

# SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

## TIME TABLE

FOR THE

# SAN ANTONIO DIVISION

# 171

To Take Effect Sunday, May 7, 1939, at 12:01 A. M.

CENTRAL STANDARD TIME

For the government and information of employes only.

**A. D. MIMS,**  
*Vice President and General Manager*

**B. S. HOLLIMON,**  
*Assistant General Manager*

**O. C. CASTLE,**  
*Superintendent of Transportation*

**COMPANY SURGEONS**

Location	Name	Title
Houston	Dr. Judson L. Taylor	Chief Surgeon
Houston	Dr. J. R. Gandy	Assistant Chief Surgeon
Alleyton	Dr. R. Henry Harrison	Local Surgeon
Alpine	Dr. J. E. Wright	Local Surgeon
Boerne	Dr. J. F. Nooe	Local Surgeon
Clint	Dr. E. L. Byrd	Local Surgeon
Columbus	Dr. E. H. Bell	Local Surgeon
Columbus	Dr. Sam H. Kirkham	Local Surgeon
Comfort	Dr. C. C. Jones	Local Surgeon
Del Rio	Dr. H. B. Ross	Division Surgeon
Del Rio	Dr. D. A. York	Division Surgeon
Del Rio	Dr. Joseph I. Sanders	Examining Surgeon
Del Rio	Dr. R. M. Scott	Local Oculist and Aurist
Del Rio	Dr. W. R. McWilliams	Local Surgeon
Eagle Lake	Dr. J. R. Laughlin	Local Surgeon
Eagle Lake	Dr. J. W. Giessel	Local Surgeon
Eagle Pass	Dr. Lea Hume	Local Surgeon
Eagle Pass	Dr. Ellis F. Gates	Local Surgeon
East Bernard	Dr. J. Dan Schulemann	Local Surgeon
El Paso	Dr. H. H. Varner	Division Surgeon
El Paso	Dr. James J. Gorman	Examining Surgeon
El Paso	Dr. E. W. Rheinheimer	Examining Surgeon
El Paso	Dr. J. L. Green	Examining Surgeon
El Paso	Dr. Russel Holt	Local Surgeon
El Paso	Dr. J. B. Gray	Division Oculist and Aurist
Fabens	Dr. J. W. McClain	Local Surgeon
Flatonia	Dr. E. J. Pulkrabek	Local Surgeon
Fulshear	Dr. J. W. Balke (Rosenberg)	Local Surgeon
Gonzales	Dr. Louis J. Stahl	Local Surgeon
Gonzales	Dr. W. T. Dunning	Local Surgeon
Hondo	Dr. H. J. Meyer	Local Surgeon
Hondo	Dr. W. H. Smith	Local Surgeon
Houston	Dr. H. O. Feagin	Local Surgeon
Houston	Dr. L. P. Kirkpatrick	Local Surgeon
Houston	Dr. W. J. Snow	Local Oculist and Aurist
Houston	Dr. E. M. Arnold	Local Oculist and Aurist
Houston	Dr. Allen Collette	Local Surgeon
Houston	Dr. Chas. Klanke	Local Surgeon
Houston	Dr. E. A. Moers	Local Surgeon
Houston	Dr. C. R. Nester	Local Surgeon
Houston	Dr. Ray Collins	Local Surgeon
Houston	Dr. F. K. Dornak	Local Surgeon
Kerrville	Dr. J. E. McDonald	Local Surgeon
La Coste	Dr. A. J. Springfield	Local Surgeon
La Grange	Dr. L. D. Boelsche	Local Surgeon
Lockhart	Dr. A. A. Ross	Local Surgeon
Luling	Dr. M. W. Pitts	Local Surgeon
Marfa	Dr. J. C. Darracott	Examining Surgeon
Marfa	Dr. L. A. Lavanture	Local Surgeon
Marion	Dr. H. J. Bonnstedter	Local Surgeon
Rosenberg	Dr. J. S. Yates	Local Surgeon
Rosenberg	Dr. J. W. Weeks	Local Surgeon
Rosenberg	Dr. J. W. Balke	Local Surgeon
Sabinal	Dr. L. E. Gulce	Local Surgeon
San Antonio	Dr. C. E. Scull	Division Surgeon
San Antonio	Dr. R. E. Bowen	Local Surgeon
San Antonio	Dr. Dudley Jackson	Local Surgeon
San Antonio	Dr. E. W. Coyle	Examining Surgeon
San Antonio	Dr. J. H. Burleson	Division Oculist and Aurist
San Antonio	Dr. T. J. Walthall	Asst. Divn. Oculist and Aurist
San Antonio	Dr. O. H. Judkins	Local Oculist and Aurist
San Antonio	Dr. M. W. McOurdy	Local Oculist
Sanderson	Dr. J. C. Kern	Examining Surgeon
Schulenburg	Dr. L. J. Peters	Local Surgeon
Seguin	Dr. N. D. Poth	Local Surgeon
Seguin	Dr. A. H. Neighbors	Local Surgeon
Sierra Blanca	Dr. Geo. M. Dunne	Local Surgeon
Spofford	Dr. A. P. Utterback (Brackettville)	Local Surgeon
Sugar Land	Dr. C. A. Slaughter	Local Surgeon
Uvalde	Dr. R. A. Eads	Examining Surgeon
Uvalde	Dr. G. H. Merritt	Local Surgeon
Van Horn	Dr. John P. Wright	Local Surgeon
Wallis	Dr. W. T. Brown	Local Surgeon
Weimar	Dr. A. H. Potthast	Local Surgeon
Weimar	Dr. L. F. Novak	Local Surgeon

**General Hospital—**

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

**Emergency Hospital—**

Hotel Dieu, El Paso.  
Santa Rosa Infirmary, San Antonio.

**INTERLOCKING WHISTLE CODES**

**TOWER 6, EL PASO**

Main track movements in either direction with current of traffic ———  
Main track movements in either direction against current of traffic o ———

T. & N. O. Union Depot connection, from any direction ——— o o ———  
S. P. Co. main track East and West o ——— o

S. P. Co. connection to and from Union Depot ——— o ———  
(NOTE.—Top arm signal at switch leading to Union Depot governs route to Union Depot track. The lower arm governs the route to either the T. & N. O. or Pacific Lines Freight Yard.)

**TOWER 47, EL PASO**

Main track movements in either direction with current of traffic ———  
Main track movements in either direction against current of traffic o ———

North lead, Eastward ——— o ——— o  
North lead, Westward ——— o ———  
South lead, Eastward o ——— o  
South lead, Westward o o ———  
To T. & P. main track o ——— o  
Westward to west yard o ——— o o  
To East Yard ——— o o  
Eastward to West Yard o ——— o  
From Alamogordo Subdivision to T. & N. O. yard ———  
From Alamogordo Subdivision to West Yard o o ——— o  
From T. & N. O. yard to Alamogordo Subdivision ——— o o ———  
From west yard to Alamogordo Subdivision ——— o ———  
S. P. Shop Lead Track Eastward from any point o o ——— o o  
S. P. Shop Lead Track Westward from any point o o ——— o o  
S. P. Enginehouse Lead Track Eastward o ——— o o  
S. P. Enginehouse Lead Track Westward o o ——— o

**TOWER No. 105, I.-G. N. and S. A. B. & T. CROSSINGS, SAN ANTONIO**

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

**TOWER No. 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 No. 109, S. A. B. & T. CROSSING (Kerrville Subdivision) SAN ANTONIO**

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

**TOWER No. 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 plant from vicinity of Burleson Street, will first communicate with signal operator from Burleson Street crossing tower.

**TOWER No. 3, T. & N. O. CROSSING, FLATONIA**

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

**TOWER No. 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.

**TOWER No. 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 No. 114, S. L. Ry. CROSSING, SUGAR LAND**

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

**TOWER No. 13, EUREKA**

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

**TOWER No. 134, I.-G. N. CROSSING, STELLA**

(Cabin Interlocker)

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

**TOWER No. 30, T. & N. O. and G. H. & H. CROSSINGS, HARRISBURG**

To Houston Division main track, from any point ———  
Glidden Subdivision main track, from any point o ———  
To saw mill, from any point ——— o o ———  
To Cut Off between Harrisburg and Manchester o ——— o  
Eastward trains must approach Harrisburg WITH CAUTION and stop clear of east switch to siding unless home interlocking signal indicates proceed.  
When Glidden Subdivision trains meet at Harrisburg, the Westward train will take siding unless otherwise directed by train order.

**TOWER No. 81, G. C. & S. F. CROSSING, (Glidden Subdivision)**

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

**INTERLOCKING PLANT No. 51, G. C. & S. F. CROSSING, WALLIS, PASSENGER STATION**

Main track ———

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

Distance from	Miles	STATION	M.P. Location	Car Capacity and Direction Opening if Spur
El Paso	49.2	Acala	780.1	31-E
El Paso	72.9	Gypsum	756.4	13-E
El Paso	122.8	Mica	706.5	23
Sanderson	83.4	High Spur	428.0	11-W
Del Rio	3.5	Mid Kansas Oil Tracks	375.1	Two, 15 each
San Antonio	19.1	Cibolo	190.2	23
San Antonio	30.0	Seguin Brick & Tile Co.	179.3	117-W
San Antonio	31.1	Nolte	178.2	171-E
Glidden	7.5	Laban	79.6	75-E
Eagle Lake	10.2	Arroz	51.0	19
Eagle Lake	43.7	Howellville	17.5	8-E
Eagle Pass	2.7	Dolchburg	30.5	64-E
Eagle Pass	6.9	Quemado Junction	26.3	40-E
Houston	14.5	Pierce Junction	0.3	18
Houston	12.2	Medio	2.6	28
Houston	9.0	Streets	5.8	8
Kerrville	4.9	Split Rock	303.6	4
Kerrville	33.6	Spanish Pass	274.9	7
Kerrville	55.4	Olga	253.1	14
Kerrville	57.8	Shavano	250.7	2-E
Lockhart	6.6	Burdette Wells	47.4	12-E
Gonzales	5.3	Botts	7.0	3-E
Gonzales	6.5	Kokernot	5.8	17
Gonzales	8.9	Conrad	3.4	4-E

EASTWARD

EL PASO 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				Minimum Running Time for Passenger Trains Between Stations—Minutes	Distance From El Paso	TIME TABLE No. 171 May 7, 1939 CENTRAL TIME	Mile Post Location	Minimum Running Time for Freight Trains Between Stations—Minutes	FIRST CLASS				Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	566 T. & P. Freight	246 Freight	564 T. & P. Freight	242 Freight	512 T. & P. Sunshine Special	6 Argonaut	506 T. & P. Texas Ranger	2 Sunset Limited						511 T. & P. Sunshine Special	5 Argonaut	507 T. & P. Texas Ranger	1 Sunset Limited	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
BKP I					10.00PM	9.30PM	2.00PM	10.20AM		0.0	TOWER 6								
YWOTPBK Yard		6.00PM		9.45AM	10.05	9.35	2.05	10.25		1.1	R EL PASO 1.1 (Union Depot)	829.3		7.30AM	9.20AM	5.30PM	8.20PM	Continuous Closed	Continuous Closed
I	6.20PM	6.03	10.01AM	9.48	10.07	9.37	2.07	10.27		1.7	TO-R EL PASO (Octavia St.)	828.2		7.23	9.11	5.23	8.13	Continuous	Continuous
Yard P	6.35	6.15	10.13	10.00	10.17	9.47	2.17	10.36		6.5	(Tower 47 S. P. and T. & P. Conn.)	827.6		7.21	9.09	5.21	8.11	Continuous	Continuous
58 P	6.48	6.25	10.25	10.12	10.25	9.56	2.25	10.43		12.6	ALFALFA	822.8		7.09	8.57	5.09	8.00		
P	6.51	6.28	10.28	10.15	10.27	9.58	2.27	10.45		14.1	TO YSLETA	816.7		7.01	8.45	5.01	7.52	8.30AM to 5.30PM	8.30AM to 5.30PM
80 P	6.55	6.32	10.32	10.19	10.31	10.02	2.31	10.49		16.6	BELEN	815.2		6.59	8.41	4.58	7.50		
83 P	7.04	6.41	10.41	10.28	10.38	10.09	2.39	10.55		22.0	BUFORD	812.7		6.55	8.37	4.54	7.47		
70 PW	7.29	6.53	10.53	10.40	10.47	10.19	2.49	11.03		29.2	CLINT	807.8		6.47	8.29	4.46	7.39		
81 P	7.45	7.03	11.03	10.50	10.54	10.26	2.57	11.10		35.0	FABENS	800.1		6.38	8.18	4.36	7.29		
88 P	7.55	7.15	11.16	10.58	11.00	10.32	3.04	11.16		39.6	TO TORNILLO	794.3		6.26	8.09	4.25	7.22	8.30AM to 5.30PM	Closed
77 P	8.06	7.34	11.30	11.09	11.09	10.40	3.13	11.24		45.8	POLVO	789.7	10	6.19	8.02	4.18	7.15		
75 PWY	8.19	7.46	11.42	11.21	11.19	10.51	3.25	11.33		53.2	ISER	783.5		6.10	7.52	4.09	7.06		
74 P	8.28	7.55	11.50	11.29	11.25	10.57	3.32	11.39		57.9	TO FORT HANCOCK	776.1		5.59	7.41	3.58	6.55	Continuous	Continuous
76 P	8.37	8.03	11.59AM	11.38	11.33	11.05	3.42	11.46	6	63.1	McNARY	771.4		5.51	7.33	3.50	6.48		
76 P	8.47	8.12	12.09PM	11.48AM	11.39	11.12	3.49	11.53AM	5	66.7	MADDEN	766.2	6	5.44	7.25	3.42	6.40		
76 P	8.59	8.23	12.20	12.01PM	11.47	11.20	3.58	12.01PM	6	70.7	RAMEY	762.6	7	5.38	7.18	3.32	6.34		
77 PW	9.19	8.44	12.38	12.17	11.55PM	11.29	4.07	12.09	6	75.9	FINLAY	758.6	8	5.30	7.10	3.24	6.27		
85 P	9.31	8.56	12.53	12.31	12.03AM	11.38	4.15	12.17	7	79.6	SMALL	753.4	7	5.22	7.02	3.16	6.20		
77 P	9.46	9.11	1.08	12.49	12.12	11.47	4.24	12.25	8	83.8	TORCER	749.7	7	5.14	6.54	3.08	6.12		
85 P	10.01	9.28	1.25	1.08	12.22	11.56PM	4.33	12.33	6	88.0	LASOA	745.5	8	5.06	6.46	3.00	6.04		
Yard 158 PO	10.15PM	9.40	1.40PM	1.20	12.30AM	12.08AM	4.40PM	12.40		92.4	ETHOLEN	741.3	7	4.58	6.38	2.52	5.56		
77 P		9.49		1.29		12.14		12.46		97.1	TO-R SIERRA BLANCA	736.9		4.50AM	6.30	2.45PM	5.50	Continuous	Continuous
54 P		9.59		1.39		12.20		12.52		102.3	MALLIE	732.2			6.19		5.43		
78 P		10.08		1.48		12.26		12.57		106.7	GRAYTON	727.0			6.12		5.36		
77 P		10.16		1.56		12.32		1.03		111.3	BOLA	722.6			6.06		5.30		
76 PW		10.24		2.04		12.37		1.08		115.6	TO RBERT	718.0			6.00		5.24		
53 P		10.33		2.13		12.43		1.14		120.6	HOT WELLS	713.7			5.54		5.18		
73 P		10.42		2.22		12.49		1.20		125.6	DALBERG	708.7			5.47		5.12		
76 P		10.49		2.29		12.54		1.25		129.4	COLLADO	703.7			5.40		5.06		
83 PW		11.04		2.44		1.06		1.37		133.8	FAY	699.9			5.34		5.00		
53 P		11.16		2.56		1.15		1.46		139.5	LOBO	695.5			5.26		4.54		
66 P		11.26		3.06		1.23		1.53		145.1	DANUBE	689.8			5.16		4.47		
76 P		11.38		3.20		1.33		2.03		153.0	OHSPA	684.2			5.08		4.40		
53 P		11.46		3.28		1.38		2.08		156.9	WENDELL	676.3			4.58		4.31		
BKWOPY Yard		11.55PM		3.40PM		1.45AM		2.15PM		161.5	RUBIO	672.4			4.52		4.26		
											TO-R VALENTINE	667.8			4.45AM		4.20PM	Continuous	Continuous
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	566	246	564	242	512	6	506	2						511	5	507	1		
	(3.55) 23.6	(5.55) 27.1	(3.39) 24.8	(5.55) 27.1	(2.30) 36.9	(4.15) 38.0	(2.40) 34.7	(3.55) 41.2			.....Time Over Subdivision.....			(2.40) 34.7	(4.35) 35.3	(2.45) 34.7	(4.00) 40.4		

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

Nos. 564 and 566 must obtain a clearance at T. & P. train-order office, El Paso, authorizing movement from Tower 47. Nos. 2, 506, 6 and 512 must obtain a clearance at El Paso (Octavia St.).  
 Schedule time and train orders for trains to or from T. & P. Ry. at Sierra Blanca will apply at T. & P. passenger connection switch, which is the first remote-control switch west of depot.  
 See Item 42, Special Instructions, Page 12, regarding train movements between Tower 47 and Tower 6.  
 See Page 15 for additional flag stops to entrain or detrain revenue passengers.

EASTWARD

VALENTINE SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, ways and tele-phones.	SECOND CLASS			FIRST CLASS		Minimum Running Time for Passenger Trains Between Stations—Minutes	Distance From Valentine	TIME TABLE No. 171 May 7, 1939	Mile Post Location	Minimum Running Time for Freight Trains Between Stations—Minutes	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations*	
	330 Santa Fe Mixed	242 Freight	246 Freight	2 Sunset Limited	6 Argonaut						5 Argonaut	1 Sunset Limited	329 Santa Fe Mixed	Arrive Tues., Thur. and Sat.	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Leave Mon., Wed. and Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Leave Tues., Thur. and Sat.			
BKWOYP Yard		4.20PM	12.05AM	2.25PM	1.55AM		0.0	TO-R VALENTINE 7.5	667.8		4.40AM	4.15PM			Continuous	Continuous
55 P		4.40	12.25	2.36	2.08		7.5	QUEBEC 8.0	660.3		4.25	4.00				
55 P		4.55	12.40	2.47	2.21		15.5	RYAN 4.7	652.8		4.14	3.49				
54 P		5.05	12.50	2.53	2.28		20.2	COEJO 5.2	647.6		4.07	3.42				
54 P		5.15	1.00	3.00	2.35		25.4	ARAGON 5.7	642.4		4.00	3.35				
51 P		5.25	1.10	3.07	2.43		31.1	GALGO 3.9	636.7		3.51	3.26				
70 PW		5.40	1.20	s 3.18	s 2.56		35.0	MARFA 6.5	632.8		s 3.43	s 3.18				
53 P		5.55	1.35	3.27	3.08	7	41.5	NOVAL 6.8	626.3	9	3.28	3.06				
86 P		7.10PM	6.15	1.50	3.36	f 3.18	48.3	PAISANO 7.0	619.5	10	f 3.18	2.57		6.10PM		
80 P							55.3	TORONTO 4.0	612.5	10						
		7.50PM					59.3	ALPINE JUNCTION 1.3	608.5					5.30PM		
82 Yard WYP		6.41	2.15	s 4.00	s 3.46		60.6	ALPINE 7.0	607.2	10	s 2.46	s 2.28			Continuous	Continuous
77 P		6.55	2.31	4.11	3.57		67.6	STROBEL 8.7	600.2	13	2.31	2.14				
77 P		7.10	2.55	4.22	4.08		76.3	ALTUDA 6.9	591.5	10	2.19	2.02				
77 P		7.23	3.10	4.31	4.18		83.2	LENOX 8.6	584.6	12	2.06	1.49				
79 POW		7.40	3.32	s 4.44	s 4.34		91.8	MARATHON 7.2	578.0	12	s 1.51	s 1.34			8.30AM to 5.30 PM	Closed
78 P		7.59	3.55	4.56	4.47		100.2	WARWICK 8.5	567.6	11	1.35	1.18				
39 P		8.12	4.11	5.05	f 4.57		107.4	HAYMOND 3.6	560.4	6	f 1.23	1.07				
55 PW		8.30	4.26	5.15	s 5.09		116.9	TESNUS 7.4	551.9	12	f 1.10	12.54				
53 P		8.40	4.35	5.20	5.16		119.5	MAXON 8.7	548.8	12	1.02	12.46				
76 P		8.56	4.50	5.32	5.29		126.9	ROSENFELD 7.9	540.9	11	12.49	12.34				
76 PW		9.12	5.05	5.43	f 5.40		135.6	LONGFELLOW 4.2	532.2	6	f 12.34	12.20				
46 P		9.26	5.20	5.53	5.52		143.6	EMERSON 4.2	524.8	6	12.19	12.05PM				
56 P		9.36	5.30	5.59	5.59		147.7	GAVILAN 4.2	520.1	6	12.11	11.58AM				
Yard BKWOYP		9.50PM	5.40AM	6.05PM	6.10AM		151.9	TO-R SANDERSON	515.9	6	12.01AM	11.50AM			Continuous	Continuous
		Arrive Mon., Wed. and Fri. 330	Arrive Daily 242	Arrive Daily 246	Arrive Daily 2	Arrive Daily 6					Leave Daily 5	Leave Daily 1		Leave Tues., Thur. and Sat. 329		
		(0.40) 16.5	(5.30) 27.6	(5.35) 27.2	(3.40) 41.5	(4.15) 35.7		..... Time Over Subdivision.....			(4.39) 32.7	(4.25) 34.4		(0.40) 16.5		
								..... Average Speed per Hour.....								

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

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

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

Length of siding in cars, location of bulletin, water and fuel stations, standard clocks, interlocks, plants, turn tables, wires and tele-phones.	SECOND CLASS				FIRST CLASS		Minimum Running Time for Passenger Trains Between Stations—Minutes	Distance From Sanderson	TIME TABLE No. 171 May 7, 1939	Mile Post Location	Minimum Running Time for Freight Trains Between Stations—Minutes	FIRST CLASS		Train Order Office Hours	
	246		242		2	6						1	5	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Freight	Freight	Sunset Limited	Argonaut	Sunset Limited	Argonaut						Arrive Daily	Arrive Daily		
WOPYBK Yard	8.20AM	12.15AM	6.15PM	6.20AM			10	0.0	TO-R SANDERSON	511.9	13	11.40AM	11.50PM	Continuous	Continuous
75 P	8.37	12.31	6.27	6.32			9	8.4	8.4 FEODORA	503.5	10	11.25	11.32		
77 P	8.53	12.47	6.38	6.43				14.7	6.3 MOFETA	497.2	10	11.13	11.20		
52 PW	9.06	1.03	6.49	6.54			7	21.8	7.1 TO DRYDEN	490.1	10	11.01	11.07	6.40 AM to 3.40 PM	Closed
52 P	9.25	1.15	6.58	7.03			7	28.4	6.6 THURSTON	483.5	9	10.51	10.55		
75 P	9.45	1.25	7.07	7.12			9	34.1	5.7 WATKINS	477.8	10	10.41	10.44		
58 P	9.59	1.45	7.18	7.23			6	40.7	6.6 MALVADO	471.2	7	10.30	10.33		
58 P	10.22	1.55	7.25	7.31			11	45.5	4.8 LOZIER	466.4	13	10.22	10.25		
59 PW	10.45	2.25	7.41	7.48			8	53.3	7.8 PUMPVILLE	458.6	9	10.08	10.11		
55 P	10.57	2.36	7.51	7.58			4	58.2	4.9 HIJITO	453.7	5	9.57	9.59		
54 P	11.03	2.44	7.55	8.03			8	61.4	3.2 OSMAN	450.5	11	9.52	9.54		
E53 W54 POW	11.20	3.05	8.05	8.13			9	68.6	7.2 TO LANGTRY	443.3	10	9.39	9.41	7.45 AM to 4.45 PM	Closed
53 P	11.33	3.20	8.16	8.27			8	74.8	6.2 DORSO	437.1	9	9.28	9.28		
90 P	11.45AM	3.35	8.26	8.37			12	80.7	5.9 SHUMLA	431.2	14	9.19	9.19		
56 P	12.10PM	4.05	8.46	9.01			6	88.0	7.3 VIADUCT	423.9	7	9.01	9.02		
54 P	12.20	4.15	8.54	9.13			7	92.8	4.8 RONA	419.1	8	8.52	8.54		
57 P	12.30	4.26	9.02	9.24			7	98.2	5.4 TO COMSTOCK	413.7	8	8.43	8.43	6.00 AM to 3.00 PM	6.00 AM to 10.00 AM
54 P	12.40	4.37	9.11	9.33			5	103.1	4.9 CABRA	408.8	7	8.34	8.33		
51 P	12.50	4.48	9.18	9.41			6	107.8	4.7 FEELY	404.1	8	8.26	8.25		
75 P	1.00	4.59	9.26	9.49			8	113.1	5.3 BULLIS	398.8	9	8.18	8.18		
75 PW	1.15	5.13	9.35	10.00			6	118.6	5.5 DEVIL'S RIVER	393.3	9	8.07	8.07		
54 P	1.31	5.25	9.45	10.10			9	124.6	6.0 McKEES	387.3	12	7.57	7.57		
WOTPYBK Yard	1.50PM	5.45AM	10.00PM	10.25AM				133.3	8.7 TO-R DEL RIO	378.6		7.45AM	7.45PM	Continuous	Continuous
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily								Leave Daily	Leave Daily		
	246	242	2	6								1	5		

(5.30) (5.30) (3.45) (4.05) .....Time Over Subdivision..... (3.55) (4.05)  
 24.3 24.3 35.5 32.7 .....Average Speed per Hour..... 34.1 32.7

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

At Langtry, time and train orders for westward trains apply at west switch of east siding, and for eastward trains at east switch of west siding.  
 Class F-1, GS-1 and F-5 engines must not go beyond 90 pound rail in old coal track Shumla.  
 See Page 15 for additional flag stops to entrain or detrain revenue passengers.

Water at Pecos River Bridge, Mile Post 428.

EASTWARD

DEL RIO SUBDIVISION

WESTWARD

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 Del Rio	TIME TABLE No. 171 May 7, 1939	Mile Post Location	WESTWARD				Train Order Office Hours and Hours of Signal Operator at Interlocking Stations				
	THIRD CLASS	SECOND CLASS		FIRST CLASS				FIRST CLASS		SECOND CLASS		THIRD CLASS	Daily Ex. Sun. and Legal Holidays	Sundays and Legal Holidays Only		
	86 Local Freight Leave Tue., Thur. and Sat.	246 Freight Leave Daily	242 Freight Leave Daily	2 Sunset Limited Leave Daily				6 Argonaut Leave Daily	1 Sunset Limited Arrive Daily	5 Argonaut Arrive Daily	245 Freight Arrive Daily	241 Freight Arrive Daily	85 Local Freight Arrive Mon., Wed. and Fri.			
WBKYOTP Yard		2.30PM	6.00AM			0.0	TO-R DEL RIO 8.4	378.8	7.30AM	7.30PM	10.30AM	4.20AM			Continuous	Continuous
77 P		2.46	6.15			8.4	JOHNSTONE 5.9	370.2	7.18	7.18	10.13	4.00				
77 P		2.56	6.25			14.3	AMANDA 4.6	364.3	7.11	7.10	10.03	3.45				
44 P		3.06	6.35			18.9	STANDART 5.7	359.7	7.04	7.03	9.53	3.35				
77 P		3.16	6.57			24.6	PINTO 5.2	354.0	6.57	6.55	9.42	3.25				
77 WP		3.26	7.13			29.8	LAS MORAS 7.1	348.8	6.50	6.47	9.32	3.15				
YPOW Yard 71	6.40AM	3.46	7.35			36.9	TO-R SPOFFORD 8.0	341.7	6.40	6.36	9.20	3.00			10.30PM to 2.30 PM	10.30PM to 2.30 PM
79 P	6.55	4.01	7.53			44.9	ANACAOCHO 4.3	333.7	6.25	6.22	9.07	2.30				
78 P	7.05	4.10	8.02			49.2	PAVO 4.6	329.4	6.19	6.16	8.59	2.20				
78 P	7.15	4.20	8.11			53.8	ODLAW 5.3	324.8	6.13	6.10	8.51	2.10				
78 WP	7.30	4.31	8.20			59.1	OLINE 5.9	319.5	6.06	6.03	8.42	2.00				
49 P	7.50	4.44	8.32			65.0	OBI 6.1	313.6	5.58	5.55	8.32	1.45				
76 P	8.22	4.55	8.45			70.6	HACIENDA 6.4	307.5	5.50	5.47	8.22	1.30				
PYW Yard 102	8.50	5.10	9.08			77.5	TO UVALDE 4.7	301.1	5.40	5.37	8.10	1.10			5.00 AM to 1.00 PM 5.00 PM to 1.00 AM	5.00 AM to 1.00 PM 5.00 PM to 1.00 AM
80 P	9.02	5.22	9.20			82.2	INGE 6.0	296.4	5.25	5.22	7.54	12.52				
55 P	9.15	5.40	9.32			88.2	TO KNIPPA 6.5	290.4	5.17	5.14	7.45	12.40			8.00AM to 11.30AM 12.30PM to 5.00PM	Closed
55 P	9.30	5.52	9.44			94.7	YUCCA 4.4	283.9	5.08	5.05	7.35	12.28				
77 PW	9.40	6.03	9.54			99.1	SABINAL 7.5	279.5	5.00	4.55	7.27	12.11AM				
50 P	9.55	6.20	10.10			106.6	SECO 5.0	272.0	4.51	4.46	7.15	11.58PM				
88 P	10.10	6.39	10.20			111.6	TO D'HANIS 8.5	267.0	4.43	4.36	7.03	11.43			8.30AM to 5.30PM	Closed
55 PW	10.38	6.55	10.38			120.1	TO HONDO 4.2	258.5	4.32	4.24	6.50	11.28			8.30AM to 12.01PM 1.01PM to 5.30PM	8.30AM to 12.01PM 1.01PM to 5.30PM
76 P	11.00	7.07	10.48			124.3	QUIHI 5.6	254.3	4.24	4.14	6.37	11.16				
77 P	11.20	7.25	11.05			129.9	DUNLAY 7.8	248.7	4.16	4.07	6.26	11.03				
73 P	11.40AM	7.45	11.25			137.7	NOONAN 6.8	240.9	4.06	3.57	6.12	10.48				
76 PW	12.01PM	8.05	11.43			144.5	TO LACOSTE 7.5	234.1	3.55	3.46	5.59	10.33			8.00 AM to 5.00 PM	Closed
77 P	12.18	8.20	11.58AM			152.0	MACDONA 7.8	228.6	3.45	3.35	5.47	10.20				
P	12.35	8.40	12.15PM			159.8	WITHERS 2.0	218.8	3.35	3.25	5.35	10.05				
						161.8	DUNCAN FIELD 4.1	216.8								
I						165.9	TOWER 105 (I.-G.N. and S.A.B. & T. Crossings) 1.6	212.7							Continuous	Continuous
I						167.5	TOWER 112 (S. A. B. & T. Crossing) 1.8	211.1							Continuous	Continuous
Yard BKP						169.3	TO-R SAN ANTONIO (Commerce Street) 1.3	209.3	3.15AM	3.05PM					Continuous	Continuous
I						170.6	TOWER 121 (Olive St.) 0.6	208.0							Continuous	Continuous
BOKPTWY Yard	1.15PM	9.30PM	12.55PM			171.2	TO-R EAST YARD	207.4			5.00AM	9.30PM			Continuous	Continuous
	Arrive Tue., Thur. and Sat.	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Mon., Wed. and Fri.		
	86	246	242			2	6		1	5	245	241		85		

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

(4.15) 39.8 (4.25) 38.3 (5.30) 31.1 (6.50) 25.1 (6.45) 19.9

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

See Item 64, Special Instructions, page 12, regarding train movements between Tower 112 and East Yard. Trains will move with caution within Spofford Yard Limits, expecting to find main track occupied. See Page 15 for additional stops to entrain or detrain revenue passengers.



Length of sidings, in cars, location of building, water and fuel tanks, standard clock, telegraph, tele-phones, etc.	THIRD CLASS			SECOND CLASS			FIRST CLASS								Distance From Glidden	TIME TABLE No. 171 May 7, 1939				
		82 Local Freight			242 Freight	352 Freight	372 Freight				6 Argonaut	302 Motor	310 Motor	2 Sunset Limited		304 Passenger	58 G.C. & S.F. No. 5	8 Alamo	STATIONS	
		Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Leave Daily Ex. Saturday				Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily		
Yard BKOPWTY		6:40AM			8:05PM						6:43PM			5:34AM			3:15AM	0.0	TO-R GLIDDEN	
Yard P		6:50								s 6:49				5:38			s 3:23	2.8	COLUMBUS	
87 Yard P		7:00			8:30					6:55				5:44			f 3:31	5.9	ALLEYTON	
77 P		7:15			8:45					7:05				5:54				12.9	RAMSEY	
76 W Yard		8:40			9:05PM					s 7:14				6:02			s 3:56	18.6	EAGLE LAKE	
IP																		18.8	T. & N. O. CROSS.	
I																		19.1	G. O. & S. F. CROSS.	
77 P		9:00								7:24				6:12			f 4:08	25.3	LISSIE	
87 P		9:15								7:30				6:18				30.2	NOTTAWA	
90 P		9:40								7:36				6:24			s 4:30	35.3	EAST BERNARD	
76 P		9:50								7:42				6:30			f 4:38	40.1	TAVENER	
78 P		10:26								7:48				6:36				44.5	RANDON	
E44 W98 Yard BKPWYI		11:00				7:50PM	12:45PM			s 8:00	s 2:17PM			6:46	s 6:37AM	s 6:02AM	s 5:01	51.2	TOWER 17 (G. O. & S. F. Cross.)	
65 P		11:45				7:55	12:52			8:05	s 2:24			6:50	6:41	f 6:08	s 5:10	54.2	ROSENBERG	
76 P		11:50				7:58	12:57			8:07	2:26			6:52	6:43	6:10	5:12	55.2	RICHMOND	
79 P		11:59AM				8:03	1:02			8:11	2:31			6:56	6:46	6:14	5:17	57.7	FLORA	
162 P		12:15PM				8:17	1:12			8:17	s 2:37			7:02	6:51	6:20	s 5:23	62.4	HARLEM	
IP																		62.6	SUGAR LAND	
94 PW		12:35				8:35	1:25			8:25	f 2:47			7:08	6:57	6:26	5:34	67.4	TOWER 114 (S.L.R.R. Cross)	
102 P		12:50				8:40	1:30			8:27	f 2:51			7:10	6:59	6:28	5:37	68.7	STAFFORD	
80 P		1:00				8:47	1:38			8:32	2:57			7:15	7:04	6:33	5:42	72.6	MISSOURI CITY	
PY		1:10				8:54	1:42			8:35	3:00			7:18	7:07	6:36	5:45	74.5	LOTUS	
P																		75.7	WEST JUNCTION	
IPY						11:35PM	via Harrisburg	via Harrisburg						9:43AM		Via Tower 81		79.6	NORTH JUNCTION	
BKP						11:50				8:47	3:15	9:51	7:30	7:17			6:00	83.8	BELLAIRE JUNCTION	
PY						11:59PM												86.3	EUREKA (Tower 13)	
70 IP																		88.3	BOULEVARD JCT.	
IP										9:00PM	3:30PM	10:05AM	7:45AM	7:30AM			6:15AM	88.3	TO-R HOUSTON (Passenger Station)	
90 IPY		2:05PM				9:50PM	2:15PM											74.5	WEST JUNCTION	
BKP		2:40PM				1:00AM	10:30PM	2:45PM										75.8	EAST JUNCTION	
		82				242	352	372										77.9	STELLA	
		(8.00) 11.5				(4.55) 17.6	(2.40) 15.3	(2.00) 20.3										82.4	TOWER 134 (I.-G. N. Crossing)	
										(2.17) 38.7	(1.13) 30.5	(0.22) 23.5	(2.11) 40.5	(0.53) 40.0	(0.48) 39.0	(3.00) 29.4		85.4	TOWER 81 (G. C. & S. F. Crossing)	
																		91.8	HARRISBURG Tower 30 (G. H. & H. Crossing)	
																			TO-R ENGLEWOOD	

TO-R	GLIDDEN	2.8
	COLUMBUS	3.1
	ALLEYTON	7.0
	RAMSEY	5.7
	EAGLE LAKE	0.2
Tower 115	T. & N. O. CROSS.	0.3
TO	G. O. & S. F. CROSS.	6.2
	LISSIE	4.9
	NOTTAWA	5.1
TO	EAST BERNARD	4.8
	TAVENER	4.4
	RANDON	6.7
TO-R	TOWER 17 (G. O. & S. F. Cross.)	3.0
	ROSENBERG	1.0
	RICHMOND	2.5
	FLORA	4.7
	HARLEM	0.2
TO	SUGAR LAND	4.8
	TOWER 114 (S.L.R.R. Cross)	1.3
	STAFFORD	3.9
	MISSOURI CITY	1.9
	LOTUS	1.2
	WEST JUNCTION	3.9
	NORTH JUNCTION	4.2
TO	BELLAIRE JUNCTION	2.5
	EUREKA (Tower 13)	2.0
	BOULEVARD JCT.	2.0
TO-R	HOUSTON (Passenger Station)	6.36
	WEST JUNCTION	1.3
	EAST JUNCTION	2.1
	STELLA	4.5
TO-R	TOWER 134 (I.-G. N. Crossing)	6.41
	TOWER 81 (G. C. & S. F. Crossing)	6.50AM
TO-R	HARRISBURG Tower 30 (G. H. & H. Crossing)	

Time at Englewood for information only. See Special Instructions, Item 91, Page 12, for movements between Boulevard Jct. and Englewood via Freight Route and between Harrisburg and Englewood via Houston Division.

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)

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

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

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



# GLIDDEN SUBDIVISION

WESTWARD

TIME TABLE No. 171  
May 7, 1939

**FIRST CLASS**

**SECOND CLASS**

**THIRD CLASS**

Train Order Office  
Hours and Hours of  
Signal Operator at  
Interlocking Stations

STATIONS	Mile Post Location	FIRST CLASS								SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
		301 Motor	5 Argonaut	309 Motor	57 G.C. & S.F. No. 6	303 Passenger	1 Sunset Limited	7 Alamo				371 Freight	351 Freight		81 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Saturday	Arrive Daily		Arrive Daily Ex. Sunday			
TO-R GLIDDEN 2.8	87.1		11.31AM				12.02AM	s 2.09AM						1.15PM		Continuous	Continuous
COLUMBUS 3.1	84.3		s 11.26				11.57PM	s 2.01						1.08			
ALLEYTON 7.0	81.2		11.20				11.51	f 1.54						1.00			
RAMSEY 5.7	74.2		11.11				11.42	1.45						12.45			
EAGLE LAKE 0.2	68.5		s 11.02				11.34	s 1.36						12.30			
Tower 115 TO T. & N. O. CROSS. 0.3	68.3															Continuous	Continuous
G. C. & S. F. CROSS. 6.2	68.0																
LISSIE 4.9	61.8		10.52				11.25	f 1.24						12.10PM			
NOTTAWA 5.1	56.9		10.45				11.19	1.17						11.55AM			
TO EAST BERNARD 4.8	51.8		10.39				11.13	f 1.10						11.40	8.30 AM to 5.30 PM	Closed	
TAVENER 4.4	47.0		10.32				11.07	f 1.03						11.25			
RANDON 6.7	42.6		10.26				11.01	12.57						11.15			
TOWER 17 (G. C. & S. F. Cross.)																Continuous	Continuous
TO-R ROSENBERG 3.0	35.9	s 8.45AM	s 10.18		s 10.30PM	s 10.37PM	10.53	s 12.48			9.00AM	12.01AM		11.00		Continuous	Continuous
RICHMOND 1.0	32.9	s 8.36	10.12		f 10.24	10.30	10.47	f 12.36			8.55	11.50PM		10.28			
FLORA 2.5	31.9	8.33	10.10		10.22	10.28	10.45	12.33			8.52	11.45		10.22			
HARLEM 4.7	29.4	8.30	10.06		10.18	10.25	10.41	12.29			8.47	11.40		10.15			
SUGAR LAND 0.2	24.7	s 8.24	10.01		10.12	10.20	10.36	f 12.22			8.38	11.30		10.01			
TO TOWER 114 (S.L.R.R. Cross.) 4.8	24.5														7.30 AM to 11.30 PM	7.30 AM to 11.30 PM	
STAFFORD 1.3	19.7	f 8.16	9.54		10.06	10.14	10.29	12.14			8.25	11.17		9.30			
MISSOURI CITY 3.9	18.4	f 8.13	9.52		10.04	10.12	10.27	12.12			8.21	11.12		9.20			
LOTUS 1.9	14.5	8.08	9.47		9.59	10.07	10.22	12.07			8.13	11.05		9.10			
WEST JUNCTION 1.2	12.6	8.05	9.44		9.56	10.04	10.19	12.04AM			8.09	11.01		9.05			
NORTH JUNCTION 3.9	8.1																
BELLAIRE JUNCTION 4.2	4.2			5.36PM	Via Tower 81						Via Harrisburg	Via Harrisburg				Continuous	Continuous
TO EUREKA (Tower 13) 2.5	5.7	7.53	9.32	5.28		9.52	10.07	11.52PM									
BOULEVARD JCT. 2.0	3.2																
TO-R HOUSTON (Passenger Station) 1.2	1.2	7.40AM	9.20AM	5.15PM		9.40PM	9.55PM	11.40PM							6.00 AM to 2.00 PM 3.59 PM to 11.59 PM	6.00 AM to 2.00 PM 3.59 PM to 11.59 PM	
WEST JUNCTION 1.3	12.6				9.56						8.09	11.01		9.05			
EAST JUNCTION 1.9	11.3																
STELLA Tower 134 (I.-G. N. Crossing) 4.8	9.4				9.51						8.00	10.50		8.55			
TO-R TOWER 81 (G. C. & S. F. Crossing) 3.2	4.6				9.43PM							10.40				Continuous	Continuous
TO-R HARRISBURG Tower 30 (G. H. & H. Crossing) 7.8	7.8										7.40AM	10.30PM		8.40AM		Continuous	Continuous

Time at Englewood for information only. See Special Instructions, Item 91, Page 12, for movements between Boulevard Jct. and Englewood via Freight Route and between Harrisburg and Englewood via Houston Division.

TO-R ENGLEWOOD	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	7.15AM	10.00PM	8.15AM	Continuous	Continuous
	301	5	309	57	303	1	7		371	351	81		
Time Over Subdivision	(1.05)	(2.11)	(0.21)	(0.47)	(0.57)	(2.07)	(2.29)		(1.45)	(2.01)	(5.00)		
Average Speed per Hour	34.2	40.5	24.9	39.9	39.1	41.6	35.6		23.2	20.1	14.7		

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

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

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

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

10 EASTWARD BELLAIRE 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 Eagle Lake	TIME TABLE No. 171		Mile Post Location	FIRST CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations	
	242	310		May 7, 1939			309			
	Freight	Motor					Motor			
	Leave Daily	Leave Daily		STATIONS			Arrive Daily		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
WI Yard	9.05PM	8.15AM	0.0	TO Tower 115	(G. O. & S. F. Crossing) (T. & N. O. Crossing) EAGLE LAKE	61.2	7.10PM		Continuous	Continuous
I			0.5		0.5 (G. C. & S. F. Crossing)	60.7				
40	9.23	8.28	7.6		7.1 OHESTERVILLE	58.6	6.55			
78 IY	9.45	8.41	16.4	TO Tower 51	(G. O. & S. F. Crossing) WALLIS	44.8	6.40		Continuous	Continuous
40 W	9.59	8.52	22.9		8.8 SIMONTON	38.3	6.28			
15	10.08	9.00	27.7		4.8 FULSHEAR	38.5	6.20			
31	10.16	9.06	31.1		3.4 FLEWELLEN	30.1	6.14			
14 Spur-E	10.25	9.12	34.8		3.7 GASTON	26.4	6.08			
21 Team W	10.45	9.21	40.5		5.7 OLODINE	20.7	5.59			
80	11.00	9.30	46.2		5.7 ALIEF	15.0	5.49			
76	11.15	9.37	50.8		4.6 JEANNETTA	10.4	5.42			
17	11.25	9.41	53.8		3.0 BELLAIRE	7.4	5.38			
	11.35PM	9.43AM	54.9		1.1 BELLAIRE JUNCTION	6.3	5.36PM			
	Arrive Daily	Arrive Daily					Leave Daily			
	242	310					309			

(2.30) (1.28) ..... Time Over Subdivision ..... (1.34)  
 22.0 37.3 ..... Average Speed per Hour ..... 35.0

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

Nos. 309 and 310 will stop on flag at Howellville. See Glidden Subdivision, Pages 8 and 9 for train movements between T. & N. O. crossing and passenger and freight stations at Eagle Lake. Trains will move with caution within Eagle Lake yard limits expecting to find main track occupied.

EASTWARD GONZALES 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 Gonzales	TIME TABLE No. 171		Mile Post Location	SECOND CLASS		Train Order Office Hours	
	218	216		May 7, 1939			217	219		
	Mixed	Mixed					Mixed	Mixed		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
BOWY	4.30PM	12.15PM	0.0	TO-R	GONZALES	12.3	1.50PM	6.00PM	8.00 AM to 5.00 PM	Closed
P	5.00PM	12.45PM	12.5	R	12.3 HARWOOD	144.0	1.00PM	5.15PM		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	218	216					217	219		

(0.30) (0.30) ..... Time Over Subdivision ..... (0.50) (0.45)  
 25.0 25.0 ..... Average Speed per Hour ..... 15.0 16.6

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Except No. 217 is superior to No. 218. Schedules at Harwood will be assumed by crews assigned to or ordered for the train. Harwood Depot is main line mile post location.

EASTWARD LA GRANGE 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 La Grange	TIME TABLE No. 171		Mile Post Location	Train Order Office Hours		
	242	310		May 7, 1939					
	Freight	Motor							
	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
PT			0.0		LA GRANGE	24.7			
9					5.3 JOINER	19.4			
Spur-W			5.3		6.6 ELLINGER	12.8			
27 House			11.9		13.2				
Yard BKYPW			25.1	TO-R	GLIDDEN	87.1		Continuous	Continuous

Eastward Trains are Superior to Trains of the same Class in the Opposite Direction. (See Rule S-72) Glidden depot is main line mile post location.

EASTWARD LOCKHART 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 Lockhart	TIME TABLE No. 171		Mile Post Location	Train Order Office Hours		
	234	235		May 7, 1939					
	Mixed	Mixed							
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
29 BOTW	10.15AM		0.0	TO-R	LOCKHART	54.0	5.45PM	8.30 AM to 5.30 PM	Closed
31	10.43		8.9		8.9 OILFIELD	46.1	5.16		
PWY 105 Yard	11.00AM		14.9	TO-R	LULING	153.8	5.00PM	9.30 AM to 5.30 PM 11.30PM to 7.30AM	See Note
	Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday		
	234						235		

(0.45) (0.45) ..... Time Over Subdivision ..... (0.45)  
 19.6 ..... Average Speed per Hour ..... 19.6

Eastward Trains are Superior to Trains of the same Class in the Opposite Direction. (See Rule S-72) Trains will move with caution within Luling yard limits, expecting to find the main track occupied. Train-order office hours Luling: Sundays 11:30 P.M. to 7:30 A.M. Legal Holidays 9:30 A.M. to 5:30 P.M. and 11:30 P.M. to 7:30 A.M. Luling depot is main line mile post location.

EASTWARD EAGLE PASS 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 Eagle Pass	TIME TABLE No. 171		Mile Post Location	Train Order Office Hours		
	228	227		May 7, 1939					
	Mixed	Mixed							
	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
			0.0		END EAGLE PASS SUBDIVISION	34.7			
Yard BOYWP	11.45PM		1.5	TO-R	EAGLE PASS	33.2	8.15AM	7.30 AM to 4.30 PM	Closed
20	11.55PM		7.2		5.7 OLMOS	27.5	7.49		
20	12.20AM		15.0		7.8 PALOMA	19.7	7.31		
39	12.38		22.7		7.7 DARLING	12.0	7.15		
43	12.53		28.5		5.8 NORA	6.2	7.01		
Yard OYWP	1.15AM		35.5	TO-R	SPOFFORD	341.7	6.45AM	10.30PM to 2.30PM	10.30PM to 2.30PM
	Arrive Daily						Leave Daily		
	228						227		

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

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Spofford is main line mile post location. SA

**SPECIAL INSTRUCTIONS**

**EASTWARD KERRVILLE 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 Kerrville	TIME TABLE No. 171		Mile Post Location	SECOND CLASS
	212 Mixed		May 7, 1939			211 Mixed
	Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday
Yard TW	1.00PM	0.0	TO-R	KERRVILLE	308.5	12.01PM
	f 1.08	3.2		3.2 LEGION	305.3	f 11.43AM
27	s 1.28	9.9		6.7 CENTER POINT	298.6	s 11.23
15	s 1.53	18.6	TO	8.7 COMFORT	289.9	s 10.52
25	Y f 2.04	22.3		3.7 FREDERICKSBURG JCT.	286.2	s 10.40
17	W f 2.15	26.1		3.8 WARING	282.4	s 10.22
13	f 2.26	29.5		3.4 WELFARE	279.0	f 10.12
22	s 2.52	39.0	TO	9.5 BOERNE	269.5	s 9.45
8	f 3.11	45.4		6.4 VAN RAUB	263.1	f 9.25
34	Y f 3.22	49.4		4.0 CAMP STANLEY JUNCTION	259.1	f 9.11
17	f 3.25	50.3		0.9 LEON SPRINGS	258.2	f 9.08
20	W f 3.29	52.0		1.7 VIVA	256.5	f 9.05
Yard Y	f 3.42	54.6		2.6 BECKMANN	253.9	f 8.59
29	f 4.00	61.2		6.6 ROBARDS	247.3	f 8.40
		69.9		8.7 I.-G.N. CROSSING	238.6	
I		70.3		0.4 TOWER 109 (S.A.B. & T. Crossing)	238.2	
I	4.40	71.4		1.1 TOWER 112 (S.A.B. & T. Crossing)	211.1	8.10
Yard BKP	5.00PM	73.2	A.B.S.	1.8 TO-R SAN ANTONIO (Commerce Street)	209.3	8.00AM
		74.5	A.B.S.	1.3 TOWER 121 (Olive St.)		
PBKWOT Yard		75.1	A.B.S.	0.6 TO-R EAST YARD		
	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday
	212					211

(4.00) ..... Time Over Subdivision ..... (4.01)  
18.3 ..... Average Speed per Hour ..... 18.2

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

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

San Antonio (Commerce Street) and Tower 112 (S. A. B. & T. crossing) are main line mile post locations.

Nos. 211 and 212 will stop on flag at Shavano M. P. 250.7, Olga M. P. 253.1, Spanish Pass M. P. 274.9, Kenilworth M. P. 277.9, Lomas M. P. 285.5, Idlewild M. P. 288.0, Split Rock M. P. 303.6, Schreiner M. P. 307.2.

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

Train-Order Office Hours and Hours of Signal Operators at Interlocking Stations	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
Kerrville.....	8:00 AM to 5:00 PM	Closed
Comfort.....	8:00 AM to 5:00 PM	Closed
Boerne.....	8:00 AM to 5:00 PM	Closed
Tower 109 (SAB&T Crossing).....	Continuous	Continuous
Tower 112 (SAB&T Crossing).....	Continuous	Continuous
San Antonio (Commerce St.).....	Continuous	Continuous
Tower 121 (Olive St.).....	Continuous	Continuous
East Yard.....	Continuous	Continuous

**GENERAL**

1. Trains displaying signals for a following section must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.
2. A train may arrive at a station in advance of its schedule arriving time.
3. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.
4. Employes are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
5. Trains and engines must stop before crossing a railway at grade unless protected by an Interlocking Plant.

**LOCAL ALL SUBDIVISIONS**

20. Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling motor-car repairmen, water-service repairmen, operators of roadway machines and any employes who operate motor cars must use watches as prescribed by Rule 2, and must be provided with current time-table while operating motor cars and roadway machines.
21. On a passenger train when approaching a station where engines are to be changed or train is to be switched, trainman will open steam valve on rear of train one mile or more in advance and sound Communicating Signal 16 (m). Before opening the valve, trainman must look forward on each side of train to observe whether employes or other persons are walking along the track, who might be scalded by the discharge of steam, and consideration must be given to selecting a location for the operation where there is the least liability of danger to employes or pedestrians, or damage to property. Steam must not be blown from train line approaching or passing over street or highway crossings.
22. At stations, except at Langtry, where there are two or more sidings, eastward trains must take the most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order, or the movement made under flag protection.
23. Extra precaution must be used when operating Class MK-5, F-1, F-5 or GS-1 engines on other than main tracks and sidings.
24. Santa Fe trains display markers with red and yellow lights. The yellow lights bear the same significance as do the green lights under T. & N. O. rules.
25. Freight trains must be inspected at each water stop. When conditions are favorable and, in the judgment of the conductor and engineer, it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than indicated below:

- Manifest Trains—**  
60 miles, except may run between El Paso and Small; Fort Hancock and Lobo; Valentine and Alpine; Alpine and Sanderson; Sanderson and High Bridge (428-A); Del Rio and Uvalde; Uvalde and East Yard; East Yard and Waelder; Luling and Glidden.
- Other Freight Trains—**  
50 miles, except may run between El Paso and Small; Valentine and Alpine; Alpine and Tesnus; Sanderson and Pumpville; East Yard and Luling; Luling and Glidden; Glidden and Rosenberg.

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

Freight trains must be thoroughly inspected at High Bridge (428-A) before crossing.

26. Spring Switches are located as follows:
  - Belen —East end double track, normal position for westward track.
  - Madden —East end siding.
  - Ramey —East end siding.
  - Small —East end siding.
  - Torcer —East end siding.
  - Lasca —East end siding.
  - Sanderson —Main-track switch, extreme west end of yard.
  - Sanderson —Derail in No. 1 track, west of east crossover, normally to derail eastward movements.
  - Withers —West end double track, normal position for eastward track.
  - East Yard —Switch connecting yard lead with eastward main track, east end of yard, normal position for the lead.
  - West Junction —Switch connecting westward track of double track to single track, normal position for single track.

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

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

Speed of 15 miles per hour must not be exceeded over spring switch east end of yard, East Yard.

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

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

Signals	Location
2188—Withers—	Spring switch, end of double track.
3889—Between McKees and Devils River—	Falling-rock detector, also fusible wire on Bridges 389-F, 390-C, 390-D and 390-E.
3896—Between McKees and Devils River—	Falling-rock detector.
3909—Between McKees and Devils River—	Falling-rock detector, also fusible wire on Bridge 390-E.
3916—Between McKees and Devils River—	Falling-rock detector, also fusible wire on Bridges 389-F, 390-C, 390-D and 390-E.
4469—Between Langtry and Osman—	Falling-rock detector.
4488—Between Langtry and Osman—	Falling-rock detector.
5168—Sanderson—	Spring switch, west end of yard.
5980—Between Altuda and Strobel—	High-water detector, Bridge 597-C.
5975—Between Altuda and Strobel—	High-water detector, Bridge 597-C.
7451—Lasca—	Spring switch, east end of siding.
7491—Torcer—	Spring switch, east end of siding.
7531—Small—	Spring switch, east end of siding.
7623—Ramey—	Spring switch, east end of siding.
7657—Madden—	Spring switch, east end of siding.
8151—Belen—	Spring switch, end of double track.

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

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

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

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

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

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

El Paso, Sierra Blanca, Valentine, Alpine, Sanderson, Del Rio, Spofford, Eagle Pass, Uvalde, San Antonio, Luling, Flatonia, Glidden (including Columbus, Alleyton and Laban), Eagle Lake, Rosenberg and Beckmann.

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

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

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

- Del Rio Subdivision:
  - Bridge 307-B, Nueces River, west of Hacienda.
- San Antonio Subdivision:
  - Bridge 204-A, Salado Creek, east of East Yard.
  - Bridge 193-A, Cibolo River, Schertz.
  - Bridge 178-B, Guadalupe River, east of Hilda.
  - Bridge 156-B, San Marcos River, west of Luling.

## SPECIAL INSTRUCTIONS

33 Continued.

## Glidden Subdivision:

Bridge 84.06, Colorado River, Columbus.  
Bridge 32-B, Brazos River, Richmond.

## Kerrville Subdivision:

Bridge 267-A, Cibolo Creek, between Van Raub and Boerne.  
Bridge 280-A, Joshua Creek.  
Bridge 285-D, Guadalupe River, east of Fredericksburg Junction.

## LaGrange Subdivision:

Bridge 1-C, Colorado River.

## Bellaire Subdivision:

Bridge 49-E, East Bernard River.  
Bridge 41-A, Brazos River.  
Bridge 38-A, Crump Creek.

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

## EL PASO, VALENTINE AND SANDERSON SUBDIVISIONS

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

42. Main tracks between Tower 47 and Tower 6, El Paso, will be used jointly by trains of the San Antonio Division and the Deming and Alamogordo Subdivisions of the Rio Grande Division. Trains between these points will run with caution, 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 movement against the current of traffic may be made only under flag protection. Signal operator at Tower 6 will not set the route or clear signals for an eastward movement to move against the current of traffic from Tower 6 to Santa Fe Street crossover except on instructions of the yardmaster, who must know the movement is protected, and such movements must protect themselves against following eastward movements from Union Depot Yard. Trains may run extra, moving with the current of traffic, between Tower 47 and Tower 6 without train-order authority, but must obtain a clearance before commencement of trip if an operator is on duty.

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

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

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

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

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

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

49. The normal position of Distant Signal 8147 governing westward trains at Belen is CAUTION.

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

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

51. Trains may register at Sierra Blanca by register ticket, Form 2642, and obtain train-order check, Form R, of superior trains due.

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

53. Spur track switch from enginehouse lead at Valentine must be left lined for the spur.

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

55. In centralized control signal limits between Alpine and Paisano, be governed by the following:

At Paisano—

The yellow arm on Signal 6200 governing eastward trains at west end of siding, when in restrictive position, will indicate Home Signal 6198 at junction switch, or Home Signal 6194 at east end of siding, or both, are in STOP position.

The yellow arm on Signal 6193 governing westward trains at east end of siding, when in restrictive position, will indicate Home Signal 6197 at junction switch, or Home Signal 6201 at west end of siding, or both, are in STOP position.

At Toronto—

Distant Signal 6132, 2983.6 feet west of west switch of siding, governing eastward trains, when in restrictive position, will indicate Home Signal 6128 at west end of siding, or Home Signal 6120 at east end of siding, or both, are in STOP position.

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

## DEL RIO AND SAN ANTONIO SUBDIVISIONS

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

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

63. The normal position of Distant Signal 2181 governing westward trains at Withers is CAUTION.

64. Main tracks between Tower 112, San Antonio (Commerce Street) and East Yard will be used jointly by trains of the San Antonio Division and the Victoria Division. Trains between these points will run with caution, 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.

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

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

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

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

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

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

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

72. First-class trains may register at Glidden by register ticket, Form 2642, and obtain train-order check, Form R, of superior trains due, and may leave Glidden without a clearance if train-order signal is changed to indicate PROCEED in accordance with Rule 221.

73. Trains consisting of more than 40 cars may use house track at Kingsbury in connection with east siding to prevent saw-by. Eastward inferior trains using house track to meet a superior train must protect their movement by flag between west switch of west siding and west switch of house track.

74. Crossover is located between main track and siding at Harwood, Eastward inferior trains entering siding must use extreme west switch of siding unless otherwise directed by train order, or the movement made under flag protection.

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

Marion—Gin spur.  
Seguin Brick and Tile Co. tracks near Hilda.  
Nolte Mill tracks.  
Seguin—Tracks 1, 2, 3, 4 and oil-sump track.  
Luling—Gin spur; Magnolia spur beyond the right-of-way fence.

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

## GLIDDEN AND BELLAIRE SUBDIVISIONS

80. First-class trains may register at Glidden by register ticket, Form 2642, and obtain train-order check, Form R, of superior trains due, and may leave Glidden without a clearance if train-order signal is changed to indicate PROCEED in accordance with Rule 221.

81. Slow boards reading 50-40 are placed at Mile Post 73.7 for westward trains and at Mile Post 81.7 for eastward trains. Restrictions apply to track between Mile Post 74.2 and Mile Post 81.2, between Ramsey and Alleyton.

82. Engines weighing in excess of 155,000 pounds on drivers must not use rice-mill tracks at Eagle Lake.

83. Engines heavier than Class F-1 or P-13 must not be operated on Bellaire Subdivision.

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

85. Trains may register at Tower 81 and Harrisburg by register ticket, Form 2642, and obtain train-order check, Form R, of superior trains due.

86. Trains originating at Houston Passenger Station, enroute to Bellaire Subdivision at Bellaire Junction, must obtain a clearance at Houston Passenger Station, authorizing movement from Bellaire Junction. Trains originating at Englewood, enroute to Glidden or Bellaire Subdivision via Boulevard Junction, must obtain a clearance at Eureka. Trains originating at Englewood, enroute to Glidden Subdivision via Harrisburg, must obtain a clearance at Harrisburg.

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

88. Main tracks between Bellaire Junction and Eureka will be used jointly by trains of the Glidden and Bellaire Subdivisions, and between Eureka and Houston Passenger Station by trains of the San Antonio Division and the Dallas and Austin Divisions. 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. Trains may run extra, moving with the current of traffic, between Bellaire Junction and Houston Passenger Station, without train-order authority, but must obtain a clearance before commencement of trip if an operator is on duty.

89. The main track between Tower 17 and passenger station, Rosenberg, will be used jointly by trains of the Victoria and San Antonio Divisions and the G. C. & S. F. Movements between these points must be made with caution expecting to find main track occupied. Second-class and inferior trains, and engines, must not occupy the main track when it is known that a first-class train will thereby be delayed.

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

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

92. Movements between Boulevard Junction and Englewood via Freight Route will be made in accordance with the provisions of the current time-table, special instructions, and train orders of the Dallas and Austin Divisions. Movements between Harrisburg and Englewood will be made in accordance with the current time-table, special instructions and train orders of the Houston Division.

93. Trains and engines will approach Heights Boulevard crossing, Boulevard Junction, with caution, and receive a proceed signal from the crossing flagman to indicate the crossing gates are set against street traffic, as follows:

Movements to or from direction of Houston Passenger Station, a green flag by day and green light by night, to be given from center of the track to be used.

Eastward movements using crossover for movement to Freight Route toward direction of Tower 26, a yellow flag by day and yellow light by night, before proceeding through crossover west of Yale Street underpass.

Westward movements from Freight Route from direction of Tower 26, a yellow flag by day and yellow light by night, before proceeding beyond the fouling point of spring switch located just east of Harvard Street.

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

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

## EAGLE PASS, KERRVILLE, LOCKHART, GONZALES AND LA GRANGE SUBDIVISIONS

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

102. Cars or engines, gross weight over 210,000 pounds, must not be handled on the Kerrville Subdivision, and cars, gross weight over 150,000 pounds, must be placed in trains between cars weighing less than 150,000 pounds gross.

103. Cars or engines, gross weight over 169,000 pounds, must not be handled on the Gonzales, Lockhart or LaGrange Subdivisions.

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

105. Speed of 10 miles per hour must not be exceeded over Colorado River Bridge on LaGrange Subdivision.

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

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

Class F-1 engines must not be used west of Paloma.

Class F-5 and GS-1 engines must not be used on Eagle Pass Subdivision.

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

SPEED

150. Unless otherwise further restricted, the following is maximum speed for trains between the points named:  BETWEEN	Passenger Trains Handled by Passenger Engines			Gas Electric Motor			Passenger Trains Handled by Engines with Two Wheel Engine Trucks			Manifest Freight Trains when not handling any of the restricted cars shown in Item 163.			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.		
	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
El Paso and Houston.....	60	60	SLOW BOARDS GOVERN	60	60	SLOW BOARDS GOVERN	45	45	FREIGHT TRAIN SPEED ON SLOW BOARDS	45	45	SLOW BOARDS GOVERN	40	40	SLOW BOARDS GOVERN	25	25	25
Eagle Lake and Bellaire Jct.....	45	45		55	50		40	40		30	30		25	25		25		
West Junction and Harrisburg.....	35	35		38	38		35	35		25	25		20	15		15		
Eagle Pass and Spofford.....	40	40		45	45		30	30		30	30		20	20		20		
Kerrville and Van Raub.....	30	30		33	33		25	25		25	25		20	15		15		
Van Raub and San Antonio.....	35	35		38	38		30	30		30	25		20	15		15		
Lockhart and Luling.....	30	25		33	28		25	25		20	15		15	10		10		
Gonzales and Harwood.....	30	30		33	33		25	25		25	25		20	15		15		
La Grange and Glidden.....	20	20		20	20		20	20		20	20		15	15		15		

150. (a) The speed indicated must not be exceeded at any point, by engines listed below, in any service, or when handled in tow:  
  
30 miles per hour  
307 to 386  
481  
867 to 894  
  
35 miles per hour  
800 to 850  
895, 896

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

STATIONS	Miles Per Hour
El Paso.....	10
Marfa.....	15
Alpine.....	15
Del Rio.....	18
San Antonio.....	18
Seguin.....	6
Luling.....	10
Flatonia.....	6
Schulenburg.....	6
Weimar.....	10
Columbus.....	10
Eagle Lake.....	6
Rosenberg.....	6
Richmond.....	6
Sugar Land.....	15
Houston.....	18
Lockhart.....	8

152. MAXIMUM SPEED OF ENGINES  
  
Yard engines in service, running forward or backward with or without cars, and road engines in service, running backward, with or without cars, or when showing 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.

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

154. Trains and engines must proceed with caution between Dakota and Wyoming streets and between Crockett and East Houston Streets, San Antonio, looking out for cross-over movements to and from passenger yard, 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, Burleson, Lamar, Burnet, Montana, Wyoming, Dakota..... 12:01 A.M. to 6:00 A.M.  
Pine, Hackberry, Dawson, Houston, Crockett, Center, East Commerce, South Presa, South St. Mary's, South Flores and South Brazos Streets have crossing gates operated at all hours.
- San Antonio (Kerrville Subdivision):**  
South Flores..... 10:30 P.M. to 6:30 A.M.  
West Commerce..... 6:00 P.M. to 8:00 A.M.  
West Laurel and Probandt Street..... 12:01 P.M. to 2:00 P.M.  
All Hours
- Luling:** All Streets..... All Hours
- Gonzales:** St. Joseph Street..... All Hours

155. Trains and engines must proceed with caution over Piedras Street, El Paso, and must not exceed six (6) miles per hour over this crossing between 11:00 p.m. and 7:00 a.m., Central Standard Time, and, if necessary, a flagman must precede the movement over this crossing.

156. In passenger service, GS-1 engines must not exceed 55 miles per hour on straight track and unprotected curves.

157. Trains must stop before crossing High Bridge (428-A) Sanderson Subdivision and must not exceed speed of 12 miles per hour until entire train is over the bridge. Application of brakes while train is on the bridge should be avoided except in emergency. Flagman must ride on platform of rear car and signal when train has passed over bridge, keeping a close lookout for fire.

158. Running time of trains, from time of departure at one station until time of arrival at next station, must not be less than the time shown in column headed "Minimum Running Time Between Stations."

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

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

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

162. LOCATIONS WHERE OVAL SLOW BOARD RESTRICTIONS APPLY TO MORE THAN ONE CURVE OR STRUCTURE

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Slow Board	Beginning of Restriction	End of Restriction	Location of Slow Board	Beginning of Restriction	End of Restriction
251.4	250.9	249.7	249.2	249.7	250.9
396.6	396.1	394.5	394.0	394.5	396.1
397.5	397.0	396.4	395.9	396.4	397.0
402.0	401.5	401.0	400.5	401.0	401.5
410.9	410.4	410.0	409.5	410.0	410.4
411.6	411.1	410.4	409.9	410.4	411.1
414.2	413.7	412.8	412.3	412.8	413.7
417.6	417.1	416.5	416.0	416.5	417.1
418.6	418.1	417.1	416.6	417.1	418.1
421.0	420.5	420.2	419.7	420.2	420.5
428.1	427.7	421.5	421.0	421.5	427.7
431.2	430.7	429.0	428.5	429.0	430.7
436.0	435.5	435.3	434.8	435.3	435.5
436.9	436.4	435.9	435.4	435.9	436.4
439.1	438.6	437.0	436.5	437.0	438.6
440.1	439.6	438.7	438.2	438.7	439.6
442.2	441.7	440.3	439.8	440.3	441.7
449.2	448.7	447.6	447.1	447.6	448.7
456.5	456.0	454.2	453.7	454.2	456.0
457.9	457.4	456.1	455.6	456.1	457.4
460.8	460.3	459.9	459.4	459.9	460.3
461.7	461.2	460.5	460.0	460.5	461.2
463.1	462.6	461.7	461.2	461.7	462.6
464.4	463.9	463.6	463.1	463.6	464.4
466.1	465.6	464.5	464.0	464.5	465.6
469.8	469.3	468.0	467.5	468.0	469.3
473.6	473.1	472.3	471.8	472.3	473.1
476.9	476.4	474.5	474.0	474.5	476.4
481.2	480.7	480.3	479.8	480.3	480.7
486.0	485.5	484.8	484.3	484.8	485.5
487.6	487.1	486.5	486.0	486.5	487.1
500.5	500.0	498.5	498.0	498.5	500.0
511.5	511.0	507.8	507.3	507.8	511.0
522.4	521.9	518.9	518.4	518.9	521.9
543.8	543.3	542.7	542.2	542.7	543.3
545.1	544.6	544.0	543.5	544.0	544.6
546.4	545.9	545.4	544.9	545.4	545.9
548.0	547.5	546.5	546.0	546.5	547.5
551.5	551.0	549.8	549.3	549.8	551.0
560.4	559.9	559.1	558.6	559.1	559.9
576.2	575.7	575.2	574.7	575.2	575.7
589.6	589.1	588.5	588.0	588.5	589.1
600.1	599.6	599.0	598.5	599.0	599.6
603.1	602.6	601.6	601.1	601.6	602.6
605.3	604.8	604.3	603.8	604.3	604.8
610.1	609.6	608.5	608.0	608.5	609.6
618.4	617.9	617.1	616.6	617.1	617.9
620.6	620.1	618.3	617.8	618.3	620.1
748.7	748.2	743.7	743.2	743.7	748.2
753.5	753.0	748.5	748.0	748.5	753.0
757.8	757.3	756.5	756.0	756.5	757.3
762.8	762.3	760.8	760.3	760.8	762.3
765.3	764.8	763.0	762.5	763.0	764.8
785.6	785.1	784.7	784.2	784.7	785.1
824.3	823.8	823.2	822.7	823.2	823.8

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

- Loaded tank cars, except tank cars of 10,000 gallons capacity or less;
- Any open-top car loaded with transformers, rail, poles or piling, twin or other multiple loads;
- Any other loads on 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 truck unless Car Foreman or Lead Inspector, after careful inspection, certifies truck in good condition for fast speed.

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

Miles per Hour	1 Mile in		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

## SPECIAL INSTRUCTIONS

## REMOTE SWITCH CONTROL

## EL PASO UNION DEPOT

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

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

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

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

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

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

## TOWER 47—EL PASO

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

## SIERRA BLANCA

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

When the signals are not cleared or the switch is not set for the route required, train or enginemen will communicate with the operator by telephone located in box on post near the switch. Instructions for operating the switch by hand, when so authorized by the operator, are located in telephone box.

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

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

## SANDERSON

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

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

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

## FLATONIA, EAGLE LAKE AND ROSENBERG

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

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

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

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

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

## EAST YARD

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

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

## WEST JUNCTION

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

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

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

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

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

*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.*

## 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 1361 on the Victoria Division at Salado Junction, govern movements Salado Junction to end of double track, East Yard.

Overlap extends east of Salado Junction to Signal 2027.

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 1361 at "stop" and indicator at switch indicating block occupied, must protect themselves against westward trains on San Antonio Subdivision.

## CENTRALIZED CONTROL SIGNALS

## VALENTINE SUBDIVISION

Governing the movement of trains between Alpine and Paisano.

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 operation of trains through centralized control territory:

## CENTRALIZED CONTROL SIGNAL LIMITS

Between Signal 6073, main track at Alpine, and Signal 6200, main track at west switch of siding at Paisano.

## 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 should run to a signal indicating STOP but not pass it without first securing permission by telephone from the operator at Alpine, and then be governed by the provisions of Rules 663 and 509, and before passing it, must see that the switch is properly lined and not exceed twelve miles per hour until entire train has cleared the switch.

The lower arm of a three-arm signal governs movements into sidings at Toronto and Paisano and to P. & S. F. Railway at Alpine Junction; the lower arm of the two-arm signal at junction switch at Paisano governs movements to P. & S. F. Railway; dwarf signals govern movements out of sidings; one-arm signal 6085 at Alpine Junction governs movements from P. & S. F. Railway and T. & N. O. transfer and one-arm signal 6196 at Junction switch, Paisano, governs movements from P. & S. F. Railway. All other signals govern main-track movements.

Westward P. & S. F. trains must approach west switch T. & N. O. transfer, Alpine Junction, with caution, looking out for T. & N. O. engines using transfer track.

Signals 6201 and 6203 at west end of siding Paisano govern movements over, but not beyond, the switch.

Within Centralized Control Signal limits trains may run extra without running orders.

Westward trains from the P. & S. F. Railway at Alpine Junction must obtain a clearance at P. & S. F. train-order office, Alpine.

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

Trains from and to the P. & S. F. Railway at Alpine Junction will enter and leave the main track at the switch located at signals 6085 and 6084.

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

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

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

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

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

Indicators between Toronto and Paisano are for information of maintenance of way forces, and not for train operation.

Intermediate signals 6078, 6079, 6097 and 6102 between Alpine and Toronto and 6141, 6146, 6159, 6164, 6171 and 6176 between Toronto and Paisano are automatic block signals, and trains stopped by such signals will be governed by Rule 509.

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

Nominal	CLASS		ENGINE NUMBERS	El Paso to Valentine	Valentine to El Paso	Valentine to Del Rio	Del Rio to Valentine	Del Rio and San Antonio	San Antonio and Glidden	Glidden and Houston	Eagle Pass to Spofford	Spofford to Eagle Pass	San Antonio and Kerrville	Lockhart and Luling	Gonzales and Harwood	La Grange and Glidden
	Designation															
F-5	F63 29 1/2/32 306/B61SF	906-921	4800	5850	5300	4800	6100	5600	16500	9300	11000					
GS-1	G873 27/30 262/B58SF	700-703	4150	5200	4500	4150	5200	4800	14000	7900	9400					
F-1	F63 27 1/2/32 278SF	953-999	3650	4400	4000	3675	4800	4400	13000	7350	8750					
MK-5	MK63 26/28 210S	738-794	3000	3650	3300	3050	3750	3500	9000	5090	6060					
C-8-9	C57 22/30 190S	800-850	2200	2690	2450	2250	3200	3050	7500	4240	5060	2360	2300	2130	1750	
P-13	P73 25/30 189-B63SF	631-633	2370	2900	2600	2400	2900	2700	7000	4100	4900					
P-9	P73 25/30 183-B63SF	622-630	2370	2900	2600	2400	2900	2700	7000	4100	4900					
P-6	P77 25/28 178/B59SF	610-621	2130	2600	2350	2150	2600	2380	6500	3680	4380					
P-5	P77 22/28 148-B58SF	600-609					2000	1850	4150	2850	3400	1490	1590	1470	1210	
M-21	M63 22/28 181S	520-529					2660	2470	6920	3920	4650	2010	2140	1990	1630	
M-10	M63 21/28 152S	500-514						2200	2040	5700	3230	3840	1660	1770	1640	1350
M-6	M63 21/28 142S	515-517						2140	1980	5420	3090	3650	1610	1720	1590	1280
C-24	C-50 20/26 152S	885-894						2240	2070	5670	3160	3760	1690	1770	1640	1300
C-23	C-50 20/26 144S	877-884						2100	1940	5320	3010	3580	1610	1670	1550	1220
C-22	C-50 20/26 141S	874						2100	1940	5320	3010	3580	1610	1670	1550	1220
C-21	C-50 20/24 140S	870						2050	1880	5160	2920	3480	1570	1620	1510	1200
C-20	C-50 19/26 124S	867-869						1930	1750	4800	2720	3230	1450	1510	1400	1100
M-19	M-56 19/26 133	497-498						1900	1730	4750	2690	3200	1440	1500	1400	1100
M-17	M-56 19/26 118	495						1800	1640	4500	2560	3040	1360	1420	1330	1040
M-4	M-63 20/28 128S	410-432, 434-459						1950	1780	4850	2740	3280	1470	1530	1400	1100
T-28	T-69 22/28 163S	388-399						2370	2160	5900	3340	4000	1780	1850	1700	1400
T-38	T-62 19/24 93	376							1320	3600	2040	2440	1080	1120	1044	820
T-27	T-63 20/26 112	377-386						1710	1560	4250	2400	2880	1280	1300	1210	970
T-25	T-63 19/26 100	364						1540	1400	3840	2170	2600	1140	1160	1080	880
T-25	T-56 19/26 100	353-358, 361						1540	1400	3840	2170	2600	1140	1160	1080	880
A-1	A-73 20/28-125 B-52-SF	273-277							1610	4390			1320	1380	1260	1000
A-1	A-77 20/28-125 B-53-SF	278							1520	4170			1250	1300	1200	950
E-22	E-69 19/24-79S	244-248														
E-22	E-69 19/24-76S	250-252-254-256-257							1180	3240			975	1010	930	740
E-23	E-73 20/24 93S	261-265														
E-23	E-73 20/24 90S	266-272							1310	3580			1080	1120	1030	820
E-39	E-62 17/24-64S	205-207-208											870	900	830	660
E-40	E-62 18/24-73S	223											975	1010	930	740

## ADDITIONAL FLAG STOPS TO ENTRAIN OR DETRAIN REVENUE PASSENGERS

Train	At Stations	Entrain Passengers to or Beyond	Detrain Passengers from or Beyond
1	Between Houston and El Paso	West of El Paso	Atlanta, Birmingham, Memphis, Florida
	Sugar Land		Schedule stops east of Houston and from trains connecting at Houston
	Between Rosenberg and San Antonio		Passengers from Sunbeam train 14 at Houston
	Randolph Field	El Paso	East of Houston
2	Between El Paso and Houston	Atlanta, Birmingham, Memphis, Florida	West of El Paso
	Randolph Field	East of Houston	El Paso
	Sugar Land	Schedule stops east of Houston and schedule stops for trains connecting at Houston	
5	Between Houston and El Paso		Connecting Lines at New Orleans
	Between Houston and San Antonio	West of San Antonio	East of Houston
	Between Rosenberg and San Antonio		From trains connecting at Houston
	Sugar Land	San Antonio	
	East Bernard	San Antonio	
	Harwood	San Antonio	Houston
	Between San Antonio and El Paso	Any Station	Any Station
6	Between El Paso and San Antonio	Any Station	Any Station
	Between San Antonio and Houston	Schedule stops east of Houston and schedule stops for trains connecting at Houston	West of San Antonio
	Harwood	Houston	San Antonio
	Sugar Land		San Antonio
7	Missouri City	West of Rosenberg	Houston
8	Missouri City	Houston	Stations West
303	Sugar Land	West of Rosenberg	
	Any Station	West of Victoria	
304	Any Station		West of Rosenberg

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	103,010 "
80,000 "	5 x 9	136,000 "
100,000 "	5 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "

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

### TIME INSPECTORS

Sidney F. Ball, General Time Inspector	Chicago, Ill.
B. R. Benjamin	El Paso
Art Kassel	El Paso
Max Bogusch	Sanderson
J. A. Russell	Del Rio
Chas. Gildemeister & Son	San Antonio
O. B. Humble	San Antonio
S. A. Gorden Co.	Lockhart
Fred Felcman	Rosenberg
Houston Watch Company	Houston
W. E. Connor	Houston

### 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.

### PASSENGER ENGINES

Numbers	Class
700-703	GS-1
650-652	P-14
631-633	P-13
622-630	P-9
610-621	P-6
600-609	P-5
388-399	T-28
273-278	A-1
261-272	E-23

J. D. Kinsler, Superintendent, San Antonio.  
 W. R. Mann, Asst. Superintendent, San Antonio.  
 T. J. Womack, Trainmaster, San Antonio.

L. F. Tadlock, Trainmaster, El Paso.  
 J. G. McCullar, Traveling Engineer, El Paso.  
 F. W. H. Wehner, Terminal Trainmaster, Del Rio.

D. H. Johnston, Chief Train Dispatcher, San Antonio.  
 L. S. Byrd, Chief Train Dispatcher, San Antonio.  
 H. T. Etheridge, Chief Train Dispatcher, El Paso.

K. C. Marshall, Superintendent, Houston Division, Houston.

T. G. Greedy, Chief Train Dispatcher, Houston.

Traveling Engineer will exercise duties of Trainmaster when on line.

