

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

Texarkana, Arkansas, Dr. Wm. Hibbitts, Chief Surgeon, The St. Louis Southwestern Hospital. (Patients should register at the hospital before consulting any member of the staff, or any specialist in the city.)

DISTRICT SURGEONS

Mt. Pleasant, Texas..... Drs. T. S. Grissom and J. M. Ellis
Commerces, Texas..... Drs. C. G. Allen, G. W. Holderness,
L. T. Waller
Greenville, Texas..... Drs. Joe Becton, Jr. and W. C. Morrow
Dallas, Texas..... Drs. J. H. Dorman, Chas. F. Carter, Pathologist
North Ft. Worth, Texas..... Dr. Abe Greines
Ft. Worth, Texas..... Drs. Jack Daly and Wm. S. Webb, Specialist
and T. M. Jeter
Tyler, Texas..... Drs. Clayton Shirley, Irving Brown,
and R. L. Page, Specialist
Lufkin, Texas..... Dr. L. H. Denman
Corsicana, Texas..... Drs. Shell & Shell
Waco, Texas..... Drs. H. F. Connally, J. E. Lattimore,
Cleveland T. Brooks, Specialist and F. F. Kirby, Urologist
Local Surgeons (Treat Injury Cases Only)
Naples, Texas..... Dr. Wm. Smith
Winfield, Texas..... Dr. F. O. Taylor
Mt. Vernon, Texas..... Dr. Z. C. Fuquay
Weaver, Texas..... Dr. W. W. Manning
Sulphur Springs, Texas..... Dr. Earl Stirling
Nevada, Texas..... Dr. T. A. Summers
Plano, Texas..... Dr. S. B. Wyatt
Grapevine, Texas..... Dr. J. A. Allison
Hodge, Texas..... Dr. Jerrrell Bennett
Dallas, Texas..... Drs. Elbert Dunlap, Albert
D'Errico, S. E. Milliken, R. S. Yancey, E. H. Cary
and Maxwell Thomas, Eye, Ear, Nose and Throat
Ft. Worth, Texas..... Drs. Alden Coffey, M. E. Tadlock
Porter Brown and Chas. E. Ball, Specialist
Wolfe City, Texas..... Dr. S. B. Cooper
Balley, Texas..... Dr. C. C. Adair
Randolph, Texas..... Dr. T. B. Stephens
Whitewright, Texas..... Dr. Ross R. May
Tom Bean, Texas..... Dr. A. R. Littrill
Sherman, Texas..... Dr. A. M. McElhannon
Pittsburg, Texas..... Dr. J. K. Bates
Bottle, Texas..... Dr. Geo. A. Taylor
Glimmer, Texas..... Drs. H. M. and Madison Ragland, J. G. Daniels
Big Sandy, Texas..... Dr. P. D. Reynolds
Winona, Texas..... Dr. J. C. Smith
Flint, Texas..... Dr. G. M. Walker
Jacksonville, Texas..... Drs. Travis & Travis
Dialville, Texas..... Dr. J. W. Moore
Busk, Texas..... Dr. T. H. Cobble
Forest, Texas..... Dr. J. P. Ramsey
Wells, Texas..... Dr. J. L. DuBose
Lufkin, Texas..... Dr. T. A. Taylor
Chandler, Texas..... Drs. C. F. Moon and J. F. Baugh
Brownboro, Texas..... Dr. A. C. Horton
Athens, Texas..... Dr. R. H. Hodge
Malakoff, Texas..... Dr. P. T. Killman
Trinidad, Texas..... Dr. J. P. Searls
Korens, Texas..... Dr. J. C. Blair
Corsicana, Texas..... Drs. L. E. Kelton, Jr., and E. P. Norwood, Specialist
Furdon, Texas..... Dr. W. R. Russell
Dawson, Texas..... Dr. A. B. Wortham
Hubbard, Texas..... Dr. Livingston Barnes
Mt. Calm, Texas..... Dr. T. M. Morris
Waco, Texas..... Dr. S. C. Spencer
McGregor, Texas..... Dr. T. J. Edwards
Gatesville, Texas..... Dr. T. M. Hall

DENTISTS

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

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

L. E. HOFFMAN, Inspector of Operation..... Tyler, Texas
S. V. DOWNS, Transportation Inspector..... Pine Bluff, Ark.
E. RHONE, Assistant Superintendent..... Tyler, Texas
District—Tyler to Texarkana, Mt. Pleasant to Dallas, Ft. Worth and Sherman.
E. D. ALLEN, Assistant Superintendent..... Tyler, Texas
District—Tyler to Waco and Lufkin, including Tyler and Waco Yard.
J. F. MONTGOMERY, Assistant Superintendent..... Waco, Texas
District—Waco to Gatesville.
C. J. CRAIG, Trainmaster..... Texarkana, Texas
District—Texas Division.
E. H. WALTERS, Trainmaster..... Tyler, Texas
District—Texas Division
E. F. HARALSON, Road Foreman of Engines..... Tyler, Texas
District—Mt. Pleasant to Gatesville and Lufkin Branch
B. S. WEAM, Road Foreman of Engines..... Tyler, Texas
District—Texarkana to Dallas, Ft. Worth and Sherman Branch
W. S. PRESTRIDGE, Chief Train Dispatcher..... Tyler, Texas
J. B. GASSAWAY, Night Chief Dispatcher..... Tyler, Texas
J. C. THARPE, Night Chief Dispatcher..... Tyler, Texas
H. B. BROWN, Asst. Chief Dispatcher..... Tyler, Texas

BERRYMAN HENWOOD, Trustee

**St. Louis Southwestern
Railway Company**

OF TEXAS, Debtor

Cotton Belt

TEXAS DIVISION

TIME TABLE No.

9

Effective 12:01 A. M.

SUNDAY, AUGUST 22, 1943

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

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

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

CENTRAL STANDARD TIME

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

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

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

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

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

Capacity of Tracks In Cars		Distance from Blvd. Point	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	FIRST CLASS															
Sidings	Others			1 Lone Star Daily	101 Passenger Daily	5 Morning Star Daily	105 Passenger Daily												
	Yrd	419.56	DN.....TEXARKANA.....	L	6.35 AM		L	5.50 PM											
	Yrd	419.15	T. & P. 0.41 Crossing DN.....TEXARKANA YARD.....		6.37			5.52											
	97	423.25	K. C. S. 4.10 Crossing DN.....EYLAU.....		6.43			5.58											
	28	426.36	3.11.....HARTMAN.....		6.47			6.02											
	97	431.78	5.42 D.....REDWATER.....		6.55		f	6.10											
	97	437.24	5.46 DN.....MAUD.....		7.03		f	6.18											
	85	440.23	2.99.....CORLEY.....		7.07			6.22											
	22	443.11	2.88.....CARBONDALE.....																
	97	446.46	3.35.....SIMMS.....		7.16			6.31											
	97	450.61	4.15 DN.....BASSETTS.....		7.21		f	6.36 28											
	97	454.17	3.56.....DARDEN.....		7.25			6.40											
	25	457.22	3.05.....JENNINGS LAKE.....																
120	111	461.51	4.29 DN.....NAPLES.....	s	7.37		s	6.52											
	97	465.85	4.34 D.....OMAHA.....	s	7.46		s	7.01											
	92	472.33	6.48.....COOKVILLE.....		7.57			7.12											
	Yrd	479.53	7.20 DN.....MT. PLEASANT.....	A	8.10 AM	L	8.30 AM	A	7.25 PM	L	7.45 ¹¹⁶ PM								
	Yrd	479.58	0.05.....DALLAS JCT.....					8.31			7.46								
	82	483.00	3.42.....KILFOYLE.....					8.36			7.51								
	53	486.68	3.68.....HARVARD.....	f	8.41			8.41		f	7.58 ¹⁰²								
	93	490.00	3.32.....NORTH PITTSBURG.....		8.45			8.45			8.02								
	27	491.17	L. & A. 1.17 Crossing DN.....PITTSBURG.....	s	8.51 ¹⁵⁴			8.51		s	8.07								
	83	497.04	5.87.....PINE.....	f	8.59			8.59		f	8.15								
	83	501.83	4.79.....SMITH.....	f	9.05			9.05		f	8.21								
	15	504.51	2.68.....BETTIE.....	f	9.10			9.10		f	8.26								
	83	505.97	1.46.....DELROSE.....		9.12			9.12			8.28								
105	154	510.06	4.09 DN.....GILMER.....	s	9.23			9.23		s	8.38								
	82	514.29	4.23.....SUFFOLK.....		9.30 ¹⁰⁶			9.30			8.45 ¹¹⁸								
	27	516.74	2.45.....PRITCHETT.....	s	9.34			9.34		s	8.49								
	83	519.01	2.27.....MONTY.....		9.37			9.37			8.52								
	13	520.82	1.81.....PINNAOLE.....		9.39			9.39			8.54								
	85	525.07	T. & P. 4.25 Crossing DN.....BIG SANDY.....	s	9.48			9.48		s	9.02								
	83	533.20	8.13 D.....WINONA.....	s	10.01			10.01		s	9.14								
	81	536.80	3.60 D.....CAMP FANNIN.....	s	10.09			10.09		s	9.24								
	71	540.56	3.76.....AKRON.....		10.13 ¹²⁶			10.13			9.28								
	Yrd	546.56	I. G. N. 6.00 Crossing DN.....TYLER.....	A	10.26 AM			10.26		A	9.40 PM								
			127.41		Daily			Daily			Daily								
					1			101			5								
								5			105								

Northward Trains are Superior to Southward Trains of the Same Class.

See Page 16 for Special Instructions pertaining to Tyler Sub-Division.

TYLER SUB-DIVISION

SOUTHWARD—Concluded

Station Numbers	Telegraph Calls	Fuel, Water, Wagon, etc.	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	SECOND CLASS					THIRD CLASS			
				119 Motor Special Daily	43 Blue-Streak Daily	117 Fast Freight Daily	17 Fast Freight Daily	121 Freight Daily	27 Local Daily Except Sunday	153 Local Daily Except Monday		
419	RN		DN... TEXARKANA									
			T. & P. 0.41 Crossing									
419	X	WOY TX	DN... TEXARKANA YARD	L 12.10 PM	L 1.30 PM	L 7.45 PM	L 8.25 PM		L 10.30 AM			
			K. C. B. 4.10 Crossing									
423	SY		DN... EYLAU	12.33 6	1.45	7.55	8.36 28		10.45			
			3.11									
426			HARTMAN	12.49	1.50	8.01	8.41		10.50			
			5.42									
432	FS	WY	D... REDWATER	12.59	1.59	8.10 28	8.50		11.05			
			5.46									
437	MD		DN... MAUD	1.09	2.08	8.19	8.59		11.25			
			2.99									
440			CORLEY	1.14	2.12 126	8.24	9.06 116		11.33			
			2.88									
443			CARBONDALE	1.19	2.16	8.29	9.11		11.40			
			3.35									
447			SIMMS	1.25	2.22	8.34	9.23 2		11.58 6			
			4.15									
451	BA	W	DN... BASSETTS	1.33	2.29	8.40 116	9.40		12.13 PM			
			3.56									
454			DARDEN	1.39 126	2.35	8.46	9.47		12.20			
			3.05									
457			JENNINGS LAKE	1.45	2.40	8.51	9.53		12.27			
			4.29									
462	NF		DN... NAPLES	1.53	2.47	9.03 2	10.03		12.55			
			4.34									
466	MH		D... OMAHA	2.01	2.54	9.15	10.12		1.13 126			
			6.48									
472			COOKVILLE	2.12	3.05	9.27	10.25		1.35			
			7.20									
480	SA	WO YX	DN... MT. PLEASANT	2.27	A 3.18 PM	9.54 118	A 10.40 PM	L 3.00 AM	A 1.55 PM	L 5.00 AM		
			0.05									
			DALLAS JCT.	2.30		9.56		3.02		5.02		
			3.42									
483			KILFOYLE	2.41		10.20		3.08		5.10		
			3.68									
487			HARVARD	2.48		10.27		3.15		5.18		
			3.32									
490			NORTH PITTSBURG	2.55		10.34		3.21		5.25		
			L. & A. 1.17 Crossing									
491	UR		DN... PITTSBURG	2.58		10.37		3.24		5.40		
			5.87									
497			PINE	3.07		10.48		3.35		5.50		
			4.79									
502			SMITH	3.16		10.57		3.44		5.59		
			2.68									
505			BETTIE	3.21		11.02		3.49		6.05		
			1.46									
506			DELROSE	3.24		11.05		3.52		6.08		
			4.09									
510	GI	WY	DN... GILMER	3.31		11.13		4.01		7.05		
			4.23									
515			SUFFOLK	3.40		11.22		4.09		7.13 154		
			2.45									
517			PRITCHETT	3.44		11.27		4.14		7.18		
			2.27									
519			MONTY	3.48		11.32		4.18		7.23		
			1.81									
521			PINNAOLE	3.51		11.35		4.22		7.26		
			T. & P. 4.25 Crossing									
525	BY	W	DN... BIG SANDY	4.01		12.01 AM		4.45		7.40		
			8.13									
533	WG		D... WINONA	4.15		12.16		5.03		7.59		
			3.60									
537	CF		D... CAMP FANNIN	4.21		12.21		5.09		8.18		
			3.76									
541			AKRON	4.28		12.32		5.17		8.38 106		
			L. G. N. 6.00 Crossing									
547	QN	WOY TX	DN... TYLER	A 4.40 PM		A 12.45 AM		A 5.30 AM		A 9.00 AM		
			127.41	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday		
				119	43	117	17	121	27	153		

Northward Trains are Superior to Southward Trains of the Same Class.

See Page 16 for Special Instructions pertaining to Tyler Sub-Division.

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	FIRST CLASS									
Sidings	Others			106 Passenger Daily	6 Morning Star Daily	102 Passenger Daily	2 Lone Star Daily						
Yrd	419.56	DN	TEXARKANA T. & P. Crossing 0.41		A 12.45 PM		A 10.10 PM						
Yrd	419.15	DN	TEXARKANA YARD K. O. S. Crossing 4.10		12.42		10.07						
97	423.25	DN	EYLAU 3.11		12.33 ¹¹⁹		9.58						
28	426.30		HARTMAN 5.42		12.28		9.53						
97	431.78	D	REDWATER 5.46	*	12.20		9.45						
97	437.24	DN	MAUD 2.99	*	12.12		9.37						
85	440.23		CORLEY 2.88	*	12.07 PM		9.32						
22	443.11		CARBONDALE 3.35	*									
97	448.46		SIMMS 4.15		11.58 ²⁷		9.23 ¹⁷						
97	450.61	DN	BASSETTS 3.56	*	11.53		9.18						
97	454.17		DARDEN 3.05		11.48		9.13						
25	457.22		JENNINGS LAKE 4.29										
120	461.51	DN	NAPLES 4.34	*	s 11.38		s 9.03 ¹¹⁷						
97	465.85	D	OMAHA 6.48	*	s 11.30		s 8.55						
92	472.33		COOKVILLE 7.20	*	11.20		8.45						
Yrd	479.53	DN	MT. PLEASANT 0.05		A 10.40 AM	L 11.10 AM	A 8.10 PM	L 8.35 PM					
Yrd	479.58		DALLAS JCT. 3.42		10.37		8.08						
82	483.00		KILFOYLE 3.68		10.30		8.03						
53	486.68		HARVARD 3.32		f 10.24		f 7.58 ¹⁰⁵						
88	490.00		NORTH PITTSBURG L. & A. Crossing 1.17		10.19		7.53						
27	491.17	DN	PITTSBURG 5.87		s 10.16		s 7.50						
83	497.04		PINE 4.79	*	f 10.06		f 7.41						
83	501.83		SMITH 2.68		f 9.59		f 7.34						
15	504.51		BETTIE 1.46	*	f 9.54		f 7.29						
83	505.97		DELROSE 4.09		9.51		7.26						
105	510.06	DN	GILMER 4.23		s 9.44		s 7.20						
82	514.29		SUFFOLK 2.45		9.30 ¹⁰¹		7.07						
27	516.74		PRITCHETT 2.27		f 9.24		s 7.03						
82	519.01		MONTY 1.81		9.18		6.59						
13	520.82		PINNAACLE 4.25		9.16		6.57						
85	525.07	DN	BIG SANDY 8.13		s 9.10		s 6.51						
83	533.20	D	WINONA 3.60		s 8.53		s 6.35						
31	536.80	D	CAMP FANNIN 3.76		s 8.46		s 6.29						
71	540.56		AKRON I. G. N. Crossing 6.00		8.38 ¹⁵³		6.21						
Yrd	546.56	DN	TYLER 8.25		L 8.25 AM		L 6.10 PM						
			127.41		Daily	Daily	Daily	Daily					
					106	6	102	2					

Northward Trains are Superior to Southward Trains of the Same Class.

See Page 16 for Special Instructions pertaining to Tyler Sub-Division.

TYLER SUB-DIVISION

NORTHWARD—Concluded

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	SECOND CLASS		THIRD CLASS												
				18 Fast Freight Daily	154 Local Daily Except Sunday	126 Freight Daily	116 Fast Freight Daily	118 Freight Daily	28 Local Daily Except Sunday									
419	RN	E	DN. TEXARKANA															
419	X	WOY TX	T. & P. 0.41 Crossing DN. TEXARKANA YARD	A 4.00 AM		A 3.00 PM	A 9.55 PM			A 9.00 PM								
423	SY		K. O. S. 4.10 Crossing DN. EYLAU	3.48		2.46	9.43			8.36	17							
426			3.11 HARTMAN	3.42		2.40	9.37			8.24								
432	FS	WY	D. REDWATER	3.30		2.30	9.27			8.10	117							
437	MD		5.46 DN. MAUD	3.17		2.20	9.16			7.40								
440			2.99 CORLEY	3.11		2.12	43 9.06	17		7.10								
443			2.88 CARBONDALE	3.05		2.06	8.56			7.00								
447			3.35 SIMMS	2.58		1.59	8.51			6.50								
451	BA	W	4.15 DN. BASSETTS	2.50		1.50	8.40	117		6.36	5							
454			3.56 DARDEN	2.43		1.39	119 8.29			6.15								
457			3.05 JENNINGS LAKE	2.38		1.29	8.24			6.05								
462	NF		4.29 DN. NAPLES	2.29		1.21	8.18			5.55								
466	MH		4.34 D. OMAHA	2.20		1.13	27 8.12			5.35								
472			6.48 COOKVILLE	2.07		1.01	8.03			5.15								
480	SA	WO YX	7.20 DN. MT. PLEASANT	L 1.50 AM	A 9.40 AM	12.45	7.45	105 A 9.54	117 PM	L 5.00 PM								
			0.05 DALLAS JCT.			9.32	12.40	7.40	9.49									
483			3.42 KILFOYLE			9.22	12.20	7.30	9.43									
487			3.68 HARVARD			9.15	12.13	7.24	9.37									
490			3.32 NORTH PITTSBURG			9.05	12.07	7.18	9.31									
491	UR		L. & A. 1.17 Crossing DN. PITTSBURG		8.51	101 12.04	PM 7.14	9.28										
497			5.87 PINE		8.31	11.54	7.04	9.19										
502			4.79 SMITH		8.21	11.46	6.55	9.11										
508			2.68 BETTIE		8.16	11.40	6.50	9.07										
506			1.46 DELOSE		8.13	11.37	6.47	9.04										
510	GI	WY	4.09 DN. GILMER		8.05	11.29	6.39	8.55										
515			4.23 SUFFOLK		7.13	153 11.20	6.31	8.45	105									
517			2.45 PRITCHETT		7.07	11.15	6.27	8.33										
519			2.27 MONTY		7.02	11.10	6.23	8.28										
521			1.81 PINNAOLE		6.58	11.06	6.20	8.25										
525	BY	W	T. & P. 4.25 Crossing DN. BIG SANDY		6.50	10.56	6.11	8.15										
533	WG		8.13 D. WINONA		6.30	10.32	5.51	7.57										
537	CF		3.60 D. CAMP FANNIN		6.18	10.25	5.44	7.51										
541			3.76 AKRON		6.12	10.13	101 5.37	7.45										
547	QN	WOY TX	L. G. N. 6.00 Crossing DN. TYLER	L 6.00 AM	L 9.50 AM	L 5.25 PM	L 7.30 PM											
			127.41	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily Except Sunday								
				18		154	126	116	118	28								

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See Page 16 for Special Instructions pertaining to Tyler Sub-Division.

SOUTHWARD

COMMERCE SUB-DIVISION

NORTHWARD

6

Third Class		SECOND CLASS		FIRST CLASS		Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 9			Station Numbers	Telegraph Calls	Fuel, Water, Wye, etc.	FIRST CLASS		Second Class	THIRD CLASS	
25 Local Daily Except Sunday	17 Fast Freight Daily	43 Blue-Streak Daily	5 Morning Star Daily	1 Lone Star Daily	Sidings	Others	EFFECTIVE August 22, 1943 STATIONS		6 Morning Star Daily	2 Lone Star Daily	18 Fast Freight Daily				26 Local Daily Except Sunday				
L 7.00 AM	L 11.20 PM	L 3.23 PM	L 7.35 PM	L 8.20 AM		Yrd	479.53	DN... MT. PLEASANT.....	480	BA	WO YX	A 11.00 AM	A 8.20 PM	A 1.30 AM	A 12.10 PM				
7.05	11.22	3.25	7.36	8.21		Yrd	479.58	..... DALLAS JOT.....				10.59	8.19	1.25	12.05	PM		
7.15	11.40	3.35	7.47	8.31	60		483.37	..... ADORA.....	C 483			10.50	8.05	1.11	11.50			
7.25	11.50	3.44	f 7.58	2 f 8.38	87	42	488.54	D..... WINFIELD.....	C 489	WN		f 10.43	f 7.58	5 1.01	11.40				
7.55	12.03 AM	3.55	s 8.09	s 8.49	59	04	495.33	DN... MT. VERNON.....	C 495	VR		s 10.35	s 7.48	12.50	11.25				
8.05	12.16	4.07	f 8.18	8.58	86	37	501.72	D..... SALTILLO.....	C 502	SH	W	10.25	7.38	12.37	10.47				
8.15	12.28 18	4.16	f 8.25	9.05	84	27	506.54	..... WEAVER.....	C 507			10.19	7.32	12.28 17	10.37			
8.21	12.36	4.22	8.30	9.10	59		510.37	..... WHITE OAK.....	C 510			10.14	7.27	12.21	10.30			
9.10	12.50	4.36	s 8.42	s 9.23		263	517.84	DN SULPHUR SPRINGS.....	C 518	SU		s 10.05 26	s 7.17	12.06	10.05 6				
9.25 1 26	12.52	4.39	8.44	9.25 25 26	63		518.47	SOUTH SULPHUR SPRGS.....	C 518		W	10.02	7.14	12.04 AM	9.25 1 25				
9.57 6	1.01	4.46	8.49	9.30	83		522.47	..... TENRAG.....	C 523			9.57 25	7.09	11.56	9.01			
10.12	1.11	4.55	f 8.56	9.37	40	28	527.91	..... RIDGEWAY.....	C 528			9.50	7.02	11.46	8.50			
10.21	1.20	5.02	9.02	9.44 6	83		532.57	..... DUNSMOOR.....	C 533			9.44 1	6.56	11.38	8.40			
A 10.30 AM	A 1.30 AM	A 5.10 PM	A 9.08 PM	A 9.53 AM		Yrd	536.99	DN... COMMERCE.....	C 537	CR	WO TX	L 9.38 AM	L 6.50 PM	L 11.30 PM	L 8.30 AM				
Daily Except Sunday	Daily	Daily	Daily	Daily			57.46					Daily	Daily	Daily	Daily Except Sunday				
25	17	43	5	1								6	2	18	26				

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class.

Switch at Dallas Junction (M.P. 479.58), Mt. Pleasant, will be set for Tyler Sub-Division. Switch light and switch target will indicate GREEN in this position.

First Class Trains will register by ticket at Mt. Pleasant and Commerce.
No Train Order Signal maintained at Mt. Pleasant and Commerce and all departing trains will secure Clearance (Form 3143) at such stations.

Telegraph office will be maintained in ticket office at Commerce from 7:00 AM to 8:30 PM; in freight station during other hours.

Trains 1, 2, 5 and 6 will stop on flag at stations designated as flag stops to receive and discharge revenue passengers to or from any regular stop, or to or from any flag stop beyond any regular stop. They will also stop at stations designated as flag stops to receive and discharge passengers using free transportation issued account other lines and for contract transportation held by attendants of live stock and poultry shipments. All trains will stop at any station to discharge passengers holding revenue transportation issued by foreign lines.

LIST OF TRACKS THAT MAY BE USED BY 670, 680 AND 800 CLASS ENGINES

RAILROAD CROSSINGS AT GRADE

NONE

Adora..... Siding
Winfield..... { Siding
Team Track
Mt. Vernon..... { Siding
House Track
Stock Pen Track
Salttillo..... { Siding
Oil Loading Track
Weaver..... { Siding
House Track
White Oak..... Siding
Hager..... Team Track

Sulphur Springs..... { Stock Pen Track
House Track
Compress Tracks Nos. 1 and 2

South Sulphur Springs..... Siding
Tenrag..... Siding
RidgeWAY..... Siding
Dunsmoor..... Siding

Commerce..... { Round house track to storeroom and turn table
Yard Tracks
Siding in front of passenger station
Sherman Branch Lead

BUSINESS TRACKS NOT SHOWN AS STATIONS

Hager..... M.P. C511.80 16 Cars

SOUTHWARD

SHERMAN SUB-DIVISION

NORTHWARD

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SECOND CLASS		Capacity of Tracks, in Cars		Distance from Birds Point	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	Station Numbers	Tele-graph Calls	Fuel, Water Wyes, etc.	SECOND CLASS	
217 Mixed Daily Except Sunday		Sidings	Others							218 Mixed Daily Except Sunday
L 2.01 AM			Yard	536.00	DN.....COMMERCE.....	C 437	CR	WTXO		A 9.50 PM
f 2.21			24	542.55	T. & N. O. 5.56 Crossing	D 543				f 9.30
s 3.10		41	80	550.02	.....FAIRLIE.....	D 550	WF	W		s 9.05
f 3.45		19	28	557.38	D.....WOLFE CITY.....	D 547				f 8.25
f 4.10		21		564.17	G. C. & S. F. 7.36 Crossing	D 564		W		f 8.05
s 4.50		25	36	572.45	.....BAILEY.....	D 573	W			s 7.35
s 5.10		42		578.04	M. K. T. 8.28 Crossing	D 578	BN			s 7.07
f 5.30			5	583.37	D.....WHITEWRIGHT.....	D 588				f 6.50
A 6.00 AM			Yard	589.19	.....TOM BEAN.....	D 589	DO	WTXO		L 6.30 PM
					S. L. S. F. & T. 5.33					
					DN.....SHERMAN.....					
	Daily Except Sunday									Daily Except Sunday
	217									218

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class

At Commerce, No. 217 will wait for No. 17, unless otherwise instructed.

At Whitewright Interlocker, Towerman will be on duty between 4:00 P. M. and 8:00 A. M. During other hours, the Interlocker will be lined against St. L. S. W. Ry. Co. of Texas.

St. L. S. W. Ry. Co. of Texas employees using joint track with T. & N. O. R. R. in Sherman Yard will be governed by rules and time table of the T. & N. O. R. R.

All trains reduce speed to 10 miles per hour over Bridge 222 M.P. D-571.33. Roadway under this bridge is used as underpass and does not have clearance for high trucks. Keep sharp lookout for bridge being knocked out of line.

RAILROAD CROSSINGS AT GRADE

T. & N. O. R. R.M.P. D537.01
 G. C. & S. F. R. R.M.P. D550.33
 M. K. T. R. R. of Texas..M.P. D572.22 (Interlocked)
 St. L. S. F. & T. Ry.M.P. D589.02

8 DALLAS SUB-DIVISION

SOUTHWARD

Capacity of Tracks, in Cars		Distance from Birds Point	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	FIRST CLASS		SECOND CLASS		THIRD CLASS		
Sidings	Others			1 Lone Star Daily	5 Morning Star Daily	17 Fast Freight Daily	343 Blus-Strak Daily	317 Fast Freight Daily	261 T.&N.O. 281 Freight Daily Except Sunday	23 Local Daily Except Sunday
	Yard	536.09	DN..... COMMERCE 4.81	L 10.00 AM	L 9.12 PM	L 2.00 AM	L 5.40 PM	L 9.34 AM	L 8.10 PM	
60		541.80	.....GRANBY 4.02	10.07	9.19	2.11	5.48	9.45	8.20
60	10	545.82	.....NEYLAND 5.50	10.13	9.24	2.18	5.55	9.53	8.28
	Yard	551.32	DN..... GREENVILLE L & A. 1.66	s 10.30	s 9.40 ²³	2.40 ²⁴	6.05	10.05 AM	10.17 ⁵	
54		552.98	M. K. T. FERGUS 6.73	10.37	9.46	2.53	6.18 ²		10.27 ³¹⁸	
59	21	559.71	.....CLINTON 5.16	f 10.47	f 9.55	3.06	6.36 ⁴²		10.43
67	70	564.87	D..... JOSEPHINE 4.10	s 10.57	f 10.04 ³¹⁸	3.17	6.50		10.53	
45	25	568.97	D..... NEVADA 3.66	s 11.05	f 10.11	3.25	6.58		11.01	
60	27	572.03	N..... LAVON 7.18	f 11.11	f 10.16	3.33	7.05		11.10	
108	79	579.61	G.C.&S.F. WYLIE 4.39	f 11.27	f 10.32	3.51	7.25		11.30	
36		584.20	.....MURPHY 5.33	f 11.34	10.39	4.01	7.34		11.40
45	109	589.68	DN..... PLANO T & N. O. 2.48	s 11.45	s 10.49	4.12	7.44		12.10 AM	
26	11	594.49	.....RENNER 3.95	f 11.53	10.56	4.22	7.54		12.20 ²⁴
42	77	598.34	DN..... ADDISON 5.20	f 11.59	11.01	A 4.35 AM	8.05	L 5.00 AM	A 12.30 AM	
31	28	608.64	.....MEADERS	12.09 PM	11.08		8.25 ³¹⁸	5.10	
NS		608.02	.....UNIVERSITY 0.52	f 12.14	f 11.13				
52	6	608.54	.....EXALL 4.32	12.17	11.15		8.35	5.20	
		610.86	.....ST. L. S. W. R. R. JCT. T & P 0.42	12.25	11.22		8.50	5.40	
		611.28	DN..... DALLAS TERMINAL STA. M.K.T.G.C.&S.F. 1.14	A 12.30 PM	A 11.25 PM					
	Yd.	612.42	.....DALLAS FREIGHT YARD T & N. O.				A 9.00 PM	A 6.00 AM	
			75.43	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
				1	5	17	343	317	261	
									23	

Northward Trains are Superior to Southward Trains of the Same Class

LIST OF TRACKS THAT MAY BE USED BY 670, 680 AND 800 CLASS ENGINES

Commerce.....	{ Round house track to storeroom and round house Yard tracks Siding in front of passenger station Sherman Branch Lead	Nevada.....	{ Siding House Track
Granby.....	Siding	Lavon.....	{ Siding Shed track
Neyland.....	Siding	Wylie.....	{ Siding, House Track GC&SF Interchange Track
Greenville.....	Yard tracks 1, 2, 3 and 4 House track Water track	Murphy.....	Siding
Fergus.....	Siding	Plano.....	{ Siding and cross-over No. 2 track East T&NO transfer track
Clinton.....	{ Siding House track	Renner.....	{ Siding Spur
Carver.....	Spur track	Addison.....	{ North end house track to derail and all other tracks
Josephine.....	{ Siding No. 2 Track House Track	Highway.....	Team track
		Exall.....	{ Siding Spur track

RAILROAD CROSSINGS AT GRADE

L. & A. R. R.	M.P. C551.62
M. K. T. R. R. of Texas	M.P. C553.17 (Interlocked)
G. C. & S. F. R. R.	M.P. C578.17
T. & N. O. R. R.	M.P. C589.66 (Interlocked)
Texas Electric Ry.	M.P. C589.72 (Interlocked)
T. & P. Ry.	M.P. L610.98 (Interlocked)
G. C. & S. F. R. R.	M.P. L612.02
T. & N. O. R. R.	M.P. L613.70
T. & N. O. R. R.	M.P. L614.50

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Carver.....	M.P. C562.10	14 Cars
Highway.....	M.P. L605.10	21 Cars

See Page 9 for instructions pertaining to Dallas Sub-division.

DALLAS SUB-DIVISION

NORTHWARD

Station Numbers	Tele-graph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	FIRST CLASS		SECOND CLASS		THIRD CLASS		
				6 Morning Star Daily	2 Lone Star Daily	42 Freight Daily	318 Fast Freight Daily	24 Local Daily Except Monday	262 T.&N.O. 262 Freight Daily Except Sunday	344 Freight Daily
C 537	CR	WOTX	DN..... COMMERCE	A 9.34 ²⁶¹ AM	A 6.47 PM	A 7.45 PM	A 11.05 PM	A 3.10 AM	A 11.40 AM	
C 542			4.81 GRANBY	9.27	6.41	7.33	10.56	2.59	11.30	
C 546			4.02 NEYLAND	9.21	6.36	7.25	10.48	2.50	11.20	
C 551	GN	W	5.50 DN..... GREENVILLE	s 9.13	s 6.28	7.15	10.37	2.40 ¹⁷	L 11.10 AM	
C 553			L & A. 1.66 FERGUS	9.03	6.18 ³⁴³	6.50	10.27 ²³	2.25		
C 560			6.73 OLINTON	* f 8.55	f 6.10	6.36 ³⁴³	10.14	2.10		
C 565	JO		5.16 D..... JOSEPHINE	* f 8.47	s 6.02	6.25	10.04 ⁵	2.01		
C 569	VA		4.10 D..... NEVADA	* f 8.41	s 5.54	6.16	9.50	1.50		
C 573	VO	W	3.66 N..... LAVON	* 8.35	f 5.48	6.10	9.43	1.40		
C 580	WY		G.C.&S.F. 7.18 D..... WYLLIE	8.21	f 5.34	5.50	9.26	1.20		
C 584			4.39 MURPHY	* 8.14	f 5.27	5.41	9.17	1.11		
C 590	PY	W	5.33 DN..... PLANO	s 8.06	s 5.19	5.31	9.07	1.01		
C 595			T.&N.O. 4.96 RENNER	7.57	f 5.09	5.22	8.50	12.20 ²³		
C 598	NO	Y	3.85 DN..... ADDISON	* 7.52	f 5.04	L 5.15 PM	8.42	L 12.10 AM		A 11.36 PM
L 604			5.20 MEADERS	7.45	4.55		8.25 ³⁴³			11.26
L 606			2.48 UNIVERSITY	s 7.41	s 4.51					
L 607			0.52 EXALL	7.38	4.49		8.15			11.18
L 612	UT	WY	4.32 T.&P. 0.42 DN..... DALLAS TERMINAL STA.	L 7.30 AM	L 4.40 PM		8.05			11.10
L 612	VI	XW	M.K.T. G.C.&S.F. 1.14 T.&N.O. Crossing DN..... DALLAS FREIGHT YARD				L 7.55 PM			L 11.00 PM
			T.&N.O. Crossing							
			75.43	Daily	Daily	Daily	Daily	Daily Except Monday	Daily Except Sunday	Daily
				6	2	42	318	24	262	344

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class.

- No train order signal is maintained at Commerce and all departing trains will secure Clearance (Form 3143) before departing.
- Nos. 1, 2, 5 and 6 will register by ticket at Commerce.
- Greenville is a register station for T. & N. O. trains only.
- Nos. 2, 5 and 6 will register by ticket at Addison. No. 1 will not register at Addison unless otherwise instructed but will leave register ticket at Dallas showing time passed Addison.
- T. & N. O. R. R. employees using joint track between Commerce and Greenville will be governed by rules, special instructions and current time table of St. L. S. W. Ry. Co. of Texas.
- At Commerce, conductors on all southward T. & N. O. R. R. trains will call the operator at the freight station after latter has left the ticket office, on telephone provided for this purpose at the ticket office, and advise the operator the leaving time of their train from T. & N. O. R. R. Junction switch.
- Through freight trains will fill out at Addison and Greenville.
- Switch at north leg of wye, Addison will be set for Dallas Sub-Division. Switch Lights and Switch Target will indicate GREEN in this position.
- Nos. 23 and 24 will handle passengers originating at or destined to or from stations south of Addison on Ft. Worth Sub-Division.
- St. L. S. W. Ry. Co. of Texas trains will use the tracks of the Union Terminal Co. between St. L. S. W. R. R. Junction and Double Track Junction (Cadiz Street) Dallas and will be governed by the Time Table rules and regulations of Union Terminal Co.
- Time shown at Dallas Terminal Station is for convenience only.
- Clearance (Form 3143) obtained at Dallas Terminal Station will be authority to leave St. L. S. W. R. R. Jct.
- Trains 1, 2, 5 and 6 will stop on flag at stations designated as flag stops to receive and discharge revenue passengers to or from any regular stop, or to or from any flag stop beyond any regular stop. They will also stop at stations designated as flag stops to receive and discharge passengers using free transportation issued account other lines and for contract transportation held by attendants of live stock and poultry shipments. All trains will stop at any station to discharge passengers holding revenue transportation issued by foreign lines.

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SOUTHWARD

FORT WORTH SUB-DIVISION

NORTHWARD

Third Class 23 Mixed Daily Except Monday	SECOND CLASS		Capacity of Tracks, in Cars		Dis- tance from Birds Point	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS			Station Numbers	Tele- graph Calls	Fuel, Water, Wyes, etc.	SECOND CLASS		Third Class 24 Mixed Daily Except Sunday
	17 Fast Freight Daily	43 Blue-Streak Daily	Sidings	Others		18 Fast Freight Daily	42 Freight Daily							
L 12.40 AM	L 4.45 AM	L 8.19 ¹⁸ PM	42	98	598.34	DN.....	ADDISON.....	C 598	NO	Y	A 8.19 ⁴³ PM	A 4.50 PM	A 11.30 PM	
12.55	4.55	8.30	44	09	608.20	DN.....	CARROLLTON.....	C 603	HF	W	8.11	4.41	11.20	
f 1.10	5.05	8.40	07	15	608.98	M.K.T. ST.L.S.F.&T.	5.73 Crossing Crossing	C 609			8.02	4.32	f 10.52	
s 1.28	5.15	8.47	57	32	613.40	D.....	COPPELL.....	C 614	VN		7.55	4.25	s 10.42	
f 1.50	5.35	9.01	56	15	622.31	D.....	GRAPEVINE.....	C 622			7.42	4.12	f 10.22	
2.00	5.45	9.10	47		627.73	T. & P.	SMITHFIELD 5.42 Crossing	C 628			7.34	4.04	10.10	
A 2.05 AM	A 6.00 AM	A 9.15 PM		Yard	630.20	DN.....	HODGE.....	C 630	HG	WOYX	L 7.30 PM	L 4.00 PM	L 10.00 PM	
					632.15		TOWER.....	C 633						
					632.76		F.W.D.C.-C.R.R. Crossings Ft.W.B.-G.C.&S.F. Crossings							
					634.41		RIO.....							
					634.84		HAMPTON.....							
							5th STREET STATION (Fort Worth)	C 635						
Daily Except Monday	Daily	Daily					36.50				Daily	Daily	Daily Except Sunday	
23	17	43									18	42	24	

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class

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

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

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

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

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

Through freight trains will fill out at Addison.

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

RAILROAD CROSSINGS AT GRADE

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

BUSINESS TRACKS NOT SHOWN ON TIME
TABLE AS STATIONS

Ord..... M.P. C604.43 16 Cars

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

LIST OF TRACKS THAT MAY BE USED BY

670, 680 AND 800 CLASS ENGINES

Carrollton..... Siding

Coppell..... Siding

Grapevine..... 1590 ft. North End of Siding

Smithfield..... Siding

Hodge..... { Wye Tracks
Roundhouse Lead
Yard Tracks Nos. 1, 2 and 3

SOUTHWARD

LUFKIN SUB-DIVISION

NORTHWARD

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Third Class	Second Class	First Class	Capacity of Tracks, in Cars		Distance from Birds Point	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	Station Numbers	Tele-graph Calls	Fuel, Water, Wyea, etc.	First Class	Second Class	Third Class	
481 T. & N. O. 181 Mixed Daily Except Sunday	451 Local Daily Except Sunday	401 Passenger Daily	Sidings	Others						402 Passenger Daily	452 Local Daily Except Monday	482 T. & N. O. 182 Mixed Daily Except Sunday	
	L 7.40 AM	L10.35 AM		Yard	548.56	I. G. N. DN..... TYLER	Crossing	547	QN	WOYTX	A 5.40 PM	A12.40 PM	
	L 7.48 AM	L10.41 AM			548.59	.....LUFKIN JUNCTION					A 5.35 PM	A12.32 PM	
	8.03	f10.50	57		552.53	.....ELKTON		E 553			f 5.28	12.17	
	8.15	f10.57		59	556.02	.....GREESHAM		E 556			f 5.20	12.05 PM	
	8.21	s11.02	19	49	558.26	.....FLINT		E 558			s 5.15	11.59	
	8.36	s11.11	58	51	568.21	D..... BULLARD		E 568	BU	W	s 5.05	11.45	
	8.52	s11.23 ⁴⁵²	52	26	568.71	.....MT. SELMAN		E 569			s 4.55	11.23 ⁴⁰¹	
	9.05	f11.31	38	27	572.89	.....POMONA		E 573			f 4.48	11.05	
	9.58	f11.50	58	90	576.62	I. G. N. D..... JACKSONVILLE	Crossing	E 577	JO		s 4.36	10.50	
L 3.45 AM	10.04 ⁴⁸²	11.53			578.07	.....JAX JUNCTION					4.27	10.30	A10.04 ^{AM} 451
4.01	10.22 ⁴⁵²	f12.01 PM	24	17	580.98	.....ORAFF		E 581			f 4.22	10.22 ⁴⁵¹	9.52
4.14	10.37	s12.09	54	27	584.74	.....DIALVILLE		E 585		W	s 4.14	10.10	9.40
4.31	10.52	12.18	18	4	589.86	.....STATE CROSSING		E 590			4.02	9.52	9.22
A 4.40 AM	11.07	s12.25	83	109	592.12	T. & N. O. D..... RUSK	Crossing	E 592	RS		s 3.58	9.45	L 9.15 AM
	11.22	f12.34	98	12	596.64	.....BROUGHTON		E 597			f 3.48	9.20	
	11.35	f12.42	30	17	601.04	.....REDLAWN		E 601		WY	f 3.36	9.05	
	12.01 PM	s12.50	57	67	604.22	D..... ALTO		E 604	NA		s 3.29	8.50	
	12.12	f12.57	57	5	608.01	.....MOBRILL		E 608			f 3.21	8.30	
	12.15	f 1.00		14	608.93	.....BRUNSWICK		E 609			f 3.19	8.28	
	12.25	1.05	43		612.08	.....NORVALL		E 612			3.14	8.16	
	12.40	s 1.09		28	614.02	.....WILDHURST		E 614		W	s 3.10	8.12	
	12.45	s 1.12	17		614.66	.....FOREST		E 615			s 3.07	8.10	
	1.20 ⁴⁰¹	s 1.20 ⁴⁵¹		69	619.29	D..... WELLS		E 619	WS		s 2.59	7.58	
	1.45	s 1.30	13	8	624.29	.....POLLOK		E 624			s 2.50	7.38	
	2.00	f 1.40	20	11	630.28	.....CLAWSON		E 630			f 2.38	7.21	
	2.05	1.43	29		631.26	.....DURST		E 631			2.35	7.17	
	2.15	s 1.49		18	634.20	.....KELTYS		E 634			s 2.30	7.10	
	A 2.20 PM	A 1.55 PM		Yard	636.10	T. & N. O. DN..... LUFKIN	Crossing	E 636	HU	WOYX	L 2.25 PM	L 7.00 AM	
Daily Except Sunday	Daily Except Sunday	Daily				90.31					Daily	Daily Except Monday	Daily Except Sunday
481	451	401									402	452	482

SPECIAL INSTRUCTIONS

RAILROAD CROSSINGS AT GRADE

I. G. N. R. R. (Gated).....M.P. E576.50
 T. & N. O. R. R.M.P. E589.92
 T. & N. O. R. R. (Gated)M.P. E635.99

BUSINESS TRACKS NOT SHOWN AS STATIONS

*GoodsonM.P. E559.57 No Track
 *LoveM.P. E572.48 No Track
 *DelmerM.P. E587.14 5 Cars
 *OgvilleM.P. E590.29 5 Cars
 *DeckerM.P. E593.35 10 Cars
 *Chronister.....M.P. E612.33 No Track
 *Kilraven.....M.P. E616.34 No Track
 *Cornell.....M.P. E621.90 No Track
 *DurantM.P. E627.84 11 Cars

*All passenger trains will handle passengers to and from these stations.

Northward Trains are Superior to Southward Trains of the same class except No. 401 is Superior to No. 402, and No. 481 is Superior to No. 482.

Time shown at Tyler is for convenience only.

The schedule time of all first class trains at Tyler applies at the passenger station stop.

All trains and engines will be governed by current instructions pertaining to movement through automatic signal territory between North Bois D'Arc Street, Tyler, and Lufkin Junction. All trains and engines must move at restricted speed between Lufkin Junction and the north yard limit sign, Tyler Yard. Second class and inferior trains and engines must not occupy main track on the time of a first class train without obtaining train order authority or providing proper protection as prescribed by Rule 99.

All first class trains will register and secure Clearance (Form 1143) at dispatchers office Tyler and all trains except first class will register and secure Clearance (Form 3143) at yard office Tyler. No train order signal maintained at either of these points.

All trains daily, except Sundays and Holidays, between hours of 8:00 A. M. and 5:00 P. M., must secure clearance before leaving Jacksonville, and will be governed by position of train order signal during other hours.

See Special Instructions No. 5 for instructions pertaining to operation of crossing gate over I. G. N. R. R. M.P. E576.50, Jacksonville.

Jax Junction and Rusk are register stations for T. & N. O. R. R. trains only.

Employees of T. & N. O. R. R. using joint track between Jax Jct. and Rusk, and employees of T. S. E. R. R. using joint track through Lufkin Yard, will be governed by Rules, Special Instructions and Current Time Table of St. L. S. W. Ry. Co. of Texas.

Normal position of gate over T. & N. O. R. R. crossing M.P. E635.99 is against the St. L. S. W. Ry. Co. of Texas. Trains and engines must stop and after observing no train approaching on the T. & N. O. R. R. the gate may be lined for movement. Gate must be restored to normal position after movement over crossing completed.

Capacity of Tracks in Cars		Distance from Bridge Point	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	FIRST CLASS			SECOND CLASS				THIRD CLASS
Sidings	Others			401 Passenger Daily	101 Passenger Daily	105 Passenger Daily	117 Fast Freight Daily	115 Freight Daily	451 Local Daily Except Sunday	119 Motor Special Daily	151 Local Daily Except Sunday
	Yrd.	548.56	I. G. N. Crossing DN..... TYLER.....	L 10.35 AM	L 10.50 AM	L 9.55 PM	L 2.00 AM	L 7.40 AM	L 6.15 PM	L 7.30 ¹²⁵ AM	
		548.59	..... LUFKIN JUNCTION.....	A 10.41 AM	10.55	10.00	2.06	A 7.48 AM	6.21	7.35
88	5	558.09	..... GREENBRIER.....		11.01	10.06	2.14		6.30	7.47 ¹⁰⁶
88	46	558.51	D..... CHANDLER.....		11.09	10.14	2.23		6.39	8.01	
88		561.51	..... EVELYN.....		11.13	10.18	2.28		6.44	8.18
88	41	566.30	DN..... BROWNSBORO.....		11.21	10.27	2.38		6.53	8.30	
88	12	570.59	..... OPELIKA.....	f 11.26 ¹⁵²	11.33	10.33	2.45		6.58	8.36
88	27	576.18	D..... MURKISON.....		11.33	10.40	2.53		7.06	8.56	
37		578.15	..... ASH.....		11.37	10.44	2.59		7.10	9.03
88		581.20	..... VANALL.....		11.41	10.48	3.05		7.15	9.09
45	129	589.77	T & N. O. Crossing DN..... ATHENS.....		11.53	11.00	3.21		7.25	9.40	
88		584.53	..... SOUTH ATHENS.....				3.23		7.28	9.43
88		587.98	..... DAUPHIN.....		11.58	11.06	3.29		7.34	9.55 ¹⁵²
88	82	593.06	D..... MALAKOFF.....		12.06 PM	11.15	3.38		7.44	10.15	
88	331	598.71	D..... TRINIDAD.....		12.14	11.23	3.47		7.53	10.30	
88		609.91	..... HALSEY.....		12.20	11.31	3.56		8.03	10.40
88	107	607.15	DN..... KERENS.....		12.26	11.37	4.01		8.09	11.01	
88	24	613.04	..... POWELL.....		12.34	11.46	4.12		8.19	11.15
88	15	617.31	..... STRIBLING.....		12.39	11.51	4.20		8.27	11.25
	Yrd.	620.03	..... HILL YARD.....		12.43	11.55				11.30
	Yrd.	621.28	B.R.I. & N.O. 1.25 Crossing DN..... CORSICANA.....		12.50	12.02 AM	A 4.30 AM	L 5.00 AM	A 9.00 PM	A 11.35 AM	
21		628.71	..... CORBET.....	f 1.05	12.15			5.30 ¹⁰⁶		
NS		631.93	..... JESTER.....	f 1.10	12.20					
57	27	634.91	D..... PURDON.....	s 1.16	12.25			5.50			
35	54	642.19	D..... DAWSON.....	s 1.30	12.39			6.10			
20	183	648.15	D..... HUBBARD.....	s 1.41	12.49			6.25			
24	27	656.11	D..... MT. CALM.....	s 1.55	1.03			6.45			
28		664.95	..... AXTELL.....	f 2.10	1.18 ¹⁵⁵ 1.28			7.05		
21		671.75	..... SELBY.....	f 2.22 ¹⁰²	1.29			7.20		
		673.75	I. G. N. Crossing DN..... EASTCO.....		2.27	1.32					
	Yrd.	674.95	..... EAST WACO.....	f 2.30	1.35			A 7.30 AM		
		676.20	M.K.T. 1.25 Crossing INTERNATIONAL JOT.....								
		676.28	H & T. C. JUNCTION.....								
		676.59	G. H. & S. A. JUNCTION.....								
	Yrd.	676.76	DN..... WACO.....	A 2.40 PM	A 1.45 AM						
			130.20	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	
				401	101	105	117	115	451	119	
										151	

Northward Trains are Superior to Southward Trains of the Same Class.

See Page 17 For Special Instructions Pertaining to Waco Sub-Division.

WACO SUB-DIVISION

NORTHWARD

13

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS			
				106 Passenger Daily	402 Passenger Daily	102 Passenger Daily	156 Local Daily Except Sunday	128 Freight Sunday Only	126 Freight Daily	152 Local Daily Except Sunday	452 Local Daily Except Monday	116 Fast Freight Daily
547	QN	WYT XO	I. G. N. DN TYLER ^{2.03} Crossing	A 8.00 AM	A 5.40 PM	A 5.50 PM			A 7.30 ¹⁵¹ AM	A 12.30 PM	A 12.40 PM	A 4.50 PM
			LUFKIN JUNCTION ^{4.50}	7.55	L 5.35 PM	5.45			7.25	12.22	L 12.32 PM	4.40
552			GREENBRIER ^{5.42}	7.47 ¹⁵¹		5.38			7.15	12.11		4.30
559	CN		D CHANDLER ^{3.00}	s 7.40		s 5.32			7.14	12.01 PM		4.22
562			EVELYN ^{5.29}	7.35		5.27			6.58	11.48		4.17
567	BO	W	DN BROWNSBORO ^{3.89}	s 7.29		s 5.21			6.49	11.37		4.09
571			OPELIKA ^{4.49}	f 7.23		f 5.16			6.43	11.26 ¹⁰¹		4.02
575	F		D MURKISON ^{2.97}	s 7.17		s 5.10			6.35	11.10		3.55
578			ASH ^{3.05}	7.11		5.05			6.29	10.51		3.50
581			VANALL ^{2.57} Crossing	7.07		5.01			6.23	10.45		3.44
584	AU	WY	T. & N. O. DN ATHENS ^{0.76}	s 6.59		s 4.55			6.18	10.39		3.40
585			SOUTH ATHENS ^{3.35}	6.55		4.52			6.10	10.02		3.37
588			DAUPHIN ^{5.78}	6.50		4.46			6.03	9.55 ¹⁵¹		3.31
594	MF	Y	D MALAKOFF ^{5.05}	s 6.42		s 4.39			5.52	9.36		3.20
599	TD	WY	D TRINIDAD ^{5.20}	s 6.33		s 4.30			5.44	9.19		3.11
604			HALSEY ^{3.24}	6.24		4.22			5.35	8.51		3.01
607	KR		DN KERENS ^{5.89}	s 6.19		s 4.17			5.29	8.45		2.56
613			POWELL ^{4.27}	f 6.09		s 4.08			5.18	8.25		2.45
617			STRIBLING ^{2.72}	6.02		4.02			5.10	8.15		2.38
620			HILL YARD ^{1.25} Crossings	5.58		3.58						
621	C	WX OY	B.R.T. & N.O. DN CORSICANA ^{7.43}	s 5.55		s 3.55	A 3.25 AM	A 3.25 AM	L 5.00 AM	L 8.00 AM		L 2.30 PM
629			CORBET ^{3.22}	f 5.30 ¹¹⁵		f 3.35	2.59	2.59				
632			JESTER ^{2.98}	5.24		f 3.29						
636	DO		D PURDON ^{7.28}	f 5.19		s 3.24	2.40	2.40				
642	DA		D DAWSON ^{5.96}	s 5.05		s 3.11	2.20	2.20				
648	CY	W	D HUBBARD ^{7.96}	s 4.53		s 3.00	2.05	2.05				
656	CA		D MT. CALM ^{8.84}	f 4.38		s 2.46	1.40	1.40				
665			AXTELL ^{6.80}	f 4.22		f 2.30	1.18 ¹⁰⁵	1.18 ¹⁰⁵				
672			SELBY ^{2.00} Crossing	4.13		2.22 ¹⁰¹	12.55	12.55				
	JC		I. G. N. DN EASTCO ^{1.20}	4.10		2.19						
675	WYT XO		EAST WACO ^{1.25} Crossing	f 4.08		f 2.17	L 12.40 AM	L 12.40 AM				
			INTERNATIONAL JCT. ^{0.08} Joint Track									
			H & T. C. JUNCTION ^{0.31}									
			G. H. & S. A. JUNCTION ^{0.17}									
677	WD	X	DN WACO	L 4.00 AM		L 2.10 PM						
			180.20	Daily	Daily	Daily	Daily Except Sunday	Sunday Only	Daily	Daily Except Sunday	Daily Except Monday	Daily
				106	402	102	156	128	126	152	452	116

Northward Trains are Superior to Southward Trains of the Same Class.

See Page 17 For Special Instructions Pertaining to Waco Sub-Division.

14 GATESVILLE SUB-DIVISION

SOUTHWARD

Capacity of Trains In Cars			TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	FIRST CLASS					SECOND CLASS		THIRD CLASS	
Sidings	Others	Distance from Birds Point		605 Passenger Daily	603 Passenger Daily	601 Passenger Daily	607 Passenger Saturday and Sunday Only	609 Passenger Saturday and Sunday Only	615 Local Daily	617 Local Daily Except Sunday		619 Local Daily Except Sunday
Yrd.		676.76	DN..... WACO	L 12.15AM	L 6.00AM	L 4.00 ⁶⁰⁸ PM	L 12.05PM	L 8.00PM	L 6.10AM	L 9.00AM		L 1.30PM
			..... 18th ST. VIADUCT.....	f 12.18	f 6.03	f 4.03	12.08	8.03				
		680.17	..... WEST WACO	12.25	6.10	4.10	12.15	8.10	6.22	9.15		1.49 ⁶⁰²
			..... BLACKLAND							10.15		
		680.17	..... WEST WACO	12.25	6.10	4.10	12.15	8.10	6.22	10.45		1.49 ⁶⁰²
45		684.88	..... RITCHIE	12.35	6.20	4.20	12.25	8.20	6.32	11.00		2.05
9	98	686.81	..... ATCO	12.37	f 6.22	f 4.22	12.27 ⁶¹⁸	8.22	6.35	A 11.29 ⁶¹⁶ AM		2.30
17	5	687.97	..... SOUTH BOSQUE	f 12.42	f 6.27	f 4.27	12.32	8.27	6.41			2.45
34		689.54	..... NALER	12.45	6.30	4.30	12.35	8.30	6.45			2.48
50		695.24	..... NORTH MCGREGOR	12.55	6.40	4.40	12.45	8.40	6.59			2.53
		696.07	G.C.&S.F. 0.83 Crossing DN..... MCGREGOR	s 12.58	s 6.43	s 4.43	s 12.48	s 8.43	7.20			A 3.00PM
50	42	702.34	D..... OGLESBY	f 1.10	f 6.55	f 4.55	f 1.04 ⁶⁰²	f 8.55	7.35			
		36	704.58	..... LIME CITY	1.14	f 6.59	f 4.59	1.11	8.59	7.41		
		4	706.51	..... CAVITT	1.17	7.02	5.02	1.14	9.02	7.46		
50	2	709.32	..... BENDALE	1.22	f 7.07	f 5.07	1.19	9.07	7.53			
		10	711.66	..... LEON JUNCTION	f 1.27	f 7.12	f 5.12	f 1.24	f 9.12	7.59		
50	11	714.17	D..... MOUND	f 1.32	f 7.17	f 5.17	f 1.29	f 9.17	8.05			
		50	715.63	..... NORTH CAMP HOOD	A 1.35AM	7.20	A 5.20PM	A 1.32PM	A 9.20PM	8.20		
			Gov. Tracks D..... CANTONMENT	A 1.45AM	7.55	A 5.30PM	A 1.45PM	A 9.30PM	8.30			
		50	715.63	..... NORTH CAMP HOOD		8.00			8.40			
		Yrd.	722.83	D..... GATESVILLE		A 8.20AM			A 9.00AM			
			46.07		Daily	Daily	Daily	Saturday and Sunday Only	Saturday and Sunday Only	Daily	Daily Except Sunday	Daily Except Sunday
					605	603	601	607	609	615	617	619

Southward Trains are Superior to Northward Trains of the Same Class.

RAILROAD CROSSINGS AT GRADE

G. C. & S. F. R. R. _____ M.P. 696.06 (Interlocked)

See page 15 for Special Instructions pertaining to Gatesville Sub-Division.

GATESVILLES SUB-DIVISION

NORTHWARD

15

TIME TABLE No. 9
EFFECTIVE
August 22, 1943
STATIONS

FIRST CLASS

SECOND CLASS

THIRD CLASS

606
Passenger
Daily

602
Passenger
Daily

604
Passenger
Daily

608
Passenger
Saturday and
Sunday Only

610
Passenger
Saturday and
Sunday Only

616
Local
Daily

618
Local
Daily Except
Sunday

620
Local
Daily Except
Sunday

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 9 EFFECTIVE August 22, 1943 STATIONS	606 Passenger Daily	602 Passenger Daily	604 Passenger Daily	608 Passenger Saturday and Sunday Only	610 Passenger Saturday and Sunday Only	616 Local Daily	618 Local Daily Except Sunday	620 Local Daily Except Sunday
677	WD	X	DN..... WACO 0.80.....18th ST. VIADUCT..... 2.61.....WEST WACO..... 6.47	A 3.30AM	A 2.00PM	A 7.45PM	A 4.00 ⁶⁰¹ PM	A 11.15PM	A 12.01PM	A 1.00PM	A 7.00PM
			Gov. Tracks..... BLACKLAND 6.47.....WEST WACO..... 4.71.....RITCHIE..... 0.93.....ATCO..... 2.16.....SOUTH BOSQUE..... 1.57.....NALER..... 5.70.....NORTH MCGREGOR..... G.C.&S.F. 0 83 Crossing	f 3.25	f 1.55	f 7.40	f 3.55	f 11.10	f 11.43	f 12.45	f 6.47
			.....McGREGOR 6.32.....OGLESBY..... 2.19.....LIME CITY..... 1.93.....CAVITT..... 2.81.....BENDALE..... 2.34.....LEON JUNCTION..... 2.51.....MOUND..... 1.46 NORTH CAMP HOOD 1.58	s 2.50	s 1.20	s 7.05	s 3.20	s 10.35	s 10.45	s 12.27 ⁶⁰⁷ PM	s 6.00PM
685			.....CANTONMENT 1.58 NORTH CAMP HOOD 7.20	f 2.34	f 1.04 ⁶⁰⁷	f 6.49	f 3.04	f 10.19	f 10.29	f 10.23	f 10.18
686			.....GATESVILLE 7.20	f 2.29	f 12.59	f 6.44	f 2.59	f 10.14	f 10.23	f 10.18	f 10.11
688				f 3.08	f 1.38	f 7.23	f 3.38	f 10.53	f 11.29 ⁶¹⁷	f 12.27 ⁶⁰⁷ PM	f 6.35
688				f 3.04	f 1.34	f 7.19	f 3.34	f 10.49	f 11.23	f 12.23	f 6.20
690				f 3.01	f 1.31	f 7.16	f 3.31	f 10.46	f 11.18	f 12.18	f 6.17
696	WR	YWX	DN..... McGREGOR 6.32	s 2.51	s 1.21	s 7.06	s 3.21	s 10.36	s 11.05	s 12.05	s 6.02
703	GY		.....McGREGOR 6.32	f 2.34	f 1.04 ⁶⁰⁷	f 6.49	f 3.04	f 10.19	f 10.29	f 10.23	f 10.18
705			.....McGREGOR 6.32	f 2.29	f 12.59	f 6.44	f 2.59	f 10.14	f 10.23	f 10.18	f 10.11
707			.....McGREGOR 6.32	f 2.26	f 12.56	f 6.41	f 2.56	f 10.11	f 10.18	f 10.11	f 10.06
709			.....McGREGOR 6.32	f 2.21	f 12.51	f 6.36	f 2.51	f 10.06	f 10.11	f 10.05	f 10.05
711		W	.....McGREGOR 6.32	f 2.16	f 12.46	f 6.31	f 2.46	f 10.01	f 10.05	f 10.05	f 10.05
714	MN		.....McGREGOR 6.32	f 2.11	f 12.41	f 6.26	f 2.41	f 9.56	f 9.59	f 9.55	f 9.55
		Y	.....McGREGOR 6.32	L 2.08AM	L 12.38PM	L 6.23PM	L 2.38PM	L 9.53PM	L 9.55	L 9.55	L 9.55
Gov.	CH	Tracks	.....McGREGOR 6.32	L 2.00AM	L 11.25	L 6.15PM	L 2.30PM	L 9.45PM	L 9.45	L 9.45	L 9.45
			.....McGREGOR 6.32	L 2.00AM	L 11.25	L 6.15PM	L 2.30PM	L 9.45PM	L 9.45	L 9.45	L 9.45
723	GA	YX	DN..... GATESVILLE 7.20	L 11.00AM	L 11.00AM	L 11.00AM	L 11.00AM	L 11.00AM	L 9.00AM	L 9.00AM	L 9.00AM
			46.07	Daily	Daily	Daily	Saturday and Sunday Only	Saturday and Sunday Only	Daily	Daily Except Sunday	Daily Except Sunday
				606	602	604	608	610	616	618	620

SPECIAL INSTRUCTIONS

Southward Trains are Superior to Northward Trains of the Same Class.

Atco is register station for trains 617 and 618 only.

Trains and engines operating over the Government tracks at Blackland and Cantonment and tracks of Blue Bonnet Ordnance Plant at McGregor will proceed at restricted speed and be governed by rules and regulations of the Uniform Code of Operating Rules and Special Instructions No. 5 unless in conflict with Army instructions or regulations issued by Government authorities.

Time shown at Blackland and Cantonment is for convenience only.

Scale track at Atco, serving Universal Atlas Cement Company, is not equipped with dead rail and engines must not operate over this scale.

Crew and engine arriving Atco on No. 617 will assume No. 618's schedule unless otherwise instructed, and leave Atco without obtaining a Clearance (Form 3143). This schedule may be assumed in this manner only, or as authorized by train order.

Crew and engine arriving North Camp Hood on No. 605 will assume No. 606's schedule, crew and engine arriving North Camp Hood on No. 601 will assume No. 604's schedule, crew and engine arriving North Camp Hood on No. 607 will assume No. 608's schedule, crew and engine arriving North Camp Hood on No. 609 will assume No. 610's schedule. Trains on above schedules will retain all train orders and leave North Camp Hood without a clearance (Form 3143). These schedules may be assumed in this manner only or as authorized by train order.

A train order signal will be maintained on ticket office at Cantonment and when this signal displays a stop indication trains must secure a clearance (Form 3143) before departing Cantonment.

SPECIAL INSTRUCTIONS PERTAINING TO TYLER SUB-DIVISION

Northward Trains are Superior to Southward Trains of the Same Class.

- All trains and engines will move at restricted speed in Texarkana Yard expecting to find main track occupied by trains of other Divisions, except First Class Trains will move at restricted speed between Mile Post 417, just north of hospital, and the south yard limit sign, Texarkana Yard.
- All trains and engines using the connection leading to the Texarkana Union Station Trust tracks and using tracks of the Trust will be governed by bulletined instructions of the Trust Station Master. Such trains and Engines must proceed at restricted speed and not exceed a speed of ten miles per hour at any point.
- All trains arriving and/or leaving Union Station, Texarkana will register at Texas and Pacific Yard office which is located just north of Union Passenger Station. Texas Division Trains leaving Union Station will receive Clearance (Form 3143) and train orders at Texas and Pacific Yard Office.
- At Texarkana, trains holding restricting orders at Union Station Junction will not pass clearance point of connection leading to Texarkana Union Station Trust Track, until the orders held by such trains have been fulfilled, or the waits therein, etc., have expired.
- Southward second class and extra trains are authorized to run ahead of overdue first class trains Texarkana Yard to Eylau without train order authority, but must protect against such first class trains as prescribed by rule 99. They will not occupy the main track within these limits when a southward first class train is observed approaching Union Station Junction. Southward first class trains must not exceed a speed of 45 miles per hour between Texarkana Yard and Eylau.
- Trains and engines operating over tracks of the Lone Star Ordnance Plant between Redwater and classification yard of the Lone Star Ordnance Plant will proceed at restricted speed and be governed by Railroad Code of Operating Rules of the Lone Star Ordnance Plant, and will comply with the Uniform Code of Operating Rules, Special Instructions No. 5 and Safety Rules unless same are in conflict with the Railroad Code of Operating Rules of the Lone Star Ordnance Plant. Trains and engines operating over the tracks of the U. S. Government to classification yards of the Red River Ordnance Depot will proceed at restricted speed and be governed by Uniform Code of Operating Rules, Special Instructions No. 5, and Safety Rules, except where same are in conflict with rules and regulations issued by Government Authorities.
- At Naples, Northward trains occupying the main track will not pass clearance point of the crossover to siding North of depot until the orders held by such trains have been fulfilled, or the waits therein, etc., have expired.
- Switch at Dallas Junction, Mile Post 479.58, Mt. Pleasant will be set for Tyler Sub-Division. Switch lights and switch target will indicate GREEN in this position.
- Trains Nos. 1, 2, 5 and 6 will register by ticket at Mt. Pleasant.
- No train order signal maintained at Texarkana Yard, Mt. Pleasant or Tyler and all departing trains will secure Clearance (Form 3143) at such stations.
- At Mt. Pleasant No. 101 will wait for No. 1 and No. 105 will wait for No. 5 unless otherwise instructed.
- Through freight trains will fill out at Big Sandy and Mt. Pleasant.
- The time of No. 102 and No. 106 at Big Sandy and the scheduled time of all First Class trains at Tyler applies at the passenger station stop.
- North and south lead switches at each end of Tyler train Yard will be set against main track. Switch target and switch lights will indicate RED in this position.
- Normal position of crossing gate over I-GN crossing, Tyler, Mile Post 546.47, is against the I-G.N.R.R. When the way is seen and known to be clear, trains and engines may proceed over this crossing at restricted speed without stopping.
- All trains and engines must move at restricted speed between Lufkin Junction and north yard limit sign, Tyler Yard. Second class and inferior trains and engines must not occupy main track on the time of first class trains without obtaining train order authority or providing proper protection as prescribed by Rule 99.
- All First Class Trains will register and secure Clearance (Form 3143) at Dispatcher's office Tyler, and all trains except First Class trains will register and secure Clearance (Form 3143) at Yard Office, Tyler. No train order signal maintained at either of these points.
- The time in train orders and/or meet orders for No. 102 and No. 106 at Tyler applies at the North switch, Tyler train yard.
- Trains 1, 2, 5 and 6 will stop on flag at stations designated as flag stops to receive and discharge revenue passengers to or from any regular stop, or to or from any flag stop beyond any regular stop. They will also stop at stations designated as flag stops to receive and discharge passengers using free transportation issued account other lines and for contract transportation held by attendants of live stock and poultry shipments. All trains will stop at any station to discharge passengers holding revenue transportation issued by foreign lines.

LIST OF TRACKS THAT MAY BE USED BY 670, 680 AND 800 CLASS ENGINES

Eylau..... { Siding Team Track	Omaha..... { Siding House Track	Gilmer..... { Siding Compress Track
Hartman..... Team Track	Cookville..... Siding	House Track
Trexler..... Team Track	Mt. Pleasant..... { All tracks except oil mill track	Industrial Track
Redwater..... Siding	Kilfoyle..... Siding	Suffolk..... { Siding Spur Track
Maud..... { Siding House Track	Harvard..... Siding	Pritchett..... { Siding House Track
Corley..... { Siding Team Track	North Pittsburg..... { Siding Spur	Monty..... Siding
Carbondale..... Team Track	Pittsburg..... { Siding Team Track	Pinnacle..... Siding
Slimms..... Siding	Oil Mill	Big Sandy..... { Siding Shed Track
Bassett..... { Siding Spur Track	House Track	Interchange Track
Hoffman..... Loading Track	Pine..... { Siding Team Track	Wood Spur
Darden..... { Siding Team Track	Smith..... Siding	Storage Tracks
Jennings Lake..... Siding	Bettie..... Team Track	Winona..... { Siding House Track
Naples..... { Siding House Track	Delrose..... { Siding Spur Track	Camp Fannin..... { All Tracks on Right of Way
Storage Track		Akron..... Siding

BUSINESS TRACKS NOT SHOWN AS STATIONS

Trexler..... M.P.	428.62	14 Cars
*Defense..... M.P.	431.00	7.2 miles Gov. Trk.
Hoffman..... M.P.	453.13	14 Cars
Sand Pitt..... M.P.	503.10	15 Cars
Shaw..... M.P.	542.74	2 Cars

*Operated by Lone Star Ordnance Plant and Red River Ordnance Depot

RAILROAD CROSSINGS AT GRADE

T. & P. Ry., M.P.	418.62 (Union Station Lead)
T. & P. Ry., M.P.	419.10 (Interlocked)
K. C. S. Ry., M.P.	419.19 (Interlocked)
L. & A. R. R., M.P.	431.04
T. & P. Ry., M.P.	525.07 (Interlocked)
I. G. N. R. R., M.P.	546.47 (Gated)

SPECIAL INSTRUCTIONS PERTAINING TO WACO SUB-DIVISION

Northward Trains are Superior to Southward Trains of the Same Class.

All trains and engines must proceed at restricted speed between Lufkin Junction and the North yard limit sign Tyler Yard. Second Class and Inferior trains and engines must not occupy main track on the time of a First Class Train without obtaining train order authority or provide proper protection as prescribed by Rule 99.

All trains and engines will be governed by Uniform Code of Operating Rules and current instructions pertaining to movement through automatic signal territory between North Bois D'Arc Street, Tyler, and Lufkin Junction.

The schedule time of all first class trains at Tyler and Corsicana applies at the passenger station stop.

All First Class Trains will register and secure Clearance (Form 3143) at Dispatcher's Office, Tyler and all trains except First Class Trains will register and secure Clearance (Form 3143) at Yard Office, Tyler. No train order signal maintained at either of these points.

Normal position of crossing gate I. G. N. RR. crossing at Tyler, Mile Post 546.47 is against I. G. N. RR. When way is seen and known to be clear, trains and engines may proceed over crossing at restricted speed without stopping.

All Trains will register by ticket at Corsicana Interlocker Tower.

See Special Instructions No. 5 for instructions pertaining to operation of Interlocker at T. & N. O. RR. crossing, Corsicana.

All Trains will register by ticket at Eastco.

Second class and inferior trains and engines must move at Restricted Speed in East Waco and Waco Yard, and first class trains must be properly cleared; except between Yard Office at East Waco and south yard limit sign at Waco, first class trains must move at Restricted Speed, and within these prescribed limits, when any first class train is ten (10) minutes or more overdue, second class and inferior trains and engines may then proceed against, or ahead of, a first class train without protecting as prescribed by Rule 99, unless such first class train is seen or heard approaching.

On Waco Sub-Division, Northward trains, except First Class Trains, will report for orders at Eastco, and will move through yard limits under yard rules and be governed by position of home signal South of I. G. N. RR. crossing. If home signal is in Stop position, train or engine must stop to clear North Yard Lead switch and remain until signal placed at proceed position and then proceed to Eastco for orders.

Crossing between St. L. S. W. Ry. of Texas old main track and M. K. T. Ry. of Texas, at East Waco is protected by interlocking device, with normal position of derail against the three tracks of St. L. S. W. Ry. of Texas. St. L. S. W. Ry. of Texas employes will operate the one lever interlocking device before using any of the tracks crossing the M. K. T. Ry. of Texas at this point.

Normal position of crossing gate over G. H. & S. A. R. R. crossing, Waco MP-676.55 is against G. H. & S. A. R. R. When the way is seen and known to be clear, trains and engines may proceed over the crossing at restricted speed without stopping.

Southward Trains and Yard Engines will not proceed south of Peach Street, East Waco until receiving proceed signal from Interlocker.

T. & N. O. RR. Trains Nos. 51 and 52 will use St. L. S. W. Ry. of Texas main track between G. H. & S. A. Junction and passenger station Waco; and T. & N. O. RR. Trains Nos. 65 and 66 will use St. L. S. W. Ry. of Texas main track between H. & T. C. Junction and Waco freight station at Eighth Street. These trains will operate under Yard Limit Rules and be governed by Rules, Special Instructions and current Time Table of the St. L. S. W. Ry. of Texas.

See Special Instructions No. 5 for instructions pertaining to movement over Brazos River Bridge, Waco.

RAILROAD CROSSINGS AT GRADE

I. G. N. R. R.	M.P. 546.47 (Gated)	
T. & N. O. R. R.	M.P. 533.28	
B. R. I. R. R.	M.P. 620.95 (Interlocked)	
T. & N. O. R. R.	M.P. 621.25 (Interlocked)	
I. G. N. R. R.	M.P. 672.75 (Interlocked)	
M. K. T. R. R. of T.	M.P. 675.20	
H. & T. C. R. R.	M.P. 676.21 (Interlocked)	
G. H. & S. A. R. R.	M.P. 676.55 (Gated)	

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AT STATIONS

Fair Park	M.P. 548.58	16 Cars
Bellwood	M.P. 550.72	8 Cars

LIST OF TRACKS THAT MAY BE USED BY 670, 680 and 800 CLASS ENGINES

Greenbrier	Siding	Malakoff	{ House Track
Chandler	{ Siding		{ Siding
	{ Team Track	Trinidad	{ Team Track
Evelyn	Siding		{ Siding
Brownsboro	{ Siding	Halsey	{ Team Track
	{ Team Track		{ Siding
Opelika	Siding	Kerens	{ Team Track
	{ Oil Spur		{ Siding
Murchison	{ Siding	Powell	{ House Track
	{ Team Track		{ Siding
Ash	Siding	Stribling	{ Team Track
Vanall	Siding		{ Siding
	{ T&NO Interchange Track	Hill Yard	{ All Tracks
Athens	{ Siding		{ All Tracks except Oil
	{ House Track	Corsicana	{ Mill, Compress,
South Athens	Siding		{ Swanson,
Dauphin	Siding		{ Auto Dock and Old
			{ Rip Tracks.

TEXARKANA INTERLOCKING, WHISTLE SIGNALS

Main track over KCS crossing and T&P crossing	—
Main track to the Union Station	00
Union Station to main track	00
Main track through crossover No. 6 to B-Lead	000
B-Lead through crossover No. 6 to main track	000
Main track through Crossover No. 5 to A-Lead	000 —
A-Lead through Crossover No. 5 to main track	000 —
A-Lead to Wye Siding	00000
Wye Siding to A-Lead	00000
B-Lead to Wye Siding	— 00 —
Wye Siding to B-Lead	— 00 —
Main track through Crossover No. 6 to A-Lead	— 000 —
A-Lead through Crossover No. 6 to main track	— 000 —
Union Station to Post Pipe track	000 — 0
Post Pipe track to main track	0000 — 0
K C S Transfer	— —
From KCS Transfer to Cotton Belt main track	— — — —
T&P Crossing only from Leads, A or B	— 0

Engines with or without cars crossing from one lead to the other
lead must whistle 0 — before starting such move.

**SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY.
OBEDIENCE TO THE RULES IS ESSENTIAL TO SAFETY.**

Transportation employes will comply with instructions of Road Foremen of Engines in connection
with train and engine movements.

TRAIN DISPATCHERS TYLER, TEXAS

B. B. Corban
C. E. Prestridge
E. M. Graybill

G. J. Satterfield
G. G. McGee
C. L. Ellis

H. T. Cope
F. L. Maxwell
C. E. Davis

O. H. Knight
R. L. Whitener, Jr.
B. O. Irons

TO ALL EMPLOYEES:

We are now well into the second year of World War II. Out of the confusion following Pearl Harbor, the pattern of this war is gradually emerging. We are learning that "Total War" is just what the name implies. This is not the kind of war in which soldiers fight bravely on distant battle fronts while "business as usual" continues for folks on the home front. Whether we like it or not, we are all in it and must share its hardships, its privations and its responsibilities. Our leaders, political and military, have repeatedly emphasized the point that the war can be won or lost, depending on whether or not men, equipment and supplies can be transported to the points where required for combat. Rail transportation is of outstanding importance and the country must look to its rail employes to do their full share in the battle of transportation.

The railroads are carrying the heaviest volume of traffic in their history. The demands for war materials are restricting the amount of steel, copper and other materials required for additional facilities and equipment, and we are having to get along with what we can get, whether it be new or second-hand.

Never before has there been a greater need for precise rule observance. With so many new employes the surest way to avoid accidents is for a common and clear understanding by all concerned of what the rules require in any given situation. Moreover, the hazard of accident greatly increases with the increased number of trains operated.

Your loyalty to the country and its institutions as shown by what has already been accomplished in furthering the war effort is appreciated.

Let us all resolve to get this war over with and behind us as quickly as possible.

A handwritten signature in cursive script, appearing to read "J. Green".

Chief Operating Officer

