SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

SAN ANTONIO DIVISION

178

To Take Effect Sunday, July 25, 1943, 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

T. B. OLLIS,
Superintendent of Transportation

INTERLOCKING WHISTLE CODES

INTERLOCKING 6, EL PASO

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

INTERLOCKING 47, EL PASO

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

I.-G. N. and S. A. B. & T. CROSSINGS, SAN ANTONIO

For westward main track with current of traffic from any point ———
Westward main track against current of traffic from any point o ——— ———
Eastward main track with current of traffic from any point ——— o o ———
Eastward main track against current of traffic from any point ——— o ———
Union Stock Yard lead from any point ——— ——— o o

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

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

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

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

OLIVE STREET, SAN ANTONIO

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

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

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

Yard engines moving through Interlocking from vicinity of Burleson Street, will first communicate with signal operator from Burleson Street crossing tower.

T. & N. O. CROSSING, FLATONIA

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

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

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

East end ice track switch and Alamo Lumber Co. Spur switch are electrically locked and cannot be hand operated until released by signal operator.

Telephone located on pole just east of Rice Mill track.

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

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

INTERLOCKING 114, S. L. Ry. CROSSING, SUGAR LAND

Main track ———

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

EUREKA

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

I.-G. N. CROSSING, STELLA

(Cabin Interlocking)

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

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

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

Eastward trains must approach Harrisburg WITH CAUTION and stop clear of east switch to siding unless home interlocking signal indicates proceed.

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

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

INTERLOCKING 86, H. B. & T. CROSSING

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

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

Main track for movement with the current of traffic, from main track ———
Eastward main track eastward from any other point ——— o o ———
Westward main track westward from any other point o ——— o
Eastward main track westward, from any point o ——— o o
Westward main track eastward from any point ——— o ———
Cooperative Mill track, from any point o ——— ——— ———
Shreveport Line Transfer, from any point o o ——— o o
Shreveport Line connection, from any point o o ——— ———
Freight house transfer, from any point ——— ——— ——— o
Old Head, from any point o ——— ——— o
H. B. & T. interchange, from any point o o ———
Icing Plant, from any point ——— ——— ———
I.-G. N. interchange, from any point ——— o ——— o
Freight main track westward, from any point o ——— ———
Inbound Enginehouse Lead from any point ——— ———
Outbound Enginehouse Lead from any point ——— ——— o o
New Lead from any point o ——— o ———

INTERLOCKING 68, WEST END ENGLEWOOD

Main track for movement with the current of traffic, from main track ———
Eastward main track eastward from any other point ——— o o ———
Westward main track westward, from any other point o ——— o
Eastward main track westward from any point o ——— o o
Westward main track eastward from any point ——— o ———
West leg of wye, from any point ——— ——— ———
Polk Avenue lead, from any point ——— ——— ——— ———
Creosote No. 1, from any point o ——— ———
Creosote No. 2, from any point o o ——— o o ———
South Switching lead, from any point o ——— ——— o
Middle Switching lead, from any point o ——— o ———
North Switching lead, from any point ——— o ——— o
Freight Main West from any point o o ———
Freight Main East from any point ——— ——— o o
Old Wye from any point o o ——— ———
New Wye from any point ——— ——— o
26 lead from any point ——— ——— ——— o
For ice house track o o ——— o o
New lead from any point o o o o ———

AUTOMATIC INTERLOCKING

I.-G. N. Crossing, MP 5.6 east of Harrisburg
Normal position of governing signals is STOP.

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

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

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

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

Main track ———

COMPANY SURGEONS

Location	Name	Title
Houston	Dr. Judson L. Taylor	Chief Surgeon
Houston	Dr. J. R. Gandy	Assistant Chief Surgeon
Alpine	Dr. J. E. Wright	Examining Surgeon
Alpine	Dr. Malone Hill	Local Surgeon
Boerne	Dr. J. F. Nooe	Local Surgeon
Cibolo	Dr. John E. Rabel	Local Surgeon
Columbus	Dr. C. I. Shult	Local Surgeon
Comfort	Dr. C. C. Jones	Local Surgeon
Del Rio	Dr. H. B. Ross	Division Surgeon
Del Rio	Dr. D. A. York	Division Surgeon
Del Rio	Dr. W. R. McWilliams	Examining Surgeon
Del Rio	Dr. W. P. Meredith	Local Surgeon
Del Rio	Dr. R. M. Scott	Local Oculist andAurist
Del Rio	Dr. R. N. Graham	Local Surgeon
Eagle Lake	Dr. J. R. Laughlin	Examining Surgeon
Eagle Pass	Dr. Ellis F. Gates	Examining Surgeon
El Paso	Dr. E. W. Rheinheimer	Division Surgeon
El Paso	Dr. Russell Holt	Examining Surgeon
El Paso	Dr. E. H. Irvin	Division Oculist and Aurist
El Paso	Dr. H. Garrett	Examining Surgeon
Fabens	Dr. J. W. McClain	Examining Surgeon
Flatonia	Dr. E. H. Strauss	Local Surgeon
Fulshear	Dr. J. W. Balke (Rosenberg)	Examining Surgeon
Gonzales	Dr. Geo. Holmes	Local Surgeon
Hondo	Dr. H. J. Meyer	Local Surgeon
Hondo	Dr. W. H. Smith	Local Surgeon
Houston	Dr. H. C. Feagin	Examining Surgeon
Houston	Dr. W. J. Snow	Local Oculist and Aurist
Houston	Dr. E. M. Arnold	Local Oculist and Aurist
Houston	Dr. D. M. Gready	Local Surgeon
Houston	Dr. E. A. Moers	Local Surgeon
Houston	Dr. W. F. Cole	Local Surgeon
Houston	Dr. Ray Collins	Local Surgeon
Houston	Dr. E. K. Chunn	Local Surgeon
Houston	Dr. J. W. Ray	Local Surgeon
Kerrville	Dr. R. Knapp	Local Surgeon
Luling	Dr. M. W. Pitts	Local Surgeon
Marfa	Dr. L. A. Lavanture	Examining Surgeon
Marfa	Dr. Wm. D. Petit	Local Surgeon
Rosenberg	Dr. J. W. Weeks	Local Surgeon
Rosenberg	Dr. J. W. Balke	Examining Surgeon
Sabinal	Dr. E. U. Wood	Local Surgeon
San Antonio	Dr. C. E. Scull	Division Surgeon
San Antonio	Dr. E. W. Coyle	Examining Surgeon
San Antonio	Dr. R. E. Bowen	Local Surgeon
San Antonio	Dr. Dudley Jackson	Local Surgeon
San Antonio	Dr. John Joseph de Leon	Examining Surgeon
San Antonio	Dr. E. D. Shipman	Examining Surgeon
San Antonio	Dr. M. W. McCurdy	Division Oculist and Aurist
San Antonio	Dr. O. H. Judkins	Local Oculist and Aurist
Sanderson	Dr. R. E. Lester	Examining Surgeon
Schulenburg	Dr. L. J. Peters	Local Surgeon
Schulenburg	Dr. G. Schulze	Local Surgeon
Seguin	Dr. N. A. Poth	Local Surgeon
Seguin	Dr. C. W. Raetzsch	Local Surgeon
Sierra Blanca	Dr. Geo. M. Dunne	Examining Surgeon
Spofford	Dr. A. P. Utterback (Brackettville)	Local Surgeon
Sugar Land	Dr. C. A. Slaughter	Local Surgeon
Uvalde	Dr. G. H. Merritt	Examining Surgeon
Uvalde	Dr. Hershall La Forge	Examining Surgeon
Van Horn	Dr. John P. Wright	Local Surgeon
Wallis	Dr. W. T. Brown	Local Surgeon
Weimar	Dr. A. H. Potthast	Local Surgeon

General Hospital—

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

Emergency Hospital—

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

TIME TABLE No. 178
July 25, 1943
CENTRAL STANDARD TIME

Automatic Block System

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	EASTWARD SECOND CLASS 566 T. & P. Freight Leave Daily	244 Freight Leave Daily	564 T. & P. Freight Leave Daily	242 Freight Leave Daily	246 Freight Leave Daily	EASTWARD FIRST CLASS 512 T. & P. Sunshine Special Leave Daily	6 Argonaut Leave Daily	506 T. & P. Texas Ranger Leave Daily	2 Sunset Limited Leave Daily	Distance From El Paso	STATIONS	Mile Post Location	WESTWARD FIRST CLASS 511 T. & P. Sunshine Special Arrive Daily	5 Argonaut Arrive Daily	507 T. & P. Texas Ranger Arrive Daily	1 Sunset Limited Arrive Daily	WESTWARD SECOND CLASS 245 Freight Arrive Daily	241 Freight Arrive Daily	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations: Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
BKP I						11.15PM	10.30PM	12.30PM	11.20AM	0.0	TOWER 6	829.3	9.15AM	10.40AM	7.30PM	8.10PM			Continuous Closed	Continuous Closed
YWOTPBK Yard		4.00PM		9.10AM	12.40AM	11.21	10.36	12.36	11.26	1.6	R EL PASO 1.6 (Union Depot) TO-R EL PASO 1.6 (Cotton Ave)	827.7	9.07	10.32	7.23	8.02	5.35AM	9.20PM	Continuous	Continuous
I	6.00PM	4.01	10.01AM	9.11	12.41	11.22	10.37	12.37	11.27	1.8	0.2 (Tower 47 S. P. and T. & P.Conn.)	827.5	9.06	10.31	7.22	8.01	5.34	9.19	Continuous	Continuous
Yard, P	6.12	4.15	10.13	9.25	12.55	11.30	10.46	12.47	11.37	6.5	4.7 ALFALFA	822.8	8.57	10.19	7.12	7.48	5.18	9.00		
51 P	6.24	4.27	10.25	9.37	1.07	11.38	f10.55	f12.57	11.46	12.6	6.1 TO YSLETA	816.7	8.48	s10.09	f 7.02	7.38	5.08	8.48	Continuous	Continuous
P	6.27	4.30	10.28	9.40	1.10	11.40	10.57	12.59	11.48	14.1	1.5 BELEN	815.2	8.45	10.06	6.59	7.35	5.05	8.45		
79 P	6.46	4.43	10.41	9.53	1.21	11.50	f11.07	f 1.14	11.58AM	22.0	7.9 CLINT	807.8	8.35	s 9.53	f 6.46	7.22	4.52	8.32		
E66 W111 WP	7.12	4.55	10.53	10.05	1.35	11.58PM	f11.17	s 1.25	12.07PM	29.2	7.2 TO FABENS	800.1	8.25	s 9.43	s 6.37	7.12	4.41	8.21	Continuous	Continuous
77 P	7.25	5.05	11.03	10.15	1.45	12.09AM	f11.24	1.37	12.14	35.0	5.8 TORNILLO	794.3	8.14	f 9.35	6.25	7.04	4.32	8.10		
84 P	7.35	5.13	11.11	10.23	1.54	12.15	11.30	1.43	12.20	39.6	4.6 POLVO	789.7	8.08	9.29	6.19	6.58	4.24	8.03		
72 P	7.53	5.24	11.22	10.34	2.04	12.23	11.39	1.52	12.29	45.8	6.2 ISER	783.5	8.00	9.20	6.10	6.49	4.13	7.53		
71 WP	8.08	5.36	11.34	10.44	2.14	12.32	f11.49	s 2.03	12.39	53.2	7.4 TO FORT HANCOCK	776.1	7.51	s 9.10	s 6.00	6.39	4.01	7.40	Continuous	Continuous
86 P	8.16	5.52	11.42	10.52	2.22	12.38	f11.55PM	2.10	12.45	57.9	4.7 McNARY	771.4	7.44	f 9.02	5.52	6.31	3.52	7.30		
71 P	8.25	6.03	11.51AM	11.01	2.31	12.45	12.02AM	2.17	12.52	63.1	5.2 MADDEN	766.2	7.37	8.55	5.45	6.24	3.43	7.21		
71 P	8.35	6.18	12.01PM	11.09	2.39	12.51	12.09	2.24	12.58	66.7	3.6 RAMEY	762.6	7.31	8.49	5.39	6.18	3.34	7.12		
71 P	8.45	6.30	12.11	11.18	2.48	12.58	f12.16	2.32	1.05	70.7	4.0 FINLAY	758.6	7.24	f 8.41	5.31	6.10	3.24	7.02		
WP	9.05	6.51	12.30	11.37	3.10	1.06	f12.27	2.41	1.13	75.9	5.2 TO SMALL D.T.	753.4	7.17	f 8.33	5.23	6.02	3.10	6.51	Continuous	Continuous
81 P	9.17	7.03	12.42	11.52AM	3.25	1.14	12.37	2.50	1.22	79.6	3.7 TOROER	749.7	7.09	8.25	5.15	5.54	3.00	6.41		
72 P	9.30	7.17	12.55	12.06PM	3.39	1.22	12.46	2.58	1.30	83.8	4.2 LASOA	745.5	7.01	8.17	5.07	5.46	2.50	6.31		
79 P	9.43	7.30	1.08	12.20	3.53	1.30	12.55	3.06	1.39	88.0	4.2 ETHOLEN	741.3	6.53	8.09	4.59	5.38	2.40	6.21		
157 PO	9.55PM	7.40	1.20PM	12.30	4.03	1.35AM	s 1.10	s 3.15PM	f 1.46	92.4	4.4 TO-R SIERRA BLANCA	736.9	6.45AM	s 8.01	4.50PM	f 5.30	2.30	6.11	Continuous	Continuous
72 P		7.48		12.38	4.11		1.16		1.53	97.1	4.7 MALLIE	732.2		7.51		5.21	2.19	5.59		
51 P		7.56		12.46	4.19		1.22		1.59	102.3	5.2 GRAYTON	727.0		7.45		5.15	2.11	5.51		
72 P		8.03		12.53	4.26		1.28		2.04	106.7	4.4 BOLA	722.6		7.39		5.09	2.03	5.43		
72 P		8.11		1.01	4.34		1.34		2.10	111.3	4.6 TORBERT	718.0		7.33		5.03	1.55	5.35		
71 WP		8.19		1.09	4.42		f 1.39		2.15	115.6	4.3 TO HOT WELLS	713.7		f 7.27		4.57	1.39	5.27	6.00PM 3.00AM	6.00PM 3.00AM
51 P		8.27		1.17	4.50		1.45		2.21	120.6	5.0 DALBERG	708.7		7.20		4.50	1.29	5.15		
69 P		8.35		1.25	4.58		1.52		2.28	125.6	5.0 COLLADO	703.7		7.12		4.42	1.21	5.07		
71 P		8.41		1.31	5.04		1.57		2.33	129.4	3.8 FAY	699.9		7.05		4.35	1.13	4.59		
77 WP		8.56		1.46	5.19		f 2.09		2.45	133.8	4.4 LOBO	695.5		f 6.58		4.28	1.05	4.51		
50 P		9.06		1.56	5.29		2.19		2.55	139.5	5.7 DANUBE	689.8		6.50		4.20	12.55	4.41		
61 P		9.14		2.04	5.37		2.27		3.03	145.1	5.6 CHISPA	684.2		6.42		4.12	12.45	4.31		
71 P		9.25		2.15	5.48		2.37		3.13	153.0	7.9 WENDELL	676.3		6.32		4.02	12.32	4.19		
51 P		9.32		2.22	5.55		2.42		3.18	156.9	3.9 RUBIO	672.4		6.26		3.56	12.24	4.11		
BKWOPY Yard		9.40PM		2.30PM	6.05AM		2.50AM		3.25PM	161.5	4.6 TO-R VALENTINE	667.8		6.20AM		3.50PM	12.15AM	4.01PM	Continuous	Continuous
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	566	244	564	242	246	512	6	506	2				511	5	507	1	245	241		
	(3.55) 23.6	(5.40) 28.2	(3.19) 27.3	(5.20) 30.0	(5.25) 29.5	(2.20) 39.7	(4.20) 37.3	(2.45) 33.6	(4.05) 39.6		.....Time Over Subdivision..... .....Average Speed per Hour.....		(2.30) 36.9	(4.20) 37.3	(2.40) 34.7	(4.20) 37.3	(5.20) 30.0	(5.19) 30.0		

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Except No. 1 is Superior to No. 506, and No. 5 is Superior to No. 512.

Nos. 564 and 566 must obtain a clearance at T. & P. train-order office, El Paso, authorizing movement from Tower 47. Nos. 2, 506, 6 and 512 must obtain a clearance at El Paso (Cotton Avenue).
Schedule time and train-order time for westward trains at Fabens apply at the west switch of the east siding.
Schedule time and train-order time for trains to or from T. & P. Ry. at Sierra Blanca will apply at T. & P. passenger connection switch, which is the first remote-control switch west of depot.
See Item 42, Special Instructions, Page 12, regarding train movements between Interlocking 47 and Interlocking 6. See Page 15 for additional flag stops to entrain or detrain revenue passengers.
Main tracks at Small will be designated as double track and double track rules will apply. Current of traffic to the left. The limits of double track extend from mile post 753.08 to mile post 754.13, and car capacity of each track between the fouling point is 104 cars. Spring switches located at each end of double track, normal position for movement with the current of traffic. Trains may trail through these switches when normally set

VALENTINE SUBDIVISION

EASTWARD

WESTWARD

TIME TABLE No. 178
July 25, 1943

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.		EASTWARD SECOND CLASS 244 Freight Leave Daily	EASTWARD SECOND CLASS 330 Santa Fe Mixed Leave Mon., Wed. and Fri.	EASTWARD SECOND CLASS 242 Freight Leave Daily	EASTWARD SECOND CLASS 246 Freight Leave Daily	EASTWARD FIRST CLASS 2 Sunset Limited Leave Daily	EASTWARD FIRST CLASS 6 Argonaut Leave Daily	Distance From Valentine	STATIONS	Mile Post Location	WESTWARD FIRST CLASS 5 Argonaut Arrive Daily	WESTWARD FIRST CLASS 1 Sunset Limited Arrive Daily	WESTWARD SECOND CLASS 241 Freight Arrive Daily	WESTWARD SECOND CLASS 329 Santa Fe Mixed Arrive Tues., Thur. and Sat.	WESTWARD SECOND CLASS 245 Freight Arrive Daily	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations: Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
BKWOYP Yard		9.45PM		4.20PM	7.25AM	3.35PM	3.00AM	0.0	TO-R VALENTINE	667.8	6.10AM	3.35PM	2.10PM		1.20AM	Continuous	Continuous
									7.5								
77 P		10.05		4.40	7.45	3.47	3.13	7.5	QUEBEC	660.3	5.55	3.20	1.55		1.05		
									8.0								
66 P		10.20		4.55	8.00	3.57	3.24	15.5	RYAN	652.3	5.44	3.10	1.40		12.50		
									9.9								
77 P		10.45		5.15	8.20	4.09	3.36	25.4	ARAGON	642.4	5.28	2.54	1.20		12.30		
									9.6								
67 WP		11.10		5.35	8.45	s 4.26	s 4.01	35.0	TO MARFA	632.8	s 5.13	s 2.39	12.58		12.07AM	Continuous	Continuous
									6.5								
50 P		11.25		5.50	9.00	4.38	4.13	41.5	NOPAL	626.3	4.58	2.24	12.46		11.52PM		
									6.8								
80 P		11.40PM	7.10PM	6.05	9.18	4.48	f 4.23	48.3	PAISANO	619.5	f 4.48	2.14	12.35PM	9.25PM	11.40		
									7.0								
75 P							4.32	55.3	TORONTO O.T.O.	612.5	4.32						
									4.0								
			7.50PM					59.3	ALPINE JUNCTION	608.5				8.45PM			
									1.3								
77 Yard WP		12.10AM		6.35	9.43	s 5.08	s 4.53	60.6	TO ALPINE	607.2	s 4.18	s 1.46	11.55AM		11.05	Continuous	Continuous
									7.0								
72 P		12.22		6.47	9.55	5.19	5.05	67.6	STROBEL	600.2	3.59	1.31	11.32		10.50		
									8.7								
72 P		12.34		6.59	10.07	5.31	5.18	76.3	ALTUDA	591.5	3.46	1.18	11.15		10.35		
									6.9								
72 P		12.46		7.10	10.18	5.40	5.28	83.2	LENOX	584.6	3.33	1.04	10.59		10.20		
									8.6								
75 WOP		1.01		7.25	10.37	s 5.55	s 5.43	91.8	TO MARATHON	576.0	s 3.17	s12.48	10.37		10.00	Continuous	Continuous
									8.4								
72 P		1.16		7.40	10.52	6.07	5.58	100.2	WARWICK	567.6	3.01	12.33	10.22		9.43		
									7.2								
76 P		1.30		7.55	11.05	6.18	f 6.10	107.4	HAYMOND	560.4	f 2.49	12.22	10.08		9.28		
									8.5								
75 WP		1.45		8.10	11.18	6.30	s 6.23	115.9	TO TESNUS	551.9	f 2.35	12.08	9.53		9.12	6.00PM to 3.00AM	6.00PM to 3.00AM
									3.6								
51 P		1.53		8.20	11.26	6.37	6.31	119.5	MAXON	548.3	2.26	12.01PM	9.41		8.57		
									7.4								
71 P		2.11		8.40	11.47AM	6.49	6.45	126.9	ROSENFELD	540.9	2.11	11.47AM	9.26		8.40		
									8.7								
71 WP		2.26		8.55	12.02PM	7.00	f 6.57	135.6	LONGFELLOW	532.2	f 1.55	11.32	9.09		8.10		
									7.8								
76 P		2.41		9.10	12.16	7.11	7.09	143.4	EMERSON	524.4	1.39	11.18	8.52		7.50		
									8.5								
Yard BKWOPY		3.00AM		9.30PM	12.40PM	7.25PM	7.25AM	151.9	TO-R SANDERSON	515.9	1.20AM	11.00AM	8.30AM		7.25PM	Continuous	Continuous
		Arrive Daily 244	Arrive Mon., Wed. and Fri. 330	Arrive Daily 242	Arrive Daily 246	Arrive Daily 2	Arrive Daily 6				Leave Daily 5	Leave Daily 1	Leave Daily 241	Leave Tues., Thur. and Sat. 329	Leave Daily 245		
		(5.15) 28.6	(0.40) 16.5	(5.10) 29.4	(5.15) 28.6	(3.50) 39.7	(4.25) 36.4		.....Time Over Subdivision..... .....Average Speed per Hour.....		(4.50) 31.4	(4.35) 33.2	(5.40) 26.4	(0.40) 16.5	(5.55) 25.6		

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

Eastward trains entering Sanderson freight yard will use crossover about opposite stock pens, but if necessary for eastward trains to enter yard at the extreme west end, spring switch must be thrown by hand.

See Page 15 for additional flag stops to entrain or detrain revenue passengers.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS 242 Freight Leave Daily	SECOND CLASS 246 Freight Leave Daily	SECOND CLASS 244 Freight Leave Daily	FIRST CLASS 2 Sunset Limited Leave Daily	FIRST CLASS 6 Argonaut Leave Daily	Distance From Sanderson		TIME TABLE No. 178 July 25, 1943 STATIONS	Mile Post Location	FIRST CLASS 1 Sunset Limited Arrive Daily	FIRST CLASS 5 Argonaut Arrive Daily	SECOND CLASS 241 Freight Arrive Daily	SECOND CLASS 245 Freight Arrive Daily	Train Order Office Hours: Daily Except Sundays and Legal Holidays	Train Order Office Hours: Sundays and Legal Holidays Only
WOPYBK Yard	8.25PM	12.55PM	3.35AM	7.40PM	7.40AM	0.0		TO-R SANDERSON	511.9	10.45AM	1.05AM	7.40AM	4.55PM	Continuous	Continuous
								8.4							
71 P	8.45	1.10	3.50	7.52	7.53	8.4		FEODORA	503.5	10.28	12.48	7.12	4.28		
								6.3							
73 P	9.00	1.25	4.05	8.03	8.05	14.7		MOFETA	497.2	10.17	12.36	6.57	4.13		
								7.1							
49 WP	9.15	1.40	4.20	8.14	s 8.16	21.8		TO DRYDEN	490.1	10.05	f12.24	6.42	3.59	Continuous	Continuous
								6.6							
49 P	9.25	1.50	4.30	8.23	8.26	28.4		THURSTON	483.5	9.54	12.13	6.27	3.44		
								5.7							
69 P	9.35	2.00	4.40	8.31	8.35	34.1		WATKINS	477.8	9.44	12.03AM	6.13	3.30		
								6.6							
50 P	9.46	2.11	4.51	8.40	8.46	40.7		MALVADO	471.2	9.34	11.53PM	6.00	3.17		
								4.8							
55 P	9.55	2.20	5.00	8.47	f 8.54	45.5		LOZIER	466.4	9.26	f11.45	5.48	3.05		
								7.8							
66 WP	10.20	2.45	5.25	9.02	f 9.12	53.3		PUMPVILLE	458.6	9.12	f11.32	5.25	2.45		
								8.1							
76 P	10.37	3.02	5.42	9.15	9.26	61.4		OSMAN	450.5	8.57	11.15	4.53	2.15		
								7.2							
E50 W51 WOP	11.01	3.16	5.56	9.25	s 9.36	68.6		TO LANGTRY	443.3	8.45	f11.01	4.35	2.00	Continuous	Continuous
								6.2							
50 P	11.20	3.29	6.09	9.36	9.48	74.8		DORSO	437.1	8.35	10.50	4.22	1.47		
								5.9							
84 P	11.35	3.41	6.21	9.45	9.58	80.7		SHUMLA	431.2	8.26	10.42	4.10	1.35		
								3.6							
WP	11.55PM	4.00	6.40	9.56	10.10	84.3		HIGH BRIDGE D.T.	427.6	8.18	10.34	3.55	1.20		
								3.7							
53 P	12.11AM	4.16	6.55	10.03	10.18	88.0		VIADUCT	423.9	8.03	10.19	3.40	1.05		
								4.8							
51 P	12.21	4.26	7.05	10.10	10.26	92.8		RONA	419.1	7.55	10.10	3.29	12.54		
								5.4							
54 P	12.32	4.36	7.15	10.20	s10.38	98.2		TO COMSTOCK	413.7	7.47	s 9.58	3.17	12.42	Continuous	Continuous
								4.9							
52 P	12.43	4.46	7.38	10.30	10.48	103.1		CABRA	408.8	7.38	9.48	3.04	12.29		
								4.7							
48 P	12.53	4.56	7.48	10.38	10.57	107.8		FEELY	404.1	7.30	9.40	2.52	12.17		
								5.3							
72 P	1.03	5.06	7.58	10.46	11.06	113.1		BULLIS	398.8	7.22	9.32	2.40	12.05PM		
								5.5							
72 WP	1.15	5.16	8.10	10.56	f11.16	118.6		DEVIL'S RIVER	393.3	7.11	f 9.20	2.20	11.45AM		
								6.0							
51 P	1.30	5.31	8.25	11.06	11.26	124.6		McKEES	387.3	7.01	9.08	2.05	11.26		
								8.7							
WOTPYBK Yard	1.50AM	5.50PM	8.40AM	11.25PM	11.45AM	133.3		TO-R DEL RIO	378.6	6.50AM	8.55PM	1.50AM	11.00AM	Continuous	Continuous
	Arrive Daily 242	Arrive Daily 246	Arrive Daily 244	Arrive Daily 2	Arrive Daily 6					Leave Daily 1	Leave Daily 5	Leave Daily 241	Leave Daily 245		
	(5.25) 24.6	(4.55) 27.1	(5.05) 26.2	(3.45) 35.6	(4.05) 32.6			.....Time Over Subdivision..... .....Average Speed per Hour.....		(3.55) 34.0	(4.10) 31.9	(5.50) 22.9	(5.55) 22.5		

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

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

Class F-1, GS-1 and F-5 engines must not go beyond 90 pound rail in old coal track Shumla

See Page 15 for additional flag stops to entrain or detrain revenue passengers.

Main tracks at High Bridge will be designated as double track and double track rules will apply. Current of traffic to the left. The limits of double track extend from MP 427.15 to MP 428.10, and car capacity of each track between fouling point is 91 cars. Spring switches located at each end of double track, normal position for movement with the current of traffic. Trains may trail through these switches when normally set.

DEL RIO SUBDIVISION

EASTWARD — WESTWARD

TIME TABLE No. 178
July 25, 1943

Automatic Block System — Double Track

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.		THIRD CLASS	SECOND CLASS			FIRST CLASS					Distance from Del Rio	STATIONS	Mile Post Location	FIRST CLASS		SECOND CLASS		THIRD CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
		86 Local Freight	246 Freight	244 Freight	242 Freight				2 Sunset Limited	6 Argonaut				1 Sunset Limited	5 Argonaut	245 Freight	241 Freight	85 Local Freight	Daily Ex. Sun. and Legal Holidays	Sundays and Legal Holidays Only
		Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		
WBKYOTP Yard			6.20PM	9.30AM	2.30AM				11.40PM	12.05PM	0.0	TO-R DEL RIO	378.6	6.35AM	8.40PM	10.30AM	1.30AM		Continuous	Continuous
												8.4								
72	P		6.40	9.50	2.50				11.52	12.18	8.4	JOHNSTONE	370.2	6.19	8.23	10.13	1.05			
												5.9								
72	P		6.50	10.03	3.00				11.59PM	12.25	14.8	AMANDA	364.3	6.12	8.15	10.03	12.53			
												4.6								
41	P		7.00	10.13	3.10				12.05AM	12.31	18.9	STANDART	359.7	6.05	8.08	9.53	12.43			
												5.7								
72	P		7.10	10.23	3.20				12.12	12.38	24.6	PINTO	354.0	5.57	8.00	9.42	12.31			
												5.2								
72	WP		7.20	10.33	3.30				12.19	12.45	29.8	LAS MORAS	348.8	5.50	7.53	9.32	12.19AM			
												7.1								
YPOW Yard 67		6.55AM	7.44	10.53	3.47				s12.31	s12.57	36.9	TO-R SPOFFORD	341.7	s 5.40	s 7.44	9.20	11.58PM	12.45PM	Continuous	Continuous
												8.0								
73	P	7.10	8.01	11.06	3.59				12.42	1.08	44.9	ANACACHO	333.7	5.24	7.25	9.07	11.45	12.28		
												4.3								
72	P	7.20	8.11	11.16	4.07				12.47	1.14	49.2	PAVO	329.4	5.18	7.19	8.59	11.36	12.18		
												4.6								
72	P	7.30	8.21	11.26	4.15				12.53	1.20	53.8	ODLAW	324.8	5.12	7.13	8.51	11.27	12.08PM		
												5.3								
71	WP	7.45	8.31	11.36	4.23				12.59	s 1.28	59.1	TO CLINE	319.5	5.04	f 7.06	8.42	11.17	11.57AM	8.01AM to 12.01PM 1.01PM to 5.01PM	Closed
												5.9								
45	P	8.00	8.42	11.46	4.33				1.06	1.37	65.0	OBI	313.6	4.57	6.58	8.32	11.07	11.46		
												6.1								
71	P	8.22	8.53	11.56AM	4.48				1.14	1.45	70.6	HACIENDA	307.5	4.48	6.49	8.22	10.55	11.20		
												6.4								
PYW Yard 173		8.50	9.10	12.16PM	5.05				s 1.29	s 2.01	77.5	TO UVALDE	301.1	s 4.36	s 6.38	8.10	10.43	11.01	Continuous	Continuous
												4.7								
74	P	9.02	9.20	12.26	5.18				1.36	2.09	82.2	INGE	296.4	4.21	6.23	7.54	10.28	10.35		
												6.0								
52	P	9.15	9.32	12.36	5.30				1.44	f 2.19	88.2	TO KNIPPA	290.4	4.13	f 6.15	7.45	10.19	10.23	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed
												6.5								
51	P	9.30	9.45	12.46	5.45				1.52	2.27	94.7	YUCCA	283.9	4.05	6.06	7.35	10.09	10.10		
												4.4								
72	WP	9.40	10.01	12.54	5.53				1.58	s 2.34	99.1	SABINAL	279.5	s 3.55	s 5.56	7.27	10.01	9.40		
												7.5								
48	P	9.55	10.14	1.06	6.05				2.08	2.45	106.6	SECO	272.0	3.46	5.47	7.15	9.48	9.15		
												5.0								
83	P	10.10	10.25	1.16	6.15				2.15	s 2.55	111.6	TO D'HANIS	267.0	3.37	s 5.37	7.03	9.33	9.01	9.00AM to 1.01PM 2.01PM to 6.00PM	Closed
												8.5								
75	WP	10.38	10.45	1.31	6.30				f 2.27	s 3.10	120.1	TO HONDO	258.5	s 3.25	s 5.25	6.50	9.20	8.41	Continuous	Continuous
												4.2								
72	P	11.00	10.53	1.38	6.37				2.33	3.17	124.8	QUIHI	254.8	3.10	5.10	6.37	9.07	8.25		
												5.6								
72	P	11.20	11.08	1.53	6.58				2.43	f 3.28	129.9	DUNLAY	248.7	3.03	f 5.03	6.25	8.56	8.10		
												7.3								
68	P	11.40AM	11.20	2.13	7.10				2.52	3.38	137.7	NOONAN	240.9	2.52	4.52	6.12	8.42	7.55		
												6.8								
72	WP	12.01PM	11.30	2.30	7.20				3.01	f 3.49	144.5	TO LACOSTE	234.1	s 2.40	s 4.41	5.59	8.29	7.40	8.30AM to 12.01PM 1.01PM to 5.30PM	8.30AM to 12.01PM 1.01PM to 5.30PM
												7.5								
72	P	12.18	11.40	2.42	7.30				3.10	3.59	152.0	MACDONA	226.6	2.30	4.30	5.47	8.17	7.30		
												7.8								
	P	12.35	11.52PM	2.54	7.42				3.20	4.10	159.8	WITHERS	218.8	2.20	4.20	5.35	8.05	7.10		
												2.0								
											161.8	DUNCAN FIELD	216.8							
												4.1								
	I										165.9	L-G. N. AND S. A. B. & T. CROSSINGS	212.7						Continuous	Continuous
												1.6								
	I										167.5	TOWER 112 (S. A. B. & T. Crossing)	211.1						Continuous	Continuous
												1.8								
Yard BKP									3.45AM	4.35PM	169.8	TO-R SAN ANTONIO (Commerce Street)	209.8	2.00AM	4.00PM				Continuous	Continuous
												1.3								
	I										170.6	A.B.S. OLIVE STREET	208.0						Continuous	Continuous
												0.6								
BOKPTWY Yard		1.15PM	12.30AM	3.30PM	8.20AM						171.2	TO-R EAST YARD	207.4			5.00AM	7.30PM	6.30AM	Continuous	Continuous
		Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		
		86	246	244	242				2	6				1	5	245	241	85		
		(6.20) 21.2	(6.10) 27.8	(6.00) 28.5	(5.50) 29.4				(4.05) 41.5	(4.30) 37.6		....Time Over Subdivision ... ...Average Speed per Hour...		(4.35) 36.9	(4.40) 36.4	(5.30) 31.1	(6.00) 28.2	(6.15) 21.5		

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

See Item 64, Special Instructions, page 12, regarding train movements between Tower 112 and East Yard.
Trains will move with caution within Spofford Yard Limits, expecting to find main track occupied.
See Page 15 for additional stops to entrain or detrain revenue passengers.
Engines larger than F-1 class must not be operated on new tracks 1, 2 or 3 at Hondo.

SA

SAN ANTONIO SUBDIVISION

TIME TABLE No. 178
July 25, 1943

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	EASTWARD THIRD CLASS 84 Local Freight Leave Daily Ex. Sunday	EASTWARD SECOND CLASS 250 Freight Leave Daily	EASTWARD SECOND CLASS 248 Freight Leave Daily	EASTWARD SECOND CLASS 242 Freight Leave Daily	EASTWARD FIRST CLASS 8 Alamo Leave Daily	EASTWARD FIRST CLASS 6 Argonaut Leave Daily	EASTWARD FIRST CLASS 2 Sunset Limited Leave Daily	Distance From San Antonio	STATIONS	Mile Post Location	WESTWARD FIRST CLASS 7 Alamo Arrive Daily	WESTWARD FIRST CLASS 5 Argonaut Arrive Daily	WESTWARD FIRST CLASS 1 Sunset Limited Arrive Daily	WESTWARD SECOND CLASS 249 Freight Arrive Daily	WESTWARD SECOND CLASS 247 Freight Arrive Daily	WESTWARD THIRD CLASS 83 Local Freight Arrive Daily Ex. Sunday	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations: Daily Except Sundays and Legal Holidays	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations: Sundays and Legal Holidays Only
Yard BKP					11.00PM	5.15PM	4.15AM	0.0	TO-R SAN ANTONIO (Commerce Street)	209.8	6.30AM	3.25PM	1.30AM				Continuous	Continuous
I								1.8	1.3 OLIVE STREET 0.6	208.0							Continuous	Continuous
BKYOWPT Yard		7.00AM	7.15PM	6.45PM	2.15PM	11.08	5.23	4.23	1.9 TO-R EAST YARD 2.9	207.4	6.15	3.13	1.18	8.50AM	6.15PM	2.00PM	Continuous	Continuous
P								4.8	SALADO JCT. 2.7	204.5								
72 P		7.15	7.30	6.57	2.27	11.17	5.31	4.31	7.5 KIRBY 5.1	201.8	6.00	3.06	1.11	8.37	6.02	1.30		
47 P		7.25	7.40	7.06	2.36	f11.25	5.38	4.38	12.6 CONVERSE 2.5	196.7	▪ 5.51	2.59	1.04	8.27	5.52	1.15		
WP						▪11.30	▪ 5.42	4.41	15.1 RANDOLPH FIELD 1.3	194.2	▪ 5.43	▪ 2.55	1.00					
72 P		7.40	7.50	7.13	2.51	f11.33	5.45	4.43	16.4 SCHERTZ 7.9	192.9	▪ 5.35	2.51	12.58	8.20	5.45	1.00		
64 P		8.05	8.05	7.27	3.10	f11.43	5.55	4.52	24.8 MARION 4.8	185.0	▪ 5.10	2.41	12.48	8.05	5.25	12.40		
46 P		8.20	8.15	7.35	3.20	11.50PM	6.02	4.58	29.1 HILDA 6.2	180.2	f 4.58	2.34	12.42	7.57	5.15	12.20		
E71 W80 WP		8.45	8.30	7.50	3.35	▪12.03AM	▪ 6.16	5.07	35.3 TO SEGUIN 3.3	174.0	▪ 4.41	▪ 2.25	12.34	7.45	5.02	12.01PM	Continuous	Continuous
60 P		8.55	8.38	7.57	3.42	12.08	6.21	5.12	38.6 ILKA 6.2	170.7	4.25	2.18	12.29	7.36	4.52	11.35AM		
70 P		9.15	8.50	8.08	3.53	f12.21	6.29	5.19	44.8 KINGSBURY 4.9	164.5	▪ 4.16	2.10	12.21	7.26	4.41	11.20		
68 P		9.30	9.00	8.17	4.02	12.28	6.35	5.25	49.7 SULLIVAN 6.3	159.6	4.04	2.02	12.13	7.16	4.28	11.05		
E35 PWY W103 Yard		10.15	9.12	8.30	4.15	▪12.40	▪ 6.45	5.32	56.0 TO LULING 5.3	153.3	▪ 3.54	▪ 1.54	12.05AM	7.04	4.15	10.15	Continuous	Continuous
61 P		10.30	9.25	8.40	4.25	12.48	6.52	5.39	61.8 IVY 4.0	148.0	3.39	1.45	11.57PM	6.54	3.57	10.00		
72 P		10.50	9.33	8.47	4.32	f12.56	6.59	5.44	65.8 HARWOOD 4.8	144.0	▪ 3.33	1.39	11.52	6.47	3.50	9.40		
77 P		11.10	9.43	8.56	4.42	1.07	7.06	5.50	70.1 SANDY FORK 8.0	139.2	3.23	1.32	11.46	6.37	3.40	9.20		
71 WP		11.30	9.59	9.13	4.58	▪ 1.25	▪ 7.18	6.03	78.1 TO WAELDER 6.6	131.2	▪ 3.12	▪ 1.22	11.36	6.25	3.25	9.00	9.00AM to 11.30AM 12.30PM to 6.00PM	Closed
72 P		11.50AM	10.10	9.23	5.10	1.35	7.26	6.12	84.7 JANICE 4.6	124.6	3.00	1.12	11.28	6.12	3.10	8.45		
N64 IYP S71 Yard		12.20PM	10.20PM	9.35PM	5.20	▪ 1.50	▪ 7.37	6.20	89.8 TO-R FLATONIA T. & N. O. CROSSING 6.4	120.0	▪ 2.50	▪ 1.05	11.21	5.55AM	3.00PM	8.30	Continuous	Continuous
62 P		12.53			5.31	2.00	7.45	6.29	95.7 ENGLE 6.5	113.6	f 2.36	12.53	11.12			8.00		
75 WP		1.15			5.43	▪ 2.20	▪ 7.58	6.38	102.2 TO SCHULENBURG 8.2	107.1	▪ 2.20	▪12.37	10.57			7.45	8.00AM to 11.50AM 12.50PM to 5.00PM	Closed
42 P		1.45			5.58	f 2.30	▪ 8.09	6.48	110.4 WEIMAR 5.3	98.9	▪ 2.10	▪12.27	10.47			7.25		
49 P		2.10			6.08	f 2.45	8.18	6.56	115.7 BORDEN 6.5	93.6	2.02	12.19	10.40			7.17		
Yard BKYPTOW		2.30PM			6.20PM	▪ 3.00AM	8.27PM	7.05AM	122.2 TO-R GLIDDEN	87.1	1.50AM	12.10PM	10.32PM			7.05AM	Continuous	Continuous
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday		
	84	250	248	242	8	6	2				7	5	1	249	247	83		
	(7.30) 18.3	(3.05) 28.9	(2.50) 30.9	(4.55) 28.9	(4.00) 28.8	(3.12) 38.2	(2.50) 41.8		....Time Over Subdivision.... ...Average Speed per Hour...		(4.40) 26.2	(3.15) 37.6	(2.58) 41.1	(2.55) 29.9	(3.15) 26.8	(6.55) 17.4		

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

Trains move with caution within Flatonia yard limits.

See Items 64 and 65, Special Instructions, Page 12, regarding train movements between Salado Junction, East Yard and San Antonio.

See Page 15 for additional flag stops to entrain or detrain revenue passengers. Nos. 7 and 8 will stop at Cibolo, on flag.

EASTWARD — GLIDDEN SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS			82 Local Freight	SECOND CLASS			242 Freight	352 Freight	372 Freight	FIRST CLASS			6 Argonaut	56 G. C. & S. F. Passenger	302 Motor	310 Motor	2 Sunset Limited	304 Passenger	58 G. C. & S. F. Passenger	8 Alamo	Distance From Glidden
				Leave Daily Ex. Sunday				Leave Daily	Leave Daily	Leave Daily Ex. Saturday				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Yard BKOPWTY				7.15AM				7.45PM						8.27PM				7.05AM			3.00AM	0.0
Yard P				7.25										s 8.33				7.09			s 3.10	2.8
82 Yard P				7.35				8.10						8.39				7.14			f 3.20	5.9
72 P				7.55				8.30						8.49				7.24			3.30	12.9
76 W Yard				8.40				8.50PM						s 8.59				7.32			s 3.45	18.6
IP																						18.8
I																						19.1
77 P				9.00										9.09				7.42			f 3.57	25.8
81 P				9.15										9.15				7.48			4.06	30.2
87 P				9.40										9.21				7.54			s 4.20	35.8
71 P				9.50										9.27				8.00			f 4.30	40.1
72 P				10.10										9.34				8.06			4.38	44.5
E 124 W 92 Yard BKPWYI				10.45 11.00					7.50PM	12.45PM				s 9.45	s 4.40PM	s 3.10PM		8.18	6.26AM	s 6.21AM	s 4.55	51.2
65 P				11.45					7.55	12.52				9.50	f 4.45	s 3.15		8.22	6.31	f 6.25	s 5.05	54.2
72 P				11.50					7.58	12.57				9.52	4.47	3.17		8.25	6.34	6.27	5.08	56.2
74 P				11.59AM					8.03	1.02				9.56	4.51	3.21		8.30	6.39	6.31	5.13	57.7
159 P				12.15PM					8.12	1.12				10.02	4.57	s 3.27		8.36	6.45	6.36	s 5.19	62.4
IP																						62.6
90 WP				12.35					8.22	1.25				10.09	5.03	f 3.37		8.42	6.53	6.42	5.32	67.4
95 P				12.50					8.25	1.30				10.12	5.05	f 3.40		8.44	6.55	6.44	5.35	68.7
YP				1.10					8.37	1.42				10.20	5.13	3.50		8.52	7.04	6.52	5.44	74.5
P				Via Harrisburg				11.35PM	Via Harrisburg	Via Harrisburg					Via Tower 81		9.43AM			Via Tower 81		79.6
IYP								11.50						10.32		4.05	9.51	9.02	7.17		6.00	83.8
								11.59PM														86.3
BKP														10.45PM		4.20PM	10.05AM	9.15AM	7.30AM		6.15AM	88.8
YP				1.10					8.37	1.42					5.13					6.52		74.5
70 IP				1.25				Via Eureka	8.51	1.52					5.18					6.57		77.6
IP															5.27PM					7.11AM		82.5
80 IYP				1.55					9.25	2.15												86.4
Yard I																						87.0
Yard IP				2.20					9.40	2.30												88.5
BKYP Yard				2.35PM					10.00PM	2.45PM												91.2
								11.59PM														86.3
								12.03AM														87.4
Yard YIP								12.15														89.5
Yard IP																						91.6
YardBKP								1.00AM														91.9
				Arrive Daily Ex. Sunday				Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
				82				242	352	372				6	56	302	310	2	304	58	8	
				(7.20) 12.4				(5.15) 16.3	(2.10) 18.5	(2.00) 20.0				(2.18) 38.4	(0.47) 39.9	(1.10) 30.8	(0.22) 23.5	(2.10) 40.7	(1.04) 34.7	(0.50) 36.5	(3.15) 26.6	.....Time Over Subdivision..... .....Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. **(See Rule S-72)** Unless otherwise provided, schedule time and train-order time at Harrisburg apply at Tower 30.

See Item 88, Special Instructions, Page 12, regarding train movements between Bellaire Junction and Eureka, between Eureka and Houston Passenger Station, between Boulevard Junction and Englewood via Niles, and between Englewood and Harrisburg.

TIME TABLE No. 178
July 25, 1943

STATIONS

Automatic Block System

TO-R GLIDDEN
2.8
COLUMBUS
3.1
ALLEYTON
7.0
RAMSEY
5.7
TO EAGLE LAKE
0.2
T. & N. O. CROSSING
0.3
G. C. & S. F. CROSSING
6.2
LISSIE
4.9
NOTTAWA
5.1
TO EAST BERNARD
4.8
TAVENER
4.4
RANDON
6.7
G. C. & S. F. CROSSING
TO-R ROSENBERG
3.0
RICHMOND
1.0
FLORA
2.5
HARLEM
4.7
SUGAR LAND
0.2
TO TOWER 114 (S.L.R.R. Cross.)
4.8
STAFFORD
1.3
MISSOURI CITY
5.8
TO WEST JUNCTION
5.1
BELLAIRE JUNCTION
4.2
TO EUREKA
2.5
BOULEVARD JCT.
2.0
TO-R HOUSTON (Passenger Station)

Double Track

A. B. S.
TO WEST JUNCTION
3.1
STELLA
I.-G. N. CROSSING
4.9
TO-R TOWER 81
(G. C. & S. F. Crossing)
2.9
TO HARRISBURG
Tower 30 (G. H. & H. Crossing)
1.6
TOWER 102 (I.-G. N. Crossing)
1.5
A.B.S. TOWER 86 (H. B. & T. Crossing)
2.7
TO-R ENGLEWOOD

C. T. C. Double Track

BOULEVARD JCT.
1.1
NILES
2.1
Tower 26 (T. & N. O. Cross.)
2.1
TOWER 68
0.3
TO-R ENGLEWOOD

D. T. C. T. C. D. T.
A. B. S.

GLIDDEN SUBDIVISION — WESTWARD

TIME TABLE No. 178
July 25, 1943

Automatic Block System

STATIONS	Mile Post Location	FIRST CLASS 301 Motor — Arrive Daily	55 G. C. & S. F. Passenger — Arrive Daily	5 Argonaut — Arrive Daily	309 Motor — Arrive Daily	1 Sunset Limited — Arrive Daily	57 G. C. & S. F. Passenger — Arrive Daily	303 Passenger — Arrive Daily	7 Alamo — Arrive Daily	SECOND CLASS 371 Freight — Arrive Daily Ex. Saturday	351 Freight — Arrive Daily	THIRD CLASS 81 Local Freight — Arrive Daily Ex. Sunday	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations — Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
TO-R GLIDDEN	87.1			12.10PM		10.32PM			s 1.50AM			1.15PM	Continuous	Continuous
2.8														
COLUMBUS	84.3			s12.05PM		10.27			s 1.42			1.08		
3.1														
ALLEYTON	81.2			11.59AM		10.21			f 1.35			1.00		
7.0														
RAMSEY	74.2			11.50		10.13			1.26			12.45		
5.7														
TO EAGLE LAKE	68.5			s11.42		10.06			s 1.18			12.30		
0.2														
TO T. & N. O. CROSSING	68.3												Continuous	Continuous
0.3														
G. C. & S. F. CROSSING	68.0													
6.2														
LISSIE	61.8			11.30		9.57			f 1.03			12.10PM		
4.9														
NOTTAWA	56.9			11.24		9.51			12.56			11.55AM		
5.1														
TO EAST BERNARD	51.8			11.17		9.45			f12.49			11.40	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
4.8														
TAVENER	47.0			11.10		9.39			f12.42			11.25		
4.4														
RANDON	42.6			11.04		**9.34**			12.35			11.15		
6.7														
G. C. & S. F. CROSSING														
TO-R ROSENBERG	35.9	s 8.45AM	s 9.50AM	s**10.56**		9.24	s 9.31PM	s10.37PM	s12.23	9.00AM	9.10PM	**11.00** **10.15**	Continuous Continuous	Continuous Continuous
3.0														
RICHMOND	32.9	s 8.36	f 9.44	10.47		9.19	f 9.24	10.30	f12.10	8.55	9.00	10.00		
1.0														
FLORA	31.9	8.33	9.42	10.45		9.17	9.22	10.28	12.07	8.52	8.55	9.55		
2.5														
HARLEM	29.4	**8.30**	9.38	10.41		9.13	9.18	10.25	12.02AM	8.47	8.50	9.50		
4.7														
SUGAR LAND	24.7	s 8.22	9.32	10.36		9.07	9.12	10.20	f11.55PM	**8.36**	8.41	9.40		
0.2														
TO TOWER 114 (S.L.R.R. Cross.)	24.5												7.30 AM to 11.30 PM	7.30 AM to 11.30 PM
4.8														
STAFFORD	19.7	f 8.16	**9.26**	10.29		9.00	9.06	10.14	11.45	8.25	8.30	**9.26**		
1.3														
MISSOURI CITY	18.4	f 8.13	9.24	10.27		8.58	9.04	**10.12**	11.42	8.21	**8.25**	9.17		
5.8														
TO WEST JUNCTION (Double Track)	12.6	8.05	9.16	10.19		8.50	8.56	10.04	11.34	8.09	8.12	9.05	7.01PM to 11.01AM	7.01PM to 11.01AM
5.1														
BELLAIRE JUNCTION	4.2		Via Tower 81		5.36PM		Via Tower 81			Via Harrisburg	Via Harrisburg	Via Harrisburg		
4.2														
TO EUREKA	5.7	7.53		10.07	5.28	8.37		9.52	11.22				Continuous	Continuous
2.5														
BOULEVARD JCT.	3.2													
2.0														
TO-R HOUSTON (Passenger Station)	1.2	7.40AM		9.55AM	5.15PM	8.25PM		9.40PM	11.10PM				Continuous	Continuous
A.B.S. TO WEST JUNCTION	12.6		9.16				8.56			8.09	8.12	9.05	7.01PM to 11.01AM	7.01PM to 11.01AM
3.1														
STELLA	9.9		9.11				**8.51**			8.00	8.03	8.55		
I.-G. N. CROSSING														
4.9														
TO-R TOWER 81 (G. C. & S. F. Crossing)	4.6		9.03AM				8.43PM						Continuous	Continuous
2.9														
TO HARRISBURG Tower 30 (G. H. & H. Crossing) (C.T.C.)	7.2									7.40	7.45	8.36	Continuous	Continuous
1.6														
TOWER 102 (I.-G. N. Crossing) (C.T.C.)	5.6												Automatic	
1.5														
A.B.S. TOWER 86 (H. B. & T. Crossing) (Double Track)	4.1									7.25	7.30	8.25	Continuous	Continuous
2.7														
TO-R ENGLEWOOD (Double Track)	358.1									7.15AM	7.20PM	8.15AM	Continuous	Continuous
BOULEVARD JCT. (D.T.)	3.2													
1.0														
NILES (C.T.C.)	1.4													
2.1														
Tower 26 (T. & N.O. Cross.) (C.T.C.)	360.5												Continuous	Continuous
A.B.S. 2.1														
TOWER 68 (D.T.)	358.4												Continuous	Continuous
0.3														
TO-R ENGLEWOOD (D.T.)	358.1												Continuous	Continuous
		Leave Daily 301	Leave Daily 55	Leave Daily 5	Leave Daily 309	Leave Daily 1	Leave Daily 57	Leave Daily 303	Leave Daily 7	Leave Daily Ex. Saturday 371	Leave Daily 351	Leave Daily Ex. Sunday 81		
.....Time Over Subdivision.....		(1.05)	(0.47)	(2.15)	(0.21)	(2.07)	(0.48)	(0.57)	(2.40)	(1.45)	(1.50)	(5.00)		
.....Average Speed per Hour.....		34.2	29.9	29.2	24.9	41.6	39.1	39.1	33.4	23.2	21.8	14.7		

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

Unless otherwise provided, schedule time and train-order time at Harrisburg apply at Tower 30.

See Item 88, Special Instructions, Page 12, regarding train movements between Bellaire Junction and Eureka, between Eureka and Houston Passenger Station, between Boulevard Junction and Englewood via Niles, and between Englewood and Harrisburg.

BELLAIRE SUBDIVISION

EASTWARD — WESTWARD

TIME TABLE No. 178

July 25, 1943

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	EASTWARD SECOND CLASS 242 Freight Leave Daily	EASTWARD FIRST CLASS 310 Motor Leave Daily	Distance From Eagle Lake	STATIONS	Mile Post Location	WESTWARD FIRST CLASS 309 Motor Arrive Daily
Yard WIP	8.50PM	8.15AM	0.0	TO (G. C. & S. F. Crossing) (T. & N. O. Crossing) EAGLE LAKE	61.2	7.10PM
				0.5		
I			0.5	(G. C. & S. F. Crossing)	60.7	
				7.1		
24 Team	9.15	f 8.28	7.6	CHESTERVILLE	53.6	f 6.55
				8.8		
73 IY	9.40	s 8.41	16.4	TO G. C. & S. F. CROSSING WALLIS	44.8	s 6.40
				6.5		
40 W	9.59	s 8.52	22.9	SIMONTON	38.3	s 6.28
				4.8		
12	10.08	s 9.00	27.7	FULSHEAR	33.5	s 6.20
				3.4		
29	10.16	f 9.06	31.1	FLEWELLEN	30.1	f 6.14
				3.7		
33	10.25	f 9.12	34.8	GASTON	26.4	f 6.08
				5.7		
18 Team W	10.45	f 9.21	40.5	CLODINE	20.7	f 5.59
				5.7		
75	11.00	f 9.30	46.2	ALIEF	15.0	f 5.49
				4.6		
71	11.15	f 9.37	50.8	JEANNETTA	10.4	f 5.42
				3.0		
13	11.25	f 9.41	53.8	BELLAIRE	7.4	f 5.38
				1.1		
	11.35PM	9.43AM	54.9	BELLAIRE JUNCTION	6.3	5.36PM
	Arrive Daily 242	Arrive Daily 310				Leave Daily 309

(2.45) (1.28) ..... Time Over Subdivision ..... (1.34)
20.0 37.3 .....Average Speed per Hour..... 35.0

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72.) Nos. 309 and 310 will stop on flag at Howellville.

See Glidden Subdivision, Pages 8 and 9, for train movements between T. & N. O. crossing and passenger and freight stations at Eagle Lake.

Trains will move with caution within Eagle Lake yard limits.

GONZALES SUBDIVISION

EASTWARD — WESTWARD

TIME TABLE No. 178

July 25, 1943

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	EASTWARD SECOND CLASS 218 Mixed Leave Daily Ex. Sunday	EASTWARD SECOND CLASS 216 Mixed Leave Daily Ex. Sunday	Distance From Gonzales	STATIONS	Mile Post Location	WESTWARD SECOND CLASS 217 Mixed Arrive Daily Ex. Sunday	WESTWARD SECOND CLASS 219 Mixed Arrive Daily Ex. Sunday
BOWY	6.15PM	12.55PM	0.0	TO-R GONZALES	12.3	2.10PM	7.30PM
				12.3			
P	6.45PM	1.25PM	12.3	R HARWOOD	0.0	1.40PM	7.00PM
	Arrive Daily Ex. Sunday 218	Arrive Daily Ex. Sunday 216				Leave Daily Ex. Sunday 217	Leave Daily Ex. Sunday 219

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

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72.) Except: No. 217 is Superior to No. 218.

Schedules at Harwood will be assumed by crews assigned to or ordered for the train.

The crew assigned to or ordered for the train may assume the schedule of No. 218 at Gonzales and leave Gonzales without a clearance.

Train-Order Office Hours and Hours of Signal Operators at Interlocking Stations	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
Eagle Lake	Continuous	Continuous
Wallis	Continuous	Continuous
Gonzales	7.30 AM to 12.01 PM 1.01 PM to 4.30 PM	Closed

KERRVILLE SUBDIVISION

EASTWARD — WESTWARD

TIME TABLE No. 178

July 25, 1943

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	EASTWARD SECOND CLASS 212 Local Freight Leave Daily Ex. Sunday	Distance From Kerrville	STATIONS	Mile Post Location	WESTWARD SECOND CLASS 211 Local Freight Arrive Daily Ex. Sunday
Yard TW	12.30PM	0.0	TO-R KERRVILLE	308.5	11.59AM
		3.2	3.2 LEGION	305.3	
			6.7		
27	12.55	9.9	CENTER POINT	298.6	11.22
			8.7		
15	1.22	18.6	TO COMFORT	289.9	10.52
			7.5		
15 W	1.44	26.1	WARING	282.4	10.23
			3.4		
13	1.55	29.5	WELFARE	279.0	10.13
			9.5		
22	2.20	39.0	TO BOERNE	269.5	9.46
			10.4		
34 Y	2.50	49.4	CAMP STANLEY JUNCTION	259.1	9.16
			0.9		
17	2.52	50.3	LEON SPRINGS	258.2	9.14
			1.7		
20 W	2.56	52.0	VIVA	256.5	9.10
			2.6		
Yard Y	3.10	54.6	BECKMANN	253.9	9.00
			6.6		
29	3.25	61.2	ROBARDS	247.3	8.45
			8.7		
		69.9	I.-G.N. CROSSING	238.6	
			0.4		
I		70.8	TOWER 109 (S.A.B. & T. Crossing)	238.2	
			1.1		
I	3.55	71.4	A.B.S. (TOWER 112 (S.A.B. & T. Crossing	211.1	8.15
			1.8		
BKP		73.2	TO-R SAN ANTONIO (Commerce Street)	209.3	
			1.3		
I		74.5	A.B.S. OLIVE STREET	208.0	
			0.6		
BKWOTYP	4.10PM	75.1	TO-R EAST YARD	207.4	8.00AM
	Arrive Daily Ex. Sunday 212				Leave Daily Ex. Sunday 211

Double Track

(3.40) .....Time Over Subdivision..... (3.59)
20.5 .....Average Speed per Hour 18.7

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

Trains must approach Camp Stanley Junction and Beckmann expecting to find main track occupied without flag protection.

See Item 64, Special Instructions, Page 12, regarding train movements between Tower 112, San Antonio and East Yard.

Train-Order Office Hours and Hours of Signal Operators at Interlocking Stations	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
Kerrville	8.00 AM to 5.00 PM	Closed
Comfort	8.00 AM to 5.00 PM	Closed
Boerne	8.00 AM to 5.00 PM	Closed
Tower 109 (SAB&T Crossing	Continuous	Continuous
Tower 112 (SAB&T Crossing)	Continuous	Continuous
San Antonio (Commerce St.)	Continuous	Continuous
Olive Street	Continuous	Continuous
East Yard	Continuous	Continuous
Spofford	Continuous	Continuous
Eagle Pass	8.00 AM to 5.00 PM	8:00 AM to 5:00 PM
Glidden	Continuous	Continuous

EAGLE PASS SUBDIVISION

EASTWARD — WESTWARD

TIME TABLE No. 178

July 25, 1943

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	EASTWARD SECOND CLASS 228 Mixed Leave Daily	STATIONS	Mile Post Location	WESTWARD SECOND CLASS 227 Mixed Arrive Daily
Yard		END EAGLE PASS SUBDIV.	34.7	
		1.5		
Yard BOYWP	11.45PM	TO-R EAGLE PASS	33.2	7.15AM
		5.7		
20	f11.55PM	OLMOS	27.5	f 6.47
		7.8		
20	f12.20AM	PALOMA	19.7	f 6.31
		7.7		
89	f12.38	DARLING	12.0	f 6.15
		5.8		
43	f12.53	NORA	6.2	f 6.00
		7.0		
Yard OWYP	1.15AM	TO-R SPOFFORD	0.0	5.45AM
	Arrive Daily 228			Leave Daily 227

(1.30) .. Time Over Subdivision.... (1.30)
23.0 .. Average Speed per Hour.... 23.0

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

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

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from	Miles	STATION	M. P. Location	Car Capacity and Direction Opening if Spur
El Paso	16.6	Buford	812.7	14-E
El Paso	49.2	Acala	780.1	10-E
El Paso	72.9	Gypsum	756.4	13-E
El Paso	122.8	Mica	706.5	23-W
Del Rio	3.5	The Sotol Company	375.1	24-W
San Antonio	19.1	Cibolo	190.2	23
San Antonio	30.0	Seguin Brick & Tile Co.	179.3	117-W
San Antonio	31.1	Nolte	178.2	171-E
Glidden	5.1	Talton	82.0	20-E
Glidden	7.5	Laban	79.6	75-E
Eagle Lake	10.2	Arroz	51.0	13
Eagle Lake	38.6	Scurlock Oil Co.	22.9	5-E
Eagle Lake	43.7	Howellville	17.5	8-E
Houston	12.7	Holico	12.7	45-E
Houston	14.5	Lotus	14.5	20-E
Houston	14.5	Pierce Junction	0.3	18
Houston	12.2	Medio	2.6	28
Houston	9.0	Streets	5.8	8
Kerrville	33.6	Spanish Pass	274.9	7
Kerrville	57.8	Shavano	250.7	2-E
Gonzales	5.3	Botts	7.0	3-E
Gonzales	6.5	Kokernot	5.8	17
Gonzales	8.9	Conrad	3.4	4-E
Eagle Pass	2.7	Dolchburg	30.5	32-E
Eagle Pass	6.9	Quemado Junction	26.3	40-E

TIME INSPECTORS

Sidney F. Ball, General Time Inspector — Chicago, Ill.
C. E. Ross — El Paso
Art Kassel — El Paso
Max Bogusch — Sanderson
S. E. McMath — Del Rio
Carl Gildemeister — San Antonio
O. B. Humble — San Antonio
Wm. L. Dostal — Rosenberg
Houston Watch Company — Houston
W. E. Connor — Houston

GENERAL

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

2. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.

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

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

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

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

LOCAL

ALL SUBDIVISIONS

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

Between	Cars	Class Freight	Class Engine Passenger
El Paso and San Antonio	210,000	GS-1, F-5	P-13-14, GS-1
San Antonio and Houston (via Glidden Subdivision)	210,000	F-1	P-13-14
Eagle Lake and Houston (via Bellaire Subdivision)	210,000	F-1	P-13-14
Spofford and Paloma	210,000	F-1	P-13-14
Paloma and Eagle Pass	210,000	MK-5	P-13-14
San Antonio and Boerne	210,000	MK-5	MK-5
Boerne and Kerrville	210,000	C-24	C-24
Harwood and Gonzales	210,000	T-28	T-28

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

Pumpville —East switch to cross-over switch.
Spofford —West switch to cross-over switch near tool house.
Hondo —East switch to west switch.
Luling —East Siding—West switch to cross-over west of Freight Station.
Harwood —East switch to cross-over switch.
Rosenberg —East siding—East switch to west switch. Schedule time and train-order time for eastward trains apply at east switch to cross-over.
Alief —West switch to cross-over switch.
Jeannetta —East switch to cross-over switch.

21. At each switch where a safety point lock is in use, the switch stand has been equipped with a switch lock chain with a small aluminum ball in the chain immediately below the lock. The purpose of the ball is to direct attention to the necessity for unlocking and removing the lock from the safety switch point lock before operating the switch, and to replacing and locking the safety switch point lock when the switch is returned to normal position.

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

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

24. Santa Fe trains display signals on both engines when two or more engines in service are coupled at the head end of a train and display markers with red and yellow lights, and yellow lights bear the same significance as do the green lights under T. & N. O. rules.

25. Freight trains must be inspected at each water stop. When conditions are favorable and, in the judgment of the conductor and engineer, it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than indicated below:

Manifest Trains—
60 miles, except may run between El Paso and Small; Fort Hancock and Lobo; Valentine and Alpine; Alpine and Sanderson; Sanderson and High Bridge; Del Rio and Uvalde; Uvalde and East Yard; East Yard and Waelder; Luling and Glidden.

Other Freight Trains—
50 miles, except may run between El Paso and Small; Valentine and Alpine; Alpine and Tesnus; Sanderson and Pumpville; East Yard and Luling; Luling and Glidden; Glidden and Rosenberg.

Trainmen are not relieved of making inspection as prescribed by Rules 827 and 828 when stops are made at a lesser distance.

Freight trains must be thoroughly inspected at High Bridge before crossing.

26. Spring Switches are located as follows:

Belen —East end double track, normal position for westward track.
Madden —East end of siding, normal position for main track.
Ramey —East end of siding, normal position for main track.
Small —East end of double track, normal position for westward trains.
Small —West end of double track, normal positions for eastward trains.
Torcer —East end of siding, normal position for main track.
Lasca —East end of siding, normal position for main track.
Sierra Blanca —West end of siding, normal position for main track.
Marfa —West end of siding, normal position for main track.
Marfa —East end of siding, normal position for main track.
Sanderson —Main-track switch, extreme west end of yard, normal position for main track.
Sanderson —Derail in No. 1 track, west of east crossover, normally to derail eastward movements.
High Bridge —West end of double track; normal position for eastward trains.
High Bridge —East end of double track; normal position for westward trains.
Withers —West end double track, normal position for eastward track.
San Antonio —Switch connecting west lead track with westward main track at Victoria Street, normal position for westward main track.
East Yard —Switch connecting yard lead with eastward main track, east end of yard, normal position for the lead.
Waelder —West end siding, normal position for main track.
Rosenberg —East end of east siding, normal position for main track.
West Junction —Switch connecting westward track of double track to single track, normal position for single track.
Boulevard Jct. —Switch connecting eastward main track of the Freight Route with westward main track from the direction of passenger station; normal position for eastward movement to Freight Route.
Boulevard Jct. —Switch connecting westward main track of the Freight Route with westward main track from the direction of passenger station; normal position for through movements from direction of the passenger station.
Niles —East end double track; normal position for westward track.

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

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

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

Signals	Location
9—Freight Route between Boulevard Junction and Tower 26—	Spring switch, east end of double track.
349—Rosenberg—	Spring switch, east end of east siding.
1316—Waelder—	Spring switch, west end of siding.
2188—Withers—	Spring switch, end of double track.
3889—Between McKees and Devils River—	Falling-rock detector.
3896—Between McKees and Devils River—	Falling-rock detector.
3909—Between McKees and Devils River—	Falling-rock detector.
3916—Between McKees and Devils River—	Falling-rock detector.
4271—High Bridge—	Spring switch, east end double track.
4282—High Bridge—	Spring switch, west end double track.
4469—Between Langtry and Osman—	Falling-rock detector.
4488—Between Langtry and Osman—	Falling-rock detector.
5168—Sanderson—	Spring switch, west end of yard.
5980—Between Altuda and Strobel—	High-water detector, Bridge 597.80.
5975—Between Altuda and Strobel—	High-water detector, Bridge 597.80.
6325—Marfa—	Spring switch, east end of siding.
6334—Marfa—	Spring switch, west end of siding.
7382—Sierra Blanca—	Spring switch, west end of siding.
7451—Lasca—	Spring switch, east end of siding.
7491—Torcer—	Spring switch, east end of siding.
7531—Small—	Spring switch, east end double track.
7542—Small—	Spring switch, west end double track.
7623—Ramey—	Spring switch, east end of siding.
7657—Madden—	Spring switch, east end of siding.
8151—Belen—	Spring switch, end of double track.

(Note: Spring switches east end of yard, East Yard, and at Victoria Street, San Antonio, not protected by signals.)

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

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

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

29. In addition to location shown on schedule page of time-table, time-table bulletin and circular books are located as follows:

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

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

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

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

El Paso — Alfalfa
Valentine
Alpine — Alpine Jct.
Sanderson
Del Rio
Spofford
Eagle Pass — Quemado Jct.
Uvalde
San Antonio — Withers — Salado Jct.
Luling
Flatonia
Glidden — Columbus — Talton — Alleyton — Laban
Eagle Lake
Rosenberg
Houston — North Jct.
Harrisburg

32. To prevent cars rolling out of yard, hand brakes must be set on freight trains, or cut of cars, before engine is detached as follows:

El Paso freight yard—At least five cars on east end of train when train, or part of train, is left west of Octavia Street.
Valentine—At least five cars on west end of train.
Alpine Junction (P. & S. F. or T. & N. O. transfer tracks)—At least ten cars on east end to prevent rolling into P. & S. F. yard.
Sanderson—At least twelve cars on east end of train.
Del Rio—A sufficient number on west end of train.
East Yard—At least eight cars on east end of train.
Glidden—At least eight cars on east end of train.

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

Del Rio Subdivision:
Bridge 307.79, Nueces River, west of Hacienda.

San Antonio Subdivision:
Bridge 204.64, Salado Creek, east of East Yard.
Bridge 193.10, Cibolo River, Schertz.
Bridge 178.43, Guadalupe River, east of Hilda.
Bridge 156.48, San Marcos River, west of Luling.

Glidden Subdivision:
Bridge 84.06, Colorado River, Columbus.
Bridge 32.42, Brazos River, Richmond.

Kerrville Subdivision:
Bridge 267.19, Cibolo Creek, between Camp Stanley Junction and Boerne.
Bridge 280.10, Joshua Creek.
Bridge 285.54, Guadalupe River, east of Comfort.

Bellaire Subdivision:
Bridge 49.70, East Bernard River.
Bridge 40.87, Brazos River.
Bridge 38.70, Crump Creek.

(See Pages 2, 13, 14 and 15 for additional instructions, information and speed restrictions applicable to all subdivisions.)

EL PASO, VALENTINE AND SANDERSON SUBDIVISIONS

41. Employes of the T. & N. O. R. R. Company will be governed by rules and regulations of the El Paso Union Depot Company within the limits of that company.

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

43. The north track of the double track between Interlocking 47 and El Paso (Union Depot) will be known as Track No. 1, and the south track as Track No. 2.

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

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

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

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

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

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

50. Freight trains, in cutting crossing just east of station building at Fabens, must leave an opening between white lines each side of crossing.

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

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

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

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

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

55. Engines heavier than MK-5 and P-9 class; i.e., F-1, F-5 and GS-1 type, must not be double headed or coupled together in pairs for operation between Sanderson and Del Rio. When towed or used in trains, engines heavier than MK-5 and P-9 type must be separated by at least two cars.

56. Item 3, Special Instructions, General, Time Table No. 178 and Southern Pacific Safety Rule 2040, Rules for the Guidance of Employees in Train, Engine and Yard Service, are amended in El Paso Terminal as follows:

Only one man at a time is permitted to ride on pilot or leading footboard of any engine in direction of movement. When so riding, stand at outer end of footboard. When getting off, step CLEAR of track, never in front of engine.

DEL RIO AND SAN ANTONIO SUBDIVISIONS

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

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

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

65. Main track between East Yard and Salado Junction will be used jointly by trains of the San Antonio Division and the Victoria Division. Movements between these points will be made in accordance with ABSOLUTE-PERMISSIVE BLOCK indication, under the provisions of rules and special instructions applying thereto.

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

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

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

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

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

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

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

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

73. Engines larger than the C-8-9 class must not be operated beyond the first switch on Government track inside the fence at Randolph Field.

74. Storage track at Sullivan must not be used by engines heavier than Class C-8 or C-9.

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

Seguin Brick and Tile Co. tracks near Hilda.
Nolte Mill tracks.
Seguin—Tracks 1, 3, 4 and oil-sump track.
Luling—Gin spur; Magnolia spur beyond the right-of-way fence.
Flatonia—Old S. A. & A. P. house track.

76. Engines must not exceed four miles per hour on compress track, Luling.

77. Class MK-5 and F-1 engines may use track No. 2 at Seguin but must not exceed eight miles per hour.

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

GLIDDEN AND BELLAIRE SUBDIVISIONS

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

80. No. 2 will stop at Rosenberg to discharge passengers destined Palacios from points west of San Antonio.

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

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

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

83. See BELLAIRE SUBDIVISION, Page 10, for movements of Nos. 309 and 310, to and from passenger station at Eagle Lake. Transfer and siding must be kept clear. Trains will move with caution within Eagle Lake yard limits expecting to find main track occupied.

84. Rosenberg and Interlocking 81 are register stations only for trains that originate or terminate there.

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

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

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

88. Main tracks between Bellaire Junction and Eureka will be used jointly by trains of the Glidden and Bellaire Subdivisions. Main tracks between Eureka and Houston Passenger Station and between Boulevard Junction and Interlocking 26 via Niles will be used jointly by trains of the San Antonio Division and Dallas and Austin Divisions, and between Interlocking 26 and Englewood by trains of the San Antonio Division, Dallas and Austin Divisions, and Houston Division and between Englewood and Harrisburg by trains of the San Antonio Division and Houston Division. Trains between these points will run with caution. Second-class and inferior trains, and engines, may run ahead of first-class trains. but must not occupy the main track when it is known a first-class train will thereby be delayed, and movements against current of traffic may be made only under flag protection. Between Bellaire Junction and Houston Passenger Station; between Boulevard Junction and Englewood via Niles, and between Englewood and Harrisburg, trains may run extra moving with the current of traffic, without train order authority.

89. The main track between G. C. & S. F. Crossing and cross-over switch of the east siding, Rosenberg, will be used jointly by trains of the Victoria and San Antonio Divisions and the G. C. & S. F. Movements between these points must be made with caution. Second-class and inferior trains, and engines, must not occupy the main track when it is known that a first-class train will thereby be delayed.

90. Westward trains between Englewood, Houston Passenger Station, Bellaire Junction or West Junction, checking a regular train on register at Englewood or Houston Passenger Station or receiving a train order check, Form V, of a regular train at Eureka or Harrisburg, or identifying a train on opposite track, will not be required to check against the same train before passing from double to single track at Bellaire Junction or West Junction.

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

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

93. Overlap posts are located—Stafford (to the left of main track), governing eastward trains. Richmond—(to the left of main track) governing westward trains.

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

San Antonio Division trains ——— o
Victoria Division trains o o ——— o

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

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

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

98. F-1 and MK-5 class engines must not head through curve side of puzzle switches Englewood yard except those on west lead, back lead and new lead at west end of yard.

99. Drawbridge not shown in time-table between Interlocking 102 and Interlocking 86, mile post location 5.2:

Buffalo Bayou (Interlocked)

100. See Page 15 for additional flag stops to entrain or detrain passengers.

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

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

103. F-1 and MK-5 class engines must not head through curve side of puzzle switches Englewood yard except those on west lead, back lead and new lead at the west end of yard.

104. On double track between Englewood and Tower 86 trains will operate in compliance with Rule D-251 but second and inferior class trains and engines will not occupy the main track when it is known a first class train will be delayed thereby.

EAGLE PASS, KERRVILLE AND GONZALES SUBDIVISIONS

201. Westward trains of the Kerrville 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 Interlocking 112, will not be required to check against the same train before passing from double to single track.

202. Engines must not move over track scales, Gonzales Cotton Oil & Manufacturing Co. at Gonzales.

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

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

Class MK-5 or heavier engines must not use short leg of wye at Eagle Pass.

SPEED

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

BETWEEN	Passenger Trains Handled by Passenger Engines — Miles per hour			Gas Electric Motor — Miles per hour			Passenger Trains Handled by Engines with Two Wheel Engine Trucks — Miles per hour			Manifest Freight Trains when not handling any of the restricted cars shown in Item 161. — Miles per hour			Freight and Mixed Trains — Miles per hour			Trains handling derricks, ditchers, power shovels, drag lines, pile drivers, scale test cars and machines of similar kind on own wheels. — Miles per hour		
	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves
El Paso and Houston	60	60	SLOW BOARDS GOVERN	60	60	SLOW BOARDS GOVERN	45	45	FREIGHT TRAIN SPEED ON SLOW BOARDS	45	45	SLOW BOARDS GOVERN	40	40	SLOW BOARDS GOVERN	25	25	25
Eagle Lake and Bellaire Jct.	45	45		55	50		40	40					30	30		25	18	18
West Jct. and Harrisburg	35	35		38	38		35	35					25	25		20	15	15
Eagle Pass and Spofford	40	40		45	45		30	30					30	30		25	18	18
Kerrville and Boerne	30	30		33	33		25	25					25	25		20	15	15
Boerne and San Antonio	35	35		38	38		30	30					30	25		20	15	15
Gonzales and Harwood	30	30		33	33		25	25					25	25		20	15	15

150(a). 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
307 to 386
481
867 to 894

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

40 miles per hour
800, 801, 802, 805, 806, 808, 809, 812, 814, 815, 816, 817, 818, 821, 822, 823, 824, 825, 827, 828, 830, 833, 834, 835, 836, 837, 839, 840, 841, 842, 843, 844, 846, 847, 849, 850.

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

STATIONS	Miles Per Hour
El Paso	25
Marfa	15
Alpine	15
Del Rio	18
San Antonio	18
Seguin	6
Luling	10
Flatonia	6
Schulenburg	20
Weimar	10
Columbus	10
Eagle Lake	6
Rosenberg	6
Richmond	6
Sugar Land	15
Houston	18

152. 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 — 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.

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

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

San Antonio:
Sherman, 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, South Flores and South Brazos Streets have crossing gates operated at all hours.

San Antonio (Kerrville Subdivision):
West Laurel and Probandt Street — All Hours

Luling: All Streets — All Hours

Gonzales: St. Joseph Street — All Hours

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

156. **GS-1 class engines, when used in passenger service, must not exceed 55 miles per hour on straight track and unprotected curves.**

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

157. Trains must stop before crossing High Bridge (428.13) Sanderson Subdivision, and must not exceed a speed of 12 miles per hour until entire train is over bridge. Application of brakes while train is on bridge should be avoided except in emergency. In picking up, setting out and switching at High Bridge, engines or cars must not be stopped on bridge. Flagman must ride on platform of rear car and signal when train has passed over bridge, keeping a close lookout for fire.

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

160. Movements of all trains on and through the various crossovers and in interlocking limits of Interlocking 47 must be made with caution not exceeding 10 miles per hour.

161. Speed shown under "Manifest Freight Trains," Item 150, may be observed when not handling:

Loaded tank cars, except tank cars of 10,000 gallons capacity or less when not containing gasoline, naphtha, or other highly inflammable commodities;

Any open-top car loaded with transformers, rail, poles or piling, twin or other multiple loads;

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

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

Cars with arch bar type trucks.

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

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Slow Board M P	Beginning of Restriction M P	End of Restriction M P
251.67	250.92	249.70	248.95	249.70	250.92
396.87	396.12	394.49	393.74	394.49	396.12
397.70	396.95	396.35	395.60	396.35	396.95
401.87	401.12	401.04	400.29	401.04	401.12
411.11	410.36	410.03	409.28	410.03	410.36
411.91	411.16	410.39	409.64	410.39	411.16
414.07	413.16	411.16	410.41	411.16	413.16
414.43	413.68	413.16	412.41	413.16	413.68
416.95	416.20	413.68	412.93	413.68	416.20
417.47	416.72	416.20	415.45	416.20	416.72
421.27	420.52	416.72	415.97	416.72	420.52
428.83	428.08	421.45	420.70	421.45	428.08
431.51	430.76	429.07	428.57	429.07	430.76
436.31	435.56	435.32	434.57	435.32	435.56
437.24	436.43	435.87	435.12	435.87	436.43
439.34	438.59	437.00	436.25	437.00	438.59
440.32	439.57	438.73	437.98	438.73	439.57
442.50	441.75	440.26	439.51	440.26	441.75
449.48	448.73	447.60	446.85	447.60	448.73
456.71	455.96	454.21	453.46	454.21	455.96
458.12	457.37	456.11	455.36	456.11	457.37
461.00	460.25	459.92	459.17	459.92	460.25
461.96	461.21	460.50	459.75	460.50	461.21
463.37	462.62	461.75	461.00	461.75	462.62
464.58	463.83	463.58	462.83	463.58	463.83
466.33	465.58	464.54	463.79	464.54	465.58
470.06	469.31	468.01	467.26	468.01	469.31
473.82	473.07	472.35	471.60	472.35	473.07
477.18	476.43	474.61	473.86	474.61	476.43
481.46	480.71	480.34	479.59	480.34	480.71
486.27	485.51	484.75	484.00	484.75	485.51
487.87	487.12	486.47	485.72	486.47	487.12
500.87	500.12	498.54	497.79	498.54	500.12
511.49	511.39	507.75	507.00	507.75	511.39
522.63	521.88	518.90	518.15	518.90	521.88
544.05	543.30	542.71	541.96	542.71	543.30
545.36	544.61	543.98	543.23	543.98	544.61
546.63	545.88	545.32	544.57	545.32	545.88
548.20	547.45	546.49	545.74	546.49	547.45
551.77	551.02	549.79	549.04	549.79	551.02
560.62	559.87	559.07	558.32	559.07	559.87
576.46	575.71	575.25	574.50	575.25	575.71
589.83	589.08	588.50	587.75	588.50	589.08
600.28	599.53	599.01	598.26	599.01	599.53
603.38	602.63	601.49	600.74	601.49	602.63
605.52	604.77	604.23	603.48	604.23	604.77
610.35	609.60	608.46	607.71	608.46	609.60
618.63	617.88	617.14	616.39	617.14	617.88
620.82	620.07	618.33	617.58	618.33	620.07
748.92	748.17	743.66	742.91	743.66	748.17
753.69	752.94	748.52	747.77	748.52	752.94
758.07	757.32	756.47	755.72	756.47	757.32
763.08	762.33	760.57	759.82	760.57	762.33
765.57	764.82	763.01	762.26	763.01	764.82
785.83	785.08	784.66	783.97	784.66	785.08
824.48	823.73	823.18	822.53	823.18	823.73

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

Slow board location (Mile Post)	Distance from beginning of restriction (mile)
EASTWARD TRAINS:	
206.82	0.58
301.17	0.50
418.83	0.67
437.24	0.81
503.16	0.59
511.49	0.10
532.93	0.99
WESTWARD TRAINS:	
428.57	0.50
620.09	0.56
766.54	0.54
783.97	0.69
822.53	0.65

164. Between El Paso and Sierra Blanca, T. & P. I-1 class engines, number 600 to 669, inclusive, equipped with valve-pilot and nickel-steel rods and T. & P. H-2-R class engines, numbers 800 to 810, between El Paso and Houston, T. & N. O. MK-5 class engines and F-1 class engines, recounterbalanced, except engines 958, 972, 981, 987, 991, 994, and 997, when handling passenger trains, may make 55 MPH on straight track and 50 MPH on unprotected curves where speed is not otherwise further restricted, and will be governed by restrictions applying to freight trains on protected curves.

SPEED TABLE

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

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

CENTRALIZED TRAFFIC CONTROL SYSTEM

(C. T. C.)

VALENTINE SUBDIVISION

Centralized Traffic Control System Limits between Alpine and Paisano.

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

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

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

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

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

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

The siding switches at Toronto and Paisano, the main track switch at Alpine Junction and the Junction switch at Paisano, are power-operated by the signal operator at Alpine. If necessary to operate a power-switch by hand, a crank is located in a box on one end of the instrument case at the switch and printed instructions are located in the telephone box on other end of instrument case. The crank must be replaced in box and box locked after having been used.

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

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

GLIDDEN SUBDIVISION

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

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

Absolute signal located at fouling point on eastward track ,and

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

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

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

SA Yard cross-over west of Hardy Street.

At Signal near old Signal Shop.

Old freight house lead.

At first signal west of North Main Street underpass.

West end shop lead.

Signal at Houston Avenue.

Niles

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

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

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

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

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

Signal Operator is located at Tower 30.

REMOTE INTERLOCKING

EL PASO UNION DEPOT

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

The top, or longer arm, on interlocking home signal governing westward movements at El Paso Street governs through crossover and into El Paso Union Depot yard; the lower, or shorter arm, governs continuous movements on westward track.

When the signals are not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator at Interlocking 6 by telephone located in box on westward signal mast at El Paso Street, on signal mast near east lead El Paso Union Depot or on iron fence El Paso Union Depot. Instructions for operating the switch by hand, when so authorized by the signal operator, are located in telephone boxes.

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

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

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

INTERLOCKING 47—EL PASO

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

SIERRA BLANCA

T. & P. freight switch located 1893 feet east of the west switch of siding, and T. & P. passenger switch located 3623 feet east of T. & P. freight switch at Sierra Blanca are electrically operated from train-order office. Interlocking Signals and Interlocking Rules will govern movements over these switches. Movements from T. & P. tracks to main track will be governed by light-type signals located a short distance east of the switches.

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

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

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

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

SANDERSON

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

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

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

FLATONIA, EAGLE LAKE AND ROSENBERG

The west switches of north and south sidings at Flatonia are electrically operated from Interlocking 3.

The west switch of siding at Eagle Lake is electrically operated from Interlocking 115.

The west switch of west siding at Rosenberg is electrically operated from Interlocking 17.

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

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone, but inferior eastward trains approaching any of these switches and finding the switch set for main-track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

EAST YARD

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

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

WEST JUNCTION

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

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

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

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

Westward trains, not receiving a check against, or identifying superior trains at or before arriving West Junction, shall communicate with train dispatcher by telephone at West Junction for check of such train; except, westward second-class or inferior trains from either route, arriving at West Junction when a westward superior train from the other route is due, and unable to identify the superior train may, when the governing signal is clear, proceed to the next open train-order office to obtain Form V check of such train, but must carefully look out for the superior train following, and if seen approaching, the inferior train must arrange for the superior train to promptly pass.

BOULEVARD JUNCTION

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

Dwarf light Signal X-35-SA, located to the north of Chaney Yard, yard lead track, west of Harvard Street, governs westward movements entering the interlocking limits from any of the Chaney Yard tracks; normal position is stop. The route must be set against conflicting movements by the signal operator at Interlocking 13, Eureka, and the west switch of the lead must be set for the lead by a member of the crew before Signal X-35-SA will indicate proceed. Trains or engines must not enter main track from lead, Chaney yard, unless so authorized by telephone by signal operator at Interlocking 13, Eureka, when telephone communication is possible.

Location of local telephones connected with Interlocking 13:

Mechanism case at signal bridge.

Mechanism case east of Harvard Street.

Crossing watchman's booth, Heights Boulevard.

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 twelve miles per hour must not be exceeded until the entire train has passed over the switch.

SPECIAL INSTRUCTIONS

ABSOLUTE-PERMISSIVE BLOCK SYSTEM
(A. P. B.)

SAN ANTONIO SUBDIVISION

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

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

Absolute signal located on the San Antonio Subdivision, five hundred fifty feet east of Salado Junction switch, and absolute signal located on the Victoria Division at Salado Junction, govern movements Salado Junction to end of double track East Yard.

Overlap extends east of Salado Junction to signal 2027 on San Antonio Subdivision.

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

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

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

ADDITIONAL FLAG STOPS TO ENTRAIN OR DETRAIN REVENUE PASSENGERS

Train	At Stations	Entrain Passengers to or Beyond	Detrain Passengers from or Beyond
1	Between Houston and El Paso	West of El Paso	From New Orleans and points beyond
	Sugar Land		Schedule stops east of Houston and from trains connecting at Houston
	Randolph Field	El Paso	East of Houston
2	Between El Paso and Houston	Atlanta, Birmingham, Memphis, Florida	West of El Paso
	Randolph Field	East of Houston	El Paso
	Sugar Land	Schedule stops east of Houston and schedule stops for trains connecting at Houston	
5	Between Houston and El Paso		From New Orleans and points beyond
	Between Houston and San Antonio	West of San Antonio	East of Houston
	Between Rosenberg and San Antonio		From trains connecting at Houston
	Sugar Land	San Antonio	
	East Bernard	San Antonio	
	Harwood	San Antonio	Houston
	Between San Antonio and El Paso	Any Station	Any Station
6	Between El Paso and San Antonio	Any Station	Any Station
	Between San Antonio and Houston	Schedule stops east of Houston and schedule stops for trains connecting at Houston	West of San Antonio
	Harwood	Houston	San Antonio
	Sugar Land		San Antonio
7	Missouri City	West of Rosenberg	Houston
8	Missouri City	Houston	Stations West
303	Sugar Land	West of Rosenberg	
	Any Station	West of Victoria	
304	Any Station		West of Rosenberg

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

CLASS Nominal	CLASS Designation	ENGINE NUMBERS	El Paso to Valentine	Valentine to El Paso	Valentine to Del Rio	Del Rio to Valentine	Del Rio and San Antonio	San Antonio and Glidden	Glidden and Houston	Eagle Pass to Spofford	Spofford to Eagle Pass	San Antonio and Kerrville	Gonzales and Harwood
F-5	F63 29½/32 306/B61SF	906-921	4800	5850	5300	4800	6100	5600	16500	9300	11000		
GS-1	GS73 27/30 262/B58SF	700-707	4150	5200	4500	4150	5200	4800	14000	7900	9400		
F-1	F63 27½/32 278SF	953-999	3650	4400	4000	3675	4800	4700	13000	7350	8750		
MK-5	MK63 26/28 210S	738-794	3000	3650	3300	3050	3750	3700	9000	5090	6060	2700	
C-8-9	C57 22/30 190S	800-850	2200	2690	2450	2250	3200	3050	7500	4240	5060	2360	2130
P-13	P73 25/30 189-B63SF	631-633	2370	2900	2600	2400	2900	2700	7000	4100	4900	1950	
P-9	P73 25/30 183-B63SF	622-630	2370	2900	2600	2400	2900	2700	7000	4100	4900	1950	
P-6	P77 25/28 178-B59SF	610-621	2130	2600	2350	2150	2600	2380	6500	3680	4380	1770	
P-5	P77 22/28 148-B58SF	600-609	1650	2020	1810	1670	2000	1850	4150	2850	3400	1490	1470
M-4	M63 20/28 128S	412-459					1950	1780	4850	2740	3280	1470	1400
M-6	M63 21/28 142S	515-517	1740	2125	1930	1780	2140	1980	5500	3090	3650	1610	1590
M-9	M63 21/28 150S	550-556	1830	2195	2020	1860	2200	2040	6000	3230	3840	1660	1640
M-10	M63 21/28 152S	500-514	1830	2195	2020	1860	2200	2040	6000	3230	3840	1660	1640
M-11	M63 21/28 153S	560-565	1830	2195	2020	1860	2200	2040	6000	3230	3840	1660	1640
M-17	M56 19/26 118	495					1800	1640	4500	2560	3040	1360	1330
M-19	M56 19/26 133	497-498					1900	1730	4850	2690	3200	1440	1400
M-21	M63 22/28 185SF	520-529	2150	2600	2400	2200	2900	2800	7000	4000	4750	2100	2000
C-20	C50 19/26 124S	867-869					1930	1750	4800	2720	3230	1450	1400
C-21	C50 20/24 140S	870					2050	1880	5160	2920	3480	1570	1510
C-22	C50 20/26 141S	874					2100	1940	5320	3010	3580	1610	1550
C-23	C50 20/26 144S	877-884					2100	1940	5320	3010	3580	1610	1550
C-24	C50 20/26 152S	885-892					2240	2070	5670	3160	3760	1690	1640
C-25	C56 22/28 170S	896-897					2850	2700	6660	3670	4480	2100	1900
E-23	E73 20/24 90S	266-272					1300	1310	3580	1900	2300	1080	1030
E-23	E73 20/24 93S	262-265					1300	1310	3580	1900	2300	1080	1030
E-39	E62 17/24 64S	208-209										870	830
E-40	E62 18/24 73S	220-224										975	930
T-25	T56 19/26 100	361					1540	1400	3840	2170	2600	1140	1080
T-25	T63 19/26 100	364					1540	1400	3840	2170	2600	1140	1080
T-27	T63 20/26 112	377-386					1710	1560	4250	2400	2880	1280	1210
T-28	T69 22/28 163S	388-399					2370	2160	6000	3340	4000	1780	1700
A-1	A73 20/28 120SF	273-275-276					1700	1610	4390	2400	2800	1320	1260
A-1	A73 20/28 125 B52SF	274-277					1700	1610	4390	2400	2800	1320	1260

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

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3¼x 7	66,000 lbs.
60,000 "	4¼x 8	103,010 "
80,000 "	5 x 9	136,000 "
100,000 "	5½x10	169,000 "
140,000 "	6 x11	210,000 "

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

PASSENGER ENGINES

Numbers	Class
700-707	GS-1
650-652	P-14
631-633	P-13
622-630	P- 9
610-621	P- 6
600-609	P- 5
388-399	T-28
273-278	A- 1
261-272	E-23

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.

J. D. Kinsler,
Superintendent, San Antonio

W. R. Mann,
Assistant Superintendent, San Antonio

L. B. Welch,
Trainmaster, San Antonio

F. W. H. Wehner,
Trainmaster, Del Rio

Marvin Bell,
Trainmaster, El Paso

J. J. Moore,
Superintendent, Houston Division, Houston

J. G. McCullar
Traveling Engineer, El Paso

W. H. Buchanan,
Traveling Engineer, Sanderson

J. H. Acosta,
Traveling Engineer, San Antonio

C. C. Williams,
H. Dickson,
W. O. Strother,
Chief Train Dispatchers, San Antonio

J. F. McDonald,
Terminal Superintendent, El Paso

L. C. Cody,
Assistant Terminal Superintendent, El Paso

H. T. Etheridge,
W. R. Riggs,
P. E. Gray,
Chief Train Dispatchers, El Paso

C. C. Bourgeois,
Chief Train Dispatcher, Houston

D. R. Prince,
Terminal Trainmaster, Del Rio

Traveling Engineers will exercise duties of Trainmaster when on line.


MAP OF THE
SAN ANTONIO DIVISION
SOUTHERN PACIFIC LINES
TEXAS AND NEW ORLEANS RAILROAD COMPANY
MILES
SAN ANTONIO
AND
VICINITY
CITY OF SAN ANTONIO
CITY LIMIT
DUNCAN FIELD
WITHERS
FLORINE
SALADO JCT.
East Yard
EL PASO
AND
VICINITY
SCALE OF MILES
FORT BLISS
CITY OF EL PASO
CITY LIMIT
RIO GRANDE
ALFALFA
CIUDAD JUAREZ
NEW MEXICO
T E X A S
M E X I C O
GULF OF MEXICO
EL PASO
HUDSPETH
CULBERSON
REEVES
JEFF DAVIS
PRESIDIO
BREWSTER
PECOS
TERRELL
CROCKETT
SUTTON
EDWARDS
KIMBLE
MASON
LLANO
BURNET
GILLESPIE
KERR
KENDALL
BLANCO
HAYS
COMAL
BANDERA
REAL
UVALDE
ZAVALLA
DIMMIT
FRIO
WILSON
GONZALES
LAVACA
DUVAL
KLEBERG
ZAPATA
JIM HOGG
BROOKS
KENEDY
SAN ANTONIO
EAGLE PASS
DEL RIO
LOVING
WINKLE
ECTOR
MIDLAND
GLASSCOCK
STERLING
COKE
RUNNELS
COLEMAN
BROWN
WARD
CRANE
UPTON
REAGAN
IRION
TOM GREEN
CONCHO
McCULLOCH
SAN SABA
SCHLEICHER
MENARD
MARTIN
HOWARD
MITCHELL
NOLAN
TAYLOR
CALLAHAN
EASTLAND
ERATH
COMANCHE
MILLS
HAMILTON
CORYELL
BOSQUE
DAWSON
BORDEN
SCURRY
FISHER
JONES
SHACKELFORD
STEPHENS
PALO PINTO
PARKER
LYNN
GARZA
KENT
STONEWALL
HASKELL
THROCKMORTON
JACK
LUBBOCK
CROSBY
DICKENS
KING
KNOX
HALE
FLOYD
MOTLEY
COTTLE
FOARD
HARDEMAN
SWISHER
BRISCOE
HALL
CHILDRESS
FREESTONE
LIMESTONE
NAVARRO
HENDERSON
ANDERSON
LEON
HOUSTON
WALKER
MADISON
ROBERTSON
SAN JACINTO
LIBERTY
POLK
TITUS
HOPKINS
WOOD
UPSHUR
KAUFMAN
VAN ZANDT
WILLIAMSON
WASHINGTON
AUSTIN
MONTGOMERY
FORT BEND
JACKSON
BRAZORIA
GOLIAD
NUECES
BELL