

SOUTHERN PACIFIC LINES

Texas and New Orleans Railroad Company

SAN ANTONIO DIVISION TIMETABLE

182

EFFECTIVE SUNDAY, JANUARY 5, 1947
AT 12.01 A.M.
CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

T. M. SPENCE,
General Manager

J. J. MOORE,
Assistant General Manager

T. B. OLLIS,
Superintendent of Transportation

J. D. KINSLER,
Superintendent

DIVISION OFFICERS

W. R. MANN.....Assistant Superintendent.....San Antonio
F. W. H. WEHNER.....Assistant Superintendent.....El Paso
L. F. TADLOCK.....Terminal Superintendent.....El Paso
L. C. CODY.....Assistant Terminal
Superintendent.....El Paso
T. J. WOMACK.....Trainmaster.....San Antonio
L. B. WELCH.....Trainmaster.....San Antonio
M. E. TAYLOR.....Traveling Engineer.....San Antonio
R. L. TAYLOR.....Assistant Trainmaster.....Del Rio
L. McDONALD.....Assistant Trainmaster.....Sanderson
O. W. STORY.....Assistant Trainmaster.....Valentine
C. C. WILLIAMS.....Chief Train Dispatcher.....San Antonio
H. DICKSON.....Chief Train Dispatcher.....San Antonio
W. O. STROTHER.....Chief Train Dispatcher.....San Antonio
H. T. ETHERIDGE.....Chief Train Dispatcher.....El Paso
W. R. RIGGS.....Chief Train Dispatcher.....El Paso
P. E. GRAY.....Chief Train Dispatcher.....El Paso

Traveling Engineers will exercise duties of Trainmaster.

INTERLOCKING WHISTLE CODES

INTERLOCKING 6, EL PASO

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

INTERLOCKING 47, EL PASO

Main track movements in either direction with current of traffic _____
 Main track movements in either direction against current of traffic o _____
 North lead, Eastward _____ o _____ o _____
 North lead, Westward _____ o _____
 South lead, Eastward o _____ o _____
 South lead, Westward o o _____ o _____
 To T. & P. main track o o _____ o _____
 Westward to West yard o _____ o o _____
 To East Yard _____ o o _____
 Eastward to West Yard o _____ o _____
 From Alamogordo Subdivision to T. & N. O. yard _____
 From Alamogordo Subdivision to West Yard o o _____ o _____
 From T. & N. O. yard to Alamogordo Subdivision _____ o o _____
 From west yard to Alamogordo Subdivision _____ o 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 o _____

I-G. N. and S. A. B. & T. CROSSINGS, 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 _____
 Union Stock Yard lead from any point _____ o o _____

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

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

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

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

OLIVE STREET, SAN ANTONIO

Westward main track with current of traffic from any point _____
 Eastward main track with current of traffic from any point _____ o o _____
 East Yard from any point _____ o _____
 Enginehouse lead from any point o _____ o o _____
 Industry Yard from any point _____ o o _____
 Note—A buzzer located on corner of enginehouse will be used in lieu of engine whistle for all outbound engine movements from enginehouse, using above code.
 Engines moving westward over Hackberry Street on auxiliary track must approach interlocking switch, located just west of Hackberry Street, expecting to find it lined for either route.
 Yard engines moving through Interlocking from vicinity of Burleson Street, will first communicate with signal operator from Burleson Street crossing tower.

T. & N. O. CROSSING, FLATONIA

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

T. & N. O. and G. C. & S. F. CROSSING, 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 East 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.

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

Main track, from any point _____
 To siding Tower 17, from any point _____ o o _____
 To siding Rosenberg, from any point o _____ o _____
 Victoria Division from any point _____ o _____
 G. C. & S. F. from any point _____ o o _____

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

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

EUREKA

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

I-G. N. CROSSING, STELLA (Cabin Interlocking)

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

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

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

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

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

INTERLOCKING 86, H. B. & T. CROSSING

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

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

Main track for movement with the current of traffic from main track _____
 Eastward main track eastward from any other point _____ o o _____
 Westward main track westward from any other point o _____ o _____
 Eastward main track westward, from any point o _____ o o _____

INTERLOCKING WHISTLE CODES

Westward main track eastward from any point _____ o _____
 Shreveport Line Transfer, from any point o o _____ o o _____
 Freight main track westward, from any point o _____
 Inbound Enginehouse Lead, from any point _____
 Outbound Enginehouse Lead, from any point _____ o o _____
 New Lead from any point o _____ o _____

INTERLOCKING 68, WEST END ENGLEWOOD

Main track movement with the current of traffic, from main track _____
 Eastward main track eastward, from any other point _____ o o _____
 Westward main track westward, from any other point o _____ o _____
 Eastward main track westward, from any point o _____ o o _____
 Westward main track eastward, from any point _____ o _____
 West leg of wye, from any point _____
 South Switching lead, from any point o _____ o _____
 Middle Switching lead, from any point o _____ o _____
 North Switching lead, from any point _____ o _____ o _____
 Freight Main West from any point o o _____
 Freight Main East from any point _____ o o _____
 Old Wye from any point o o _____
 New Wye from any point _____ o _____
 For ice house track o o _____ o o _____
 New lead from any point o o o o _____

AUTOMATIC INTERLOCKING

I-G. N. Crossing, MP 5.6 east of Harrisburg.
 Normal position of governing signals is STOP.
 Signals governing route through interlocking limits should clear when train enters approach circuit if interlocking route is not occupied. When train enters approach circuit and signals do not clear, send member of crew to crossing to ascertain conditions. If a train on intersecting route is observed standing on approach circuit or moving away from interlocking station, member of crew will unlock box marked "T. & N. O. RELEASE," turn knob on the release to the right as far as it will go, then permit it to run down, after which signal should assume PROCEED position.
 If a train on intersecting route is observed approaching crossing, release must not be operated until such train has passed the crossing or has stopped.
 If member of crew at crossing cannot see a train on intersecting route and home signal fails to assume PROCEED position, he should immediately operate release as described above and, if home signal then fails to clear, train must be governed by Paragraph (c), Rule 663.

G. C. & S. F. CROSSING, WALLIS, PASSENGER STATION
 Main track _____
ABSOLUTE-PERMISSIVE BLOCK SYSTEM (A.P.B.) SAN ANTONIO AND GLIDDEN SUBDIVISIONS
Absolute-Permissive Block System Within Yard Limits at Glidden
 Between west end yard tracks and east end yard tracks. Absolute signal mile 87.6, west end yard tracks at Glidden Yard, govern eastward movements.
 Absolute signal mile 86.7, at east end yard tracks, govern westward movements.
 Overlap extends from signal mile 86.7, eastward to Signal 859.
 Overlap extends from signal mile 87.6, westward to Signal 888.
 Switch indicator located at east end crossover switch, west end siding.
 Within yard limits at Glidden, when absolute signal within A.P.B. system limits, indicates "stop," movements will be made in accordance with provisions of Rules 509, Paragraph (b), 509 (F), or 509 (J), as the case may be, and 509 (K).

SAN ANTONIO SUBDIVISION
Absolute-Permissive Block System Limits Between East Yard and Salado Junction.
 Absolute signal located east of the east end of double track, East Yard, governs movements from that point to Salado Junction.
 Absolute signal located on the San Antonio Subdivision, five hundred fifty feet east of Salado Junction switch, and absolute signal located on the Victoria Division at Salado Junction, govern movements Salado Junction to end of double track East Yard.
 Overlap extends east of Salado Junction to signal 2027 on San Antonio Subdivision.
 Westward inferior trains of the San Antonio Subdivision, waiting for superior trains from the Victoria Division to enter the Absolute-Permissive Block System Limits at Salado Junction or East Yard, must wait east of Signal 2027.

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

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

COMPANY SURGEONS

LOCATION	NAME	TITLE
Houston	Dr. J. R. Gandy	Chief Surgeon
Houston	Dr. Franklin K. Dornak	Assistant Chief Surgeon
Alpine	Dr. J. E. Wright	Examining Surgeon
Alpine	Dr. Malone Hill	Local Surgeon
Boerne	Dr. Joe Davis	Examining Surgeon
Cibolo	Dr. John E. Rabel	Local Surgeon
Columbus	Dr. C. I. Shult	Examining Surgeon
Columbus	Dr. S. H. Kirkham	Local Surgeon
Columbus	Dr. James H. Wooten Jr.	Local Surgeon
Comfort	Dr. C. C. Jones	Local Surgeon
Del Rio	Dr. D. A. York	Division Surgeon
Del Rio	Dr. W. R. McWilliams	Examining Surgeon
Del Rio	Dr. W. P. Meredith	Local Surgeon
Del Rio	Dr. B. L. Burditt	Local Surgeon
Del Rio	Dr. Elizabeth Donaldson	Local Aurist and Oculist
Del Rio	Dr. R. N. Graham	Local Surgeon
Eagle Pass	Dr. Ellis F. Gates	Examining Surgeon
El Paso	Dr. E. W. Rheinheimer	Division Surgeon
El Paso	Dr. Russell Holt	Examining Surgeon
El Paso	Dr. F. G. Evans	Examining Surgeon
El Paso	Dr. B. L. Goodloe	Local Surgeon
El Paso	Dr. M. P. Spearman	Division Oculist and Aurist
El Paso	Dr. T. K. Preston	Local Surgeon
Fulshear	Dr. J. W. McClain	Examining Surgeon
Fulshear	Dr. J. W. Balke (Rosenberg)	Examining Surgeon
Gonzales	Dr. Geo. Holmes	Local Surgeon
Hondo	Dr. W. B. Meyer	Local Surgeon
Hondo	Dr. W. H. Smith	Local Surgeon
Houston	Dr. H. C. Feagin	Examining Surgeon
Houston	Dr. R. M. Hargrove	Local Oculist and Aurist
Houston	Dr. C. C. Cody, III	Local Oculist
Houston	Dr. T. L. Royce	Local Surgeon
Houston	Dr. E. H. Bayer	Local Surgeon
Houston	Dr. J. A. Collette	Local Surgeon
Houston	Dr. J. L. Patten	Local Surgeon
Houston	Dr. E. F. Zepeda	Local Surgeon
Houston	Dr. Frank J. Ernst	Local Surgeon
Houston	Dr. L. L. Zarr	Local Surgeon
Houston	Dr. D. M. Gready	Local Surgeon
Houston	Dr. E. A. Moers	Local Surgeon
Houston	Dr. W. F. Cole	Local Surgeon
Houston	Dr. Ray Collins	Local Surgeon
Houston	Dr. E. K. Chunn	Local Surgeon
Houston	Dr. J. W. Ray	Local Surgeon
Houston	Dr. E. S. Crocker	Local Surgeon
Houston	Dr. W. G. Bryan	Local Surgeon
Kerrville	Dr. R. Knapp	Local Surgeon
Kerrville	Dr. Chas. C. Jones, Jr.	Local Surgeon
Luling	Dr. Pruett Watkins	Local Surgeon
Marfa	Dr. L. A. Lavanture	Examining Surgeon
Marfa	Dr. C. R. Sutton, Jr.	Local Surgeon
Rosenberg	Dr. J. W. Weeks	Local Surgeon
Rosenberg	Dr. J. W. Balke	Examining Surgeon
Sabinal	Dr. E. U. Wood	Local Surgeon
San Antonio	Dr. C. E. Scull	Division Surgeon
San Antonio	Dr. Dudley Jackson	Local Surgeon
San Antonio	Dr. A. M. Rogers	Local Surgeon
San Antonio	Dr. L. F. Novek	Local Surgeon
San Antonio	Dr. E. W. Coyle	Examining Surgeon
San Antonio	Dr. John Joseph de Leon	Examining Surgeon
San Antonio	Dr. E. D. Shipman	Examining Surgeon
San Antonio	Dr. J. H. Burleson	Local Oculist and Aurist
San Antonio	Dr. O. H. Judkins	Local Oculist and Aurist
San Antonio	Dr. Marion W. McCurdy	Division Oculist and Aurist
San Antonio	Dr. T. W. Polbre	Local Oculist and Aurist
San Antonio	Dr. Jackson Scull	Local Surgeon
Sanderson	Dr. R. E. Lester	Examining Surgeon
Sanderson	Dr. John W. Pate	Examining Surgeon
Schulenburg	Dr. L. J. Peters	Local Surgeon
Schulenburg	Dr. G. Schulze	Examining Surgeon
Schulenburg	Dr. W. W. Hander	Local Surgeon
Schulenburg	Dr. N. A. Poth	Examining Surgeon
Seguin	Dr. C. W. Raetzsch	Examining Surgeon
Seguin	Dr. J. C. Douthett	Local Oculist and Aurist
Sierra Blanca	Dr. Geo. M. Dunne	Examining Surgeon
Spofford	Dr. A. P. Utterback (Bracketville)	Local Surgeon
Sugar Land	Dr. Joe C. Much	Local Surgeon
Uvalde	Dr. G. H. Merritt	Examining Surgeon
Uvalde	Dr. Hershall La Forge	Examining Surgeon
Van Horn	Dr. John P. Wright	Local Surgeon
Weimar	Dr. A. H. Potthast	Local Surgeon
Weimar	Dr. W. T. Youens	Local Surgeon
Wallis	Dr. Arch T. Wigle	Local Surgeon

General Hospital—
 Southern Pacific Hospital, Thomas Street, between James and Paschal, Houston.
Emergency Hospital—
 Hotel Dieu, El Paso; Medical & Surgical Clinic, Del Rio; Santa Rosa Infirmary, San Antonio.

4 EASTWARD EL PASO SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS					FIRST CLASS				Timetable No. 182 January 5, 1947 CENTRAL STANDARD TIME	STATIONS	Distance from El Paso
	566	244	564	242	246	502	6	508	2			
	T. & P. Freight	Freight	T. & P. Freight	Freight	Freight	T. & P. Sunshine Special	Argonaut	T. & P. Southerner	Sunset Limited			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
El Paso Yard						10.00PM	9.05PM	1.10PM	11.30AM		0.0	
I BKP												
YOWT BKP		4.30PM		8.20AM	12.40AM	10.05	9.11	1.15	11.35		1.8	
I	7.05PM	4.31	8.45AM	8.21	12.41	10.06	9.12	1.16	11.36		1.8	
P	7.18	4.45	8.57	8.32	12.55	10.14	9.21	1.24	11.44		6.5	
51 P	7.30	4.57	9.07	8.42	1.07	10.21	f 9.30	1.35	11.51		12.6	
P	7.34	5.03	9.10	8.46	1.10	10.23	9.32	1.37	11.53AM		14.1	
79 P	7.47	5.15	9.23	8.59	1.22	10.31	f 9.42	1.48	12.02PM		22.0	
E 66 WP W 111	8.07	5.35	9.43	9.19	1.42	10.39	f 9.52	2.01	12.11		29.2	
77 P	8.16	5.44	9.54	9.30	1.52	10.45	f 9.59	2.13	12.17		35.0	
84 P	8.25	5.52	10.02	9.40	2.02	10.50	10.05	2.19	12.23		39.6	
72 P	8.39	6.02	10.14	9.50	2.12	10.58	10.14	2.27	12.31		45.8	
71 WP	8.51	6.13	10.26	10.02	2.24	11.07	f 10.24	2.37	12.40		53.2	
86 P	8.59	6.21	10.34	10.10	2.32	11.13	f 10.30	2.43	12.46		57.9	
71 P	9.08	6.31	10.43	10.19	2.40	11.19	10.37	2.49	12.52		63.1	
71 P	9.20	6.43	10.55	10.31	2.54	11.25	10.44	2.55	12.58		66.7	
71 P	9.28	6.53	11.03	10.39	3.04	11.31	f 10.51	3.01	1.05		70.7	
D.T. 104 Cars WP	9.48	7.13	11.23	10.59	3.28	11.41	f 11.00	3.11	1.15		75.9	
81 P	10.08	7.33	11.38	11.14	3.48	11.49	11.09	3.19	1.23		79.6	
72 P	10.23	7.48	11.53AM	11.29	4.03	11.57PM	11.17	3.27	1.31		83.8	
79 P	10.38	8.03	12.08PM	11.44	4.18	12.05AM	11.25	3.35	1.39		88.0	
157 OP	10.50PM	8.15	12.25PM	11.55AM	4.28	12.10AM	s 11.38	3.40PM	1.44		92.4	
72 P		8.23		12.05PM	4.35		11.45		1.50		97.1	
51 P		8.31		12.13	4.43		11.52		1.56		102.3	
72 P		8.38		12.30	4.49		11.58PM		2.01		106.7	
72 P		8.45		12.37	4.56		12.04AM		2.06		111.3	
71 WP		8.52		12.44	5.03		f 12.09		2.11		115.6	
69 P		9.08		1.00	5.17		12.21		2.22		125.6	
71 P		9.15		1.08	5.23		12.26		2.26		129.4	
77 WP		9.30		1.23	5.35		f 12.39		2.32		133.8	
61 P		9.49		1.42	5.53		12.54		2.48		145.1	
71 P		10.00		1.54	6.04		1.04		2.58		153.0	
51 P		10.10		2.01	6.10		1.09		3.03		156.9	
BKWOPY 76 Yard		10.20PM		2.10PM	6.20AM		1.15AM		3.15PM		161.5	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	566	244	564	242	246	502	6	508	2			

Time Over Subdivision..... (3.45) 43.1
Average Speed Per Hour..... 43.1

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.
Nos. 564 and 566 must obtain a clearance at T. & P. train-order office, El Paso, authorizing movement from Tower 47. Nos. 2, 508, 6 and 502 must obtain a clearance at El Paso (Cotton Avenue).
Schedule time and train orders for westward trains at Fabens apply at the west switch of the east siding.
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.
Double track at Small extends from Mile 753.08 to Mile 754.13. The current of traffic is to the left.

EL PASO SUBDIVISION WESTWARD 5

Mile Post Location	FIRST CLASS				SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	511	5	507	1	245	241	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	T. & P. Sunshine Special	Argonaut	T. & P. Southerner	Sunset Limited	Freight	Freight		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	8.45AM	9.15AM	2.50PM	3.10PM			Continuous Closed	Continuous Closed
829.3							Continuous	Continuous
827.7	8.40	9.07	2.43	3.00	7.05AM	9.00PM	Continuous	Continuous
827.5	8.39	9.06	2.42	2.59	7.01	8.58	Continuous	Continuous
822.8	8.31	8.57	2.34	2.50	6.49	8.46	Continuous	Continuous
816.7	8.24	s 8.48	2.25	2.41	6.37	8.35	Continuous	Continuous
815.2	8.22	8.46	2.22	2.39	6.34	8.32	Continuous	Continuous
807.3	8.13	s 8.35	2.12	2.29	6.22	8.20	Continuous	Continuous
800.1	8.04	s 8.25	2.01	2.20	6.10	8.07	Continuous	Continuous
794.3	7.58	f 8.14	1.53	2.13	5.50	7.55	Continuous	Continuous
789.7	7.53	8.08	1.48	2.07	5.41	7.47	Continuous	Continuous
783.5	7.45	7.59	1.40	1.58	5.31	7.37	Continuous	Continuous
776.1	7.36	s 7.49	1.31	1.49	5.20	7.26	Continuous	Continuous
771.4	7.30	f 7.41	1.24	1.43	5.12	7.17	Continuous	Continuous
766.2	7.24	7.34	1.18	1.36	5.03	7.09	Continuous	Continuous
762.6	7.18	-7.28	1.12	1.30	4.55	7.02	Continuous	Continuous
758.6	7.12	f 7.21	1.05	1.23	4.45	6.53	Continuous	Continuous
753.4	7.04	f 7.13	12.54	1.15	4.30	6.40	Continuous	Continuous
749.7	6.57	7.05	12.47	1.07	4.15	6.23	Continuous	Continuous
745.5	6.49	6.57	12.39	12.59	4.03	6.12	Continuous	Continuous
741.3	6.41	6.49	12.31	12.51	3.45	6.00	Continuous	Continuous
736.9	6.35AM	s 6.41	12.25PM	12.45	3.35	5.50	Continuous	Continuous
732.2		6.31		12.40	3.22	5.40	Continuous	Continuous
727.0		6.24		12.35	3.14	5.31	Continuous	Continuous
722.6		6.17		12.30	3.06	5.23	Continuous	Continuous
718.0		6.11		12.25	2.58	5.15	Continuous	Continuous
713.7		f 6.04		12.20	2.50	5.05	Continuous	Continuous
703.7		5.49		12.10	2.20	4.35	Continuous	Continuous
699.9		5.42		12.06	2.09	4.24	Continuous	Continuous
695.5		f 5.35		12.01PM	2.02	4.17	Continuous	Continuous
684.2		5.19		11.49AM	1.45	4.00	Continuous	Continuous
676.3		5.09		11.41	1.33	3.48	Continuous	Continuous
672.4		5.02		11.36	1.25	3.40	Continuous	Continuous
667.8		4.55AM		11.30AM	1.15AM	3.30PM	Continuous	Continuous
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	511	5	507	1	245	241		

Time Over Subdivision..... (2.10) 43.6
Average Speed Per Hour..... 43.6

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.
Nos. 564 and 566 must obtain a clearance at T. & P. train-order office, El Paso, authorizing movement from Tower 47. Nos. 2, 508, 6 and 502 must obtain a clearance at El Paso (Cotton Avenue).
Schedule time and train orders for westward trains at Fabens apply at the west switch of the east siding.
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.
Double track at Small extends from Mile 753.08 to Mile 754.13. The current of traffic is to the left.

6 EASTWARD VALENTINE SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS				FIRST CLASS			Distance from Valentine
	330 Santa Fe Mixed	242 Freight	246 Freight	244 Freight	2 Sunset Limited	6 Argonaut	STATIONS	
	Leave Mon., Wed. and Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
BKWOYP 76 Yard		4.20PM	7.45AM	12.05AM		3.20PM	1.30AM	TO-R VALENTINE 7.5
77 P		4.40	8.05	12.25		3.32	1.43	QUEBEC 8.0
66 P		4.55	8.20	12.40		3.42	1.54	RYAN 9.9
77 P		5.15	8.38	1.00		3.53	2.06	ARAGON 9.6
67 WP		5.35	8.59	1.20	s	4.08	s 2.28	TO MARFA 6.5
50 P		5.50	9.14	1.35		4.18	2.40	NOPAL 6.8
80 P	7.10PM	6.05	9.28	1.50		4.27	f 2.50	PAISANO 7.0
75 P		7.50PM					3.05	TORONTO 4.0
77 WP		6.35	10.00	2.15	s	4.45	s 3.15	ALPINE JUNCTION 1.3
72 P		6.47	10.20	2.40		4.56	3.26	TO ALPINE 7.0
72 P		6.59	10.37	2.55		5.07	3.38	STROBEL 8.7
72 P		7.10	10.52	3.07		5.16	3.49	ALTUDA 6.9
75 WOP		7.25	11.17	3.30		5.29	s 4.02	LENOX 8.6
72 P		7.40	11.35	3.45		5.41	4.15	TO MARATHON 8.4
76 P		7.55	11.50AM	4.00		5.52	f 4.27	WARWICK 7.2
75 WP		8.10	12.05PM	4.15		6.04	s 4.39	HAYMOND 8.5
51 P		8.20	12.13	4.23		6.11	4.46	TESNUS 3.6
71 P		8.40	12.35	4.43		6.23	4.59	MAXON 7.4
71 WP		8.55	12.50	4.58		6.34	f 5.12	ROSENFELD 8.7
76 P		9.10	1.05	5.10		6.45	5.24	LONGFELLOW 7.8
BKWOYP 97 Yard		9.30PM	1.25PM	5.30AM		7.00PM	5.40AM	EMERSON 8.5
	Arrive Mon., Wed. and Fri.	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	TO-R SANDERSON 8.5
	330	242	246	244		2	6	

Time Over Subdivision..... (0.40) 16.5 (5.10) 29.4 (5.40) 26.8 (5.25) 28.1 (3.40) 41.4 (4.10) 36.5
Average Speed Per Hour.....

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

Eastward trains entering Sanderson freight yard will use crossover about opposite stock pens.

See Page 25 for additional flag stops to entrain or detrain revenue passengers.

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.

LEGAL HOLIDAYS

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

VALENTINE SUBDIVISION WESTWARD 7

Mile Post Location	FIRST CLASS			SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	5 Argonaut	1 Sunset Limited		241 Freight	329 Santa Fe Mixed	245 Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Sun., Tues. and Thurs.	Arrive Daily		
667.8	4.45AM	11.25AM		3.20PM		2.00AM	Continuous	Continuous
660.3	4.30	11.13		3.00		1.43		
652.3	4.18	11.05		2.45		1.20		
642.4	4.05	10.55		2.30		1.00		
632.8	s 3.50	s 10.41		2.07		12.40	Continuous	Continuous
626.3	3.34	10.30		1.47		12.22		
619.5	f 3.25	10.23		1.35	9.25PM	12.10AM		
612.5	3.05				8.45PM			
608.5								
607.2	s 2.55	s 10.00		12.45		11.35PM	Continuous	Continuous
600.2	2.40	9.47		12.20		11.15		
591.5	2.28	9.37		12.05PM		11.00		
584.6	2.16	9.27		11.42AM		10.40		
576.0	s 2.01	9.14		11.17		10.15	Continuous	Continuous
567.6	1.45	9.02		10.49		9.50		
560.4	f 1.35	8.54		10.35		9.35		
551.9	f 1.23	8.44		10.15		9.15		
548.3	1.16	8.38		9.55		8.55		
540.9	1.04	8.28		9.40		8.40		
532.2	f 12.50	8.16		9.18		8.15		
524.4	12.37	8.05		8.55		7.55		
515.9	12.20AM	7.50AM		8.30AM		7.30PM	Continuous	Continuous
	Leave Daily	Leave Daily		Leave Daily	Leave Sun., Tues. and Thurs.	Leave Daily		
	5	1		241	329	245		

Time Over Subdivision..... (4.25) (3.35) (6.50) (0.40) (6.30)
Average Speed Per Hour..... 35.0 42.4 22.3 16.5 23.4

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

Eastward trains entering Sanderson freight yard will use crossover about opposite stock pens.

See Page 25 for additional flag stops to entrain or detrain revenue passengers.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur	Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Buford.....	El Paso.....	812.7	14E	Massey.....	Bellaire.....	6.43	12W
Acala.....	El Paso.....	780.1	10E	Lotus.....	Glidden.....	14.5	20E
Gypsum.....	El Paso.....	756.4	13E	Holico.....	Glidden.....	12.7	45E
The Sotol Company.....	Del Rio.....	375.1	24W	Pierce Junction.....	Glidden.....	0.3	18
Cibolo.....	San Antonio.....	190.2	23	Medio Spur.....	Glidden.....	2.6	25W
Seguin Brick & Tile.....	San Antonio.....	179.3	117W	Streets.....	Glidden.....	5.8	8
Nolte.....	San Antonio.....	178.2	171E	Spanish Pass.....	Kerrville.....	274.9	7
Talton.....	Glidden.....	82.0	20E	Shavano.....	Kerrville.....	250.7	2E
Laban.....	Glidden.....	79.6	75E	Botts.....	Gonzales.....	7.0	3E
Arroz.....	Bellaire.....	51.0	13	Kokernot.....	Gonzales.....	5.8	17
Pillot.....	Bellaire.....	22.8	9E	Conrad.....	Gonzales.....	3.4	4E
				Quemado Junction.....	Eagle Pass.....	26.3	40E

8 EASTWARD SANDERSON SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS			FIRST CLASS			Timetable No. 182 January 5, 1947	Distance from Sanderson
	242	246	244					
	Freight	Freight	Freight	2 Sunset Limited	6 Argonaut			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
97 Yard WOPYBK	8.20PM	11.30AM	12.05AM	7.10PM	5.53AM	TO-R SANDERSON 8.4	0.00	
71 P	8.32	11.42	12.17	7.22	6.05	FEODORA 6.3	8.36	
73 P	8.42	11.52AM	12.27	7.30	6.13	MOFETA 7.1	14.61	
70 WP	8.53	12.03PM	12.38	7.39	6.22	TO DRYDEN 8.4	21.75	
66 P	9.06	12.16	12.51	7.49	6.32	SHAW 10.4	30.16	
72 P	9.22	12.32	1.07	8.03	6.47	MALVADO 10.0	40.56	
66 WP	9.41	12.51	1.26	8.17	7.05	PUMPVILLE 6.2	50.58	
76 P	9.52	1.01	1.36	8.25	7.16	OSMAN 7.4	56.79	
E 50 W 51 WOP	10.17	1.12	1.47	8.34	7.28	TO LANGTRY 6.0	64.19	
70 P	10.30	1.23	1.58	8.48	7.42	DORSO 5.7	70.16	
84 P	10.40	1.33	2.08	8.56	7.52	SHUMLA 3.6	75.91	
D.F. (S) WP	10.55	1.48	2.23	9.02	7.59	HIGH BRIDGE 6.6	79.48	
80 P	11.11	2.04	2.39	9.13	8.12	LULL 7.3	86.11	
70 P	11.25	2.16	2.51	9.23	8.25	TO COMSTOCK 9.4	93.34	
70 P	11.42	2.32	3.07	9.35	8.39	FEELY 5.6	102.77	
72 P	11.52PM	2.42	3.17	9.42	8.49	BULLIS 5.4	108.34	
72 WP	12.03AM	2.53	3.28	9.51	8.59	DEVIL'S RIVER 5.7	113.78	
72 P	12.15	3.05	3.40	10.00	9.09	McKEES 8.9	119.51	
20 Yard WOTPBK	12.30AM	3.20PM	3.55AM	10.15PM	9.25AM	TO-R DEL RIO	128.38	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	242	246	244	2	6			

(3.50) (3.50) (3.50) (3.05) (3.32)Time Over Subdivision.....
33.5 33.5 33.5 41.6 36.3Average Speed Per Hour.....

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

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

See Page 25 for additional flag stops to entrain or detrain revenue passengers.

Double track at High Bridge extends from Mile 426.97 to Mile 427.99.

Automatic Block Signal 4279 located 300 feet east of east end Pecos River Bridge (mile 428) and automatic block signal 4284 located at west end of Pecos River Bridge are equipped with triangular number plates bearing the letter "P" in addition to signal number and also with a purple light on the signal mast above the number plate to indicate anything dragging, derailed wheels or any other object protruding downward below top of the rails.

When the purple light is illuminated in addition to signal displaying stop indication, train will stop and crew must make thorough inspection of entire train before proceeding over Pecos River Bridge.

If signal 4279 or 4284 is in stop position and the purple light is not illuminated, trains will proceed as per Rule 509, 509(F) or 509 (J), as the case may be.

SANDERSON SUBDIVISION WESTWARD 9

Mile Post Location	Timetable No. 182 January 5, 1947	FIRST CLASS			SECOND CLASS			Train Order Office Hours	
		1 Sunset Limited	5 Argonaut		241 Freight	245 Freight		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily			
507.0	TO-R SANDERSON 8.4	7.40AM	12.05AM		7.20AM	4.35PM		Continuous	Continuous
498.6	FEODORA 6.3	7.28	11.46PM		6.53	4.07			
492.3	MOFETA 7.1	7.20	11.36		6.42	3.55			
485.2	TO DRYDEN 8.4	7.12	11.24		6.22	3.35		Continuous	Continuous
476.8	SHAW 10.4	7.01	11.11		6.01	3.15			
468.4	MALVADO 10.0	6.47	10.56		5.45	2.55			
456.4	PUMPVILLE 6.2	6.32	10.42		5.25	2.35			
450.2	OSMAN 7.4	6.21	10.29		5.05	2.15			
442.8	TO LANGTRY 6.0	6.10	10.17		4.44	1.55		Continuous	Continuous
436.8	DORSO 5.7	6.02	10.08		4.32	1.45			
431.1	SHUMLA 3.6	5.54	10.00		4.20	1.33			
427.5	HIGH BRIDGE 6.6	5.48	9.53		4.10	1.21			
420.9	LULL 7.3	5.38	9.35		3.45	12.57			
413.6	TO COMSTOCK 9.4	5.27	9.23		3.30	12.42		Continuous	Continuous
404.2	FEELY 5.6	5.14	9.02		3.07	12.18			
398.6	BULLIS 5.4	5.06	8.52		2.52	12.07PM			
393.2	DEVIL'S RIVER 5.7	4.56	8.41		2.37	11.52AM			
387.5	McKEES 8.9	4.47	8.32		2.20	11.35			
378.6	TO-R DEL RIO	4.35AM	8.20PM		2.05AM	11.20AM		Continuous	Continuous
		Leave Daily	Leave Daily		Leave Daily	Leave Daily			
		1	5		241	245			

.....Time Over Subdivision..... (3.05) (3.45)
.....Average Speed Per Hour..... 41.6 34.2 (5.15) (5.15)
24.4 24.4

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

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Double track at High Bridge extends from Mile 426.97 to Mile 427.99.

Automatic Block signal 4279 located 300 feet east of east end Pecos River Bridge (mile 428) and automatic block signal 4284 located at west end of Pecos River Bridge are equipped with triangular number plates bearing the letter "P" in addition to signal number and also with a purple light on the signal mast above the number plate to indicate anything dragging, derailed wheels or any other object protruding downward below top of the rails.

When the purple light is illuminated in addition to signal displaying stop indication, train will stop and crew must make thorough inspection of entire train before proceeding over Pecos River Bridge.

If signal 4279 or 4284 is in stop position and the purple light is not illuminated, trains will proceed as per Rule 509, 509(F) or 509 (J), as the case may be.

Length of sidings in cars, location of bulletin board, water and fuel stations, standard clocks, interlockings, turn tables, ways and telephones.	THIRD CLASS				SECOND CLASS			FIRST CLASS		Timetable No. 182 January 5, 1947	Distance from Del Rio
	86 Local Freight	246 Freight	244 Freight	242 Freight	2 Sunset Limited	6 Argonaut	STATIONS				
	Leave Daily Except Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
WBKOTP 20 Yard		6.30PM	9.10AM	2.30AM		10.25PM	9.45AM	TO-R DEL RIO	0.0		
72 P		6.45	9.30	2.48		10.36	9.57	8.4 JOHNSTONE	8.4		
72 P		6.55	9.40	2.58		10.42	10.04	5.9 AMANDA	14.3		
41 P		7.05	9.50	3.07		10.47	10.10	4.6 STANDART	18.9		
72 P		7.22	10.05	3.17		10.53	10.17	5.7 PINTO	24.6		
72 WP		7.35	10.18	3.27		10.59	10.24	5.2 LAS MORAS	29.8		
67 Yard OWYP	6.55AM	7.55	10.36	3.43		11.07	10.36	7.1 TO-R SPOFFORD	36.9		
73 P	7.10	8.08	10.53	4.03		11.16	10.48	8.0 ANACACHO	44.9		
72 P	7.20	8.16	11.00	4.13		11.21	10.53	4.3 PAVO	49.2		
72 P	7.30	8.24	11.07	4.21		11.26	10.59	4.6 ODLAW	53.8		
71 WP	7.52	8.32	11.15	4.30		11.31	11.09	5.3 TO CLINE	59.1		
45 P	8.05	8.45	11.25	4.40		11.38	11.18	5.9 OBI	65.0		
71 P	8.17	8.56	11.35	4.51		11.45	11.26	6.1 HACIENDA	70.6		
PW 173	8.55	9.15	11.55AM	5.10		11.53	11.41	6.4 TO UVALDE	77.5		
74 P	9.05	9.28	12.05PM	5.20		11.59PM	11.49	4.7 INGE	82.2		
72 P	9.15	9.45	12.15	5.29		12.06AM	11.58AM	6.0 TO KNIPPA	88.2		
51 P	9.30	9.55	12.25	5.38		12.13	12.07PM	6.5 YUCCA	94.7		
72 WP	9.40	10.03	12.33	5.45		12.18	12.15	4.4 SABINAL	99.1		
48 P	9.55	10.15	12.45	5.57		12.27	12.25	7.5 SECO	108.6		
83 P	10.10	10.25	12.55	6.10		12.33	12.33	5.0 TO D'HANIS	111.6		
75 WP	10.38	10.40	1.10	6.25		12.48	12.45	8.5 TO HONDO	120.1		
72 P	11.00	10.48	1.18	6.33		12.53	12.56	4.2 QUIHI	124.3		
72 P	11.20	11.01	1.33	6.48		1.00	1.06	5.6 DUNLAY	129.9		
68 P	11.40AM	11.13	1.45	6.58		1.08	1.16	7.8 NOONAN	137.7		
72 WP	12.01PM	11.25	1.57	7.10		1.18	1.26	6.8 TO LACOSTE	144.5		
72 P	12.18	11.37	2.09	7.25		1.29	1.36	7.5 MACDONA	152.0		
P	12.35	11.50PM	2.21	7.40		1.41	1.47	7.8 WITHERS	159.8		
P I								6.1 I.-G. N. AND S. A. B. & T. CROSSINGS	165.9		
I								1.6 TOWER 112 (S. A. B. & T. Crossing)	167.5		
BKP								1.8 TO-R SAN ANTONIO (Commerce Street)	169.3		
I								1.3 OLIVE STREET	170.6		
BOKP TWY	1.15PM	12.25AM	2.55PM	8.20AM				0.6 TO-R EAST YARD	171.2		
	Arrive Daily Except Monday	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily				
	86	246	244	242		2	6				

(6.20) (5.55) (5.45) (5.50) (3.45) (4.30)Time Over Subdivision.....
21.2 28.9 29.8 29.4 45.1 37.6Average Speed Per Hour.....

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

See Item 64, Special Instructions, Page 22, regarding train movements between Tower 112 and East Yard.

See Page 25 for additional stops to entrain or detrain revenue passengers.

Engines larger than F-1 class must not be operated on tracks 1, 2 or 3 at Hondo.

Mile Post Location	FIRST CLASS		SECOND CLASS		THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	1 Sunset Limited	5 Argonaut	245 Freight	241 Freight	85 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday		
378.6	4.25AM	8.00PM	9.45AM	1.00AM		Continuous	Continuous
370.2	4.13	7.45	9.30	12.42			
364.3	4.07	7.37	9.18	12.30			
359.7	4.02	7.30	9.08	12.20			
354.0	3.56	7.22	8.57	12.10AM			
348.8	3.50	7.15	8.47	11.58PM			
341.7	3.43	7.03	8.35	11.40	1.45PM	Continuous	Continuous
338.7	3.34	6.48	8.17	11.16	1.25		
329.4	3.29	6.43	8.09	11.01	1.15		
324.8	3.24	6.37	8.01	10.53	1.05		
319.5	3.19	6.31	7.52	10.44	12.50	7.00AM to 11.30AM 12.30PM to 4.00PM	Closed
318.6	3.13	6.24	7.42	10.34	12.30		
307.5	3.06	6.16	7.32	10.24	12.15PM		
301.1	2.58	6.06	7.20	10.12	11.55AM 11.00	Continuous	Continuous
296.4	2.52	5.53	7.03	9.55	10.35		
290.4	2.46	5.46	6.53	9.45	10.23	8.00AM to 12.30PM 1.30PM to 5.00PM	Closed
288.9	2.39	5.39	6.43	9.35	10.10		
279.5	2.34	5.32	6.35	9.25	9.40		
272.0	2.26	5.23	6.23	9.13	9.15		
267.0	2.20	5.14	6.10	8.58	9.01	9.00AM to 1.01PM 2.01PM to 6.00PM	Closed
258.5	2.11	5.02	5.55	8.45	8.41	Continuous	Continuous
254.3	2.01	4.51	5.43	8.30	8.25		
248.7	1.54	4.43	5.32	8.17	8.10		
240.9	1.45	4.33	5.17	8.00	7.55		
234.1	1.37	4.23	5.03	7.45	7.40	8.30AM to 12.01PM 1.01PM to 5.30PM	Closed
226.6	1.29	4.14	4.50	7.33	7.25		
218.8	1.20	4.05	4.35	7.20	7.10		
212.7						Continuous	Continuous
211.1						Continuous	Continuous
209.3	1.00AM	3.45PM				Continuous	Continuous
208.0						Continuous	Continuous
207.4			4.01AM	6.45PM	6.30AM	Continuous	Continuous
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday		
	1	5	245	241	85		

.....Time Over Subdivision..... (3.25) (4.15) (5.44) (6.15) (7.15)
.....Average Speed Per Hour..... 49.6 39.8 29.9 27.4 18.5

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

See Item 64, Special Instructions, Page 22, regarding train movements between Tower 112 and East Yard.

See Page 25 for additional stops to entrain or detrain revenue passengers.

Engines larger than F-1 class must not be operated on tracks 1, 2 or 3 at Hondo.

12 EASTWARD SAN ANTONIO SUBDIVISION

San Antonio Yard	THIRD CLASS				SECOND CLASS			FIRST CLASS			Distance from San Antonio
	84	248	242	250	8	6	2	STATIONS			
	Local Freight	Freight	Freight	Freight	Alamo	Argonaut	Sunset Limited				
	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
BKP					11.25PM	2.55PM	2.25AM				0.0
I											1.3
BKOP TWY	7.00AM	6.30PM	3.15PM	6.30AM	11.32	3.03	2.33				1.9
P											4.8
72 P	7.15	6.42	3.29	6.42	11.40	3.11	2.41				7.5
47 P	7.25	6.51	3.38	6.52	11.47	3.18	2.48				12.6
WP					11.51	3.22					15.1
72 P	7.50	6.58	3.46	7.00	11.53PM	3.24	2.53				16.4
64 P	8.05	7.12	4.00	7.15	12.09AM	3.33	3.02				24.3
72 P	8.20	7.20	4.08	7.25	12.20	3.39	3.08				29.1
E 71 W 30 WP	8.45	7.35	4.22	7.40	12.36	3.50	3.18				35.3
60 P	8.55	7.42	4.29	7.47	12.42	3.55	3.23				38.6
70 P	9.15	7.53	4.42	7.58	12.50	4.03	3.31				44.8
68 P	9.30	8.02	4.51	8.07	12.56	4.10	3.37				49.7
E 57 PW W 103	10.15	8.15	5.04	8.22	1.11	4.22	3.46				56.0
61 P	10.30	8.25	5.14	8.35	1.18	4.30	3.54				61.3
72 P	10.50	8.32	5.21	8.43	1.24	4.37	3.59				65.3
77 P	11.10	8.41	5.30	8.53	1.30	4.43	4.05				70.1
71 WP	11.30	8.58	5.47	9.08	1.43	4.56	4.14				78.1
72 P	11.50AM	9.08	5.57	9.20	1.52	5.04	4.24				84.7
N59 IYP S71 Yard	12.45PM	9.20PM	6.10	9.30AM	2.02	5.11	4.31				89.3
62 P	12.55		6.21		2.11	5.23	4.38				95.7
75 WP	1.15		6.33		2.28	5.38	4.46				102.2
85 P	1.35		6.48		2.38	5.48	4.56				110.4
49 P	1.55		6.58		2.48	5.56	5.03				115.7
71 Yard BKOPTWY	2.15PM		7.10PM		3.00AM	6.05PM	5.10AM				122.2
	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	84	248	242	250	8	6	2				

Time Over Subdivision..... (7.15) (2.50) (3.55) (3.00) (3.35) (3.10) (2.45) 44.4
 Average Speed Per Hour..... 16.6 30.9 31.2 29.1 34.1 38.6 44.4

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

See Page 25 for additional flag stops to entrain or detrain revenue passengers. No. 8 will stop at Cibolo, on flag.
 See Items 64 and 65, Special Instructions, Page 22, regarding train movements between Salado Junction, East Yard and San Antonio.

TIME INSPECTORS

Sidney F. Ball, General Time Inspector...Chicago, Ill.
 C. E. Ross.....El Paso
 Art Kassel.....El Paso
 Max Bogusch.....Sanderson
 Wood Jewelry Company.....Del Rio
 Carl Gildemeister.....San Antonio
 O. B. Humble.....San Antonio
 Houston Watch Company.....Houston
 W. E. Connor.....Houston

SAN ANTONIO SUBDIVISION WESTWARD 13

Mile Post Location	FIRST CLASS						SECOND CLASS		THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	7	5	1	249	247	83					
	Alamo	Argonaut	Sunset Limited	Freight	Freight	Local Freight					
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday			Daily Except Sundays and Legal Holidays		
									Sundays and Legal Holidays Only		
209.3	6.15AM	3.15PM	12.45AM						Continuous		
208.0									Continuous		
207.4	6.04	3.03	12.36	6.15AM	6.20PM	1.50PM			Continuous		
204.5											
201.8	5.54	2.56	12.29	6.02	6.08	1.30					
196.7	5.44	2.48	12.23	5.52	5.58	1.15					
194.2	5.37	2.44									
192.9	5.30	2.38	12.18	5.45	5.51	1.00					
185.0	5.10	2.28	12.09	5.30	5.33	12.40					
180.2	5.00	2.20	12.04AM	5.22	5.20	12.20					
174.0	4.50	2.10	11.50PM	5.10	5.05	12.01PM			Continuous		
170.7	4.36	1.59	11.45	5.00	4.52	11.35AM					
164.5	4.28	1.51	11.38	4.52	4.42	11.20					
159.6	4.18	1.43	11.32	4.43	4.32	11.05					
153.3	4.10	1.34	11.24	4.34	4.22	10.15			Continuous		
148.0	3.54	1.23	11.18	4.25	4.01	10.00					
144.0	3.40	1.18	11.13	4.18	3.50	9.40					
139.2	3.30	1.12	11.08	4.05	3.40	9.25					
131.2	3.18	1.01	10.59	3.42	3.25	9.08			9.00AM to 11.30AM 12.30PM to 6.00PM		
124.6	3.05	12.52	10.52	3.32	3.10	8.45					
120.0	2.55	12.45	10.47	3.25AM	3.00PM	8.30			Continuous		
113.6	2.43	12.34	10.39			8.00					
107.1	2.28	12.19	10.32			7.45			8.00AM to 12.30PM 1.30PM to 5.00PM		
98.9	2.18	12.09PM	10.22			7.28					
93.6	2.08	11.59AM	10.15			7.17					
87.1	2.00AM	11.51AM	10.07PM			7.05AM			Continuous		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday					
	7	5	1	249	247	83					

Time Over Subdivision..... (4.15) (3.24) (2.38) (2.50) (3.20) (6.45)
 Average Speed Per Hour..... 28.8 35.9 46.4 30.8 26.3 17.8

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

See Items 64 and 65, Special Instructions, Page 22, regarding train movements between Salado Junction, East Yard and San Antonio.

See Page 25 for additional flag stops to entrain or detrain revenue passengers. No. 7 will stop at Cibolo, on flag.

Table with 9 columns: Class (6, 56, 302, 310, 58, 2, 304, 8), Station, and Mile Post Location. Includes 'FIRST CLASS' header and 'Timetable No. 182 January 5, 1947'.

Time Over Subdivision (2.30) 34.4, Average Speed Per Hour 38.1, 30.5, 26.4, 0.50 38.2, (2.05) 42.4, (1.05) 32.4, (3.00) 29.4

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Schedule time and train orders for westward trains at Eagle Lake apply at the west switch of the east siding. Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes.

Table with 9 columns: Class (301, 55, 5, 309, 1, 57, 303, 7), Station, and Mile Post Location. Includes 'FIRST CLASS' header and 'Timetable No. 182 January 5, 1947'.

Time Over Subdivision (1.05) 32.4, (0.47) 40.5, (2.06) 42.0, (0.21) 24.9, (1.57) 45.3, (0.48) 39.6, (1.00) 35.1, (2.20) 37.8

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Schedule time and train orders for westward trains at Eagle Lake apply at the west switch of the east siding. Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, ways and telephones.	THIRD CLASS		SECOND CLASS		Timetable No. 182 January 5, 1947		Distance From Glidden
	82 Local Freight		352 Freight	372 Freight	STATIONS		
	Leave Daily Except Sunday		Leave Daily	Leave Daily			
Glidden Yard	71 BKOP WTY	6.30AM			TO-R GLIDDEN	0.0	
	P	6.40			2.8 COLUMBUS	2.8	
	82 P	6.50			3.1 ALLEYTON	5.9	
	72 P	7.05			7.0 RAMSEY	12.9	
	E 76 WY W 97 IP	8.40			5.7 TO EAGLE LAKE (T&NO - GC&SF Crossing)	18.6	
	77 P	9.00			6.7 LISSIE	25.3	
	81 P	9.15			4.9 NOTTAWA	30.2	
	87 P	9.40			5.1 EAST BERNARD	35.3	
	71 P	9.50			4.8 TAVENER	40.1	
	72 P	10.10			4.4 RANDON	44.5	
Roseberg Yard	92 PYI	10.44	5.35PM	12.30PM	6.3 TO-R TOWER 17 (G. C. & S. F. Crossing)	50.8	
	124 WP	11.15	5.40	12.45	0.4 ROSENBERG	51.2	
	65 P	11.45	5.45	12.54	3.0 RICHMOND	54.2	
	72 P	11.50	5.48	12.57	1.0 FLORA	55.2	
	74 P	11.59AM	5.53	1.02	2.5 HARLEM	57.7	
	159 P	12.15PM	6.03	1.12	4.7 SUGAR LAND	62.4	
	IP				0.2 TO TOWER 114 (S. L. R. R. Crossing)	62.6	
	90 WP	12.35	6.13	1.25	4.8 STAFFORD	67.4	
	95 P	12.50	6.15	1.28	1.3 MISSOURI CITY	68.7	
	YP	1.10	6.35	1.42	5.8 TO WEST JUNCTION	74.5	
Houston Yard	P	Via Harrisburg			5.1 BELLAIRE JUNCTION	79.6	
	IYP		6.55	Via Harrisburg	4.2 EUREKA	83.8	
	BKP		7.01		2.5 BOULEVARD JCT.	86.3	
	YP	1.10		1.42	2.0 TO-R HOUSTON (Passenger Station)	88.3	
	70 IP	1.25		1.52	3.1 TO WEST JUNCTION	74.5	
	IP				4.9 STELLA (I.-G. N. Crossing)	77.6	
	80 IYP	1.55	Via Eureka	2.15	2.9 TO-R TOWER 81 (G. C. & S. F. Crossing)	82.5	
	I				1.6 TO HARRISBURG TOWER 30 (GH&H Crossing)	85.4	
	IP	2.20		2.30	1.5 TOWER 102 (I.-G. N. Crossing)	87.0	
	BKYP	2.35PM		2.45PM	2.7 TOWER 86 (H. B. & T. Crossing)	88.5	
D. T. Cars Each Track			7.01		2.7 TO-R ENGLEWOOD	91.2	
			7.04		1.1 BOULEVARD JCT.	86.3	
			7.10		2.1 NILES	87.4	
			7.16		2.1 TOWER 26 (T. & N. O. Crossing)	89.5	
			7.20PM		2.1 TOWER 68	91.6	
					0.3 TO-R ENGLEWOOD	91.9	
	Arrive Daily Except Sunday		Arrive Daily	Arrive Daily			
	82		352	372			

(8.05) 12.2 (1.45) 23.4 (2.15) 17.9 Time Over Subdivision Average Speed Per Hour

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Schedule time and train orders for westward trains at Eagle Lake apply at the west switch of the east siding.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

Mile Post Location	Timetable No. 182 January 5, 1947		SECOND CLASS		THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	STATIONS		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 Except Sunday		
87.1	TO-R GLIDDEN				1.35PM	Continuous	Continuous
84.3	2.8 COLUMBUS				1.20		
81.2	3.1 ALLEYTON				1.05		
74.2	7.0 RAMSEY				12.40		
68.5	5.7 TO EAGLE LAKE (T&NO - GC&SF Crossing)				12.15PM	Continuous	Continuous
61.8	6.7 LISSIE				11.30AM		
56.9	4.9 NOTTAWA				11.08		
51.8	5.1 EAST BERNARD				10.40		
47.0	4.8 TAVENER				10.25		
42.6	4.4 RANDON				10.10		
36.3	6.3 TO-R TOWER 17 (G. C. & S. F. Crossing)	9.16AM	8.56PM		9.11	Continuous	Continuous
35.9	0.4 ROSENBERG	9.15	8.52		9.10		
32.9	3.0 RICHMOND	9.08	8.46		8.52		
31.9	1.0 FLORA	9.05	8.43		8.50		
29.4	2.5 HARLEM	9.01	8.39		8.45		
24.7	4.7 SUGAR LAND	8.53	8.31		8.35		
24.5	0.2 TO TOWER 114 (S. L. R. R. Crossing)					7.30AM to 11.30PM	7.30AM to 11.30PM
19.7	4.8 STAFFORD	8.43	8.22		8.15		
18.4	1.3 MISSOURI CITY	8.40	8.19		8.12		
12.6	5.8 TO WEST JUNCTION	8.28	8.07		8.00	7.01PM to 11.01AM	7.01PM to 11.01AM
4.2	5.1 BELLAIRE JUNCTION						
5.7	4.2 TO EUREKA	Via Harrisburg	Via Harrisburg			Continuous	Continuous
3.2	2.5 BOULEVARD JCT.						
1.2	2.0 TO-R HOUSTON (Passenger Station)					Continuous	Continuous
12.6	3.1 TO WEST JUNCTION	8.28	8.07		8.00	7.01PM to 11.01AM	7.01PM to 11.01AM
9.9	4.9 STELLA (I.-G. N. Crossing)	8.20	7.58		7.45		
4.6	2.9 TO-R TOWER 81 (G. C. & S. F. Crossing)					Continuous	Continuous
7.2	1.6 TO HARRISBURG TOWER 30 (GH&H Crossing)	8.00	7.40		7.25	Continuous	Continuous
5.6	1.5 TOWER 102 (I.-G. N. Crossing)					Automatic	
4.1	2.7 TOWER 86 (H. B. & T. Crossing)	7.45	7.25		7.10	Continuous	Continuous
358.1	2.7 TO-R ENGLEWOOD	7.35AM	7.15PM		7.00AM	Continuous	Continuous
3.2	1.1 BOULEVARD JCT.						
1.4	2.1 NILES						
360.5	2.1 TOWER 26 (T. & N. O. Crossing)					Continuous	Continuous
358.4	2.1 TOWER 68					Continuous	Continuous
358.1	0.3 TO-R ENGLEWOOD					Continuous	Continuous
		Leave Daily	Leave Daily		Leave Daily Except Sunday		
		371	351		81		

(1.41) 24.0 (1.41) 24.0 (6.35) 13.8 Time Over Subdivision Average Speed Per Hour

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

EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.

Schedule time and train orders for westward trains at Eagle Lake apply at the west switch of the east siding.

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

18 EASTWARD BELLAIRE SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	FIRST CLASS				Distance From Eagle Lake	Timetable No. 182 January 5, 1947	Mile Post Location	FIRST CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	310 Motor							309 Motor			
	Leave Daily							Arrive Daily	Daily Except Sundays and Legal Holidays		Sundays and Legal Holidays Only
Eagle Lake Yard											
WIP				7.55AM	0.0	TO	EAGLE LAKE	61.2	7.20PM	Continuous	Continuous
I					0.5		(G. C. & S. F. Crossing)	60.7			
24 Team				f 8.08	7.6		CHESTERVILLE	58.6	f 7.04		
							G. C. & S. F. CROSSING WALLIS	44.8	s 6.49	Continuous	Continuous
78 PIY				s 8.21	16.4		SIMONTON	38.3	s 6.36		
40 W				s 8.32	22.9		FULSHEAR	38.5	s 6.26		
12				s 8.40	27.7		FLEWELLEN	30.1	f 6.18		
29				f 8.46	31.1		GASTON	26.4	f 6.10		
33				f 8.53	34.8		CLODINE	20.7	f 6.00		
18 Team W				f 9.04	40.5		ALIEF	15.0	f 5.49		
75				f 9.15	46.2		JEANNETTA	10.4	f 5.42		
71				f 9.23	50.8		BELLAIRE	7.4	f 5.38		
13				f 9.28	53.8		BELLAIRE JUNCTION	6.3	5.36PM		
				9.30AM	54.9						
				Arrive Daily					Leave Daily		
				310					309		

(1.35) Time Over Subdivision..... (1.44)
34.1 Average Speed Per Hour..... 31.7

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 for train movements between T. & N. O. crossing and passenger and freight stations at Eagle Lake.

EASTWARD GONZALES SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS				Distance From Gonzales	Timetable No. 182 January 5, 1947	Mile Post Location	SECOND CLASS		Train Order Office Hours		
	218 Mixed							219 Mixed				
	Leave Daily Except Sunday							Arrive Daily Except Sunday	Daily Except Sundays and Legal Holidays		Sundays and Legal Holidays Only	
BOW				4.00PM	12.40PM	0.0	TO-R GONZALES	12.3	1.55PM	5.15PM	7.30AM to 4.30PM	Closed
P				4.30PM	1.10PM	12.3	R HARWOOD	0.0	1.25PM	4.45PM		
				Arrive Daily Except Sunday	Arrive Daily Except Sunday				Leave Daily Except Sunday	Leave Daily Except Sunday		
				218	216				217	219		

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

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

EXCEPT: No. 217 is Superior to No. 218.

Schedules at Harwood will be assumed by crews assigned to or ordered for the train.
The crew assigned to or ordered for the train may assume the schedule of No. 216 or No. 218 at Gonzales and leave Gonzales without a clearance.

EASTWARD KERRVILLE SUBDIVISION WESTWARD 19

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS				Distance From Kerrville	Timetable No. 182 January 5, 1947	Mile Post Location	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	212 Local Freight							211 Local Freight			
	Leave Daily Except Sunday							Arrive Daily Except Sunday	Daily Except Sundays and Legal Holidays		Sundays and Legal Holidays Only
Yard TW				11.30AM	0.0	TO-R	KERRVILLE	308.5	10.59AM	7.00AM to 4.00PM	Closed
					3.2		LEGION	305.3			
27				11.55AM	9.9		CENTER POINT	298.6	10.22		
15				12.22PM	18.6	TO	COMFORT	289.9	9.52	8.00AM to 5.00PM	Closed
15 W				12.44	26.1		WARING	282.4	9.23		
22				1.20	39.0	TO	BOERNE	269.5	8.46	8.00AM to 5.00PM	Closed
34 Yard Y				1.50	49.4		CAMP STANLEY	259.1	8.16		
17				1.52	50.3		LEON SPRINGS	258.2	8.14		
20 W				1.56	52.0		VIVA	256.5	8.10		
Yard Y				2.10	54.6		BECKMANN	253.9	8.00		
29				2.25	61.2		ROBARDS	247.3	7.45		
					69.9		I.-G. N. CROSSING	238.6			
I					70.3		TOWER 109 (S. A. B. & T. Crossing)	238.2		Continuous	Continuous
I				2.55	71.4		TOWER 112 (S. A. B. & T. Cross.)	211.1	7.15	Continuous	Continuous
BKP					73.2		TO-R SAN ANTONIO (Commerce Street)	209.3		Continuous	Continuous
I					74.5		OLIVE STREET	208.0		Continuous	Continuous
BKWO TYP				3.10PM	75.1		TO-R EAST YARD	207.4	7.00AM	Continuous	Continuous
				Arrive Daily Except Sunday					Leave Daily Except Sunday		
				212					211		

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

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

Within yard limits at Beckmann and Camp Stanley trains must move with caution, expecting to find main track occupied without protection of flagman.
See Item 64, Special Instructions, Page 22, regarding train movements between Tower 112, San Antonio and East Yard.

EASTWARD EAGLE PASS SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS				Distance From Eagle Pass	Timetable No. 182 January 5, 1947	Mile Post Location	SECOND CLASS		Train Order Office Hours	
	228 Mixed							227 Mixed			
	Leave Daily							Arrive Daily	Daily Except Sundays and Legal Holidays		Sundays and Legal Holidays Only
Eagle Pass Yard											
BOY WP				10.45PM	0.0	TO-R	END EAGLE PASS SUBDIV.	34.7			
20				f 10.55	5.7		EAGLE PASS	33.2	5.00AM	8.00AM to 5.00PM	Closed
20				f 11.20	13.5		OLMOS	27.5	f 4.32		
39				f 11.38PM	21.2		PALOMA	19.7	f 4.16		
Yard OWYP				12.15AM	33.2	TO-R	DARLING	12.0	f 4.00		
							SPOFFORD	0.0	3.30AM	Continuous	Continuous
				Arrive Daily					Leave Daily		
				228					227		

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

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

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

GENERAL

1. A train may arrive at a station in advance of its schedule arriving time.
2. When trains or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.
3. Employes are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
4. Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling track-car repairmen, water-service repairmen, operators of roadway machines, and any employes who operate track cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating track cars and roadway machines.
5. At stations, except at Langtry, where there are two or more sidings, eastward trains must take the most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order, time table bulletin, special instructions, or the movement made under flag protection.
6. Absolute-Permissive Block System limits will be indicated by the abbreviations A. P. B. used in conjunction with brackets at left station column.
7. Otherwise than as provided by Rule 17, when an engine is standing or running, headlight, or white light if no headlight, must be displayed by night to the front and rear, except when coupled to a car, light next to car may be extinguished.

LOCAL

ALL SUBDIVISIONS

18. Trains handling loaded System Enterprise ballast cars, series T. & N. O. 41500-41749 and S. P. 10280-10579 in ballast service, are restricted to maximum speed of thirty-five (35) miles per hour.

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

	Class Engine		
Between	Cars	Freight	Passenger
El Paso and San Antonio	240,000	F-5, GS-1	P-13-14, GS-1
San Antonio and Houston (via Glidden Subdivision)	240,000	F-5, GS-1	P-13-14, GS-1
Eagle Lake and Houston (via Bellaire Subdivision)	240,000	F-5, GS-1	P-13-14
Spofford and Eagle Pass	240,000	F-1	P-13-14
San Antonio and Boerne	210,000	MK-5	MK-5
Boerne and Kerrville	210,000	C-24, C-9	C-24, C-9
Harwood and Gonzales	210,000	T-28	T-28

20. Limits of sidings at stations named are as follows:
 - Valentine —No. 1 track.
 - Sanderson —Cross-over opposite stock pens to east end of extension of No. 1 track.
 - Pumpville —East switch to cross-over switch.
 - Del Rio —West end No. 1 track to cross-over opposite the freight station.
 - Spofford —West switch to cross-over switch opposite tool house.
 - Hondo —East switch to west switch.
 - Luling —East siding—west switch to east switch.
 - Harwood —East switch to cross-over switch.
 - Glidden —East end of No. 1 track to the first cross-over west of the depot.
 - Alief —West switch to cross-over switch.
 - Jeannetta —East switch to cross-over switch.

22. Water and oil cranes serving locomotives on main track

have been equipped with switch locks and these cranes when not in use must be locked in normal (clear) position.

23. Extra precaution must be used when operating Class MK-5, F-1, F-5 and GS-1, GS-2 or MT engines on other than main tracks and sidings.

24. Santa Fe trains, having two or more engines in service coupled at head end of train, when displaying green signals will display such signals on each engine. Santa Fe markers display red and yellow signals when night signals are required, and the yellow lights have the same significance as do 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.

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

26. Spring Switches are located as follows:

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

Niles —East end double track; normal position for westward track.

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

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

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

Signals	Location
	Crossover between main tracks, Bellaire Junction—Spring switch, east end of crossover.
9—Freight Route between Boulevard Junction and Tower 26	—Spring switch, east end of double track.
1316—Waelder	—Spring switch, west end of siding.
2188—Withers	—Spring switch, end of double track.
3889—Between McKees and Devils River	—Falling-rock detector.
3896—Between McKees and Devils River	—Falling-rock detector.
3909—Between McKees and Devils River	—Falling-rock detector.
3916—Between McKees and Devils River	—Falling-rock detector.
4203—Lull	—Spring switch, east end of siding.
4212—Lull	—Spring switch, west end of siding.
4269—High Bridge	—Spring switch, east end double track.
4280—High Bridge	—Spring switch, west end double track.
4305—Shumla	—Spring switch, east end of siding.
4463—Between Langtry and Osman	—Falling-rock detector.
4484—Between Langtry and Osman	—Falling-rock detector.
5168—Sanderson	—Spring switch, west end of yard.
5757—Marathon	—Spring switch, east end of siding.
5980—Between Altuda and Strobel	—High-water detector, Bridge 597.80.
5975—Between Altuda and Strobel	—High-water detector, Bridge 597.80.
6325—Marfa	—Spring switch, east end of siding.
6334—Marfa	—Spring switch, west end of siding.
7382—Sierra Blanca	—Spring switch, west end of siding.
7451—Lasca	—Spring switch, east end of siding.
7491—Torcer	—Spring switch, east end of siding.
7531—Small	—Spring switch, east end double track.
7542—Small	—Spring switch, west end double track.
7623—Ramey	—Spring switch, east end of siding.
7657—Madden	—Spring switch, east end of siding.
8151—Belen	—Spring switch, end of double track.

(Note:—Spring switches east end of yard, East Yard, and at Victoria Street, San Antonio, have no block signal protection.)

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

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

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

29. In addition to location shown on schedule page of time-

table, time-table bulletin and circular books are located as follows:

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

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

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

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

Glidden—Columbus—Talton—Alleyton—Laban
Eagle Pass—Quemado Jct.
Houston—North Jct.

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

El Paso freight yard—at least five cars on east end of train when train, or part of train, is left west of Octavia Street.
Valentine—At least five cars on west end of train.
Alpine Junction P. & S. F. or T. & N. O. transfer tracks—At least ten cars on east end to prevent rolling into P. & S. F. yard.

Sanderson—At least twelve cars on east end of train.

Del Rio—A sufficient number on west end of train.

East Yard—At least eight cars on east end of train.

Glidden—At least eight cars on east end of train.

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

Del Rio Subdivision:

Bridge 307.79, Nueces River, west of Hacienda.

San Antonio Subdivision:

Bridge 204.64, Salado Creek, east of East Yard.

Bridge 193.10, Cibolo River, Schertz.

Bridge 178.43, Guadalupe River, east of Hilda.

Bridge 156.48, San Marcos River, west of Luling.

Glidden Subdivision:

Bridge 84.06, Colorado River, Columbus.

Bridge 32.42, Brazos River, Richmond.

Kerrville Subdivision:

Bridge 267.19, Cibolo Creek, between Camp Stanley and Boerne.

Bridge 280.10, Joshua Creek.

Bridge 285.54, Guadalupe River, east of Comfort.

Bellaire Subdivision:

Bridge 49.70, East Bernard River.

Bridge 40.87, Brazos River.

Bridge 38.70, Crump Creek.

34. GS-1 Type Engines, must not be doubleheaded or coupled together in pairs for operation between Houston and El Paso. When towed or used in trains, engines must be separated by at least two cars.

(See Pages 2, 3, 20, 22, 23, 24, 25, 26, 27 and 28 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 are governed by rules and regulations of the El Paso Union Depot Company within the limits of that Company.

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

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

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

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

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

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

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

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

50. Freight trains, in cutting crossing just east of station building at Fabens, must leave the cuts clear of the walkways.

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

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

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

53. Oil and water columns between main track and track No. 1, Valentine and 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.

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

56. Item 3, Special Instructions, General, herein, and Southern Pacific Safety Rule 2040, Rules for the Guidance of Employees in Train, Engine and Yard Service, are amended to apply in El Paso Terminal as follows:

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

57. Automatic block signals (dwarf three indication light type) in service on double track opposite El Paso Union Depot between T. & N. O. mile post 829 and 3340 feet west; each track is signaled for movements in both directions.

DEL RIO AND SAN ANTONIO SUBDIVISIONS

59. If switch indicator located at east switch to Union Stock Yard track, San Antonio, indicates route clear, switch may be

set; after line up has been made, signal will indicate proceed if route is clear. Deraill operates in connection with this switch.

60. Trains must reduce to fifteen (15) miles per hour on eastward or westward main track 1,000 feet in advance of South Flores Street crossing, San Antonio.

61. Class F-1 or heavier engines must not use west leg of former wye 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. Cars must not be left on south siding at Flatonia.

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

65. Main track between East Yard and Salado Junction is used jointly by trains of the San Antonio Division and the Victoria Division.

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

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

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

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

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

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

72. First-class trains on San Antonio and Glidden subdivisions operating through Glidden with the same conductor and engineer, may be directed by train-order, Form F, on one subdivision to display signals and run as a section, or run as a last section over the other subdivision. Form V may be issued on either subdivision that affects their movement at Glidden on the other subdivision.

First-class trains may register at Glidden by register ticket, Form 2642, and obtain train order check, Form V, of superior trains due that have arrived or left when not received in advance.

73. Spring Switch, Withers (West end of double track) equipped with facing point lock.

74. Engines must not be operated over scales in Old Mill track, Flatonia.

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

Government Tracks, Randolph Field, beyond the second switch.

Nolte Mill tracks.

Seguin Brick and Tile Co. tracks near Hilda.

Seguin—Tracks 1, 3, 4 and oil-sump track.

Storage Tracks at Sullivan.

Luling—Magnolia spur tracks east and west of Luling or on gin spur.

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

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

79. Trains and engines using Dallas and Austin Division Tracks at Flatonia will be governed by current Timetable and Special Instructions of that Division.

GLIDDEN AND BELLAIRE SUBDIVISIONS

80. G. C. & S. F. 3450 class engines in passenger service between Tower 81 and Tower 17 must not exceed 35 MPH between Tower 81 and West Junction.

81. First-class trains on San Antonio and Glidden subdivisions operating through Glidden with the same conductor and engineer, may be directed by train-order, Form F, on one subdivision to display signals and run as a section, or run as a last section over the other subdivision. Form V may be issued on either subdivision that affects their movement at Glidden on the other subdivision.

First-class trains may register at Glidden by register ticket, Form 2642, and obtain train-order check, Form V, of superior trains due that have arrived or left when not received in advance.

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

83. See Bellaire Subdivision, page 18, for movement of Nos. 309 and 310 to and from Passenger Station at Eagle Lake. Transfer and east siding must be kept clear. Trains will move with caution within Eagle Lake yard limits expecting to find main track occupied.

84. Interlocking 17 and Interlocking 81 are register stations only for trains that originate or terminate there.

85. Trains may register at Interlocking 17 and Interlocking 81 by register ticket, Form 2642, and obtain train-order check, Form V, of superior trains due that have arrived or left.

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

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

88. On double track between Bellaire Junction and Boulevard Junction, and between Boulevard Junction and Houston (Passenger Station); between Interlocking 26 and Englewood, and between Englewood and Interlocking 86, trains and engines will operate in compliance with Rules Governing the Movement of Trains in the Same Direction by Block Signals (See Rule D-251), except that second class and inferior trains and engines will not occupy the main track when it is known that a first-class train will be delayed thereby. Trains may run extra, moving with the current of traffic, without train order authority. Movement against the current of traffic may be made only under protection of flagman.

Main tracks between Bellaire Junction and Eureka are used jointly by trains of the Glidden and Bellaire Subdivisions.

Main tracks between Eureka and Houston Passenger Station and between Boulevard Junction and Interlocking 26, via Niles, are used jointly by trains of the San Antonio Division and Dallas and Austin Divisions.

Main tracks between Interlocking 26 and Englewood are used jointly by trains of the San Antonio, Dallas and Austin Divisions and Houston Division.

Main tracks between Englewood and Harrisburg are used jointly by trains of the San Antonio Division and Houston Division.

89. The main track between Interlocking 17 and east switch of the siding at Rosenberg, is used jointly by trains of the Victoria and San Antonio Divisions and the G. C. & S. F.

90. On double track, a westward train checking a regular train on register at Englewood or Houston Passenger Station; identifying a train on opposite track, or receiving a train-order check, Form V, of a regular train at Eureka or West Junction, is not required to check against the same train before passing from double track to single track at Bellaire Junction or West Junction.

On double track, a westward train via Englewood checking a regular train on register at Houston Passenger Station or Englewood or receiving at Englewood train-order check, Form V, of a regular train at Harrisburg, or identifying a train on opposite track, will not be required to check against the same train before passing from double to single track at Tower 86.

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

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

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

94. Trains and engines approaching or leaving passenger yard, Houston, proceed 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 oo ——— o

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

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

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

98. F-1 and MK-5 class engines must not head through curved side of Puzzle Switches located on Middle Buster Lead Tracks Middle 10 to 16, inclusive, Englewood Yard.

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

100. See Page 25 for additional flag stops to entrain or de-train passengers.

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

102. At Harrisburg, schedule time and train orders apply at Tower 30. Eastward trains stopped by signal No. 72 east end of Harrisburg siding must communicate with signal operator before passing signal indicating stop. If advised by operator no opposing train in block, proceed as authorized by Rule 509. Telephone located at signal 72.

103. Harrisburg, Tower 30 (G. H. & H. crossing) is a train order office for westward trains only.

104. Trains 309 and 310 may register at Eagle Lake by Register Ticket Form 2642. Engines larger than a C-9 class must not use west leg of wye track.

EAGLE PASS, KERRVILLE AND GONZALES SUBDIVISIONS

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

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

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

204. Class F-1 and heavier engines must not be used on Quemado spur, Eagle Pass Subdivision.

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.

150. Unless otherwise further restricted, or authorized, the following is maximum speed for trains between the points named:	Passenger Trains Handled by Passenger Engines		Gas Electric Motor		Passenger Trains Handled by Two Wheel Engine Trucks		Manifest Freight Trains when handled by engines not otherwise restricted & when not handling any of the restricted cars shown in Item 161.		Freight and Mixed Trains		Trains handling derricks, ditchers, power shovels, drag lines, pile drivers, scale test cars and machines of similar kind on own wheels, service, or when handled in tow.	
	Miles Per Hour	Curves	Miles Per Hour	Curves	Miles Per Hour	Curves	Miles Per Hour	Curves	Miles Per Hour	Curves	Miles Per Hour	Curves
BETWEEN												
Houston and Rosenberg.....	60	60	60	60	55	55	50	50	40	40	25	25
Rosenberg and Del Rio.....	65	65	65	65	55	55	50	50	40	40	25	25
Del Rio and Sanderson.....	60	60	60	60	55	55	50	50	40	40	25	25
Sanderson and Belen.....	65	65	65	65	55	55	50	50	40	40	25	25
Belen and El Paso.....	60	60	60	60	55	55	50	50	40	40	25	25
Eagle Lake and Bellaire Jct.....	45	45	55	55	40	40	30	30	25	25	15	15
West Jct. and Harrisburg.....	35	35			35	35	25	25	25	25	15	15
Eagle Pass and Spofford.....	40	40			30	30	30	30	30	30	15	15
Kerrville and Boerne.....	30	30			25	25	25	25	25	25	15	15
Boerne and San Antonio.....	35	35			30	30	30	30	30	30	15	15
Gonzales and Harwood.....	30	30			25	25	25	25	25	25	15	15

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

El Paso, 25 miles per hour; Marfa, 25 miles per hour; Alpine, 15 miles per hour; Del Rio, 18 miles per hour; San Antonio, 18 miles per hour; Seguin, 6 miles per hour; Luling, 6 miles per hour; Flatonia, 20 miles per hour; Schulenburg, 20 miles per hour; Weimar, 10 miles per hour; Columbus, 10 miles per hour; Eagle Lake, 20 miles per hour; Rosenberg, 18 miles per hour; Richmond, 25 miles per hour; Sugar Land, 15 miles per hour; Houston, 18 miles per hour.

MAXIMUM SPEED OF ENGINES

152. Steam yard engines in service, running forward or backward with or without cars.....20 miles per hour
 Steam yard engines, not equipped with engine trucks, in tow in charge of messenger and under sufficient steam to lubricate moving forward or backward, rods in place or removed.....20 miles per hour
 Diesel-electric yard engines in service running forward or backward, with or without cars, or being hauled in train, forward or backward.....40 miles per hour
 Road engines in tow in charge of messenger and under sufficient steam to lubricate, moving forward, rods in place.....freight train speed
 Road engines running forward, light, unless otherwise directed.....freight train speed
 Road engines moving backward, in service or in tow, rods in place.....20 miles per hour

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

Road engines moving forward or backward, main or side rods, or both, removed.....20 miles per hour
 Gas-electric motor passenger cars while being hauled in trains, forward or backward.....60 miles per hour
 Gas-electric motor passenger cars running backward, either with or without cars.....20 miles per hour

153. Unless otherwise authorized 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.

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

- San Antonio: Sherman, Burleson, Lamar, Burnet.....12:01 A.M. to 6:00 A.M.
- San Antonio (Kerrville Subdivision): West Laurel and Probandt Street.....All Hours
- Luling: All Streets.....All Hours
- Gonzales: St. Joseph Street.....All Hours

SPECIAL INSTRUCTIONS

SPEED

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

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

157. Application of brakes while trains are on Pecos Bridge (428) 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. Speed of freight trains handling logs loaded on flat or logging cars is restricted to a maximum of 25 miles per hour.

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

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

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

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

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

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

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

Cars with arch bar type trucks.

162. Between El Paso and Sierra Blanca, T. & P. I-1 class engines, number 600 and 669, inclusive, equipped with valve-pilot and nickel-steel rods and T. & P. H-2-R class engines, number 800 and 810, when handling passenger trains, may make 55 MPH on straight track and 50 MPH on unprotected curves where speed is not otherwise further restricted, and will be governed by restriction applying to freight trains on protected curves.

163. Passenger trains handling converted steel wheel box cars or converted foreign line box cars equipped with steel wheels only must not exceed maximum speed of 50 MPH, and with steel wheels, snubbers, and AB brake equipment 55 MPH between El Paso and Houston, and not exceed maximum freight train speed, between all other points.

ADDITIONAL FLAG STOPS TO ENTRAIN OR DETRAIN REVENUE PASSENGERS

Train	At Stations	Entrain Passengers to or beyond	Detrain Passengers from or beyond
1	Marathon	El Paso and points west where scheduled to stop	San Antonio and points east where scheduled to stop
2	Marathon	San Antonio and points east where scheduled to stop	El Paso or points beyond where scheduled to stop
5	Between Houston and El Paso		Rosenberg or beyond
	Between Houston & San Antonio	West of San Antonio	
	Sugar Land	San Antonio	
	Between San Antonio & El Paso	Any Station	Any Station
	Between El Paso & San Antonio	Any Station	Any Station
6	Between San Antonio & Houston	Houston or scheduled stops beyond	Beyond San Antonio
	Sugar Land		San Antonio
	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

SPEED TABLE

This table is for information in determining speed per mile and it 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

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

VALENTINE SUBDIVISION

Centralized Traffic Control System Limits between Alpine and Paisano.

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

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

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

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

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

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

Switch where Santa Fe track connects into west transfer track, Alpine Junction, is protected by C. T. C. signals.

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

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

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

GLIDDEN SUBDIVISION

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

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

Absolute signal located at fouling point on eastward track, and

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

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

Telephones for communication with the signal operator at

Maury Street and with the assistant yardmaster at Hardy Street are located as follows:

SA Yard cross-over west of Hardy Street.

At Signal near old Signal Shop.

Old freight house lead.

At first signal west of North Main Street underpass.

West end shop lead.

Signal at Houston Avenue.

Niles

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

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

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

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

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

Signal operator is located at Tower 30.

REMOTE INTERLOCKING EL PASO UNION DEPOT

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

The top light on interlocking home signal governing westward movements at El Paso Street, El Paso, governs through cross-over and into El Paso Union Depot Yard. The lower light governs continuous movements on westward track.

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

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

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

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

INTERLOCKING 47—EL PASO

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

Both switches of the crossover leading from T. & N. O. westward main track to T. & N. O. eastward main track just east of lead to El Paso S. P. freight yard east of Interlocking 47 are electrically operated from Interlocking 47. Interlocking rules will govern movements over this crossover.

A hand throw derail is located on south lead track at fouling point with eastward main track, and a switch indicator is located at the derail. When indicator indicates block occupied derail must not be thrown. After movement has been made from South lead track to eastward main track derail must be replaced in derailling position.

When signals are not clear or the switch is not set for the route required, member of the crew will communicate with the signal operator by telephone located in box on signal case north side of westward main track west end of crossover. Instructions for operating switch by hand when so authorized by signal operator are located in telephone box.

REMOTE INTERLOCKING

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 at short distance east of the switches.

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

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

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

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

SANDERSON

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

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

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

FLATONIA, EAGLE LAKE AND ROSENBERG

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

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

The west switch of siding at Tower 17 and the east switch, Rosenberg, are electrically operated from Interlocking 17.

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

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone. Inferior eastward trains Flatonia, Eagle Lake, Tower 17, and inferior westward trains, Rosenberg, approaching any of these switches and finding the switch set for main track movement, and the governing signal

clear, are authorized to proceed with caution on the main track to the next signal governing in direction of movement.

EAST YARD

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

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

WEST JUNCTION

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

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

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

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

Westward trains, not receiving a check against, or identifying superior trains at or before arriving West Junction, shall communicate with train dispatcher by telephone at West Junction for check of such train; except, westward second-class or inferior trains from either route, arriving at West Junction when a westward superior train from the other route is due, except No. 1, and unable to identify the superior train may, when the governing signal is clear, proceed to the next open train-order office to obtain Form V check of such train, but must carefully look out for the superior train following, and if seen approaching, the inferior train must arrange for the superior train to promptly pass.

BOULEVARD JUNCTION

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

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

Location of local telephones connected with Interlocking 13:

Mechanism case at signal bridge.

Mechanism case east of Harvard Street.

Crossing watchman's booth, Heights Boulevard.

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

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

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	Gonzales and Harwood
Nominal	Designation												
F-5	F63 29½/32 306/B61SF	906-921	4800	5850	5300	4800	6100	5600	16500	9300	11000		
GS-1	GS73 27/30 262/B58SF	700-710	4150	5200	4500	4150	5200	4800	14000	7900	9400		
F-1	F63 27½/32 278SF	953-999	3650	4400	4000	3675	4800	4700	13000	7350	8750		
MK-5	MK63 26/28 210S	738-794	3000	3650	3300	3050	3750	3700	9000	5090	6060	2700	
C-8-9	C57 22/30 190S	800-850	2200	2690	2450	2250	3200	3050	7500	4240	5060	2360	2130
P-13	P73 25/30 189-B63SF	631-633	2370	2900	2600	2400	2900	2700	7000	4100	4900	1950	
P-9	P73 25/30 183-B63SF	622-630	2370	2900	2600	2400	2900	2700	7000	4100	4900	1950	
P-6	P77 25/28 178-B59SF	610-621	2130	2600	2350	2150	2600	2380	6500	3680	4380	1770	
P-5	P77 22/28 148-B58SF	600-609	1650	2020	1810	1670	2000	1850	4150	2850	3400	1490	1470
M-4	M63 20/28 128S	412-459					1950	1780	4850	2740	3280	1470	1400
M-6	M63 21/28 142S	515-517	1740	2125	1930	1780	2140	1980	5500	3090	3650	1610	1590
M-9	M63 21/28 150S	550-556	1830	2195	2020	1860	2200	2040	6000	3230	3840	1660	1640
M-10	M63 21/28 152S	500-514	1830	2195	2020	1860	2200	2040	6000	3230	3840	1660	1640
M-11	M63 21/28 153S	560-565	1830	2195	2020	1860	2200	2040	6000	3230	3840	1660	1640
M-17	M56 19/26 118	495					1800	1640	4500	2560	3040	1360	1330
M-19	M56 19/26 133	497-498					1900	1730	4850	2690	3200	1440	1400
M-21	M63 22/28 185SF	520-529	2150	2600	2400	2200	2900	2800	7000	4000	4750	2100	2000
C-20	C50 19/26 124S	867-869					1930	1750	4800	2720	3230	1450	1400
C-21	C50 20/24 140S	870					2050	1880	5160	2920	3480	1570	1510
C-22	C50 20/26 141S	874					2100	1940	5320	3010	3580	1610	1550
C-23	C50 20/26 144S	877-884					2100	1940	5320	3010	3580	1610	1550
C-24	C50 20/26 152S	885-892					2240	2070	5670	3160	3760	1690	1640
C-25	C56 22/28 170S	896-897					2850	2700	6660	3670	4480	2100	1900
E-23	E73 20/24 90S	266-272					1300	1310	3580	1900	2300	1080	1030
E-23	E73 20/24 93S	262-265					1300	1310	3580	1900	2300	1080	1030
E-39	E62 17/24 64S	208-209										870	830
E-40	E62 18/24 73S	220-224										975	930
T-25	T56 19/26 100	361					1540	1400	3840	2170	2600	1140	1080
T-25	T63 19/26 100	364					1540	1400	3840	2170	2600	1140	1080
T-27	T63 20/26 112	377-386					1710	1560	4250	2400	2880	1280	1210
T-28	T69 22/28 163S	388-399					2370	2160	6000	3340	4000	1780	1700
A-1	A73 20/28 120SF	273-275-276					1700	1610	4390	2400	2800	1320	1260
A-1	A73 20/28 125 B52SF	274-277					1700	1610	4390	2400	2800	1320	1260

FOR EASTWARD TRAINS				FOR WESTWARD TRAINS			
Location Where Slow Board Restrictions Apply to More Than One Curve, Structure or Extended Section of Tract.							
Location of Slow Board Mile	Beginning of Restriction Mile	End of Restriction Mile	Location of Slow Board Mile	Beginning of Restriction Mile	End of Restriction Mile	Location of Slow Board Mile	Beginning of Restriction Mile
281.02	280.37	220.18	228.48	220.18	280.27	281.02	280.27
241.90	241.15	280.15	288.40	280.15	241.15	241.90	241.15
246.80	246.05	244.81	248.56	244.81	246.80	246.80	246.05
251.67	250.92	240.70	248.05	240.70	251.67	251.67	250.92
254.01	253.26	250.52	251.27	250.52	254.01	254.01	253.26
271.57	270.82	268.40	267.65	268.40	271.57	271.57	270.82
358.38	357.63	356.40	355.65	356.40	358.38	358.38	357.63
368.28	367.48	366.15	365.40	366.15	368.28	368.28	367.48
377.94	377.19	372.40	371.65	372.40	377.94	377.94	377.19
396.87	396.12	394.49	393.74	394.49	396.87	396.87	396.12
807.70	806.95	806.35	805.60	806.35	807.70	807.70	806.95
401.87	401.12	401.04	400.29	401.04	401.87	401.87	401.12
411.11	410.36	410.08	409.28	410.08	411.11	411.11	410.36
411.91	411.16	411.39	409.64	411.39	411.91	411.91	411.16
413.66	412.91	411.00	410.25	411.00	413.66	413.66	412.91
414.48	413.68	413.16	412.41	413.16	414.48	414.48	413.68
410.06	415.81	413.88	413.13	413.88	410.06	410.06	415.81
417.47	416.72	416.15	415.40	416.15	417.47	417.47	416.72
431.27	430.52	418.72	418.97	418.72	431.27	431.27	430.52
438.80	437.55	421.45	420.70	421.45	438.80	438.80	437.55
481.51	480.76	480.07	479.32	480.07	481.51	481.51	480.76
442.50	441.75	443.07	442.32	443.07	442.50	442.50	441.75
440.48	441.73	447.60	446.85	447.60	440.48	440.48	441.73
461.00	460.25	450.50	449.75	450.50	461.00	461.00	460.25
461.96	461.21	460.50	460.20	460.50	461.96	461.96	461.21
468.87	468.62	468.62	468.62	468.62	468.87	468.87	468.62
464.56	463.88	463.58	463.28	463.58	464.56	464.56	463.88
460.38	460.58	463.84	463.58	460.38	460.38	460.38	460.58
470.00	469.31	468.01	467.26	468.01	470.00	470.00	469.31
473.82	473.07	472.85	472.85	473.07	473.82	473.82	473.07
477.18	476.43	474.61	474.61	476.43	477.18	477.18	476.43
480.85	480.10	478.06	477.81	478.06	480.85	480.85	480.10
481.40	481.40	480.34	480.34	481.40	481.40	481.40	480.34
486.27	485.51	484.75	484.75	485.51	486.27	486.27	485.51
511.49	511.39	507.00	507.00	511.39	511.49	511.49	511.39
522.68	521.88	518.90	518.15	518.90	522.68	522.68	521.88
544.05	543.30	542.71	542.71	543.30	544.05	544.05	543.30
546.63	545.88	545.32	545.32	545.88	546.63	546.63	545.88
548.20	547.45	546.49	546.49	547.45	548.20	548.20	547.45
551.77	551.02	550.79	550.79	551.02	551.77	551.77	551.02
560.62	560.87	559.07	558.32	559.07	560.62	560.62	560.87
576.46	575.71	575.25	574.50	575.71	576.46	576.46	575.71
580.88	580.08	580.50	580.50	580.88	580.88	580.88	580.08
600.28	600.58	600.01	600.01	600.28	600.28	600.28	600.58
603.38	602.68	601.49	601.49	603.38	603.38	603.38	602.68
605.52	604.77	604.23	604.23	605.52	605.52	605.52	604.77
618.63	618.63	608.46	608.46	618.63	618.63	618.63	608.46
619.68	619.68	617.14	617.14	619.68	619.68	619.68	617.14
620.82	620.07	618.33	618.33	620.82	620.82	620.82	620.07
748.92	748.17	748.66	748.66	748.92	748.92	748.92	748.17
753.60	752.94	752.94	752.94	753.60	753.60	753.60	752.94
758.08	757.32	756.47	756.47	758.08	758.08	758.08	757.32
765.57	764.82	763.01	763.01	765.57	765.57	765.57	764.82
785.88	785.08	784.66	784.66	785.88	785.88	785.88	785.08
824.48	823.78	823.18	823.18	824.48	824.48	824.48	823.78

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

<p style="text-align: center;">Slow board location (Mile)</p> <p style="text-align: center;">EASTWARD TRAINS</p> <p>206.82 0.58</p> <p>301.17 0.50</p> <p>418.83 0.67</p> <p>503.16 0.59</p> <p>511.49 0.10</p> <p>532.93 0.99</p>	<p style="text-align: center;">Distance from beginning of restriction (mile)</p> <p style="text-align: center;">WESTWARD TRAINS</p> <p>428.57 0.50</p> <p>620.09 0.56</p> <p>766.54 0.54</p> <p>783.97 0.69</p> <p>822.53 0.65</p>
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