3	TEJON	59.4	8.57			
49 P	8.40	8.20	11.7	LOS FRESNOS	53.0	8.49	3.30		
I			14.0	TOWER 151 (S.B. & R.G. Cross.)	50.7				
23 Spur			16.1	LACOMA	48.6				
15			18.5	MACROD	46.2				
28	9.00	8.33	21.3	LOZANO	43.4	8.34	2.55		
49 P	9.06	8.37	23.7	LANTANA	41.0	8.31	2.40		
I			24.1	TOWER 147 (S.B. & R.G. Cross.)	40.6				
WP Yard	9.45	8.53	31.0	TO HARLINGEN	33.7	8.20	2.20	6.00 PM to 8.00 AM	7.30 PM to 9.30 PM
Yard I			32.7	TOWER 138 (M. P. Crossing)	32.0			7.00 PM to 11.00 AM	7.00 PM to 11.00 AM
32 P	10.01	9.01	35.8	PRIMERA	28.9	8.09	1.55		
50 P	10.25	9.09	40.5	SANTA ROSA	24.2	8.03	1.35		
29 P	10.45		47.8	LA VILLA	16.9		1.15		
48 P	10.55	9.23	49.9	EDCOUCH	14.8	7.49	1.10		
I			50.0	TOWER 146 (M. P. Crossing)	14.7				
51 P	11.05	9.28	51.6	TO ELSA	13.1	7.46	1.05	8.00AM to 5.00PM	Closed
41 P	11.15	9.33	54.3	LA BLANCA	10.4	7.41	12.53		
33 P	11.25		56.6	SAN CARLOS	8.1		12.48		
Yard I			61.6	TOWER 145 (M. P. Crossing)	3.1				
Yard YP	11.40	9.47PM	62.6	EDINBURG JUNCTION	2.1	7.29AM	12.35		
BWOYP Yard	11.55PM		64.7	TO-R EDINBURG YARD	0.0		12.30AM	9.00 PM to 6.00 AM	9.00 PM to 6.00 AM
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		
	394	314				313	393		

(3.45) 17.2 (1.47) 35.1

....Time Over Subdivision....
...Average Speed per Hour...

(1.41) 37.2 (4.00) 16.2

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

EASTWARD PALACIOS SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.		THIRD CLASS	Distance from Palacios	TIME TABLE No. 63 June 5, 1938	Distance from Wharton	THIRD CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations		
		306				305	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
		Local Freight				Local Freight			
		Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday			
86W Y Yard			0.0	TO PALACIOS	68.9			8.00 AM to 5.00 PM	Closed
42			7.1	PHEASANT	61.8				
20 I			11.8	BLESSING (Tower 157 M. P. Crossing)	57.1				
26			16.3	MIDFIELD	52.6				
13			25.6	MARKHAM	43.3				
42 Yard W		2.00PM	31.8	TO BAY CITY	37.1	11.35AM		7.30 AM to 4.30 PM	Closed
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
15 Y		2.15	37.2	VAN VLECK	31.7	11.03			
8		2.23	40.9	GROVEDALE	28.0	10.55			
14		2.32	44.0	ASHWOOD	24.9	10.48			
29		2.37	46.0	PODO	22.9	10.43			
33		2.50	51.1	PLEDGER	17.8	10.32			
21		2.58	54.0	DON-TOL	14.9	10.25			
Yard Y			54.3	G. C. & S. F. CROSSING	14.6				
34 Yard			55.1	NEWGULF	13.8				
58		3.15	57.5	TO BOLING	11.4	10.15		8.30 AM to 5.30 PM	Closed
38		3.19	58.8	IAGO	10.1	10.09			
22		3.28	62.3	BURE	6.6	10.01			
13		3.34	64.6	DINSMORE	4.8	9.55			
39 YP Yard		3.44	68.1	WHARTON JUNCTION	0.8	9.47			
Yard I			68.4	TOWER 152 (G. C. & S. F. Crossing)	0.5				
43 YardBKWOP		3.50PM	68.9	TO-R WHARTON	0.0	9.40AM		6.30 AM to 2.30 PM 4.30 PM to 12.30 AM	6.30 AM to 2.30 PM 4.30 PM to 12.30 AM
		Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday			
		306				305			

(1.50) 20.2

.....Time Over Subdivision.....
.....Average Speed per Hour.....

(1.55) 19.4

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.

EASTWARD

McALLEN SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS				FIRST CLASS				Distance from McAllen	TIME TABLE No. 63 June 5, 1938	Distance from Skidmore	FIRST CLASS				SECOND CLASS				Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	352 Freight		358 Freight		312 Passenger		314 Passenger					313 Passenger		315 Passenger		351 Freight		357 Freight		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
BWYKP Yard			12.50AM		7.09AM		10.20PM	0.0	TO-R McALLEN	152.2	6.55AM	10.07PM		12.45AM				8.00 PM to 5.00 AM	8.30 PM to 10.30 PM		
Yard								0.2	M. P. Crossing	152.0											
21								4.1	MERITO	148.1											
Yard P			1.15		7.24		10.35	8.8	EDINBURG	148.6	6.40	9.52		12.10AM							
Yard YP					7.29AM			9.5	EDINBURG JUNCTION	142.7		9.47PM									
BWOYP Yard			1.45				10.42	11.6	TO EDINBURG YARD	140.8	6.32			11.45PM			9.00 PM to 6.00 AM	9.00 PM to 6.00 AM			
I								16.2	TOWER 149 (M.P. Crossing)	138.0											
82 P			2.00				10.50	18.0	ALSONIA	134.2	6.18			11.15							
36 P			2.10				10.55	21.7	SOLINO	130.5	6.13			10.55							
52 P			2.23				11.02	26.9	LINN	125.3	6.06			10.28							
82 P			2.43				11.14	36.0	DIX	116.2	5.54			10.10							
50 P			3.01				11.25	44.8	HARTLAND	107.4	5.43			9.45							
82 P			3.15				11.31	49.4	RACHAL	102.8	5.37			9.30							
82 P			3.45				11.48PM	62.3	BARROSO	89.9	5.21			8.55							
83 WP			4.15				12.01AM	72.6	TO FALFURRIAS	79.6	5.07			8.25			9.00 PM to 6.00 AM	9.00 PM to 6.00 AM			
25 P			4.35				12.16	81.9	PREMONT	70.3	4.49			7.53							
82 P			4.47				12.18	83.2	MAE	69.0	4.47			7.49							
25 P			5.01				12.26	89.6	ELLA	62.6	4.39			7.33							
83 P			5.10				12.31	93.7	LOS MACHOS	58.5	4.34			7.23							
39			5.23				12.38	98.7	EL PAR	53.5	4.27			7.11							
13								101.9	BEN BOLT	50.3											
82 P			5.34				12.44	108.0	CORDOVA	49.2	4.21			7.00							
BKWOYP Yard			8.00AM		6.00AM		1.02	109.0	TO-R ALICE	43.2	4.12			6.20PM	6.45PM		7.00 PM to 11.00 AM	7.00 PM to 11.00 AM			
72 P			8.20				1.09	114.1	MARY	38.1	3.56			6.06							
71 P			8.35				1.18	119.8	ALFRED	32.4	3.49			5.51							
40			8.44				1.22	122.9	REYNOLDS	29.3	3.44			5.43							
72 P			8.53				1.27	125.9	TO ORANGE GROVE	26.3	3.40			5.36			8.00 AM to 5.00 PM	Closed			
24								129.5	OASA BLANCA	22.7											
81 P			9.10				1.35	131.4	SANDIA	20.8	3.32			5.22							
71 PI			9.30				1.47	138.0	MATHIS	14.2	3.21			4.52			Continuous	Continuous			
74 P			9.50				1.58	144.6	TO TOWER 159 (M.P. Cross.)	6.6											
Yard BWYP			10.10AM				2.15AM	152.2	TO-R SKIDMORE	0.0	3.00AM			4.20PM			1.00AM to 5.00 PM	1.00AM to 5.00 PM			
			Arrive Daily		Arrive Daily		Arrive Daily				Leave Daily		Leave Daily		Leave Daily		Leave Daily				
			352		358		312				313		315		351		357				
			(2.10) 19.9		(5.10) 21.1		(0.20) 28.5		... Time Over Subdivision ...		(3.55) 38.8		(0.20) 28.5		(2.00) 21.6		(6.00) 18.2		... Average Speed per Hour ...		

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

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

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

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS					SECOND CLASS			FIRST CLASS		Distance from Corpus Christi	TIME TABLE No. 63 June 5, 1938	Distance from East Yard	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations			
			380 Local Freight			354 Freight	352 Freight		314 Passenger	304 Passenger					303 Passenger	313 Passenger		351 Freight	353 Freight		379 Local Freight		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
			Leave Tues., Thur. & Sat.			Leave Daily	Leave Daily		Leave Daily	Leave Daily					Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily		Arrive Mon., Wed. & Fri.			
BKWOYP Yard I					9.00PM					11.59PM	0.0	TO-R CORPUS CHRISTI (Bascule Drawbridge)	162.8	5.00AM			3.40AM			8.00 AM to 4.00 PM 7.00 PM to 3.00 AM	8.00AM to 4.00PM 7.00PM to 3.00AM			
24					9.23					12.15AM	7.3	PORTLAND	145.5	4.30										
YardBYP					9.40					12.32	10.9	TO GREGORY	141.9	4.23			2.45			8.00 AM to 5.00 PM	Closed			
49 P					9.57					12.46	18.3	TAFT	184.5	4.05			2.10							
60 P Yard					10.18					1.01	26.2	WEST SINTON (M. P. Crossing)	126.6	3.51			1.33							
Yard YP					10.22					1.05	26.6	TO SINTON	126.2	3.49			1.28			8.00 AM to 5.00 PM	Closed			
38					10.34					1.13	31.4	ST. PAUL	121.4	3.37			1.13							
48 P					10.51					1.25	37.4	PAPALOTE	115.4	3.26			12.48							
BWYP Yard		8.30AM			11.45PM	10.40AM			2.15AM	1.55	44.7	TO-R SKIDMORE	108.1	2.40	2.30AM	3.50PM	12.20AM	2.30PM		1.00 AM to 5.00 PM	1.00 AM to 5.00 PM			
68					See 353				See 313		49.8	YOUGEN	103.0	See 314			See 354							
68 P Yard									See 303	See 313	54.5	DARBY	98.8	See 314	See 304									
40 WYP Yard		9.05			12.15AM	11.15AM			2.31	2.50	56.0	TO-R BEEVILLE	96.8	2.25AM	2.10	3.20PM	11.30PM	1.50		Continuous	Continuous			
57 P		9.31			12.41				3.08		65.5	NORMANNA	87.3	1.42			10.48	1.00						
9 P		9.41			12.51				3.13		68.6	TULETA	84.2	1.36			10.40	12.50						
38 WP		10.10			1.30				3.22		72.1	TO PETTUS	80.7	1.30			10.30	12.40		8.00 AM to 5.00 PM	Closed			
39 P		10.25			1.43				3.30		77.0	BURNELL	75.8	1.23			10.17	12.10PM						
72 P		10.37			1.55				3.38		81.9	GREEN	70.9	1.15			10.05	11.55AM						
Yard BWOYP		11.35AM			2.25				3.50	4.05	88.0	TO KENEDY	64.8	1.00	12.45	9.50	11.35		9.00 PM to 6.00 AM	9.00 PM to 6.00 AM				
35 P		12.01PM			2.45				4.18		94.0	TO KARNES CITY	58.8	12.30		9.32	10.30		8.00 AM to 5.00 PM	Closed				
20 P		12.22			3.05				4.33		101.9	HOBSON	50.9	12.17		9.13	10.10							
60 P		12.31			3.13				4.40		104.7	FALLS CITY	48.1	12.12AM		9.06	10.02							
24 P		12.55			3.32				4.55		112.2	TO POTH	40.6	11.59PM		8.48	9.43		8.00 AM to 5.00 PM	Closed				
39 WP		1.25			3.53				5.10		119.2	TO FLORESVILLE	33.6	11.47		8.31	9.25		8.00 AM to 5.00 PM	Closed				
23 P		1.41			4.09				5.22		125.2	LABATT	27.6	11.35		8.17	8.55							
35 P		1.49			4.17				5.27		128.1	CALAVERAS	24.7	11.30		8.10	8.47							
29 P		2.10			4.25				5.33		131.0	TO SASPAMCO	21.8	11.25		8.03	8.40		9.00AM to 6.00PM	Closed				
29		2.20			4.33				5.39		133.6	ELMENDORF	19.2	11.19		7.57	8.27							
29 P		2.37			4.50				5.51		139.8	SOUTHTON	13.0	11.07		7.42	8.12							
29 P		2.46			4.59				5.58		143.3	BERGS	9.5	10.59		7.34	8.04							
Yard IP		3.10			5.20				6.15		149.1	TO-R TOWER 112 (S.A.B.&T. Crossing)	3.7	10.45		7.18	7.48		Continuous	Continuous				
Yard BKP									6.30AM		150.9	TO-R SAN ANTONIO (Commerce Street)	1.9	10.40PM					Continuous	Continuous				
Yard IP											152.2	TO-R TOWER 121 (Olive Street)	0.6						Continuous	Continuous				
BKWOYTP Yard		3.30PM			5.40AM						152.8	TO-R EAST YARD	0.0			7.00PM	7.30AM		Continuous	Continuous				

(7.00) 15.4 (8.40) 17.6 (0.35) 19.4 (4.15) 25.0 (2.26) 23.0 ... Time Over Subdivision ... (2.35) 21.7 (3.50) 27.7 (0.30) 22.6 (8.40) 17.6 (7.00) 15.4 ... Average Speed per Hour ...

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.

EASTWARD ROCKPORT SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	Distance from Rockport	TIME TABLE No. 63		Distance from Gregory	SECOND CLASS	Train Order Office Hours	
	334 Mixed		June 5, 1938			333 Mixed		
	Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
Yard Y	6.30PM	0.0	TO-R ROCKPORT	21.8	5.30PM	9.00 AM to 8.00 PM	Closed	
32 OW	7.15	10.2	10.2 ARANSAS PASS	11.1	4.30			
31	7.45	15.5	5.3 INGLESIDE	5.8	4.00			
YardBYP	8.30PM	21.3	5.8 TO-R GREGORY	0.0	2.30PM	8.00 AM to 5.00 PM	Closed	
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday			
	334				333			

(2.00)Time Over Subdivision.... (3.00)
10.6Average Speed per Hour... 7.1

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Except: No. 333 is superior to No. 334.

EASTWARD BEEVILLE SUBDIVISION WESTWARD 5

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	FIRST CLASS	Distance from Beeville	TIME TABLE No. 63		Distance from Victoria	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	352 Freight	304 Passenger		June 5, 1938			303 Passenger	351 Freight		
	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
Yard YWP	11.15AM	2.45AM	0.0	TO-R BEEVILLE	55.0	2.25AM	3.20PM	Continuous	Continuous	
10 P	11.30		4.6	4.6 POESTA	50.4		3.05			
70 P	11.59AM	3.06	13.3	8.7 BERCLAIR	41.7	1.57	2.40			
14	12.15PM		17.8	4.5 RIVERDALE	37.2		2.25			
37 P	12.30		22.0	4.2 CLIP	33.0		2.10			
70 WP	12.55	3.35	29.4	7.4 TO GOLIAD	25.6	1.32	1.45	8.00 AM to 5.00 PM	2.00 PM to 4.00 PM	
70 P	1.20	3.48	38.6	9.2 FANNIN	16.4	1.19	1.20			
36	1.45		46.6	8.0 RAISIN	8.4		12.55			
94 P	2.00	4.03	49.7	3.1 ALOE	5.3	1.04	12.45			
Yard I			54.5	4.8 TOWER 90 (M. P. Crossing)	0.5			7.30 AM to 4.30 PM	Closed	
BKWOTYP Yard	3.00PM	4.15AM	55.0	0.5 TO-R VICTORIA	0.0	12.55AM	12.30PM	Continuous	Continuous	
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily			
	352	304				303	351			

(3.45)Time Over Subdivision..... (1.30) (2.50)
14.7 36.7Average Speed per Hour..... 36.7 19.4

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

EASTWARD PORT LAVACA SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	Distance from Victoria	TIME TABLE No. 63		Distance from Port Lavaca	SECOND CLASS	Train Order Office Hours	
	332 Mixed		June 5, 1938			331 Mixed		
	Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
BKWOTYP Yard	7.00AM	0.0	TO-R VICTORIA PASSENGER STATION	27.4	10.55AM	Continuous	Continuous	
Yard		0.4	0.4 VICTORIA FREIGHT YARDS	27.0				
Yard		0.6	0.2 (T. & N. O. & M. P. Crossing)	26.8				
17	7.24	6.2	5.6 GUADALUPE	21.2	10.32			
30	7.36	9.7	3.5 DA COSTA	17.7	10.16			
	7.48	13.2	0.0 PLACEDO	14.2	10.04			
I			0.1 TOWER 158 (M. P. Crossing)					
20	7.53	13.3	3.3 PLACEDO SIDING	14.1	9.59			
5	8.05	16.6	3.0 ZILLAH	10.8	9.47			
18	8.17	19.6	3.0 KAMEY	7.8	9.35			
15	8.26	21.9	2.3 CLARKS	5.5	9.26			
Yard WY	8.50AM	27.4	5.5 TO-R PORT LAVACA	0.0	9.05AM	8.00 AM to 5.00 PM	Closed	
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday			
	332				331			

(1.50)Time Over Subdivision.... (1.50)
14.9Average Speed per Hour... 14.9

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

EASTWARD DAMON SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.			Distance from Damon	TIME TABLE No. 63		Distance from Rosenberg	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	June 5, 1938			STATIONS				
	STATIONS			Daily Except Sundays and Legal Holidays			Sundays and Legal Holidays Only	
39 Y		0.0	DAMON	21.8				
25 Spur		6.0	6.0 GUY	15.8				
		6.2	0.2 G. O. & S. F. CROSSING	15.6				
		6.5	0.3 SENA JUNCTION	15.3				
5 Spur		9.9	3.4 NEEDVILLE	11.9				
Yard		20.9	11.0 DAMON JUNCTION	0.9				
Yard I KWYP		21.8	0.9 TOWER 17 (G. O. & S. F. Crossing)					
			TO-R ROSENBERG	0.0			Continuous Continuous	

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

EASTWARD

ROSENBERG SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.

Main time table grid with columns for Second Class (352, 372), First Class (302, 304), Stations, Distance from Victoria/Rosenberg, and Train Order Office Hours.

TIME AT HOUSTON AND ENGLEWOOD FOR INFORMATION ONLY. SEE SAN ANTONIO AND HOUSTON DIVISIONS CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND ROSENBERG.

Summary table for Houston and Englewood with columns for arrival/departure times and average speeds for various train classes.

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.

EASTWARD			CUERO SUBDIVISION				WESTWARD			
TIME TABLE No. 63			June 5, 1938				Train Order Office Hours and Hours of Signal Operator at Interlocking Stations			
THIRD CLASS	FIRST CLASS	Distance from San Antonio	STATIONS	Distance from Victoria	FIRST CLASS	THIRD CLASS	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only		
376 Local Freight	302 Motor				301 Motor	375 Local Freight				
Leave Tues., Thur. and Sat.	Leave Daily	Arrive Daily	Arrive Mon., Wed. and Fri.							
	8.00AM	0.0	TO-R SAN ANTONIO (Commerce St.)	114.2	2.55PM		Continuous	Continuous		
			1.3 TOWER 121 (Olive St.)				Continuous	Continuous		
			0.6 TO-R EAST YARD							
BKWOTY Yard	6.00AM	1.9	3.0 SALADO JUNCTION	112.8	2.44	2.15PM	Continuous	Continuous		
Yard P	6.10	4.9	5.6 MARTINEZ	109.3	2.38	2.00				
30	6.26	10.5	3.9 SAUNDERS	103.7	2.27	1.42				
5 Spur	6.37	14.4	3.0 ADKINS	99.8	2.19	1.30				
20	6.47	17.4	3.4 CARPENTER	96.8	2.14	1.18				
20 Spur	6.58	20.8	5.1 LAVERNIA	93.4	2.08	1.01				
21	7.13	25.9	2.4 ANVILLE	88.3	2.00	12.45				
8	7.20	28.3	3.9 SUTHERLAND SPRINGS	85.9	1.55	12.37				
14 W	7.32	32.2	6.6 STOCKDALE	82.0	1.49	12.25				
42	7.52	38.8	7.9 PANDORA	75.4	1.38	12.05PM	8.00AM to 5.00PM	Closed		
38	8.15	46.7	4.7 NIXON	67.5	1.25	11.25AM	8.00AM to 5.00PM	8.30AM to 10.30AM		
41	8.35	51.4	8.0 SMILEY	62.8	1.18	11.10				
44	8.55	59.4	8.4 SAMPLE	54.8	1.01	10.42				
14 Spur	9.20	67.8	4.2 WESTHOFF	46.4	12.47	10.17				
54 W	9.35	72.0	9.0 LINDENAU	42.2	12.40	10.04				
30	9.56	81.0	2.0 RIVER JUNCTION	38.2	12.25	9.35				
		83.0	2.9 TO-R CUERO	31.2						
60 Yard PWY	10.35AM	85.9	7.1 VERHELLE	28.3	12.14	9.20	8.30AM to 5.30PM	9.30AM to 12.30PM		
20 P	12.01PM	93.0	4.0 THOMASTON	21.2	12.01PM	8.02				
40 P	12.15	97.0	6.2 NURSERY	17.2	11.54AM	7.50				
22 P	12.35	103.2	2.4 CRAIG	11.0	11.45	7.30				
20	12.41	105.6	8.4 VICTORIA (Freight Yard)	8.6	11.40	7.20				
Yard	1.15PM	114.0	0.2 VICTORIA (Passenger Station)	0.2	11.29	7.00AM				
BKWOTY Yard		114.2		0.0	11.25AM		Continuous	Continuous		
	Arrive Tues., Thur. and Sat.	Arrive Daily		Leave Daily	Leave Mon., Wed. and Fri.					
	376	302		301	375					
(7.15)	(3.25)	.....Time Over Subdivision.....		(3.30)	(7.15)				
15.5	33.4	.....Average Speed per Hour.....		32.6	15.5				

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

EASTWARD			KENEDY SUBDIVISION				WESTWARD			
TIME TABLE No. 63			June 5, 1938				Train Order Office Hours and Hours of Signal Operator at Interlocking Stations			
THIRD CLASS	FIRST CLASS	Distance from Kenedy	STATIONS	Distance from Houston	FIRST CLASS	THIRD CLASS	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
378 Local Freight	310 Motor				309 Motor	377 Local Freight				
Leave Daily Ex. Sunday	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday							
	11.50AM	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		
BWOYP Yard			9.8 TO RUNGE	169.4	10.59	10.20	8.30 AM to 5.30 PM	Closed		
41	12.25PM	9.8	7.1 NORDHEIM	162.3	10.45	9.53				
31	12.45	16.9	7.9 TO YORKTOWN	154.4	10.29	9.30	8.30 AM to 5.30 PM	Closed		
33 W	1.20	24.8	9.0 BUCHEL	145.4	10.11	8.55				
49	1.50	33.8	5.1 RIVER JUNCTION	140.3						
		38.9	2.5 TO-R CUERO	137.8	9.55	8.35	8.30 AM to 5.30 PM	9.30 AM to 12.30 PM		
35 PWY Yard	2.50	41.4	9.1 EDGAR	128.7	9.35	7.51				
46 P	3.10	50.5	8.4 TO-R YOAKUM	120.3	9.20PM	7.30AM	5.00 AM to 1.00 PM	5.00 AM to 1.00 PM		
BKWOTY Yard P	3.45PM	58.9					4.00 PM to 12 M N	4.00 PM to 12 M N		
	Arrive Daily Ex. Sunday	Arrive Daily			Leave Daily	Leave Daily Ex. Sunday				
	378	310			309	377				
(3.55)	(2.05)	.....Time Over Subdivision.....		(2.05)	(3.30)				
15.0	28.3	.....Average Speed per Hour.....		28.3	16.8				

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.

EASTWARD			YOAKUM SUBDIVISION				WESTWARD			
TIME TABLE No. 63			June 5, 1938				Train Order Office Hours and Hours of Signal Operator at Interlocking Stations			
FIRST CLASS	Distance from Kenedy	STATIONS	Distance from Houston	FIRST CLASS	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only				
310 Motor				309 Motor						
Leave Daily	Arrive Daily			Arrive Daily						
	6.25AM	58.9	TO-R YOAKUM	120.8	9.15PM	5.00AM to 1.00 PM	5.00 AM to 1.00 PM			
BKWOTY Yard P			6.0 SWEET HOME	114.3	9.03					
38	6.37	64.9	11.0 TO HALETTSVILLE	103.3	8.42	8.00 AM to 5.00 PM	Closed			
49	6.59	75.9	9.4 SUBLIME	93.9	8.23					
30	7.15	85.3	7.8 SHERIDAN	86.1	8.08					
80	7.30	93.1	6.6 ROCK ISLAND	79.5	7.56					
24	7.42	99.7	7.4 ALTAIR	72.1	7.42					
16 WY	7.54	107.1	8.5 G.C. & S.F. Cross.; T. & N.O. Cross.; EAGLE LAKE	63.6	7.25PM	Continuous	Continuous			
40 WI Yard	8.10AM	115.6								
	Arrive Daily				Leave Daily					
	310				309					
(1.45)	(1.50)	.....Time Over Subdivision.....		(1.50)					
32.4	30.9	.....Average Speed per Hour.....		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 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.

SPECIAL INSTRUCTIONS

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 Skidmore siding.

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 main-track movements.

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

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

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 the following:

- "1" Proceed, expecting to continue through Beeville.
- "2" Proceed and take siding at station.
- "3" Take siding old house track, Beeville Subdivision.
- "4" Head in old house track, Beeville Subdivision, leave rear end of train and bring head end into siding at station.
- "5" Leave rear of train on main track, Beeville Subdivision, and proceed with head end to do work at station.
- "6" 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 ———
any point ——— o o ———

To Beeville Subdivision from any point o ——— o

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

EAST YARD

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

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

ROSENBERG

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

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

POSITIVE BLOCKS

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

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

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

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

BETWEEN EAST YARD AND SALADO JUNCTION

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

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

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

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

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

BETWEEN RIVER JUNCTION AND CUERO

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

Signal 582 on Cuero Subdivision and Signal 1376 on 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 track.

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

TIME INSPECTORS

Sidney F. Ball, General Time Inspector.....	Chicago, Illinois
Houston Watch Company, Southern Pacific Building.....	Houston, Texas
W. E. Connor, 1222 Hardy Street.....	Houston, Texas
Chas. Gildemeister, 122 Broadway.....	San Antonio, Texas
O. B. Humble, 1217 South Flores.....	San Antonio, Texas
Fred Felcman.....	Rosenberg, Texas
E. H. Boyd.....	Wharton, Texas
Tetts Jewelry Company.....	Bay City, Texas
Bill Barnes.....	Victoria, Texas
Schvab Jewelry Company.....	Beeville, Texas
Albrecht Jewelry Co.	Yoakum, Texas
Joseph Besse.....	Alice, Texas
Taylor Bros.	Corpus Christi, Texas
T. C. Allen.....	Brownsville, Texas
J. W. Brewer.....	Sinton, Texas
Archie Marie.....	Cuero, Texas
R. B. Roberts.....	Harlingen, Texas
Milton T. Blackwell.....	McAllen, Texas

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.

2. 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. Employees 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:

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
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

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 main-track 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.

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

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

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

49. 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.

SPECIAL INSTRUCTIONS

SPEED

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

Table with columns for Steam Passenger Trains, Gas Electric Motor Passenger Trains, Engines with two-wheel engine trucks, Freight and Mixed Trains, and Miles per Hour (Straight Track, Unprotected Curves, Protected Curves) for various routes like Rosenberg and Damon, Wharton Junction and Palacios, etc.

111 (a) Through corporate limits of the cities and towns named trains and engines must not exceed the speed indicated.

Table listing stations and maximum speed in MPH, including Wharton, Bay City, El Campo, Ganado, Edna, Victoria, Beeville, Harlingen, San Antonio, Eagle Lake, Yoakum, and Cuero.

111 (b). The speed indicated must not be exceeded at any point, by engines listed below, in any service, or when handled in tow: 30 miles per hour, 35 miles per hour, 50 to 529, 820 to 850, 895, 896

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. Road engines in tow in charge of messenger, and under sufficient steam to lubricate: Moving forward or backward, rods in place 20 miles per hour. Road engines running forward, light, unless otherwise directed Freight train speed.

COMPANY SURGEONS

- List of company surgeons including Houston, San Antonio, Victoria, Cuero, and other locations with names and titles like Chief Surgeon, House Surgeon, Local Surgeon, etc.

SPEED TABLE

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

Table with columns for Miles per Hour and 1 Mile in (Min, Sec) for various speeds from 6 to 29 mph.

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car. Nominal Capacity, Journal, Total Weight Car and Contents.

LEGAL HOLIDAYS:

- List of legal holidays: New Year's Day (January 1st), Washington's Birthday (February 22nd), Decoration Day (May 30th), Independence Day (July 4th), Labor Day (First Monday in September), Thanksgiving Day (Last Thursday in November), Christmas (December 25th).

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.

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.

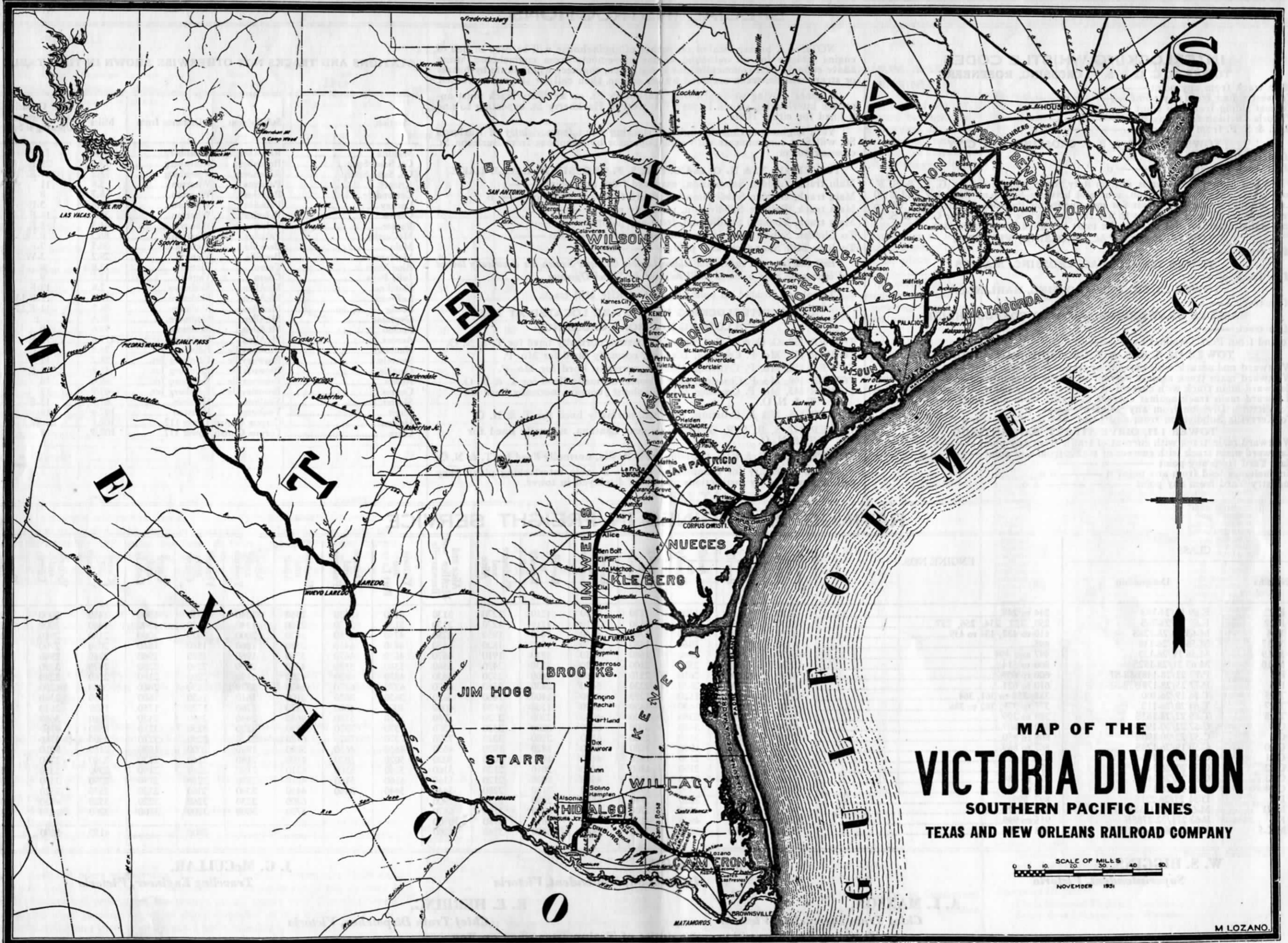
115. Trains and engines must proceed with caution between Dakota and Wyoming Streets and between Crockett and East Houston Streets, San Antonio, looking out for cross-over movements to and from passenger yard, and during the hours named below, must not exceed 6 miles per hour over following street crossings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

- San Antonio: Sherman, Burluson, 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.

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

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



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

