

SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS AND AUSTIN DIVISIONS

11

To Take Effect Tuesday, March 1, 1938, at 12:01 A. M.

CENTRAL STANDARD TIME

For the government and information of employees only.

L. B. McDONALD,
Vice President and General Manager

A. D. MIMS,
Assistant General Manager

O. C. CASTLE,
Superintendent of Transportation

EASTWARD

DENISON SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, ways and telephones.	SECOND CLASS			FIRST CLASS					Distance From Denison	TIME TABLE No. 11		Distance From Houston	FIRST CLASS					SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	344	342		18	78	14	16	76		March 1, 1938			75	17	77	15	13	257	263		
	Freight	Freight		The Owl	Frisco Passenger 505	The Sunbeam	The Hustler	Frisco Passenger 507					Frisco Passenger 504	The Owl	Frisco Passenger 510	The Hustler	The Sunbeam	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		
Yard BEWOTP	12.50PM	2.00AM			7.35PM			4.40AM	0.0	TO-R DENISON	337.9	12.55AM		12.50PM			6.00AM	3.40PM	Continuous	Continuous	
Yard I	See No. 77				7.36			4.41	0.3	TOWER 93 { M-K-T CROSS.	337.6	12.54		12.49					Continuous	Continuous	
									0.5	{ M-K-T CROSS.	337.4										
Yard BPK	1.08	2.20			7.47			4.55	7.6	A. E. S. { TO NORTH SHERMAN JUNCTION	330.8	12.43		12.38			5.25	3.10	Continuous	Continuous	
Yard 37 BIWPT	1.30	2.45			7.50PM			5.00AM	9.1	TO-R TOWER 16 (T. & P. Cross.) SHERMAN	328.8	12.40AM		12.35PM			5.20	3.05	Continuous	Continuous	
50 P	1.50	3.05							18.3	TO HOWE	319.6						4.25	2.14	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
75 P	2.02	3.17							25.0	TO VAN ALSTYNE	312.9						4.10	2.02	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
48 P	2.14	3.30							30.3	TO ANNA	307.6						3.57	1.41	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
35 P	2.24	3.45							34.9	MELISSA	303.0						3.45	1.30			
Yd. 22 WP	2.41	4.00							41.6	TO MCKINNEY	296.3						3.27	1.05	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
48 P	3.01	4.25							49.4	ALLEN	288.5						3.07	12.40			
25 IP	3.16	4.45							55.5	PLANO											
48 P	3.28	5.00							60.7	TO TOWER 49 (St. L. S. W. Cross)	282.4						2.52	12.25	Continuous	Continuous	
P	3.40	5.13							65.0	RICHARDSON	277.2						2.37	12.10PM			
90 P	3.52	5.26							69.4	GIFFORD	272.9						2.27	11.58AM			
IP	4.10PM	5.40AM							73.9	RAWLINS	268.5						2.17	11.46			
P									65.0	TO TOWER 119 (T. & P. Cross.) T. & P. JUNCTION	264.0						2.07AM	11.35AM	Continuous	Continuous	
Yard IP									69.4	GIFFORD	273.0										
BKP					11.15PM		4.15PM	9.45AM		HILAND (Tower 35.) M-K-T CROSSING	268.5										
I										TO-R DALLAS (Union Sta)	265.1		6.55AM		3.30PM	8.45PM			6.30AM to 12.30AM	6.30AM to 12.30AM	
Yard									79.0	Tower 19 (G. C. & S. F. Cross)	263.4								Continuous	Continuous	
Yard IYP	Time at Dallas Union Station for information only. Tower 19 controls movement of trains between Forest Avenue and east limits of Dallas Union Terminal Company tracks, near G. C. & S. F. Crossing. See Dallas Union Terminal Company's Current time table for train movements through limits of Dallas Union Terminal. See Special Instructions Page 14, for movement between Miller and Forest Avenue and between T. & P. Junction and Belt Junction.								76.7	FOREST AVENUE	263.1	Time at Dallas Union Station for information only. Tower 19 controls movement of trains between Forest Avenue and east limits of Dallas Union Terminal Company tracks, near G. C. & S. F. Crossing. See Dallas Union Terminal Company's Current time table for train movements through limits of Dallas Union Terminal. See Special Instructions Page 14, for movement between Miller and Forest Avenue and between T. & P. Junction and Belt Junction.								Continuous	Continuous
Yd. 90 P									76.0	BELT JOT. (Tower 118)	261.2									Continuous	Continuous
Yard P									74.6	FOX	261.9										
IP									73.9	BRIGGS	263.3									Continuous	Continuous
Yard IPY								76.7	TO Tower 119 (T. & P. Cross.) T. & P. JUNCTION	264.0									Continuous	Continuous	
Yard 130 BEWOTP	6.45PM	6.35AM		11.28PM		4.27PM	9.57AM	79.1	BELT JOT. (Tower 118)	261.2											
33 P	6.55	7.00		11.33		4.32	10.03	83.6	MILLER	258.8			6.35AM		3.15PM	8.33PM	1.56AM	11.15AM			
72 P	7.04	7.10		11.38		4.36	10.09	87.9	HUTCHINS	254.3			6.30		3.09	8.28	1.47	11.01			
51 P	7.14	7.20		11.43		4.41	10.15	92.0	WILMER	250.0			6.25		3.04	8.24	1.39	10.50			
31	7.22	7.30		11.47		4.45	10.20	95.2	TO FERRIS	245.9			6.20		2.58	8.19	1.27	10.41	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed	
37 P	7.32	7.45		11.52		4.49	10.26	99.2	TRUMBULL	242.7			6.16		2.53	8.15	1.17	10.34			
34 P	7.45	8.05		11.58PM		4.54	10.33	104.2	TO PALMER	238.7			6.11		2.47	8.11	1.05	10.26	7.30AM to 11.59AM 1.00PM to 4.30PM	Closed	
Yard BEWOTYP	7.55PM	8.40AM		12.05AM		4.58PM	10.40AM	107.0	GARRETT	233.7			6.05		2.40	8.06	12.50	10.04			
										TO-R ENNIS	230.9		6.00AM		2.35PM	8.02PM	12.45AM	10.00AM	Continuous	Continuous	
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	344	342		18	78	14	16	76				75	17	77	15	13	257	263			

(7.05)
15.1(6.40)
16.0(0.50)
41.0(0.15)
36.4(0.43)
47.7(0.55)
37.2(0.20)
27.3...Time Over Subdivision...
...Average Speed per Hour...(0.15)
36.4(0.55)
37.2(0.15)
36.4(0.55)
37.2(0.43)
47.7(5.15)
20.4(5.40)
18.9

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear trains 13 and 14 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear trains 13 and 14 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes.

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 for movement from Tower 93. The main track between Ennis and Garrett is used jointly by trains of the Denison and Ft. Worth Subdivisions. All trains and engines will run with caution within yard limits, Denison, expecting to find main track occupied and will not exceed 10 miles per hour between St.L. & S.F. of T. connection and west Interlocking Home Signal. Nos. 15 and 16 stop on flag at Wilmer and Hutchins to receive or discharge revenue passengers.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS				FIRST CLASS				Distance From Ennis	TIME TABLE No. 11				Distance From Houston <th colspan="4">FIRST CLASS</th> <th colspan="4">SECOND CLASS</th> <th colspan="2">THIRD CLASS</th> <td colspan="2" rowspan="3">Train Order Office Hours and Hours of Signal Operators at Interlocking Stations</td>	FIRST CLASS				SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	54	344	342	258		14	16	18		17		15	13		343		263	257	53									
	Local Freight	Freight	Freight	Freight		The Sunbeam	The Hustler	The Owl		The Owl		The Hustler	The Sunbeam		Freight		Freight	Freight	Local Freight									
	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily		Arrive Daily		Arrive Daily	Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only							
	Yard BEWOTTP	6.00AM	9.45PM	11.30AM	3.00AM		5.00PM	10.45AM	12.15AM	0.0		TO-R ENNIS	230.9	s 5.50AM	s 2.30PM		8.00PM		4.30AM	8.10AM	4.45PM	11.20AM	Continuous	Continuous				
	80 P	6.10	9.57	11.45	3.12		5.06	10.53	12.24	5.6		ALMA	225.3	5.39	2.20		7.53		4.14	7.50	4.24	11.09						
	76 P	6.18	10.06	11.55AM	3.20		5.10	10.59	12.29	9.8		RICE	221.1	5.34	2.15		7.49		4.06	7.40	4.15	10.59						
	28 P	6.26	10.15	12.03PM	3.28			11.05	12.34	14.2		CARL	216.7	5.29	2.10				3.58	7.25	4.00	10.30						
	Yard 183 IWP	7.10	10.30	12.16	3.45 5.20		5.21	s11.17	s12.55	20.7		TO CORSICANA (St. L. S. W. Crossing)	210.2	s 5.20	s 2.00		7.37		3.45	7.10	3.35	10.10	Continuous	Continuous				
	86 P	7.30	10.43	12.29	5.45		5.28	11.25	1.04	27.0		ANGUS	203.9	5.05	1.49		7.30		3.27	6.50	3.04	9.51						
70 P	7.45	10.54	12.39	5.58		5.33	f11.32	1.11	32.5	RICHLAND	198.4	4.58	f 1.42	7.25		3.17	6.40	2.53	9.40									
80 P	7.55	11.03	12.47	6.05		5.37	11.37	1.16	36.9	CURRIE	194.0	4.53	1.37	7.21		3.09	6.30	2.42	9.30									
77 P	8.10	11.14	12.57	6.20		5.42	f11.45	f 1.23	42.4	TO WORTHAM	188.5	f 4.46	f 1.30	7.16		2.59	6.20	2.29	9.20	8.00AM to 11.59AM 12.59PM to 5.00PM	Closed							
80 P	8.15	11.18	1.02	6.25		5.44	11.48	1.26	44.4	GUDE	186.5	4.43	1.27	7.14		2.56	6.10	2.25	9.15									
92 P	9.00	11.29	1.20	6.40		5.49	s11.56	s 1.39	49.9	TO MEXIA	181.0	s 4.35	s 1.20	7.09		2.46	6.00	2.13	9.00	Continuous	Continuous							
86 WIP	9.15	11.32	1.26	6.44		5.51	11.59AM	1.42	51.3	Tower 63 (B. R. I. Cross.)	179.6	4.27	1.16	7.07		2.43	5.50	2.10	8.40	See Note								
40 P	9.30	11.44	1.38	6.59		5.56	12.06PM	1.49	57.1	SPRINGFIELD	173.8	4.21	1.09	7.02		2.33	5.35	1.59	8.30									
93 WP	10.00	11.53PM	1.50	7.09		6.00	s12.15	s 1.59	61.4	DOYLE	169.5	s 4.15	s 1.03	6.58		2.25	5.20	1.50	8.20	8.00AM to 5.00PM	Closed							
80 P	10.20	12.09AM	2.06	7.25		6.08	f12.26	f 2.10	69.6	TO GROESBEECK	161.3	f 3.59	f12.49	6.50		2.10	4.55	1.34	8.01	8.30AM to 4.30PM 8.00PM to 4.00AM	8.30AM to 4.30PM 8.00PM to 4.00AM							
90 P	10.40	12.25	2.22	7.41		6.16	f12.37	f 2.21	77.7	TO THORNTON	153.2	f 3.49	f12.37	6.42		1.45	4.30	1.18	7.41	8.00AM to 5.00PM	Closed							
91 P	10.50	12.34	2.47	7.53		6.21	12.44	2.28	82.5	KOSSE	148.4	3.43	12.27	6.37		1.36	4.15	1.07	7.15									
Yard 161 WYP	11.15	12.50	3.08	8.08		6.30	s12.52	s 2.45	88.2	DENNY	142.7	s 3.35	s12.20	6.30		1.25	4.05	12.52	7.00	12.20AM to 4.20PM	12.20AM to 4.20PM							
103 P	11.30	1.05	3.20	8.20		6.37	1.00	2.53	93.8	BREMOND	137.1	3.19	12.10PM	6.17		1.05	3.55	12.38	6.40									
94 P	11.59AM	1.19	3.40	8.36		6.46	s 1.12	s 3.05	102.3	HAMMOND	128.6	s 3.05	s11.59AM	6.09		12.50	3.40	12.23	6.20	12.30AM to 4.30PM	12.30AM to 8.30AM							
58 P	12.16PM	1.28	3.48	8.46		6.51	1.19	3.12	106.9	CALVERT	124.0	2.50	11.52	6.04		12.42	3.30	12.16	6.10									
Yard BEWOTTP	12.30PM	1.45AM	4.00PM	9.00AM		6.55PM	s 1.25PM	s 3.20AM	110.2	SEGER	120.7	2.45AM	11.47AM	6.00PM		12.35AM	3.20AM	12.10PM	6.00AM	Continuous	Continuous							
	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		(I.-G. N. Crossing)																		
	54	344	342	258		14	16	18		TO-R HEARNE																		
	(6.30) 16.4	(4.00) 27.5	(4.30) 24.5	(6.00) 18.4		(1.55) 57.5	(2.40) 41.3	(3.05) 35.7		Time Over Subdivision....	(3.05) 35.7	(2.43) 40.6	(2.00) 55.1			(3.55) 28.1	(4.50) 22.8	(4.35) 24.0	(5.20) 20.7									
										...Average Speed per Hour...																		

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear trains 13 and 14 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear trains 13 and 14 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes.

When Nos. 13 and 14 meet at Bremond, No. 13 take siding at first crossover east of depot.

Nos. 15 and 16 stop on flag at Hammond, Currie, Rice and Alma to receive or discharge revenue passengers. No. 18 will stop at any station to discharge passengers from points on Ft. Worth and Paris Subdivisions.

Note—Route through interlocking plant, Tower 63, will normally be set for through movement of T. & N. O. Trains, signals indicating proceed. An eastward train finding Signal 1802 in stop position will proceed to Interlocking Home Signal in accordance with Rule 509 and upon arrival at Interlocking Home Signal indicating stop will be governed by Rule 663. A westward train finding Interlocking Home Signal indicating stop will be governed by Rule 663. Overlap extends westward from Interlocking Home Signal to Signal 1802 and 2,640 feet eastward from Interlocking Home Signal 1795.

First Class trains must run with caution within yard limits, Hearne.

Bus to and from Waco will connect at Bremond with Nos. 15 and 16.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants turn tables, ways and tele phones.	SECOND CLASS				FIRST CLASS					Distance From Hearne	TIME TABLE No. 11		Distance From Houston	FIRST CLASS					SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations					
	342	344	240	242	14	42	16	18	46		STATIONS						15	43	13	17	45			257	343	239	
	Freight	Freight	Freight	Freight	The Sunbeam	Passenger	The Hustler	The Owl	Passenger								The Hustler	Passenger	The Sunbeam	The Owl	Passenger			Freight	Freight	Freight	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily								Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard BEWOITYP	4.30PM	2.50AM			6.55PM		1.30PM	3.25AM		0.0	Pt. Blk.	(I.-G.N. Crossing) TO-R HEARNE	120.7	s11.45AM		6.00PM	s 2.35AM				11.20AM	12.20AM		Continuous	Continuous		
Yard P									1.0	HEARNE JUNCTION		119.7	11.40			2.30											
67 P	4.42	3.02			7.02		1.38	3.34		5.9	Automatic Block System	SUTTON	114.8	11.35		5.53	2.24				10.59	11.55PM					
50 P	4.49	3.09					1.42	3.39	9.5	RUFINCH		111.2	11.31			2.19					10.52	11.47					
45 P	4.56	3.16			7.09		1.47	3.44		13.2	BENCHLEY	107.5	11.26		5.46	2.14				10.45	11.41						
Yard P							s 1.58	s 4.02		21.0	BRYAN	99.7	s11.15			s 2.02											
Yard 91 IP	5.14	3.33			7.19		2.00	4.04		21.8	Tower 36 I G.N. Cross.) BRYAN SIDING	98.9	11.11		5.36	1.54				10.30	11.25		Continuous	Continuous			
87 WIPY	5.32	3.41			7.23		s 2.09	s 4.15	25.8	COLLEGE STATION		94.9	s11.05		5.32	s 1.48				10.22	11.17		Continuous	Continuous			
80 P	5.48	3.53			7.29		2.18	4.23		32.0	TOWER 7 (I.-G.N. Cross.)	88.7	10.54		5.25	1.35				10.10	11.06						
49 P	6.05	4.08			7.37		2.29	4.33		40.2	WELLBORN	80.5	10.44		5.17	1.25				9.54	10.51						
56 P	6.15	4.16			7.41		2.35	4.38		44.6	MILICAN	76.1	10.38		5.13	1.19				9.45	10.43						
I										49.6	NELLEVA	71.1											Continuous	Continuous			
Yard TIPW							s 2.45	s 4.50		49.9	TOWER 9 (I.-G.N. Cross.) TO NAVASOTA (G.C. & S. F. Crossing)	70.8	s10.30			s 1.10							Continuous	Continuous			
Yard 64	6.32	4.29			7.49		2.46	4.51	50.4	NAVASOTA SIDING		70.3	10.27		5.06	1.01				9.30	10.32						
57 P	6.39	4.36			7.53		2.51	4.56		54.2	CHAILLE	66.5	10.22		5.02	12.56				9.22	10.26						
80 P	6.47	4.44			7.58		2.56	5.02		58.3	COURTNEY	62.4	10.17		4.58	12.51				9.10	10.19						
46 P	7.00	4.57					3.04	5.12		65.2	HOWTH	55.5	10.08			12.42				8.50	10.05						
Yard 158 PEWOYB	7.30	5.20	4.00AM		8.10	5.57PM	f 3.11	5.20	4.20AM	70.0	TO-R HEMPSTEAD	50.7	f10.02	s10.30AM	4.47	12.35	12.50AM			8.36	9.55	10.30PM	Continuous	Continuous			
58 P	7.45	5.30	4.15		8.15	6.06	3.17	5.26	4.27	74.6	PRAIRIE SIDING	46.1	9.55	10.17	4.41	12.28	12.44			8.21	9.45	10.18					
P						s 6.09			f 4.30	75.6	PRAIRIE VIEW	45.1		f10.14			f12.42										
45 P	7.55	5.40	4.25		8.19	f 6.16	3.23	5.34	f 4.37	79.7	WALLER	41.0	9.49	f10.07	4.37	12.22	f12.36			8.11	9.35	10.08	8.00AM to 12.30PM 1.30PM to 5.00PM	Closed			
72 P	8.05	5.50	4.35		8.23	f 6.24	3.29	5.41	f 4.46	85.0	TO HOCKLEY	35.7	9.43	f 9.59	4.33	12.16	f12.28			7.57	9.27	9.58					
91 WP	8.31	6.06	4.59		8.31	f 6.37	3.40	5.53	f 4.59	94.7	CYPRESS	26.0	9.33	f 9.45	4.25	12.05AM	f12.15			7.36	9.11	9.40					
79 P	8.58	6.20	5.15		8.37	f 6.47	3.48	6.02	5.10	102.2	SATSUMA	18.5	9.25	f 9.36	4.19	11.57PM	12.04AM			7.28	8.58	9.25					
80 P	9.10	6.32	5.27		8.42	f 6.55	3.55	6.09	f 5.20	108.1	FAIRBANKS	12.6	9.19	f 9.27	4.14	11.50	f11.56PM			7.05	8.42	9.10					
Yard YIP	9.23	6.45	5.40		8.49	7.07	4.03	6.17	5.30	115.0	TO EUREKA (Tower 13) M-K-T. Crossing	5.7	9.11	9.17	4.08	11.42	11.47			6.45	8.30	8.49	Continuous	Continuous			
Yard	9.33	6.53	5.47							118.0	BOULEVARD JOT.	2.7								6.37	8.23	8.43					
W Yd. BKP	Via Freight Route Boulevard Junction to Tower 26.				9.00PM	7.20PM	4.15PM	6.30AM	5.45AM	119.4	TO-R HOUSTON (Passenger Station)	1.3	9.00AM	9.05AM	4.00PM	11.30PM	11.35PM	Via Freight Route Tower 26 to Boulevard Junction				Continuous	Continuous				
Yard	9.33	6.53	5.47	11.59PM						118.0	BOULEVARD JOT.	2.7								6.37	8.23	8.43					
Yard 87	9.38	6.57	5.51	12.03AM						119.0	END OF DOUBLE TRACK	2.6								6.33	8.20	8.40					
Yard I	9.45	7.05	5.56	12.15						120.4	Tower 26 (T. & N.O. Cross.)	5.1								6.27	8.12	8.32	Continuous	Continuous			
Yard I										123.7	TOWER 68	8.4											Continuous	Continuous			
Yd. BKP	10.00PM	7.30AM	6.10AM	1.00AM						124.0	TO-R ENGLEWOOD	8.7								6.15AM	8.00PM	8.20PM	Continuous	Continuous			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	342	344	240	242	14	42	16	18	46				15	43	13	17	45	257	343	239							

...Time Over Subdivision...
...Average Speed per Hour...
 (5.30) 22.5 (4.40) 26.6 (2.10) 25.7 (1.01) 5.9 (2.05) 57.3 (1.23) 35.7 (2.45) 43.4 (3.05) 38.7 (1.25) 34.9
 Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear trains 13 and 14 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear trains 13 and 14 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes.

Second Class and inferior trains operating between Englewood and Eureka will move via Freight Route between Tower 26 and Boulevard Junction unless otherwise directed by train order. Schedule time and train orders at Eureka apply at crossover switch leading to double track. No. 242 must obtain clearance at Eureka authorizing movement from Boulevard Junction.

The main tracks between Tower 26 and Englewood will be used jointly by trains of the Hearne Subdivision and Houston Division. The main tracks between Eureka and Houston (Passenger Station) will be used jointly by trains of the Hearne Subdivision and San Antonio Division.

The main track between Hearne and Hearne Junction will be used jointly by trains of the Hearne and Flatonia Subdivisions. First class trains must run with caution within yard limits, Hearne.

Nos. 17 and 18 stop on flag at Prairie View and Hempstead to receive or discharge revenue passengers to or from Navasota and stations west of Navasota that are regular or flag stops.

No. 18 will stop at any station to discharge passengers from points on the Ft. Worth and Paris Subdivisions.

Nos. 15 and 16 stop on flag at Fairbanks, Cypress, Hockley, Waller and Prairie View to receive or discharge revenue passengers to or from stations west of Hempstead that are regular or flag stops; also stop on flag at Courtney, Millican, Wellborn and Benchley to receive or discharge revenue passengers.

EASTWARD										FORT WORTH SUBDIVISION										WESTWARD										5	
THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance From Garrett (Mile post location)	TIME TABLE No. 11 March 1, 1938		Distance From Houston	FIRST CLASS			SECOND CLASS			THIRD CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations									
		94 Local Freight		92 Freight	96 Freight		86 Passenger	82 Passenger			STATIONS		85 Passenger	83 Passenger		91 Freight	95 Freight		93 Local Freight		Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only									
Yard							10.20PM	8.40AM	53.0	R FORT WORTH (Union Station)	286.7	7.45AM	4.25PM																		
Yard	I								52.6	TOWER 55 (T. & P. Crossing)	286.3									Continuous	Continuous										
Yard		9.00AM		6.40PM	4.05AM		10.23	8.43	52.2	TO-E FORT WORTH (Frt. Yard)	285.9	7.38	4.19		3.35AM	1.50PM		8.35AM		Continuous	Continuous										
	I								51.9	A. B. S. { TOWER 126 (G. O. & S. F. Crossing)	285.6									Continuous	Continuous										
									51.2	M.-K.-T. Jct.	284.9																				
Yard	I								50.2	TOWER 53 (M.-K.-T. Crossing)	283.9	7.32	4.13							Continuous	Continuous										
60	P	9.20		7.05	4.28		10.35	f 8.55	45.9	BRAMBLETON	279.6	7.25	f 4.06		3.10	1.25		8.14													
60	P	9.28		7.13	4.40		10.40	f 9.01	42.5	KENNEDALE	276.2	7.20	f 4.00		2.57	1.15		8.06													
58	P	9.37		7.20	4.53		10.46	f 9.07	38.6	BISBEE	272.3	7.14	f 3.54		2.45	1.05		7.58													
	WP	9.50		7.30	5.08		f10.53	s 9.15	34.1	TO MANSFIELD	267.8	f 7.06	s 3.47		2.31	12.55		7.49		7.00AM to 12.30PM 1.30PM to 4.00PM	Closed										
60	P	10.05		7.40	5.20		10.59	f 9.22	29.7	BRITTON	263.4	6.59	f 3.40		2.18	12.45		7.40													
	IP						f11.11	f 9.34	23.1	MIDLOTHIAN (G. O. & S. F. Crossing)	256.8	f 6.48	f 3.28							Automatic	See Page 14										
48	P	10.30		8.02	5.40		11.13	9.36	22.3	DILLARD	256.0	6.46	3.26		1.58	12.22PM		7.23													
35	P	10.45		8.15	6.00		11.21	f 9.45	16.2	SARDIS	249.9	6.38	f 3.16		1.38	11.59AM		7.10													
Yard	IP								12.8	TO TOWER 67 (M.-K.-T. Crossing)	246.5									Continuous	Continuous										
Yard		11.44AM		8.28	6.30		s11.30	s 9.55	11.5	WAXAHACHIE	245.2	s 6.30	s 3.08		1.24	11.44		7.00													
80	YP																														
45	P	12.05PM		8.43	6.45		11.41	f10.07	5.2	BOYCE	238.9	6.17	f 2.55		1.08	11.28		6.45													
36	P	12.20		8.58	7.00		11.49	f10.17	0.0	GARRETT	233.7	6.10	f 2.45		12.57	11.17		6.25													
Yard		12.30PM		9.10PM	7.10AM		11.59PM	10.25AM	2.8	TO-R ENNIS	230.9	6.05AM	2.40PM		12.50AM	11.10AM		6.15AM		Continuous	Continuous										
		Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily	Leave Daily		Leave Daily Ex. Sunday													
		94		92	96		86	82				85	83		91	95		93													
		(3.30) 15.7		(2.30) 22.0	(3.05) 17.9		(1.39) 33.8	(1.45) 31.9		.....Time Over Subdivision.....		(1.40) 33.5	(1.45) 31.9		(2.45) 20.0	(2.40) 20.7		(2.20) 23.9												
										.....Average Speed per Hour.....																				

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

EXCEPT: No. 85 is Superior to No. 82.

No. 85 stop on flag at Boyce and Britton to receive or discharge revenue passengers.

Eastward first class trains must obtain a clearance before leaving Fort Worth (Freight Yard).

First class trains may register at Fort Worth (Freight Yard) by register ticket, (Form 2642)

M-K-T trains and engines operate over main track between M-K-T Jct., (M. P. 51.2) and Fort Worth (Freight Yard) under provisions of Rule 93. Main track movements approaching and between these points must be made with caution, expecting to find main track occupied.

MK-5 or heavier engines must not move from Fort Worth west yard lead to enginehouse lead or vice versa, but first move to main track, clear main track switch and enter the yard lead or enginehouse lead as may be the case from main track.

The main track between Ennis and Garrett is used jointly by trains of the Denison and Fort Worth Subdivisions.

Engines heavier than class M-4 are restricted from use of East Cotton Mill track and Electric Light track Waxahachie.

6		EASTWARD		PARIS SUBDIVISION		WESTWARD				
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants turn tables, wyes and telephones.	SECOND CLASS		FIRST CLASS	Distance From Ennis	TIME TABLE No. 11 March 1, 1938	Distance From Houston	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		262	40				39	261		
		Freight	Passenger				Passenger	Freight		
		Leave Daily Ex. Sunday	Leave Daily				Arrive Daily	Arrive Daily Ex. Sunday	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
Yard KWOTPIB		5.10PM	5.00PM	124.3	TO-R PARIS (St. L. S. F. & T. CROSSING) (T. & P. CROSSING) 7.4	353.6	11.30AM	5.30AM	8.00AM 11.30AM 12.30PM 5.00PM	Closed Automatic See Page 14
28 P		5.30	f 5.15	116.9	ATLAS 2.5	346.2	f 11.11	4.03		
28 P		5.40	s 5.20	114.4	HOWLAND 7.3	343.7	s 11.06	3.58		
26 P		6.00	s 5.35	107.1	ENLOE 5.0	336.4	s 10.51	3.40		
25 WP		6.45	s 5.44	102.1	TO COOPER 4.7	331.4	s 10.42	3.20	8.30AM 11.59AM 12.59PM 5.30PM	Closed
23 P		7.05	f 5.53	97.4	KLONDIKE 5.7	326.7	s 10.31	2.41		
34 P		7.25	f 6.04	91.7	HORTON 4.9	321.0	f 10.20	2.24		
Yard 32 P		8.10PM	s 6.14PM	86.8	(St. L. S. W. of T. CROSSING) TO COMMERCE	316.1	s 10.12AM	2.10AM	Continuous	Continuous
All trains operate between Greenville and Commerce via St. L. S. W. Ry. of T. and will be governed by St. L. S. W. Ry. of T. Current Time Table while on their tracks. Westward trains must receive clearance at Commerce and Eastward trains must receive clearance at Greenville before leaving.										
Yard WP		9.40PM	s 6.40PM	73.0	TO GREENVILLE 0.4	302.3	s 9.44AM	12.40AM	Continuous	Continuous
Yard				72.6	L. A. & T. CROSSING 1.4	301.9				
				71.2	M.-K.-T. CROSSING 4.8	300.5				
33 P		10.05	6.57	66.4	HARLOW 4.6	295.7	9.24	12.05AM		
25 P		10.20	f 7.07	61.8	CASH 5.6	291.1	f 9.15	11.52PM		
39 P		10.40	s 7.17	56.2	QUINLAN 4.5	285.5	s 9.04	11.38		
18 P		10.55	f 7.25	51.7	HETTY 5.5	281.0	f 8.56	11.25		
29 P		11.10PM	7.36	46.2	BRIN 5.2	275.5	f 8.46	11.10		
WP I			s 7.48	41.0	TO TERRELL (T. & P. CROSSING) 0.6	270.3	s 8.38	10.50	Continuous	Continuous
55		12.20AM	7.50	40.4	TERRELL SIDING 4.9	269.7	8.31	10.20		
25 P		12.35	f 8.00	35.5	CARTWRIGHT 5.2	264.8	f 8.22	10.05		
Yd. WPY			s 8.13	30.3	TO KAUFMAN 0.5	259.6	s 8.10	9.40	6.00AM-3.00PM 6.00AM-9.00AM	
Yard 33		1.00	8.16	29.8	KAUFMAN SIDING 7.2	259.1	8.04	8.52		
35 P		1.25	s 8.29	22.6	SCURRY 5.7	251.9	s 7.50	8.29		
28 P		1.45	s 8.42	16.9	ROSSER 6.4	246.2	s 7.37	8.12		
25 P		2.10	f 8.55	10.5	ALSDORF 2.9	239.8	f 7.23	7.50		
16 P		2.30	f 9.02	7.6	CRISP 6.0	236.9	f 7.15	7.40		
Yard BKWOPTT		3.00AM	9.30PM	0.0	Positive Block { TO-R ENNIS	230.9	7.00AM	7.20PM	Continuous	Continuous
		Arrive Daily Except Monday	Arrive Daily				Leave Daily	Leave Daily Except Saturday		
		262	40				39	261		
...Time Over Subdivision... ..Average Speed per Hour...										

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

Nos. 39 and 40 will stop on flag at Sand Lake, Parvin Park, Tona and Ellard.

Paris Subdivision trains use Houston Division main track at Kaufman and will be governed by Houston Division Current Time Table while occupying the tracks of that division. Trains must stop before reaching the fouling points of the Houston Division main track, Kaufman, and St. L. S. W. of T. main track at Greenville and Commerce, and will not proceed until proceed signal is received from a member of the train crew. Before operating the switch or giving proceed signal, trainmen must observe and know that there is not an approaching train on the Houston Division or St. L. S. W. of T.

EASTWARD CAMERON SUBDIVISION WESTWARD													
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	THIRD CLASS		FIRST CLASS	Distance From Yoakum	TIME TABLE No. 11		Distance From Waco (Freight Yard)	FIRST CLASS	THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
		268	52		March 1, 1938			51	267				
		Local Freight	Passenger					Passenger	Local Freight				
	Leave Daily Ex. Sunday	Leave Daily	STATIONS		Arrive Daily	Arrive Daily Ex. Sunday		Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only				
Yard BKOPWY		4.00AM	7.10PM	67.3	TO-R GIDDINGS	103.2	s 11.00AM	11.30PM			Continuous	Continuous	
37		4.20	f 7.28	75.2	7.9 LINCOLN	95.3	f 10.40	11.03					
37		4.36	f 7.40	81.5	6.3 LEO	89.0	f 10.28	10.45					
25		4.54	s 7.48	85.4	3.9 LEXINGTON	85.1	s 10.21	10.34					
26 Spur		5.10	f 8.00	91.6	6.2 TANGLEWOOD	78.9	f 10.09	10.14					
24		5.19	f 8.06	94.6	3.0 HICKS	75.9	f 10.03	10.04					
I				103.0	8.4 TO TOWER 54 (I.-G.N. Cross.)	67.5					Continuous	Continuous	
46 W		6.10	s 8.22	103.2	0.2 ROCKDALE	67.3	s 9.48	9.40					
28		6.35	f 8.37	110.8	7.6 MINERVA	59.7	f 9.33	9.15					
I				117.5	6.7 TOWER 52 (G.O. & S.F. Cross.)	53.0					Continuous	Continuous	
49 W		7.25	s 8.52	117.9	0.4 TO CAMERON	52.6	s 9.17	8.52			8.00AM 12.01PM 1.01PM-5.00PM	Closed	
19		7.38	f 9.01	122.6	4.7 SPLAWN	47.9	f 9.05	7.31					
28		7.47	f 9.07	125.7	3.1 BEN ARNOLD	44.8	f 9.00	7.21					
25		8.10	f 9.14	129.3	3.6 BURLINGTON	41.2	f 8.53	7.10					
25		8.45	s 9.22	133.4	4.1 TO ROSEBUD	37.1	s 8.45	6.58			8.00AM-5.00PM	8.00AM 10.00AM	
20		9.06	f 9.31	138.0	4.6 TRAVIS	32.5	f 8.35	6.38					
25		9.34	s 9.41	143.0	5.0 TO LOTT	27.5	s 8.25	6.23			8.00AM-5.00PM	7.55AM-9.55AM	
30		9.59	s 9.53	148.9	5.9 OHILTON	21.6	s 8.12	6.06					
28		10.17	f 10.04	154.7	5.8 SATIN	15.8	f 8.01	5.49					
5 W			f	155.6	0.9 GUDA	14.9	f						
25		10.33	f 10.08	156.7	1.1 GURLEY	13.8	f 7.56	5.43					
30		10.55	f 10.20	162.7	6.0 DOWNS	7.8	f 7.47	5.25					
32 Yard		11.10	10.28	166.9	4.2 TEXAND	3.6	7.40	5.10					
Yard OWY		11.30AM	10.35PM	170.5	3.6 WACO (Freight Yard)	0.0	7.34AM	5.00PM					
I				170.8	0.3 TOWER 21 (M.-K.-T. Cross.)						Continuous	Continuous	
				170.9	0.1 ST. L.S.W. Connection								
Time at Waco (Union Station) for information only. Trains between Waco (Union Station) and St. L. S. W. Connection will be governed by Rules and Current Time Table of the St. L. S. W. Ry. Co.													
BK			10.40PM	171.1	TO-R WACO (Union Station)		7.30AM				5.30AM-1.30PM 2.45PM-10.45PM	5.30AM-1.30PM 2.45PM-10.45PM	
		Arrive Daily Ex. Sunday	Arrive Daily				Leave Daily	Leave Daily Ex. Sunday					
		268	52				51	267					
		(7.30) 13.8	(3.30) 29.7	...Time Over Subdivision... ..Average Speed per Hour...				(3.30) 29.7	(6.30) 15.9				

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

Trains must obtain clearance at Waco (Union Station) for movement from Waco (Freight Yard).

Home Interlocking signals east and west of G. C. & S. F. crossing at Cameron are located to the left of main track in direction of movement.

Nos. 51 and 52 will stop on flag at Asa.

EASTWARD										FLATONIA SUBDIVISION										WESTWARD										7
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS			FIRST CLASS		Distance From Yoakum	TIME TABLE No. 11 March 1, 1938	Distance From Hearne	FIRST CLASS		SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations												
	232	250	266	248	52	51	249				247	265	233																	
	Local Freight	Freight	Freight	Freight	Passenger	Passenger	Freight				Freight	Freight	Local Freight																	
	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only															
Yard BOKTWYP	6.00AM		8.00PM		4.30PM	0.0	TO-R	YOAKUM	126.3	1.30PM				8.15AM	1.00PM			6.00 AM to 2.00 PM 4.00 PM to 11.59 PM	6.00 AM to 2.00 PM 4.00 PM to 11.59 PM											
24 P	6.10		8.11		4.42	4.2		ADEL	122.1	1.16				7.52	12.45															
55 P	6.40		8.37		s 5.00	10.8	TO	SHINER	115.5	s 1.04				7.35	12.30PM			3.00 AM to 5.00 PM	Closed											
29 WP	7.04		9.09		s 5.20	21.2	TO	MOULTON	105.1	s 12.47				7.04	11.45AM			7.00 AM to 4.00 PM	Closed											
Yard I 34 PY	8.00	10.00PM	9.39	9.20PM	s 5.40 6.03	29.3	Automatic Block System	TO-R	TOWER 3 (T. & N. O. Crossing)	97.0	12.30 s 12.15		6.10AM	3.00PM	6.29	11.15		Continuous	Continuous											
72 P	8.15	10.13	9.50	9.31	f 6.11	34.5			FLATONIA	91.8	f 12.01PM		5.57	2.46	6.13	10.40														
55 P	8.30	10.25	9.59	9.40	f 6.20	39.3		TO	MULDOON	87.0	f 11.52AM		5.47	2.35	6.02	10.25		8.30AM to 12.30PM 1.30PM to 5.30PM	Closed											
55 P	8.45	10.37	10.09	9.50	6.28	44.5			LENA	81.8	11.41		5.36	2.21	5.49	10.05														
55 Y IP	9.00	10.48	10.19	10.00	f 6.36	49.3		TO	WEST POINT	77.0	f 11.32		5.25	2.06	5.38	9.50		Continuous	Continuous											
57 W P	9.15	11.07	10.28	10.09	f 6.44	53.7			TOWER 91 (M.-K.-T. Crossing)	72.6	f 11.23		5.12	1.51	5.23	9.35														
83 P	9.30	11.28	10.43	10.22	f 6.56	60.9			WINCHESTER	65.4	f 11.11		4.58	1.33	5.08	9.20														
Yard BKOPWY	10.15	11.42PM	11.00	10.35	s 7.10PM	67.3		TO-R	(T. & N. O. CROSSING)	59.0	11.00AM		4.45	1.20	4.55 1.30	9.00		Continuous	Continuous											
56 P	10.30	12.01AM	11.15	10.48		73.9			GIDDINGS	52.4			4.23	12.55	1.08	8.10														
54 W P	10.45	12.19	11.32	11.02		81.1			LOEBAU	45.2			4.09	12.35	12.51	7.53														
54 P	11.00	12.35	11.48PM	11.15		87.8		DIME BOX	38.5			3.57	12.15PM	12.35	7.35															
78 WP	11.25	12.55	12.14AM	11.30		95.6	TO	DEANVILLE	30.7			3.43	11.58AM	12.14AM	7.15		8.30 PM to 5.30 AM	8.30 PM to 5.30 AM												
55 P	11.42	1.13	12.27	11.43		102.2		CALDWELL	24.1			3.30	11.42	11.43PM	6.52															
56 P	11.59AM	1.27	12.39	11.55PM		107.7		COOK'S POINT	18.6			3.19	11.30	11.23	6.40															
73 P	12.15PM	1.40	12.51	12.08AM		114.2		LAW	12.1			3.07	11.15	11.10	6.25															
55 IP	12.30	1.52	1.04	12.20		119.4		MUMFORD	6.9			2.57	11.00	10.58	6.13		Automatic	See Page 14												
Yard Y	1.00PM	2.20AM	1.20AM	12.35AM		125.4	Pos. Block	TATSIE (I.-G. N. Crossing)	0.9			2.45AM	10.45AM	10.45PM	6.00AM															
Yard BOKPTWYI						126.3		TO-R	HEARNE JUNCTION	0.0								Continuous	Continuous											
	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily		HEARNE		Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.														
	232	250	266	248		52				51			249	247	265	233														
	(7.00) 17.9	(4.20) 22.2	(5.20) 23.5	(3.15) 29.5		(2.40) 25.2		Time Over Subdivision.....		(2.30) 26.8			(3.25) 28.1	(4.15) 22.6	(9.30) 13.2	(7.00) 17.9														
								Average Speed per Hour.....																						

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

Trains must obtain clearance at Giddings.

Main track between Hearne and Hearne Junction is used jointly by trains of the Hearne and Flatonia Subdivisions.

Trains using San Antonio Division tracks at Flatonia will be governed by current time table and special instructions of that division.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	THIRD CLASS					FIRST CLASS					TIME TABLE No. 11 March 1, 1938	STATIONS	Distance From Hempstead	FIRST CLASS					SECOND CLASS	THIRD CLASS				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	380	253	236	240		46	4	42	2	6				5	45	43	1	3		239	237	254	381	
	M-K-T Local Freight	Mixed	Local Freight	Freight		Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	M-K-T Passenger				M-K-T Passenger	Passenger	Passenger	M-K-T Passenger	M-K-T Passenger		Freight	Local Freight	Mixed	M-K-T Local Freight	
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Mon., Wed. & Fri.	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Tue., Thur. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
Yard BKP		7.00AM				11.30PM	3.55PM	2.30PM	10.55AM	1.20AM	0.0	TO-R AUSTIN 0.8	115.0	4.30AM	5.15AM	2.00PM	2.28PM	6.45PM				5.30PM		7.00AM-3.00PM 5.30PM-1.30AM
Yd. BKP	7.15PM	7.20	6.00AM	7.45PM		11.35	4.00	2.34	11.00	1.25	0.8	R YARD OFFICE 0.6	114.2	4.25	5.07	1.53	2.23	6.40		6.00AM	1.30PM	5.20	4.15AM	
Yard OTWY	7.25	7.30AM	6.05	7.50		11.38	4.03	2.36	11.03	1.28	1.4	AUSTIN JUNCTION 0.4	113.6	4.22	5.02	1.50	2.20	6.38		5.55	1.22	5.15PM	4.05	
P	7.30PM		6.08	7.51		11.39	4.05PM	2.37	11.05AM	1.30AM	1.8	PERSHING 8.1	113.2	4.20AM	5.00	1.45	2.18PM	6.35PM		5.54	1.20		4.00AM	
39 P			6.30	8.15		f 11.56PM		f 2.50			9.9	DAFFAN 5.1	105.1		f 4.45	f 1.31				5.32	1.00			
18 P			6.45	8.30		s 12.08AM		s 2.59			15.0	MANOR 6.8	100.0		s 4.35	s 1.23				5.17	12.45			
21			7.05	8.49		f 12.22		f 3.10			21.8	LITIG 5.4	93.2		f 4.21	f 1.11				4.57	12.25			
26 WY PI			7.45	9.05		s 12.35		s 3.20			27.2	ELGIN 5.6	87.8		s 4.10	s 1.02				4.40	12.05PM			Continuous
P			8.05	9.21		12.46		f 3.31			32.8	BUTLER 4.5	82.2		3.56	f 12.53				4.25	11.05AM			
26 P			8.20	9.35		s 12.56		s 3.40			37.3	McDADE 6.5	77.7		s 3.46	s 12.46				4.10	10.45			
37 P			8.40	9.54		1.10		3.50			43.8	MIDSPRINGS 3.9	71.2		3.32	12.35				3.48	10.20			
26 P			8.50	10.06		s 1.20		s 3.57			47.7	PAIGE 5.1	67.3		s 3.22	s 12.29				3.38	10.08			
28 P			9.05	10.21		1.30		f 4.06			52.8	HILLS 6.4	62.2		3.10	f 12.21				3.26	9.50			
Yard BKOPWY			9.45	10.48PM 12.44AM		s 1.55		s 4.20			59.2	(T. & N. O. CROSSING) TO-R GIDDINGS 5.0	55.8		s 2.55	s 12.10				2.55 1.55	9.30			Continuous
37 P			10.05	12.58		2.10		4.29			64.2	KRUSE 4.2	50.8		2.40	12.01PM				1.21	9.10			
32 P			10.15	1.09		s 2.30		s 4.36			68.4	LEDBETTER 6.4	46.6		s 2.30	s 11.55AM				1.09	8.55			
42 P			10.35	1.30		s 2.45		s 4.46			74.8	CARMINE 6.3	40.2		s 2.17	s 11.44				12.44	8.35			
41 P			10.55	2.04		s 2.59		s 4.57			81.1	TO BURTON 6.5	33.9		s 2.04	s 11.33				12.26	8.15			See Note
22 P			11.21AM	2.22		3.13		f 5.07			87.6	MILL CREEK 6.1	27.4		1.49	f 11.21				12.08AM	7.50			
Yard PI 27 WY			12.30PM	2.45		s 3.30		s 5.20			93.7	(G. C. & S. F. Crossing) TO BRENHAM 5.5	21.3		s 1.31	s 11.09				11.48PM	7.30			Continuous
14			12.45	3.00		3.42		5.31			99.2	PACKERY 4.7	15.8		1.21	10.59				11.32	6.45			
32 P			1.00	3.15		s 3.53		s 5.40			103.9	CHAPEL HILL 11.1	11.1		s 1.12	s 10.50				11.20	6.30			
Yard BOPWY			1.30PM	3.45AM		4.15AM		s 5.57PM			115.0	TO-R HEMPSTEAD	0.0		12.50AM	10.30AM				10.50PM	6.00AM			Continuous
	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Mon., Wed. & Fri.	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Tue., Thur. & Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	380	253	236	240		46	4	42	2	6				5	45	43	1	3		239	237	254	381	
	(7.30) 15.2		(8.00) 14.4			(4.45) 24.2		(3.27) 33.3				....Time Over Subdivision.... ....Average Speed per Hour....		(4.25) 26.0		(3.30) 32.4				(7.10) 16.0	(7.30) 15.2			

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction.

(See Rule S-72)

EXCEPT: No. 45 is Superior to M-K-T No. 6; No. 43 is Superior to No. 42 and M-K-T Nos. 6, 2 and 4.

Yard Office is register station only for trains that originate or terminate there.

Trains originating at Yard Office must obtain clearance at Austin.

Eastward M-K-T trains must report to T&NO dispatcher by telephone from Pershing the time of their arrival.

Westward M-K-T trains must obtain clearance from T&NO dispatcher by telephone before occupying T&NO main track at Pershing.

Westward T&NO trains, except first class, must obtain check of overdue trains from dispatcher by telephone before passing Pershing.

Main track switch at Pershing must be left set and locked for T&NO main track.

Trains must obtain clearance at Giddings.

Westward trains may pass west switch to siding at Brenham against opposing trains to perform station work subject to the provisions of Rule 605. Eastward trains must approach Brenham with caution expecting to find the main track occupied.

Home interlocking signal west of M-K-T crossing at Elgin and home interlocking signal east of GC&SF crossing at Brenham are located to the left of main track in direction of movement.

Nos. 42 and 43 will stop on flag at Butler for revenue passengers only.

Train order office hours at Burton 8:30 am to 5:30 pm daily except Sundays and legal holidays; Sundays and legal holidays: 10:00 am to 12:00 m; 3:30 pm to 5:30 pm.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants turn tables, wyes and telephones.

EASTWARD			WACO SUBDIVISION				WESTWARD			
SECOND CLASS			Distance From Bremont	TIME TABLE No. 11		Distance From Houston	SECOND CLASS		Train Order Office Hours and Hours at Signal Operators at Interlocking Stations:	
66		March 1, 1938		65						
Mixed				Mixed						
Leave Daily		STATIONS		Arrive Daily						
Yard K B	9.00PM	44.2	TO-R WACO (Union Sta.) 0.5		186.9	7.00AM	5.30AM-1.30PM 2.45PM-10.45PM		Sundays and Legal Holidays Only	5.30AM-1.30PM 2.45PM-10.45PM
Time at Waco (Union Station) for information only. See St. L. & S. W. Current time table for train movement between Tower 21 and Waco (Union Station).										
I Yard	9.03PM	48.7	Tower { (St.L.S.W. Cross.) 21 (M-K-T Cross.)		186.4	6.15AM		Continuous	Continuous	
30	f 9.26	35.9	HARRISON 7.8		178.6	f 5.45				
25	f 9.44	29.9	RIESEL 6.0		172.6	f 5.25				
35	f 9.56	25.8	PERRY 4.1		168.5	f 5.10				
24 W	s10.50	17.7	TO (I-G. N. Crossing) MARLIN 8.1		160.4	s 4.45		8.00AM11.30AM 12.30PM5.00PM	Closed	
38	f11.25PM	8.5	REAGAN 9.2		151.2	f 4.05				
Yd WY	12.30AM	0.0	TO-R BREMOND 8.5		142.7	3.40AM		12.20AM4.20PM	12.20AM4.20PM	
	Arrive Daily 66					Leave Daily 65				

(3.30)
12.6

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

(3.20)
13.3

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

Trains must obtain clearance at Waco (Union Station) for movement from Tower 21.
Nos. 65 and 66 will stop on flag at Neale.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.

EASTWARD		LAMPASAS SUBDIVISION		WESTWARD			
SECOND CLASS		Distance From Lampasas	TIME TABLE No. 11		Distance From Burnet	SECOND CLASS	
254 Mixed			March 1, 1938			253 Mixed	
Leave Daily Ex. Sunday			STATIONS			Arrive Daily Ex. Sunday	
23	Y	12.25PM	0.0	R	LAMPASAS	23.0	11.55AM
	W				11.6		
18		f12.55	11.6		LAKE VICTOR	11.4	f11.10
					11.4		
Yard		1.40PM	23.0	TO-R	BURNET	0.0	10.40AM
41 OW							3.00AM-5.00PM
		Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	
		254				253	Closed

(1.15)
18.4

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

(1.15)
18.4

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

EXCEPT: No. 253 is Superior to No. 254.

Cars, gross weight over 169,000 pounds and engines heavier than C-24 class must not be handled on this subdivision.

EASTWARD			LLANO SUBDIVISION			WESTWARD			9	
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	SECOND CLASS		Distance From Llano	TIME TABLE No. 11		Distance From Austin	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		254			253					
		Mixed			Mixed					
		Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Yard WY	6.00AM		0.0	TO-R		98.7	1.15PM	6.00AM to 3.00PM	See Note
	29 B									
	25 W	s 6.50		19.6			79.1	s 12.01PM		
	29 Y	7.20		29.0	R		69.7			
	20 Spur Y	s 8.05		34.9	TO		75.9		8.00AM to 5.00PM	Closed
	29 Y	s 8.30		29.0	R		69.7	s 11.35AM		
17 W	f 8.45	31.6		67.1	f 11.25					
Y		38.8	R	59.9						
Yard 41 OW	s 9.15AM 1.45PM	39.4	TO-R	60.5	11.00 s 10.30	8.00AM to 5.00PM	Closed			
12 Spur Y		38.8	R	59.9	10.24					
13 Spur		41.7		57.0						
32	2.07	42.6		56.1	10.14					
21	s 2.30	49.4	TO	49.3	s 9.54	8.00AM to 5.00PM	See Note			
28	2.41	54.9		43.8	9.33					
15 W	s 3.10	59.5	TO	39.2	s 9.23	8.00AM to 5.00PM	See Note			
19	s 3.40	67.1	TO	31.6	s 9.00	8.00AM to 5.00PM	See Note			
18	f 3.51	72.7		26.0	f 8.35					
21	f 4.00	77.0		21.7	f 8.26					
27 I	s 4.35	82.2	TO	18.5	s 8.15	8.00AM to 5.00PM See Special instructions page 11	See Note			
22	f 4.43	85.9		12.8	f 7.56					
10	4.50	88.3		10.4	7.48					
Yard 02 WY	5.15PM	97.3	Automatic Block System (AUSTIN JUNCTION)		1.4	7.30AM				
	Arrive Daily Ex. Sunday 254					Leave Daily Ex. Sunday 253				

(6.45)
14.4

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

(5.45)
16.9

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

Trains operating via Burnet or Marble Falls must obtain clearance at these points.

Extra trains will not operate via Burnet or Marble Falls unless so directed by train order.

No. 254 from Llano, register time of arrival only, at Fairland and Wilkie.

Nos. 253 and 254 will stop on flag at Gabriel River, Granite Mountain, Sandstone, Beverly and Graphite.

Cars, gross weight over 169,000 pounds, and engines heavier than C-24 class must not be handled on this subdivision between Fairland and Marble Falls, and Fairland and Llano.

Llano: Sundays, closed; legal holidays, 1:00 p.m. to 3:00 p.m.
Bertram: Sundays, closed; legal holidays, 9:25 a.m. to 11:25 a.m.
Liberty Hill: Sundays, closed; legal holidays, 8:45 a.m. to 10:45 a.m.
Leander: Sundays, closed; legal holidays, 8:30 a.m. to 10:30 a.m.
McNeil, Sundays, closed; legal holidays, 8:00 a.m. to 10:00 a.m.

RATINGS OF ENGINES IN FREIGHT SERVICE

CLASS			Houston to Hempstead	Hempstead to Hearne	Hearne to Ennis	Ennis to Dallas	Dallas to Sherman	Sherman to Denison	Denison to Sherman	Sherman to Ennis	Ennis to Bremond	Bremond to Hearne	Hearne to Bryan	Bryan to Hempstead	Hempstead to Houston	Ennis to Ft. Worth	Ft. Worth to Ennis	Bremond to Waco	Waco to Bremond	Ennis to Paris	Paris to Ennis
Nominal	Designation	ENGINE NUMBERS																			
M-4	M63-20/28-128S	410 to 432																			
M-11	M63-21/28-151S	434 to 459	3720	2260	2280	2210	1990	1830	1770	1950	2480	2610	2180	3120	3950	1610	1610	2150	2260	1910	1950
M-10	M63-21/28-152S	560 to 565	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510		4570	1850	1850			2200	2250
M-21	M63-22/28-181SF	500 to 514	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510		4570	1850	1850	2510	2610	2200	2250
T-28	T69-22/28-163S	520 to 529	5310	3210									4048	4600	5630						
MK-5	MK63-26/28-210S	388 to 399	4500	2740	2770	2680	2420	2220	2150	2350	3000	3170	2640	4070	4770	1960	1960	2510	2610		
C-8	C57-22/30-187S	738 to 794	6900	4200	4500	4100	3700	3400	3300	3600	4600	4850	4400	6250	7300	3150	2940			4600	4600
C-9	C57-22/30-190S	800 to 807	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	3940	6250	2590	2590	3400	3560		
C-25	C56-22/28-170S	808 to 850	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	3940	6250	2860	2590	3400	3560		
F-1	F63-27 1/2/32-273S	895-896	4800	2920	2940	2860	2560	2360	2280	2510	3200	3360	2810		5100	2070	2070	2770	2915	2460	2520
		955 to 999	8700	5300	5700	5240	4730	4350	4220	4600	5750	6200	5500	8000	9330	4030	3750				

CLASS			Hempstead to Chapel Hill	Chapel Hill to Austin	Austin to Summit	Summit to Llano	Llano to Fairland	Fairland to Wilkie	Wilkie to Summit	Summit to Austin	Austin to Paige	Paige to Hempstead	Burnet to Lampasas	Lampasas to Burnet	Hearne to Flatonia	Yoakum and Waco
Nominal	Designation	ENGINE NUMBERS														
M-4	M-63 20/28-128S	410 to 459	1510	1570	1330	1800	1680	1180	870	1490	1440	1650	1520	1480	1790	1790
M-6	M-63 21/28-142S	515 to 517	1710	1780	1510	2030	1900	1330	980	1680	1630	1870			2020	2020
M-17	M-56 19/26-118	495	1400	1450	1230	1670	1550	1090	810	1380	1330	1530			1660	1660
M-19	M-56 19/26-133	497,499	1480	1540	1300	1760	1640	1160	850	1460	1410	1610			1750	1750
M-21	M-63 22/28 185SF	520 to 529	2650	2900							2250	3500			3000	3000
T-25	T-56 19/26-100	353,358,361	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360
T-25	T-63 19/26-100	364	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360
T-27	T-63 20/26-112	377 to 386	1280	1330	1130	1520	1410	1000	740	1260	1220	1400			1510	1510
MK-5	MK-63 26/28-210S	738 to 794	3200	3500							2912	4150			3600	3600
C-8	C-57 22/30-190S	800 to 807														
C-9	C-57 22/30-190S	808 to 850	2850	3090	2100	2840	2650	1850	1380	2340	2470	3700			3200	3200
C-20	C-50 19/26-124S	867 to 869	1500	1560	1320	1780	1670	1170	860	1480	1420	1640			1770	1770
C-21	C-50 20/24-140S	870	1610	1670	1410	1910	1780	1260	930	1590	1530	1760			1900	1900
C-22	C-50 20/26-141S	874	1650	1710	1450	1970	1830	1290	950	1630	1570	1800			1960	1960
C-23	C-50 20/26-144S	877 to 884	1650	1710	1450	1970	1830	1290	950	1630	1570	1800			1960	1960
C-24	C-50 20/26-152S	885 to 894	1760	1820	1550	2100	1960	1370	1020	1730	1680	1910			2080	2080
D-1	D-51 23/28-221S	898													2710	2710
F-1	F-63 27 1/2/32-273SF	955 to 999													4400	4400

NOTE: These ratings represent maximum loading of engines behind tender, expressed in units of 1,000 lbs. (ms).

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car.

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "

Except: Hart Convertible Type Ballast cars, load limit must not exceed 90,000 pounds.

PASSENGER ENGINE RATINGS—NUMBER OF CARS AND TONS PER TRAIN

Engines	Class	Houston & Dallas Nos. 13-14		Houston & Dallas Nos. 15-16		Houston & Dallas Nos. 17-18		San Antonio & Hearne		Austin, Houston or Hempstead Nos. 45-46-42-43		Ennis & Fort Worth Nos. 82-83-85-86		Average Weight Per Car	
		Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Cars	Tons	Trains	Tons
650-652	P-14	8	440	11	880	13	975							13-14	55
622-633	P-9-13	8	440	14	1120	15	1125	14	910						
610-621	P-6	8	440	12	960	14	1050	13	845						
600-609	P-5	8	440	8	640	10	750	10	850	11	715	11	715	15-16	80
388-399	T-28	8	440			10	750	10	850	11	715	11	715		
273-278	A-1			6	480	7	525	7	555	7	455	7	455	17-18	75
261-272	E-23					6	450			6	390	6	390		
245-252	E-22									6	390	6	390	Others	65
220-223	E-40									5	325				
205-209	E-39														

(Note: Engines 274 and 277 are equipped with booster and can handle one more car than number shown in table)

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Distance from	Miles	Car Capacity and Direction Opening if Spur	Station	Subdivision	Distance from	Miles	Car Capacity and Direction Opening if Spur
Humble Oil Spur	Hearne	Houston	20.21	4-E	Whites	Flatonia	Hearne	9.3	9-E
Gano	Hearne	Houston	30.4	40	Watts	Flatonia	Hearne	9.4	8-E
Salt Mine Spur	Hearne	Houston	33.0	10-W	Astin	Flatonia	Hearne	14.0	8
Naomi	Hearne	Houston	84.74	3-W	Mooring	Flatonia	Hearne	15.1	10
Humble Oil Spur	Hearne	Houston	118.02	15-E	Steels	Flatonia	Hearne	15.9	9-E
Humble Pipe Line	Ennis	Houston	171.01	14-E	Sims	Flatonia	Hearne	18.2	8-E
Armo	Denison	Houston	267.80	12-W	Varisco	Flatonia	Hearne	18.3	7-E
S. M. U. Spur (Soumethun)	Denison	Houston	269.49	73-W	Interurban Jct.	Flatonia	Hearne	19.8	3-E
Oasis	Denison	Houston	270.20	33	Floy	Flatonia	Yoakum	35.9	11
Vickery	Denison	Houston	271.50	5	Marly	Flatonia	Yoakum	42.5	3-W
Lawther	Denison	Houston	271.89	3-W	Texas Co. Spur	Flatonia	Yoakum	44.0	15-W
Cotton Mill Spur	Denison	Houston	335.91	52-W	Asa	Cameron	Yoakum	159.9	16-E
Sand Lake	Paris	Ennis	13.5	14-E	Abercrombie	Llano	Austin	7.7	11-W
Parvin Park	Paris	Ennis	20.0		Whitestone	Llano	Austin	27.3	15
Crowfoot	Paris	Ennis	24.0		Walkerton	Llano	Austin	28.2	
Eula	Paris	Ennis	41.6		Gabriel River	Llano	Austin	35.1	
Tona	Paris	Ennis	48.5		Granite Mountain	Llano	Austin	73.8	16
Roberts	Paris	Ennis	54.3	7-E	Sandstone	Llano	Austin	71.6	
Ellard	Paris	Ennis	59.3	6-E	Harwell	Llano	Austin	76.5	
Narcotic Farm	Ft. Worth	Ennis	47.0	42-W	Beverly	Llano	Austin	84.0	Wye
Stallworth	Waco	Bremond	20.34	2-W	Hobart	Llano	Austin	84.9	150-E
Neale	Waco	Bremond	38.35	4	Graphite	Llano	Austin	87.0	21
Maguire	Flatonia	Hearne	4.4	11-E	Iron Spur	Llano	Austin	91.0	7-E
Woods	Flatonia	Hearne	7.9	5-E	Teich	Llano	Austin	97.4	24-E
Nicholas	Flatonia	Hearne	8.4	10-E					

TIME INSPECTORS

Sidney Y. Ball, General Time Inspector	Chicago
Houston Watch Company, Southern Pacific Building	Houston
W. E. Conner	Houston
A. H. Frederick	Hempstead
Lee S. Smith	Hearne
G. W. Haltom	Fort Worth
F. Studer	Waco
Armstrong Jewelry Co.	Waco
C. T. Moore	Ennis
Hafner Watch & Optical Company, Interurban Bldg.	Dallas
A. B. Johnson	Denison
Morris Jewelry Co.	Sherman
Sam Daiches	Corsicana
R. E. Cook	Paris
Joe Koen & Son	Austin
D. L. Carl	Llano
Albrecht Jewelry Co.	Yoakum
O. E. Faske	Giddings

LEGAL HOLIDAYS

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

INTERLOCKING WHISTLE CODES

11

TOWER 68, ENGLEWOOD

Main track for movement with the current of traffic, from main track ———
 Eastward main track eastward from any other point ——— o o ———
 Westward main track westward from any other point o ——— o ———
 Eastward main track westward, from any point o ——— o o ———
 Westward main track eastward from any point ——— o ———
 West leg of wye, from any point ———
 Tank track, from any point ———
 Creosote No. 1, from any point o ———
 Creosote No. 2, from any point o o ———
 South Switching lead, from any point o ——— o ———
 Middle Switching lead, from any point o ——— o ———
 North Switching lead, from any point ——— o ——— o ———
 Ice House Track from any point o o ——— o o ———

TOWER 26, H. B. & T., I.-G. N., T. & N. O. CROSSINGS, HOUSTON

Main track for movement with the current of traffic, from main track ———
 Eastward main track eastward, from any other point ——— o o ———
 Westward main track westward, from any other point o ——— o ———
 Eastward main track westward, from any other point o ——— o o ———
 Westward main track eastward, from any other point ——— o ———
 Shreveport Line Transfer, from any point o o ——— o o ———
 Shreveport Line connection, from any point o o ———
 Enginehouse lead, from any point ———
 Old Head, from any point o ——— o ———
 H. B. & T. interchange, from any point o o ———
 Icing Plant, from any point ———
 I.-G. N. interchange, from any point ——— o ——— o ———
 Freight main track westward, from any point o ———

TOWER 13, M-K-T CROSSING, EUREKA

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

INTERLOCKING STATION 41, G. C. & S. F. CROSSING, NAVASOTA

Main track eastward or westward ———
 Siding from any point o ———

TOWER 9, I.-G. N. CROSSING, NAVASOTA

Main track eastward or westward ———
 House track from any point ——— o ———
 Oil Mill track from any point o ——— o ———

TOWER 7, I.-G. N. CROSSING, COLLEGE STATION

Main track eastward or westward ———
 House track from any point ——— o ———
 Siding from any point o ———
 Team track from any point ——— o ——— o ———

TOWER 36, I.-G. N. CROSSING, BRYAN

Main track eastward or westward from main track ———
 Siding from any point o ———

INTERLOCKING STATION 15, I.-G. N. CROSSING, HEARNE

Main track eastward or westward ———
 New No. 1 track from any point o ———
 West siding from any point ——— o ———

INTERLOCKING STATION 184, ST. L. S. W. CROSSING, CORSICANA

Main track eastward or westward ———
 Movements on siding eastward o ———
 Movements on siding westward o ——— o o ———
 To west end of scale track from any point ——— o ———

TOWER 118 AND 119 (See Page 14)

TOWER 10, G. C. & S. F. CROSSING, DALLAS YARD

Main track eastward or westward from main track ———

TOWER 35, M-K-T CROSSING, HILAND

(Cabin Interlocking Plant)

Normal route will be set for M-K-T showing clear signals.
 T. & N. O. trains and engines must stop before reaching home signal and send a member of train crew to the tower who will handle levers in accordance with instructions on manipulation chart in tower.

TOWER 49, ST. L. S. W. CROSSING, PLANO

Main track eastward or westward ———
 Storage track from any point o ———
 Oil Mill track from any point ——— o ——— o ———

TOWER 16, T. & P. CROSSING, SHERMAN

Main track eastward or westward ———
 St. L. S. F. Main track from any point ——— o ———
 St. L. S. F. Yard from any point o ——— o ———
 T. & P. transfer from any point o ——— o o ———

TOWER 93, M-K-T CROSSINGS, DENISON

Main track eastward or westward from main track ———
 To and from K. O. & G. transfer from any point o ——— o o ———
 To T. & N. O. from M-K-T ——— o ———
 To M-K-T from T. & N. O. ——— o ——— o ———

TOWER 21, M-K-T, ST. L. S. W. CROSSINGS, WACO

To T. & N. O. main track from coal or house track ———
 To T. & N. O. main track from StL&SW main track ———
 To StL&SW main track from T&NO main track ——— o ———
 House track from any point ——— o ———
 Coal track from any point ——— o o ———
 Telephones are located in box on post near each home interlocking signal on Cameron Subdivision, and if signal is not cleared for route through plant, telephone should be used immediately to communicate with signal operator for instructions.

TOWER 52, G. C. & S. F. CROSSING, CAMERON

Main track ———

TOWER 54, I.-G. N. CROSSING, ROCKDALE

Main track ———

TOWER 91, M-K-T CROSSING, WEST POINT

Main track ———
 Main track to siding ——— o o ———
 Siding to main track ——— o o ———

TOWER 3, T. & N. O. CROSSING, FLATONIA

Main track to or from Yoakum o ——— o ———
 Main track to San Antonio Division ———
 Main track to wye ——— o ———
 Wye to main track ——— o ———

INTERLOCKING STATION 131, T. & P. CROSSING, TERRELL

Main track eastward or westward from main track ———

INTERLOCKING STATION 95, G. C. & S. F. CROSSING, BRENHAM

Main track ———

TOWER 100, M-K-T CROSSING, ELGIN

Main track ———
 Main track to siding ——— o o ———
 Siding to main track ——— o o ———
 Main track to house track o ——— o ———
 House track to main track o ——— o ———
 Siding to house track o ———
 House track to siding o ———
 Siding to transfer ——— o o ———

INTERLOCKING STATION 132, I.-G. N. CROSSING, McNEIL

(Cabin Interlocking Plant)

Normal route will be lined for I.-G. N. showing clear signals.

The agent will handle the signals during his tour of duty, and the whistle code for the main track will be one long (———).

Outside of hours of the agent, it will be necessary for T. & N. O. trains to stop before reaching home signal and send a member of the train crew to the tower who will handle levers in accordance with instructions on manipulation chart located directly above the interlocking machine.

TOWER 67, M-K-T CROSSING, WAXAHACHIE

Main track eastward or westward ———
 M-K-T transfer from any point ——— o ———

TOWER 53, M-K-T CROSSING, FT. WORTH

Main track eastward or westward from main track ———

TOWER 126, G. C. & S. F. CROSSING, FT. WORTH

Main track eastward or westward from main track ———
 To or from Track No. 2 o ——— o ———
 To or from Bitulithic Spur o ———
 To or from Track No. 1 ——— o ———
 To or from G. C. & S. F. connection o o ——— o ———

TOWER 55, T. & P. CROSSINGS, FT. WORTH

Rock Island from T. & N. O. ———
 F. W. & D. from T. & N. O. ———
 G. C. & S. F. Freight yards from T. & N. O. ——— o ———
 T. & P. South Wye from T. & N. O. ——— o o ———
 Ft. Worth Union Depot from T. & N. O. o ———

One long, two short and one long (——— o o ———) sound of whistle indicates westward main track movement past the two arm signal and most easterly derail up to, but not beyond the signal bridge.

SPECIAL INSTRUCTIONS

GENERAL

1. 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.
2. A train may arrive at a station in advance of its schedule arriving time.
3. When trains, or engines with or without cars, meet in vicinity of high-way crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.
4. Employees are forbidden to ride front foot board of yard engines in direction of movement or on pilot of road engines.
5. Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.

LOCAL

23. Engines 650, 651 and 652 are equipped with air-siren whistle, in addition to steam whistle, and when used on trains 13 and 14, the siren will be used in sounding 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.

24. Roadmasters, B & B and signal supervisors, signal foremen, linemen, traveling motor car repairers, water service repairers and other employees who operate motor cars must use watches as prescribed by Rule 2.

25. Hempstead and Sherman (Tower 16) are register stations only for trains that originate or terminate there.

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.

Giddings is register station only for trains that originate or terminate there.

26. (a) First class trains may register at Hearne by register ticket (Form 2642) and obtain train order check of trains (Form R) from Dispatcher.

(b) Nos. 13 and 14 may register at Ennis by register ticket (Form 2642) and obtain train order check of trains (Form R) from Dispatcher.

(c) Trains may register at Flatonia by register ticket (Form 2642).

(d) Nos. 42 and 43 may register at Hempstead by register ticket (Form 2642).

(e) St. L., S. F. & T. trains Nos. 530 and 532 may register at Denison by register ticket (Form 2642).

27. Nos. 14, 16 and 18 must obtain a clearance authorized by Chief Dispatcher, Ennis, before leaving Dallas (Union Station) and No. 156 must obtain a clearance authorized by Houston Division Chief Dispatcher before leaving Dallas (Union Station) and Tower 118, Belt Junction.

28. On double track between Eureka and Houston (Passenger Station) and between Tower 26 and Englewood trains may run extra, moving with current of traffic, without train order authority. Second class and inferior trains and engines may run ahead of first class trains between the points named without train order authority, but must not occupy main track when it is known a first class train will thereby be delayed.

Trains must run with caution between these points.

29. Following whistle code will be sounded at Hickory Street, Houston, for guidance of switch tender in handling switches at entrance to passenger station yard:

San Antonio Division Trains ——— o ———
 Dallas and Austin Divisions Trains o ———
 Victoria Division Trains o o ——— o ———

(a) Trains and engines must approach passenger yard, Houston, with caution and be governed by signals from switch tender as follows: Proceed signal with green flag by day or green light by night before entering passenger yard; proceed signal with yellow flag by day or yellow light by night before leaving passenger yard.

30. Use of the various classes of engines is restricted as follows:

(a) MK-5 and F-1 engines must move with caution over turnouts and inside tracks in yards at Hempstead, Hearne, Mexia, Giddings, Ennis, Denison, Fort Worth and right hand track at Butler on account of No. 7 frogs.

(b) M-21 class or heavier engines must not use Oil Mill track, Navasota.

(c) Engines heavier than M-4 must not be used on Chapel Hill Gin spur.

(d) Class M-21, MK-5, P-13 and F-1 engines must not be used on Waco Subdivision beyond Bremond yard limits.

(e) Class M-21, MK-5, P-6, P-13 and F-1 engines must not be used on Paris Subdivision.

(f) Engines heavier than F-1 class must not be operated over White Oak Bayou, West end Hardy Street Yard, Houston.

(g) Engines must not go beyond restriction sign in Glass gravel pit.

(h) C-8-9 and heavier class engines must not use the Fehrenkamp spur at Moulton.

31. Use of road engines heavier than Class C-8-9 is restricted over the following tracks and structures:

Ennis Subdivision:

Calvert: Oil Mill track.

Hammond: House track.

Bremond: Short leg of Wye.

Mexia: BRI interchange track, beyond a point 300 feet from switch.

Denison Subdivision:

Ferris: All Brick Yard tracks.

Wilmer: Texas Electric interchange track.

Plano: West Transfer track, 6 car lengths beyond road crossing. East Transfer track beyond east end of laborers' quarters.

Anna: Elevator track.

McKinney: Compress tracks, and Wye, except that portion leading to Collin Co. Mill & Elevator track.

Van Alstyne: Elevator track.

Denison: Cotton Mill track.

Flatonina Subdivision:

Flatonina: Old SA&AP house track.

Lena: Spur.

Winchester: Spur.

Austin Subdivision:

Brenham: Schleider's spur.

32. Location of Bulletin Books.

At Houston: Passenger Station; Passenger and Freight Enginehouses; General Yardmaster's office, Hardy Street.

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

34. Track No. 4 through Hempstead Yard is designated as Austin Subdivision main track and must be kept clear.

Austin Subdivision trains will enter and leave Hearne subdivision main track at east end of track No. 4.

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

36. St. L. S. W. of T. trains and engines will operate on main track between engine tie-up track and passenger station, Sherman, under provisions of Rule 93. Main track movements approaching and between East wye switch and passenger station, Sherman, must be made with caution, expecting to find main track occupied.

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

38. The scale track serving Elgin Cotton Oil Company at Elgin must not be used in switch movements. The west switch on oil mill track must be left lined for the spur track.

39. In using the West leg of Wye at Llano engines must back over instead of heading over it.

40. Within yard limits Giddings the main track may be used by trains and engines protecting only against first class trains. Second and inferior class trains, extra trains and engines must move with caution within such defined limits expecting to find main and wye tracks occupied without protection.

41. 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 Ennis and McKinney; Ennis and Groesbeeck; Hearne and Hempstead; Navasota and Englewood.

Other Freight Trains — 50 miles, except may run between Ennis and McKinney; Ennis and Fort Worth; 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.

42. Eastward through trains must not take water at Navasota tank except in emergency.

Trains take water at Terrell only in emergency.

Through trains shall not take water at Moulton except in emergency, and then only enough to reach the next water station.

43. Use of engine whistle in Fort Worth Union Station is forbidden except in cases of emergency. Crews will use telephone which is located at east end of East Train Shed to obtain route through Interlocking Plant, Tower 55.

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

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

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

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

SPRING SWITCHES

45. Oil-buffer switches are located as follows:

Freight Route between Tower 26 and Boulevard Junction—east end of double track.

Freight Route between Tower 26 and Boulevard Junction—west end of double track.

Hearne—lead switch west end of yard.

Bremond—west switch of siding.

Corsicana—east switch of siding.

Ennis—lead switch west end of yard.

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

46. STRUCTURES LESS THAN STANDARD CLEARANCE.

Mile	Location	Description
Denison Subdivision		
0.1	East of Forest Avenue	Overhead Signal Bridge Overhead
Fort Worth Subdivision		
49.0	East of Tower 53	I-G. N. Bridge Overhead
52.0	Ft. Worth Yard	Hattie Street Overhead

47. Yards located at following stations are designated by Yard Limit boards:

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

(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 on Llano Subdivision to yard limit board one mile east of Burnet to yard limit board one mile west of Burnet.

(c) Dallas Yard Limit extends from a point 1000 feet west of Lawther to a point 1000 feet east of East siding switch Miller, and from Forest Avenue to a point 1000 feet west of Briggs.

(d) Hearne Yard Limit extends to yard limit board 4.7 miles west on Flatonina Subdivision.

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

48. A trainman is required to ride on rear platform of trains while crossing the following bridges and to watch for fires on or about these structures:

Flatonina Subdivision:

Colorado River Bridge near West Point.

Cameron Subdivision:

Little River Bridge near Cameron.

Llano Subdivision:

79-B, Colorado River Bridge, East of Kingsland.

Fort Worth Subdivision:

28-F, Mountain Creek, east of Britton.

Waco Subdivision:

4-D, Little Brazos River, east of Reagan.

13-D and 14-A, Big Creek, east of Marlin.

Paris Subdivision:

12-A and 14-B, Trinity River Bottom, east of Rosser.

25-B, Kings Creek, east of Kaufman.

42-B, Kings Creek, west of Terrell.

52-E, Sabine River, west of Hetty.

58-B to 58-D, Caddo River Bottom, west of Quinlan.

110-B, North Sulphur River Bottom, west of Enloe.

112-J, Honey Creek, east of Howland.

119-B, Auds Creek, west of Atlas.

SPEED

50. Unless otherwise further restricted, the following is maximum speed for trains between the points named:	Streamlined Passenger Trains when handled by P-5, P-6 or P-14 Class Engines			Other Steam Passenger Trains			Gas Electric Motor Passenger Trains			Engines with two wheel engine trucks in passenger service.			Manifest Freight Trains when handled by MK-5 or F-1 Class engines and when not handling any of the restricted cars shown in Item 61.			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels.			Trains handling loaded oil tanks of 12,000 gallons capacity or over		
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour		
	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves
BETWEEN																								
Houston and T. & P. Jct. and Forest Avenue.....	75	75		65	65		55	55		50	50	50	50	50		40	40	40	25	18	18	30	25	25
Hiland and Gifford.....				40	35		45	40		35	30	30				25	25	25	20	15	15	25	20	20
T. & P. Jct. and M. P. 292.5 Sherman and Denison..				50	45		55	50		45	35	35	35	35		35	35	35	20	15	15	30	25	25
M. P. 292.5 and Sherman...			SLOW BOARDS GOVERN	45	40		50	45		40	35	35	30	30		30	30	30	20	15	15	30	25	25
Bremond and Waco				45	40		50	45		40	35	35				30	30	30	20	15	15	25	18	18
Garrett and Fort Worth.....				50	45		55	50		45	35	35	35	35		35	35	35	25	18	18	30	20	20
Ennis and Paris.....				40	35		45	40		35	30	30				25	25	25	20	15	15	25	18	18
Llano and Austin.....				40	35		45	40		35	30	30				30	30	30	20	15	15	20	20	20
Marble Falls and Fairland				35	30		35	35		35	30	30				25	25	25	15	10	10	15	15	15
Lampasas and Burnet.....				30	25		30	25		25	20	20				25	25	25	15	10	10	15	15	15
Austin and Elgin.....				40	40		45	40		25	25	25	25	25		25	25	25	20	15	15	25	20	20
Elgin and Hempstead.....				45	40		50	45		30	30	30	25	25		25	25	25	20	15	15	25	20	20
Yoakum and Flatonia....				45	40		50	45		40	35	35	25	25		25	25	25	20	15	15	25	20	20
Flatonia and Giddings....			50	45		55	50		40	40	40	35	35		35	35	35	20	15	15	30	25	25	
Giddings and Hearne Jct..			50	45		55	50		40	40	40	35	35		35	35	35	20	15	15	30	25	25	
Giddings and M. P. 98....			45	40		50	45		40	35	35				30	30	30	20	15	15	20	20	20	
M. P. 98 and Waco.....			40	30		45	35		40	30	30				25	25	25	20	15	15	20	20	20	

51. LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO MORE THAN ONE CURVE, STRUCTURE OR EXTENDED SECTIONS OF TRACK.

		SPEED OF—		
Streamlined Psgr. Trains When Handled By P-5, P-6 or P-14 Class Engines		Other Steam Psgr. Trains	Manifest Frt. Trains	Frt. & Mixed Trains
BETWEEN		HEARNE SUBDIVISION		
M. P. 60.71 and M. P. 64.....	60	50	40	30
M. P. 66.84 and M. P. 67.08.....	60	50	40	30
M. P. 72.02 and M. P. 73.43 ... (2 Curves)	60	60	50	40
M. P. 108.69 and M. P. 109.56.. (2 Curves)	60	60	50	40
BETWEEN		ENNIS SUBDIVISION		
M. P. 206 and M. P. 208.....	60	50	30	30
M. P. 212 and M. P. 218.8.....	75	55	40	35
BETWEEN		DENISON SUBDIVISION		
M. P. 235 and M. P. 249.....	60	50	35	35
BETWEEN		FORT WORTH SUBDIVISION		
Garrett and M. P. 9.....		45	30	30
M. P. 23 and M. P. 29.....		35	24	24
M. P. 47¾ and M. P. 49.....		30	18	18
BETWEEN		WACO SUBDIVISION		
M. P. 12 and M. P. 33.....		40	25	25
BETWEEN		LLANO SUBDIVISION		
M. P. 33½ and M. P. 34¾.....		30	30	30

52. The following modification of parts of certain rules will apply between Eureka and Miller as follows:

Rule 10 (H). When a yellow signal is required it will be displayed to right of track in direction of movement THREE-FOURTHS mile from structure or track over which speed of train must be restricted.

Rule 10 (J). A slow board (oval or round), when used, will be placed to the right of track in direction of movement THREE-FOURTHS mile from structure or track over which speed of train must be restricted.

53. Unless otherwise further restricted, the following maximum speed restrictions between Houston and T. & P. Jct. and Forest Avenue must be observed:

(a) Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by streamlined trains 13 and 14.

(b) Trains consisting of streamlined cars only, when handled by other than P-5, P-6 and P-14 class engines, must not exceed speed prescribed for other steam passenger trains, or class of engine used.

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

54. Round slow boards, painted yellow, with one set of black figures, indicate maximum speed for streamlined trains 13 and 14 only. They will be placed the same distance as oval slow boards and may be placed below and on same post with oval slow board. Where round slow board is not used, streamlined trains 13 and 14 will observe speed restrictions for passenger trains as indicated by oval slow board.

55. Trains and engines must not exceed 15 miles per hour over diamond crossing, just west of Tower 26, Houston.

56. Maximum speed for facing movements over oil buffer spring switch, west yard lead main track switch Hearne, is 35 miles per hour.

58. Trains must not exceed 10 miles per hour when moving through No. 8 slip switch, Giddings.

F-1 and MK-5 class engines must not make a direct movement through No. 8 slip switch Giddings from Cameron Subdivision main track to Dalsa wye, or Dalsa wye to Cameron Subdivision main track.

59. Trains must not exceed 15 miles per hour through crossovers, junctions and other diverging switches, and 25 miles per hour over drawbridges. Passenger trains, including streamlined trains, must not exceed 45 and freight trains 30 miles per hour over railroad crossings at grade not otherwise further restricted.

60. All trains and engines must run with caution within yard limits Austin, Yoakum and Burnet expecting to find main and wye tracks occupied.

61. Speed shown under "Manifest Freight Trains" Item 50 may be observed when not handling:

Loaded oil tanks (any capacity); any loads on open top cars where lading projects above ends or sides of car; any open top car loaded with transformers, structural steel or girders, twin loads, poles or piling; machines on own wheels such as cranes, derricks, ditching machines or any other car restricted by rule or special instruction. Cars with arch bar type truck unless Car Foreman or Lead Inspector, after careful inspection certifies truck in good condition for fast speed.

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

50. (b) The Speed of engines listed below is restricted as indicated:

Any Service

30 miles per hour at any point:

Engine	Class	Engine	Class
307-314-319-		897-898-899.....	D-1
323-333.....	T-24	867-868-869.....	C-20
353-358-361-		870.....	C-21
364.....	T-25	871 to 876.....	C-22
377 to 386.....	T-27	877 to 884.....	C-23
481.....	M-20	885 to 889.....	C-24

35 Miles per hour at any point:

520 to 529.....	M-21
800 to 807.....	C- 8
808 to 850.....	C- 9
895 - 896.....	C-25

MAXIMUM SPEED OF ENGINES

Yard engines in service, running forward or backward with or without cars, and road engines in service, running backward with or without cars, or when shoving cars ahead of engine..... 20 miles per hour.

Yard engines, not equipped with engine trucks, in tow in charge of messenger and under sufficient steam to lubricate, moving forward or backward, rods in place or removed..... 20 miles per hour.

Road engines in tow in charge of messenger, and under sufficient steam to lubricate:

Moving forward or backward, rods in place.....Freight train speed.

Moving forward or backward, main or side rods, or both, removed 20 miles per hour.

Road engines running forward, light, unless otherwise directed Freight train speed.

Note: Speed of all trains restricted to 6 miles per hour over Louisiana Street (between freight and passenger depots) McKinney.

SPEED TABLE

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

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6
17	3	31	36	1	40	55	1	5
18	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

SPECIAL INSTRUCTIONS

SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BETWEEN T. & P. JUNCTION AND BELT JUNCTION.
AND BETWEEN FOREST AVENUE AND MILLER

POSITIVE BLOCK SIGNAL LIMITS

Signal No. 2597—At west crossover, Miller.
Signal No. 2603—SA West Drill track switch, Miller.
Signal No. 48—Main track east of Tower 119, T. & P. Junction.
Signal No. 24—SA, East Switch Fox.
Signal No. 3149—SA, Houston Division main track at Briggs.
Signal No. 42—Industry yard track at Briggs.
Positive Block Signal arms are painted the same as Interlocking Signal arms.

INTERLOCKING PLANTS

TOWER 119, T. & P. JUNCTION TOWER 118, BELT JUNCTION
(Limits of Control.)

Signals and switches at Belt Junction, signals and switches at each end of Fox siding and signals and switches at west end Drill Track Miller, are controlled by interlocking plant, Tower 118.

Signals and switches at T. & P. Junction and signals and switches at Briggs (except Signal No. 42, and switch to Industry yard track) are controlled by interlocking plant, Tower 119.

OPERATION

Tracks between Miller and Belt Junction will be used jointly by T. & N. O.—Houston Division and T. & N. O.—Denison Subdivision trains.

Tracks between Forest Avenue and Briggs will be used jointly by T. & N. O.—Denison Subdivision, T. & N. O.—Houston Division, and T. & P. Ft. Worth Division trains.

Tracks between Briggs and T. & P. Junction will be used jointly by T. & N. O.—Denison Subdivision, and T. & P.—Ft. Worth Division trains.

Extra trains between Belt Junction and Gifford will run via T. & P. Junction unless otherwise directed by train order.

Trains and engines will operate within interlocking and positive block limits in accordance with interlocking and positive block signal indication, and trains may run extra within such limits without train order authority. The position of train order signals must be respected in accordance with Rule 221.

On double track, between Belt Junction and Forest Avenue, trains may run

extra, moving with the current of traffic, without train order authority.

Yard engines may move with the current of traffic on double track between Belt Junction and Forest Avenue and will operate within interlocking and positive block limits in accordance with interlocking and positive block signal indications.

Signal operator at Tower 119 will not clear signals authorizing train and engine movements from T. & P. Junction or Briggs until he has communicated with signal operator at Tower 118, and received authority for such movements, when wire communication is possible.

Yard engines from Industry yard track at Briggs will be governed by position of switch indicator and Signal No. 42, and will stop clear of Signal No. 42, and will not enter main track unless so authorized by telephone by signal operator at Tower 118, when wire communication is possible.

Trains and engines must not pass a signal indicating "stop" except as authorized by Rules 509 or 663 and when delayed by an interlocking positive block signal indicating "stop," should immediately communicate with signal operator at Tower 118 for instructions.

Trains and engines must not enter main track from any adjoining track within limits of Interlocking Plants unless so authorized by telephone by signal operator at Tower 118 or Tower 119 when telephone communication is possible.

LOCATION OF LOCAL TELEPHONES

Tower 118, Belt Junction. Tower 119, T. & P. Junction.
Relay post Houston Division main track at Briggs.
Signal case, Signal No. 34-SA, at west switch at Fox. Cable pole at Signal No. 3149-SA.

Signal case, Signal No. 2597 at west crossover at Miller.
Signal bridge, Signal No. 18-SA, at east end double track.
Signal case, Signal Nos. 2603-SA and 2604-SA, west Drill track switch Miller.
Signal No. 2605-SA, located at west end Trinity River Bridge.

Trains may leave T. & P. Junction without a clearance, if train order signal is changed to indicate "proceed" in accordance with Rule 221.

Trains to or from the T. & P. Railway, Houston Division or Denison Subdivision of this division authorized to use a schedule on the tracks mentioned may move with the current of traffic on double track between Forest Avenue

and Belt Junction and operate within interlocking and positive block limits in accordance with interlocking and positive block indication without train order authority or change of identification.

INTERLOCKING WHISTLE CODE, TOWER 119, T. & P. JUNCTION

To or from direction of Gifford _____
To or from T. & P. main track connection o _____
To or from T. & P. Yard _____ o _____

INTERLOCKING WHISTLE CODE, TOWER 118, BELT JUNCTION

Toward Forest Avenue with current of traffic from any point _____ o _____
Toward T. & P. Junction from any point o o _____ o o
Toward Miller from any point o _____ o
Toward Dallas Yard (Old Main Track) from any point _____ o _____ o
Toward Houston Division main track at Briggs o _____ o o
Eastward main track against the current of traffic from any point o _____ o
Siding at Fox from any point o _____
Drill Track at Miller from any point o o _____ o

Houston Division trains approaching Briggs and Belt Junction will call for route in accordance with destination, either toward Forest Avenue, toward Miller, or toward Houston Division main track at Briggs, as the case may be, using at Briggs the same whistle code as at Tower 118, Belt Junction.

Houston Division dispatcher's telephone is located in car inspectors office at Fox.

Houston Division trains that move from Dallas yard or Miller must obtain a clearance at Belt Junction authorized by Houston Division Dispatcher.

Trains moving from Forest Avenue or intermediate points toward T. & P. Junction will be considered an eastward train from Forest Avenue to end of double track and a westward train from end of double track to T. & P. Junction.

Trains moving from T. & P. Junction or intermediate points toward Forest Avenue will be considered an eastward train from T. & P. Junction to double track at Belt Junction and a westward train from end of double track to Forest Avenue.

AUTOMATIC BLOCK SYSTEM

70. When signals equipped with triangular number plates indicate STOP, in addition to complying with provisions of Rule 509, careful inspection must be made of track, switches and structures as indicated below, and it must be known that the route is safe for passage of trains before proceeding:

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

71. On Freight Route between Tower 26 and Boulevard Junction, a dwarf light signal, not equipped with number plate, protects eastward movement over spring switch at west end of double track.

When signal indicates STOP, spring switch must be examined and it must be known route is safe for passage, and speed of 12 miles per hour must not be exceeded until entire train has passed over switch.

72. Automatic Block Signals located at North Sherman Junction. (Trains from Frisco Yard North Sherman Junction will observe position of Signals 3303 and 3304. If these signals indicate block unoccupied switch may be thrown, and train proceed after Signal 3301 goes to "Proceed" position. If Signals 3303 and 3304 indicate "block occupied" switch may be used only under flag protection.) An overlap extends from Signal 3299 two thousand four hundred and seventy-five (2475) feet eastward and from Signal 3314 two thousand six hundred and forty (2640) feet westward. Signals at North Sherman Jct. will go to proceed position as soon as the rear end of an eastward train passes Signal 3299.

AUTOMATIC INTERLOCKING PLANTS

Tatsie, on Flatoria Subdivision.
Midlothian, on Ft. Worth Subdivision.
Paris, on Paris Subdivision.

Normal position of home signals governing routes is "stop." Trains entering approach circuits will cause home and distant signals to assume proceed position if routes are unoccupied. Trains finding home signal displaying stop indication will stop.

TATSIE: If signal does not assume proceed indication, after train has entered approach circuit, and if no train approaching on intersecting route, unlock box marked "T&NO RELEASE" turn the knob on the release to the right as far as it will go and permit it to run down, after which signal should assume proceed indication, if it fails to do so train should proceed as prescribed by Rule 663.

Eastward trains using siding at Tatsie will stop clear of dwarf signal and send a member of the crew to switch who will, after observing the switch indicator displaying proceed indication, operate the switch after which the dwarf signal should assume proceed indication. If dwarf signal does not assume proceed indication be governed by the foregoing paragraph with respect to operation of release and procedure.

MIDLOTHIAN: Releasing section marker, marked "RELEASE SECTION" is located one hundred sixty-five (165) feet in advance of eastward home signal. The track section between marker and signal governing eastward trains on main track must be occupied while waiting for the signal to clear. If after waiting six (6) minutes and signal fails to indicate "PROCEED" and no approaching movement on intersecting route train may proceed as prescribed by Rule 663.

If route be not used before the expiration of six (6) minutes and a Santa Fe train enters the approach circuit, signal on the T&NO will go to stop and the Santa Fe train will receive a proceed indication; if no Santa Fe train enters approach circuit, signals on the T&NO will remain clear until the route is used.

If a T&NO train enters the approach circuit and does not use the route before six (6) minutes have elapsed, and a Santa Fe train enters their approach circuit, the route will immediately be taken away from the T&NO and held for six (6) minutes after which time a T&NO train will again receive a clear indication.

If a T&NO train enters approach circuit and receives proceed indication and enters the home circuit, then backs out of it while a Santa Fe train is on approach circuit, the Santa Fe signal will immediately clear. When a move of this kind is made T&NO trains must not, under any circumstances, pass the home signal in stop position without waiting six (6) minutes then observing Rule 663 Paragraph (c). When a move is made through plant with part of train left in the approach circuit, a movement back over crossing must not be made except as provided in paragraph (c) of Rule 663.

Signals will clear up behind a train if opposing route is not occupied. If a Santa Fe train enters approach circuit after signal has cleared behind a train on T&NO track, T&NO signal will immediately go to stop but the Santa Fe signal will not clear for one and one-half minutes thereafter.

Engines or cars occupying routes between home signals on either railroad will set all signals to indicate stop.

Eastward trains using industry track (old siding), will stop clear of dwarf signal and send member of the crew to the switch who will operate it after which the dwarf signal should assume proceed indication. Should the dwarf signal fail to clear after waiting six (6) minutes and no train approaching on intersecting route, proceed as prescribed by Rule 663.

PARIS: If signal does not assume proceed indication, after train has entered approach circuit, and if no train approaching on either intersecting route, unlock box marked "T&NO and G. C. & S. F. Release" located at the southwest corner of tower building, if T&P crossing is to be obstructed; or the box marked "T&NO," located at the southwest intersection with the Frisco, if Frisco crossing is to be obstructed, and push button which should cause signal to assume proceed indication. If it fails to do so, train should proceed as prescribed by Rule 663.

Trains must not exceed twenty-five (25) miles per hour between the home signals of these automatic interlocking plants.

REMOTE SIGNAL AND SWITCH CONTROL

DALLAS, GARRETT AND WEST POINT

Home signals governing GC&SF crossing, Tower 10, Dallas, are electrically operated from Tower 19, Dallas. Telephone is located in box on the mast of Eastward home signal and on iron post at StLSWofT crossing just East of Westward home signal. If signal be not cleared for route over GC&SF crossing member of crew should immediately communicate, by telephone, with signal operator at Tower 19 for instructions, being governed by Rule 663.

The switch connecting the Fort Worth subdivision with the Denison subdivision at Garrett is electrically operated from the train-order office, Ennis Yard; the normal position is for Denison subdivision movements.

The east switch of siding at West Point is electrically operated from Tower 91.

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

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone located in box on signal near switch, but inferior westward trains approaching the east switch at West Point and finding the switch set for main-track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in the direction of movement.

Instructions for operating electrically-operated switches by hand, when so authorized by the signal operator, are located inside of instrument case in iron box on post behind switch machine.

Before moving over an electrically-operated switch with the signal indicating "stop," it must be known the switch is properly set, and a speed of twelve

SPECIAL INSTRUCTIONS

15

(12) miles per hour must not be exceeded until the entire train has passed over the switch.

Telephone is also located in box on Signal 2325 Ennis Yard, and signal operator must be notified when the trains do not move in their turn as ordered.

Eastward trains using siding at Garrett will stop clear of Signal 2334 and will not enter main track until authorized by signal operator at Train Order Office, Ennis Yard by telephone. Signal 2334 will not clear until both switch and derail have been operated.

Trains required to do switching at Garrett using east Ft. Worth subdivision switch will notify signal operator by telephone, to operate switch for each move.

POSITIVE BLOCK

Positive block signals have semaphore arms painted the same as interlocking signals, and their indications are the same as those displayed by interlocking signals.

Trains and engines will operate within positive block limits in accordance with positive block signal indications, which supersedes the superiority of trains, but second-class and inferior trains and engines will not occupy a positive block,

or overlap in connection therewith, when it is known a first-class train will thereby be delayed.

To enter a positive block when signal indicates "stop," the movement must be made in accordance with the provisions of paragraph (d) or paragraph (e), Rule 509, but before applying paragraph (e), train and enginemen must assure themselves, either by means of vision or telephonic communications, that the block is not occupied by an opposing train.

Through interlocking plants, located within positive block limits, interlocking rules apply; and automatic block signals located within positive block limits will be respected in accordance with automatic block system rules.

BETWEEN HEARNE JUNCTION AND HEARNE:

Signal 1199 on Flatonia Subdivision, Hearne Junction, and Signal 1197 on Hearne Subdivision main track east of Hearne Junction, govern movements from that point to Hearne.

Signal 1206 at west lead switch, Hearne, govern movements from that point to Hearne Junction.

Overlaps extend 2617 feet east of Signal 1197 and 250 feet west of Signal 1206. Overlap at Signal 1206 affects switch indicators only.

Switch indicators are located at all main-track switches between Hearne Junction and Signal 1206.

BETWEEN ENNIS AND GARRETT:

Signal 2307 at east switch long extension, Ennis, govern movements from that point to Garrett.

Signal 2338 on Denison Subdivision at east switch, Garrett, Signal 2336 on Fort Worth Subdivision at east switch, Garrett, and Signal 2334 on north siding, Garrett, govern movements from east switch, Garrett to Ennis.

Overlap extends from Signal 2307 east to Signal 2301, and from Signal 2325 to east wye switch, Ennis.

Switch indicators are located at west leg wye, Ennis, east leg wye, Ennis, Compress track and oil mill track, Ennis.

Trains entering positive block from Paris Subdivision, at Ennis East Wye Switch as per paragraph (d) or (e), Rule 509, with indicator at switch and Signal 2325, indicating block occupied, must protect themselves against eastward trains on Denison Subdivision.

COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
Houston.....	Dr. Chas. C. Green.....	Chief Surgeon	Chapel Hill....	Dr. W. J. L. Roberts.....	Local Surgeon	Giddings.....	Dr. H. G. Hertel.....	Local Surgeon	Navasota.....	Dr. W. W. Greenwood.....	Local Surgeon
Houston.....	Dr. J. R. Gandy.....	House Surgeon	Chilton.....	Dr. G. E. Smith.....	Local Surgeon	Greenville.....	Dr. Will Cantrell.....	Local Surgeon	Navasota.....	Dr. S. J. Emory.....	Local Oculist
Houston.....	Dr. E. M. Arnold.....	Local Oculist	College Station	Dr. J. E. Marsh.....	Local Surgeon	Greenville.....	Dr. W. C. Morrow.....	Local Surgeon	Paris.....	Dr. W. W. McCuiston.....	Local Surgeon
Houston.....	Dr. Allan Colette.....	Local Surgeon	Calvert.....	Dr. W. O. Taylor, Jr.....	Local Surgeon	Greenville.....	Dr. E. F. Wright.....	Local Oculist	Paris.....	Dr. L. P. McCuiston.....	Local Surgeon
Houston.....	Dr. L. F. Coxe.....	Local Surgeon	Commerce.....	Dr. C. G. Allen.....	Local Surgeon	Groesbeeck.....	Dr. J. W. Cox.....	Local Surgeon	Paris.....	Dr. R. Leslie Lewis.....	Local Surgeon
Houston.....	Dr. J. Chas. Dickson.....	Local Aurist	Cooper.....	Dr. C. O. Taylor.....	Local Surgeon	Gurley.....	Dr. H. W. Wills.....	Local Surgeon	Paris.....	Dr. Owen R. O'Neill.....	Local Oculist
Houston.....	Dr. Franklin K. Dornak.....	Local Surgeon	Cooper.....	Dr. S. F. Blair.....	Local Surgeon	Hempstead.....	Dr. Malcolm A. Jones.....	Local Surgeon	Plano.....	Dr. W. G. Harris.....	Local Surgeon
Houston.....	Dr. H. O. Feagin.....	Local Surgeon	Corsicana.....	Dr. W. R. Sneed.....	Local Surgeon	Hempstead.....	Dr. S. O. Walker.....	Local Surgeon	Quinlan.....	Dr. E. O. Bills.....	Local Surgeon
Houston.....	Dr. Ray Collins.....	Local Surgeon	Corsicana.....	Dr. Dubart Miller.....	Local Surgeon	Hearne.....	Dr. H. W. Cummings.....	Examining Surgeon	Richland.....	Dr. J. H. Edgar.....	Local Surgeon
Houston.....	Dr. Chas. Klanke.....	Local Surgeon	Corsicana.....	Dr. J. E. McClung.....	Local Oculist	Hearne.....	Dr. W. M. Boguskie.....	Local Surgeon	Richardson.....	Dr. W. N. Manning.....	Local Surgeon
Houston.....	Dr. L. P. Kirkpatrick.....	Local Surgeon	Dallas.....	Dr. Elbert Dunlap.....	Division Surgeon	Howe.....	Dr. J. L. Shelley.....	Local Surgeon	Riesel.....	Dr. J. D. Foster.....	Local Surgeon
Houston.....	Dr. Edwin A. Moers.....	Local Surgeon	Dallas.....	Dr. Hudson Dunlap.....	Examining Surgeon	Hutchins.....	Dr. A. O. Carnes.....	Local Surgeon	Rockdale.....	Dr. T. S. Barkley.....	Local Surgeon
Austin.....	Dr. S. E. Hudson.....	Division Surgeon	Dallas.....	Dr. W. G. Reddick.....	Examining Surgeon	Kaufman.....	Dr. R. J. Rowe.....	Local Surgeon	Rockdale.....	Dr. I. P. Sessions.....	Local Surgeon
Austin.....	Dr. Joe Gilbert.....	Division Surgeon	Dallas.....	Dr. E. H. Cary.....	Division Oculist	Kaufman.....	Dr. Guy G. Shaw.....	Local Surgeon	Rockdale.....	Dr. H. T. Coulter.....	Local Surgeon
Austin.....	Dr. Joe Thorne Gilbert.....	Local Surgeon	Dallas.....	Dr. Kelly Cox.....	Local Oculist	Kosse.....	Dr. J. E. Green.....	Local Surgeon	Rosebud.....	Dr. Joe Harrell.....	Local Surgeon
Austin.....	Dr. H. L. Hilgartner, Jr.....	Local Oculist	Denison.....	Dr. T. J. Long.....	Examining Surgeon	Lampasas.....	Dr. W. V. Bessonette.....	Local Surgeon	Shiner.....	Dr. F. M. Wagner.....	Local Surgeon
Austin.....	Dr. S. J. Clark.....	Local Oculist	Denison.....	Dr. A. A. Blassingame.....	Local Oculist	Leander.....	Dr. C. R. Miller.....	Local Surgeon	Shiner.....	Dr. Robt. W. Williams.....	Local Surgeon
Austin.....	Dr. A. F. Beverly.....	Examining Surgeon	Denison.....	Dr. A. G. Sneed.....	Local Surgeon	Lexington.....	Dr. A. O. Connor.....	Local Surgeon	Sherman.....	Dr. H. I. Stout.....	Examining Surgeon
Austin.....	Dr. J. W. McLaughlin.....	Examining Surgeon	Denison.....	Dr. E. L. Hailey.....	Local Surgeon	Llano.....	Dr. H. J. Hoerster.....	Local Surgeon	Sherman.....	Dr. D. O. Enloe.....	Examining Surgeon
Bertram.....	Dr. T. D. Vaughan.....	Local Surgeon	Elgin.....	Dr. J. V. Fleming, Jr.....	Local Surgeon	Lott.....	Dr. R. L. Currie.....	Local Surgeon	Sherman.....	Dr. T. W. Crowder.....	Local Oculist
Bryan.....	Dr. R. B. Ehlinger.....	Local Surgeon	Ennis.....	Dr. C. P. Cook.....	Division Surgeon	Manor.....	Dr. Roy G. Reed.....	Local Surgeon	Terrell.....	Dr. E. D. Lane.....	Local Surgeon
Bryan.....	Dr. L. O. Wilkerson.....	Local Surgeon	Ennis.....	Dr. J. M. Chapman.....	Examining Surgeon	Marble Falls.....	Dr. Audrey L. Nanney.....	Local Surgeon	Thornton.....	Dr. J. B. Barnett.....	Local Surgeon
Bryan.....	Dr. T. T. Walton.....	Local Surgeon	Ennis.....	Dr. C. E. Gray.....	Local Oculist	Marlin.....	Dr. N. D. Bule.....	Local Surgeon	Van Alstyne.....	Dr. Wm. Veazey.....	Local Surgeon
Bryan.....	Dr. S. B. Slaughter, Jr.....	Local Surgeon	Ennis.....	Dr. J. H. Reid.....	Local Surgeon	Marlin.....	Dr. H. O. Smith.....	Local Surgeon	Waco.....	Dr. O. H. Brooks.....	Examining Oculist
Bremond.....	Dr. W. F. Hasskari.....	Local Surgeon	Flatonia.....	Dr. E. J. Pulkabek.....	Local Surgeon	Marlin.....	Dr. A. O. Hornbeck.....	Local Surgeon	Waco.....	Dr. H. T. Ayresworth.....	Local Oculist
Brenham.....	Dr. O. F. Schoenvogel.....	Local Surgeon	Fort Worth.....	Dr. W. A. Durringer.....	Division Surgeon	Marlin.....	Dr. M. A. Davison.....	Local Surgeon	Waco.....	Dr. I. E. Colgin.....	Examining Surgeon
Brenham.....	Dr. W. F. Hasskari.....	Local Surgeon	Fort Worth.....	Dr. W. R. Thompson.....	Local Oculist	Mansfield.....	Dr. H. D. Nifong.....	Local Surgeon	Waco.....	Dr. R. E. Bullard.....	Local Surgeon
Burnet.....	Dr. J. E. Williamson.....	Local Surgeon	Fort Worth.....	Dr. W. S. Webb.....	Local Oculist	Mexia.....	Dr. M. M. Brown.....	Local Surgeon	Waller.....	Dr. Hamlin K. McWilliams.....	Local Surgeon
Burton.....	Dr. C. E. Southern.....	Local Surgeon	Fort Worth.....	Dr. S. J. Wilson.....	Local Dermatologist	Mexia.....	Dr. E. F. Hamm.....	Local Surgeon	Waxahachie.....	Dr. W. O. Tenery.....	Local Surgeon
Caldwell.....	Dr. T. L. Goodnight.....	Local Surgeon	Fort Worth.....	Dr. J. H. Brown.....	Examining Surgeon	McKinney.....	Dr. J. C. Erwin, Jr.....	Local Surgeon	Waxahachie.....	Dr. M. E. Hastings.....	Local Surgeon
Cameron.....	Dr. T. L. Denson.....	Local Surgeon	Ferris.....	Dr. R. G. Carpenter.....	Local Surgeon	McKinney.....	Dr. P. D. Robason.....	Local Surgeon	Wortham.....	Dr. K. W. Sneed.....	Local Surgeon
Cameron.....	Dr. A. S. Epperson.....	Local Surgeon	Giddings.....	Dr. S. W. Mantzel.....	Local Surgeon	Midlothian.....	Dr. J. P. Harris.....	Local Surgeon	Wortham.....	Dr. Fred W. Horn.....	Local Surgeon
Cameron.....	Dr. W. R. Newton.....	Local Surgeon	Giddings.....	Dr. W. E. York.....	Local Surgeon	Moulton.....	Dr. F. F. Heger.....	Local Surgeon	Yoakum.....	Dr. H. H. Brown, Sr.....	Division Surgeon
Cameron.....	Dr. G. B. Taylor.....	Local Oculist							Yoakum.....	Dr. H. H. Brown, Jr.....	Examining Surgeon
Carmine.....	Dr. A. C. Miller.....	Local Surgeon							Yoakum.....	Dr. Robt. M. Milner.....	Local Surgeon
									Yoakum.....	Dr. Chas. Kopecky.....	Local Oculist

General Hospital—

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

Emergency Hospitals—

Colgins Hospital & Clinic, Waco; St. Joseph Infirmary, Ft. Worth; Baylor Hospital, Dallas; Sherman Hospital, Sherman; Seton Infirmary and St. Davids Hospital, Austin; John Huth Memorial, Yoakum.

T. M. Spence,
Superintendent, Ennis

K. P. Chinn,
Assistant Superintendent, Ennis & Austin

A. T. Rawlins, *Chief Train Dispatcher, Ennis*
J. E. Rawlins, *Chief Train Dispatcher, Ennis*

J. H. Walsh,
Superintendent, Austin

F. E. Hoefer, *Trainmaster, Austin*

R. F. Williams, *Chief Train Dispatcher and Terminal
Trainmaster, Hearne*

M. D. Fleetwood, *Chief Train Dispatcher, Hearne*

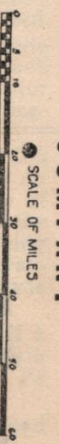
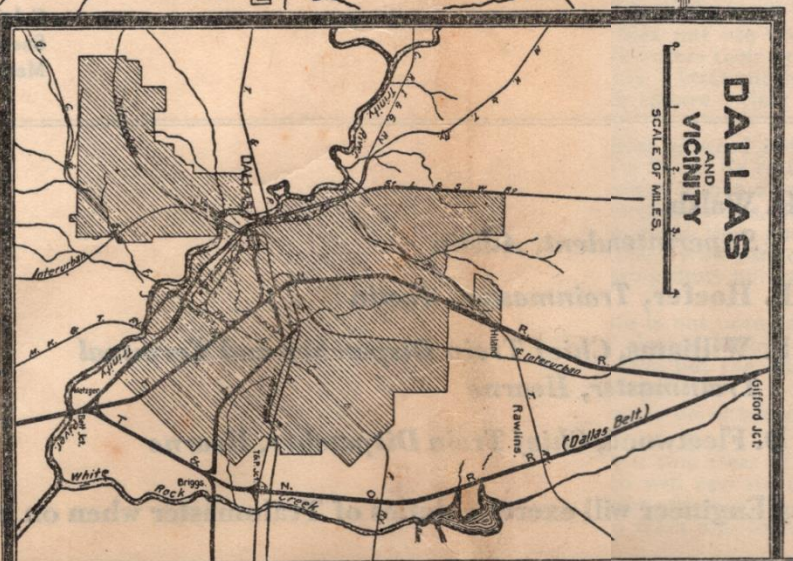
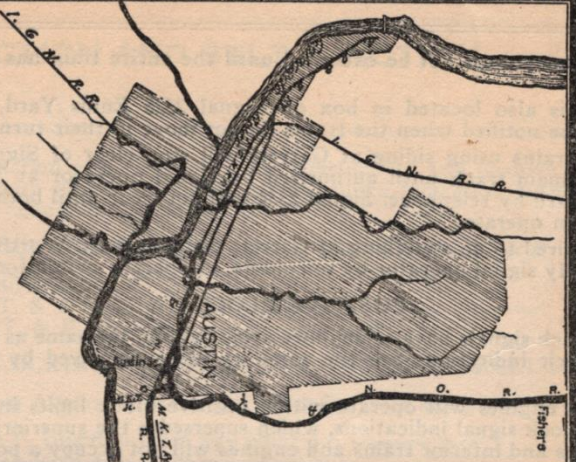
K. C. Marshall,
Superintendent, Houston Division, Houston

W. F. Rentzel, *Traveling Engineer, Ennis*

W. L. Cox, *Terminal Trainmaster, Dallas*

M. R. Mann, *Terminal Trainmaster, Ft. Worth*

Traveling Engineer will exercise duties of Trainmaster when on line



MAP OF THE DALLAS AND AUSTIN DIVISIONS

SOUTHERN PACIFIC LINES
TEXAS AND NEW ORLEANS RAILROAD
COMPANY

