

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

# 118

TIME TABLE

FOR THE

EL PASO DIVISION

To Take Effect Sunday, June 17, 1928, at 12:01 A. M.

CENTRAL TIME

(MOUNTAIN TIME BETWEEN RIO GRANDE AND TOWER 47)

For the government and information of employes only and not intended for the use of the public.

G. S. WAID,  
*Vice President and General Manager.*

L. B. McDONALD,  
*Assistant General Manager.*

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

## CONDENSED SCHEDULES CENTRAL TIME

EASTWARD

WESTWARD

EASTWARD										Distance from El Paso	STATIONS	Distance from New Orleans	WESTWARD									
No. 244	No. 242	No. 104	No. 102	No. 22-37	No. 12	No. 8-18	No. 6	No. 4	No. 2				No. 1	No. 3	No. 5	No. 7-17	No. 11	No. 38-21	No. 101	No. 103	No. 241	No. 243
6.00PM	12.01PM	8.15PM	11.05AM							0.00	Lv. EL PASO (Union Depot) Ar.	1189.50							7.30PM	10.40AM	5.45PM	10.00PM
6.30PM	6.40AM	9.58AM	11.20PM							446.50	Ar. DEL RIO Lv.	743.00							7.05AM	8.40PM	12.30PM	10.10PM
7.30PM	7.10AM	10.10AM	11.30PM			2.10PM					Lv. SAN ANTONIO (Commerce Street) Ar.				3.30PM				6.55AM	8.30PM	11.30AM	9.30PM
3.40AM	2.30PM	2.35PM	3.35AM			7.10PM				615.50	Ar. FT. WORTH Lv.	574.00		10.00AM				2.45AM	4.20PM	2.45AM	12.30PM	
6.10AM	4.05PM	3.00PM	3.50AM	11.00PM	8.00AM	11.30PM					Lv. DALLAS Ar.				7.00AM	3.50PM	7.45AM	2.30AM	4.00PM	11.09PM	10.40AM	
5.15AM	10.35PM	7.50AM	7.20PM							987.50	Ar. GALVESTON Lv.	649.00		7.50AM	7.20PM			8.10AM		8.55PM		
8.55PM		8.10AM	10.40PM		8.10AM	10.40PM					Lv. HOUSTON (Grand Central Station) Ar.								7.50AM	7.20PM	5.15AM	8.15PM
2.51AM	1.15PM	7.45AM	6.20PM	7.45AM		7.45AM				946.50	Ar. BEAUMONT Lv.	627.00		11.00PM		11.00PM	9.00AM		10.00PM			
10.00PM		12.01PM	11.30PM		9.00AM	11.30PM					Lv. ECHO Ar.				7.20AM	6.20PM		7.20AM	6.30PM		5.05PM	
5.00AM		10.45PM				9.40AM				883.50	Ar. LAFAYETTE Lv.	420.00		9.15PM			7.00PM	5.50AM	10.45PM			
		7.00PM	5.50AM			5.50AM					Lv. AVONDALE Lv.					9.40AM		10.45PM			5.00AM	
9.30PM	2.00AM	8.35PM	9.10AM		2.45PM	6.50AM				826.50	Ar. NEW ORLEANS (Union Station) Lv.	363.00		711.35AM	9.00AM		8.50PM	10.25AM	9.00AM	10.40PM		
11.30PM	3.00AM	9.05PM	9.25AM		6.00PM	7.20AM	3.30PM	10.30AM			Lv. ALGIERS Lv.			3.25PM	8.00PM	710.50AM	7.30AM	8.35PM	10.10AM	7.00AM	9.00PM	
4.15AM		11.16PM	11.26AM		9.12PM	10.00AM	5.25PM	12.50PM		910.20	Ar. THROUGH TIME	479.3		1.30PM	5.35PM	8.30PM	5.24AM		6.34PM	7.48AM	1.30AM	3.15PM
7.05AM		12.05AM	12.10PM		10.05PM	10.45AM	5.40AM	6.40AM			Lv. MILES PER HOUR				4.40PM	7.45PM	4.40AM		5.55PM	7.05AM	11.15PM	1.30PM
3.30PM		2.45AM	2.45PM		1.20AM	1.40PM	10.15AM			1044.50	Ar. THROUGH TIME	145.00	12.15AM		1.00PM	4.40PM	1.55AM	3.20PM	3.55AM	4.40PM	6.00AM	
4.35PM		2.50AM	2.50PM		1.25AM	1.45PM	10.35AM	5.20AM			Lv. THROUGH TIME				12.45PM	4.35PM	1.50AM	3.15PM	3.50AM	3.40PM	5.00AM	
1.55AM		6.25AM	6.20PM		5.10AM	5.20PM	3.30PM		9.50AM	1177.50	Ar. THROUGH TIME	12.00	8.00PM		7.45AM	1.00PM	10.05PM		11.50AM	12.10AM	6.35AM	9.10PM
		7.35AM	7.35PM		6.20AM	6.30PM	4.25PM		10.45AM	1189.50	Ar. THROUGH TIME	0.00	7.00PM		6.40AM	11.50AM	9.00PM		10.40AM	11.00PM		
3.00AM	3.00AM										Ar. THROUGH TIME										5.45AM	8.00PM
81.00	63.50	35.20	32.30	8.55	11.40	28.20	12.50	2.20	5.25		THROUGH TIME		5.15	2.25	13.20	27.40	18.50	8.45	32.50	35.40	84.00	74.00
14.7	18.5	33.8	36.6	37.1	31.1	26.2	28.1	35.9	26.8		MILES PER HOUR		27.6	34.6	27.2	26.8	30.0	37.7	36.2	33.9	14.1	16.0

### MILEAGE SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

DIVISION

New Orleans Terminals .....	17.87
Lafayette .....	706.40
Beaumont .....	722.81
Terminals (Includes 4.26 Causeway).....	148.62
Houston .....	607.77
El Paso .....	659.97
Victoria .....	666.91
Dallas .....	682.12
Austin .....	523.91

Total System ..... 4736.38

### EL PASO DIVISION

MAIN LINE:

Withers M. P. 219 to Rio Grande.....	608.51	
Second Track .....	16.82	625.33

BRANCH:

Spofford to Eagle Pass .....	34.64	34.64
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Total El Paso Div. .... 659.97  
Total System ..... 4736.38

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 El Paso	TIME TABLE No. 118 June 17, 1928 CENTRAL TIME				Distance From Houston	Minimum Running Time for Freight Trains Between Stations—Minutes	FIRST CLASS				SECOND CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations.	
	244 New Orleans Manifest Freight	242 Sunset Manifest Freight	216 T. & P. Texan	104 The Argonaut	206 T. & P. Passenger	102 Sunset Limited	201 T. & P. Sunshine Special	103 The Argonaut			205 T. & P. Passenger	101 Sunset Limited	241 San Francisco Manifest Freight	243 Sunset Manifest Freight			Daily Ex. Sundays and Legal Holidays	Legal Holidays and Sunday						
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Continuous	Continuous						
BK			8.30PM	8.15PM	11.15AM	11.05AM			0.0	TO-R EL PASO (Union Depot)	826.0	9.30AM	10.40AM	4.15PM	7.30PM			Continuous	Continuous					
I									0.2	Tower 66	825.8							Continuous	Continuous					
WFTP BK Yard	6.00PM	12.01PM	8.35	8.20	11.21	11.10			1.1	TO-R EL PASO (Octavia St.)	824.9	9.23	10.33	4.08	7.24			5.45PM	10.00PM	Continuous	Continuous			
I	6.05	12.04	8.37	8.22	11.23	11.12			1.7	Tower 47 (S. P. Co. Conn.)	824.3	9.21	10.31	4.06	7.21			5.40	9.50	Continuous	Continuous			
Yard P	6.25	12.20	8.50	8.33	11.36	11.23			6.5	ALFALFA	819.5	9.09	10.19	3.54	7.09			5.20	9.30					
53 P	6.40	12.32	8.58	8.42	11.45	11.31			12.6	TO YSLETA	813.4	9.00	10.10	3.45	7.01			5.05	9.10	8.00 AM to 5.00 PM	10.15 AM to 12.15 PM			
78 P	6.45	12.35	9.00	8.44	11.48	11.33			14.3	BELEN	811.7	8.58	10.07	3.42	6.59			4.55	9.00					
82 P	6.55	12.40	9.03	8.47	11.51	11.36			16.6	BUFORD	809.4	8.55	10.03	3.38	6.55			4.45	8.47					
82 P	7.10	12.50	9.10	8.55	11.59AM	11.43			22.0	TO CLINT	804.0	8.48	9.55	3.29	6.48			4.26	8.24	8.00 AM to 5.00 PM	10.15 AM to 12.15 PM			
69 PW	7.26	1.03	9.19	9.06	12.09PM	11.52			29.6	TO FABENS	796.4	8.39	9.44	3.17	6.39			4.05	8.09	3.00 PM to 7.00 AM	3.00 PM to 7.00 AM			
81 P	7.37	1.14	9.26	9.14	12.17	11.59AM			35.0	TORNILLO	791.0	8.32	9.36	3.07	6.32			3.52	7.59					
88 P	7.48	1.23	9.32	9.21	12.24	12.05PM		8	39.6	POLVO	786.4	8.25	9.29	2.59	6.25			3.40	7.48					
52 P	8.05	1.35	9.41	9.30	12.33	12.14			45.8	ISER	780.2	8.16	9.19	2.50	6.16			3.25	7.25					
Yard PWY	8.30	1.53	9.53	9.42	12.49	12.26			53.2	TO FORT HANCOCK	772.8	8.05	9.08	2.38	6.06			3.10	7.10	Continuous	Continuous			
79 P	8.42	2.03	10.00	9.49	12.59	12.33			57.9	McNARY	768.1	7.54	8.56	2.26	5.56			2.55	6.52					
62 P	8.54	2.15	10.07	9.57	1.09	12.40		5	63.1	MADDEN	762.9	7.47	8.48	2.16	5.48			2.42	6.39					
63 P	9.05	2.30	10.13	10.04	1.16	12.46		7	66.7	STEVENSON	759.3	7.40	8.41	2.09	5.42			2.30	6.28					
76 P	9.17	2.45	10.20	10.12	1.25	12.54			70.7	TO FINLAY	755.3	7.32	8.33	2.01	5.35			2.16	6.15	12.00 Noon to 8.00 PM	Closed			
78 P	9.32	3.00	10.27	10.20	1.35	1.01		8	75.9	SMALL	750.1	7.23	8.25	1.53	5.28			2.01	6.00					
85 P	9.45	3.15	10.35	10.28	1.45	1.10			79.6	TO TORCER	746.4	7.15	8.16	1.45	5.20			1.45	5.45	9.00 PM to 5.00 AM	See foot note			
61 PW	10.00	3.30	10.43	10.37	1.53	1.19		7	83.8	LASCA	742.2	7.06	8.07	1.36	5.12			1.19	5.33					
83 PW	10.15	3.45	10.52	10.46	2.01	1.27		7	88.0	ETHOLEN	738.0	6.58	7.59	1.27	5.04			12.40	5.20					
Yard BKPYF	10.30	3.58	11.00PM	10.55	2.10PM	1.35			92.4	TO-R SIERRA BLANCA	733.6	6.50AM	7.51	1.10PM	4.58			12.20PM	5.10	Continuous	Continuous			
78 P	10.43	4.08		11.05		1.42			97.1	VILLA	728.9		7.40		4.50			11.50AM	4.58					
53 P	10.55	4.19		11.12		1.49			102.3	GRAYTON	723.7		7.33		4.44			11.30	4.48					
78 P	11.10	4.38		11.19		1.55			106.7	BOLA	719.3		7.26		4.38			11.15	4.38					
78 P	11.26	4.48		11.26		2.01			111.3	TORBERT	714.7		7.19		4.32			10.59	4.19					
78 PW	11.45	4.58		11.34		2.07			115.6	TO HOT WELLS	710.4		7.12		4.26			10.40	4.09	8.30 PM to 5.30 AM	8.30 PM to 5.30 AM			
53 P	11.57PM	5.08		11.41		2.13			120.6	DALBERG	705.4		7.05		4.20			10.25	3.59					
73 P	12.12AM	5.18		11.49		2.20			125.6	COLLADO	700.4		6.57		4.13			10.10	3.49					
76 P	12.23	5.28		11.55PM		2.25			129.4	FAY	696.6		6.50		4.07			9.50	3.20					
49 PW	12.38	5.40		12.06AM		2.35			133.8	TO LOBO	692.2		6.42		4.01			9.30	3.05	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM			
53 P	12.58	5.52		12.16		2.44			139.5	DANUBE	686.5		6.32		3.53			9.05	2.44					
38 P	1.10	6.04		12.25		2.52			145.1	CHISPA	680.9		6.24		3.46			8.40	2.20					
57 P	1.24	6.19		12.36		3.02			153.0	WENDELL	673.0		6.13		3.36			8.17	2.05					
53 P	1.35	6.29		12.42		3.07			156.9	RUBIO	669.1		6.07		3.31			8.01	1.50					
BKWFTPY Yard	1.50AM	6.40PM		12.50AM		3.15PM			161.5	TO-R VALENTINE	664.5		6.00AM		3.25PM			7.45AM	1.35PM	Continuous	Continuous			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily					
	244	242	216	104	206	102						201	103	205	101			241	243					
	(7.50) 20.6	(6.30) 24.3	(2.30) 36.9	(4.35) 35.2	(2.55) 31.6	(4.10) 38.8						(2.40) 34.7	(4.40) 34.7	(3.05) 30.0	(4.05) 38.8			(10.00) 16.2	(8.25) 19.2					

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

EXCEPT: No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains. Nos. 201 and 103 are Superior to No. 206. On double track between Alfalfa and El Paso (Union Depot), trains may run extra, moving with current of traffic, without running orders, but must obtain clearance card before commencement of trip if an operator is on duty. Second class and inferior trains and engines may run ahead of first class trains between these points without train order authority but must not occupy main track when it will cause delay to a first class train. A spring switch is installed at the East end (Double Track) Belen. If automatic block signals are clear at this switch, Westward trains may proceed thru switch, reducing speed to 15 miles per hour; Eastward trains trailing thru switch reducing speed to 30 miles per hour. Trains trailing thru and stopping on switch must not take up slack or make back up movement until points have been thrown by hand. When throwing switch, use slow steady pull for oil in cylinder to equalize, flying switches must not be made. Torcer closed 9:00 P. M. Saturday to 5:00 A. M. Sunday, and Legal Holidays

EASTWARD

VALENTINE 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				WESTWARD				Minimum Running Time for Passenger Trains Between Stations—Minutes	Distance From Valentine	TIME TABLE No. 118 June 17, 1928 CENTRAL TIME		Distance From Houston	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signaling at Interlocking Stations	Daily Ex. Sundays and Legal Holidays	Legal Holidays and Sunday
	SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS													
	242 Sunset Manifest Freight	244 New Orleans Manifest Freight	102 Sunset Limited	104 The Argonaut	103 The Argonaut	101 Sunset Limited	243 Sunset Manifest Freight	241 San Francisco Manifest Freight												
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily													
BKWFTYP Yard	7.10PM	2.45AM	3.20PM	12.55AM	TO-R VALENTINE 7.5	664.5	5.55AM	3.20PM	1.05PM	6.45AM	Continuous	Continuous								
54 P	7.28	3.05	3.34	1.08	QUEBEC 8.0	657.0	5.40	3.05	12.45	6.25										
55 P	7.43	3.25	3.46	1.21	RYAN 4.7	649.0	f 5.30	2.55	12.30	6.00										
56 P	7.54	3.35	3.53	1.29	CONEJO 5.2	644.3	5.22	2.47	12.15PM	5.42										
58 P	8.04	3.45	4.00	1.37	ARAGON 5.7	639.1	5.14	2.40	11.57AM	5.25										
51 P	8.15	3.55	4.07	1.45	GALGO 3.9	633.4	5.04	2.32	11.42	5.11										
Yard PW	8.25	4.15	s 4.18	s 1.59	TO MARFA 6.5	629.5	s 4.57	s 2.25	11.30	5.00	Continuous	Continuous								
53 P	8.38	4.42	4.29	2.11	NOPAL 6.8	623.0	12 4.42	2.10	11.07	4.42										
84 PY	8.53	5.05	4.41	2.24	PAISANO 7.0	616.2	12 4.32	2.00	10.47	4.00										
49 P	9.08	5.25	4.50	2.34	TORONTO 5.3	609.2	13 4.17	1.46	10.22	3.35										
Yard PWY	9.20	5.45	s 5.01	s 2.48	TO ALPINE 7.0	603.9	s 4.05	s 1.35	9.59	3.15	Continuous	Continuous								
76 P	9.35	6.05	5.12	3.00	STROBEL 8.7	596.9	14 3.51	1.23	9.40	3.00										
75 P	9.51	6.25	5.24	3.12	ALTUDA 6.9	588.2	12 3.38	1.10	9.20	2.25										
75 P	10.05	6.40	5.34	3.24	LENOX 8.6	581.3	15 3.24	12.57	8.55	2.01										
Yard PFW	10.25	6.59	s 5.47	s 3.39	TO MARATHON 8.4	572.7	s 3.06	s 12.42	8.30	1.30	Continuous	Continuous								
78 P	10.43	7.23	5.59	4.02	WARWICK 7.2	564.3	2.50	12.28	8.02	1.05										
39 P	10.59	7.40	6.10	4.14	HAYMOND 8.5	557.1	f 2.37	12.17	7.40	12.44										
52 PW	11.17	8.02	6.22	4.26	TO TESNUS 3.6	548.6	f 2.24	12.05PM	7.15	12.24	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM								
53 P	11.28	8.16	6.29	4.34	MAXON 7.4	545.0	15 2.15	11.58AM	7.03	12.12AM										
43 P	11.47PM	8.41	6.41	4.47	ROSENFELD 8.7	537.6	2.02	11.46	6.43	11.47PM										
75 PW	12.05AM	9.01	6.53	5.00	TO LONGFELLOW 7.9	528.9	f 1.46	11.30	6.20	11.15	8.00 PM to 5.00 AM	8.00 PM to 5.00 AM								
46 P	12.22	9.23	7.04	5.11	EMERSON 4.2	521.0	1.29	11.16	5.58	10.50										
56 P	12.33	9.40	7.10	5.17	GAVILAN 4.2	516.8	1.20	11.08	5.45	10.35										
BK Yard WFTPY	12.45AM	10.00AM	7.20PM	5.25AM	TO-R SANDERSON	512.6	1.10AM	11.00AM	5.30AM	10.15PM	Continuous	Continuous								
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily										
	242	244	102	104			103	101	243	241										

(5.35)	(7.15)	(4.00)	(4.30)	.....Time Over Subdivision.....	(4.45)	(4.20)	(7.35)	(8.30)
27.2	20.9	37.6	33.7	.....Average Speed per Hour.....	31.9	35.0	20.0	17.8

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)  
 EXCEPT: No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains.

EASTWARD

SANDERSON SUBDIVISION

WESTWARD

Hours almen stions	Length of siding in cars, location of buildings, water and fuel stations, stands and clocks, interlocking plants, turn tables, wyes and tele- phones.	SECOND CLASS		FIRST CLASS		Minimum Running Time for Passenger Trains Be- tween Stations— Minutes	Distance From Sanderson	TIME TABLE No. 118 June 17, 1928 CENTRAL TIME	Distance From Houston	Minimum Running Time for Freight Trains Be- tween Stations— Minutes	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
		244 New Orleans Manifest Freight	242 Sunset Manifest Freight	102 Sunset Limited	104 The Argonaut						101 Sunset Limited	103 The Argonaut	241 San Francisco Manifest Freight	243 Sunset Manifest Freight	Daily Ex. Sundays and Legal Holidays	Legal Holidays and Sunday
		Leave Daily	Leave Daily	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Continuous	Continuous
	WFTPY BK Yard	11.00AM	1.15AM				0.0	TO-R SANDERSON 0.5	512.6		10.50AM	1.00AM				
							0.5	SAFETY SWITCH 6.7	512.1							
64	P	11.32	1.33			9	7.2	FEODORA 7.0	505.4	13	10.37	12.44		8.25	4.30	
77	P	11.55AM	1.51			10	14.2	MOPETA 6.9	498.4	15	10.26	12.32		7.55	4.05	
62	PW	12.15PM	2.05				21.1	TO DRYDEN 6.7	491.5		10.15	12.20		7.15	3.45	8.00 AM to 5.00 PM
62	P	12.35	2.20			8	27.8	THURSTON 7.3	484.8	12	10.03	12.08AM		6.45	3.24	
79	P	12.58	2.36			9	35.1	WATKINS 5.1	477.5	13	9.52	11.57PM		6.16	3.04	
63	P	1.15	2.50			7	40.2	MALVADO 4.9	472.4	11	9.44	11.47		6.01	2.50	
61	P	1.30	3.02			8	45.1	LOZIER 7.7	467.5	10	9.36	11.39		5.45	2.37	
69	PW	2.01	3.26			13	52.8	TO PUMPVILLE 4.9	459.8	19	9.23	11.25		5.17	2.14	10.00 AM to 7.00 PM
65	P	2.16	3.37			8	57.7	HJITO 3.2	454.9	11	9.13	11.14		5.00	1.58	
67	P	2.28	3.43				60.9	OSMAN 7.2	451.7		9.08	11.08		4.50	1.50	
	Yard PFW	2.59	4.00				68.1	TO LANGTRY 6.2	444.5		8.56	10.54		4.30	1.33	Continuous
65	P	3.20	4.15				74.3	DORSO 5.9	438.3		8.45	10.40		4.12	1.16	
46	P	3.50	4.29			8	80.2	SHUMLA 7.3	432.4	12	8.35	10.29		3.50	1.01	
66	P	4.20	4.54				87.5	VIADUCT 4.8	425.1		8.20	10.14		3.22	12.38	
64	P	4.38	5.05				92.3	RONA 5.4	420.3		8.13	10.05		3.10	12.24	
67	P	4.52	5.15				97.7	TO COMSTOCK 4.9	414.9		8.05	9.51		2.54	12.10AM	8.15 AM to 5.15 PM
64	P	5.08	5.28			9	102.6	CABRA 4.7	410.0	10	7.56	9.39		2.40	11.55PM	
61	P	5.20	5.38			6	107.3	FEELY 5.3	405.3	8	7.48	9.30		2.23	11.35	
41	P	5.33	5.49				112.6	BULLIS 5.5	400.0		7.40	9.20		2.00	11.20	
47	PW	5.48	6.05			8	118.1	DEVIL'S RIVER 6.0	394.5	12	7.29	9.07		1.23	10.54	
63	P	6.08	6.21			9	124.1	McKEES 8.7	388.5	15	7.17	8.54		12.55	10.30	
	WFTPY BK Yard	6.30PM	6.40AM				132.8	TO-R DEL RIO	379.8		7.05AM	8.40PM		12.30PM	10.10PM	Continuous
		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily		Leave Daily	Leave Daily	
		244	242								101	103		241	243	

(7.30) 17.7 (5.25) 24.5 (3.50) 34.5 (4.23) 30.4 ..... Time Over Subdivision ..... (3.45) 35.1 (4.20) 30.6 (8.31) 15.6 (6.50) 19.4  
 ..... Average Speed per Hour.....

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

EXCEPT: No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains.

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

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				FIRST CLASS			Distance From Del Rio
	THIRD CLASS	SECOND CLASS		102	8	104		
	86 Local Freight	244 New Orleans Manifest Freight	228 San Antonio Mixed	242 Sunset Manifest Freight	Sunset Limited	Sunset Mail	The Argonaut	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
YBKWFTP Yard		7.30PM		7.10AM	11.30PM	2.10PM	10.10AM	0.0
80 P		7.50		7.29	11.42	f 2.23	10.22	8.4
80 P		8.10		7.43	11.50	f 2.31	10.30	14.3
48 P		8.25		7.55	11.57PM	f 2.39	10.37	18.9
81 P		8.40		8.07	12.04AM	f 2.47	10.44	24.6
81 WP		8.59		8.17	12.11	f 2.55	10.51	29.8
YPPW Yard	7.00AM	9.20	7.50PM	8.35	12.20	s 3.10	11.02	36.9
81 P	7.15	9.40	f 8.10	8.52	12.30	f 3.22	11.13	44.9
81 P	7.28	9.55	f 8.24	9.03	12.36	f 3.29	11.19	49.2
81 P	7.42	10.15	f 8.38	9.14	12.42	f 3.36	11.25	53.8
80 PW	7.55	10.30	f 8.53	9.26	12.49	s 3.46	11.32	59.1
40 P	8.20	10.45	9.15	9.39	12.57	f 3.54	11.41	65.0
83 P	8.35	11.00	f 9.32	9.52	1.05	f 4.03	11.49AM	70.6
PYW Yard	9.45	11.25	s 10.00	10.12	1.17	s 4.20	f 12.05PM	77.5
81 P	10.05	11.40	10.15	10.23	1.24	f 4.27	12.12	82.2
55 P	10.25	11.55PM	f 10.35	10.36	1.32	s 4.36	12.20	88.2
59 P	10.50	12.10AM	10.55	10.50	1.40	f 4.45	12.30	94.7
122 PW	11.20AM 12.20PM	12.25	s 11.10	11.03	1.46	s 4.53	f 12.38	99.1
54 P	12.49	12.40	f 11.30	11.23	1.55	f 5.02	12.49	106.6
91 P	1.20	1.02	s 11.50PM	11.46AM	2.02	s 5.11	12.58	111.6
60 PW	1.55	1.25	12.15AM	12.05PM	2.13	s 5.23	f 1.10	120.1
80 P	2.10	1.35	12.30	12.16	2.19	f 5.34	1.17	124.3
81 P	2.35	1.53	f 12.50	12.36	2.28	s 5.46	1.27	129.9
78 P	3.00	2.07	f 1.15	12.53	2.38	f 5.57	1.38	137.7
80 PW	3.25	2.21	f 1.35	1.09	2.48	s 6.14	1.48	144.5
52 P	3.50	2.36	f 1.55	1.28	2.58	f 6.29	1.58	152.0
P	4.15PM	2.53AM	2.15AM	1.45PM	3.10AM	6.43PM	2.10PM	159.8

TIME TABLE No. 118  
June 17, 1928  
CENTRAL TIME

STATIONS

TO-R DEL RIO	379.8
8.4	
JOHNSTONE	371.4
5.9	
AMANDA	365.5
4.6	
STANDART	360.9
5.7	
PINTO	355.2
5.2	
KINNEY	350.0
7.1	
TO-R SPOFFORD	342.9
8.0	
ANACACHO	334.9
4.3	
PAVO	330.6
4.6	
ODLAW	326.0
5.3	
CLINE	320.7
5.9	
OBI	314.8
5.6	
HACIENDA	309.2
6.9	
TO UVALDE	302.3
4.7	
ANGE	297.6
6.0	
TO KNIPPA	291.6
6.5	
YUCCA	285.1
4.4	
TO SABINAL	280.7
7.5	
SECO	273.2
5.0	
TO D'HANIS	268.2
8.5	
TO HONDO	259.7
4.2	
QUIHI	255.5
5.6	
DUNLAY	249.9
7.8	
NOONAN	242.1
6.8	
TO LACOSTE	235.3
7.5	
MACDONA	227.8
7.8	
TO WITHERS	220.0
9.5	

Double Track

Distance From Houston	FIRST CLASS			SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	101 Sunset Limited	7 Sunset Mail	103 The Argonaut	241 San Francisco Manifest Freight	243 Sunset Manifest Freight	227 Eagle Pass Mixed	85 Local Freight	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Continuous	Continuous
	6.55AM	3.30PM	8.30PM	11.30AM	9.30PM				
	6.43	f 3.15	8.18	11.05	9.05				
	6.35	f 3.06	8.10	10.50	8.45				
	6.28	f 2.57	8.03	10.37	8.25				
	6.21	f 2.47	7.56	10.20	8.05				
	6.14	f 2.35	7.49	10.05	7.49				
	6.05	s 2.25	f 7.40	9.47	7.30	4.40AM	5.30PM	Continuous	Continuous
	5.55	f 2.11	7.30	9.20	7.10	f 4.23	4.59		
	5.49	f 2.04	7.24	9.03	6.58	f 4.12	4.40		
	5.43	f 1.57	7.18	8.47	6.46	f 4.01	4.20		
	5.36	s 1.49	7.11	8.34	6.33	f 3.48	3.46		
	5.28	f 1.39	7.03	8.20	6.19	3.35	3.15		
	5.20	f 1.31	6.55	8.05	6.05	f 3.22	2.55		
	5.11	s 1.20	f 6.45	7.45	5.45	s 3.05	2.30	Continuous	Continuous
	5.00	f 1.03	6.32	7.20	5.20	2.30	1.55		
	4.52	s 12.55	6.24	7.05	5.05	f 2.15	1.30	8.30AM to 5.30PM	Closed
	4.43	f 12.45	6.15	6.50	4.45	2.00	1.00		
	4.37	f 12.38	f 6.09	6.35	4.17	s 1.46	12.38 12.15PM	8.00AM to 5.00PM	Closed
	4.27	f 11.57AM	5.59	6.15	3.55	f 1.22	11.23AM		
	4.19	s 11.46	5.51	5.55	3.35	s 1.02	10.50	8.00AM to 5.00PM	Closed
	4.08	s 11.33	f 5.40	5.35	3.15	s 12.45	10.10	Continuous	Continuous
	4.02	f 11.22	5.34	5.18	2.58	f 12.30	9.30		
	3.54	s 11.13	5.26	4.55	2.35	f 12.10AM	9.05		
	3.43	f 11.00	5.15	4.30	2.10	f 11.50PM	8.45		
	3.32	s 10.48	5.04	4.10	1.48	s 11.30	8.25	8.00AM to 5.00PM	10.00AM to 12 Noon
	3.21	s 10.35	4.53	3.50	1.28	f 11.15	8.05		
	3.10AM	10.22AM	4.42PM	3.30AM	1.10PM	11.01PM	7.45AM	Continuous	Continuous

TIME AT SAN ANTONIO (COMMERCE STREET) AND EAST YARD FOR INFORMATION ONLY. SEE HOUSTON DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND WITHERS.

TIME AT SAN ANTONIO (COMMERCE STREET) AND EAST YARD FOR INFORMATION ONLY. SEE HOUSTON DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND WITHERS.

Yard BKP		2.55AM			3.35AM	7.10PM	2.35PM	169.3
BKYFWPT Yard	5.10PM	3.40AM	2.30PM					171.2
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	
	86	244	228	242	102	8	104	

(10.10)	(8.10)	(7.05)	(7.20)	(4.05)	(5.00)	(4.25)		
12.2	20.9	18.7	24.5	41.5	33.8	38.3		

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

(4.10)	(5.30)	(4.10)	(8.45)	(9.00)	(6.10)	(10.30)
40.6	30.8	40.6	19.5	19.0	21.4	12.8

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

EXCEPT: No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains. No. 103 is Superior to No. 8.

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	FIRST CLASS		Distance From Eagle Pass	TIME TABLE No. 118 June 17, 1928 CENTRAL TIME	Distance From Spofford (Depot)	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
		228 San Antonio Mixed	226 Passenger				225 Passenger	227 Eag'e Pass Mixed		
		Leave Daily	Leave Daily				Arrive Daily	Arrive Daily		
		228	226				225	227		
	(1.25) 25.1	(1.10) 29.1	.....Time Over Subdivision.....		(1.10) 29.1	(1.35) 21.5	.....Average Speed per Hour.....			
				0.0						
BFYWPYard		6.00PM	12.50PM	1.5	TO-R	34.0	4.25PM	6.45AM	8.00AM to 5.00PM	Closed
30	f	6.15	1.02	7.2		28.3	f 4.10	f 6.25		
30	f	6.35	1.17	15.0			f 3.56	f 6.05		
50	f	6.53	1.31	22.7		20.6	f 3.41	f 5.46		
50	f	7.08	1.42	28.5		12.8	f 3.29	f 5.28		
Yard FYWP		7.25PM	2.00PM	35.5	TO-R	0.0	3.15PM	5.10AM	Continuous	Continuous
		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		
		228	226				225	227		

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

Passenger trains not to exceed forty (40) miles per hour. Mogul Engines must not exceed thirty (30) miles per hour. Mikado and Consolidation Engines must not exceed twenty-five (25) miles per hour and will reduce to fifteen (15) miles per hour over bridges 14-C, 19-A, 26-B and 26-C. All train and engine movements over Quarry Street, Eagle Pass, must be protected by flagman.

PASSENGER LOCOMOTIVE RATINGS							
RUN AND TRAIN NUMBER	NUMBER OF CARS						
	622 TO 630	610 TO 621	600 TO 609	738 TO 794	700 TO 711	278 TO 292	273 TO 277
San Antonio and Del Rio 101-102-103-104 7 and 8	13 14	13 14	10 11	13 14	12	8	8
Del Rio and El Paso 101 and 102 103 and 104	11 13	9 12	7 10	12 14	8 10		

RIO GRANDE SUBDIVISION

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								
	92 Los Ang'ls Manifest Freight	312 Freight	412 Freight	310 Freight	414 Local Freight	244 San Fran. Manifest Freight	410 Freight	124 Local Freight	326 Freight	426 Freight	242 Manifest Freight	232 Freight	230 Freight	228 Freight	206 Local Freight	92 Los Angeles Manifest Freight	226 Freight	2 Californian	216 T. & P. Texan	104 The Argonaut	4 Golden State Limited	12 Apache	206 T. & P. Passenger	102 Sunset Limited	8 Mixed
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday and Friday	Leave Daily	Leave Daily	Leave Tuesday Thursday Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday Thursday Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
I	11.46PM	11.27PM	10.55PM	5.05PM	4.00PM	2.45PM	1.55PM	1.08PM	8.10AM	6.57AM	6.45AM														
BK Yard																									
I																									
WFTP BK Yard	12.01AM	11.42PM	11.10PM	5.20PM	4.15PM	3.00PM	2.10PM	1.23PM	8.25AM	7.12AM	7.00AM	6.30PM	2.40PM	8.45AM	7.00AM	3.00AM	12.10AM	11.15	7.35	7.20	6.20	12.35	10.21	10.10	
I												6.35PM	2.45PM	8.50AM	7.05AM	3.05AM	12.15AM	11.17PM	7.37PM	7.22PM	6.22PM	12.37PM	10.23AM	10.12AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday and Friday	Arrive Daily	Arrive Daily	Arrive Tuesday Thursday Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday Thursday Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
	92	312	412	310	414	244	410	124	326	426	242	232	230	228	206	92	226	2	216	104	4	12	206	102	8
	(0.15) 6.0	(0.15) 6.0	(0.15) 6.0	(0.15) 6.0	(0.15) 6.0	(0.15) 6.0	(0.15) 6.0	(0.15) 6.0	(0.15) 6.0	(0.15) 6.0	(0.15) 6.0	(0.05) 8.3	(0.05) 8.3	(0.05) 8.3	(0.05) 8.3	(0.05) 8.3	(0.05) 8.3	(0.07) 14.6	(0.07) 14.6	(0.07) 14.6	(0.07) 14.6	(0.07) 14.6	(0.08) 12.8	(0.07) 14.6	(0.15) 1.6

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

MOUNTAIN TIME TOWER 47 TO RIO GRANDE

- 70.—Employees of the Southern Pacific Co. will be governed by the Rules and Regulations of the T. & N. O. R. R. Co. and its Time Table between Rio Grande and Tower 47.
- 71.—The North track of the T. & N. O. double track between Tower 47 and Slag and the T. & N. O. track between Slag and Rio Grande will be known as T. & N. O. track No. 1.
- 72.—The South track of the T. & N. O. double track between Slag and Tower 47 will be known as T. & N. O. track No. 2.
- 73.—The north track of the T. & N. O. double track between El Paso Octavia Street Pacific Lines and Tower 6 and between Rio Grande and Anapra (crossovers) will be known as Pacific Lines track No. 1.
- 74.—Pacific Lines track 1 from El Paso Octavia Street to Tower 6, T. & N. O. track 1, Tower 6 to Rio Grande, and Pacific Lines track 1 Rio Grande to Anapra (crossovers) will be westward main track of the Pacific Lines.
- 75.—Pacific Lines track 4 Anapra (crossovers) via Bowen to Campbell Street El Paso, will be the Eastward main track of the Pacific Lines.
- 76.—Westward trains from El Paso Union Depot routing over T. & N. O. track No. 1 and Pacific Lines track No. 1 will use T. & N. O. track No. 2 from Union Depot connection to crossover at Tower 6.
- 77.—Westward trains from El Paso Freight yard (Octavia Street) will use T. & N. O. track No. 2 from connection at Mesa Ave. to Santa Fe Street cross-over.
- 78.—Eastward trains on Pacific Lines Track 4 may proceed through Ice House Crossover or Tower 6 into T. & N. O. track 2, moving with current of traffic to their destination, T. & N. O. Octavia St. yard, Pacific Lines Octavia St. yard or Union Depot, and Westward trains may proceed from T. & N. O. Octavia St. yard on T. & N. O. track 1 moving with the current of traffic to destination at Union Depot, or Tower 6 enroute to destination beyond. Trains routed as above, retain right and schedule, complying with rules, same as they would had they followed their normal route, and must reduce speed to that permitted second class trains, and comply with rules 93 and 98. Eastward first class trains scheduled Pacific Lines Track No. 4, when diverted through Ice House Crossover into T. & N. O. Track No. 2 to Tower 6, must not make this move unless authorized by train order or under protection of Rule 99, and when authorized by train order must be governed by Rule 93 the same as second class and inferior trains. All trains or engine effected by the above move must comply with rules 14-K and 85. Normal position of east switch of Ice House Crossover from Pacific lines track 4 to T. & N. O. track 2 is for crossover.
- 79.—The T. & N. O. R. R. Co. connection with the A. T. & S. F. Ry. crosses the west lead of the Union Depot tracks. Trains must know that this crossing is clear before using it.
- 80.—Eastward trains must approach A. T. & S. F. Ry. transfer switch, opposite Union Depot, with caution, expecting to find yard engine occupying eastward main track, between A. T. & S. F. Ry. transfer switch and crossover at east end of Union Depot yard.
- 81.—Second class and inferior trains and engines may run ahead of first class trains between Tower 47 and Slag without train order authority but must not occupy main track when it will cause delay to a first class train.
- 82.—Spring switch installed at East end of Ice House Track, El Paso, West of Tower 6. Eastward trains and engines from Ice House will trail through switch reducing speed to fifteen (15) miles per hour. Trains and engines trailing through and stopping on switch must not take up slack or make back up movement until points of switch have been thrown by hand. When throwing switch use slow steady pull for oil to equalize. Flying switches must not be made.
- 83.—Rio Grande station is situated at the west end of Rio Grande Bridge. West end of El Paso yard extends beyond Rio Grande Bridge.
- 84.—First Class trains not displaying green signals register at El Paso, (Octavia Street) by ticket Form 2642.
- 85.—New Mexico Division Eastward first class trains use T. & N. O. track No. 2 El Paso Union Depot Connection to Crossovers from T. & N. O. Track Number 2 to T. & N. O. Track No. 1 and to T. & N. O. North Lead Track thence into New Mexico Division Tracks. Above crossovers are located just east of Austin Street Viaduct and switches controlling the movement of these crossovers will be handled by a switch tender, engineer desiring to make the above moves use o and must not proceed beyond Dallas Street unless receives interlocking signal from Towerman, Tower 47 governing movement to New Mexico Division tracks.
- 86.—New Mexico Division westward first class trains leaving their tracks at Tower 47 use T. & N. O. North Lead Track to cross over located just west of Cotton Avenue from T. & N. O. North Lead Track to T. & N. O. Track Number 1 and use T. & N. O. Track Number 1 from the crossover to El Paso Union Depot Connection. Switches from T. & N. O. North Lead to T. & N. O. Track Number 1 to be handled by switch tender.
- 87.—Eastward New Mexico Division trains leaving El Paso Yard will leave from T. & N. O. Lines Yard.
- 88.—Before detaching engine in El Paso T. & N. O. Freight Yard brakes must be set on at least five cars on East end of train when train or part of train is left west of Octavia Street; this to prevent cars rolling out of Yard.
- 89.—Westward T. & N. O. trains entering El Paso Yard will head in through new cross-over East of Tower 47 into Pacific Lines Yard.
- 90.—Westward T. & N. O. trains approaching Tower 47 must move from Piedras Street to Tower 47 Interlocking Limits with caution expecting to find main Track being used by yard engine.
- 91.—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.
- 92.—Schedule time of Trains as shown opposite Tower 47 on Pages 8 and 9 refer to time train is scheduled to pass opposite Tower 47.
- 93.—New Mexico Division trains and T. & N. O. trains operating against the schedule of first class trains as shown on pages 8 and 9 must clear the time of such first class trains at time shown at El Paso Octavia Street.

Station column page 9 to be used for pages 8 and 9.

Distance From Rio Grande  
0.0  
0.3  
0.9  
2.6  
3.0  
3.2  
4.1  
4.7





## RATINGS OF LOCOMOTIVES IN FREIGHT TRAIN SERVICE

	CLASS		ENGINE NUMBERS	Spofford to Eagle Pass	Eagle Pass to Spofford	San Antonio to Del Rio	Del Rio to San Antonio	Del Rio to Sanderson	Sanderson to Valentine	Valentine to El Paso	El Paso to Valentine	Valentine to Sanderson	Sanderson to Del Rio
	NOMINAL	DESIGNATION											
P-6		P 77 25/28 172S	610 to 621			2600	2600	2150	2150	2600	2130	2350	2150
P-9		P 73 25/30 181S	622 to 630			2900	2900	2400	2400	2900	2370	2600	2400
MK-5		MK 63 26/28 210S	738 to 794	6060	5090	3600	3600	2900	2900	3480	2850	3160	2900
C-8		C 57 22/30 187S	800 to 807	5060	4240	3100	3100	2250	2250	2690	2200	2450	2250
C-9		C 57 22/30 190S	808 to 850	5060	4240	3100	3100	2250	2250	2690	2200	2450	2250
MM-1		M.M. 57 $\frac{21\frac{1}{2} \times 33}{30}$ 266S	950 to 961	7200	6030	4410	4410	3420	3420	4120	3370	3750	3420
F-1		F 63 $\frac{27\frac{1}{2}}{32}$ 273S	966 to 999	7310	6130	4480	4480	3460	3460	4180	3430	3800	3460
M-4		M-63 20/28-128S	{ 410 to 432 } { 434 to 459 }	3280	2740	1950	1950						
M-8		M-63 21/28-151S	460 to 469	3820	3240	2260	2260						
M-6		M-63 21/28-142S	482 to 484	3650	3090	2140	2140						
C-20		C-50 19/26-124S	867 to 869	3230	2720	1930	1930						
C-21		C-50 20/24-138	870	3480	2920	2050	2050						
C-22		C-50 20/26-136	871 to 876	3580	3010	2100	2100						
C-23		C-50 20/26-144S	877 to 884	3580	3010	2100	2100						
C-24		C-50 20/26-152S	885 to 894	3760	3160	2240	2240						

NOTE: These rating represent maximum loading of locomotives behind tender, expressed in units of 1,000 lbs. (Ms.)

Allowance for empty and underloaded cars: Less than 40 Ms 6 Ms; 40 to 50 Ms 3 Ms; more than 50 Ms 0.

To find the maximum load that can be hauled between any two stations at an average speed of 12½ miles per hour, multiply rating by the figures shown opposite the various stations in the following table. Symbol "F" opposite any station indicates a descending grade on which the loading limit is the car maximum for the district.

STATIONS			STATIONS			STATIONS		
Westward	Eastward		Westward	Eastward		Eastward	Westward	
<b>San Antonio &amp; Del Rio</b>			<b>San Antonio &amp; Del Rio (Cont'd.)</b>			<b>Del Rio and Sanderson</b>		
San Antonio and Alazan	2.5	1.56	Ange and Uvalde	F	1.39	Del Rio and McKees	2.30	F
Alazan and Duncan Field	2.5	1.94	Uvalde and Hacienda	2.03	1.50	McKees and Devil's River	F	2.30
Duncan Field and Withers	F	1.89	Hacienda and Obi	1.16	2.50	Devil's River and Comstock	F	1.05
Withers and Macdona	1.80	1.18	Obi and Cline	1.11	1.22	Comstock and Rona	1.30	1.10
Macdona and LaCoste	1.91	F	Cline and Odlaw	1.66	F	Rona and Viaduct	1.30	F
LaCoste and Noonan	1.14	1.18	Odlaw and Pavo	2.08	1.17	Viaduct and Shumla	1.05	1.25
Noonan and Dunlay	1.03	2.50	Pavo and Anacacho	F	1.47	Shumla and Dorso	1.30	1.15
Dunlay and Quihi	F	1.0	Anacacho and Spofford	1.66	2.22	Dorso and Langtry	1.00	1.2
Quihi and Hondo	1.65	2.22	Spofford and Kinney	2.08	2.36	Langtry and Pumpville	2.10	1.00
Hondo and D'Hanis	2.50	2.43	Kinney and Macie	2.19	F	Osman to Hijito	F	1.6
D'Hanis and Seco	1.0	1.38	Macie and Pinto	2.50	2.50	Hijito to Pumpville	F	1.0
Seco and Sabinal	2.22	1.03	Pinto and Standart	1.61	2.28	Lozier and Malvado	F	1.30
Sabinal and Yucca	1.55	1.66	Standart and Amanda	2.08	2.22	Malvado and Mofeta	F	1.15
Yucca and Knippa	1.67	1.19	Amanda and Johnstone	1.72	1.94	Mofeta and Feodora	1.10	1.30
Knippa and Ange	1.19	2.08	Johnstone and Del Rio	2.50	1.42	Feodora and Sanderson	F	1.20

STATIONS			STATIONS		
Eastward	Westward		Eastward	Westward	
<b>Sanderson and Valentine</b>			<b>Valentine and El Paso</b>		
Sanderson and Rosenfeld	F	1.20	Valentine and Chispa	1.75	F
Rosenfeld and Maxon	1.00	1.30	Chispa and Danube	2.70	F
Maxon and Tesnus	F	1.10	Danube and Lobo	1.75	F
Tesnus and Haymond	1.35	1.40	Lobo and Collado	F	1.10
Haymond and Warwick	F	1.30	Collado and Dalberg	F	1.55
Warwick and Marathon	1.10	2.00	Dalberg and Hot Wells	F	1.75
Marathon and Altuda	F	1.15	Hot Wells and Torbet	F	2.00
Altuda and Strobel	1.20	F	Torbet and Grayton	2.20	2.25
Strobel and Alpine	1.20	1.40	Grayton and Villa	2.75	2.20
Alpine and Paisano	F	1.10	Villa and Etholen	F	1.10
Paisano and Nopal	1.00	F	Etholen and Madden	1.00	F
Nopal and Marfa	1.25	2.10	Madden and Ft. Hancock	1.30	1.50
Marfa and Aragon	2.25	1.30	Ft. Hancock and Iser	2.70	1.15
Aragon and Valentine	1.20	F	Iser and Polvo	2.10	1.20
			Polvo and Tornillo	1.30	2.25
			Tornillo and Fabens	F	1.70
			Fabens and El Paso	F	2.25

## RULING GRADES AND CURVES

DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	MILES PER HOUR
San Antonio to Del Rio	.99	0	.99%	10
Del Rio to Sanderson	1.0	2.5	1.10%	15
Sanderson to Valentine	.98	3.0	1.1%	15
Valentine to El Paso	.90	10.0	.90%	15
El Paso to Valentine	.90	10.0	1.30%	10
Valentine to Sanderson	.88	3.0	1.0%	15
Sanderson to Del Rio	1.0	2.5	1.1%	15
Del Rio to San Antonio	.99	0	.99%	10
Eagle Pass to Spofford	.66	0	.66%	10
Spofford to Eagle Pass	.52	0	.52%	10

GENERAL

1. When a train is stopped by a red signal, burning fusee, explosion of one torpedo, block signal or interlocking signal, engineman, before proceeding in accordance with provisions of rules 10 (G), 11, or 14 (J), 15, 509 or 663, as the case may be, must whistle out flagman to protect train. Flagman must be recalled as per rule 14 (d) or 14 (e), and train will not start until proceed signal is given from the rear. Flagman must not wait for signal from either engineman or conductor to protect train.

2. Operators having a "19" train order for delivery, which does not restrict the superiority of the train addressed at that station, will, when the approaching train calls for signal, lower the semaphore arm twice, returning it to STOP position, as a signal that a "19" order is to be delivered. Operator will then go out and deliver the Order with clearance card to engineman and conductor. No answer will be made by engineman to a "19" train order signal. Trains receiving such signal will approach and pass train order office slowly and not increase speed until the order has been received.

3. Trains displaying signals for following sections 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.

Conductors of trains displaying green signals must register in person.

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

5. Third-class trains may pass and run ahead of second-class trains without train order authority.

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

7. Open top cars loaded with rail, pipe, structural steel, poles and mounted wheels, when such lading projects above sides and end walls of the car, must not be placed in trains next to cabooses, occupied outfit cars, cars loaded with high explosives or inflammables, or tenders of oil burning locomotives.

8. Running switches of cars loaded with piling or live stock must not be made. Cars so loaded must not be detached while in motion, and other cars must not be kicked or dropped against them.

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

10. Green signals displayed to the right of track in the direction of movement, in connection with yellow signals as prescribed by Rule 10-H, define the limits of restricted movement.

11. Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.

LOCAL

15. El Paso (Octavia Street) is train order office only for trains that originate there.

16. First class trains not displaying green signals may register at El Paso (Octavia St.) by ticket (Form 2642).

17. Trains 101, 102, 103 and 104 may register by ticket, (Form 2642) at Sierra Blanca unless displaying signals.

18. Spofford: Register station only for trains originating or terminating there.

19. Trains may, if there are no train orders for such trains, leave Withers without a clearance card if train order signal is changed to indicate "proceed" after engineman calls for it.

20. Westward trains may obtain train order check of trains (Form R), at East Yard, San Antonio, or Withers, covering superior trains or trains of same class which are due at Withers.

21. In addition to location shown on schedule page of Time Table, Bulletin and Circular Books are located at T. & N. O. Roundhouse and T. & P. Freight Yard, El Paso, Roundhouse Sanderson and Del Rio.

22. In addition to location shown on schedule page of time table, Standard clocks are located at Roundhouse, El Paso, and Del Rio, and T. & P. Yard Office, El Paso.

24. East and Westward freight trains take water at Pecos High Bridge and while water is being taken trains must be thoroughly inspected.

25. Point derail is located on west roundhouse lead, Sanderson Yard 800 feet west of roundhouse.

26. Point derail is located on east roundhouse lead, Valentine yard, 1100 feet east of roundhouse.

SPEED

50. The following speed restrictions must be observed between the points on subdivisions shown below.	Passenger Trains Handled by Passenger Engine			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag lines, piledrivers, scale test cars, and machines of similar kind on own wheels.			Trains handling yard engines, with side rods up, or loaded oil tanks of 12,000 gallons capacity or over.			Yard engines, and road engines backing up, with or without cars, or when cars are being shoved ahead of engine.		
	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
El Paso.....	55	45	35	35	30	24	30	18	18	25	18	18	15	15	15
Valentine.....	55	45	35	35	30	24	30	18	18	25	18	18	15	15	15
Sanderson.....	55	45	35	35	30	24	30	18	18	25	18	18	15	15	15
Del Rio.....	55	45	35	35	30	24	30	18	18	25	18	18	15	15	15
Eagle Pass.....	40	35	25	30	25	18	25	18	18	20	18	18	15	15	15
Rio Grande.....	55	45	35	35	30	24	30	18	18	25	18	18	15	15	15

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

STATIONS	Miles Per Hour	
	Passenger Trains	Freight and Mixed Trains
El Paso.....	10	10

27. Before detaching engine in Valentine yard brakes must be set on at least five (5) cars on west end of train. Before detaching engine in Sanderson yard brakes must be set on at least twelve (12) cars on east end of train, to prevent cars rolling out of yard.

28. Before detaching engine at Del Rio sufficient hand brakes must be set on West end of train to prevent cars rolling out of yard.

29. Before detaching engine from cars left on K. C. M. & O. or T. & N. O. transfer tracks Alpine, brakes must be set on at least fifteen (15) cars on east end, to prevent cars rolling into K. C. M. & O. yard.

30. Yards located at the following stations are designated by yard limit signs: El Paso, Ft. Hancock, Sierra Blanca, Valentine, Marfa, Alpine, Marathon, Sanderson, Langtry, Del Rio, Spofford, Uvalde and Eagle Pass.

31. On account of insufficient clearance, cars higher than ballast cars must not be moved over loading tracks at Langtry quarry.

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

33. Overlap post located between switches, K. C. M. & O. transfer track Alpine, governing Eastward trains.

34. Overlap post located opposite Alpine stock pens, governing Westward trains.

35. All trains moving from T. & P. tracks to T. & N. O. main track west of the depot at Sierra Blanca will be governed by switch indicators opposite switch stands and dwarf signals on T. & P. tracks; Normal position of dwarf signals is "STOP". These signals clear after a lapse of one minute after switch has been thrown for movement to T. & N. O. main track, if track is not occupied. Trains must stop to clear dwarf signals before throwing switches; if switch indicator is not clear switch must not be thrown until flag protection is provided in both directions.

At switches leading from T. & N. O. siding (east and west of "pocket"), switch stands will be placed between main track and sidings; these switches must be left lined normally for siding. When lined for movement to main track, block signals will remain at "STOP".

36. When about to take water with a train of 20 or more cars stop must be made and engine detached before reaching water column except as follows:

For Eastward trains at Small and Westward trains at Langtry, Longfellow, Tesnus, Hot Wells, and Fabens.

37. Trains 103 and 104 will, on flag, stop at any point west Del Rio to pick up or discharge passengers for Del Rio or El Paso and points beyond.

50 (b). Protected curves are protected by low forked signal painted yellow and placed 500 feet in advance of point where speed restriction is to apply.

50 (c). Cars must not be shoved ahead of engines between stations when it can be avoided.

50 (d). Yard engines moving in trains must be placed with tank ahead. Conductors will advise their enginemen and the Chief Train Dispatcher when they have such engines, loaded oil tanks of 12,000 gallons capacity or over, derricks, steam shovels, drag lines, pile drivers, scale test cars, or machines of similar kind on own wheels.

50 (e) The maximum speed of trains on track protected by oval slow boards is shown on the face of the slow board, the first figures govern passenger trains and the second figures govern all other trains.

50 (f). Speed restrictions as indicated by oval slow board located at miles 743.5 and 749, apply to all curves between those points. The speed restrictions indicated by oval slow boards located at miles 748.5 and 753, apply to all curves between those points.

50 (g) Passenger trains handled by Mikado and 2-10-2 type engines are limited to thirty (30) miles per hour around protected and unprotected curves, and fifty (50) miles an hour on straight track.

51. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches, and Twenty-five (25) miles per hour over draw bridges and railroad crossings at grade.

52. Trains must stop before crossing Pecos River viaduct, and then proceed over it at a speed not greater than six (6) miles per hour.

53. Before passing Safety switch one-half mile east of Sanderson station, eastward trains must stop. Switch must be thrown for main track, and after train has passed over it, set back for spur.

54. Freight trains must approach Sierra Blanca, K. C. M. & O. Transfer, (three-quarters of a mile west of Alpine), Marathon, Sanderson, Langtry, Spofford and Uvalde with CAUTION, expecting to find main track occupied.

55. 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."

56. Passenger trains leaving or entering El Paso Union Passenger Station must not exceed six miles per hour between lead track out of Union Station and cross-over track just west of Tower 6.

57. The following restrictions will apply over Piedras Street, El Paso: Between 7:00 AM and 11:00 PM, WITH CAUTION.

Between 11:00 PM and 7:00 AM freight trains and yard engines will send flagman ahead before proceeding. All other trains will reduce to four (4) miles per hour and send flagman ahead if necessary.

58. On Del Rio Subdivision care must be used if it becomes necessary to operate MK-5 and F-1 engines on tracks other than main track and sidings.

(a) Short leg of wye at Eagle Pass must not be used by MK-5 and F-1 engines. 59. Engines running light or with caboose must not exceed the maximum speed permitted freight trains unless otherwise directed.

## INTERLOCKING WHISTLE CODES

### 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

North lead, Westward \_\_\_\_\_ o \_\_\_\_\_

South lead, Eastward o \_\_\_\_\_ o

South lead, Westward o o \_\_\_\_\_

To T. & P. main track o o \_\_\_\_\_ o

Westward to west yard o \_\_\_\_\_ o o

To East Yard \_\_\_\_\_ o o

Eastward to West Yard o \_\_\_\_\_ o

Movement to New Mexico Division from T. & N. O. yard \_\_\_\_\_ o \_\_\_\_\_

### TOWER 66, 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. from any point to Union Depot \_\_\_\_\_ o

S. P. Co. to and from Union Depot \_\_\_\_\_ o \_\_\_\_\_

### 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

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.)

## STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

DISTANCE FROM HOUSTON	WITHERS AND DEL RIO	DISTANCE FROM DEL RIO	CAR CAPACITY AND DIRECTION OPENING IF SPUR
231.0 238.4 375.1	Delta Pearson Mid Kansas Oil Tracks	148.7 141.3 4.7	12-E 10-E Two Tracks 15 Cars Each
DISTANCE FROM HOUSTON	DEL RIO AND SANDERSON	DISTANCE FROM SANDERSON	CAR CAPACITY AND DIRECTION OPENING IF SPUR
397.94 429.2	Power Spur High Spur	114.66 87.9	4-E 11-W
DISTANCE FROM HOUSTON	VALENTINE AND EL PASO	DISTANCE FROM EL PASO	CAR CAPACITY AND DIRECTION OPENING IS SPUR
706.5 757.6 781.3	Mica Gypsum Acala	120.51 71.8 48.1	Two Tracks 18 Cars Each Two Spurs 13-E and 3-W 12-E

## COMPANY SURGEONS

<b>Houston</b> .....	Dr. R. W. Knox.....	Chief Surgeon	<b>Alpine</b> .....	Dr. M. L. Turney.....	Local Surgeon
	Dr. C. C. Green.....	Asst. Chief Surgeon	<b>Clint</b> .....	Dr. E. L. Byrd.....	Local Surgeon
	Dr. F. A. Waples.....	Division Surgeon	<b>Del Rio</b> .....	Dr. H. B. Ross.....	Division Surgeon
	Dr. H. C. Feagin.....	Examining Surgeon		Dr. D. A. York.....	Division Surgeon
	Dr. R. H. Harrison.....	Examining Surgeon		Dr. B. F. Orr.....	Division Surgeon
	Dr. M. L. O'Banion, Local Oculist and Aurist			Dr. R. M. Scott.....	Local Oculist and Aurist
	Dr. T. A. Dickson.....	Local Oculist and Aurist		Dr. J. R. Middlebrook.....	Local Surgeon
	Dr. J. L. Taylor.....	Local Surgeon	<b>Eagle Pass</b> .....	Dr. Lea Hume.....	Local Surgeon
	Dr. Allan Collette.....	Local Surgeon		Dr. Ellis F. Gates.....	Local Surgeon
	Dr. Neal Davis.....	Local Surgeon	<b>Hondo</b> .....	Dr. B. R. Bradley.....	Local Surgeon
	Dr. C. M. Warner.....	Local Surgeon		Dr. H. J. Meyer.....	Local Surgeon
	Dr. A. M. Parsons.....	Local Surgeon		Dr. W. H. Smith.....	Local Surgeon
<b>San Antonio</b> .....	Dr. C. E. Scull.....	Division Surgeon	<b>Ft. Hancock</b> .....	Dr. F. J. Patchin.....	Local Surgeon
	Dr. E. W. McCamish.....	Examining Surgeon	<b>Fabens</b> .....	Dr. F. D. Cooke.....	Local Surgeon
	Dr. R. E. Bowen.....	Local Surgeon	<b>Marathon</b> .....	Dr. G. W. Worthington.....	Local Surgeon
	Dr. Dudley Jackson.....	Local Surgeon	<b>Marfa</b> .....	Dr. J. C. Darracott.....	Local Surgeon
	Dr. E. W. Coyle.....	Local Surgeon	<b>Sabinal</b> .....	Dr. S. B. Hudson.....	Local Surgeon
	Dr. J. H. Burleson, Div'n Oculist and Aurist		<b>Sanderson</b> .....	Dr. P. F. Robertson.....	Local Surgeon
	Dr. T. J. Walthall, Asst. Divn. Oculist and Aurist.			Dr. W. H. Doty.....	Local Surgeon
	Dr. J. S. Steele.....	Local Oculist	<b>Sierra Blanca</b> .....	Dr. F. C. Warnick.....	Local Surgeon
	Dr. A. F. Clark.....	Local Oculist	<b>Uvalde</b> .....	Dr. B. M. Hines.....	Examining Surgeon
<b>El Paso</b> .....	Dr. R. L. Ramey.....	Division Surgeon		Dr. T. R. Knox.....	Examining Surgeon
	Dr. James J. Gorman.....	Examining Surgeon	<b>Valentine</b> .....	Dr. B. M. Vick.....	Local Surgeon
	Dr. S. F. King.....	Examining Surgeon	<b>Van Horn</b> .....	Dr. W. Smith.....	Local Surgeon
	Dr. J. B. Gray.....	Division Oculist			
	Dr. E. W. Rheinheimer, Examining Surgeon				
	Dr. H. H. Varner.....	Examining Surgeon			

### General Hospital—

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

### Emergency Hospital—

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

### First Aid Hospital—

T. & N. O. Railroad Shops, El Paso.  
T. & N. O. Railroad Shops, San Antonio.

### TIME INSPECTORS

Sidney F. Ball, General Time Inspector.....	Chicago, Ill.
G. B. Davidson & Co., Local Time Inspector.....	El Paso
Max Bogusch, Local Time Inspector.....	Sanderson
J. A. Russel, Local Time Inspector.....	Del Rio
Chas. Gildemeister & Son, Local Time Inspector.....	San Antonio

**SPEED TABLE**

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

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

**LOCATION AND NAMES OF SIGNAL MAINTAINERS**

Location	Name of Maintainer	District Mile Post Limits
El Paso—West	F. M. Kimmons	M.P. 827.4 to M.P. 832.2
El Paso—East	C. A. Wright	M.P. 815.3 to M.P. 827.4
Fabens	Willis Osgood	M.P. 789.5 to M.P. 815.3
Ft. Hancock	R. R. Laman	M.P. 762.3 to M.P. 789.5
Sierra Blanca	Lloyd Wade	M.P. 737.18 to M.P. 762.3
Hot Wells	C. W. Everett	M.P. 709.1 to M.P. 737.18
Lobo	E. H. Pollock	M.P. 684 to M.P. 709.1
Valentine	Russell Sweet	M.P. 658 to M.P. 684
Marfa—West	W. E. Vance	M.P. 632.9 to M.P. 658
Marfa—East	W. L. Richmond	M.P. 612.8 to M.P. 632.9
Alpine	Rex Russell	M.P. 588.5 to M.P. 612.8
Marathon	R. B. Richmond	M.P. 562.7 to M.P. 588.5
Tesnus	J. C. Anderson	M.P. 540.1 to M.P. 562.7
Sanderson—West	A. Milam	M.P. 516 to M.P. 540.1
Sanderson—East	E. S. Lambert	M.P. 495.1 to M.P. 516
Dryden	W. G. Scanlan	M.P. 473.3 to M.P. 495.1
Pumpville	Alvin Briggs	M.P. 445.3 to M.P. 473.3
Shumla	R. W. Chappell	M.P. 423.1 to M.P. 445.3
Comstock	C. J. King	M.P. 399.1 to M.P. 423.1
McKees	Earl Hindman	M.P. 379.3 to M.P. 399.1
Del Rio	E. P. Coe	M.P. 357 to M.P. 379.3
Spofford	R. L. Nickell	M.P. 335 to M.P. 357
Cline	O. Frerking	M.P. 311 to M.P. 334
Uvalde	F. S. Dunn	M.P. 288 to M.P. 311
Sabinal	H. R. Bolton	M.P. 265 to M.P. 288
Hondo	R. F. Pfeil	M.P. 242 to M.P. 265
LaCoste	G. P. Bolton	M.P. 219 to M.P. 242

**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.

**Local Short Line Telephone Calls—El Paso Yards**

Location	Track or Yard	Signal
Alfalfa.....	T. & N. O.	— — — — —
Tower 47.....	T. & N. O.	— — — — —
Dallas St. Yard Office.....	S. P.	o — o
Octavia Street.....	T. & N. O.	— — — — o o
West Lead, S. P. Yard.....	S. P.	— — — — o
Campbell Street.....	T. & N. O.	No signal.
Union Depot.....	Main Gate	No signal.
Tower 66.....	East End Union Depot	— o
Tower 6.....	West End Union Depot	— — o o
Oil Spur.....	T. & N. O.	No signal.

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car. See A. R. A. (M. C. B.) rule 86.

Nominal Capacity	Journal	Total Weight Car and 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 "

**C. R. MORRILL, Superintendent, El Paso**

**H. T. ETHERIDGE, Trainmaster, El Paso**

**T. S. STEWART, Trainmaster, Del Rio**

**W. R. MANN, Asst. Superintendent, El Paso**

**P. G. LEONARD, Traveling Engineer, El Paso**

**W. A. ROBERTS, Chief Train Dispatcher, El Paso**

**W. R. RIGGS, Chief Train Dispatcher, El Paso**

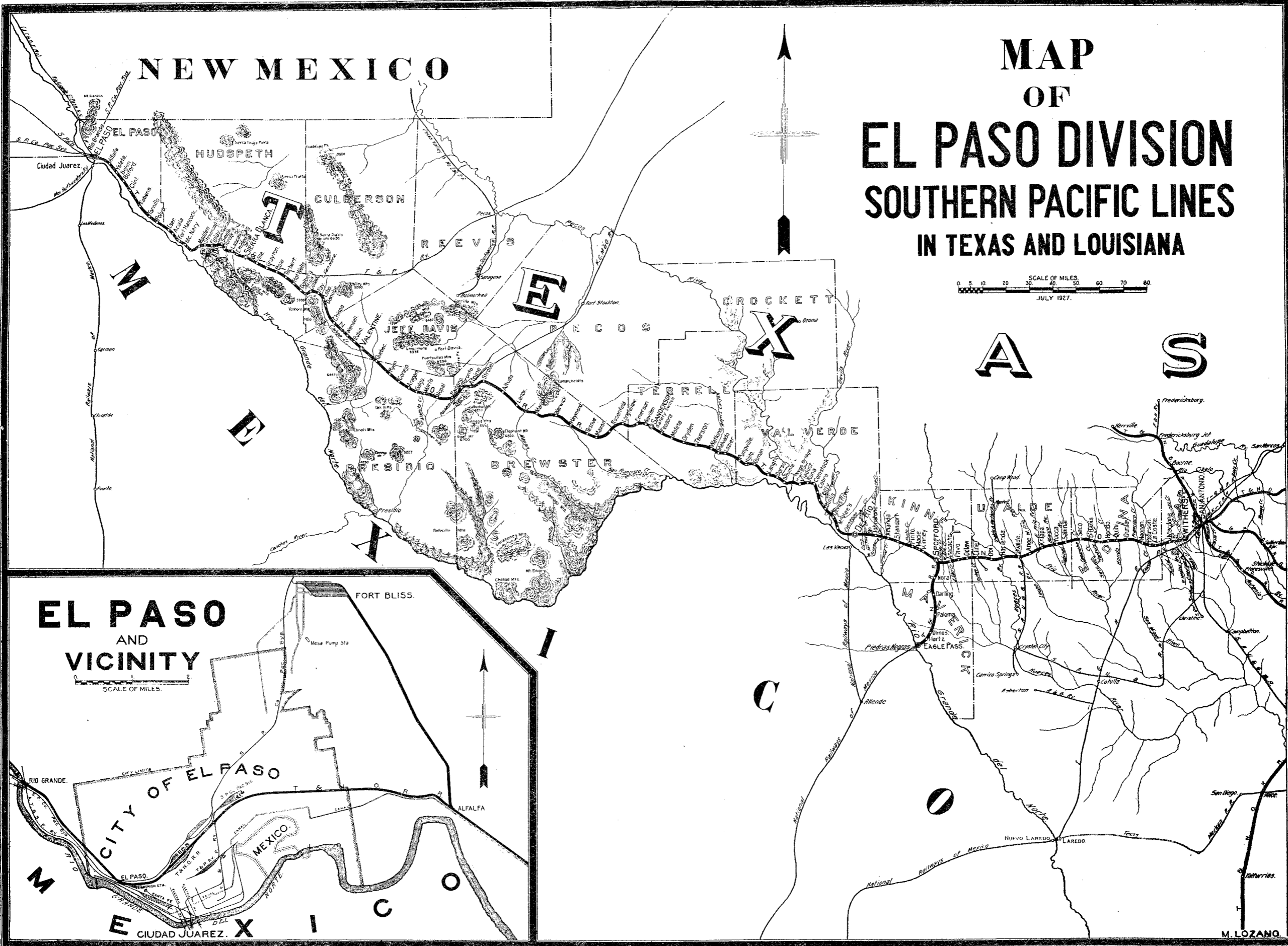
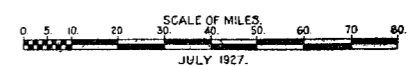
**B. E. BEE, Chief Train Dispatcher, El Paso**

**C. H. COLE, Chief Train Dispatcher, Del Rio**

**H. BANNISTER, Chief Train Dispatcher, Del Rio**

Traveling Engineer will exercise duties of Trainmaster when on line

# MAP OF EL PASO DIVISION SOUTHERN PACIFIC LINES IN TEXAS AND LOUISIANA



## EL PASO AND VICINITY

