

**Southern Pacific Lines
System Employee Timetables
1942**



David M. Bernstein

Table of Contents

Introduction	4
Southern Pacific Company Ownership Chart	5
Southern Pacific Transportation System Companies and Mileage	6
Southern Pacific Lines Division Headquarters and Train Dispatching Offices	7
Train Order Offices 1942	8
Southern Pacific Employee Timetable Format	19
Timetable and Train Order Operation in 1942	20
Other Methods of Operation in 1942	45
Southern Pacific Lines Block and Interlocking Signals 1942	50
Southern Pacific Lines Signs 1942	51
St. Louis Southwestern Railway Block and Interlocking Signals 1942	52
Centralized Traffic Control, Positive Block, Double Track and Automatic Train Stop Locations 1942	53
Flag Protection	55
Railroading During World War II	56
Southern Pacific System Lines and Branches March 1942 (with employee timetable index)	59
Lafayette Division Timetable No. 90 • March 8, 1942	72
Houston Division Timetable No. 17 • March 8, 1942	84
Dallas and Austin Divisions Timetable No. 34 • October 12, 1941 (remained in effect March 1942).....	98
Victoria Division Timetable No. 65 • March 8, 1942	114
San Antonio Division Timetable No. 173 • March 8, 1942	128
Rio Grande Division Timetable No. 28 • March 8, 1942	144
Tucson Division Timetable No. 113 • March 8, 1942	160
Los Angeles Division Timetable No. 178 • March 8, 1942	176
San Joaquin Division Timetable No. 149 • March 8, 1942	196
Coast Division Timetable No. 149 • March 8, 1942	212
Western Division Timetable No. 235 • October 12, 1941	236
Sacramento Division Timetable No. 165 • March 8, 1942	260
Salt Lake Division Timetable No. 56 • March 8, 1942	276
Shasta Division Timetable No. 49 • September 28, 1941 (remained in effect March 1942).....	292
Portland Division Timetable No. 135 • September 28, 1941 (remained in effect March 1942)	305
Inter-California Railway Company Timetable No. 41 • December 12, 1942	325

Table of Contents (continued)

San Diego & Arizona Eastern Railway Co. / Tijuana & Tecate Railway Co. Timetable No. 76 • August 5, 1940	329
Visalia Electric Railroad Company Timetable No. 37 • April 14, 1935 (remained in effect March 1942)	334
Northwestern Pacific Railroad Timetable No. 20 • November 23, 1941 (remained in effect March 1942)	338
Petaluma & Santa Rosa Railroad Timetable No. 39 • June 2, 1946	345
St. Louis Southwestern Railway Co. Northern Division Timetable No. 6 • March 22, 1942	348
St. Louis Southwestern Railway Co. Texas Division Timetable No. 6 • March 22, 1942	376
St. Louis Southwestern Railway Co. Special Instructions No. 5 • November 1, 1940 (remained in effect March 1942)	392
Southern Pacific Railroad Company of Mexico Sonora and Sinaloa Divisions Timetable No. 7 • June 17, 1940	412
Southern Pacific Lines Passenger Train List • March 1942	432
Northwestern Pacific Railroad Passenger Train List • March 1942	439
St. Louis Southwestern Railway Passenger Train List • March 1942	439
Southern Pacific Railroad of Mexico Train List • March 1942	441
Reference Sources and Author's Publications	442

Cover: Extra 4231 East (with rear end helper engine) at Walong, California. - *David M. Bernstein Collection*

Title page: Houston to Shreveport Train No. 130 at La Rosen, Louisiana. - *Harold K. Vollrath*



© 2019 by David M. Bernstein
 King Street Press
 440 Marble Creek Drive
 Fort Worth, TX 76131
<http://www.kingstreetpress.org>

ISBN 978-1-5323-9052-4

Design and layout by David M. Bernstein
 Printed in the United States of America by
 Steuben Press, Longmont, Colorado



Train Order Offices • 1942

Location	Div.	Code
California		
Ogilby	LOS	CX
Oil Junction	SJQ	JU
Ontario	LOS	UK
Orland	SAC	OD
Oroville	SAC	RV
Owenyo	SJQ	OW
Oxnard	LOS	RD
Pacific Grove	CST	CF
Palm Springs	LOS	W
Palmdale	SJQ	DA
Paso Robles	CST	PR
Patterson	WES	PN
Perez	SHA	DX
Petaluma	NWP	GR
Piru	LOS	RU
Pittsburg	WES	CW
Pixley	SJQ	PI
Placerville	SAC	CV
Pleasanton	WES	PA
Pollock	SHA	AK
Pomona	LOS	C
Port Chicago	WES	BP
Port Costa	WES	C
Porterville	SJQ	NI
Puente	LOS	V
Radium	WES	RM
Ravendale	SLK	
Red Bluff	SHA	RF

Location	Div.	Code
California		
Redding	SHA	RG
Redwood Junction	WES	RC
Reedley	SJQ	RH
Revena	SJQ	NA
Ripon	WES	RP
Riverdale	SJQ	RV
Roseville	SAC	YD
Sacramento	CST	H
Sacramento	SAC	H
Salinas	CST	NA
San Ardo	CST	FA
San Bernardino	LOS	SB
San Diego (8th Street)	SDA	KN
San Fernando	SJQ	FO
San Francisco	CST	S
San Jose	CST	SJ
San Jose	WES	SJ
San Leandro	WES	RD
San Lucas	CST	CN
San Luis Obispo	CST	BI
San Luis Obispo Hadley Tower	CST	
San Miguel	CST	CH
San Pedro (Front Street)	LOS	DN
San Rafael	NWP	A
San Ysidro	SDA	AU
Sanger	SJQ	GR
Santa Ana	LOS	SN

Location	Div.	Code
California		
Santa Barbara	CST	BR
	LOS	
Santa Clara	WES	SG
Santa Cruz	CST	D
Santa Margarita	CST	GR
Santa Paula	LOS	SP
Santa Rosa	NWP	CD
Santa Susana	LOS	
Saticoy	LOS	SY
Saugus	LOS	JN
Saugus	SJQ	JN
Sausalito	NWP	SA
Schellville	NWP	SH
Schellville	WES	SH
Scotia	NWP	CI
Searles	SJQ	SA
Serrano	CST	
Sims	SHA	CK
Soledad	CST	AD
South Fontana	LOS	DA
Stockton	WES	BR
Stratford	SJQ	SN
Strathmore	SJQ	MR
Suisun - Fairfield	WES	FD
Sunmaid Tower	SJQ	
Surf	CST	RF
Susanville	SLK	SV
Tangair	CST	NG

Location	Div.	Code
California		
Westwood	SLK	WD
Tehachapi	SJQ	KI
Thermal	LOS	HN
Tiburon	NWP	BU
Tipton	SJQ	ON
Tracy	WES	AC
Truckee	SAC	UK
Tulare Tower	SJQ	UR
Tule Lake	SHA	UK
Turlock	WES	RK
Ukiah	NWP	KU
Vacaville	WES	VI
Vallejo	WES	SO
Valley Spring	WES	JF
Ventura	LOS	H
Vincent	SJQ	VI
Walnut Creek	WES	WR
Walnut Grove	SAC	WG
Waterford	WES	OD
Watsonville Junction	CST	WJ
Weed	SHA	DK
Wendel	SLK	CR
West Oakland	WES	Q
Westley	WES	W
Westwood	SLK	WD
Wheatland	SAC	WA
Williams	SAC	MS
Willits	NWP	WI

Timetable and Train Order Operation in 1942

Superiority of Trains Summary (1942)				
Train	Authority	Movement	Opposing Trains	Same Direction
First Class	Timetable	Direction specified. by timetable schedule.	Clears superior first class trains. Superior to all other trains.	All second class, third class and extra trains must clear main track for following first class trains.
Second Class	Timetable	Direction specified. by timetable schedule.	Clears first class trains. Clears superior second class trains. Superior to third class and extra trains.	Must clear first class trains. May run ahead of other second class trains, third class trains and extra trains.
Third Class	Timetable	Direction specified. by timetable schedule.	Clears first class and second class trains. Clears superior third class trains. Superior to extra trains.	Must clear first class trains. May run ahead of second class trains, other third class trains and extra trains.
Extra	Train Order	Direction specified. by train order.	Inferior to regular trains. Clears first class, second class and third class trains. Governed by train orders against extra trains.	Must clear first class trains. May run ahead of second class, third class and extra trains.
Work Extra	Train Order	Both directions within limits specified by train order.	Clears times all first class, second class and third class trains are due unless otherwise specified by train order. Protects against regular trains unless otherwise provided by train order. Governed by train order against extra trains.	
A train is superior to another train by right, class or direction on single track. A train is superior to another train by right or class on double track. Right is conferred by train order; class and direction are conferred by timetable schedule. Right is superior to class or direction on single track. Right is superior to class on double track. The train dispatcher can make any train superior to another by granting right over other trains by issuing train orders.				
First class trains are superior to second class, third class, extra trains and work extras. Second class trains are superior to third class, extra trains and work extras. Third class trains are superior to extra trains and work extras.				
The timetable designates a superior direction. For example, if eastward trains are superior by direction, an eastward second class train is superior to a westward second class train. However eastward second class trains would be inferior to westward first class trains which are superior by class.				
Second class, third class, extras and work extras must clear schedule times of first class trains in both directions. Second class, third class, extras and work extras may not run ahead on schedule times of a first class train without train order authority.				
Second class, third class, and extra trains may pass and run ahead of each other. Sections of the same schedule may pass and run ahead of each other (they must exchange train orders, signals and train indicators).				
The superior train holds the main track when meeting or passing an inferior train unless provided otherwise by train order. For example if two second class trains meet the train operating in the superior direction holds the main track.				
Extra trains are governed by train orders against other extra trains and work extras. When two extra trains are directed to meet or pass, the train in the superior direction holds the main track unless directed otherwise by train order. When an extra train meets a work extra, the work extra takes siding unless otherwise directed by train order.				
A work extra is not necessarily a train performing work train service, it is any extra train authorized to operate in both directions within limits specified by train order.				
The superiority of trains does not apply where trains operate by signal indication (Centralized Traffic Control, Absolute-Permissive Block, Positive Block or Interlocking). Where authorized in the timetable, extra trains may operate without train order authority in double track territory with the current of traffic keeping on the right hand track in direction of travel.				

Timetable and Train Order Operation in 1942

Train Order Forms in 1942	
Form	Purpose
S-A	Fixing meeting points for opposing trains
B	Directing a train to pass or run ahead of another train
S-C	Giving right over an opposing train
D	Giving right over another train in the same direction
E	Time orders (run late on schedule or wait at specified stations)
S-E	Time orders (wait at specified stations for a train)
F	For sections
G	Extra trains
H	Work extras
S-H	Work extras
D-H	Work extras
J	Holding order (addressed to operators to hold train(s))
K	Annuling a schedule or section
L	Annuling a train order
S-M	Annuling part of a train order
D-M	Annuling part of a train order
S-P	Superseding a train order or part of a train order
D-P	Superseding a train order or part of a train order
Q	Notice of a new timetable or timetable supplement
D-R	Providing for a movement against the current of traffic
D-S	Providing for use of a section of double track as single track
V	Check of trains
W	Change of clearance or register requirements
<p>Train orders relating to track conditions and other purposes did not have a designated form in 1942.</p> <p>All train orders were copied on a common train order form.</p> <p>Forms of train orders can be combined with some restrictions.</p> <p>D prefix = double track only S prefix = single track only</p>	

8-41 200M Pads C. S. 2600

TRAIN ORDER No. 17 Nov 7, 1942

To C & E NO 303 and NO 353

At Skidmore X _____ Opr. _____ M.

Extra 828 East meet
NO 303 and NO 353
at Skidmore order to
NO 303 and NO 353 at
Skidmore

Repeated 3:26 AM 9 PM

Made Car Time 3:26 AM Train Opr.

Form S-A train order fixing a meet between an extra train with two regular trains. "Order to No 303 and No 353 at Skidmore" states theses trains are being restricted at the location the train order was issued and the operator will take precautions to ensure safety and the train order will not be delivered to No 303 or No 353 until these trains are stopped. A train order restricting the superiority of a train for an opposing movement was not sent to train at the point of restriction if it could be avoided.

Timetable and Train Order Operation in 1942

2-40 126M Pads C. S. 2600

TRAIN ORDER No. 48 Dec 24 1940

To C & E No 304 and Second 58

At Rosenberg STATION X Opr. M

*No 304 wait at
Hera until eight forty 840am
Harlem eight forty three 843am
for No 301 motor 1027
Second 58 Eng A 757 3438 wait
at Rosenberg until eight fifty five 855am
Hera nine one 901am for
No 301 motor 1027*

Repeated 827A M CCW

Made am Time 827a M Hard Opr.

Form S-E train order instructing No 304 and Second 58 to wait at specified locations for No 301. These times superseded times shown in the timetable schedule affording No 301 additional time to proceed against superior trains 304 and Second 58. No. 301 operated between Houston and San Antonio via Victoria using a gas-electric motor car, thus the designation "Motor 1027". No 304 and Second 58 were permitted to depart the stations specified before time shown in the train order if No 301 had arrived.

4-43 250m Pads C. S. 2600

TRAIN ORDER No. 56 NOV 26 1943 1944

To C & E EASTWARD TRAINS VIA WHITNEY

At ROSEVILLE STATION X Opr. M

ENGINE 2345 RUN EXTRA ERLE TO ROSEVILLE
MEET FIRST 496 AT WHEATLAND
SECOND 496 AT LINCOLN
AND HAS RIGHT OVER THIRD 496 AND EASTWARD EXTRA TRAINS
ERLE TO ROSEVILLE.
ORDER TO FIRST 496 AT WHEATLAND AND TO SECOND 496 AT
LINCOLN

Repeated 104P M AJL

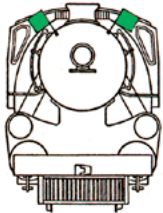
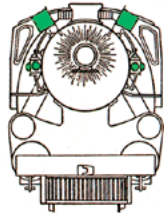
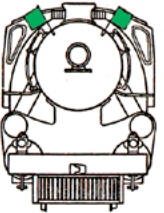
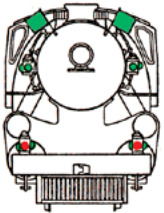
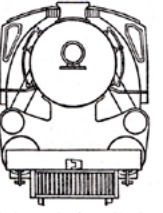
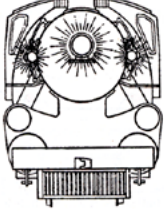
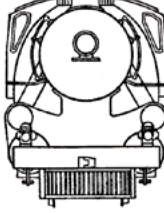
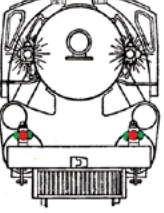
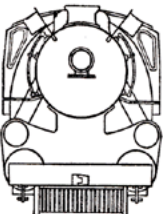
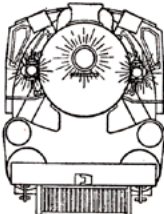
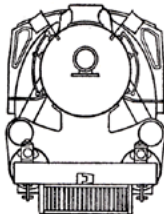
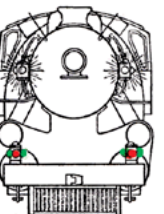
Made COM Time 104P M QUINONES Opr.







A single train order combining the following forms:

- Form G (*Engine 2345 run extra Erle to Roseville*)
- Form S-A (*meet First 496 at Wheatland Second 496 at Wheatland*)
- Form S-C (*has right over Third 496 and eastward extra trains Erle to Roseville*)

Extra 2345 West will proceed as directed against the regular trains specified regardless of their timetable schedules.

Timetable and Train Order Operation in 1942

 <p>Engine running forward by day displaying signals for following section</p>	 <p>Engine running forward by night displaying signals for following section</p>	 <p>Engine running backward by day without cars or at rear of train pushing cars displaying signals for following section</p>	 <p>Engine running backward by night without cars or at rear of train pushing cars displaying signals for following section</p>
 <p>Engine running forward by day as an extra train</p>	 <p>Engine running forward by night as an extra train</p>	 <p>Engine running backward by day as an extra train, without cars or at rear of train pushing cars</p>	 <p>Engine running backward by night as an extra train, without cars or at rear of train pushing cars</p>
 <p>Engine not equipped with train indicators running forward by day as an extra train</p>	 <p>Engine not equipped with train indicators running forward by night as an extra train</p>	 <p>Engine not equipped with train indicators running backward by day as an extra train without cars or at rear of train pushing cars</p>	 <p>Engine not equipped with train indicators running backward by night as an extra train without cars or at rear of train pushing cars</p>

Train Indicators	Locomotive Flags and Classification Lights
<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>No. 2</p> </div> <div style="text-align: center;">  <p>Second 27</p> </div> </div> <div style="display: flex; justify-content: space-around; margin-top: 10px;"> <div style="text-align: center;">  <p>First 4</p> </div> <div style="text-align: center;">  <p>Extra 4457 or Work Extra 4457</p> </div> </div>	<div style="display: flex; justify-content: space-around;"> <div style="text-align: center;">  <p>Green flag displayed by day indicates another section of a regular train follows. Green indicator light used at night.</p> </div> <div style="text-align: center;">  <p>White flag displayed by day on extra trains which are not equipped with train indicators. White indicator light used at night.</p> </div> </div>

0-41 200M Pad
C. S. 2600

401 JULY 11 1943

TRAIN ORDER No. 194

To C & E ENGS 4224 AND 4203

At SPARKS STATION

X Opr. **M.**

ENGS 4224 AND 4203 RUN AS FIRST AND SECOND 87
SPARKS TO SACRAMENTO

1-43 250m Pad
C. S. 2600

104 DEC 12 1943

TRAIN ORDER No. 194

To C & E ENG 2826

At ROSEVILLE STATION

X Opr. **M.**

ENG 2826 DISPLAY SIGNALS AND RUN AS SECOND 498
ROSEVILLE TO GERBER.

Regular trains not operating in sections did not display signals. If a schedule operated in sections, all displayed green signals for following sections except the last section which displayed no signals. Green signals were green flags during the day supplemented by green light indicators at night.

Extra trains did not display day signals unless the locomotive was not equipped with train indicators, in this case white flags were displayed. All extra trains displayed white light indicators at night.

Regular trains were authorized to assume their schedule by clearance. Sections were authorized by clearance and Form F train orders. If a regular train operated with a locomotive not equipped with train indicators, all trains were informed by train order (for example No 57 Eng ATSF 2258).



The third section of Train No. 250 en route Hearne from San Antonio is entering the Flatonia Subdivision from the San Antonio Subdivision at Flatonia, Texas. Locomotive 768 is displaying signals for at least one following section, with train indicator 3-250 partially obscured by green flags. This is the third section and the green flags indicated at least one additional section will follow. At night the green flags were supplemented by green indicator lights. Regular trains operating without sections displayed the train number in the indicators (250 for example) without flags or indicator lights. Extra trains were designated by letter X in the train indicators (X789 for example), supplemented by white signal lights at night. In 1942 white flags were displayed only by extra trains not equipped with train indicators. - *Philip R. Hastings photo courtesy of the California State Railroad Museum*

Timetable and Train Order Operation in 1942

EASTWARD										GUADALUPE SUBDIVISION										WESTWARD			13
Capacity of Sidings and stours in car lengths	SECOND CLASS		FIRST CLASS						Distance from San Francisco	Time Table No. 149 March 8, 1942		Distance from Santa Barbara	FIRST CLASS					THIRD CLASS					
	768	766	72		98	76	374	70					99	71	69	373	75	765	767	769			
	Freight	Freight	Passenger		Morning Daylight	Lark	C. M. E.	Coaster					Morning Daylight	Passenger	Coaster	C. M. W.	Lark	Freight	Freight	Freight			
	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
S. L. Obispo v.d. BRWOTYP	8.00 PM	1.20 PM	3.20 PM		1.07 PM	3.00 AM	2.40 AM	1.40 AM	252.1	TO-R SAN LUIS OBISPO		118.6	12.48 PM	3.00 PM	1.15 AM	1.20 AM	2.30 AM	10.15 AM	7.50 PM	3.35 AM			
IP	8.15	1.35	3.31		1.18	3.12	2.51	1.51	259.1	TO HADLEY TOWER		111.6	12.37	2.45	1.03	1.08	2.18	10.00	7.35	3.12			
125 P	8.25	1.45	3.39		1.25	3.20	2.59	1.59	264.2	TO GROVER		106.5	12.30	2.36	12.55	1.00	2.10	9.48	7.23	2.59			
36 WP	8.28	1.48	3.47		1.27	3.23	3.02	2.08	265.9	TO OCEANO		104.8	12.28	2.34	12.53	12.58	2.08	9.45	7.20	2.48			
98 P	8.40	1.56	3.53		1.32	3.28	3.07	2.17	269.9	TO CALLENDER		100.8	12.23	2.25	12.47	12.53	2.02	9.36	7.12	2.40			
38 P	8.45	2.01	3.57		1.34	3.31	3.10	2.20	272.4	TO BROMELA		98.3	12.21	2.22	12.44	12.50	1.58	9.30	7.07	2.34			
Yard Limits 108 BKWP	10.00	2.17	4.12		1.38	3.37	3.16	2.25	276.5	TO-R GUADALUPE		94.2	12.17	2.17	12.38	12.44	1.52	9.20	6.58	2.25			

Rule 83:

“A train must not leave its initial station, or a junction, or an intermediate station where schedules originate or terminate, or pass from double or single track, until it has been ascertained whether all superior trains have arrived or left”.

The following methods could be employed to comply with Rule 83:

- Visually identify superior trains (this was before radio was available).
- Check the train register where provided
- Receive a Form V train order

The conductor of Extra 4410 East is on duty at San Luis Obispo at 4.00 a.m. Tuesday morning. Before departing it must be determined these trains and all sections have arrived:

No. 69	Coaster	due at 1.15 a.m.
No. 373	C. M. W.	due at 1.20 a.m.
No. 75	Lark	due 2.30 a.m.
No. 767	Freight	due 7.50 p.m.
No. 769	Freight	due 3.35 a.m.

Any westward extra trains which train orders provide right over Extra 4410 East to San Luis Obispo.

It must also be determined the following eastward first class trains have left:

No. 70	Coaster	due 1.40 a.m.
No. 374	C. M. E.	due 2.40 a.m.
No. 76	Lark	due 3.00 a.m.

No check is required against No. 768 because extra trains may run ahead of second class trains. For purposes of this example, a train order was also issued granting Extra 2966 West right over Extra 4410 East from East Santa Barbara to San Luis Obispo.

A train register is maintained at San Luis Obispo. Unless provided otherwise by timetable or train order all regular trains will register at register stations which are designated by letter R to the left of the station name. Extra trains register only at stations where they originate or terminate unless provided otherwise by timetable or train order.

A sample blank train register page appears on page 40. The information is entered by the conductor, or by the engineer if there is no conductor. At locations designated in the timetable trains may leave a register ticket with the operator who will enter the information in the train register.

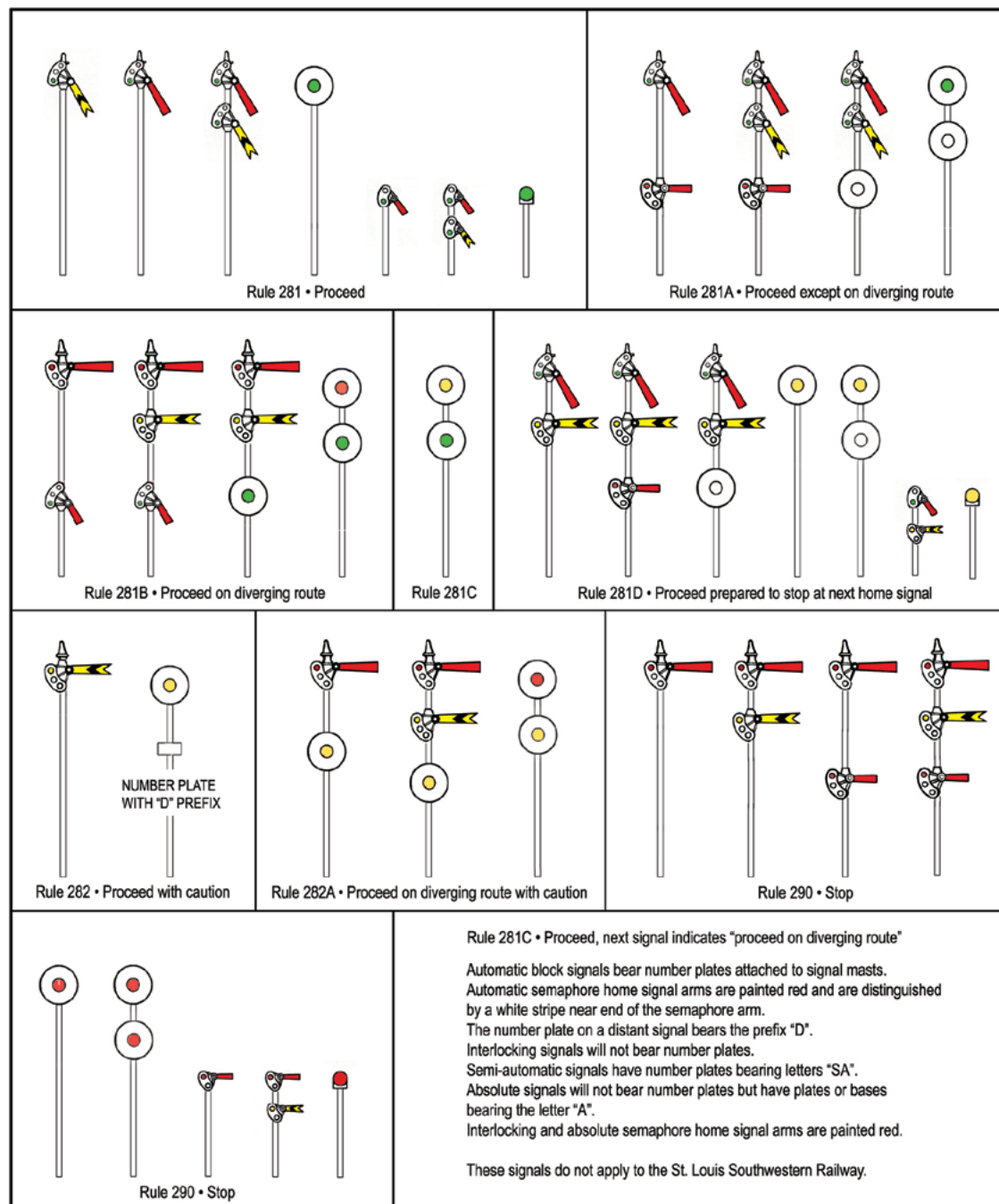
The conductor of Extra 4410 East will check the train register to determine if all superior trains have arrived and left. It is critical the “signals displayed” column is carefully checked to determine all sections of a regular train have arrived or left. The train register may be checked against extra trains only when directed by train order, for example:

Train Order No. 45

Extra 2966 West has right over Extra 4410 East Santa Barbara to San Luis Obispo
Extra 4410 East may check register at against Extra 2966 West at San Luis Obispo on order no. 45

Extra 2966 West will enter the number and date of the train order in the train register column labeled “Signals” and Extra 4410 East may check the register for evidence Extra 2966 West has arrived. The reason for requiring extra trains to register on a train order number is there may be more than one extra train registering using the same engine number. If Extra 2966 West had registered arriving San Luis Obispo at 10.05 p.m. and the same engine was then out making a turnaround to Guadalupe there would be a possibility of a collision between Extra 4410 East and Extra 2966 West unless these safeguards were taken.

Southern Pacific Lines Block and Interlocking Signals • 1942



Southern Pacific System Lines and Branches • March 1942					
Name	End Point	End Point	Miles	Notes	Book Pages
Los Angeles Division (continued)					
Ventura Subdivision	Los Angeles (Mission Jct.), CA	Santa Barbara, CA	102.6		177-178
	Burbank, CA	Chatsworth, CA	21.3	Burbank Branch	182
	Ventura Junction, CA	Ojai, CA	15.0	Ojai Branch	182
	Montalvo, CA	Saugus, CA	45.5	Santa Paula Branch	182
San Joaquin Division					
Fresno Subdivision	Fresno Yard, CA	Bakersfield, CA	111.1		197
	Sunmaid Tower (Fresno), CA	Famoso	102.8		200
	Fresno Tower, CA	Friant, CA	24.4	Clovis Branch	201
	Coalinga, CA	Armona, CA	39.1	Coalinga Branch	201
	Kern Junction (Bakersfield), CA	McKittrick, CA	47.0	McKittrick Branch	202
	Oil Junction (Bakersfield), CA	Oil City, CA	5.1	Oil City Branch	202
	Richgrove, CA	Jovista, CA	4.1	Richgrove Branch	200
	Ingle, CA	Goshen Junction, CA	64.6	Riverdale Branch	201
	Stratford, CA	Rossi, CA	7.6	Stratford Branch	201
	Porterville - Olive Street, CA	Success, CA	7.6	Success Branch	200
	Goshen Junction, CA	Exeter, CA	17.8	Visalia Branch	201
Mojave Subdivision	Mojave, CA	Burbank Junction, CA	90.9		199
	Benton, CA	Keeler, CA	101.2	Keeler Branch (narrow gauge)	202
	Mojave, CA	Owenyo, CA	143.5	Owenyo Branch	203
Tehachapi Subdivision	Bakersfield, CA	Mojave, CA	67.8		198
	Magunden (Bakersfield), CA	Arvin, CA	16.5	Arvin Branch	202
Coast Division					
Guadalupe Subdivision	San Luis Obispo, CA	Santa Barbara, CA	118.6		224
	Surf, CA	White Hills, CA	14.0	Lompoc - White Hills Branch	225
Salinas Subdivision	Watsonville Junction, CA	King City, CA	63.3		221 - 222
	Castroville, CA	Lake Majella, CA	19.6	Monterey Branch	221
	Spreckles Junction, CA	Spreckles, CA	2.5	Spreckles Branch	221

SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS AND AUSTIN DIVISIONS

34

To Take Effect Sunday, October 12, 1941, at 12:01 A. M.

CENTRAL STANDARD TIME

For the government and information of employees only.

A. D. MIMS,
Vice President and General Manager

B. S. HOLLIMON,
Assistant General Manager

O. C. CASTLE,
Superintendent of Transportation

SPECIAL INSTRUCTIONS

GENERAL

- Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.
- A train may arrive at a station in advance of its schedule arriving time.
- When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and if necessary to avoid accident, STOP.
- Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
- Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.
- Rule 10 (H), revised: A metal signal painted solid green on front and back will be used to mark limit of restriction in lieu of the green metal signal with white border as prescribed in second paragraph of Rule 10 (H).
- Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling motor-car repairmen, water-service repairmen, operators of roadway machines, and any employees who operate motor cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating motor cars and roadway machines.
- On a passenger train when approaching a station where engines are to be changed, or train is to be switched, trainman will open steam valve on rear of train one mile or more in advance, and sound Communicating Signal 16 (m). Before opening the valve, trainman must look forward on each side of train to observe whether employees or other pedestrians are walking along the track, who might be scalded by the discharge of steam, and consideration must be given to selecting a location for this operation where there is the least possibility of danger to employees, or pedestrians, or damage to property. Steam must not be blown from train line approaching or passing over street or highway crossings. (Exceptions: On trains 13, 14, 15 and 16 trainman will sound Communicating Signal 16 (m) in vicinity of Forest Avenue approaching Dallas and in vicinity of Eureka approaching Houston, but need not open the steam valve at rear of train. If Signal 16 (m) is not sounded, enginemen will shut off steam heat at above locations).
- At stations where there are two or more sidings, eastward trains must take most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order or special instructions, or the movement made under flag protection.

LOCAL
ALL SUBDIVISIONS

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

BETWEEN	Cars	Class Engine	
		Freight	Passenger
Denison and Ennis.....	210,000	F-1	P-13-14
Fort Worth and Ennis.....	210,000	F-1	P-13-14
Ennis and Hearne.....	210,000	F-1	P-13-14
Hearne and Houston.....	210,000	F-1	P-13-14
Ennis and Paris.....	210,000	C-8-9	T-28
Bremond and Marlin.....	210,000	C-8-9	T-28
Marlin and Waco.....	210,000	M-10	P-5
Yoakum and Hearne.....	210,000	F-1	P-13-14
Giddings and Waco.....	210,000	C-8-9	P-6
Hempstead and Austin.....	210,000	MK-5	P-6
Austin and Fairland.....	210,000	C-8-9	T-28
Fairland and Llano.....	169,000	C-24	E-23
Fairland and Marble Falls.....	169,000	C-24	E-23
Burnet and Lampasas.....	169,000	C-24	E-23

- Limits of sidings at stations named are as follows:

Sherman	—East switch to first cross-over switch west.
Ferris	—West siding, from west switch to cross-over switch.
Waxahachie	—East switch to cross-over switch.
Hockley	—West switch to cross-over switch.
Cypress	—East switch to cross-over switch.

- Engines 650, 651 and 652 are equipped with air-siren whistle in addition to steam whistle, and when used on trains Nos. 13, 14, 15 and 16, the siren will be used to sound signals as prescribed by Rules 14(l) and 14(p); all other whistle signals to be sounded with steam whistle. This does not prohibit the use of steam whistle to sound signals as prescribed by Rule 14(l) or 14(p) if, and when, in the judgment of the engineer, its use is necessary.

- Engines must not be operated over the live rail of any track scale.

- Freight trains must be inspected at each water stop. When conditions are favorable and, in the judgment of the conductor and engineer, it is safe to do so and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than indicated below:

Manifest Trains: 60 miles, except may run between McKinney and Ennis; Ennis and Groesbeck; Hearne and Hempstead; Navasota and Englewood.

Other Freight Trains: 50 miles, except may run between Sherman and Miller; McKinney and Ennis; Fort Worth and Ennis; Hempstead and Englewood; Hearne and Giddings.

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

- Spring Switches are located as follows:
- | | |
|----------------|--|
| Ennis | —Lead switch west end of yard. |
| Corsicana | —East switch of siding. |
| Bremond | —West switch of siding. |
| Bremond | —Inside switch, first crossover east of station building; normal position for movement eastward through siding. |
| Hearne | —Lead switch west end of yard. |
| 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. |

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

Trains and engines may trail through spring switches when normally set, but when a stop is made before the entire engine or cars have passed over the points, a reverse movement must not be made until switch has been set by hand. After trailing through a spring switch, a reverse movement must not be made until it is known that both points have moved to proper position as prescribed by Rule 104 (C). Running switches must not be made over spring switches and blow-off cocks, sanders, or injectors must not be operated and boosters must not be started, while engines are standing on or passing over such switches.

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

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

Signals	Location
2328—Ennis	—Spring switch, lead switch west end of yard.
2091—Corsicana	—Spring switch, east end of siding.
1432—Bremond	—Spring switch, west end of siding.
1208—Hearne	—Spring switch, lead switch west end of yard.
7—Freight Route between Boulevard Junction and Tower 26—	Spring switch, east end of double track.

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

(a) Austin	Ennis	Kaufman
Bremond	Flaton	Marlin
Bryan	Fort Worth	McKinney
(b) Burnet	Giddings	Sherman
Corsicana	(d) Hearne	(e) Waco
(c) Dallas	Hempstead	Waxahachie
Denison	Houston	Yoakum

- (a) Austin yard limit extends to yard-limit board east of Austin Junction on Austin Subdivision and to yard-limit board west of Austin Junction on Llano Subdivision.

- (b) Burnet yard limit extends to yard-limit board on Lampasas Subdivision and from yard-limit board one mile west of Burnet to yard-limit board one mile east of Burnet on Llano Subdivision.

- (c) Dallas yard limit extends from a point 3,100 feet west of Vickery (on old main track) to a point 1,000 feet east of east switch of siding at Miller, and from Forest Avenue to a point 1,000 feet west of Briggs.

- (d) Hearne yard limit extends to yard-limit board 4.7 miles west on Flaton Subdivision.

- (e) Waco yard limit extends to yard-limit board west of Texand on Cameron Subdivision.

- MK-5 and F-1 class engines must move with caution over turnouts and

inside tracks at Denison, Fort Worth, Ennis, Mexia, Hearne, Hempstead, Giddings, and on right-hand track at Butler, account No. 7 frogs.

- When practicable a trainman must ride on rear platform of train while passing over the following bridges and watch for fires on or about these structures:

Fort Worth Subdivision:

28.31 and 28.94, east of Britton.

Paris Subdivision:

12.42 and 14.55, Trinity River Bottom, east of Rosser.

25.27, Kings Creek, east of Kaufman.

42.47, Kings Creek, west of Terrell.

52.32, Sabine River, west of Hetty.

58.26 to 58.76, Caddo River Bottom, west of Quinlan.

110.45 and 110.77, North Sulphur River Bottom, west of Enloe.

112.93, Honey Creek, east of Howland.

119.76, Aude Creek, west of Atlas.

Waco Subdivision:

4.86, Little Brazos River, east of Reagan.

13.54 and 14.46, Big Creek, east of Marlin.

Flaton Subdivision:

50.86, Colorado River, east of West Point.

Cameron Subdivision:

114.00, Little River, west of Cameron.

Llano Subdivision:

78.52, Colorado River, east of Kingsland.

(See Pages 11, 12, 13 and 14 for additional instructions, information and speed restrictions applicable to all subdivisions).

DENISON SUBDIVISION

- First-class trains operate between Denison and Tower 93 via M-K-T R. R. and will be governed by M-K-T current time-table while on their tracks.

- Eastward first-class trains must obtain clearance at Denison authorizing movement from Tower 93.

- St. L., S. F. & T. westward trains, except first-class trains, may register at Denison by register ticket, Form 2642.

- Trains and engines will move within yard limits, Denison, expecting to find the main track occupied, and will not exceed 10 miles per hour between St. L., S. F. & T. connection and Tower 93.

- Automatic Block System, North Sherman Junction—

Trains entering T. & N. O. main track from St. L., S. F. & T. yard will observe indication of Signals 3303 and 3304. When these signals indicate block unoccupied switch may be operated, after which Signal 3301 should indicate PROCEED. When Signals 3303 and 3304 indicate block occupied, switch may be used only under flag protection. Overlap post governing eastward trains is located 2,640 feet west of Signal 3314 and overlap post governing westward trains is located 2,475 feet east of Signal 3299. Signals at North Sherman Junction should change to PROCEED when rear of an eastward train passes Signal 3299.

- North Sherman Junction is a train-order office only for trains that originate there, and a register station only for trains that originate or terminate there.

- Sherman (Tower 16) is a register station only for trains that originate or terminate there.

- Schedule time and train orders for Nos. 75 and 76 at Sherman apply at passenger station.

- St. L. S. W. trains and engines operate on main track, Sherman, between east wye switch and passenger station under provisions of Rule 93. Main-track movements approaching and between east wye switch and passenger station must be made expecting to find the main track occupied.

- Gate protecting crossing of St. L. S. W. and St. L., S. F. & T., Sherman, must, when crossing is not in use, be left across St. L. S. W. main track. Trains or engines should not occupy crossing when a train or engine is approaching on intersecting track.

- Gate protecting St. L., S. F. & T. crossing on stem of T. & N. O. wye, Sherman, must, when crossing is not in use, be left across T. & N. O. track.

- Nos. 14, 16 and 18 must obtain clearance at Dallas (Union Station).

- Maximum speed for passenger trains to or from the direction of Dallas (Union Station) is 25 miles per hour through switch at west end of Trinity River Bridge, Belt Junction.

- F-1 class engines, coupled, must not exceed 30 miles per hour through Trinity River overhead steel bridge (260.18) west of Miller.

- The main track between Garrett and Ennis will be used jointly by trains of the Denison and Fort Worth Subdivisions, movement in accordance with Positive Block Signal indications. (See Page 14.)

- Nos. 13 and 14 may register at Ennis by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.

**ST. LOUIS SOUTHWESTERN RAILWAY LINES HOSPITAL TRUST
DISTRICT SURGEONS**

Texarkana, Arkansas, Dr. Wm. Hibbitts, Chief Surgeon, The St. Louis Southwestern Hospital. (Patients should register at the hospital before consulting any member of the staff, or any specialist in the city.)
Mt. Pleasant, Texas, Drs. T. S. Grissom and J. M. Ellis
Commerce, Texas, Drs. C. G. Allen, G. W. Holderness,
Greenville, Texas, L. T. Waller
Dallas, Texas, Drs. Joe Becton, Jr. and W. C. Morrow
North Ft. Worth, Texas, Drs. J. H. Dorman, Chas. F. Carter, Pathologist
Ft. Worth, Texas, Dr. Abe Grimes
Tyler, Texas, Drs. Jack Daly and Wm. S. Webb, Specialist
Lufkin, Texas, and T. M. Jeter
Corsicana, Texas, Drs. Clayton Shirley, L. R. Rhine,
Waco, Texas, and R. L. Page, Specialist
H. U. Woolsey, Specialist and F. F. Kirby, Urologist

Local Surgeons (Treat Injury Cases Only)

Naples, Texas, Dr. Wm. Smith
Winfield, Texas, Dr. F. O. Taylor
Mt. Vernon, Texas, Dr. Z. C. Fuqua
Weaver, Texas, Dr. W. W. Manning
Sulphur Springs, Texas, Dr. Earl Stirling
Nevada, Texas, Dr. T. A. Summers
Piano, Texas, Dr. S. B. Wyatt
Grapevine, Texas, Dr. J. A. Allison
Hodge, Texas, Dr. Jerrell Bennett
Dallas, Texas, Drs. Elbert and Hudson Dunlap, Albert
D'Errico, S. E. Milliken, R. S. Yancey, E. H. Cary
and Maxwell Thomas, Eye, Ear, Nose and Throat
Carrollton, Texas, Dr. H. H. Whitsey
Ft. Worth, Texas, Drs. Alden Coffey, M. E. Tadlock
Porter Brown and Chas. E. Ball, Specialist
Wolfe City, Texas, Dr. S. B. Cooper
Bailey, Texas, Dr. C. C. Adair
Randolph, Texas, Dr. T. B. Stephens
Whitewright, Texas, Dr. Geo. K. Stephens
Tom Bean, Texas, Dr. A. R. Littrell
Sherman, Texas, Dr. A. M. McElhannon
Pittsburg, Texas, Dr. J. K. Bates
Bottle, Texas, Dr. Geo. A. Taylor
Gilmer, Texas, Drs. H. M. and Madison Ragland, J. G. Daniels
Big Sandy, Texas, Dr. P. D. Reynolds
Winona, Texas, Dr. J. C. Smith
Flint, Texas, Dr. G. M. Walker
Jacksonville, Texas, Drs. Travis & Travis
Dialville, Texas, Dr. J. W. Moore
Rusk, Texas, Dr. T. H. Cobble
Forest, Texas, Dr. J. P. Ramsey
Wells, Texas, Dr. J. L. DuBose
Lufkin, Texas, Dr. T. A. Taylor
Chandler, Texas, Drs. C. F. Moon and J. F. Haugh
Brownshoro, Texas, Dr. A. C. Horton
Athens, Texas, Dr. E. H. Hodge
Mahankoff, Texas, Dr. P. T. Killman
Trinidad, Texas, Dr. J. P. Searis
Kerens, Texas, Drs. J. C. Blair, David B. Currie, E. K. Rowe
Corsicana, Texas, Drs. L. E. Kelton, Jr., and E. P. Norwood, Specialist
Pardon, Texas, Dr. W. R. Russell
Dawson, Texas, Dr. A. B. Wortham
Hubbard, Texas, Dr. Livingston Barnes
Mt. Calm, Texas, Dr. T. M. Morris
Waco, Texas, Drs. W. J. Woolsey, Eye, Ear & Nose Specialist,
and S. C. Spencer
McGregor, Texas, Dr. T. J. Edwards
Gatesville, Texas, Dr. T. M. Hall

DENTISTS

(Examination of teeth, advice, cleaning, treatments
and extractions only)

Texarkana, Dr. A. H. A. Jones (Col.)
Tyler, Texas, Drs. A. L. DeWitt; J. E. Warren (Col.)
Waco, Texas, E. L. Francis (Col.)
Commerce, Texas, Drs. Davis Sallee; W. G. Sorelle (Col.)
Lufkin, Texas, Dr. Claud Smith
Ft. Worth, Texas, Dr. B. L. Mann
Dallas, Texas, Dr. R. F. Calkins
Dr. H. R. Beachum

L. E. HOFFMAN, Inspector of Operation, Tyler, Texas
E. RHONE, Assistant Superintendent, Tyler, Texas
District—Tyler to Texarkana, Mt. Pleasant to Dallas, Ft. Worth
and Sherman.
R. D. ALLEN, Assistant Superintendent, Tyler, Texas
District—Tyler to Gatesville and Lufkin, including Tyler Yard.
C. J. CRAIG, Assistant Superintendent, Texarkana, Texas
District—Texarkana Yard to Redwater.
E. F. HARALSON, Road Foreman of Engines, Tyler, Texas
R. S. WHAM, Road Foreman of Engines, Tyler, Texas
W. S. PRESTRIDGE, Chief Train Dispatcher, Tyler, Texas
J. B. GASSAWAY, Night Chief Dispatcher, Tyler, Texas
H. B. BROWN, Asst. Chief Dispatcher, Tyler, Texas

Train Dispatchers, Tyler, Texas

B. B. CORBAN E. M. GRAYBILL C. L. ELLIS
C. E. PRESTRIDGE G. J. SATTERFIELD H. T. COPE
J. C. THARPE G. G. MCGEE R. A. REYNOLDS

BERRYMAN HENWOOD, Trustee

**St. Louis Southwestern
Railway Company
OF TEXAS, Debtor**

**TEXAS DIVISION
TIME TABLE No.**

6

Effective 12:01 A. M.

SUNDAY, MARCH 22, 1942

**Supersedes previous time table and all rules in
conflict with those herein.**

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

**The Railway Reserves the Right to Vary Therefrom
as Circumstances May Require**

CENTRAL STANDARD TIME

F. W. GREEN, Chief Operating Officer,
St. Louis, Mo.

K. M. POST, General Superintendent,
Tyler, Texas.

G. B. MATTHEWS, Superintendent Transportation,
Tyler, Texas.

W. G. HAZLEWOOD, Superintendent,
Tyler, Texas.

Employees in Train, Engine, Yard and Telegraph Service must have a copy of Special Instructions No. 5, effective 12:01 a. m. November 1, 1940, in their possession, with copy of current Time Table while on duty.

10 SOUTHWARD			FORT WORTH SUB-DIVISION										NORTHWARD		
Third Class	SECOND CLASS		Capacity of Tracks, in Cars		Distance from Birds Point	TIME TABLE No. 6				Station Numbers	Tele-graph Calls	Fuel, Water, Wyos, etc.	Second Class	THIRD CLASS	
	23 Mixed Daily Except Monday	17 Fast Freight Daily	43 Blue-Streak Daily	Sidings	Others	EFFECTIVE March 22, 1942 STATIONS							18 Fast Freight Daily	42 Freight Daily	24 Mixed Daily Except Sunday
L 12.40 AM	L 4.45 AM	L 8.19 PM	42	98	598.34	N.....	ADDISON.....	C 598	NO	Y	A 8.19 PM	A 4.50 PM	A 11.30 PM		
*12.55	4.55	8.30	44	99	608.20	DN.....	CARROLLTON.....	C 603	HF	W	8.11	4.41	*11.20		
f 1.10	5.05	8.40	67	15	608.93	M.K.T.	Crossing	C 609			8.02	4.32	*10.52		
* 1.28	5.15	8.47	57	32	613.40	ST.L.S.F.&T.	Crossing	C 614	VN		7.55	4.25	*10.42		
f 1.43				11	619.01	.....	COPPELL.....	C 619					*10.30	
f 1.50	5.35	9.01	56	15	622.31	.....	GRAPEVINE.....	C 622			7.42	4.12	*10.22	
2.00	5.45	9.10	47		627.73	.....	BRANSFORD.....	C 623			7.34	4.04	10.10	
A 2.05 AM	A 6.00 AM	A 9.15 PM		Yard	630.20	DN.....	HODGE.....	C 630	HG	WOYX	L 7.30 PM	L 4.00 PM	L 10.00 PM		
					632.15	.....	TOWER.....	C 633						
					632.76	.....	F.W.D.C.&R.R. Crossings							
					634.41	.....	Ft.W.B.-G.O.&S.F. Crossings							
					634.94	.....	0.61							
						.....	0.61							
						.....	1.05							
						.....	0.43							
						.....	5th STREET STATION.....	C 635						
						.....	(Fort Worth)							
Daily Except Monday	Daily	Daily					36.50				Daily	Daily	Daily Except Sunday		
23	17	43									18	42	24		

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class

Crews arriving Addison on No. 42 from Fort Worth Sub-division will assume No. 42's schedule on Dallas Sub-division; crews arriving Addison on No. 24 from Fort Worth Sub-division will assume No. 24's schedule on Dallas Sub-division; crews arriving Addison on No. 23 from Dallas Sub-division will assume No. 23's schedule on Fort Worth Sub-division; crews arriving Addison on No. 17 from Dallas Sub-division will assume No. 17's schedule on Fort Worth Sub-division;

Crews on above schedules will retain all train orders and leave Addison without obtaining a clearance (Form 3143) when train order signal displays proceed indication. These schedules may be assumed in this manner only or as authorized by train order.

St. L. S. W. Ry. of Texas employees using joint track between Tower and Hampton will be governed by rules and time table of the F.W.&D.C.R.R.

All trains and engines will move at restricted speed between Western and North Ft. Worth, expecting to find Yard Engines on main track. F. W. & D. C. R. R. Yard Engines and St. L. S. F. & T. R. R. Yard Engines and Trains use Ft. Worth Sub-Division main track between Tower and North Ft. Worth.

No switch locks on switches between Tower and Ft. Worth Freight Yard.

Western, Hodge, North Ft. Worth and Ft. Worth comprise one yard.

Switch at North leg of wye at Addison will be set for Dallas Sub-Division. Switch Lights and Switch Target will indicate GREEN in this position.

Through freight trains will fill out at Addison.

Nos. 23 and 24 will handle passengers, mail, baggage and express between Hodge and Addison.

RAILROAD CROSSINGS AT GRADE

St. L. S. F. & T. R. R. } M.P. C603.21 (Interlocked)
M. K. T. R. R. of Texas. }
T. & P. Ry. } M.P. C627.73 (Interlocked)
Ft. W. & D. C. R. R. } M.P. C632.08 (Interlocked)
C. R. I. & G. R. R. } M.P. C632.14 (Interlocked)
F. & W. B. R. R. } M.P. C632.15 (Interlocked)
G. C. & S. F. R. R. } M.P. C632.20 (Interlocked)

LIST OF TRACKS THAT MAY BE USED BY
670 AND 800 CLASS ENGINES

Carrollton _____ Siding
Coppell _____ Siding
Grapevine _____ 1590 ft. North End of Siding
Smithfield _____ Siding
Hodge _____ { Wye Tracks
 { Roundhouse Lead
 { Yard Tracks Nos. 1, 2 and 3

BUSINESS TRACKS NOT SHOWN ON TIME
TABLE AS STATIONS

Ord _____ M.P. C604.43 16 Cars

See Special Instructions No. 5 for instructions pertaining to operation Automatic Interlocking Plant at Western M.P. C627.73.

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class

Crews arriving Addison on No. 42 from Fort Worth Sub-division will assume No. 42's schedule on Dallas Sub-division;
crews arriving Addison on No. 24 from Fort Worth Sub-division will assume No. 24's schedule on Dallas Sub-division;
crews arriving Addison on No. 23 from Dallas Sub-division will assume No. 23's schedule on Fort Worth Sub-division;
crews arriving Addison on No. 17 from Dallas Sub-division will assume No. 17's schedule on Fort Worth Sub-division;

Crews on above schedules will retain all train orders and leave Addison without obtaining a clearance (Form 3143) when train order signal displays proceed indication. These schedules may be assumed in this manner only or as authorized by train order.

St. L. S. W. Ry. of Texas employees using joint track between Tower and Hampton will be governed by rules and time table of the F.W.&D.C.R.R.

All trains and engines will move at restricted speed between Swestern and North Ft. Worth, expecting to find Yard Engines on main track. F. W. & D. C. R. R. Yard Engines and St. L. S. F. & T. R. R. Yard Engines and Trains use Ft. Worth Sub-Division main track between Tower and North Ft. Worth.

No switch locks on switches between Tower and Ft. Worth Freight Yard.

Swestern, Hodge, North Ft. Worth and Ft. Worth comprise one yard.

Switch at North leg of wye at Addison will be set for Dallas Sub-Division. Switch Lights and Switch Target will indicate GREEN in this position.

Through freight trains will fill out at Addison.

Nos. 23 and 24 will handle passengers, mail, baggage and express between Hodge and Addison.

RAILROAD CROSSINGS AT GRADE

St. L. S. F. & T. R. R. } M.P. C603.21 (Interlocked)
M. K. T. R. R. of Texas }
T. & P. Ry. } M.P. C627.73 (Interlocked)
Ft. W. & D. C. R. R. } M.P. C632.08 (Interlocked)
C. R. I. & G. R. R. } M.P. C632.14 (Interlocked)
F. & W. B. R. R. } M.P. C632.15 (Interlocked)
G. C. & S. F. R. R. } M.P. C632.20 (Interlocked)

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Ord _____ M.P. C604.43 16 Cars

See Special Instructions No. 5 for instructions
pertaining to operation Automatic Interlocking Plant
at Swestern M.P. C627.73.

LIST OF TRACKS THAT MAY BE USED BY

670 AND 800 CLASS ENGINES

Carrollton _____ Siding
Coppell _____ Siding
Grapevine _____ 1590 ft. North End of Siding
Smithfield _____ Siding
Hodge _____ { Wye Tracks
Roundhouse Lead
Yard Tracks Nos. 1, 2 and 3

Ferrocarril Sud-Pacífico de México
DIVISIONES DE SONORA Y SINALOA

HORARIO NUMERO 7



EN VIGOR DESDE LAS 0.h .01 DEL LUNES 17 DE JUNIO DE 1940



UNICAMENTE PARA EMPLEADOS

DESTRUYANSE TODOS LOS HORARIOS ANTERIORES
LEANSE CUIDADOSAMENTE MODIFICACIONES IMPORTANTES

TIEMPO DEL MERIDIANO 90°

J. A. SMALL
Vice-Presidente.

A. M. FERNANDEZ
Sub-Gerente General.

Número de las Estaciones	Distancia desde CARBO Kilóm.	Distancia desde NOGALES Kilóm.	RUMBO AL SUR				SUR Frente Al Cambio	Tiempo Mínimo entre Estaciones en Minutos	DISTRITO DE NOGALES HORARIO NUM. 7 Junio 17-1940 ESTACIONES	NORTE Frente Al Cambio	RUMBO AL NORTE				Capacidad de los Laderos	Aguas Balcas. No Ganado Registro Mesa Giratoria "Y"	Horas Oficinas Telefónicas en Días Hábiles
			Tercera Clase	Segunda Clase	Segunda Clase	Primera Clase					Primera Clase	Segunda Clase	Segunda Clase	Tercera Clase			
			42 Carga Martes Jueves Sábados	36 Autovía Lunes Miércoles Viernes	12 Mixto Martes Jueves Sábados	10 Pasajero Lunes Miércoles Viernes					9 Pasajero Martes Jueves Sábados	11 Mixto Lunes Miércoles Viernes	37 Autovía Martes Jueves Sábados	41 Carga Lunes Miércoles Viernes			
0	208.7	0.0	H. M. 6.30	H. M. 9.45	H. M. 17.20	H. M. 19.00			SALE DN NOGALES LLEGA		H. M. 12.50	H. M. 21.20	H. M. 17.20	H. M. 16.05			
5	203.5	5.2	6.48	9.53	17.28	19.03	-1.6%	6	LOMAS	7	12.39	21.08	17.10	16.33	105	Y	
10	198.6	10.1	7.12	10.05	17.40	19.20	-2.0	10	ENCINA	7	12.26	20.54	17.00	16.14	33		
19	189.3	19.4	7.41	10.21	17.57	19.38	0.0	15	D AGUA ZARCA CG	11	11.59	20.25	16.40	15.36	44	AG	8.30 a 12.30 14.30 a 18.00
	175.0	33.7					0.0	15	CIBOLA	16							
41	167.8	40.9	8.24	10.46	18.23	19.01	0.0	8	Sin ladero	9	11.28	19.52	16.12	14.46	70	AG	
48	160.8	47.9					0.0	8	CASITA	9	11.04	19.26	15.51	14.11	24		
55	153.9	54.8	8.53	11.05	18.43	19.20	0.0	8	QUIJANO (Segunda Cl)	9	11.04	19.26	15.51	14.11	24		
62	146.8	61.9					0.0	7	CUMERAL	9	10.42	19.03	15.27	13.20	9		
68	140.8	67.9	9.42	11.28	19.07	19.43	0.0	7	CERRO BLANCO (Segunda Cl)	8	10.42	19.03	15.27	13.20	9		
76	132.6	75.9	10.21	11.44	19.24	19.59	0.0	9	D IMURIS MU	10	10.21	18.40	14.39	12.45	20	ACGY	9.00 a 11.45 12.45 a 18.00
	129.6	79.2					0.0	4	PIERSON	5	10.21	18.40	14.39	12.45	20		
87	121.7	87.0	11.11	12.05	19.46	17.20	0.0	9	SAN IGNACIO (Sin ladero)	10	10.04	18.21	14.21	12.05	92	AG	9.00 a 13.00 14.00 a 18.00
	114.9	93.8					0.0	8	D MAGDALENA MD	9	10.04	18.21	14.21	12.05	92		
105	103.5	105.2	12.03	12.34	20.16	17.49	0.4	12	LORENZO (Sin ladero)	13	9.35	17.49	13.58	11.02	103	G	9.00 a 14.15 15.15 a 18.00
114	94.4	114.3	12.35	12.49	20.32	18.04	0.4	10	SANTA ANA SA	11	9.15	17.28	13.30	10.12	24		
129	80.2	128.5	13.20	13.09	20.53	18.24	0.4	15	GUTIERREZ	16	8.58	17.08	13.20	9.42	66	AG	8.30 a 11.30 12.45 a 17.45
144	65.0	143.7	13.59	13.28	21.13	18.43	0.4	16	D LLANO YA	17	8.38	16.46	13.02	9.07	20	G	8.15 a 11.15 12.45 a 17.45
153	55.3	153.4	14.25	13.41	21.27	18.56	0.0	11	D NORIA NI	12	8.25	16.31	12.49	8.35	33		
166	42.4	166.3	15.16	13.59	21.46	19.14	0.0	14	PUESTO	15	8.08	16.12	12.33	8.05	59	AG	
176	33.1	175.6	15.43	14.13	22.01	19.28	0.0	10	QUEROBABI	11	7.55	15.56	12.20	7.37	18	G	
189	19.8	188.9	16.10	14.34	22.23	19.40	0.0	14	CAMOU	15	7.38	15.36	12.00	7.05	22		6.45 a 10.00 11.45 a 16.30
209	0.0	208.7	16.55 H. M.	15.00 H. M.	22.50 H. M.	20.16 H. M.	0.0	21	D POZA PO DN CARBO SALE	22	7.16 H. M.	15.10 H. M.	11.36 H. M.	6.30 H. M.	Patío	ACGY	7.00 a 12.00 14.00 a 24.00
			42 Carga Martes Jueves Sábados	36 Autovía Lunes Miércoles Viernes	12 Mixto Martes Jueves Sábados	10 Pasajero Lunes Miércoles Viernes			HORARIO NUM. 7		9 Pasajero Martes Jueves Sábados	11 Mixto Lunes Miércoles Viernes	37 Autovía Martes Jueves Sábados	41 Carga Lunes Miércoles Viernes			
			5.15 20.03	5.15 39.74	5.39 37.95	5.15 39.71			Tiempo en el Distrito		5.35 37.38	6.10 33.81	5.45 36.30	10.25 20.03			
									Distancia Media Recorrida por Hora								

Dirección Superior "Al Norte"

Los trenes rumbo al Norte se aproximarán a Lomas con PRECAUCION.
Los trenes rumbo al Sur se aproximarán a Agua Zarca y Pierson con PRECAUCION.

Los trenes inferiores que tengan encuentros con Núms. 36 y 37 ocuparán la VIA PRINCIPAL, pero antes de hacerlo se protegerán conforme a la Regla 99 del Reglamento del Departamento de Explotación, y los Núms. 36 y 37 tomarán el ladero.

La velocidad máxima en la línea troncal que debe observarse para el movimiento de los autovías, clasificados como trenes de segunda clase Núms. 36 y 37, es como sigue:

50 [cincuenta] kilómetros por hora, en vía recta;

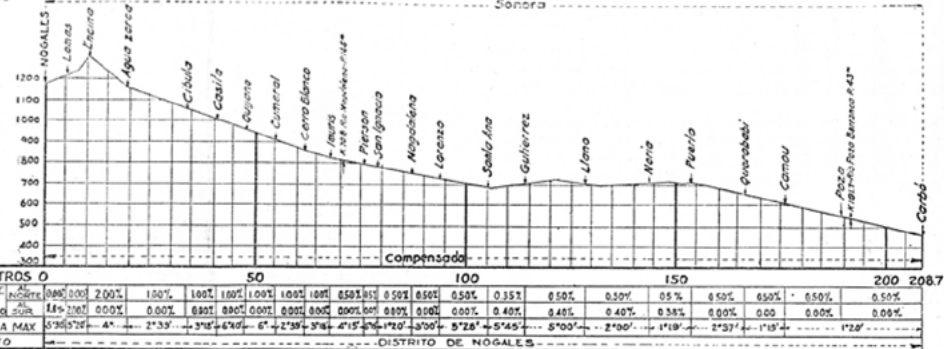
35 [treinta y cinco] kilómetros por hora, en curvas.

Se correrán los Núms. 41 y 42 cuando menos una vez por semana y podrán ser anulados estos itinerarios en los días en que no lo justifique el tráfico.

Espuelas y laderos entre estaciones:

Kilómetros	Capacidad en Carros	Conexión
25.5	4	Norte
88.0	6	Sur
207.1	2	Sur

Estado



Southern Pacific Lines Passenger Trains • March 1942					
No.	Name	Operates	Origin	Destination	Notes
1	Sunset Limited	Daily	Los Angeles, CA	New Orleans, LA	
2	Sunset Limited	Daily	New Orleans, LA	Los Angeles, CA	
3	Acadian	Daily	New Orleans, LA	Houston, TX	
3	Golden State Limited	Daily	Chicago, IL (C. R. I. & P.)	Los Angeles, CA	Chicago - Tucumcari via C. R. I. & P.
4	Golden State Limited	Daily	Los Angeles, CA	Chicago, IL (C. R. I. & P.)	Tucumcari - Chicago via C. R. I. & P.
5	Argonaut	Daily	New Orleans, LA	Los Angeles, CA	
6	Argonaut	Daily	Los Angeles, CA	New Orleans, LA	
7	Alamo	Daily	Houston, TX	San Antonio, TX	
8	Acadian	Daily	Houston, TX	New Orleans, LA	
8	Alamo	Daily	San Antonio, TX	Houston, TX	
9	Fast Mail	Daily	Sparks, NV	Oakland Pier, CA	
10	Passenger	Daily	Oakland Pier, CA	Sparks, NV	
12	Beaver	Daily	Oakland Pier, CA	Portland, OR	
13	Sunbeam	Daily	Houston, TX	Dallas, TX	
14	Sunbeam	Daily	Dallas, TX	Houston, TX	
15	Hustler	Daily	Houston, TX	Dallas, TX	
15	West Coast	Daily	Sacramento, CA	Portland, OR	Operates as No. 60 Sacramento - Los Angeles
16	Hustler	Daily	Dallas, TX	Houston, TX	
16	West Coast	Daily	Sacramento, CA	Portland, OR	Operates as No. 59 Los Angeles - Sacramento
17	Oregonian	Daily	Portland, OR	Oakland Pier, CA	
17	Owl	Daily	Houston, TX	Dallas, TX	
18	Owl	Daily	Dallas, TX	Houston, TX	
19	Klamath	Daily	Portland, OR	Oakland Pier, CA	
20	Klamath	Daily	Oakland Pier, CA	Portland, OR	
21	Pacific Limited	Daily	Chicago, IL (C.& N.W.)	Oakland Pier, CA	Chicago (C&NW) - Omaha, NE - (UP) - Ogden (SP)
22	Pacific Limited	Daily	Oakland Pier, CA	Chicago, IL (C.& N.W.)	Ogden - (UP) - Omaha, NE - (C&NW) - Chicago
23	Cascade	Daily	Portland, OR	Oakland Pier, CA	
24	Cascade	Daily	Oakland Pier, CA	Portland, OR	
25	Owl	Daily	Oakland Pier, CA	Los Angeles, CA	Operates via Tracy and Los Banos
25	Owl	Daily	Los Angeles, CA	Oakland Pier, CA	Operates via Los Banos and Tracy
25	Passenger	Daily	Shreveport, LA	Houston, TX	
26	Passenger	Daily	Houston, TX	Shreveport, LA	