

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

VICTORIA DIVISION

61

To Take Effect Sunday, July 26, 1936, at 12:01 A. M.

CENTRAL STANDARD TIME

For the government and information of employes only.

L. B. McDONALD,
General Manager

A. D. MIMS,
Assistant General Manager

O. C. CASTLE,
Superintendent of Transportation

2 EASTWARD BROWNSVILLE SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	FIRST CLASS	Distance From Brownsville	TIME TABLE No. 61 July 26, 1936	Distance From Edinburg Yard	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	394	314				313	393	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Freight	Passenger				Passenger	Freight		
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily						
BWOKY P Yard	10.00PM	8.00PM	0.0	TO-R BROWNSVILLE	64.7	8.00AM	4.30AM	8.00 AM to 5.00 PM	3.00 PM to 5.00 PM
			0.2	0.2	M. P. BELT CROSSING	64.5			
			5.3	5.1	TEJON	59.4			
49 P	10.25	8.20	11.7	6.4	LOS FRESNOS	53.0	s 7.42	3.30	
I			14.0	2.3	TOWER 151 (S.B. & R.G. Cross.)	50.7			
			16.1	2.1	LACOMA	48.6			
			18.5	2.4	MACROD	46.2			
	10.45	8.33	21.3	2.8	LOZANO	43.4	f 7.28	2.55	
49 P	10.51	8.38	23.7	2.4	LANTANA	41.0	7.23	2.40	
I			24.1	0.4	TOWER 147 (S.B. & R.G. Cross.)	40.6			
WP Yard	11.30	8.53	31.0	6.9	TO HARLINGEN	33.7	s 7.10	2.20	7.00 AM to 4.00 PM
I			32.7	1.7	TOWER 138 (M. P. Crossing)	32.0			7.00 PM to 11.00 AM
P	11.50PM	9.03	35.8	3.1	PRIMERA	28.9	7.01	1.55	
48 P	12.15AM	9.11	40.5	4.7	SANTA ROSA	24.2	s 6.54	1.35	
P	12.35		47.8	7.3	LA VILLA	16.9		1.15	
P	12.55	9.25	49.9	2.1	EDCOUCH	14.8	s 6.40	1.10	
I			50.0	0.1	TOWER 146 (M. P. Crossing)	14.7			
48 P	1.05	9.30	51.6	1.6	ELSA	13.1	s 6.35	1.05	
P	1.11	9.35	54.3	2.7	LA BLANCA	10.4	f 6.30	12.53	
P	1.20		56.6	2.3	SAN CARLOS	8.1		12.48	
I			61.6	5.0	TOWER 145 (M. P. Crossing)	3.1			
			62.1	0.5	NORTH EDINBURG	2.6			
YP	1.35	9.48PM	62.6	0.5	EDINBURG JUNCTION	2.1	6.15AM	12.35	
BWOYP Yard	2.00AM		64.7	2.1	TO-R EDINBURG YARD	0.0		12.30AM	8.30 PM to 5.30 AM
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		
	394	314				313	393		

(4.00) (1.48) ... Time Over Subdivision ...
16.2 34.8 ... Average Speed per Hour ...

(1.45) (4.00)
35.8 16.2

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

See Item 26, Special Instructions, Page 8, regarding train movements between Edinburg Yard and Edinburg Junction.

Following stations have combination house and industry tracks with car capacities as follows: Tejon 44, LaComa 18, MacroD 15, Lozano 28, Primera 32, LaVilla 25, Edcouch 27, LaBlanca 20 and San Carlos 33.

EASTWARD PALACIOS SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	Distance From Palacios	TIME TABLE No. 61 July 26, 1936	Distance From Wharton	SECOND CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	306				305	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Mixed				Mixed		
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily				
36W Y Yard		0.0	TO PALACIOS	68.9		8.00 AM to 5.00 PM	Closed
42		7.1	7.1	PHEASANT	61.8		
20	I	11.8	4.7	BLESSING			
26		16.3	4.5	TOWER 157 (M. P. Crossing)	57.1		
13		25.6	9.3	MIDFIELD	52.6		
42 Yard W		31.8	6.2	MARKHAM	43.3		
I	2.00PM	32.2		TO BAY CITY	37.1	11.45AM	6.30 AM to 3.30 PM
15 Y	f 2.15	37.2	0.4	TOWER 33 (G. C. & S. F. Crossing)	36.7		5.00 AM to 11.45 AM
8	f 2.23	40.9	5.0	VAN VLECK	31.7	f 11.22	12.45 PM to 5.00 PM
14	f 2.32	44.0	3.7	GROVEDALE	28.0	f 11.14	
29	f 2.37	46.0	3.1	ASHWOOD	24.9	f 11.07	
33 W	s 2.50	51.1	2.0	PODO	22.9	f 11.02	
21	f 2.58	54.0	5.1	PLEDGER	17.8	s 10.50	
		54.3	2.9	DON-TOL	14.9	f 10.43	
34 Yard		55.9	0.3	G. C. & S. F. CROSSING	14.6		
58	s 3.15	57.5	1.6	NEW GULF JUNCTION	13.0		
38	s 3.19	58.8	1.6	TO BOLING	11.4	s 10.35	7.00 AM to 4.00 PM
22	f 3.28	62.3	1.3	IAGO	10.1	s 10.27	Closed
13	f 3.34	64.6	3.5	BURR	6.6	f 10.19	
39 YP	3.44	68.1	2.3	DINSMORE	4.3	f 10.13	
I		68.4	3.5	WHARTON JUNCTION	0.8	10.05	
43 Yard BKWOP	3.50PM	68.9	0.3	TOWER 152 (G. C. & S. F. Crossing)	0.5		
	Arrive Daily		0.5	TO-R WHARTON	0.0	10.00AM	5.45 AM to 1.45 PM
	306				Leave Daily		4.30 PM to 12.30 AM
					305		4.30 PM to 12.30 AM

(1.50) (1.45) ... Time Over Subdivision ...
20.2 21.2 ... Average Speed per Hour ...

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

See Item 26, Special Instructions, page 8, regarding train movements between Wharton and Wharton Junction.

No. 305 connect with No. 301.

Trains will approach and move through the yard limits at New Gulf Junction with caution, expecting to find main track occupied.

305 + 306 will operate between Bay City + Palacios for Casload fut only, asw 7/15/36

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

STATIONS	SECOND CLASS		FIRST CLASS		Distance From McAllen	TIME TABLE No. 61 July 26, 1936	Distance From Skidmore	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations		
	352	358	312	314				313	315	351	357	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Freight	Freight	Passenger	Passenger				Passenger	Passenger	Freight	Freight			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily					
BWYOKP Yard		12.50AM	5.55AM	10.20PM	0.0	TO-R McALLEN	152.2	5.41AM	10.08PM		12.45AM	7.00 PM to 4.00 AM	8.30PM to 10.30PM	
					0.2	M. P. Crossing	152.0							
21					4.1	MERITO	148.1							
Yard P		1.15 s	6.10 s	10.35	8.6	EDINBURG	143.6	s 5.29	s 9.53		12.10AM			
Y P			6.15AM		9.5	EDINBURG JUNCTION	142.7		9.48PM					
BWOYP Yard		1.55		10.40	11.6	TO EDINBURG YARD	140.6	5.20			11.45PM	8.30 PM to 5.30 AM	8.30 PM to 5.30 AM	
I					16.2	TOWER 149 (M.P. Crossing)	136.0							
82 P		2.15		10.50	18.0	ALSONIA	134.2	5.07			11.15			
36 P		2.25		10.55	21.7	SOLINO	130.5	5.02			10.55			
52 P		2.38		11.02	26.9	LINN	125.3	f 4.55			10.28			
82 P		2.58		11.14	36.0	DIX	116.2	4.43			10.10			
50 P		3.16		11.25	44.8	HARTLAND	107.4	4.31			9.45			
82 P		3.31		11.32	49.4	RACHAL	102.8	4.24			9.30			
82 P		4.08		11.48PM	62.3	BARROSO	89.9	4.08			8.55			
YardWYP		4.30		12.02AM	72.6	TO FALFURRIAS	79.6	s 3.54			8.25	8.30 PM to 5.30 AM	8.30 PM to 5.30 AM	
25 P		4.50		12.16	81.9	PREMONT	70.3	s 3.37			7.53			
82 P		4.53		12.19	83.2	MAE	69.0	3.35			7.49			
25 P		5.06		12.27	89.6	ELLA	62.6	3.27			7.33			
83 P		5.15		12.32	93.7	LOS MACHOS	58.5	3.22			7.23			
39		5.27		12.39	98.7	EL PAR	53.5	3.15			7.11			
13					101.9	BEN BOLT	50.3							
82 P		5.38		12.45	103.0	CORDOVA	49.2	3.09			7.00			
BKWOYP Yard		8.00AM	6.15AM	12.57	109.0	(Tex. Mex. Crossing) TO-R ALICE	43.2	s 3.00			6.20PM	6.45PM	Continuous	Continuous
72 P		8.20		1.03	114.1	MARY	38.1	2.46			6.06			
71 P		8.35		1.12	119.8	ALFRED	32.4	2.38			5.51			
40 P		8.44		1.16	122.9	REYNOLDS	29.3	2.33			5.43			
72 P		8.53		1.21	125.9	TO ORANGE GROVE	26.3	s 2.27			5.36	8.00 AM to 5.00 PM	Closed	
24		9.04		1.26	129.5	CASA BLANCA	22.7	2.22			5.27			
31 P		9.10		1.30	131.4	TO SANDIA	20.8	s 2.19			5.22	8.00 AM to 5.00 PM	Closed	
71 PI		9.30		1.43	138.0	MATHIS TO TOWER 159 (M.P. Cross.)	14.2	s 2.07			4.52	Continuous	Continuous	
74 P		9.50		1.55	144.6	TYNAN	7.6	f 1.55			4.36			
Yd.W YP		10.10AM		2.10AM	152.2	TO-R SKIDMORE	0.0	1.45AM			4.20PM	8.00 AM to 4.00 PM 11.45PM to 7.45AM	8.00 AM to 4.00 PM 11.45PM to 7.45AM	

(2.10)	(5.25)	(0.20)	(3.50)	... Time Over Subdivision ...	(3.56)	(0.20)	(2.00)	(6.00)
19.9	20.1	28.5	39.7	... Average Speed per Hour ...	38.7	28.5	21.6	18.2

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

See Item 26, Special Instructions, page 8, regarding train movements between Edinburg Yard and Edinburg Junction.
 Trains must obtain clearance before leaving Alice.
 Nos. 313 and 314 stop when necessary to exchange U. S. Mail at Tynan, Alfred, Ben Bolt, Rachal, Linn and Solino.
 LaFruta, 4.5 miles west of Mathis, is a water station, telephone in pump house.
 Trains 313 and 314 may register at Alice by register ticket, form 2642.
 Distance between west wye switch and end of main track, McAllen is 860 feet; stem or tail of wye beyond east wye switch is 870 feet in length.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	EASTWARD						Distance From Corpus Christi	TIME TABLE No. 61		Distance From East Yard	FIRST CLASS			SECOND CLASS			Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	SECOND CLASS			FIRST CLASS				July 26, 1936			FIRST CLASS		SECOND CLASS			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	334 Mixed	354 Freight	352 Freight	314 Passenger	304 Passenger			303 Passenger	313 Passenger		333 Mixed	351 Freight	353 Freight	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily							
	334	354	352	314	304		303	313	333	351	353							
	(1.00) 15.7	(10.00) 15.3	(0.35) 19.4	(4.40) 22.8	(2.20) 24.0		(2.30) 22.4	(4.00) 26.5	(0.50) 18.8	(0.30) 22.6	(8.40) 17.6							

Switcher Corpus Christi - Jouguen. Effective 8/23/37 switcher service established between Corpus + Jouguen. To Corpus about 2:00pm + return from Jouguen same evening. Not operated on Sunday

Effective 8-23-37 discontinued between Gregory + Sinton

Effective 8/23/37 discontinued return Gregory + Sinton

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Except: Nos. 333 and 353 are Superior to No. 334.

See Item 26, Special Instructions, page 8, regarding train movements between Tower 112, San Antonio and East Yard. Beeville Subdivision trains will use Corpus Christi Subdivision main track between Beeville passenger station and switch leading to and from Beeville Subdivision. Trains must obtain clearance at Kenedy during train order office hours and before leaving Skidmore. No. 313 connect Kenedy with No. 309. No. 313 will stop at Southton, Elmendorf, Calaveras, Hobson and Green, for revenue passengers.

EASTWARD ROCKPORT SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	Distance From Rockport	TIME TABLE No. 61 July 26, 1936	Distance From Gregory	SECOND CLASS	Train Order Office Hours	
	334 Mixed				333 Mixed	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays
	Leave Daily Ex. Sunday		STATIONS				
Yard	6.30PM	0.0	TO-R ROCKPORT 10.2	21.3	5.30PM	8.30 AM to 5.30 PM	Closed
Yard OW	7.10	10.2	ARANSAS PASS 5.3	11.1	4.30		
31	7.30	15.5	INGLESIDE 5.8	5.8	4.00		
Yard YP	8.00PM	21.3	TO-R GREGORY	0.0	3.30PM	8.00 AM to 5.00 PM	Closed
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
	334				333		

(1.30) ...Time Over Subdivision.... (2.00)
14.2 ...Average Speed per Hour... 10.6

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

EASTWARD BEEVILLE SUBDIVISION WESTWARD 5

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	FIRST CLASS	Distance From Beeville	TIME TABLE No. 61 July 26, 1936	Distance From Victoria	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	352 Freight	304 Passenger				303 Passenger	351 Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily		
Yard YWP	11.15AM	2.35AM	0.0	TO-R BEEVILLE 4.6	55.0	1.15AM	3.20PM	Continuous	Continuous
10 P	11.30		4.6	POESTA 8.7	50.4		3.05		
70 P	11.59AM	2.56	13.3	BEROLAIR 4.5	41.7	12.53	2.40		
14 P	12.15PM		17.8	RIVERDALE 4.2	37.2		2.25		
37 P	12.30	3.10	22.0	CLIP 7.4	33.0	12.39	2.10		
70 WP	12.55	3.25	29.4	TO GOLIAD 9.2	25.6	12.26	1.45	8.00 AM to 5.00 PM	1.00 PM to 3.00 PM
70 P	1.20	3.38	38.6	FANNIN 8.0	16.4	12.14AM	1.20		
36 P	1.45		46.6	RAISIN 3.1	8.4		12.55		
94 P	2.00	3.53	49.7	ALOE 4.8	5.3	11.59PM	12.45	7.30 AM to 4.30 PM	Closed
I			54.5	TOWER 90 (M. P. Crossing) 0.5	0.5				
BKWOTYP Yard	3.00PM	4.05AM	55.0	TO-R VICTORIA	0.0	11.50PM	12.30PM	Continuous	Continuous
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		
	352	304				303	351		

(3.45) ...Time Over Subdivision.... (1.30)
14.7 ...Average Speed per Hour... 36.7 (1.25) (2.50)
38.8 19.4

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Beeville Subdivision trains will use Corpus Christi Subdivision main track between Beeville passenger station and switch leading to and from Beeville Subdivision.

EASTWARD PORT LAVACA SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS	Distance From Victoria	TIME TABLE No. 61 July 26, 1936	Distance From Port Lavaca	SECOND CLASS	Train Order Office Hours	
	332 Mixed				331 Mixed	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays
	Leave Daily Ex. Sunday		STATIONS				
BKWOYTP Yard	7.00AM	0.0	TO-R VICTORIA PASSENGER STATION 0.4	27.4	10.55AM	Continuous	Continuous
		0.4	VICTORIA FREIGHT YARDS 0.2	27.0			
		0.6	(T. & N. O. & M. P. Crossing) 5.6	26.8			
17	7.24	6.2	GUADALUPE 3.5	21.2	10.32		
30	7.36	9.7	DA COSTA 3.5	17.7	10.16		
	7.48	13.2	PLACEDO 0.0	14.2	10.04		
I			TOWER 158 (M. P. Crossing) 0.1				
20 W	7.53	13.3	PLACEDO SIDING 3.3	14.1	9.59		
5	8.05	16.6	ZILLAH 3.0	10.8	9.47		
18	8.17	19.6	KAMEY 2.3	7.8	9.35		
15	8.26	21.9	CLARKS 5.5	5.5	9.26		
Yard Y	8.50AM	27.4	TO-R PORT LAVACA	0.0	9.05AM	8.00 AM to 5.00 PM	Closed
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
	332				331		

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

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

EASTWARD DAMON SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	Distance From Damon	TIME TABLE No. 61 July 26, 1936	Distance From Rosenberg	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
				Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		STATIONS			
Yard Y	0.0	DAMON 6.0	21.8		
34	6.0	GUY 0.2	15.8		
	6.2	G. C. & S. F. CROSSING 0.3	15.6		
	6.5	SENA JUNCTION 3.4	15.3		
35	9.9	NEEDVILLE 11.0	11.9		
	20.9	DAMON JUNCTION 0.5	0.9		
I	21.4	TOWER 17 (G. C. & S. F. Crossing) 0.4	0.4	Continuous	Continuous
BKWOYTP	21.8	TO-R ROSENBERG	0.0	Continuous	Continuous

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

See Item 26, Special Instructions, page 8, regarding train movements between Damon Junction, Tower 17 and Rosenberg.

EASTWARD

ROSENBERG SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS				FIRST CLASS		Distance From Victoria	TIME TABLE No. 61 July 26, 1936		Distance From Rosenberg	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	352		372		302	304		STATIONS			301	303	351	371	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Freight		Freight		Motor	Passenger					Motor	Passenger	Freight	Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
BKWOTYP Yard				11.40AM	4.10AM	0.0	TO-R VICTORIA (Passenger Station)	91.6	11.15AM	11.45PM					Continuous	Continuous
						0.3	(T. & N. O. Crossing)	91.3								
Yard P	4.00PM	9.30AM				1.3	VICTORIA (Freight Yards)	90.3			4.00AM	1.30PM				
33 P	4.15	9.45		11.52AM	4.23	7.7	TELFENER	83.9	11.01	11.33	3.30	12.55				
20 P	4.29	10.00		12.02PM	4.33	14.9	INEZ	78.7	10.51	11.23	3.13	12.39				
23 P	4.40	10.12		12.10	4.41	20.8	EL TORO	70.8	10.43	11.16	3.00	12.27				
74 P	4.48	10.37		12.17	4.48	24.8	EDNA	66.8	10.37	11.10	2.50	12.17	8.00 AM to 5.00 PM	9.30 AM to 12.30 AM		
22 P	4.52	10.41		12.20	4.51	26.8	MANSON	64.8	10.32	11.05	2.45	12.01PM				
41 WP	5.06	11.01		12.32	5.03	34.1	GANADO	57.5	10.20	10.52	2.30	11.46AM	7.00 AM to 4.00 PM	9.50 AM to 12.50 PM		
39 P	5.21	11.30		12.44	5.15	41.8	LOUISE	49.8	10.10	10.42	2.15	11.30				
33 P	5.30	11.42AM		12.51	5.22	46.7	HILLJE	44.9	10.03	10.35	2.03	11.18				
60 P	5.40	12.10PM		1.00	5.32	52.1	EL CAMPO	39.5	9.55	10.28	1.50	11.05	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM		
27 P	5.50	12.22		1.09	5.41	57.3	PIERCE	34.3	9.45	10.19	1.37	10.41				
33	5.58	12.35		1.15	5.48	61.0	MACKAY	30.6	9.38	10.14	1.28	10.32				
43Yd BKOWP	6.40	1.25		1.25	5.58	65.5	WHARTON	26.1	9.30	10.08	1.15	10.20	5.45 AM to 1.45 PM	5.45 PM to 1.45 PM		
I						66.0	TOWER 152 (G. C. & S. F. Crossing)	25.6					4.30 PM to 12.30 AM	4.30 PM to 12.30 AM		
43 YP	6.45	1.39		1.27	6.00	66.3	WHARTON JUNCTION	25.3	9.23	10.02	12.56	9.57				
44 P	7.00	1.54		1.35	6.08	71.7	HUNGERFORD	19.9	9.15	9.56	12.44	9.45				
42 P	7.15	2.09		1.45	6.18	77.9	KENDLETON	13.7	9.06	9.49	12.31	9.32				
83 P	7.28	2.22		1.54	6.27	83.5	BEASLEY	8.1	8.58	9.42	12.19	9.20				
						90.7	DAMON JUNCTION	0.9								
I	7.45	2.40		2.07	6.40	91.2	TOWER 17 (G. C. & S. F. Crossing)	0.4	8.47	9.32	12.05	9.04	Continuous	Continuous		
BKWOYP	7.50PM	2.45PM		2.10PM	6.42AM	91.6	ROSENBERG	0.0	8.45AM	9.30PM	12.01AM	9.00AM	Continuous	Continuous		

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

10.30PM		3.20PM		7.40AM		128.7		HOUSTON (Passenger Station)		37.1		7.35AM		8.30PM		10.00PM	
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
352	372	302	304	301	303	351	371										
(3.50)	(5.15)	(2.30)	(2.32)	(2.30)	(2.15)	(3.59)	(4.30)	Time Over Subdivision		(2.30)		(2.15)		(3.59)		(4.30)	
23.6	17.2	36.6	36.2	Average Speed per Hour		36.6		40.7		22.7		20.0					

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

See Item 26, Special Instructions, page 8, regarding movements between Wharton and Wharton Junction and between Damon Junction, Tower 17 and Rosenberg.

Trains must obtain clearance at Wharton during train order office hours.

No. 352 and No. 372 must obtain clearance at Victoria (passenger station), and Nos. 351, 352, 371 and 372 will register at Victoria (passenger station).

No. 303 will stop at all stations for revenue passengers destined to points west of Victoria. No. 304 will stop at all stations west of Victoria for revenue passengers destined Victoria and points east.

No. 305 will connect with No. 301.

EASTWARD			CUERO SUBDIVISION				WESTWARD		
THIRD CLASS	FIRST CLASS	Distance From San Antonio	TIME TABLE No. 61		Distance From Victoria	FIRST CLASS	THIRD CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
376 Local Freight	302 Motor		July 26, 1936			301 Motor	375 Local Freight	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
Leave Tues., Thur. and Sat.	Leave Daily		STATIONS		Arrive Daily	Arrive Mon., Wed. and Fri.			
Yard BK	8:00AM	0.0	TO-R SAN ANTONIO (Commerce St.)	114.2	2:55PM		Continuous	Continuous	
			1.3 TOWER 121 (Olive St.)				Continuous	Continuous	
BKWOTY Yard	6:00AM	1.9	TO-R EAST YARD	112.3	2:46	2:15PM	Continuous	Continuous	
P	6:10	4.9	3.0 SALADO JUNCTION	109.3	2:40	2:00			
30	6:16	10.5	5.6 MARTINEZ	103.7	2:27	1:42			
10	6:37	14.4	3.9 SAUNDERS	99.8	2:19	1:30			
20	6:47	17.4	3.0 ADKINS	96.8	2:14	1:18			
20	6:58	20.8	3.4 CARPENTER	93.4	2:08	1:01			
21	7:13	25.9	5.1 LAVERNIA	88.3	2:00	12:45			
8	7:20	28.8	2.4 ANVILLE	85.9	1:55	12:37			

EASTWARD			KENEDY SUBDIVISION				WESTWARD		
SECOND CLASS	FIRST CLASS	Distance From Kenedy	TIME TABLE No. 61		Distance From Houston	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
378 Mixed	310 Motor		July 26, 1936			309 Motor	377 Mixed	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
Leave Daily Ex. Sunday	Leave Daily		STATIONS		Arrive Daily	Arrive Daily Ex. Sunday			
BKWOYP Yard	7:30AM	0.0	TO-R KENEDY	179.2	11:25PM	3:45P	3:10P	8:30 PM to 5:30 AM	8:30 PM to 5:30 AM
41	8:05	9.8	TO RUNGE	169.4	10:59	2:30	2:05	8:00 AM to 5:00 PM	Closed
39	8:30	16.9	NORDHELM	162.3	10:45	2:05	2:15		
33 W	9:10	24.8	TO YORKTOWN	154.4	10:29	1:35	2:15	8:00 AM to 5:00 PM	Closed
49	9:35	33.8	9.0 BUCHEL	145.4	10:11	12:50			
35 WY Yard	10:10AM	41.4	Pos. f Blk. 1 RIVER JUNCTION	140.3					
46	5:43	50.5	TO-R CUERO	137.8	9:55	12:30P	1:15P - Effective 3/1/37	8:30 AM to 5:30 PM	9:30 AM to 12:30 PM
BKWOTY Yard	6:05AM	58.9	9.1 EDGAR	128.7	9:35			6:00 AM to 2:00 PM	6:00 AM to 2:00 PM
			8.4 YOAKUM	120.3	9:20PM			4:00 PM to 12M N	4:00 PM to 12M N

(COPY)
Victoria, Texas, June 20, 1937.

Mr. O. C. Castle:

Cage Bros., operating Helden caliche pit, advise effective today they are establishing night crew and expect to load 30 cars caliche daily and desire switch around 7AM.

In order to furnish the desired service and handle water-melons out of Floresville we are arranging to set No. 354 back to leave Corpus Christi on arrival of No. 304. This will enable us to give Cage Bros. the desired switching service and put No. 354 into Floresville around 3PM to move melons to San Antonio for IV connection.

There will also be a heavy movement of melons from Stockdale and Lavernia and No. 375 is being set back to leave Victoria 9:25AM on Mondays, Wednesdays and Fridays. On Tuesdays, Thursdays and Saturdays it will be necessary to operate a turn out of San Antonio to Stockdale moving melons back to San Antonio in time for connections.

(Signed) W. S. Higgins

cc - Mr. A. D. Mims

(Passenger Station).
See Item 26, Special Instructions, page 8, regarding train movements between Salado Junction, East Yard and San Antonio, and between west wye switch, Cuero and River Junction.
First Class trains may register at East Yard by Register Ticket Form 2642.

EASTWARD			YOAKUM SUBDIVISION				WESTWARD		
FIRST CLASS	Distance From Kenedy	TIME TABLE No. 61		Distance From Houston	FIRST CLASS	Train Order Office Hours and Hours of Signal Operator at Interlocking Stations			
310 Motor		July 26, 1936			309 Motor	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
Leave Daily		STATIONS		Arrive Daily					
	58.9	TO-R	YOAKUM	120.3	9:15PM	6:00 AM to 2:00 PM	6:00 AM to 2:00 PM		
	64.9		6.0 SWEET HOME	114.3	9:03				
	75.9	TO	HALLETTVILLE	103.3	8:42	3:00 AM to 5:00 PM	Closed		
	85.3		9.4 SUBLIME	93.9	8:23				
	93.1		7.8 SHERIDAN	86.1	8:08				
	99.7		6.6 ROCK ISLAND	79.5	7:56				
	107.1		7.4 ALTAIR	72.1	7:42				
	115.6	TO Tower 115	G.O. & S.F. Cross.; T. & N.O. Cross.; EAGLE LAKE	63.6	7:25PM	Continuous	Continuous		

(1.45) 32.4 ...Time Over Subdivision... (1.50) 30.9
...Average Speed per Hour...
Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.
(See Rule S-72) Nos. 309 and 310 stop on flag at Mont.
See Glidden Subdivision, Pages 8 and 9 and Bellaire Subdivision, Page 10, San Antonio Division time table for train movements at and beyond Eagle Lake. Transfer and Siding Eagle Lake must be kept clear.
Trains run with caution within Eagle Lake Yard Limits expecting to find main track occupied.

ASTWARD CUERO SUBDIVISION WESTWARD

THIRD CLASS			FIRST CLASS			Distance From San Antonio	TIME TABLE No. 61			Distance From Victoria	FIRST CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations
376 Local Freight			302 Motor				July 26, 1936				301 Motor	375 Local Freight	
Leave Tues., Thur. and Sat.			Leave Daily			Pos. Blk. A.B.S.	STATIONS			Arrive Daily	Arrive Mon., Wed. and Fri.	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
BK			8.00AM	0.0	TO-R		SAN ANTONIO (Commerce St.)	114.2	2.55PM				
I				1.3	Pos. Blk. A.B.S.	TOWER 121 (Olive St.)				Continuous	Continuous		
	OTY	6.00AM	8.09	1.9		TO-R	EAST YARD	112.3	2.46	2.15PM	Continuous	Continuous	
P		6.10	8.15	4.9	Pos. Blk. A.B.S.	SALADO JUNCTION	109.3	2.40	2.00				
		6.16	8.23	10.5		MARTINEZ	103.7	2.27	1.42				
		6.37	8.29	14.4		SAUNDERS	99.8	2.19	1.30				
		6.47	8.34	17.4		ADKINS	96.8	2.14	1.18				
		6.58	8.39	20.8		CARPENTER	93.4	2.08	1.01				
		7.13	8.47	25.9		LAVERNA	88.3	2.00	12.45				
		7.20	8.51	28.3		ANVILLE	85.9	1.55	12.37				
		7.32	8.57	32.2		SUTHERLAND SPRINGS	82.0	1.49	12.25				
		7.52	9.09	38.8		STOCKDALE	75.4	1.38	12.05PM	8.00 AM to 5.00 PM	Closed		
		8.15	9.22	46.7		PANDORA	67.5	1.25	11.25AM				
		8.40	9.31	51.4		NIXON	62.8	1.18	11.10	8.00 AM to 5.00 PM	8.30 AM to 10.30 AM		
		9.10	9.44	59.4		SMILEY	54.8	1.01	10.42				
		9.35	9.57	67.8		SAMPLE	46.4	12.47	10.17				
		9.55	10.04	72.0		WESTHOFF	42.2	12.40	10.04				
		0.18	10.18	81.0		LINDENAU	33.2	12.25	9.35				
				83.0	Pos. Blk. A.B.S.	RIVER JUNCTION	31.2						
1.20AM	10.35	85.9	TO-R	CUERO	28.3	12.14	9.20	8.30 AM to 5.30 PM	9.30 AM to 12.30 PM				
2.01PM	10.46	93.0		VERHELLE	21.2	12.01PM	8.02						
2.15	10.52	97.0		THOMASTON	17.2	11.54AM	7.50						
2.35	11.02	103.2		NURSERY	11.0	11.45	7.30						
2.41	11.06	105.6		ORAIK	8.6	11.40	7.20						
1.15PM	11.20	114.0		VICTORIA (Freight Yard)	0.2	11.29	7.00AM						
	11.25AM	114.2	TO-R	VICTORIA (Passenger Station)	0.0	11.25AM		Continuous	Continuous				
Arrive Tues., Thur. and Sat.	Arrive Daily			Leave Daily	Leave Mon., Wed. and Fri.								
376	302			301	375								
(7.15) 15.5	(3.25) 33.4 Time Over Subdivision			(3.30) 32.6	(7.15) 15.5 Average Speed per Hour						

EASTWARD KENEDY SUBDIVISION

SECOND CLASS			FIRST CLASS			Distance From Kenedy	TIME TABLE No. 61			Distance From Houston	FIRST CLASS	
378 Mixed			310 Motor				July 26, 1936				309 Motor	310 Motor
Leave Daily Ex. Sunday			Leave Daily			Pos. Blk. A.B.S.	STATIONS			Arrive Daily	Arrive Ex.	
BKWOYP	Yard	9.00A	7.30AM	4.00AM	0.0		TO-R	KENEDY	179.2			11.25PM
41		9.30	8.05	4.20	9.8	TO	RUNGE	169.4	10.59	2		
39		9.50	8.30	4.34	16.9		NORDHEIM	162.3	10.45	2		
33	W	10.50	9.10	4.50	24.8	TO	YORKTOWN	154.4	10.29	1		
49			9.35	5.05	33.8		BUCHEL	145.4	10.11	12		
					38.9	Pos. Blk. A.B.S.	RIVER JUNCTION	140.3				
35	WY	11.30A	10.10AM	5.26	41.4	TO-R	CUERO	137.8	9.55	12		
46		Effective 7-31-37		5.43	50.5		EDGAR	128.7	9.35			
BKWOY	Yard	7-31-37	6.05AM		58.9	TO-R	YOAKUM	120.3	9.20PM			
		Effective 3-1-37 will operate on following schedule	378	310					Leave Daily	Leave Ex.		
			(2.40) 15.5	(2.05) 28.3 Time Over Subdivision				(2.05) 28.3 Average Speed per Hour		

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
 Trains must obtain clearance at Cuero during Train Order Office hours. Cuero is register station for regular trains only. Nos. 301 and 302 connect with No. 378 at Cuero. No. 375 must obtain clearance at Victoria (Passenger Station). Nos. 375 and 376 will register at Victoria (Passenger Station). See Item 26, Special Instructions, page 8, regarding train movements between Salado Junction, East Yard and San Antonio, and between west wye switch, Cuero and River Junction. First Class trains may register at East Yard by Register Ticket Form 2642.

EASTWARD YOAKUM SUBDIVISION

FIRST CLASS			Distance From Kenedy	TIME TABLE No. 61			Distance From Houston	FIRST CLASS	
310 Motor				July 26, 1936				309 Motor	310 Motor
Leave Daily			Pos. Blk. A.B.S.	STATIONS			Arrive Daily	Arrive Ex.	
BKWOY	Yard	6.15AM		58.9	TO-R	YOAKUM			120.3
38		6.27	64.9		SWEET HOME	114.3	9.03		
49		6.49	75.9	TO	HALLETTSVILLE	103.3	8.42		
26		7.05	85.3		SUBLIME	93.9	8.23		
80		7.20	93.1		SHERIDAN	86.1	8.08		
39		7.32	99.7		ROCK ISLAND	79.5	7.56		
100	WY	7.44	107.1		ALTAIR	72.1	7.42		
40	WI	8.00AM	115.6	TO Tower 115	G.O. & S.F. Cross.; T. & N.O. Cross.; EAGLE LAKE	63.6	7.25PM		
		Arrive Daily	310				Leave Daily	309	
		(1.45) 32.4 Time Over Subdivision			(1.50) 30.9 Average Speed per Hour		

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
 Nos. 309 and 310 stop on Glidden Subdivision, Pages 8 and 9 and Bellaire Subdivision, Page 10, for train movements at and beyond Eagle Lake. Transfer and Siding Eagle Lake. Trains run with caution within Eagle Lake Yard Limits expecting to find main

COMPANY SURGEONS

FloresvilleDr. J. W. Oxford.....Local Surgeon	Bay CityDr. A. S. Morton.....Local Surgeon	GoliadDr. L. W. Chilton.....Local Surgeon	RungeDr. H. Rushing.....Local Surgeon
Dr. C. W. Archer.....Local Surgeon	Dr. Lane Barbour.....Local Surgeon	Dr. L. W. Chilton, Jr.....Local Surgeon	Dr. D. Y. Willbern.....Local Surgeon
HoustonDr. Charles C. Green.....Chief Surgeon	BeevilleDr. L. E. Parr.....Local Surgeon	GregoryDr. V. H. McMillin (Portland), Local Surgeon	SintonDr. L. H. Cockerham.....Local Surgeon
Dr. H. K. Morrison.....Asst. Chief Surgeon	Dr. A. J. Turner.....Examining Surgeon	HallettsvilleDr. Paul Renger.....Local Surgeon	SkidmoreDr. J. V. Dozier.....Local Surgeon
Dr. Neal Davis.....Division Surgeon	BrownsvilleDr. Bynum M. Works.....Local Surgeon	Dr. C. T. Dufner.....Local Surgeon	StockdaleDr. Ella Ware.....Local Surgeon
Dr. F. A. Waples.....Local Surgeon	Dr. Jas. L. Renfro.....Local Surgeon	HarlingenDr. A. M. Letzerich.....Local Surgeon	SmileyDr. R. C. Rowell.....Local Surgeon
Dr. H. C. Feagin.....Local Surgeon	Dr. O. V. Lawrence.....Oculist and Aurist	Dr. A. J. Pollard.....Local Surgeon	TaftDr. L. Penrod.....Local Surgeon
Dr. F. Dornak.....Local Surgeon	Dr. G. Langner.....Oculist and Aurist	Karnes CityDr. John A. Crockett.....Oculist and Aurist	TuletaDr. C. M. Poff.....Local Surgeon
Dr. Allan Collette.....Local Surgeon	Corpus ChristiDr. H. G. Heaney.....Examining Surgeon	Dr. S. A. King.....Local Surgeon	WesthoffDr. A. B. Currie.....Local Surgeon
Dr. L. P. Kirkpatrick.....Local Surgeon	Dr. F. U. Painter.....Local Surgeon	KenedyDr. J. Woolsey.....Local Surgeon	WhartonDr. G. L. Davidson.....Local Surgeon
Dr. E. A. Moers.....Local Surgeon	Dr. L. Kaffie.....Local Surgeon	Dr. S. M. Hubbard.....Local Surgeon	Dr. T. L. Davidson.....Local Surgeon
Dr. M. H. Latimer.....Local Surgeon	Dr. T. M. Harrell.....Local Surgeon	Dr. C. M. Kent.....Examining Surgeon	Dr. T. M. Neal.....Oculist and Aurist
Dr. L. F. Coxe.....Local Surgeon	Dr. A. H. Spear.....Local Surgeon	Dr. R. L. Hammack.....Local Surgeon	YoakumDr. H. H. Brown, Sr.....Division Surgeon
Dr. A. J. James.....Local Surgeon	Dr. A. W. Davisson.....Local Oculist and Aurist	Dr. W. F. Hickle.....Local Surgeon	Dr. H. H. Brown, Jr.....Examining Surgeon
Dr. J. Chas. Dickson.....Local Oculist and Aurist	CueroDr. J. C. Dobbs.....Local Surgeon	LaverniaDr. R. G. Martin.....Local Surgeon	Dr. Robt. M. Milner.....Local Surgeon
Dr. E. M. Arnold.....Local Oculist and Aurist	Dr. John W. Burns.....Local Surgeon	MathisDr. John E. Manney.....Local Surgeon	Dr. Chas. Kopecky.....Local Oculist and Aurist
San AntonioDr. C. E. Scull.....Division Surgeon	Dr. S. P. Boothe.....Local Surgeon	McAllenDr. F. E. Osborn.....Local Surgeon	YorktownDr. G. W. Allen, Jr.....Local Surgeon
Dr. R. E. Bowen.....Local Surgeon	Dr. G. M. Duckworth.....Local Oculist and Aurist	NeedvilleDr. O. F. Howe.....Local Surgeon	Dr. H. C. Eckhardt.....Local Surgeon
Dr. Dudley Jackson.....Local Surgeon	DamonDr. J. W. Balke (Rosenberg).....Local Surgeon	NixonDr. N. A. Elder.....Local Surgeon	Dr. B. J. Nowierski.....Local Surgeon
Dr. E. W. Coyle.....Examining Surgeon	Eagle LakeDr. L. C. Wozencraft.....Local Surgeon	NordheimDr. S. W. Mantzel.....Local Surgeon	
Dr. W. McCurdy.....Local Oculist	Dr. Ernest W. Jones.....Local Surgeon	Orange GroveDr. J. A. Moet.....Local Surgeon	
Dr. O. H. Judkins.....Oculist and Aurist	EdnaDr. R. W. Wells.....Local Surgeon	PalaciosDr. J. R. Wagner.....Local Surgeon	
Dr. J. H. Burleson.....Div. Oculist and Aurist	El CampoDr. H. V. Reeves.....Local Surgeon	Port LavacaDr. A. D. Gibson.....Local Surgeon	
Dr. T. J. Walthall, Asst. Div. Oculist & Aurist	EdinburgDr. H. O. Schaleben.....Local Surgeon	PortlandDr. T. J. Kirk, Jr.....Local Surgeon	
VictoriaDr. F. B. Shields.....Division Surgeon	Dr. L. J. Montague.....Examining Surgeon	Dr. V. H. McMillin.....Local Surgeon	
Dr. Joseph Hopkins.....Examining Surgeon	EdcouchDr. E. B. Baker.....Local Surgeon	PothDr. J. W. Smith.....Local Surgeon	
Dr. Allan Shields.....Examining Surgeon	FalfurriasDr. H. M. Bennett.....Local Surgeon	RockportDr. W. H. Gore.....Local Surgeon	
Dr. W. W. Sale.....Oculist and Aurist	Dr. C. H. Otken.....Local Surgeon	RosenbergDr. J. S. Yates.....Local Surgeon	
AliceDr. I. N. Campbell.....Local Surgeon	Falls CityDr. R. C. Youngblood.....Local Surgeon	Dr. J. W. Weeks.....Local Surgeon	
Dr. Chas. L. Behrns.....Local Surgeon	GanadoDr. J. A. Bauknight.....Local Surgeon	Dr. J. W. Balke.....Local Surgeon	
Dr. Lamar Behrns.....Local Surgeon			
Aransas PassDr. Walter Noble.....Local Surgeon			

SPECIAL INSTRUCTIONS

GENERAL

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

LOCAL

- Yards are located at the following stations and are designated by yard limit signs: Rosenberg, Wharton—Wharton Junction, New Gulf Junction, Bay City, Palacios, Victoria, Port Lavaca, Beeville, Kenedy, Skidmore, Sinton, Gregory, Rockport, Corpus Christi, Alice, Edinburg Yard—Edinburg, McAllen, Brownsville, San Antonio, Cuero, Yoakum and Eagle Lake.
- Trains and engines must move within yard limits Wharton—Wharton Junction, Kenedy, Beeville, Skidmore, Alice, Edinburg Yard—Edinburg, Brownsville and Cuero WITH CAUTION, expecting to find main track occupied without flag protection.
- Trains and engines on Port Lavaca Subdivision main track, before handling derrails on either side of Rosenberg Subdivision crossing, Victoria, for purpose of passing over crossing, will protect crossing in both directions on Rosenberg Subdivision.
- Beeville, Sinton, Gregory and Edinburg Yard are register stations only for trains originating or terminating there.
- No. 303 may register at Rosenberg by register ticket, Form 2642, and obtain train-order check of trains, Form R, from dispatcher.
- San Antonio (Commerce Street) is a train order office only for trains that originate there and register station only for trains that originate or terminate there. East Yard is train-order office only for trains originating there.
- Location of Bulletin Books: At San Antonio—Dispatcher's Office; East Yard Train Order Office; Enginehouse. At Houston Passenger Station; Passenger Enginehouse; Freight Enginehouse; General Yardmaster's Office, Hardy Street.

22. A trainman is required to ride on the rear platform of passenger and freight trains and to watch closely for fire while the train is passing over,

East and West Bernard Creeks.
Colorado River (At Altair, Wharton and Bay City).
Navidad River.
Lavaca Creek.
Guadalupe River (At Victoria and Cuero).
San Antonio River (At Runge and Goliad).
Nueces River.
Corpus Christi Bay, also Irish Creek at Verhelle, Bridges 75-C, 75-D, 75-E, 106-A and Cibolo River at Sutherland Springs on Cuero Subdivision.

23. Trains receiving proceed signal from bridge tender at draw span on Corpus Christi reef bridge, with yellow flag by day or yellow light by night, will not be required to stop. Passenger trains must reduce speed to ten miles per hour and freight trains to five miles per hour over drawbridge. Trains not receiving proceed signal must stop before crossing drawbridge.

24. Trains will stop and flag over first street crossing east of station at Bay City.

25. Trains on double track between East Yard and Tower 112, checking a regular train on register at East Yard or San Antonio, or meeting and identifying a train on opposite track, will not be required to check against the same train before passing from double to single track.

26. The main tracks between Tower 112, San Antonio and East Yard will be used jointly by trains of the Del Rio, San Antonio and Kerrville Subdivisions of the San Antonio Division, and the Corpus Christi and Cuero Subdivisions. Movements against the current of traffic between Tower 112, San Antonio and East Yard must be made only under flag protection.

Main track between East Yard and Salado Jct. will be used jointly by trains of the Cuero Subdivision and the San Antonio Subdivision of the San Antonio Division. Movements between these points will be governed by Positive Block Signal indications.

Main track between River Junction and west wye switch Cuero, Cuero Subdivision, will be used jointly by trains of the Cuero Subdivision and Kenedy Subdivision. Movements between these points will be governed by Positive Block Signal indications.

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

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

The main track between Tower 17 and Rosenberg will be used jointly by trains of the Rosenberg and Damon Subdivisions and Glidden Subdivision of the San Antonio Division.

The main track between Edinburg Yard and Edinburg Junction will be used jointly by trains of the McAllen and Brownsville Subdivisions.

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

27. The maximum distance a freight train may run without stopping for inspection is forty (40) miles, except between Falfurrias and Edinburg Yard and when additional stops can thereby be avoided the distance may be increased to fifty (50) miles.

Trainmen are not relieved from making inspection as prescribed by rule 827 where stop is made at a lesser distance.

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

29. Before detaching engine at East Yard hand brakes must be set on at least eight cars on east end of train and in West Yard at Yoakum hand brakes must be set on at least six cars to prevent cars rolling out.

30. Normal position of switches, Victoria-Yoakum leg of wye, Cuero, leading off Cuero Subdivision to Kenedy Subdivision, will be for the wye to provide through route Victoria to Yoakum without operating switches.

TIME INSPECTORS

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

SPECIAL INSTRUCTIONS

SPEED

50. The following speed restrictions must be observed between the points indicated:

BETWEEN	Steam Passenger Trains			Gas Electric Motor Trains			Passenger trains handled by Engines with Two-Wheel Engine Trucks.			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers scale test cars, and machines of similar kind on own wheels.			Trains handling loaded oil tanks of 12,000 gallons capacity or over.		
	Miles per Hour			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	Straight Track	Unprotected Curves	Protected Curves
Tower 17 and Damon.....	35	35		40	40		30	30		25	25		25	20		20	20	
Tower 17 and Beeville.....	50	45		55	50		40	35		35	35		25	20		30	20	
Wharton Junction and Palacios.....	45	40	GOVERN	50	45	GOVERN	35	35	GOVERN	30	25	GOVERN	20	20	GOVERN	25	20	GOVERN
Victoria and Salado Junction.....	45	40	GOVERN	50	45	GOVERN	40	35	GOVERN	30	25	GOVERN	20	20	GOVERN	25	20	GOVERN
Victoria and Port Lavaca.....	15	15	GOVERN	25	25	GOVERN	15	15	GOVERN	15	15	GOVERN	15	15	GOVERN	15	15	GOVERN
Tower 112 and Beeville.....	40	35	GOVERN	45	40	GOVERN	35	35	GOVERN	30	30	GOVERN	15	15	GOVERN	25	20	GOVERN
Beeville and Skidmore.....	55	55	GOVERN	55	55	GOVERN	40	35	GOVERN	35	35	GOVERN	25	20	GOVERN	30	25	GOVERN
Skidmore and Corpus Christi.....	45	40	GOVERN	50	45	GOVERN	40	35	GOVERN	30	30	GOVERN	25	20	GOVERN	25	20	GOVERN
Gregory and Rockport.....	25	25	GOVERN	30	30	GOVERN	25	25	GOVERN	20	20	GOVERN	15	15	GOVERN	15	15	GOVERN
Skidmore, McAllen and Brownsville.....	50	45		55	50		40	35		35	35		25	20		30	20	
Eagle Lake and Runge.....	40	35		45	35		35	30		25	25		20	20		20	20	
Runge and Kenedy.....	35	30		40	35		35	30		20	20		15	15		15	15	

MAXIMUM SPEED OF ENGINES

Yard engines in service, running forward or backward with or without cars, and road engines in service, running backward with or without cars, or when shoving cars ahead of engine 20 miles per hour.

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

Road engines in tow in charge of messenger, and under sufficient steam to lubricate.

Moving forward or backward, rods in place Freight train speed
 Moving forward or backward, main or side rods, or both, removed 20 miles per hour.

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

M-21 class engines, passenger and freight service 35 miles per hour.

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

Stations	Miles per Hour
Wharton.....	6
Bay City.....	6
El Campo.....	6
Ganado.....	6
Edna.....	10
Victoria.....	6
Beeville.....	6
Harlingen.....	18
(First St.)	6
San Antonio	18
Eagle Lake...	6
Yoakum.....	10
Cuero.....	6

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

52. Maximum speed over Bascule Bridge, Corpus Christi, all trains twelve (12) miles per hour; over reef bridge, passenger trains twenty-five (25) miles per hour and freight trains twenty (20) miles per hour.

53. Trains and engines must not exceed ten (10) miles per hour through Victoria-Yoakum leg of wye, Cuero, and through Beeville Subdivision connecting track, Beeville.

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

- San Antonio:
 Sherman, Burseson, Lamar, Dawson, Houston,
- Crockett, Montana, Wyoming and Dakota.....12:01 a.m. to 6:00 a.m.
 South Flores and Nogalitos.....11:55 p.m. to 1:55 a.m.
 Burnett10:30 p.m. to 6:30 a.m.
 Pine, Hackberry, Center, East Commerce, South Presa, Garden and South Brazos Streets have crossing gates operated at all hours.
- Yoakum:
 Gonzales St. 2:00 a.m. to 6:00 a.m.

SPEED TABLE

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

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

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.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Subdivision	Distance from	Miles	Station	Car Capacity and Direction Opening if Spur
Rosenberg.....	Rosenberg.....	68.6	Matilda.....	55-E
Rosenberg.....	Rosenberg.....	78.2	Co. Sand Spur.....	29-E
Rosenberg.....	Rosenberg.....	78.2	Co. Sand Spur.....	17-E
Palacios.....	Wharton.....	5.8	Kriegel.....	11
Palacios.....	Wharton.....	8.7	Cottondale.....	8
Palacios.....	Wharton.....	37.8	Luckey.....	3-E
Palacios.....	Wharton.....	38.8	Cortes.....	14-E
Palacios.....	Wharton.....	46.3	Furber.....	5-E
Beeville.....	Victoria.....	30.5	Melo.....	3-E
Beeville.....	Victoria.....	29.2	McNamara.....	3-W
Cuero.....	Victoria.....	13.8	Blue Mott.....	0
Cuero.....	Victoria.....	15.1	Julia Pens.....	9
Cuero.....	Victoria.....	84.9	Sand Spur.....	5-E
McAllen.....	Skidmore.....	2.8	Humline.....	12-E
McAllen.....	Skidmore.....	18.8	LaFruta.....	11-E-13
McAllen.....	Skidmore.....	84.6	Gypmine.....	E
McAllen.....	Skidmore.....	99.6	Encino.....	0
McAllen.....	Skidmore.....	117.6	Aurora.....	12-E
Brownsville.....	Edinburg Jct.....	24.8	Nanladd.....	17-E
Brownsville.....	Edinburg Jct.....	28.2	Snavelly.....	12
Brownsville.....	Edinburg Jct.....	41.8	Camille.....	8-E
Brownsville.....	Edinburg Jct.....	49.0	Rosita.....	16
Brownsville.....	Edinburg Jct.....	49.9	Cuates.....	12
Yoakum.....	Houston.....	64.7	H.&H. Gravel Pit No. 1.....	106-E
Yoakum.....	Houston.....	67.7	H.&H. Gravel Pit No. 2.....	30-E
Yoakum.....	Houston.....	68.7	Slutter.....	15-E
Yoakum.....	Houston.....	109.5	Mont.....	14
Corpus Christi	Tower 112.....	107.5	Clara.....	18

CENTRALIZED CONTROL SIGNALS**CORPUS CHRISTI SUBDIVISION****GOVERNING THE MOVEMENT OF TRAINS BETWEEN BEEVILLE AND SKIDMORE**

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

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

CENTRALIZED CONTROL SIGNAL LIMITS

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

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

OPERATION—CENTRALIZED CONTROL

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

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

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

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

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

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

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

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

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

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

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

**REMOTE SWITCH CONTROL
BEEVILLE AND ROSENBERG**

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

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

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

At Beeville, when signal is not cleared or switch is not set for route required following whistle code will be used:

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

To Beeville Subdivision from any point o ——— o

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

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

INDICATOR LIGHT SIGNAL

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

- "1" Proceed, expecting to continue through Beeville.
- "2" Proceed and take siding at station.
- "3" Take siding old house track, Beeville Subdivision.
- "4" Head in old house track, Beeville Subdivision, leave rear end of train and bring head end into siding at station.
- "5" Leave rear of train on main track, Beeville Subdivision, and proceed with head end to do work at station.
- "6" Stop at signal and call operator Beeville by telephone. Telephone is located in box attached to signal mast.

When none of the figures are illuminated train may proceed to station.

This signal is for the purpose of giving trains advance information as to their movements at Beeville and does not relieve them from protecting their movements as required by the rules.

**REMOTE SWITCH CONTROL AND
SPRING SWITCH
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 the 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.

The switch connecting the yard lead with the eastward main track of the double track is a spring switch; the normal position is for the yard lead. Eastward trains moving with the current of traffic on the eastward main track will trail through the switch. Before a train trailing through and stopping on the switch may take slack or make a backward movement, or before a movement may be made against the current of traffic on the eastward track, the spring switch must be thrown by hand; and after the movement is completed, the switch must be restored by hand to normal position.

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.

**SPRING SWITCH
RIVER JUNCTION**

The switch at River Junction is a spring switch; the normal position is for the Kenedy Subdivision. Eastward trains on Cuero Subdivision will trail through the switch. Before a train trailing through and stopping on the switch may take slack or make a reverse movement; or before a westward movement can be made on the Cuero Subdivision, spring switch must be thrown by hand and after the movement is completed the switch must be restored by hand to normal position.

Blow-off cocks, sanders or injectors must not be operated nor must boosters be started while locomotives are passing over this switch.

POSITIVE BLOCK

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

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

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

Automatic block signals located within positive block limits will be respected in accordance with automatic block system rules.

POSITIVE BLOCK LIMITS**BETWEEN EAST YARD AND SALADO JUNCTION:**

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

Signal 2043 on San Antonio Subdivision, 550 feet east of Salado Junction switch, and Signal 1365 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.

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

Trains entering positive block from Victoria Division at Salado Junction, as per paragraph (d) or (e), Rule 509, with Signal 1365 at "stop" and indicator at switch indicating block occupied, must protect themselves against westward trains on San Antonio Subdivision.

BETWEEN RIVER JUNCTION AND WEST WYE SWITCH, CUERO:

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

Signal 582 on Cuero Subdivision and Signal 1376 on Kenedy Subdivision at River Junction govern movements River Junction to west wye switch, Cuero.

Overlap of Signal 555 extends 1,835 feet west of Signal 1376 and 2,940 feet west of Signal 582.

Trains entering positive block at west wye switch Cuero, as per paragraph (d) or (e), Rule 509, with Signal 555 at "stop," must stop and examine spring switch at River Junction and know that switch points fit properly and that switch is in safe condition before movement is made over it.

Trains entering positive block from siding at west switch must not remove derail or foul main track when indicator located at derail indicates "Block Occupied" except as provided in paragraph (d) or (e), Rule 509.

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

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

TOWER 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 G. C. & S. F. movements except during noon hour and between 5:00 p.m. Saturday and 8:00 a.m. Monday route will be set for movements on Palacios Subdivision. When necessary for T. & N. O. trains to use the plant while route set for G. C. & S. F. and Signal Operator not on duty he must be called to operate plant.

TOWER 90, MO. PAC. CROSSING, VICTORIA

Main track ———

TOWER 159, MO. PAC. CROSSING, MATHIS

Main track ———

TOWER 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

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

SPECIAL INSTRUCTIONS—CONTINUED

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

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

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

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.

CABIN INTERLOCKING PLANTS ARE LOCATED AT THE FOLLOWING RAILROAD CROSSINGS:

TOWER 152, G. C. & S. F. Crossing, Wharton, normally lined for T. & N. O.
TOWER 157, Mo. P. Crossing, Blessing, normally lined for Mo. P.
TOWER 158, Mo. P. Crossing, Placedo, normally lined for Mo. P.
TOWER 149, Mo. P. Crossing, near Alsonia, normally lined for T. & N. O.
TOWER 145, Mo. P. Crossing, near North Edinburg, normally lined for T. & N. O.
TOWER 146, Mo. P. Crossing, Edcouch, normally lined for T. & N. O.
TOWER 147, S. B. & R. G. Crossing, near Lantana, normally lined for T. & N. O.
TOWER 151, S. B. & R. G. Crossing, near Rosita, normally lined for T. & N. O.
When necessary for trainmen to operate a cabin interlocking plant, they will be governed by instructions and chart displayed in tower.

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. See A. R. A. (M. C. B. Rule 86).

Nominal Capacity	Journal	Total Weight Car and Capacity
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 x10	169,000 "
140,000 "	6 x11	210,000 "

Cars with gross weight exceeding the following limits and engines heavier than class shown must not be accepted for movement between:

CARS	CLASS ENGINE
Rosenberg and Damon.....	210,000 F-1
Rosenberg and Beeville.....	210,000 MK-5, F-1
Wharton and Newgulf Jct.....	210,000 C-8, C-9
Newgulf Jct. and Palacios.....	169,000 M-4
Victoria and Port Lavaca.....	169,000 M-4
Victoria and Cuero.....	210,000 MK-5
Cuero and Salado Jct.....	210,000 C-8, C-9
Eagle Lake and Yoakum.....	210,000 C-8, C-9
Yoakum and Cuero.....	210,000 MK-5
Cuero and Kenedy.....	210,000 C-8, C-9
San Antonio and Beeville.....	210,000 D-1, C-8, C9
Beeville and Skidmore.....	210,000 F-1
Skidmore and Corpus Christi.....	210,000 C-8, C-9
Gregory and Rockport.....	169,000 C-24
Skidmore and McAllen.....	210,000 F-1
Edinburg Jct. and Brownsville.....	210,000 F-1

RATINGS OF ENGINES IN FREIGHT SERVICE

CLASS		ENGINE NOS.	RATINGS BY CROSSING															
Nominal	Designation		Rosenberg and Victoria	Victoria and Beeville	San Antonio and Kenedy	Kenedy to Beeville	Beeville and Corpus Christi	Beeville to Kenedy	Skidmore and Alice	Alice and McAllen and Brownsville	Victoria and Port Lavaca	Wharton and Palacios	Houston and Altair	Altair and Yoakum	Yoakum and Cuero	Cuero and Kenedy	Cuero and Yoakum	Victoria and Cuero
E-22	E-69 19/24-79S	244 to 248.....	3130	1650	1300	1110	2710	1210	1270	3130	3130	2560	1340	1350	1340	1460	2000	1250
E-22	E-69 19/24-76S	250, 252, 254, 256, 257.....	3130	1650	1300	1110	2710	1210	1270	3130	3130	2560	1340	1350	1340	1460	2000	1250
M-4	M-63 20/28-128S	410 to 432, 434 to 459.....	4750	2500	2000	1700	4140	1850	1950	4750	4750	3830	2000	2020	2000	2180	2980	1870
M-17	M-56 19/26-118	495.....	4450	2330	1860	1580	3850	1720	1820	4450	4450	3580	1860	1880	1860	2030	2790	1740
M-19	M-56 19/26-133	497 and 498.....	4670	2460	1960	1660	4050	1810	1910	4670	4670	3760	1960	1980	1960	2140	2940	1830
M-10	M-63 21/28-152S	500 to 514.....	5580	3240	2500	2100	4820	2330	2420	5580	5580	4350	2270	2290	2260	2470	3390	2120
P-5	P-77 22/28-148B58-SF	600 to 609.....	4830	3170	2610	2210	4180	2400	2530	4830	4830	4200	2190	2200	2180	2380	3280	2040
P-6	P-77 25/28-178B59-SF	610 to 621.....	6270	3280	2630	2230	5440	2430	2560	6270	6270	5420	2820	2850	2810	3080	4230	2640
T-25	T-56 19/26-100	353, 358 to 361, 364.....	3620	1900	1520	1290	3130	1400	1460	3620	3620	3100	1610	1630	1600	1750	2390	1510
T-27	T-63 20/26-112	377 to 379, 382 to 386.....	4000	2110	1690	1430	3490	1560	1630	4000	4000	3370	1760	1770	1750	1920	2640	1640
T-28	T-69 22/28-163S	388 to 399.....	5780	2980	2380	2020	4930	2200	2320	5780	5780	4680	2440	2460	2430	2660	3660	2280
C-8	C-57 22/30-190S	800 to 807.....	7370	4400	3420	2900	6610	3200	3320	7370	7370	6180	3220	3250	3210	3500	4760	3010
C-9	C-57 22/30-190S	808 to 850.....	7370	4400	3420	2900	6610	3200	3320	7370	7370	6180	3220	3250	3210	3500	4760	3010
C-20	C-50 19/26-124S	867 to 869.....	4650	2510	1980	1680	4080	1820	1920	4650	4650	3800	1980	2000	1980	2160	3010	1850
C-21	C-50 20/24-140-S	870.....	5020	2710	2130	1810	4410	1970	2080	5020	5020	4100	2140	2160	2130	2340	3250	1990
C-22	C-50 20/26-141-S	874.....	5160	2780	2190	1860	4500	2010	2120	5160	5160	4210	2190	2210	2190	2390	3330	2050
C-23	C-50 20/26-144S	877 to 884.....	5160	2780	2190	1860	4500	2010	2120	5160	5160	4210	2190	2210	2190	2390	3330	2050
C-24	C-50 20/26-152S	885 to 894.....	5440	2930	2330	1980	4840	2160	2280	5440	5440	4440	2340	2360	2330	2550	3520	2160
D-1	D-51 23/28-221S	897, 899.....	7900	4050	3220	2740	6860	2980	3130	7900	7900	6300	3230	3260	3220	3520	4830	3070
M-21	M-63 22/28-185SF	520 to 529.....	7000	4150	3200	2700	6200	3000	3100	7000	7000	5750	3000	3100	3100	3260	4450	2810
F-1	F-63 27 ¹ / ₂ /32-278SF	955 to 999.....	10800	6630	4930	4190	9530	4610	4780	10500	10500							
MK-5	MK-63 26/28-214SF	738 to 794.....	8440	5180	3850	3270	7440	3600	3740	8200	8200			3900		4150	5600	

NOTE: These ratings represent maximum loading of engines behind tender, expressed in units of 1000 lbs. (M's)

RULING GRADES AND CURVES

DISTRICT	PER CENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	MILES PER HOUR	DISTRICT	PER CENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	MILES PER HOUR	DISTRICT	PER CENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	MILES PER HOUR
Victoria to Beeville.....	.77	0	.77	15	Alice to Skidmore.....	.94	0	.94	10	Yoakum to Cuero.....	.82	0	.82	10
San Antonio to Kenedy.....	.92	0	.92	10	Kenedy to Cuero.....	.92	0	.92	10	Cuero to Kenedy.....	.92	0	.92	10
Kenedy to Beeville.....	1.10	0	1.10	10	Cuero to Yoakum.....	.86	0	.86	10	Victoria to Cuero.....	.68	0	.68	15
Skidmore to Alice.....	.94	0	.94	10	Yoakum to Altair.....	.84	0	.84	10	Cuero to San Antonio.....	1.10	0	1.10	10
Kenedy to San Antonio.....	.92	0	.92	10	Altair to Houston.....	.40	0	.40	10	San Antonio to Cuero.....	1.29	0	1.29	10
Beeville to Victoria.....	.78	0	.78	15	Houston to Altair.....	.40	0	.40	10	Cuero to Victoria.....	.75	0	.75	15
Beeville to Kenedy.....	1.01	0	1.01	10	Altair to Yoakum.....	.84	0	.84	10					

W. S. HIGGINS,
Superintendent, Victoria

J. J. MOORE,
Assistant Superintendent, Victoria

E. B. KYSH,
Trainmaster, Victoria

A. L. MANSON,
Chief Train Dispatcher, Victoria

R. E. HERRING,
Chief Train Dispatcher, Victoria



VICTORIA DIVISION

SCALE OF MILES
 0 5 10 20 30 40 50
 NOVEMBER 1931