

### TRAINMASTERS

F. W. H. WEHNER.....El Paso  
T. J. WOMACK.....San Antonio  
C. W. RUSH.....San Antonio  
J. T. McNALLY.....Columbus

### ASSISTANT TRAINMASTERS

C. A. GRASSO.....Valentine  
J. HINTON.....Sanderson  
J. U. TATE, JR.....Del Rio

### TRAVELING ENGINEERS

M. E. TAYLOR.....San Antonio  
G. D. JAMES.....El Paso

### CHIEF TRAIN DISPATCHERS

H. DICKSON.....San Antonio  
P. E. GRAY.....El Paso

Traveling Engineers will exercise duties of Trainmaster.

L. McDONALD

J. W. KRAEMER

*Assistant Superintendents, San Antonio*

O. W. STORY

*Assistant Superintendent, El Paso*

### EL PASO TERMINAL

P. D. ROBINSON,  
*Superintendent*

L. F. TADLOCK,  
*Terminal Superintendent*

L. C. CODY,  
*Assistant Terminal Superintendent*

# SOUTHERN PACIFIC LINES

## Texas and New Orleans Railroad Company

### SAN ANTONIO DIVISION TIMETABLE

# 193

EFFECTIVE SUNDAY, FEBRUARY 24, 1952

AT 12:01 A. M.

CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY, WHO MUST ALSO  
CARRY COPY OF CURRENT ISSUE  
OF SPECIAL INSTRUCTIONS

T. M. SPENCE,  
*General Manager*

J. J. MOORE,  
*Assistant General Manager*

E. W. TORIAN,  
*General Superintendent of Transportation*

T. B. OLLIS,  
*Superintendent of Transportation*

R. DE WAAL,  
*Superintendent*

G. W. KELLY,  
*Superintendent, Houston Terminals*

### COMPANY SURGEONS

LOCATION	NAME	TITLE
Houston	Dr. J. R. Gandy	Chief Surgeon
Houston	Dr. Franklin K. Dornak	Assistant Chief Surgeon
Alpine	Dr. J. W. O'Donnell	Local Surgeon
Alpine	Dr. J. E. Wright	Examining Surgeon
Bellaire	Dr. C. F. Stringer	Local Surgeon
Boerne	Dr. C. P. Simpson	Local Surgeon
Boerne	Dr. Frederick H. Kllefoth	Local Surgeon
Columbus	Dr. C. I. Shult	Examining Surgeon
Columbus	Dr. James H. Wooten, Jr.	Local Surgeon
Comfort	Dr. C. C. Jones	Local Surgeon
Del Rio	Dr. W. R. McWilliams	Division Surgeon
Del Rio	Dr. W. P. Meredith	Local Surgeon
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	Examining Surgeon
El Paso	Schuster, Schuster and Walker	Division Oculist and Aurist
El Paso	Dr. W. L. Pierce	Examining Surgeon
Fabens	Dr. J. W. McClain	Examining Surgeon
Fabens	Dr. Angus A. Treece	Local Surgeon
Flatonia	Dr. F. W. B. Rockett	Local Surgeon
Fort Hancock	Dr. George M. Dunne	Examining Surgeon
Gonzales	Dr. L. J. Stahl	Local Surgeon
Hondo	Dr. W. B. Meyer	Local Surgeon
Houston	Dr. W. H. Hamrick	Examining Surgeon
Houston	Dr. John B. Burrows	Local Surgeon
Houston	Dr. A. E. Moers	Local Surgeon
Houston	Dr. R. O. Moers	Local Surgeon
Houston	Dr. B. H. Bayer	Local Surgeon
Houston	Dr. J. A. Collette	Associate Division Surgeon
Houston	Dr. J. L. Patteson	Local Surgeon
Houston	Dr. R. F. Zepeda	Local Surgeon
Houston	Dr. Frank J. Ernst	Local Surgeon
Houston	Dr. C. M. Ashmore	Local Surgeon
Houston	Dr. D. M. Gready	Local Surgeon
Houston	Dr. W. F. Cole	Local Surgeon
Houston	Dr. Ray Collins	Local Surgeon
Houston	Dr. E. S. Crocker	Local Surgeon
Houston	Dr. W. G. Bryan	Local Surgeon
Houston	Dr. Thomas E. Lowe	Local Surgeon
Houston	Dr. Percy E. Lowe	Local Surgeon
Houston	Dr. William J. Bragg	Local Surgeon
Kerrville	Dr. R. Knapp	Examining Surgeon
Kerrville	Dr. Chas. C. Jones, Jr.	Local Surgeon
Luling	Dr. Clay Nichols, Jr.	Local Surgeon
Luling	Dr. J. T. O'Banion	Examining Surgeon
Marfa	Dr. Walter H. Stover	Examining Surgeon
Rosenberg	Dr. R. L. Yelderman	Examining Surgeon
Rosenberg	Dr. J. W. Weeks	Local Surgeon
Rosenberg	Dr. Franz E. Amman	Local Surgeon
Sabinal	Dr. E. U. Wood	Local Surgeon
San Antonio	Dr. E. W. Coyle	Division Surgeon
San Antonio	Dr. Dudley Jackson	Local Surgeon
San Antonio	Dr. A. M. Rogers	Local Surgeon
San Antonio	Dr. L. F. Novak	Local Surgeon
San Antonio	Dr. Kent Hunt	Local Surgeon
San Antonio	Dr. E. D. Shipman	Examining Surgeon
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. Folbre	Local Oculist and Aurist
San Antonio	Dr. Jackson Scull	Examining Surgeon
San Antonio	Dr. F. G. Lahourcade	Local Surgeon
San Antonio	Dr. A. F. Clark, Jr.	Local Oculist and Aurist
San Antonio	Dr. William H. Gordon, Jr.	Local Surgeon
Sanderson	Dr. John W. Pate	Examining Surgeon
Schulenburg	Dr. L. J. Peters	Local Surgeon
Seguin	Dr. Andrew Raetzsch	Local Surgeon
Seguin	Dr. J. C. Donthett	Local Oculist and Aurist
Seguin	Dr. Joseph T. Goetz	Examining Surgeon
Sierra Blanca	Dr. R. S. Sutton	Examining Surgeon
Spofford	Dr. R. L. Futrell	Local Surgeon
Sugar Land	(Lives at Bracketville)	Local Surgeon
Uvalde	Dr. E. E. Jenkins	Examining Surgeon
Uvalde	Dr. G. H. Merritt	Examining Surgeon
Uvalde	Dr. Hershall La Forge	Examining Surgeon
Uvalde	Dr. R. A. Eads	Local Surgeon
Uvalde	Dr. L. E. Gulce	Local Surgeon
Van Horn	Dr. E. W. Edahl	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.

**TIME INSPECTORS**

Webb C. Ball II, General Time Inspector	Chicago
C. E. Ross	El Paso
Art Kassel	El Paso
Charles G. Riggins	Sanderson
Wood Jewelry Company	Del Rio
Carl Gildemeister	San Antonio
James C. Cole	San Antonio
Houston Watch Company	Houston
Steve Reyna	Houston

### SPECIAL INSTRUCTIONS

**ALL SUBDIVISIONS**

150. Length of siding in cars as shown in timetable provides for engine and caboose in addition.

151. Limits of sidings at stations named are as follows:  
Valentine —No. 1 track from cross-over east of depot to the west switch.

Sanderson —No. 1 track from east end of extension to the west switch.

Del Rio —West end No. 1 track to cross-over opposite the freight station.

Harwood —East switch to west switch.

Glidden —East end of No. 1 track to the first cross-over west of the depot.

Alief —West switch to cross-over switch.

152. 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 lights when night signals are required, and the yellow lights have the same significance as do green lights under T. & N. O. rules.

**EL PASO SUBDIVISION**

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

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

156. T&P diesel extra trains are authorized to display two white classification lights, instead of white flags, during daylight hours, as well as at night, while operating on joint track between Sierra Blanca and El Paso.

157. 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.

**DEL RIO SUBDIVISION**

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

159. Tower 105, San Antonio, is a train-order office for westward trains only.

160. Main tracks between Tower 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.

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

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

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

**SAN ANTONIO SUBDIVISION**

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

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

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

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

168. 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.

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

170. First-class trains, and extra trains holding running orders through Glidden, 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, and may leave Glidden without a clearance if train-order signal is changed to indicate PROCEED in accordance with Rule 221.

Trains of the San Antonio and Glidden Subdivisions, with the same conductor and engineer operating through Glidden, may be issued train orders on one subdivision that affect their movements on the other, or both, subdivisions.

**GLIDDEN SUBDIVISION**

171. First-class trains, and extra trains holding running orders through Glidden, 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, and may leave Glidden without a clearance if train-order signal is changed to indicate PROCEED in accordance with Rule 221.

Trains of the San Antonio and Glidden Subdivisions, with the same conductor and engineer operating through Glidden, may be issued train orders on one subdivision that affect their movements on the other, or both, subdivisions.

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

173. The main track between Tower 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.

174. When no operator on duty 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.

**HOUSTON TERMINALS**

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

176. 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.

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

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

180. 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.

181. Tower 81 is register station for trains that originate or terminate there. Trains may register at Tower 81 by register ticket, Form 2642, and obtain train-order check, Form V, of superior trains due that have arrived or left.

182. Harrisburg, Tower 30, is train order office for westward trains only. Trains moving to the Glidden Subdivision at Harrisburg will be governed by train-order signal located near Tower 30.

**KERRVILLE SUBDIVISION**

183. The crew assigned to or ordered for the train may assume the schedule of No. 212 at Kerrville and leave Kerrville without a clearance.

184. See Item 160, Page 3, Special Instructions, regarding train movements between Tower 112, San Antonio and East Yard.



**6 EASTWARD VALENTINE SUBDIVISION**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, ways and telephones.	SECOND CLASS				FIRST CLASS			Timetable No. 193 February 24, 1952	STATIONS	Distance from Valentine
	244	330	242	246	2	6				
	Freight	Santa Fe Mixed	Freight	Freight	Sunset Limited	Argonaut				
	Leave Daily	Leave Mon., Wed. and Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
BKWOYP 122 Yard	10.15PM		2.45PM	6.25AM	7.28PM	1.55AM	TO-R VALENTINE 7.5	0.0		
109 P	10.31		3.00	6.43	7.36	2.07	QUEBEC 8.1	7.5		
65 P	10.44		3.15	6.57	7.45	2.17	RYAN 9.6	15.8		
99 P	10.59		3.30	7.12	7.54	2.29	ARAGON 9.8	25.2		
63 WP Yard Limits	11.21		3.45	7.33	s 8.14	s 2.48	TO MARFA 6.8	35.0		
109 P	11.34		3.59	7.45	8.22	3.00	NOPAL 6.3	41.8		
75 P	11.48PM	7.10PM	4.13	8.01	8.29	f 3.09	PAISANO 7.5	48.1		
109 P		7.30PM					TORONTO 3.7	55.8		
							ALPINE JUNCTION 1.3	59.3		
72 WP Yard Limits	12.13AM		4.38	8.30	s 8.46	s 3.31	TO ALPINE 7.0	60.8		
67 P	12.28		4.53	8.55	8.56	3.42	STROBEL 8.7	67.8		
109 P	12.45		5.08	9.18	9.05	3.53	ALTUDA 6.7	76.3		
67 P	1.00		5.18	9.30	9.11	4.01	LENOX 8.8	83.0		
71 WOP	1.22		5.45	9.50	9.19	s 4.15	TO MARATHON 8.2	91.8		
109 P	1.37		6.00	10.05	9.27	4.27	WARWICK 7.4	100.0		
70 P	1.50		6.12	10.17	9.34	f 4.38	HAYMOND 8.2	107.4		
109 WP	2.09		6.40	10.29	9.42	4.50	TESNUS 3.7	115.8		
47 P	2.22		6.58	10.36	9.47	4.56	MAXON 7.8	119.3		
67 P	2.38		7.13	10.51	9.59	5.09	ROSENFELD 8.0	127.1		
109 WP	2.51		7.26	11.13	10.08	f 5.19	LONGFELLOW 8.1	135.1		
109 P	3.03		7.38	11.35	10.16	5.29	EMERSON 8.7	143.2		
BKWOYP 138 Yard	3.25AM		7.55PM	11.45AM	10.30PM	5.45AM	TO-R SANDERSON	151.9		
	Arrive Daily	Arrive Mon., Wed. and Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	244	330	242	246	2	6				

(5.10) (0.20) (5.10) (5.20) (3.02) (3.50) ..... Time Over Subdivision.....  
29.4 31.2 29.4 28.5 50.1 39.6 ..... 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 first-class and inferior class trains, extra trains and engines must clear the leaving time of Nos. 1 and 2 not less than 5 minutes. First-class and inferior class trains, extra trains and engines in the same direction must clear the time of Nos. 1 and 2 before the time such trains are due to leave the next station in the rear where time is shown but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

No. 2 may register at Valentine by register ticket, Form 2642, and obtain train order check, Form V, of superior trains due that have arrived or left.

See Page 18 for additional flag stops to entrain or detrain revenue passengers.

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.

Normal position for inside cross-over switch east end Valentine is for No. 1 track.

LETTER TYPE INDICATORS are located on Signals 6055 and 6074 east and west ends of siding at Alpine.

S—Take siding.

M—Proceed on main track.

When the letter "M" is displayed, train is given superiority over all trains to the fouling point of the switch at which an opposing train may enter the siding and will hold main track. When the letter "S" is displayed, train will take siding. When neither the letter "M" nor the letter "S" is displayed, timetable and train-order requirements will govern.

**VALENTINE SUBDIVISION WESTWARD 7**

Mile Post Location	Timetable No. 193 February 24, 1952	FIRST CLASS		SECOND CLASS				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		5	1	241	245	329	243	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
		Argonaut	Sunset Limited	Freight	Freight	Santa Fe Mixed	Freight	Arrive Sun., Tues. and Thurs.	Arrive Daily
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
667.8	TO-R VALENTINE 7.5	2.45PM	8.55PM	11.55AM	9.40PM		3.40AM	Continuous	Continuous
660.3	QUEBEC 8.1	2.29	8.48	11.41	9.30		3.26		
652.2	RYAN 9.6	2.21	8.41	11.30	9.20		3.16		
642.6	ARAGON 9.8	2.11	8.32	11.18	9.04		3.04		
632.8	TO MARFA 6.8	s 1.58	s 8.14	11.00	8.49		2.48	Continuous	Continuous
626.0	NOPAL 6.3	1.43	8.05	10.50	8.39		2.20		
619.7	PAISANO 7.5	f 1.35	7.59	10.40	8.29	9.25PM	2.05		
612.2	TORONTO 3.7								
608.5	ALPINE JUNCTION 1.3					8.45PM			
607.2	TO ALPINE 7.0	s 1.10	s 7.42	10.00	7.42		1.15	Continuous	Continuous
600.2	STROBEL 8.7	12.56	7.30	9.34	7.02		12.57		
591.5	ALTUDA 6.7	12.47	7.22	9.18	6.35		12.45		
584.8	LENOX 8.8	12.36	7.15	9.03	6.09		12.30		
578.0	TO MARATHON 8.2	s 12.21	7.05	8.45	5.45		12.10AM	Continuous	Continuous
567.8	WARWICK 7.4	12.06PM	6.57	8.25	5.25		11.45PM		
560.4	HAYMOND 8.2	f 11.56AM	6.49	8.10	5.10		11.30		
552.2	TESNUS 3.7	f 11.45	6.40	7.50	4.47		11.15		
548.5	MAXON 7.8	11.38	6.35	7.35	4.32		11.05		
540.7	ROSENFELD 8.0	11.26	6.25	7.20	4.17		10.51		
532.7	LONGFELLOW 8.1	f 11.13	6.15	6.55	3.55		10.36		
524.6	EMERSON 8.7	11.00	6.06	6.20	3.35		10.16		
515.9	TO-R SANDERSON	10.45AM	5.55PM	5.55AM	3.10PM		9.30PM	Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sun., Tues. and Thurs.	Leave Daily		
		5	1	241	245	329	243		

..... Time Over Subdivision..... (4.00) (3.00) (6.00) (6.30) (0.40) (6.10)  
..... Average Speed Per Hour..... 38.0 50.6 25.3 23.4 16.5 24.6

**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 first-class and inferior class trains, extra trains and engines must clear the leaving time of Nos. 1 and 2 not less than 5 minutes. First-class and inferior class trains, extra trains and engines in the same direction must clear the time of Nos. 1 and 2 before the time such trains are due to leave the next station in the rear where time is shown but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

No. 1 with the same conductor and engineer operating through Valentine, may be issued on the Valentine Subdivision, train order check, Form V, of superior trains due that have arrived or left Valentine on the El Paso Subdivision. No. 1 may register at Valentine by register ticket, Form 2642, when train order check, Form V, is obtained.

See Page 18 for additional flag stops to entrain or detrain revenue passengers.

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.

Normal position for inside cross-over switch east end Valentine is for No. 1 track.

LETTER TYPE INDICATORS are located on Signals 6055 and 6074 east and west ends of siding at Alpine.

S—Take siding.

M—Proceed on main track.

When the letter "M" is displayed, train is given superiority over all trains to the fouling point of the switch at which an opposing train may enter the siding and will hold main track. When the letter "S" is displayed, train will take siding. When neither the letter "M" nor the letter "S" is displayed, timetable and train-order requirements will govern.

**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. 193 February 24, 1952	Distance from Sanderson
	242	246	244	2	6		
	Freight	Freight	Freight	Sunset Limited	Argonaut		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
138 Yard WOPYBK	8.20PM	12.15PM	3.45AM	10.40PM	6.00AM	TO-R SANDERSON 8.4	0.0
67 P	8.35	12.28	3.58	10.52	6.12	FEODORA 6.5	8.4
108 P	8.46	12.39	4.09	10.59	6.20	MOFETA 6.9	14.9
67 WP	8.57	12.52	4.28	11.06	6.31	TO DRYDEN 8.6	21.8
106 P	9.10	1.17	4.45	11.16	6.42	SHAW 10.2	30.4
67 P	9.30	1.35	5.03	11.29	6.56	MALVADO 10.0	40.6
91 WP	9.45	1.53	5.18	11.40	7.11	PUMPVILLE 6.2	50.6
78 P	9.58	2.03	5.28	11.46	7.18	OSMAN 7.4	56.8
102 WOP	10.10	2.14	5.39	11.54PM	7.29	TO LANGTRY 6.0	64.2
67 P	10.21	2.25	5.50	12.01AM	7.44	DORSO 5.7	70.2
80 P	10.32	2.35	6.01	12.08	7.58	SHUMLA 3.6	75.9
5108 WP	10.38	2.48	6.12	12.13	8.08	HIGH BRIDGE 6.6	79.5
75 P	10.56	3.02	6.24	12.22	8.20	LULL 7.3	86.1
105 P	11.10	3.14	6.35	12.32	8.34	TO COMSTOCK 9.4	93.4
67 P	11.24	3.37	6.49	12.42	8.46	FEELY 5.6	102.8
67 P	11.34	3.47	7.18	12.49	8.55	BULLIS 5.6	108.4
100 WP	11.45	3.57	7.35	12.58	9.08	DEVIL'S RIVER 5.5	114.0
67 P	11.54PM	4.07	7.44	1.04	9.16	McKEES 8.9	119.5
19 Yard WOTPBK	12.20AM	4.20PM	7.55AM	1.20AM	9.30AM	TO-R DEL RIO	128.4
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	<b>242</b>	<b>246</b>	<b>244</b>	<b>2</b>	<b>6</b>		

(4.00) (4.05) (4.10) (2.40) (3.30) .....Time Over Subdivision.....  
32.1 31.4 30.8 48.2 36.7 .....Average Speed Per Hour.....

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

Application of brakes while trains are on Pecos River Bridge (MP 428) should be avoided except in emergency.

Automatic Block Signal 4279 located 300 feet east of east end Pecos River Bridge (MP 428) and Automatic Block Signal 4284 located at west end of Pecos River Bridge are equipped with triangular 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 signal 4279 or 4284 is in restrictive position, train must proceed as per Rule 507, 509 or 510, as the case may be. When the purple light is displayed, train must stop and crew must make a thorough inspection of the entire train and must be certain that it is safe to proceed before passing over Pecos River Bridge.

See Page 18 for additional flag stops to entrain or detrain revenue passengers.

**SANDERSON SUBDIVISION WESTWARD 9**

Mile Post Location	Timetable No. 193 February 24, 1952	FIRST CLASS			SECOND CLASS			Train Order Office Hours	
		5	1		241	245	243	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
		Argonaut	Sunset Limited		Freight	Freight	Freight		
		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		
507.0	TO-R SANDERSON 8.4	10.25AM	5.45PM		5.25AM	2.35PM	9.00PM	Continuous	Continuous
498.6	FEODORA 6.5	10.04	5.30		4.58	2.07	8.35		
492.1	MOFETA 6.9	9.55	5.23		4.43	1.52	8.14		
485.2	TO DRYDEN 8.6	f 9.42	5.16		4.28	1.37	7.50	Continuous	Continuous
476.6	SHAW 10.2	9.29	5.04		4.12	1.17	7.34		
466.4	MALVADO 10.0	9.14	4.50		3.50	1.00	7.17		
456.4	PUMPVILLE 6.2	f 9.01	4.39		3.28	12.40	7.02		
450.2	OSMAN 7.4	8.49	4.33		3.03	12.18	6.45		
442.8	TO LANGTRY 6.0	f 8.37	4.25		2.48	12.03PM	6.30	See Note	See Note
436.8	DORSO 5.7	8.26	4.18		2.36	11.51AM	6.20		
431.1	SHUMLA 3.6	8.16	4.11		2.25	11.40	6.10		
427.5	HIGH BRIDGE 6.6	8.08	4.05		2.15	11.30	6.01		
420.9	LULL 7.3	7.52	3.57		1.59	11.10	5.44		
413.6	TO COMSTOCK 9.4	s 7.41	3.48		1.45	10.56	5.31	Continuous	Continuous
404.2	FEELY 5.6	7.26	3.37		1.25	10.35	5.10		
398.6	BULLIS 5.6	7.18	3.30		1.15	10.25	5.00		
393.0	DEVIL'S RIVER 5.5	7.08	3.22		12.58	10.10	4.45		
387.5	McKEES 8.9	7.02	3.16		12.33	9.58	4.33		
378.6	TO-R DEL RIO	6.50AM	3.05PM		12.20AM	9.45AM	4.20PM	Continuous	Continuous
		Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily		
		<b>5</b>	<b>1</b>		<b>241</b>	<b>245</b>	<b>243</b>		

.....Time Over Subdivision..... (3.35) (2.40) (5.05) (4.50) (4.40)  
.....Average Speed Per Hour..... 35.8 48.2 25.3 26.6 27.5

**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 first-class and inferior class trains, extra trains and engines must clear the leaving time of Nos. 1 and 2 not less than 5 minutes. First-class and inferior class trains, extra trains and engines in the same direction must clear the time of Nos. 1 and 2 before the time such trains are due to leave the next station in the rear where time is shown but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

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

Application of brakes while trains are on Pecos River Bridge (MP 428) should be avoided except in emergency.

Automatic Block Signal 4279 located 300 feet east of east end Pecos River Bridge (MP 428) and Automatic Block Signal 4284 located at west end of Pecos River Bridge are equipped with triangular 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 signal 4279 or 4284 is in restrictive position, train must proceed as per Rule 507, 509 or 510, as the case may be. When the purple light is displayed, train must stop and crew must make a thorough inspection of the entire train and must be certain that it is safe to proceed before passing over Pecos River Bridge.

Westward freight trains that are to meet opposing trains at High Bridge and desire to take water at that point must not attempt to spot engine for water if opposing train is in close proximity, unless engine has been detached from train.

See Page 18 for additional flag stops to entrain or detrain revenue passengers.

Langtry—Continuous, except Train Order office closed 3:00 PM to 11:00 PM, Sundays.



12 EASTWARD SAN ANTONIO SUBDIVISION

San Antonio Yard	THIRD CLASS	SECOND CLASS			FIRST CLASS			Distance from San Antonio
		84 Local Freight	248 Freight	242 Freight	250 Freight	6 Argonaut	2 Sunset Limited	
		Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
BKP						2.50PM	4.45AM	0.0
I								1.3
BKOP TWY	7.00AM	6.30PM	3.30PM	6.30AM		2.58	4.52	1.9
P								4.8
67 P	7.15	6.42	3.40	6.42		3.06	4.59	7.5
43 P	7.25	6.50	3.48	6.52		3.12	5.04	12.6
WP						s 3.22		15.1
109 P	7.50	6.56	3.54	7.00		f 3.24	5.07	16.4
55 P	8.05	7.06	4.04	7.15		f 3.34	5.14	24.4
69 P	8.20	7.13	4.11	7.25		3.40	5.18	29.1
W 27 E 109 OWP	8.45	7.25	4.23	7.40		s 3.56	5.25	35.3
109 P	9.15	7.42	4.40	7.58		f 4.11	5.35	44.8
64 P	9.30	7.51	4.46	8.07		4.17	5.39	49.7
W 98 E 56 WP	10.00	8.04	4.59	8.22		s 4.33	5.46	58.0
57 P	10.28	8.14	5.09	8.35		4.42	5.53	61.3
95 P	10.50	8.21	5.17	8.43		4.49	5.57	65.3
109 P	11.10	8.30	5.24	8.53		4.56	6.01	70.2
67 WP	11.40AM	8.58	5.39	9.08		s 5.09	6.08	78.1
67 P	12.02PM	9.08	5.49	9.20		5.17	6.14	84.6
N122 S67 IYP Yard Limits	12.45	9.20PM	5.58	9.30AM		s 5.22	6.19	89.3
57 P	12.55		6.08			5.38	6.26	95.8
74 WP	1.15		6.18			s 5.53	6.33	102.2
100 P	1.35		6.30			s 6.03	6.43	110.4
45 P	1.55		6.40			6.16	6.49	115.7
82 Yard BKOPTWY	2.15PM		6.50PM			f 6.25PM	6.55AM	122.2
	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	
	84	248	242	250		6	2	

Timetable No. 193  
February 24, 1952

STATIONS

TO-R SAN ANTONIO (Commerce Street)	1.3	0.0
TOWER 121 (OLIVE STREET)	0.6	1.3
TO-R EAST YARD	2.9	1.9
SALADO JCT.	2.7	4.8
TO KIRBY	5.1	7.5
CONVERSE	2.5	12.6
RANDOLPH FIELD	1.3	15.1
SCHERTZ	8.0	16.4
TO MARION	4.7	24.4
HILDA	6.2	29.1
TO SEGUIN	9.5	35.3
KINGSBURY	4.9	44.8
SULLIVAN	6.3	49.7
TO LULING	5.3	58.0
IVY	4.0	61.3
HARWOOD	4.9	65.3
SANDY FORK	7.9	70.2
TO WAELDER	6.5	78.1
JANICE	4.7	84.6
TO-R FLATONIA (T. & N. O. CROSSING)	6.5	89.3
ENGL	6.4	95.8
TO SCHULENBURG	8.2	102.2
WEIMAR	5.3	110.4
BORDEN	6.5	115.7
TO-R GLIDDEN	6.5	122.2

(7.15) (2.50) (3.20) (3.00) (3.35) (2.10) ..... Time Over Subdivision.....  
16.6 30.9 36.1 29.1 34.1 56.4 ..... Average Speed Per Hour.....

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

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

Opposing first-class and inferior class trains, extra trains and engines must clear the leaving time of Nos. 1 and 2 not less than 5 minutes. First-class and inferior class trains, extra trains and engines in the same direction must clear the time of Nos. 1 and 2 before the time such trains are due to leave the next station in the rear where time is shown but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

See Page 18 for additional flag stops to entrain or detrain revenue passengers.

See Items 160, Page 3, and 164, Page 3, Special Instructions, regarding train movements between Salado Junction, East Yard and San Antonio.

Schedule time and train orders apply at east end of double track at East Yard.

SAN ANTONIO SUBDIVISION WESTWARD 13

Mile Post Location	STATIONS	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		1 Sunset Limited	5 Argonaut	249 Freight	247 Freight	83 Local Freight			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday			
209.3	TO-R SAN ANTONIO (Commerce Street)	11.40AM	1.30AM					Continuous	Continuous
208.0	TOWER 121 (OLIVE STREET)							Continuous	Continuous
207.4	TO-R EAST YARD	11.28	1.14	6.25AM	3.30PM	1.50PM		Continuous	Continuous
204.5	SALADO JCT.								
201.8	TO KIRBY	11.22	1.08	6.15	3.06	1.30		See Note	See Note
198.7	CONVERSE	11.17	1.02	6.05	2.46	1.15			
194.2	RANDOLPH FIELD		\$12.58						
192.9	SCHERTZ	11.13	f12.49	5.50	2.39	1.00			
184.9	TO MARION	11.06	f12.41	5.35	2.29	12.40		7.30AM to 12.30PM 1.30PM to 4.30PM	Closed
180.2	HILDA	11.01	12.36	5.18	2.21	12.20PM			
174.0	TO SEGUIN	10.55	\$12.17	4.55	2.12	10.55AM		Continuous	Continuous
164.5	KINGSBURY	10.46	f12.06AM	4.43	1.57	10.25			
159.6	SULLIVAN	10.41	11.59PM	4.34	1.48	10.15			
153.3	TO LULING	10.35	\$11.51	4.25	1.39	10.00		Continuous	Continuous
148.0	IVY	10.28	11.37	4.17	1.31	9.50			
144.0	HARWOOD	10.24	11.32	4.10	1.24	9.40			
139.1	SANDY FORK	10.20	11.26	4.02	1.15	9.25			
131.2	TO WAELDER	10.12	\$11.17	3.41	1.01	9.08		See Note	See Note
124.7	JANICE	10.06	11.08	3.32	12.52	8.45			
120.0	TO-R FLATONIA (T. & N. O. CROSSING)	10.02	\$11.02	3.25AM	12.45PM	8.30		Continuous	Continuous
113.5	ENGL	9.56	10.49			8.00			
107.1	TO SCHULENBURG	9.49	\$10.36			7.45		See Note	See Note
98.9	WEIMAR	9.41	\$10.26			7.28			
93.6	BORDEN	9.36	10.14			7.17			
87.1	TO-R GLIDDEN	9.30AM	f10.06PM			7.05AM		Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday			
		1	5	249	247	83			

..... Time Over Subdivision..... (2.10) (3.24) (3.00) (2.45) (6.45)  
..... Average Speed Per Hour..... 56.4 35.7 29.1 32.5 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 first-class and inferior class trains, extra trains and engines must clear the leaving time of Nos. 1 and 2 not less than 5 minutes. First-class and inferior class trains, extra trains and engines in the same direction must clear the time of Nos. 1 and 2 before the time such trains are due to leave the next station in the rear where time is shown but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

See Page 18 for additional flag stops to entrain or detrain revenue passengers.

See Items 160, Page 3, and 164, Page 3, Special Instructions, regarding train movements between Salado Junction, East Yard and San Antonio.

Schedule time and train orders apply at east end of double track at East Yard.

Kirby—Continuous, except Train Order office closed 3:00 PM to 11:00 PM, Sundays.

Waelder—Continuous, except Train Order office closed 7:30 AM to 3:30 PM, Sundays.

Schulenburg—Daily except Sundays and Legal Holidays—8:00 AM to 12:30 PM; 1:30 PM to 5:00 PM. Sundays and Legal Holidays only: Closed.





16 EASTWARD		BELLAIRE SUBDIVISION				WESTWARD		
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	Yard Limits	SECOND CLASS		Distance From Eagle Lake	Timetable No. 193 February 24, 1952	Mile Post Location	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		STATIONS					Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
		218 Mixed	216 Mixed					
	WIP			0.0	TO EAGLE LAKE	61.2	Continuous	Continuous
	I			0.5	(G. C. & S. F. Crossing)	60.7		
	20 Team P			7.6	CHESTERVILLE	53.6		
	68 PIY			16.4	TO G. C. & S. F. CROSSING WALLIS	44.8	Continuous	Continuous
	36 W			22.9	SIMONTON	38.3		
	9			27.7	FULSHEAR	33.5		
	26			31.1	FLEWELLEN	30.1		
	29			34.8	GASTON	26.4		
	14 Team W			40.5	CLODINE	20.7		
	71			46.2	ALIEF	15.0		
	121			50.8	JEANNETTA	10.4		
	24			53.8	BELLAIRE	7.4		
	Yard			54.9	BELLAIRE JUNCTION	6.3		

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

See Glidden Subdivision for train movements between T. & N. O. crossing and depot 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.	Yard Limits	SECOND CLASS		Distance From Gonzales	Timetable No. 193 February 24, 1952	Mile Post Location	Train Order Office Hours	
		STATIONS					Daily Except Sat., Sun. and Legal Holidays	Sat., Sun. and Legal Holidays Only
		218 Mixed	216 Mixed					
	BOWY	4.00PM	12.40PM	0.0	TO-R GONZALES	12.3	1.55PM	5.15PM
	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) 25.0 (0.30) 25.0

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

(0.30) 25.0 (0.30) 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.

Between station one-mile sign and Harwood on the Gonzales Subdivision, trains and engines must move with caution, expecting to find the main track occupied without flag protection.

E-23 and E-40 class engines may move over track scales, Gonzales Cotton Oil & Manufacturing Co. at Gonzales.

Gonzales: Daily except Sundays and Legal Holidays—8:00 AM to 5:00 PM. Sundays and Legal Holidays only: Closed.

EASTWARD		KERRVILLE SUBDIVISION				WESTWARD		17
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	Yard Limits	SECOND CLASS		Distance From Kerrville	Timetable No. 193 February 24, 1952	Mile Post Location	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		STATIONS					Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
		212 Local Freight	211 Local Freight					
	TW	11.30AM		0.0	TO-R KERRVILLE	308.5	10.59AM	7.00AM to 4.00PM
				3.2	LEGION	305.3		
	22	11.55AM		9.9	CENTER POINT	298.6	10.22	
	16	12.22PM		18.6	TO COMFORT	289.9	9.52	8.00AM to 5.00PM
	10	12.44		26.1	WARING	282.4	9.23	
	20	1.20		39.0	TO BOERNE	269.5	8.46	8.00AM to 5.00PM
	Yard Limits			49.4	CAMP STANLEY	259.1	8.16	
	30 Y	1.40		50.3	LEON SPRINGS	258.2	8.14	
	22	1.42		52.0	VIVA	256.5	8.10	
	17 W	1.46		54.6	BECKMANN	253.9	8.00	
	Yard Limits			61.2	ROBARDS	247.3	7.45	
	26	2.25		69.9	I.-G. N. CROSSING	238.6		
				70.3	TOWER 109 (S. A. B. & T. Crossing)	238.2		Continuous
	I	2.55		71.4	TOWER 112 (S. A. B. & T. Cross)	211.1	7.15	Continuous
				73.2	TO-R SAN ANTONIO (Commerce Street)	209.3		Continuous
	BKP			74.5	TOWER 121 (OLIVE STREET)	208.0		Continuous
	I			75.1	TO-R EAST YARD	207.4	7.00AM	Continuous
	BKWO TYP	3.10PM						
		Arrive Daily Except Sunday					Leave Daily Except Sunday	
		212					211	

(3.40) 20.5

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

(3.59) 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.

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.	Yard Limits	SECOND CLASS		Distance From Eagle Pass	Timetable No. 193 February 24, 1952	Mile Post Location	Train Order Office Hours	
		STATIONS					Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
		228 Mixed	227 Mixed					
	BOY WP	3.00AM		0.0	END EAGLE PASS SUBDIV.	34.7		
	18 f	3.10		5.7	TO-R EAGLE PASS	33.2	6.30AM	8.00AM to 5.00PM
	17 f	3.35		13.5	OLMOS	27.5	f 6.02	
	35 f	3.53		21.2	PALOMA	19.7	f 5.46	
	OWYP	4.30AM		33.2	DARLING	12.0	f 5.30	
	Yard Limits				TO-R SPOFFORD	0.0	5.00AM	Continuous
		Arrive Daily					Leave Daily	
		228					227	

(1.30) 23.0

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

(1.30) 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.

Train and engine movements over Quarry Street, Eagle Pass, must be protected by flagman. F-1 class 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 MPH and for backup movement 15 MPH. No. 228 and other such movements must detach engine before turning engine on wye track at Spofford.

SPECIAL INSTRUCTIONS

TIME	MILES	PER	PER	MILE	HOUR
36	100	97.3	94.7	92.3	90
37	97.3	94.7	92.3	90	
38	94.7	92.3	90		
39	92.3	90			
40	90				
41	87.8				
42	85.7				
43	83.7				
44	81.8				
45	80				
46	78.3				
47	76.6				
48	75				
49	73.5				
50	72				
51	70.6				
52	69.2				
53	67.9				
54	66.7				
55	65.5				
56	64.3				
57	63.2				
58	62.1				
59	61				
60	60				
101	59				
102	58.1				
103	57.1				
104	56.2				
105	55.4				
106	54.5				
107	53.7				
108	52.9				
109	52.2				
110	51.4				
111	50.7				
112	50				
113	49.3				
114	48.6				
115	48				
116	47.4				
117	46.8				
118	46.2				
119	45.6				
120	45				
125	42.4				
130	40				
135	37.9				
140	36				
145	34.3				
150	32.7				
155	31.3				
200	30				
215	26.7				
230	24				
245	21.8				
300	20				
330	17.1				
400	15				
500	12				
600	10				
700	8.6				
730	8				
800	7.5				
1000	6				

**STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIMETABLE**

Station	Subdivision	Mile Post Location	Car Capacity and Direction If Spur
El Paso		812.4	14E
El Paso		780.1	10E
El Paso		756.4	13E
El Paso		690.0	0
El Paso		478.3	5E
San Antonio		190.2	23
Seguin Brick & Tile		179.3	117W
San Antonio		178.2	171E
Laban		80.1	75W
Giddens		76.6	55E
Giddens		75.4	48E
Giddens		71.6	13E
Giddens		12.7	45E
Giddens		0.3	18
Giddens		2.6	25
Giddens		4.0	24E
Giddens		5.8	8
Bellaire		55.9	18
Bellaire		28.9	8W
Bellaire		22.8	9E
Kerrville		274.9	7
Kerrville		250.7	2E
Gonzales		5.8	17
Quemado Junction		26.3	40E

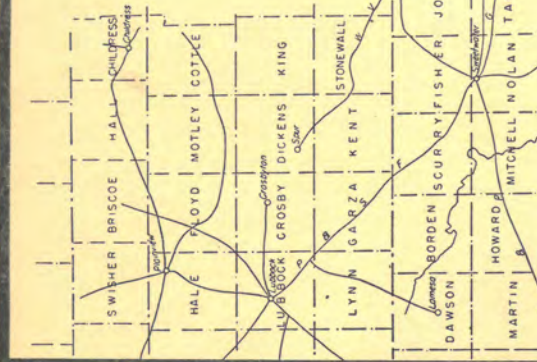
**ADDITIONAL FLAG STOPS TO ENTRAIN OR DETRAIN PASSENGERS**

Train	At Stations	Entrain Passengers to or beyond	Detrain Passengers from or beyond
1	Rosenberg	El Paso and Points west where scheduled to stop	Houston
	Uvalde	El Paso and Points west where scheduled to stop	
2	Rosenberg		El Paso and Points west where scheduled to stop
	Uvalde	Houston and points east where scheduled to stop	El Paso
3	Between Houston & San Antonio	San Antonio or beyond	Houston or beyond
	Between San Antonio & El Paso	Any Station	Any Station
6	Between El Paso & San Antonio	Any Station	Any Station
	Between San Antonio & Houston	Houston or beyond	San Antonio or beyond
303	Sugar Land	West of Rosenberg	Beyond Houston
	Any Station	West of Victoria	
304	Richmond	Beyond Houston	West of Rosenberg

# SAN ANTONIO DIVISION SOUTHERN PACIFIC LINES TEXAS & NEW ORLEANS RAILROAD CO.



0 10 20 30 40 50  
MILES



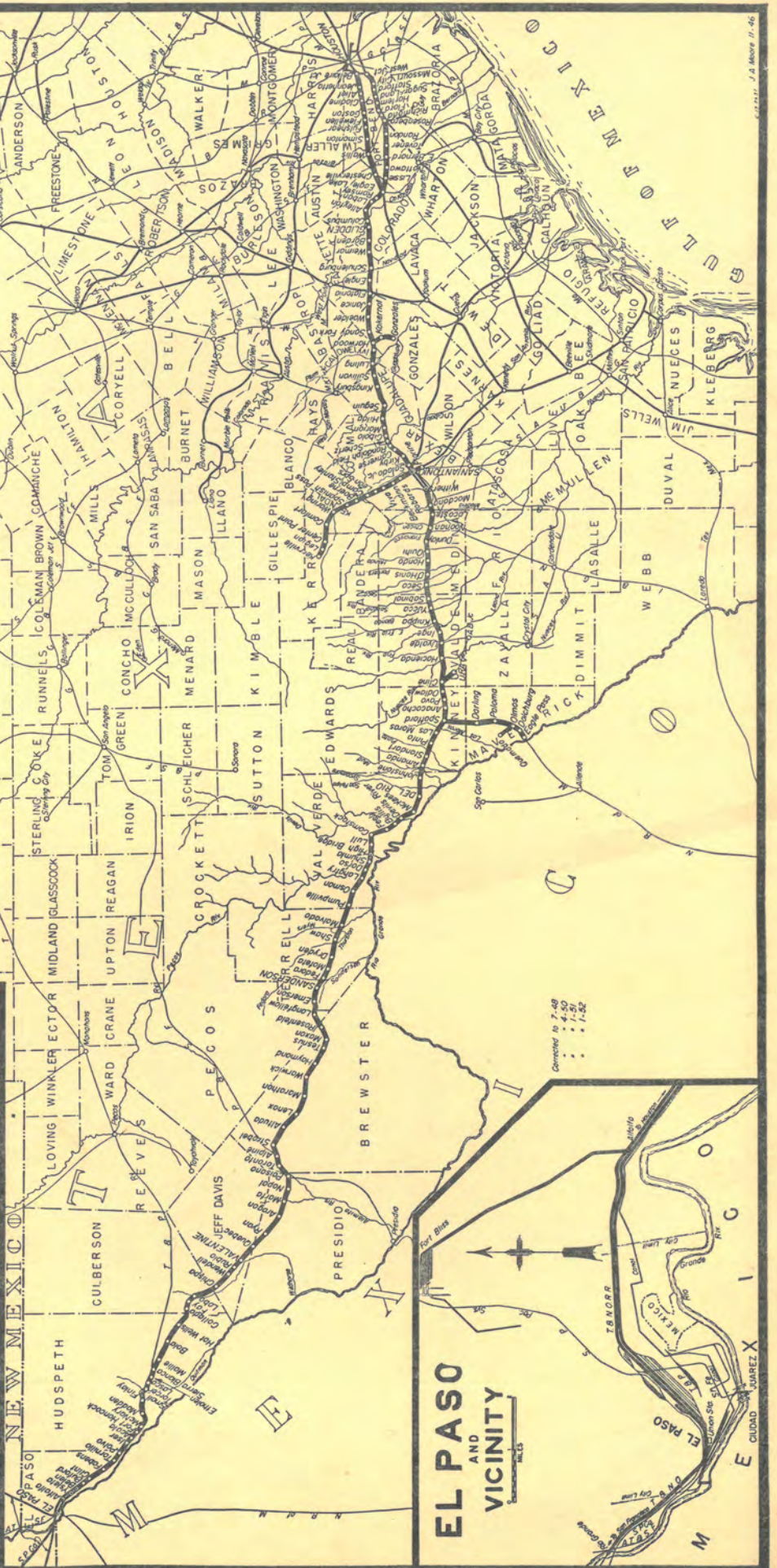
## SAN ANTONIO AND VICINITY

0 1 2 3 4 5  
MILES



## EL PASO AND VICINITY

0 1 2 3 4 5  
MILES



Corrected to 7-28  
 • 1-21  
 • 1-22