

# SOUTHERN PACIFIC LINES

## Texas and New Orleans Railroad Company

### VICTORIA DIVISION TIMETABLE

# 71

EFFECTIVE SUNDAY, DECEMBER 14, 1947  
AT 12:01 A.M.  
CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY

#### DIVISION OFFICERS

T. A. GREESON.....Assistant Superintendent.....Victoria  
J. W. WORD.....Trainmaster.....Victoria  
H. W. SCHRADER.....Traveling Engineer.....Victoria  
J. W. KRAEMER.....Trainmaster.....Edinburg  
O. W. STORY.....Assistant Trainmaster.....Edinburg  
G. E. WALLACE.....Chief Train Dispatcher.....Victoria  
E. N. LAYMAN.....Chief Train Dispatcher.....Victoria  
E. D. LeBOEUF.....Chief Train Dispatcher.....Victoria

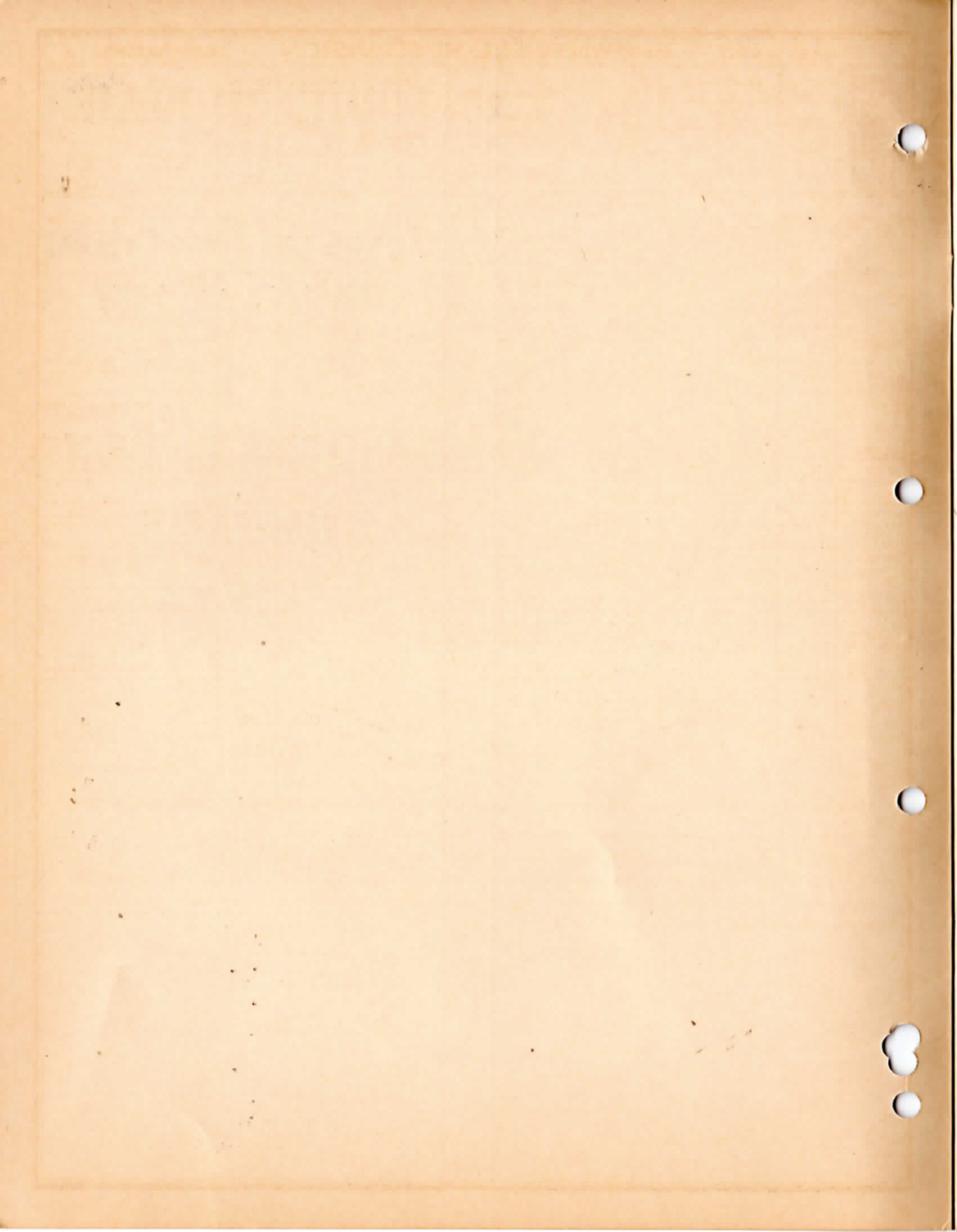
Traveling Engineers will exercise duties of Trainmaster.

T. M. SPENCE,  
*General Manager*

J. J. MOORE,  
*Assistant General Manager*

T. B. OLLIS,  
*Superintendent of Transportation*

W. S. HIGGINS,  
*Superintendent*



Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS		FIRST CLASS		Distance from Brownsville	Timetable No. 71 December 14, 1947		Mile Post Location	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	352		312			STATIONS			315		351		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Freight		Passenger						Passenger		Freight				
	Leave Daily	Arrive Daily	Leave Daily	Arrive Daily					Arrive Daily	Leave Daily	Arrive Daily	Leave Daily			
Brownsville Yard	BWOKYP	9.00PM		6.50PM	0.0	TO-R	BROWNSVILLE	205.3	9.30AM	4.00AM	5.00AM to 1.00PM	6.20PM to 9.20PM			
					0.2		M. P. BELT CROSSING	205.1							
	41	P	9.25	s	7.06	11.7		LOS FRESNOS	193.6	s	9.02	3.35			
		I				14.0		TOWER 151 (M. P. Crossing)	191.3				Cabin		
	31	P	9.50	f	7.21	21.3		LOZANO	184.0	f	8.48	3.10			
	19	P	9.56		7.24	23.7		LANTANA	181.6		8.44	3.04			
		I				24.1		TOWER 147 (M. P. Crossing)	181.2				Cabin		
	Harlingen Yard	22	YWP	10.20	s	7.40	31.0	TO	HARLINGEN	174.3	s	8.35	2.40	7.00PM to 11.00AM	6.30PM to 9.30PM
			Y	PI			32.7		TOWER 138 (M. P. Crossing)	172.6				7.00PM to 11.00AM	7.00PM to 11.00AM
		13	P	10.34	f	7.49	35.8		PRIMERA	169.5	f	8.20	2.26		
10						37.7		JIM ROGERS	167.6						
44		P	10.45	s	7.59	40.5	TO	SANTA ROSA	164.8	s	8.14	2.13	8.00AM to 5.00PM	Closed	
36		P	11.01	f	8.09	47.8		LA VILLA	157.5	f	8.03	2.01			
Edinburg Yard	47	P	11.06	s	8.14	49.9	TO	EDCOUCH	155.4	s	7.59	1.56	7.00AM to 4.00PM	Closed	
		I				50.0		TOWER 146 (M. P. Crossing)	155.3				Cabin		
	56	Yard P	11.20	s	8.20	51.6	TO	ELSA	153.7	s	7.53	1.42	9.00PM to 5.00AM	Closed	
	32	P	11.26	f	8.24	54.3		LA BLANCA	151.0	f	7.49	1.36			
	26	P	11.35		8.27	56.6		SAN CARLOS	148.7		7.46	1.27			
		I				61.6		TOWER 145 (M. P. Crossing)	143.7				Cabin		
		YP	11.48		8.36PM	62.6		R EDINBURG JUNCTION	142.7		7.39AM	1.14			
		KBW OYP	11.55PM			64.7		TO-R EDINBURG YARD	140.6			1.10AM	9.00PM to 6.00AM	9.00PM to 6.00AM	
		Arrive Daily		Arrive Daily					Leave Daily	Leave Daily					
		352		312					315	351					
		(2.55) 22.2		(1.46) 35.4			.....Time Over Subdivision.....		(1.51) 33.8	(2.50) 22.8					
							.....Average Speed Per Hour.....								

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

Train 315 register at Edinburg Junction. Register located in box near west leg of wye.

Sidings at Lozano, Jim Rogers, La Villa, Edcouch and La Blanca are used for loading and unloading cars.

The main track between Edinburg Junction and Edinburg Yard will be used jointly by trains of the Brownsville and McAllen Subdivisions, movement in accordance with Absolute-Permissive Block System indications under the provisions of the rules and special instructions applying thereto.

4 EASTWARD

McALLEN SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS				FIRST CLASS		Timetable No. 71 December 14, 1947	Distance from McAllen
		352	358		315	314		
		Freight	Freight		Passenger	Passenger		
	Leave Daily	Leave Tues., Thurs. and Sat.		Leave Daily	Leave Daily	STATIONS		
Edinburg Yard McAllen Yard	BKOYP		12.45AM		7.20AM	9.20PM	TO-R McALLEN	0.0
							0.1	
	P		1.15		s 7.35	s 9.35	M. P. CROSSING	0.1
	YP				7.39AM		8.4	
	BWOYPK	12.05AM	1.45			9.45	EDINBURG	8.5
	I						0.9	
75	P	12.15	2.10			9.53	R EDINBURG JUNCTION	9.4
48	P	12.29	2.27			s10.05	2.1	
76	P	12.51	2.44			10.16	TO-R EDINBURG YARD	11.5
45	P	1.08	3.01			10.26	4.6	
76	WP	1.18	3.15			10.32	TOWER 149 (M. P. Crossing)	16.1
78	P	1.45	3.45			10.48	1.8	
76	WP	2.19	4.10			s11.00	ALSONIA	17.9
	P	2.39	4.30			s11.18	8.9	
76	P	2.44	4.54			11.21	LINN	26.8
21	P	2.56	5.00			11.29	9.1	
76	P	3.04	5.16			11.35	DIX	35.9
9						11.45	8.8	
77	P	3.24	5.32			11.47	HARTLAND	44.7
BKWOYP Yard		4.05AM	6.00AM			11.56PM	4.6	
		Arrive Daily	Arrive Tues., Thurs. and Sat.		Arrive Daily	Arrive Daily	RACHAL	49.3
		352	358		315	314	12.9	
		(4.00)	(5.15)		(0.19)	(2.36)	BARROSO	62.2
		24.4	20.7		29.6	41.9	10.3	
							TO FALFURRIAS	72.5
							9.3	
							TO PREMONT	81.8
							1.3	
							MAE	83.1
							6.4	
							ELLA	89.5
							4.1	
							LOS MACHOS	93.6
							8.2	
							BEN BOLT	101.8
							1.1	
							CORDOVA	102.9
							6.0	
							(Tex. Mex. Crossing)	
							TO-R ALICE	108.9

(4.00) (5.15) (0.19) (2.36) .....Time Over Subdivision.....  
 24.4 20.7 29.6 41.9 .....Average Speed Per Hour.....

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

EXCEPT: No. 312 is Superior to No. 314. No. 313 is Superior to No. 315.

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

When operator, McAllen, is not on duty, the crew arriving on No. 313 may assume the schedule of No. 315 and leave without a clearance.

No. 314 stop when necessary to exchange U. S. Mail at Ben Bolt and Rachal.

Train 315 register at Edinburg Junction. Register located in box near west leg of wye.

The main track between Edinburg Junction and Edinburg Yard will be used jointly by trains of the Brownsville and McAllen Subdivisions, movement in accordance with Absolute-Permissive Block System indications under the provisions of the rules and special instructions applying thereto.

# McALLEN SUBDIVISION

WESTWARD 5

Mile Post Location	Timetable No. 71 December 14, 1947	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		313	312	357	351		
		STATIONS	Passenger Arrive Daily	Passenger Arrive Daily	Freight Arrive Mon., Wed. and Fri.	Freight Arrive Daily	Daily Except Sundays and Legal Holidays
152.1	TO-R McALLEN 0.1	7.00AM	9.05PM	5.05AM		10.00AM to 6.00PM 9.00PM to 5.00AM	9.00PM to 5.00AM
152.0	M. P. CROSSING 8.4						
143.6	EDINBURG 0.9	s 6.45	s 8.50	4.15			
142.7	R EDINBURG JUNCTION 2.1		8.36PM				
140.6	A.P.B. TO-R EDINBURG YARD 4.6	s 6.30		3.40	11.05PM	9.00PM to 6.00AM	9.00PM to 6.00AM
136.0	TOWER 149 (M. P. Crossing) 1.8					Cabin	
134.2	ALSONIA 8.9	6.22		3.20	10.50		
125.3	LINN 9.1	s 6.11		3.01	10.36		
116.2	DIX 8.8	6.00		2.43	10.16		
107.4	HARTLAND 4.6	5.50		2.25	9.46		
102.8	RACHAL 12.9	5.44		2.15	9.36		
89.9	BARROSO 10.3	5.28		1.45	9.10		
79.6	TO FALFURRIAS 9.3	s 5.16		1.20	8.50	10.30PM to 2.30AM	10.30PM to 6.30AM
70.3	TO PREMONT 1.3	s 4.58		12.58	8.25	7.30AM to 4.30PM	Closed
69.0	MAE 6.4	4.54		12.55	8.20		
62.6	ELLA 4.1	4.46		12.43	8.08		
58.5	LOS MACHOS 8.2	4.40		12.35	8.00		
50.3	BEN BOLT 1.1	4.30					
49.2	CORDOVA 6.0	4.28		12.17	7.40		
43.2	(Tex. Mex. Crossing) TO-R ALICE	4.20AM		12.05AM	7.25PM	Continuous	Continuous
		Leave Daily	Leave Daily	Leave Mon., Wed. and Fri.	Leave Daily		
		<b>313</b>	<b>312</b>	<b>357</b>	<b>351</b>		

Time Over Subdivision.....	(2.40)	(0.29)	(5.00)	(3.40)
Average Speed Per Hour.....	40.8	19.4	22.1	26.6

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

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

When operator, McAllen, is not on duty, the crew arriving on No. 313 may assume the schedule of No. 315 and leave without a clearance.

No. 313 stop when necessary to exchange U. S. Mail at Ben Bolt and Rachal.

The main track between Edinburg Junction and Edinburg Yard will be used jointly by trains of the Brownsville and McAllen Subdivisions, movement in accordance with Absolute-Permissive Block System indications under the provisions of the rules and special instructions applying thereto.

6 EASTWARD

ALICE SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Timetable No. 71 December 14, 1947	Distance from Alice	
		386		352		304			314
		Local Freight Leave Daily Except Monday		Freight Leave Daily		Passenger Leave Daily			Passenger Leave Daily
BKWOYP Yard		6.10AM		6.00AM			12.05AM	TO-R ALICE 0.0	
							12.11	MARY 5.1	
65 P		6.35		6.25			12.18	ALFRED 10.8	
66 P		6.50		6.38			f12.26	ORANGE GROVE 16.9	
33 P		7.02		6.49			f12.33	SANDIA 22.4	
Mathis Yard	PI	7.20		7.05			s12.44	MATHIS 29.0	
	72 P	7.23		7.08			12.46	TO Tower 159 (M. P. Crossing) 1.2	
64 P		7.35		7.20			f12.53	MATHIS SIDING 30.2	
BWOYP Yard		8.00		7.35			1.03AM	TO-R SKIDMORE 48.2	
Beeville Yard	66 P							A.B.S. (T.C.C.)	
	65 P	See 385							YOUGEEN 48.3
	34 WP	8.50		8.25		1.58AM			DARBY 53.0
74 P		9.00		8.35		2.07	TO-R BEEVILLE 54.5		
66 P		9.18		8.53		s 2.19		POESTA 59.1	
33 P		9.36		9.11		2.31		BERCLAIR 67.8	
81 WP		9.55		9.31		s 2.46		CLIP 76.5	
106 P		10.13		9.48		f 2.58		TO GOLIAD 83.9	
88 P		10.25		10.10		3.11		FANNIN 93.1	
Victoria Yard	I							ALOPE 104.2	
	BKWO TYP					3.20AM		TOWER 90 (M. P. Crossing) 109.0	
	P	10.50AM		10.25AM				TO-R VICTORIA (Pas'gr Station) (T. & N. O. Crossing) 109.5	
		Arrive Daily Except Monday		Arrive Daily		Arrive Daily		VICTORIA (Freight Yard) 110.8	
		386		352		304	314		

(4.40) (4.25) (1.22) (0.58) ..... Time Over Subdivision.....  
 23.7 25.1 40.2 44.6 ..... Average Speed Per Hour.....

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

LaFruta, mile post 18.7, is a water station.

The main track between Beeville and Skidmore will be used jointly by trains of the Alice and the Corpus Christi Subdivisions, movement in accordance with Centralized Traffic Control System indications under the provisions of the rules and special instructions applying thereto.

# ALICE SUBDIVISION

**WESTWARD 7**

Mile Post Location	<b>Timetable No. 71</b> December 14, 1947	FIRST CLASS		SECOND CLASS		THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
		303	313			351			385
		Passenger	Passenger			Freight			Local
<b>STATIONS</b>		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily Except Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
48.2	TO-R ALICE 5.1		4.05AM		5.10PM		11.50AM	Continuous	Continuous
38.1	MARY 5.7		3.58						
32.4	ALFRED 6.1		3.51		4.40		11.15		
26.3	ORANGE GROVE 5.5		f 3.42		4.27		11.00		
20.8	SANDIA 6.6		f 3.34		4.16		10.45		
14.2	MATHIS TO TOWER 159 (M. P. Crossing) 1.2		s 3.24		4.01		10.31	Continuous	Continuous
13.0	MATHIS SIDING 5.4		3.22		3.58		10.28		
7.6	TYNAN 7.6		f 3.15		3.45		10.15		
104.2	TO-R SKIDMORE 5.1		3.05AM		3.30		10.00	11.59PM to 3.59PM	11.59PM to 3.59PM
99.1	A.B.S. { YOUGEEEN 4.7 DARBY 1.5 BEEVILLE 4.6 } C.T.C.								
94.4							See 386		
146.1	TO-R BEEVILLE 4.6		2.20AM		2.15		8.25	Continuous	Continuous
141.5	POESTA 8.7		2.07		2.00		8.01		
132.8	BERCLAIR 8.7	s	1.56		1.43		7.43		
124.1	CLIP 7.4		1.44		1.25		7.25		
116.7	TO GOLIAD 9.2	s	1.31		1.10		7.10	8.00AM to 5.00PM	2.00PM to 5.00PM
107.5	FANNIN 11.1	s	1.20		12.45		6.45		
96.4	ALOE 4.8		1.07		12.15		6.20		
91.6	TOWER 90 (M. P. Crossing) 0.5							8.00AM to 5.00PM	Closed
91.1	TO-R VICTORIA (Pas'gr Station) (T. & N. O. Crossing) 1.3		1.00AM					Continuous	Continuous
89.8	VICTORIA (Freight Yard)				12.01PM		6.00AM		
		Leave Daily	Leave Daily			Leave Daily	Leave Daily Except Sunday		
		<b>303</b>	<b>313</b>			<b>351</b>	<b>385</b>		

.....Time Over Subdivision.....	(1.20)	(1.00)	(5.09)	(5.50)
.....Average Speed Per Hour.....	41.2	43.2	21.3	19.0

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

LaFruta, mile post 18.7, is a water station.

The main track between Beeville and Skidmore will be used jointly by trains of the Alice and the Corpus Christi Subdivisions, movement in accordance with Centralized Traffic Control System indications under the provisions of the rules and special instructions applying thereto.

When authorized by Train Dispatcher, westward trains may display indicators and leave Victoria (Freight Yard) without a clearance but must obtain a clearance at Victoria (Passenger Station).

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS		FIRST CLASS		STATIONS		Distance From Victoria
	352	372	302	304	Timetable No. 71 December 14, 1947		
	Freight	Freight	Passenger	Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Victoria Yard	BKW0 TYP			12.25PM	3.30AM	TO-R VICTORIA (Passenger Station) (T. & N. O. Crossing)	0.0
	P	2.00PM	6.00AM	12.28	3.32	1.3 VICTORIA (Freight Yard)	1.3
				12.33	3.38	4.2 FOSTER FIELD	5.5
	28 P	2.15	6.15	f12.36	3.41	2.2 TELFENER	7.7
	67 P	2.29	6.30	f12.47	3.50	7.2 INEZ	14.9
	19 P	2.40	6.42	f12.55	3.58	5.9 EL TORO	20.8
	70 P	2.48	7.10	s 1.05	s 4.04	4.0 EDNA	24.8
	21 P					2.0 MANSON	26.8
	75 WP	3.06	7.34	s 1.20	s 4.18	7.3 GANADO	34.1
	34 P	3.21	8.10	s 1.33	4.28	7.7 LOUISE	41.8
11 P	3.30	8.22	f 1.40	4.35	4.9 HILLJE	46.7	
93 P	3.40	8.38	s 1.50	s 4.45	5.4 EL CAMPO	52.1	
23 P	3.50	8.50	s 1.59	4.52	5.2 PIERCE	57.3	
Wharton Yard	80 P	3.58	8.58	f 2.05	4.57	3.7 MACKAY	61.0
	27 BKOWP	4.40	9.14	s 2.25	s 5.07	4.5 WHARTON	65.5
	I					0.5 TOWER 152 (G. C. & S. F. Crossing)	68.0
	86 YP	4.44	9.38		5.09	0.3 WHARTON JUNCTION	66.3
	39 P	4.56	10.00	s 2.34	5.16	5.4 HUNGERFORD	71.7
89 P	5.08	10.15	s 2.44	5.24	6.2 KENDLETON	77.9	
76 P	5.20	10.30	f 2.54	5.34	5.6 BEASLEY	83.5	
Rosenberg Yard	BKPYI	5.35PM	11.00AM	3.06PM	5.50AM	7.2 GUY JUNCTION	90.7
						0.5 TO-R TOWER 17 (G. C. & S. F. Crossing)	91.2
						0.4	
TIME AT ROSENBERG, HOUSTON AND ENGLEWOOD FOR INFORMATION ONLY. SEE SAN ANTONIO AND HOUSTON DIVISIONS CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS.							
124 PW		5.40PM	11.15AM	3.10PM	5.55AM	ROSENBERG	91.6
				4.20PM	6.55AM	HOUSTON (Passenger Station)	128.7
		8.00PM	1.15PM			ENGLEWOOD	130.9
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		352	372	302	304		
		(3.35) 25.0	(5.00) 18.2	(2.41) 34.0	(2.20) 39.1	Time Over Subdivision.....	
						Average Speed Per Hour.....	

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



# ROSENBERG SUBDIVISION

WESTWARD 9

Mile Post Location	Timetable No. 71 December 14, 1947	FIRST CLASS			SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		301	303		351	371			
		Passenger	Passenger		Freight	Freight		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
STATIONS		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily			
91.1	TO-R VICTORIA (Pas'gr Station) (T. & N. O. Crossing) 1.3	11.00AM	12.55AM					Continuous	Continuous
89.8	VICTORIA (Freight Yard) 4.2	10.57	12.52		12.40AM	12.15PM			
85.6	FOSTER FIELD 2.2	f10.51	12.46						
83.4	TELFENER 7.2	f10.48	12.43		12.16	11.54AM			
76.2	INEZ 5.9	s10.39	12.34		12.01AM	11.40			
70.3	EL TORO 4.0	f10.29	12.26		11.49PM	11.28			
66.3	TO EDNA 2.0	s10.23	s12.21		11.40	11.21		7.30AM to 4.30PM	10.15AM to 1.15PM
64.3	MANSON 7.3								
57.0	TO GANADO 7.7	s10.05	s12.06AM		11.20	11.03		8.00AM to 5.00PM	Closed
49.3	TO LOUISE 4.9	s 9.55	s11.57PM		11.02	10.48		8.00AM to 5.00PM	Closed
44.4	HILLJE 5.4	f 9.44	11.50		10.52	10.37			
39.0	TO EL CAMPO 5.2	s 9.38	s11.43		10.42	10.25		8.00AM to 5.00PM	Closed
33.8	PIERCE 3.7	s 9.26	11.31		10.31	10.10			
30.1	MACKAY 4.5	f 9.21	11.26		10.23	10.02			
25.6	TO WHARTON 0.5	s 9.14	s11.20		10.14	9.50		Continuous	8.00AM to 4.00PM
25.1	TOWER 152 (G. C. & S. F. Crossing) 0.3							Cabin	
24.8	WHARTON JUNCTION 5.4	9.02	11.13		10.09	9.38			
19.4	HUNGERFORD 6.2	s 8.55	11.06		9.59	9.28			
13.2	KENDLETON 5.6	s 8.45	10.58		9.47	9.17			
7.8	BEASLEY 7.2	f 8.36	10.49		9.35	9.06			
0.4	GUY JUNCTION 0.5								
36.3	TO-R TOWER 17 (G.C.&S.F. Crossing) 0.4	8.25AM	10.40PM		9.20PM	8.50AM		Continuous	Continuous

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

35.9	ROSENBERG	8.23AM	10.38PM		9.15PM	8.45AM			
	HOUSTON (Passenger Station)	7.20AM	9.40PM						
	ENGLEWOOD				7.20PM	6.00AM			
		Leave Daily	Leave Daily		Leave Daily	Leave Daily			
		<b>301</b>	<b>303</b>		<b>351</b>	<b>371</b>			

.....Time Over Subdivision.....	(2.35)	(2.15)	(3.20)	(3.25)
.....Average Speed Per Hour.....	35.2	40.5	26.9	26.7

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

No. 303 stop when necessary to exchange U. S. mail at Inez.

# 10 EASTWARD CORPUS CHRISTI SUBDIVISION

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		<b>Timetable No. 71</b> December 14, 1947	Distance from Corpus Christi	
		<b>380</b>		<b>354</b>		<b>314</b>			<b>304</b>
		Local Freight Leave Daily Except Sunday		Freight Leave Daily		Passenger Leave Daily			Passenger Leave Daily
BKWOYP Yard I				8.00PM			11.30PM	TO-R CORPUS CHRISTI (Bascule Drawbridge) 0.0	
20 Yard YP				8.23			11.44	7.3 PORTLAND 7.3	
38 WP				8.33			11.51PM	TO GREGORY 10.9	
55 P				8.48			12.06AM	7.4 TAFT 18.3	
YP				9.07			12.16	7.9 WEST SINTON (M. P. Crossing) 26.2	
33				9.11			12.21	0.4 TO SINTON 26.6	
47 P				9.23			12.27	4.8 ST. PAUL 31.4	
BWOYP Yard				9.35			12.37	6.0 PAPALOTE 37.4	
66 P				10.50		1.40AM	12.50	7.3 TO-R SKIDMORE 44.7	
65 P				See 353		See 313	1.25	5.1 A.B.S. { YOUNG 49.8	
34 WP				11.30		2.00	1.46AM	4.7 DARBY 54.5	
52 P				11.45PM		2.35		1.5 TO-R BEEVILLE 56.0	
20 P						f 2.49		9.5 NORMANNA 65.5	
62 WP				12.05AM		f 2.54		3.1 TULETA 68.6	
33 P				12.15		s 3.01		3.5 TO PETTUS 72.1	
66 P				12.44		f 3.14		4.9 BURNELL 77.0	
Yard BWOYP		11.30AM		1.00		s 3.23		4.9 GREEN 81.9	
31 P		11.45		1.15		s 4.05		6.1 TO-R KENEDY 88.0	
18 P		11.59AM		1.31		f 4.18		6.0 TO KARNES CITY 94.0	
55 P		12.06PM		1.37		s 4.24		7.9 HOBSON 101.9	
20 P		12.25		2.15		s 4.37		2.8 TO FALLS CITY 104.7	
34 WP		12.50		2.47		s 4.50		7.5 TO POTH 112.2	
21 P		1.05		3.04		f 5.10		7.0 TO FLORESVILLE 119.2	
26 P		1.50		3.22		f 5.14		6.0 LABATT 125.2	
23 P		2.01		3.31		f 5.25		5.8 TO SASPAMCO 131.0	
26 P		2.14		3.48		f 5.31		2.6 ELMENDORF 133.6	
26 P		2.22		3.59		f 5.45		6.2 SOUTHTON 139.8	
IP		2.40		4.20		f 5.51		3.5 BERGS 143.8	
BKP						6.00AM		5.8 A.B.S. { TOWER 112 (S. A. B. & T. Crossing) 149.1	
IP								1.8 SAN ANTONIO (Commerce Street) 150.9	
BKWO YTP		3.00PM		4.40AM				1.3 TO-R OLIVE STREET 152.2	
		Arrive Daily Except Sunday		Arrive Daily		Arrive Daily		Arrive Daily	
		<b>380</b>		<b>354</b>		<b>314</b>		<b>304</b>	

(3.30) 18.5                      (8.40) 17.6                      (4.20) 24.5                      (2.16) 24.6                      .....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)**

**EXCEPT: No. 379 is Superior to No. 380.**

Hours of signal operator, Bascule Drawbridge, continuous.

The main track between Beeville and Skidmore will be used jointly by trains of the Alice and the Corpus Christi Subdivisions, movement in accordance with Centralized Traffic Control System indications under the provisions of the rules and special instructions applying thereto.

# CORPUS CHRISTI SUBDIVISION WESTWARD 11

Mile Post Location	Timetable No. 71 December 14, 1947  <b>STATIONS</b>	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		303	313	353		379			
		Passenger	Passenger	Freight		Local Freight			
		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Except Sunday		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
148.9	TO-R CORPUS CHRISTI (Bascule Drawbridge) 7.3	5.00AM		3.40AM				8.30AM to 4.30PM 7.00PM to 3.00AM	7.00PM to 3.00AM
141.6	PORTLAND 3.6	4.27		3.05					
138.0	TO GREGORY 7.4	s 4.20		2.50				6.00PM to 3.00AM	Closed
130.6	TAFT 7.9	s 4.04		2.25					
122.7	WEST SINTON (M. P. Crossing) 0.4	3.49		2.00					
122.3	TO SINTON 4.8	s 3.47		1.55				8.00AM to 5.00PM	Closed
117.5	ST. PAUL 6.0	f 3.37		1.25					
111.5	PAPALOTE 7.3	f 3.28		12.37					
104.2	TO-R SKIDMORE 5.1	s 3.15 2.45	2.05AM	12.20AM				11.59PM to 3.50PM	11.59PM to 3.50PM
99.1	A.B.S. YOUGEEN 4.7		See 314						
94.4	DARBY 1.5		See 304	See 354					
92.9	TO-R BEEVILLE 9.5	2.30AM	s 1.40 1.25	11.20PM				Continuous	Continuous
83.4	NORMANNA 3.1		f 1.11	10.48					
80.3	TULETA 3.5		f 1.06						
76.8	TO PETTUS 4.9		s 12.59	10.30				7.30AM to 4.30PM	Closed
71.9	BURNELL 4.9		12.50	10.17					
67.0	GREEN 6.1		f 12.44	10.05					
60.9	TO-R KENEDY 6.0		s 12.35 12.10AM	9.50		9.45AM		9.00AM to 5.00PM 9.00PM to 5.00AM	9.00PM to 5.00AM
54.9	TO KARNES CITY 7.9		s 11.57PM	9.32		9.30		7.30AM to 4.30PM	Closed
47.0	HOBSON 2.8		f 11.42	9.13		9.10			
44.2	TO FALLS CITY 7.5		s 11.36	9.06		9.02		7.30AM to 4.30PM	Closed
36.7	TO POTH 7.0		s 11.24	8.48		8.43		8.00AM to 5.00PM	Closed
29.7	TO FLORESVILLE 6.0		s 11.12	8.31		8.25		7.30AM to 4.30PM	Closed
23.7	LABATT 5.8		11.01	8.17		7.55			
17.9	TO SASPAMCO 2.6		s 10.52	8.03		7.40		8.00AM to 5.00PM	Closed
15.3	ELMENDORF 6.2		f 10.46	7.57		7.27			
9.1	SOUTHTON 3.5		f 10.36	7.42		7.12			
5.6	BERGS 5.8		10.30	7.34		7.04			
211.1	A.B.S. TOWER 112 (S. A. B. & T. Crossing) 1.8		10.20	7.18		6.48		Continuous	Continuous
209.3	TO-R SAN ANTONIO (Commerce Street) 1.3		10.15PM					Continuous	Continuous
208.0	A.B.S. OLIVE STREET 0.6							Continuous	Continuous
207.4	TO-R EAST YARD			7.00PM		6.30AM		Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily		Leave Daily Except Sunday			
		<b>303</b>	<b>313</b>	<b>353</b>		<b>379</b>			

.....Time Over Subdivision.....	(2.30)	(3.50)	(8.40)	(8.15)
.....Average Speed Per Hour.....	22.4	27.7	17.6	19.9

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

**EXCEPT: No. 379 is Superior to No. 380.**

Hours of signal operator, Bascule Drawbridge, continuous.

The main track between Beeville and Skidmore will be used jointly by trains of the Alice and Corpus Christi Subdivisions, movement in accordance with Centralized Traffic Control System indications under the provisions of the rules and special instructions applying thereto.

12 EASTWARD

CUERO SUBDIVISION

WESTWARD

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 San Antonio	STATIONS	Mile Post Location	FIRST CLASS	SECOND CLASS	THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	376 Local Freight	307 Freight	302 Passenger				301 Passenger	308 Freight	375 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Leave Mon., Wed. and Fri.	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Tues., Thur. and Sat.			
			8.30AM	0.0	TO-R SAN ANTONIO (Commerce St.)	209.3	2.40PM				Continuous	Continuous
				1.3	TOWER 121 (OLIVE St.)	208.0					Continuous	Continuous
			8.38	1.9	TO-R EAST YARD	207.4	2.31		2.15PM		Continuous	Continuous
	6.00AM		8.44	4.9	SALADO JUNCTION	204.5 136.1	2.25		2.00			
			8.52	10.5	MARTINEZ	180.5	2.12		1.42			
			9.03	17.4	ADKINS	123.6	2.00		1.18			
			9.15	25.9	LAVERNIA	115.1	1.46		12.45			
			9.27	32.2	SUTHERLAND SPRINGS	108.8	1.36		12.25			
			9.40	38.8	TO STOCKDALE	102.2	1.26		12.05PM		7.30AM to 4.30PM	Closed
			9.53	46.7	PANDORA	94.3	1.13		11.33AM			
			10.02	51.4	TO NIXON	89.6	1.05		11.19		7.30AM to 4.30PM	Closed
			10.16	59.4	SMILEY	81.6	12.50		10.16			
			10.37	72.0	WESTHOFF	69.0	12.28		9.35			
			10.49	81.0	LINDENAU	60.0	12.14		9.15			
				83.0	RIVER JUNCTION	58.0						
			10.57	85.9	TO-R CUERO	55.1	12.01PM	2.40PM	9.00		7.30AM to 4.30PM	10.00AM to 1.00PM
			11.15	93.0	VERHELLE	48.0	11.47AM	2.18	8.02			
			11.20	97.0	THOMASTON	44.0	11.41	2.07	7.50			
			11.31	103.2	NURSERY	37.8	11.31	1.57	7.30			
			11.38	105.6	CRAIG	35.4	11.26	1.50	7.20			
			11.46	110.8	DU PRE	30.3	11.19					
			11.53AM	114.0	VICTORIA (Junction Switch)	90.6	11.14	1.30PM	7.00AM			
			12.01PM	114.2	TO-R VICTORIA (Passenger Station)	91.1	11.10AM				Continuous	Continuous
	Arrive Mon., Wed. and Fri.	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Tues., Thur. and Sat.			
	376	307	302				301	308	375			

(7.10) (1.30) (3.31) .....Time Over Subdivision..... (3.30) (1.10) (7.15)  
 15.6 18.9 32.5 .....Average Speed Per Hour..... 32.6 24.3 15.5

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

When operator, Cuero, is not on duty, the crew arriving Cuero on No. 307, Yoakum Subdivision, may assume the schedule of No. 307, Cuero Subdivision, and leave without a clearance.

When operator, Cuero, is not on duty, the crew arriving Cuero on No. 308, Cuero Subdivision, may assume the schedule of No. 308, Yoakum Subdivision, and leave without a clearance.

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 Kenedy	Timetable No. 71 December 14, 1947	Mile Post Location	FIRST CLASS	SECOND CLASS	THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	378 Local Freight	308 Freight	310 Motor				309 Motor	307 Freight	377 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Leave Daily Except Sunday	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Except Sunday		
STATIONS											
BWOYP Yard	10.30AM		3.50AM	0.0	TO-R KENEDY 9.8	176.5	11.25PM		10.00AM	9.00AM-5.00PM 9.00PM-5.00AM	9.00PM to 5.00AM
37	10.55		4.07	9.8	RUNGE 7.1	166.7	11.05		9.20		
27	11.15AM		4.19	16.9	NORDHEIM 7.9	159.6	10.51		8.53		
28 W	12.10PM		4.35	24.8	TO YORKTOWN 9.0	151.7	10.35		8.30	8.00AM to 5.00PM	Closed
42	12.39		4.50	33.8	BUCHEL 5.1	142.7	10.15		7.55		
				38.9	RIVER JUNCTION 2.5	58.0					
55 PWY Yard	1.08	2.50PM	5.15	41.4	TO-R CUERO 9.1	135.4	10.00	9.45AM	7.35	7.30AM to 4.30PM	10.00AM to 1.00PM
40 P	2.10	3.15	5.28	50.5	EDGAR 8.1	126.3	9.38	9.20	6.51		
BKWOTY Yard P	2.45PM	3.35PM	6.00	58.6	TO-R YOAKUM 6.3	118.2	9.25 9.10	9.00AM	6.30AM	5.00AM-1.00PM 4.00PM-11.59PM	5.00AM-1.00PM 4.00PM-11.59PM
28			6.12	64.9	SWEET HOME 11.0	111.9	8.56				
37			6.32	75.9	TO HALLETTVILLE 9.4	100.9	8.35			7.30AM to 4.30PM	Closed
29			6.49	85.3	SUBLIME 7.8	91.5	8.15				
18			7.07	93.1	TO SHERIDAN 6.6	83.7	8.02			6.30AM to 3.30PM	Closed
23			7.20	99.7	ROCK ISLAND 7.4	77.1	7.49				
13 W			7.34	107.1	ALTAIR 8.5	69.7	7.36				
YI Yard W			7.50AM	115.6	TOWER 115 (G.C.&S.F. T.&N.O. Crossing) TO-R EAGLE LAKE	61.2	7.20PM			Continuous	Continuous
	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily Except Sunday		
	378	308	310				309	307	377		

(4.15) (0.45) (4.00) .....Time Over Subdivision..... (4.05) (0.45) (3.30)  
13.8 22.9 28.9 .....Average Speed Per Hour..... 28.3 22.9 16.8

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

EXCEPT: No. 377 is Superior to No. 378.

See San Antonio Division time table for train movements at and beyond Eagle Lake. Transfer and siding Eagle Lake must be kept clear.

No. 310 connect with No. 314 at Kenedy.

Nos. 309 and 310 stop on flag at Mont.

Trains must obtain clearance at Yoakum.

When operator, Cuero, is not on duty, the crew arriving Cuero on No. 307, Yoakum Subdivision, may assume the schedule of No. 307, Cuero Subdivision, and leave without a clearance.

When operator, Cuero, is not on duty, the crew arriving Cuero on No. 308, Cuero Subdivision, may assume the schedule of No. 308, Yoakum Subdivision, and leave without a clearance.

14 EASTWARD		ROCKPORT SUBDIVISION				WESTWARD	
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.		Distance from Rockport	Timetable No. 71 December 14, 1947		Mile Post Location	Train Order Office Hours	
			STATIONS			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Yard BY		0.0	TO-R ROCKPORT		21.1	8.00 <sup>AM</sup> to 5.00 <sup>PM</sup>
		7.1	7.1	KOSMOS	14.0		
	58 Spur West		3.0	ARANSAS PASS	11.0		
	36 W	10.1	5.2	INGLESIDE	5.8		
	45	15.3	5.8	GREGORY	0.0	6.00 <sup>PM</sup> to 3.00 <sup>AM</sup>	Closed
	Yard YP	21.1	TO-R				

.....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)

EASTWARD		PORT LAVACA SUBDIVISION				WESTWARD	
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.		Distance from Victoria	Timetable No. 71 December 14, 1947		Mile Post Location	Train Order Office Hours	
			STATIONS			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Victoria Yard		0.0	TO-R VICTORIA		91.1	Continuous
	BKWOYTP		0.4	(Passenger Station)	27.0		
	P	0.4	0.2	VICTORIA (Freight Yard)	26.8		
		0.6	5.6	(T. & N. O. & M. P. Crossing)	21.2		
	10 Spur West	6.2	3.5	GUADALUPE	17.7		
	21 Spur West	9.7	3.5	DA COSTA	14.2		
		13.2	0.0	PLACEDO	14.2		
	I	13.2	0.1	TOWER 158 (M. P. Crossing)	14.1		Cabin
	8	13.3	6.3	PLACEDO SIDING	7.8		
	3 Spur West	19.6	2.3	KAMEY	5.5		
	13	21.9	5.5	CLARKS	0.0	8.00 <sup>AM</sup> to 5.00 <sup>PM</sup>	Closed
	Yard Y	27.4	TO	PORT LAVACA			

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

**EASTWARD**

**PALACIOS SUBDIVISION**

**WESTWARD 15**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		Distance from Palacios	Timetable No. 71 December 14, 1947		Mile Post Location	THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	THIRD CLASS	306 Local Freight		STATIONS			THIRD CLASS	305 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
				Leave Daily Except Sunday	Arrive Daily Except Sunday					
P WY Yard		10.35AM	0.0	TO-R PALACIOS	68.1	10.10AM		7.30AM to 4.30PM	Closed	
37		10.59	7.1	7.1 PHEASANT	61.0	9.50				
19 P I		11.15	11.8	4.7 BLESSING TOWER 157 (M. P. Crossing)	56.3	9.35			Cabin	
25		11.35AM	16.3	4.5 MIDFIELD	51.8	9.20				
50 P		12.18PM	25.6	9.3 MARKHAM	42.5	8.53				
Bay City Yard	42 P W	12.47	31.8	6.2 TO BAY CITY	36.3	8.35		8.00AM to 5.00PM	Closed	
	PI		32.2	0.4 TOWER 33 (G. C. & S. F. Crossing)	35.9			9.00AM to 6.00PM	Closed	
		1.15	37.2	5.0 VAN VLECK	30.9	8.03				
11 P		1.30	44.0	6.8 ASHWOOD	24.1	7.48				
29		1.51	51.1	7.1 PLEDGER	17.0	7.32				
17		1.59	54.0	2.9 DON-TOL	14.1	7.25				
Newgulf Yard	Y		54.3	0.3 (G. C. & S. F. Crossing)	13.8					
	52 P		55.1	0.8 R NEWGULF	13.0					
53 P		2.12	57.5	2.4 TO BOLING	10.6	7.15		7.30AM to 4.30PM	Closed	
33		2.16	58.8	1.3 IAGO	9.3	7.09				
12 Spur East		2.25	62.3	3.5 BURR	5.8	7.01				
Wharton Yard	86 YP	2.40	68.1	5.8 WHARTON JUNCTION	0.0	6.37				
	I		68.4	0.3 TOWER 152 (G. C. & S. F. Crossing)	25.1				Cabin	
27 BKWOP		2.50PM	68.9	0.5 TO-R WHARTON	25.6	6.30AM		Continuous	8.00AM to 4.00PM	
		Arrive Daily Except Sunday				Leave Daily Except Sunday				
		306				305				

(4.15)  
16.2

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

(3.40)  
18.8

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

**EASTWARD**

**GUY SUBDIVISION**

**WESTWARD**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		Distance from Guy	Timetable No. 71 December 14, 1947		Mile Post Location	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations			
	THIRD CLASS	306 Local Freight		STATIONS			THIRD CLASS	305 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
				Leave Daily Except Sunday	Arrive Daily Except Sunday					
Y			0.0	GUY	15.7					
17 Spur East			4.7	4.7 NEEDVILLE	11.0					
			15.7	11.0 GUY JUNCTION	0.0					
Rosenberg Yard	I		16.2	0.5 TO-R TOWER 17 (G.C. & S.F. Crossing)	36.3			Continuous	Continuous	

SEE SAN ANTONIO DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN TOWER 17 AND ROSENBERG

KWYP			16.6	0.4 ROSENBERG	35.9				
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Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

## 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. Employees are forbidden to ride front foot board of yard engine in direction of movement, or on pilot of road engines.

4. Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling track-car repairmen, water-service repairmen, operators of roadway machines, and any employees 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 where there are two or more sidings, eastward trains must take most westerly siding and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order, time table bulletin, special instructions, or the movement made under flag protection.

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

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

## LOCAL

## ALL SUBDIVISIONS

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

Between	Cars	Class Engine	
		Freight	Pass.
Rosenberg, Beeville, Skidmore and Alice	240,000	F-1	P-9
Wharton, Newgulf, Rosenberg and Guy	240,000	F-1	
Newgulf and Palacios	210,000	C-9	P-6
Victoria and Clark	210,000	M-4	
Clark and Port Lavaca	169,000	M-4	
Victoria, Cuero and Yoakum	240,000	F-1	P-9
Cuero and Salado Junction	210,000	MK-5	P-6
Eagle Lake and Yoakum	210,000	MK-5	P-6
River Junction and Kenedy	210,000	F-1	P-6
San Antonio and Beeville	210,000	MK-5	P-6
Alice, McAllen and Brownsville	210,000	MK-5	P-9
Skidmore and Corpus Christi	210,000	MK-5	P-6
Gregory and Kosmos	210,000	C-9	
Kosmos and Rockport	169,000	C-24	

22. MK-5 class and heavier engines must be operated with special precaution on other than main tracks and must not use the following tracks:

Wharton	—Wilbeck gin spur.
Victoria	—Turntable track; City track; Wash track; Houston Oil Company spur.
Cuero	—East oil mill track; Compress tracks Nos. 2 and 3; City spur; Breeden-Runge spur; Cotton mill spur.
Yoakum	—East switches of yard tracks Nos. 1 to 7, inclusive, east yard; Swift & Co. track, New Storeroom track.
Goliad	—C. P. and L. spur.
Falfurrias	—City spur.
Southton	—Cotton mill spur.
Elmendorf	—Pottery spur.
Saspamco	—Loading spurs Nos. 1 and 2; Sewer Pipe Works.

Kenedy	—Compress track No. 3; Short wye.
Sinton	—West leg of M. P. wye.
Taft	—Cotton storage track; Lumber spur; Oil mill track; Elevator track.
Corpus Christi	—Port tracks; Gas house spur; Staples Street track; East end storage tracks Nos. 1, and 2; East leg Epworth wye.
Hallettsville	—Warehouse spur; Oil mill spur.
Yorktown	—Lumber spur; Gin spur; stock pen track.
Nordheim	—House track.
Runge	—Team track.
San Carlos	—Produce track No. 2.
Primera	—House track.
Harlingen	—Central Power & Light Co. track; Atlantic Com. Co. No. 2; Ruow & Lutz track between Adams and Bell St. only.

23. Freight trains must be inspected at each water stop. When conditions are favorable, and in the judgment of the Conductor and Engineer, it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection.

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

24. Spring Switches are located as follows:

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.
River Junction	—Junction switch; normal position for Yoakum Subdivision.
Edinburg Junction	—East wye switch; normal position for McAllen Subdivision. West wye switch Brownsville Subdivision normal position for Brownsville Subdivision.
McAllen	—East wye switch; normal position for main track.
McAllen	—West wye switch; normal position for west leg of wye.
McAllen	—Stem wye switch; normal position for east leg of wye.
Kenedy	—West leg long wye switch; normal position for Corpus Christi Subdivision.

These spring switches are not equipped with facing point locks. Springs switches east end of East Yard; Victoria Street at San Antonio; west wye switch and stem wye switch at McAllen are not protected by signals.

Speed over spring switches at McAllen is restricted to 10 miles per hour. Where reduction of speed over other spring switches is required, it will be indicated by speed boards, or by other speed restrictions applying within same limits.

25. When spring switches are located within the limits of Absolute-Permissive Block System and Absolute Signal governing the facing point movement of such switches indicates stop, in addition to complying with rules and special instructions applying to Absolute-Permissive Block System, a careful inspection must be made of the switches and it must be known that the route is safe for passage of trains before proceeding over the switch.

Spring switches so located are as follows:

River Junction—Junction switch; facing point movement governed by Absolute Signal located at Mile Post 55.5; Cuero Subdivision.

Edinburg Junction—East wye switch; facing point movement governed by Absolute Signal located at Mile Post 141.1; McAllen Subdivision.



26. Location of bulletin books at San Antonio and Houston:  
San Antonio—Train-order office, Commerce Street; Train-order office, East Yard; Enginehouse.  
Houston —Train-order office, passenger station; Houston Avenue enginehouse; Hardy Street enginehouse and Yardmaster's office.

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

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

**Brownsville Subdivision:**

158.47, Resaca Trestle, west of La Villa.

**Alice Subdivision:**

18.88, Nueces River, La Fruta.

117.09, San Antonio River, west of Goliad.

92.01, Guadalupe River, 93.36 and 93.74, west of Victoria.

**Corpus Christi Subdivision:**

144.75, Reef Bridge, east of Corpus Christi.

**Cuero Subdivision:**

48.54 Irish Creek, west of Verhelle.

57.21, Guadalupe River, west of Cuero.

75.48, and 75.68, west of Westhoff.

106.10, west of Stockdale.

110.43, west of Sutherland Springs.

**Yoakum Subdivision:**

169.49, San Antonio River, west of Runge.

67.05, Colorado River, east of Altair.

**Rosenberg Subdivision:**

68.98, Lavaca River, west of Edna.

59.60, Navidad River, west of Ganado.

25.95, Colorado River, west of Wharton.

18.72, West Bernard River, east of Hungerford.

14.76, East Bernard River, west of Kendleton.

**Palacios Subdivision:**

37.85, Colorado River, west of Bay City.

29. Trains, with the same conductor and engineer operating through the stations indicated, may be issued train orders on one subdivision which affect their movements on the other, or both, subdivisions:

Wharton Junction—Trains of the Rosenberg and Palacios Subdivisions.  
Cuero —Trains of the Cuero and Yoakum Subdivisions.  
Kenedy —Trains of the Yoakum and Corpus Christi Subdivisions.  
Edinburg Junction—Trains of the McAllen and Brownsville Subdivisions.  
Gregory —Trains of the Corpus Christi and Rockport Subdivisions.  
Skidmore —Trains of the Corpus Christi and Alice Subdivisions.  
Beeville —Trains of the Corpus Christi and Alice Subdivisions.  
Victoria —Trains of the Alice, Rosenberg and Cuero Subdivisions.

**BROWNSVILLE AND McALLEN SUBDIVISIONS**

42. No. 315 arriving Brownsville will back the train to the Passenger Station.

43. At Brownsville protection must be provided for all back-up movements over the three paved streets across main and wye tracks.

44. The siding at Harlingen is the track parallel to the main track opposite freight and passenger stations.

45. Unless otherwise directed by train order, the engine arriving Edinburg Junction, on No. 315 will assume the schedule of No. 315 on the Brownsville Subdivision and the engine arriving Edinburg Junction on No. 312 will assume the schedule of No. 312 on the McAllen Subdivision.

46. At McAllen flag protection must be provided for all train, engine and switching movements over first highway crossing west of Missouri Pacific crossing.

47. At Alice flag protection must be provided for all train, engine and switching movements on all tracks over South Second Street just west of station building, and on Front Street just west of Tex. Mex. crossing.

48. Because of sharp curvature, M. P. transfer track, Beech St. and Cedar St. tracks, McAllen, must not be used by road engines except Engines 867, 868 and 869.

49. Edinburg Yard is a register station only for trains that originate or terminate there.

**CORPUS CHRISTI, ROCKPORT AND ALICE SUBDIVISIONS**

55. The main track between Victoria (Passenger Station) and Victoria (Freight Yard) will be used jointly by trains of the Rosenberg, Cuero, Port Lavaca and Alice Subdivisions.

56. Kenedy is a register station only for trains that originate or terminate there.

57. At Mathis flag protection must be provided for all movements of engines and/or cars over paved highway crossing on Missouri Pacific interchange track and at night a member of the crew must be stationed on the crossing with proper signals while crossing is occupied.

58. At Alice flag protection must be provided for all train, engine and switching movements on all tracks over South Second Street just west of station building, and on Front Street just west of Tex. Mex. crossing.

59. Maximum speed over Bascule Bridge, Corpus Christi, 12 miles per hour; over Reef Bridge, passenger trains 35 and freight trains 25 miles per hour but engines must not exceed 10 miles per hour over the Draw Span.

60. Within yard limits, Beeville and Skidmore, the main tracks may be used, protecting only against first class trains. Trains and engines must move with caution, expecting to find the main tracks occupied without protection.

61. Crossing gates, equipped with light signals, are located 400 feet east and west of Draw Span (MP 146.4), Corpus Christi Reef Bridge; normal position for rail traffic. When gates are set for rail traffic a green light will be displayed on gate to the right of main track in the direction of movement; when set for water traffic a red light will be displayed on gate in center of main track. Trains must approach gates with caution, and STOP if route is not clear. When route is clear trains may proceed without stopping in accordance with Item 59.

62. The main track between Alice Subdivision junction switch and passenger station, Beeville, will be used jointly by trains of the Corpus Christi and Alice Subdivisions.

63. Beeville is a register station only for trains that originate or terminate there.

64. San Antonio (Commerce Street) is a train-order office only for trains that originate there, and a register station only for trains that originate or terminate there.

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

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

67. Before detaching engine at East Yard hand brakes must be set on at least eight cars on east end of train to prevent cars rolling out of yard.

68. Siding at Taft extends from east switch to the cross-over switch.

69. Siding at Goliad extends from east switch to the east cross-over switch.

70. Trains and engines using Kosmos spur, Rockport Subdivision, must stop clear of highway and send flagman ahead with red signals to warn highway traffic before passing over crossing. Movement over crossing must not exceed 15 miles per hour and when possible no portion of train should be left standing within the right-of-way limits of highway.

71. All back-up movements or moves with cars ahead of engine over paved highway crossings, Gregory, must be preceded by flagman. At night a member of the crew must be stationed on the crossing with proper signals while crossing is occupied.

72. At Corpus Christi flag protection must be provided for all yard engine movements over paved crossing, Highway 181, on Market Street, east of bascule bridge.

73. Normal position of switch, stem of wye, Corpus Christi, will be for east leg of wye (straight track).

74. TAKE SIDING INDICATORS are located on Absolute signals located on Alice and Corpus Christi Subdivisions at junction and on Absolute signal MP 93.4, west of water tank, Beeville.

Westward Corpus Christi Subdivision trains will enter siding at east switch; westward trains Alice Subdivision will enter siding through crossover.

#### ROSENBERG, GUY, PALACIOS AND PORT LAVACA SUBDIVISIONS

75. Trains originating at Victoria (freight yard) must obtain clearance at Victoria passenger station. Trains originating or terminating at Victoria (freight yard) will register at Victoria passenger station.

76. Derails are located at Port Lavaca Subdivision main track east and west of Rosenberg Subdivision crossing, Victoria. Before handling derails to use the crossing, protection must be afforded in both directions on Rosenberg Subdivision. Rosenberg Subdivision trains will not exceed 6 miles per hour over this crossing.

77. At Victoria flag protection must be provided for passenger trains when making back-up movement over Goodwin Street between Port Lavaca Subdivision crossing and passenger station.

78. The siding at Wharton is the track parallel to main track on south side opposite passenger station.

79. The main track between Wharton and Wharton Junction will be used jointly by trains of the Rosenberg and Palacios Subdivisions.

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

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

80. Tower 17 is a register station only for trains that originate or terminate there. Trains may register at Tower 17 by register ticket, Form 2642, and obtain train-order check, Form V, of superior trains due that have arrived or left.

81. At Bay City all trains approach first street crossing, east of the station, with caution, prepared to stop if necessary to avoid endangering vehicular traffic.

82. The siding at Newgulf extends from the west switch to the east cross-over switch.

83. The main track between Victoria (Passenger Station) and Victoria (Freight Yard) will be used jointly by trains of the Rosenberg, Cuero, Port Lavaca and Alice Subdivisions.

#### CUERO AND YOAKUM SUBDIVISIONS

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

88. Main tracks between San Antonio (Commerce Street) and East Yard will be used jointly by trains of the Victoria Division and San Antonio Division. Movements between these points must be made with caution, expecting to find the main track occupied, and movements against the current of traffic may be made only under flag protection.

89. The main track between East Yard and Salado Junction will be used jointly by trains of the Victoria Division and San Antonio Division, movements in accordance with Absolute-Permissive Block System indications under the provisions of the rules and special instructions applying thereto.

90. Hand brakes must be set on freight trains, or cuts of cars, before engine is detached, as follows: East Yard—At least 8 cars on east end of train. Yoakum (west yard)—At least 6 cars on west end of train. Yoakum (Waco left side tracks)—At least 6 cars on each end of train.

91. The main track between River Junction and the west wye switch, Cuero, will be used jointly by trains of the Cuero and Yoakum Subdivisions, movements in accordance with Absolute-Permissive Block System indications under the provisions of the rules and special instructions applying thereto.

92. Normal position of switches Victoria-Yoakum leg of wye, Cuero, is for the wye to permit through movement between Victoria and Yoakum.

93. Trains of both the Cuero and Yoakum Subdivisions will be governed by train order signal located at passenger station, Cuero. The arm on side next to passenger station governs westward trains; the arm on opposite side governs eastward trains. Extra trains operating between Victoria and Yoakum and also extra trains operating between Yoakum and San Antonio on through running orders will obtain a clearance during hours an operator is on duty, and, during hours an operator is not on duty, may leave Cuero without a clearance if both arms of train order signal indicate "proceed."

94. Cuero is a register station for regular trains only.

95. Trains originating at Victoria (Freight Yard) must obtain clearance at Victoria (Passenger Station).

96. Trains originating or terminating at Victoria (Freight Yard) will register at Victoria (Passenger Station).

97. East Yard is a train order office only for trains that originate there.

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

99. Normal position of east switch Long Wye at Kenedy is for Long Wye to permit through movement from Yoakum to Corpus Christi.

100. At Du Pre flag protection must be provided for all movements of engines—and/or cars—over state highway crossing on Heldenfelds gravel pit track and at night a member of the crew must be stationed on the crossing with proper signals while crossing is occupied.

101. The main track between Victoria (Passenger Station) and Victoria (Freight Yard) will be used jointly by trains of the Rosenberg, Cuero, Port Lavaca and Alice Subdivisions.

#### STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Cordull	Rosenberg	61.3	23
Matilda	"	68.6	60-E
McCarthy	Palacios	65.9	8-W
Soco	Alice	102.1	8-E
Raisin	"	99.3	22-E
McNamara	"	120.4	4-W
Melo	"	121.7	7-E
La Fruta	"	18.7	22-E
Casa Blanca	"	22.7	6-W
Blue Mott	Cuero	40.6	0
Carpenter	"	120.2	11-W
Saunders	"	126.7	5-W
Skinner	McAllen	46.27	8-E
Seeligson	"	66.2	12-E
La Gloria	"	75.2	14-E
Solino	"	130.5	50
Eby	"	147.02	11-E
Ken	"	149.6	7-E
Macrod	Brownsville	186.8	15-E
Palmetal	"	176.3	10
Rogerslacy	"	161.4	17-W
Mont	Yoakum	106.9	3-E
Logco	Corpus Christi	71.2	6-E
Cowan	Corpus Christi	81.9	24-W
Clara	"	107.1	17
Midway	"	133.8	5-E
Goldston Spur	Guy	13.3	9-E

111. Unless otherwise further restricted, the following is maximum speed for trains between the points named:	Steam Passenger Trains			Engines with two-wheel engine trucks in passenger service			Manifest freight trains when handled by engines not otherwise restricted and when not handling any of the restricted cars shown in Item 120			Freight and Mixed Trains			Trains handling derricks, ditchers, steam shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels.		
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			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
BETWEEN															
Rosenberg and Beeville.....	55	55	SPEED BOARDS GOVERN	40	40	SPEED BOARDS GOVERN	40	40	FREIGHT TRAIN SPEED ON SPEED BOARDS GOVERNS	35	35	SPEED BOARDS GOVERN	25	25	18
Beeville and Skidmore.....	60	60		40	40		40	40		35	35		25	25	18
Skidmore and Alice.....	50	50		40	40		35	35		30	30		25	25	18
Alice and Harlingen.....	55	55		40	40		40	40		35	35		25	25	18
Harlingen and Brownsville.....	50	50		40	40		35	35		30	30		25	25	18
Tower 112 and Beeville.....	50	45		40	40		35	35		35	35		25	25	18
Skidmore and Corpus Christi.....	45	45		40	40		35	35		30	30		25	25	18
Eagle Lake and Yoakum.....	40	40		35	35		30	25		25	25		20	15	15
Yoakum and Cuero.....	50	45		40	40		40	35		30	30		25	25	18
River Junction and Kenedy.....	40	40		35	35		30	30		30	30		25	20	15
Salado Junction and Cuero.....	45	45		40	40		35	30		30	30		25	25	18
Cuero and Victoria.....	50	45		40	40		40	35		35	35		25	25	18
Victoria and Pt. Lavaca.....	20	20		20	20		20	20		20	20		15	15	15
Wharton Junction and Newgulf.....	40	40		35	35					25	25		20	20	15
Newgulf and Palacios.....	40	40		35	35					30	25		20	20	15
Rosenberg and Guy.....	30	30	30	30			20	20	20	18	15				
Gregory and Rockport.....	25	25	25	25			20	20	15	15	15				

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

Wharton, 25 miles per hour; El Campo, 20 miles per hour; Edna, 10 miles per hour; Victoria, 6 miles per hour; Beeville, 20 miles per hour; Harlingen, 18 miles per hour (First St., 6 miles per hour); San Antonio, 18 miles per hour; Eagle Lake, 6 miles per hour.

112. Trains must not exceed 15 miles per hour through cross-overs, junctions and other diverging switches; 25 miles per hour over draw bridges; 30 miles per hour in facing movements over spring switches; Passenger trains must not exceed 45 miles per hour and freight trains 30 miles per hour over railroad crossings at grade not otherwise restricted.

113. Unless otherwise further restricted, the following is maximum speed for Gas Electric Motor passenger trains between points named:

- Eagle Lake and Yoakum, 45 miles per hour;
- Yoakum and Cuero, 55 miles per hour;
- River Junction and Kenedy, 40 miles per hour;
- Cuero and Salado Junction, 50 miles per hour;
- Rosenberg and Cuero, 55 miles per hour.

114. Trains and engines must not exceed 10 miles per hour through either leg of wye, Cuero; through Alice Subdivision connecting track, Beeville; and through turnouts and inside tracks on Yoakum, Port Lavaca and Rockport Subdivisions.

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

Sherman, Burleson, Lamar, Burnet, Montana, Wyoming, Dakota.....12:01 a.m. to 6.00 a.m.

116. Passenger trains handling converted steel wheel box cars or converted foreign line box cars equipped with steel wheels only, must not exceed maximum speed of 40 MPH, and with steel wheels, snubbers, and AB brake equipment, 45 MPH between Rosenberg and Skidmore, San Antonio and Corpus Christi, Skidmore, McAllen and Brownsville, and not exceed maximum freight train speed between all other points.

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

Sub-divisions	FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
	Location of Speed Board M.P.	Beginning of Restriction M.P.	End of Restriction M.P.	Location of Speed Board M.P.	Beginning of Restriction M.P.	End of Restriction M.P.
Cuero	107.30	106.55	105.75	105.00	105.75	106.55
Yoakum	168.50	167.75	167.35	166.60	167.35	167.75
Alice	18.90	18.15	15.25	14.50	15.25	18.15
Brownsville	204.40	203.65	203.28	203.28	202.53	203.65
Palacios	32.50	31.75	30.50	29.75	30.50	31.75
Corpus Christi	21.00	20.25	18.61	17.86	18.61	20.25
	29.25	28.50	26.95	26.20	26.95	28.50
	45.77	45.02	44.35	43.60	44.35	45.02
	56.75	56.00	54.13	53.38	54.13	56.00
	64.43	63.68	62.78	62.03	62.78	63.68
	73.75	73.00	72.40	71.65	72.40	73.00

**MAXIMUM SPEED OF ENGINES**

119. The speed indicated must not be exceeded at any point, by engines listed below, in any service, or when handled in tow:

323 to 386	30 miles per hour 481 to 498	867 to 894
803, 804, 807, 810, 811, 813, 819, 820, 826, 829, 831, 832, 838, 845, 848, 895, 896.	35 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.	40 miles per hour	

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

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

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

Road engines in tow in charge of messenger and under sufficient steam to lubricate, moving forward, rods in place.....Freight train speed

Road engines running forward, light, unless otherwise directed.....Freight train speed

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

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

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

Gas-electric motor passenger cars while being hauled in trains, forward or backward.....60 miles per hour

Gas-electric motor passenger cars running backward, either with or without cars.....20 miles per hour

Speed of freight trains handling logs loaded on flat or logging cars.....25 miles per hour

120. Speed shown under "Manifest Freight Trains", Item 111, 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, rails, 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, ditching machines, or any other car restricted by rule or special instructions;

Cars with arch bar type trucks.

121. MK-5 class engines must not exceed 25 MPH over Bridge 44.64, San Antonio River, Falls City; between Eage Lake and Yoakum; Runge and Kenedy; and 30 MPH between Cuero and Salado Junction; Portland and Corpus Christi.

MK-5 class and heavier engines must not exceed 15 MPH over Bridge 92.68, Navidad River, Sublime.

M-21 class engines must not exceed speed authorized for freight and mixed trains, Item 111.

122. The following equipment must not be operated by own power or towed through water in excess of height above top of rail as indicated below. When operated by own power or towed through water above top of rail, speed of 3 MPH must not be exceeded.

	Maximum Height of Water above Ton of Rail
1. Diesel-electric locomotives .....	4 inches
2. Gas-electric motor cars .....	4 inches
3. Streamlined passenger equipment.....	6 inches
4. Steam locomotives and conventional passenger equipment .....	12 inches

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

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

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "

**TIME INSPECTORS**

Sidney Y. Ball, General Time Inspector.....	Chicago, Illinois
Houston Watch Company, Southern Pacific Bldg.....	Houston, Texas
W. E. Connor, 1222 Hardy Street.....	Houston, Texas
Chas. Gildemeister, 122 Broadway.....	San Antonio, Texas
O. B. Humble, 1217 South Flores.....	San Antonio, Texas
Wm. L. Dostal.....	Rosenberg, Texas
E. H. Boyd.....	Wharton, Texas
N. O. Jacobs.....	Victoria, Texas
Albrecht Jewelry Co.....	Yoakum, Texas
W. A. Swope.....	Alice, Texas
Taylor Bros. ....	Corpus Christi, Texas
Dorfman's Jewelry Store, Inc. ....	Brownsville, Texas
R. B. Roberts.....	Harlingen, Texas
Milton T. Blackwell.....	McAllen, Texas
A. L. Jolly.....	Edinburg, Texas

**LEGAL HOLIDAYS**

New Year's Day.....	January 1st.
Washington's Birthday.....	February 22nd.
Decoration Day.....	May 30th.
Independence Day.....	July 4th.
Labor Day.....	First Monday in September.
Thanksgiving Day.....	Fourth Thursday in November.
Christmas.....	December 25th.

**SPEED TABLE**

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

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

**CABIN INTERLOCKING**

- Tower 152. G. C. & S. F. Crossing Wharton normally lined for T. & N. O.  
 Tower 157 M. P. Crossing Blessing normally lined for M. P.  
 Tower 149 M. P. Crossing mile post 136 near Alsonia normally lined for T. & N. O.  
 Tower 145 M. P. Crossing Edinburg Junction normally lined for T. & N. O.  
 Tower 146 M. P. Crossing Edcouch normally lined for T. & N. O.  
 Tower 147 M. P. Crossing Lantana normally lined for T. & N. O.  
 Tower 151 M. P. Crossing mile post 191.3 near Los Fresnos normally lined for T. & N. O.  
 Tower 158 M. P. Crossing Placedo normally lined for M. P.

Instructions for operating interlockings are located at each interlocking station. When operated by member of train crew interlocking will be restored to normal position as soon as movement completed through interlocking limits.

**AUTOMATIC INTERLOCKING**

M. P. Crossing, MP 122.7, West Sinton.

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, a member of crew should proceed to crossing to ascertain conditions. If a train is not observed on intersecting route or standing on approach circuit or moving away from interlocking, member of crew will unlock box marked "T.&N.O. RELEASE" and operate push button and after two minutes and forty-five seconds, the signal governing route should assume PROCEED position. If home signal fails to assume proceed position, train must be governed by Rule 663.

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

If a train, after entering the approach circuit, does not pass the home signal within a period of four minutes, the home signal, after indicating proceed, will automatically return to stop position and will not again clear until the train enters the CLEARING CIRCUIT.

Cars must not be left standing in the CLEARING CIRCUIT.

**REMOTE INTERLOCKING**

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

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

**BEEVILLE**

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

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

To Alice Subdivision main track eastward from any point o — o

To Corpus Christi and Alice Subdivisions main track westward from any point —

To Corpus Christi Subdivision main track eastward from any point — o o —

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

**EAST YARD**

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

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

**ROSENBERG**

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

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

**ABSOLUTE-PERMISSIVE BLOCK SYSTEM**

(A. P. B.)

**CUERO SUBDIVISION****Absolute-Permissive Block System Limits Between River Junction and Cuero.**

Absolute signal located at west wye switch, Cuero, MP 55.5, governs westward movements.

Absolute signals located at fouling point, River Junction, govern eastward movements on the Cuero Subdivision and from the Yoakum Subdivision.

Overlaps of absolute signal at west wye switch, Cuero, extend 2285 feet west of River Junction, on Yoakum Subdivision, and 3390 feet west of River Junction on Cuero Subdivision, and are indicated by overlap posts.

Trains may enter main track at west switch of siding, Cuero, when switch indicator indicates "block clear." To enter the main track when switch indicator indicates "block occupied," movement must be made in compliance with Rule 744 and in addition, must be protected against westward trains.

**McALLEN SUBDIVISION****Absolute-Permissive Block System Limits Between Edinburg Junction and Edinburg Yard.**

Absolute signals located at fouling point, Edinburg Junction, govern eastward movements on the McAllen Subdivision and movements from the Brownsville Subdivision.

Absolute signal located at west crossover switch, Edinburg Yard, MP 141.1, governs westward movements.

Overlaps of absolute signal, Edinburg Yard, extend to fouling point of west wye switch on McAllen Subdivision, and west wye switch on Brownsville Subdivision, Edinburg Junction, and are indicated by overlap posts.

Trains may enter main track through west switch of extension, Edinburg Yard, when switch indicator indicates "block clear." To enter main track when switch indicator indicates "block occupied," movement must be made in compliance with Rule 744, and in addition, must be protected against westward trains.

**SAN ANTONIO DIVISION****Absolute-Permissive Block System Limits Between East Yard and Salado Junction.**

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

Absolute signal located on the San Antonio Division 550 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 on San Antonio Division extends east of Salado Junction to 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 "STOP" and indicator at switch indicating "block occupied," must protect against westward trains on the San Antonio Division.

# SPECIAL INSTRUCTIONS

## CENTRALIZED TRAFFIC CONTROL SYSTEM (C. T. C.)

### ALICE AND CORPUS CHRISTI SUBDIVISIONS

#### Centralized Traffic Control System Limits Between Beeville and Skidmore.

Absolute signals located MP 93, Corpus Christi Subdivision, and MP 146, Alice Subdivision, which includes junction of Alice and Corpus Christi Subdivisions at Beeville, govern westward movements.

Absolute signal located just east of the east switch, Skidmore, MP 103.8, governing eastward movements.

Controlled sidings are located at Darby and Yougeen and power switches at these stations are equipped with cranks.

Trains may enter main track from diverging tracks, other than the controlled sidings, when the switch indicator indicates "block clear." To enter the main track when the switch indicator indicates "block occupied," permission must first be obtained from the signal operator at Beeville and movement must be made in compliance with Rule 776.

Telephones at Darby, Yougeen, East switch to siding and in register office at Skidmore are connected with train-order office, Beeville.

## INTERLOCKING WHISTLE CODES

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

Main track from any point ———

To west siding from any point ——— o o ———

To east siding from any point o ——— ———

Victoria Division from any point ——— o ———

G. C. & S. F. from any point ——— ——— o o

### INTERLOCKING 33, G. C. & S. F. CROSSING, BAY CITY

Main track ———

Main track to transfer o ——— o

When signal operator is not on duty route will be set for T. & N. O. movements.

### INTERLOCKING 90, MO. PAC. CROSSING, VICTORIA

Main track ———

When signal operator is not on duty route will be set for T. & N. O. movements.

### INTERLOCKING 159, MO. PAC. CROSSING, MATHIS

Main track ———

### INTERLOCKING 138, MO. PAC. CROSSING, HARLINGEN

Main track ———

When signal operator is not on duty route will be set for Mo. Pac. movements.

When necessary for T. & N. O. trains to use the interlocking while route is set for Mo. Pac., and signal operator is not on duty, he must be called to operate the interlocking.

### BASCULE DRAWBRIDGE, (MP. 148.3) CORPUS CHRISTI

Main track ———

To and from Port Terminal Lead ——— 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 121, 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.

### INTERLOCKING 115, 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 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.

## TELEPHONES LOCATED IN OTHER THAN STATION BUILDINGS OR TELEPHONE BOOTHES

In Section Houses			On Pole	In Tool Houses
Burr	Aloe	Linn	Hobson	Ashwood
Rosenberg	Fannin	La Blanca	Colorado River Bridge (Bay City)	Edgar
Hungerford	Goliad	La Villa	Thomaston Gravel Pit	
Mackay	Berclair	Southton		
El Campo	Poesta	Calaveras Creek (MP 20)		
Louise	Tynan	Falls City		
Ganado	Alfred	Normanna		
Edna	Ben Bolt	Sinton		
Inez	Ella	Thomaston		
Telfener	Rachal	Spring Creek (DuPre)		

SPECIAL INSTRUCTIONS

RATINGS OF ENGINES IN FREIGHT SERVICE

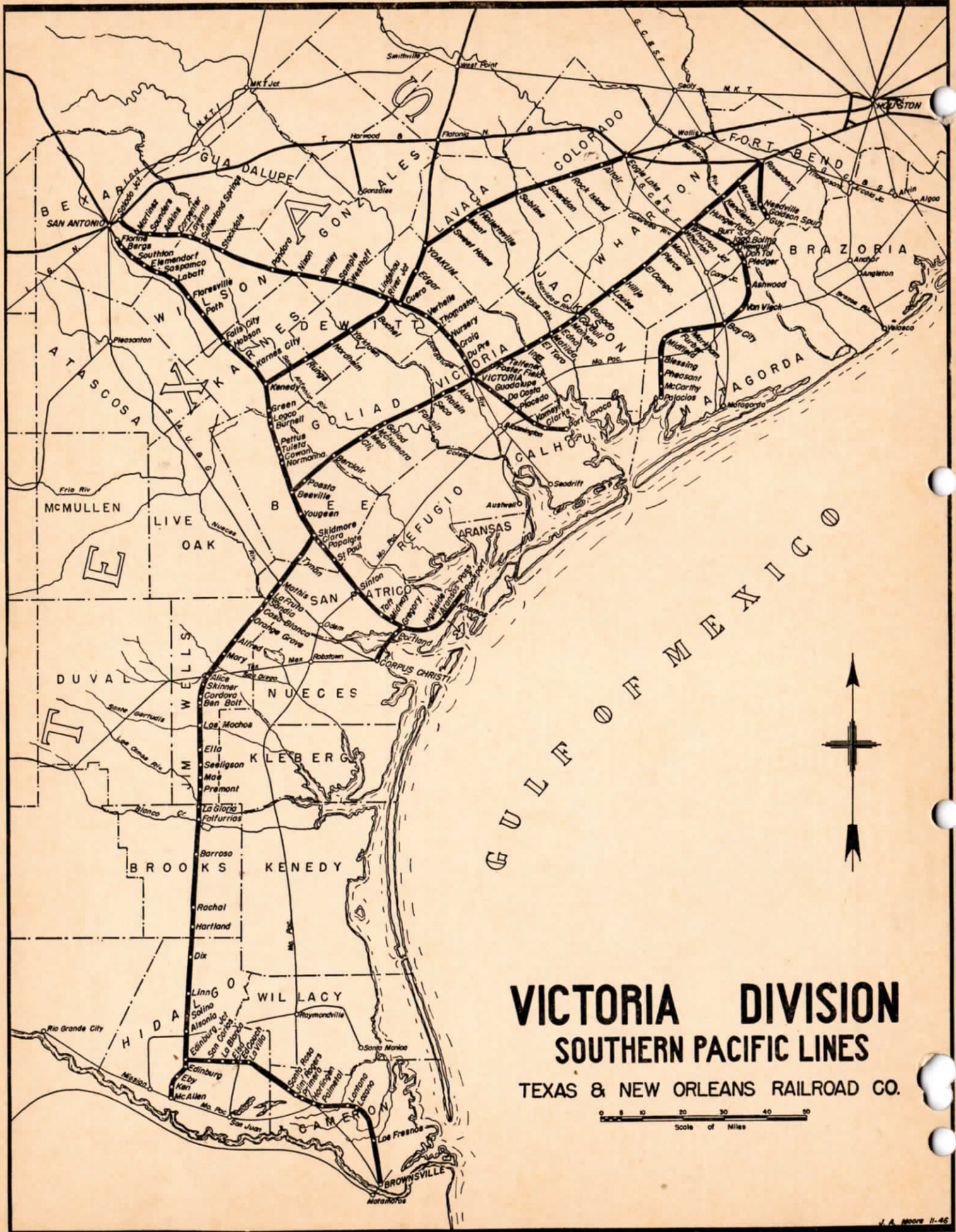
CLASS	ENGINE NUMBERS	Rosenberg and Victoria	Victoria and Beeville	San Antonio and Kenedy	Kenedy to Beeville	Beeville and Corpus Christi	Beeville to Kenedy	Skidmore and Alice	Alice to McAllen and Brownsville	Brownsville to McAllen Alice	Wharton and Palacios	Houston and Sheridan	Sheridan and Yoakum	Yoakum and Cuero	Cuero and Kenedy	Cuero and Yoakum	Victoria and Cuero	Cuero and San Antonio
M-9	550 to 556	5310	3080	2380	2000	4590	2220	2300	5310	5310	5310	4140	2160	2180	2150	2350	3230	2020
M-10	500 to 514	5580	3240	2500	2100	4820	2330	2420	5580	5580	5580	4350	2270	2290	2260	2470	3390	2120
M-21	520 to 529	7000	4150	3200	2740	6200	3000	3100	6870	6000	6870	6000	3000	3100	3000	3260	4450	2810
T-28	388 to 399	5780	2980	2380	2020	4930	2200	2320	8000	6250	5780	4680	2440	2460	2430	2660	3660	2280
C-9	808 to 850	9000	6500	4250	3250	8000	4000	5500	9000	7500	9000	9000	3750	5000	3750	4600	8000	3400
C-24	885 to 894	5440	2930	2330	1980	4840	2160	2280	5440	5440	5440	4440	2340	2360	2330	2550	3520	2160
MK-5	738 to 794	12000	8200	4700	3750	10000	4500	6500	11500	8500	11000	12000	4000	6000	4000	5800	10000	4100
F-1	955 to 999	13500	9350	6000	5100	12000	5700	8000	13500	10000	11000	12000	7500	5250	7250	12500	5200	

COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
Houston	Dr. J. R. Gandy	Chief Surgeon	Alice	Dr. C. L. Behrens	Examining Surgeon	Harlingen	Dr. A. J. Pollard	Local Surgeon
Houston	Dr. Frank K. Dornak	Assistant Chief Surgeon	Beeville	Dr. Lane Barbour	Local Surgeon	Harlingen	Dr. T. J. Lamotte	Local Surgeon
Houston	Dr. W. G. Bryan	Local Surgeon	Brownsville	Dr. L. W. Kirpland	Local Surgeon	Harlingen	Dr. G. L. Gallaher	Local Surgeon
Houston	Dr. E. K. Chuam	Local Surgeon	Brownsville	Dr. Byron M. Works	Examining Surgeon	Karnes City	Dr. S. A. King	Local Surgeon
Houston	Dr. H. C. Feagin	Examining Surgeon	Brownsville	Dr. O. Y. Lawrence	Oculist and Aurist	Kenedy	Dr. E. W. Jones	Examining Surgeon
Houston	Dr. T. L. Royce	Local Oculist	Brownsville	Dr. S. J. Merrill	Local Surgeon	Mathis	Dr. W. A. Guynes	Local Surgeon
Houston	Dr. W. F. Cole	Local Surgeon	Brownsville	Dr. H. G. Heaney	Division Surgeon	Mathis	Dr. W. H. Dunham	Local Surgeon
Houston	Dr. J. W. Ray	Local Surgeon	Brownsville	Dr. G. W. Edgerton, Jr.	Division Surgeon	Mathis	Dr. F. E. Vlietman	Local Surgeon
Houston	Dr. E. A. Moore	Local Surgeon	Brownsville	Dr. S. K. Stroud	Local Oculist	Mathis	Dr. F. E. Osborn	Local Surgeon
Houston	Dr. Donald M. Greedy	Local Surgeon	Brownsville	Dr. C. J. Dixon	Local Surgeon	Mathis	Dr. Alfred S. Osborn	Local Surgeon
Houston	Dr. E. S. Crocker	Local Surgeon	Brownsville	Dr. K. J. Eckhardt	Local Surgeon	Mathis	Dr. E. G. Johnson	Local Surgeon
Houston	Dr. R. M. Harrove	Local Surgeon	Brownsville	Dr. R. W. Swarthgen	Local Surgeon	Mathis	Dr. C. C. Johnson	Local Surgeon
Houston	Dr. Frank J. Farnst	Local Surgeon	Brownsville	Dr. A. W. Davison	Local Oculist and Aurist	Mathis	Dr. C. G. Johnson	Local Surgeon
Houston	Dr. C. G. Cody III	Local Surgeon	Brownsville	Dr. E. G. Mathis	Local Oculist and Aurist	Mathis	Dr. N. C. Bidler	Local Surgeon
Houston	Dr. B. H. Baver	Local Surgeon	Brownsville	Dr. L. W. O. Jansen	Local Oculist	Mathis	Dr. A. C. Boethel	Local Surgeon
Houston	Dr. L. L. Zarr	Local Surgeon	Brownsville	Dr. F. B. Kelly	Local Oculist	Mathis	Dr. J. A. Weyer	Local Surgeon
Houston	Dr. Allan Collette	Local Surgeon	Brownsville	Dr. William Horbally	Examining Surgeon	Mathis	Dr. J. T. Koerner	Local Surgeon
Houston	Dr. L. L. Kathan	Local Surgeon	Brownsville	Dr. J. A. Garcia	Examining Surgeon	Mathis	Dr. F. T. Koerner	Local Surgeon
Houston	Dr. E. L. Trucken	Local Surgeon	Brownsville	Dr. J. G. Dobbs	Local Surgeon	Mathis	Dr. K. L. Furell	Local Surgeon
Houston	Dr. C. E. Scull	Local Surgeon	Brownsville	Dr. J. A. Durborn	Local Surgeon	Mathis	Dr. J. W. Weeks	Local Surgeon
Houston	Dr. L. S. Novak	Local Surgeon	Brownsville	Dr. F. M. Durborn	Local Oculist and Aurist	Mathis	Dr. J. W. Weeks	Local Surgeon
Houston	Dr. Dudley Jackson	Local Surgeon	Brownsville	Dr. Frank A. Fralder	Examining Surgeon	Mathis	Dr. J. W. Weeks	Local Surgeon
Houston	Dr. E. D. Shipman	Examining Surgeon	Brownsville	Dr. J. R. Langhin	Local Surgeon	Mathis	Dr. H. S. Rushing	Local Surgeon
Houston	Dr. E. W. Coyie	Examining Surgeon	Brownsville	Dr. R. W. Wells	Local Surgeon	Mathis	Dr. E. S. Ewing	Local Surgeon
Houston	Dr. M. W. McCurdy	Division Oculist	Brownsville	Dr. H. V. Reeves	Local Surgeon	Mathis	Dr. C. C. Cogburn	Local Surgeon
Houston	Dr. O. H. Judkins	Oculist and Aurist	Brownsville	Dr. R. O. Schaleben	Local Surgeon	Mathis	Dr. E. L. Penrod	Local Surgeon
Houston	Dr. Jackson Scull	Local Surgeon	Brownsville	Dr. J. J. DeWitt	Examining Surgeon	Mathis	Dr. L. M. Poff	Local Surgeon
Houston	Dr. A. M. Rogers	Local Surgeon	Brownsville	Dr. C. H. Otken	Examining Surgeon	Mathis	Dr. F. R. Rugeley	Local Surgeon
Houston	Dr. T. W. Follie	Local Oculist and Aurist	Brownsville	Dr. J. W. Oxford	Local Surgeon	Mathis	Dr. F. J. Blassingame	Local Surgeon
Houston	Dr. F. B. Shields	Division Surgeon	Brownsville	Dr. C. W. Arber	Local Surgeon	Mathis	Dr. T. M. Neal	Local Surgeon
Houston	Dr. Joseph Hopkins	Examining Surgeon	Brownsville	Dr. J. M. Banknight	Local Surgeon	Mathis	Dr. H. H. Brown, Jr.	Local Surgeon
Houston	Dr. Alar Shields	Examining Surgeon	Brownsville	Dr. L. W. Chilton, Jr.	Local Surgeon	Mathis	Dr. H. H. Brown, Jr.	Local Surgeon
Houston	Dr. W. W. Sale	Oculist and Aurist	Brownsville	Dr. C. T. McMillin (Portland)	Local Surgeon	Mathis	Dr. E. H. Marek	Local Surgeon
Houston	Dr. E. C. Mooney	Local Surgeon	Brownsville	Dr. V. H. Duttner	Local Surgeon	Mathis	Dr. H. C. Echehardt	Local Surgeon
Houston	Dr. George G. Wycle	Examining Surgeon	Brownsville	Dr. A. M. Letzerich	Local Surgeon	Mathis	Dr. L. W. Nowlanski	Local Surgeon

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

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



# VICTORIA DIVISION

## SOUTHERN PACIFIC LINES

TEXAS & NEW ORLEANS RAILROAD CO.