

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS AND AUSTIN DIVISIONS

8

To Take Effect Sunday, May 10, 1936, at 12:01 A. M

CENTRAL STANDARD TIME

For the government and information of employes only.

L. B. McDONALD,
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 tele-phones.	SECOND CLASS				FIRST CLASS				Distance From Denison	TIME TABLE No. 8 May 10, 1936	Distance From Houston	FIRST CLASS				SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	344	342	18	20	14	76	75	19				17	13	257	263				
	Freight	Freight	The Owl	Central Express	The Sunbeam	Frisco Passenger 117	Frisco Passenger 118	Central Express				The Owl	The Sunbeam	Freight	Freight				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	
	STATIONS																		
Yard BEWOTF	12.50PM	2.00AM				3.40AM	0.0	TO-R DENISON	337.9	12.55AM						6.00AM	3.40PM	Continuous	Continuous
Yard I						3.41	0.3	TOWER 93 { M-K-T CROSS.	337.6	12.54								Continuous	Continuous
Yard BP	1.08	2.20					0.5	M-K-T CROSS.	337.4										
Yard 37 BOIWPY	1.30	2.45				3.55	7.6	A. B. S. { TO NORTH SHERMAN JUNCTION	330.3	12.43					5.25	3.10	Continuous	Continuous	
Yard P							9.1	TO-R TOWER 16 (T. & P. Cross.) SHERMAN	328.8	12.40AM					5.20	3.05	Continuous	Continuous	
50 P	1.50	3.05					10.2	St. L. S. W. CROSSING	327.7										
75 P	2.02	3.17					18.3	TO HOWE	319.6						4.25	2.14	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
48 P	2.14	3.30					25.0	TO VAN ALSTYNE	312.9						4.10	2.02	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
35 P	2.24	3.45					30.3	TO ANNA	307.6						3.57	1.41	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
Yd. 22 WP	2.41	4.00					34.9	MELISSA	303.0						3.45	1.30			
48 P	3.01	4.25					41.6	TO MCKINNEY	296.3						3.27	1.05	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
25 IP	3.16	4.45					49.4	ALLEN	288.5						3.07	12.40			
48 P	3.28	5.00					55.5	TO TOWER 49 (St. L. S. W. Cross)	282.4						2.52	12.25	Continuous	Continuous	
P	3.40	5.13					60.7	RICHARDSON	277.2						2.37	12.10PM			
90 P	3.52	5.26					64.9	GIFFORD	272.9						2.27	11.58AM			
IP	4.10PM	5.40AM					69.3	RAWLINS	268.5						2.17	11.46			
P							73.8	TO TOWER 119 (T. & P. Cross.) T. & P. JUNCTION	264.0						2.07AM	11.35AM	Continuous	Continuous	
Yard IP							64.9	GIFFORD	273.0										
BKP			11.45PM	9.45PM	12.35PM		69.4	TO HILAND (Tower 35.) M-K-T CROSSING	268.5								8.00AM to 5.00PM	Closed	
I							79.0	(TO-R DALLAS (Union Sta) 1.7	265.1		6.55AM	7.00AM	5.55PM				6.30AM to 12.30AM	6.30AM to 12.30AM	
Yard							76.7	Tower 19 (G. C. & S. F. Cross) 0.3	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 M-K-T Current Time Table for movement between Dallas (Union Station) and Hiland (Tower 35). See Special Instructions Page 14, for movement between Miller and Forest Avenue and between T. & P. Junction and Belt Junction.																		
Yd. 90 P							76.0	FOREST AVENUE 2.3	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 M-K-T Current Time Table for movement between Dallas (Union Station) and Hiland (Tower 35). See Special Instructions Page 14, for movement between Miller and Forest Avenue and between T. & P. Junction and Belt Junction.									
Yard P							74.6	BELT JCT. (Tower 118) 0.7	261.2									Continuous	Continuous
IP							73.9	FOX 1.4	261.9										
Yard IPY							78.7	BRIGGS 0.7	263.3										
Yard 180 BEWOTF	7.00PM	7.10AM				11.57PM	9.56PM	12.47PM	264.0	TO Tower 119 (T. & P. Cross.) T. & P. JUNCTION									
28 P	7.10	7.20				12.03AM	10.02	12.52	261.2	BELT JCT. (Tower 118) 2.4									
48 P	7.19	7.29				12.09	10.08	12.57	268.8	MILLER 4.5	f 6.25AM	6.40AM	5.36PM		1.56AM	11.15AM			
35 P	7.28	7.38				12.16	10.14	1.03	264.3	HUTCHINS 4.3	f 6.16	6.30	5.31		1.47	11.01			
34	7.38	7.48				12.22	10.20	1.08	250.0	WILMER 4.1	f 6.08	6.22	5.26		1.39	10.50			
35 P	7.50	8.00				12.30	10.27	1.14	245.9	TO FERRIS 3.2	s 6.00	6.14	5.20		1.27	10.40	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed	
30 P	8.05	8.15				12.39	10.35	1.21	242.7	TRUMBULL 4.0	f 5.53	6.08	5.14		1.17	10.31			
Yard BEWOTYP	8.30PM	8.40AM				12.45AM	10.40PM	1.26PM	238.7	TO PALMER 5.0	f 5.45	6.00	5.08		1.05	10.18	7.30AM to 11.59AM 1.00PM to 4.30PM	Closed	
	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	233.7	GARRETT 2.8	f 5.35	5.50	5.00		12.50	10.04			
	344	342				18	20	14	230.9	TO-R ENNIS		5.30AM	5.45AM	4.55PM		12.45AM	10.00AM	Continuous	Continuous
	(8.40)	(6.40)				(1.00)	(0.55)	(0.51)			Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily		
	12.3	15.5				34.2	37.3	37.9			75	19	17	13		257	263		
											(0.15)	(1.25)	(1.15)	(1.00)		(5.15)	(5.40)		
											36.0	24.0	27.3	34.2		20.3	18.7		

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

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 move with caution within yard limits, Denison, expecting to find main track occupied and will not exceed ten (10) miles per hour between St. L. & S. F. of T. connection and west Interlocking Home Signal.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS				SECOND CLASS				FIRST CLASS			Distance From Ennis	TIME TABLE No. 8 May 10, 1936			Distance From Houston	FIRST CLASS			SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	54	344	342	258	20	14	18	19	17	13	343		263	257	53		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only								
	Local Freight	Freight	Freight	Freight	Central Express	The Sunbeam	The Owl	Central Express	The Owl	The Sunbeam	Freight		Freight	Freight	Local Freight											
	Leave Daily Ex. Sunday	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 Ex. Sunday												
Yard EWOTYP	6.00AM	9.50PM	11.30AM	3.00AM	10.45PM	1.30PM	12.50AM	0.0	TO-R ENNIS	230.9	5.20AM	5.40AM	4.50PM	5.00AM	8.10AM	4.45PM	11.20AM	Continuous	Continuous							
40 P	6.10	10.02	11.45	3.15	f10.53	1.37	12.58	5.6	ALMA	225.3	f 5.05	5.29	4.42	4.40	7.50	4.24	11.05									
88 P	6.18	10.10	11.55AM	3.23	f11.00	1.42	1.03	9.8	RICE	221.1	f 4.57	5.23	4.37	4.32	7.40	4.15	10.55									
29 P	6.26	10.18	12.03PM	3.30	11.07	1.47	1.08	14.2	CARL	216.7	4.50	5.16	4.31	4.24	7.25	4.00	10.45									
Yard 180 WP	7.10	10.35	12.16	4.10 5.33	s11.25	s 1.58	s 1.22	20.7	TO CORSICANA (St. L. S. W. Crossing)	210.2	s 4.40	s 5.04	s 4.22	4.10	7.10	3.35	10.30	Continuous	Continuous							
80 P	7.30	10.48	12.29	6.06	f11.38	2.08	1.32	27.0	ANGUS	203.9	f 4.17	4.52	4.10	3.40	6.50	3.04	9.55									
75 P	7.45	11.00	12.40	6.20	f11.48	2.15	1.40	32.5	RIOHLAND	198.4	f 4.07	4.41	4.03	3.29	6.40	2.53	9.40									
80 P	7.55	11.08	12.49	6.30	f11.56PM	2.21	1.46	36.9	CURRIE	194.0	f 4.01	4.36	3.57	3.21	6.30	2.42	9.30									
75 P	8.10	11.19	1.01	6.44	s12.07AM	f 2.29	1.53	42.4	TO WORTHAM	188.5	s 3.50	4.27	f 3.50	3.11	6.14	2.29	9.20	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed							
88 P	8.15	11.23	1.05	6.49	12.10	2.32	1.56	44.4	GUDE	186.5	3.45	4.24	3.47	3.08	6.10	2.19	9.15									
90 P	9.00	11.34	1.15	7.01	s12.23	s 2.40	2.08	49.9	TO MEXIA	181.0	s 3.35	s 4.15	s 3.39	2.56	6.00	2.08	9.00	Continuous	Continuous							
90 WIP	9.15	11.38	1.20	7.06	12.25	2.43	2.11	51.3	Tower 63 (B. R. I. Cross.) SPRINGFIELD	179.6	3.25	4.11	3.35	2.52	5.50	2.05	8.40	See Note								
40 P	9.30	11.50PM	1.31	7.21	f12.32	2.50	2.18	57.1	DOYLE	173.8	3.15	4.02	3.28	2.40	5.35	1.53	8.30									
50 WP	10.00	12.02AM	1.41	7.33	s12.40	s 2.57	s 2.26	61.4	TO GROESBEECK	169.5	s 3.05	s 3.54	s 3.21	2.26	5.20	1.41	8.20	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed							
80 P	10.20	12.18	2.00	7.55	s12.57	f 3.09	2.38	69.6	TO THORNTON	161.3	s 2.38	3.39	f 3.09	2.10	4.55	1.23	7.55	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed							
84 P	10.40	12.34	2.22	8.14	s 1.11	f 3.20	2.49	77.7	TO KOSSE	153.2	s 2.20	3.27	f 2.54	1.55	4.30	1.08	7.25	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed							
72 P	10.50	12.43	2.47	8.25	f 1.18	3.27	2.56	82.5	DENNY	148.4	f 2.10	3.19	2.47	1.46	4.15	12.59	7.15									
Yard 100 BWYP	11.15	12.55	3.08	8.45	s 1.35	s 3.40	3.09	88.2	TO BREMOND	142.7	s 2.00	3.09	s 2.34	1.35	4.00	12.49	7.00	8.30PM to 11.30PM 12.30 AM to 5.30AM	8.30PM to 11.30PM 12.30AM to 5.30AM							
79 P	11.30AM	1.15	3.20	8.58	f 1.43	3.48	3.17	93.8	HAMMOND	137.1	f 1.43	2.59	2.28	1.15	3.45	12.39	6.40									
95 P	12.24PM	1.30	3.40	9.18	s 2.00	s 4.01	f 3.29	102.3	TO CALVERT	128.6	s 1.30	f 2.47	s 2.16	1.00	3.29	12.24	6.20	See Note	See Note							
59 P	12.40	1.44	3.48	9.33	2.07	4.08	3.36	106.9	SEGER	124.0	1.22	2.41	2.10	12.52	3.07	12.15	6.10									
Yard BKWOITYP	1.00PM	2.00AM	4.00PM	10.00AM	2.20AM	4.16PM	3.45AM	110.2	(I.-G. N. Crossing) TO-R HEARNE	120.7	1.15AM	2.35AM	2.03PM	12.45AM	3.00AM	12.05PM	6.00AM	Continuous	Continuous							
	Arrive Daily Ex. Sunday	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 Ex. Sunday									
	54	344	342	258	20	14	18				19	17	13	343	263	257	53									

(7.00)	(4.10)	(4.30)	(7.00)	(3.35)	(2.46)	(2.55)	... Time Over Subdivision ...	(4.05)	(3.05)	(2.47)	(4.15)	(5.10)	(4.40)	(5.20)
15.9	26.4	24.4	15.9	30.7	39.6	37.7	... Average Speed per Hour ...	23.9	35.7	39.6	25.9	21.3	23.6	20.7

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

Nos. 17 and 18 will stop at Bremond to exchange U. S. Mail.
 No. 18 will stop at stations east of Ennis to discharge passengers from points on Ft. Worth Subdivision.
 Nos. 13 and 14 will stop on flag at Kosse, Thornton and Wortham for revenue passengers only.
 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 eastward from Interlocking Home Signal to Signal 1791.
 First Class trains must move with caution within yard limits, Hearne.
 Connection to and from Waco will be made at Bremond by Bus with trains Nos. 13 and 14.

Train Order Office Hours Calvert:
 DAILY EXCEPT SUNDAYS, MONDAYS and LEGAL HOLIDAYS
 12:01 A.M. to 7:00 A.M.
 8:30 A.M. to 4:30 P.M.
 11:00 P.M. to 12:01 A.M.
 MONDAYS ONLY
 8:30 A.M. to 4:30 P.M.
 11:00 P.M. to 12:01 A.M.
 SUNDAYS AND LEGAL HOLIDAYS
 12:01 A.M. to 7:00 A.M.

length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants turn tables, wyes and tele-phones.

Main table with columns for Second Class (342, 344, 240, 242), First Class (14, 42, 18, 20), Stations (TO-R HEARNE, SUTTON, RUFINOH, etc.), and Second Class (257, 343, 239). Includes 'TIME TABLE No. 8 May 10, 1936' and 'STATIONS'.

(5.30) 22.5 (4.40) 26.5 (2.10) 24.9 (0.59) 6.1 (2.49) 42.4 (1.23) 35.7 (3.15) 36.4 (3.40) 32.6 ... 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)

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. Whistle Code for switch tender Boulevard Junction; Main Track eastward or westward ...; Route to Tower 26 o ...

EASTWARD

FORT WORTH SUBDIVISION

WESTWARD

Length of sidings in cars, location of buletts, water and fuel stations, standard clocks, interlocking plants turn tables, wyes and tele-phones.	SECOND CLASS				FIRST CLASS				Distance From Garrett (Mile post location)	TIME TABLE No. 8 May 10, 1936	Distance From Houston (Mile post location)	FIRST CLASS			SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	92		96		86		82					85	83	91	95	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Freight	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Freight	Freight	Freight	Freight			
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							
Yard					11.00PM	11.25AM			53.0	FORT WORTH (Union Station)	286.8	7.30AM	6.45PM					
Yard I									52.6	TOWER 55 (T. & P. Crossing)	286.4						Continuous	
Yard BEWOTP									52.2	TO-R FORT WORTH (Frt. Yard)	286.0	6.40PM	4.05AM	11.03	11.28		Continuous	
Yard I									51.9	TOWER 126 (G. C. & S. F. Crossing)	285.7						Continuous	
Yard I									50.2	TOWER 53 (M.-K.-T. Crossing)	284.0						Continuous	
60 P					7.05	4.28	11.15	f 11.40	45.9	BRAMBLETON	279.7							
60 P					7.13	4.38	11.20	f 11.46	42.5	KENNEDALE	278.3							
60 P					7.20	4.49	11.26	f 11.52AM	38.6	BISBEE	272.4							
WP					7.30	4.59	f 11.34	s 12.01PM	34.1	TO MANSFIELD	267.9	f 6.51	s 6.04	2.31	12.55		7.00 AM to 12.30 PM 1.30 PM to 4.00 PM Closed	
60 P					7.40	5.09	11.41	f 12.08	29.7	BRITTON	263.5							
IP							f 11.53	f 12.20	23.1	MIDLOTHIAN (G. C. & S. F. Crossing)	256.9	f 6.33	f 5.44				Automatic See Page 14	
48 P					8.02	5.25	11.55PM	12.22	22.3	DILLARD	256.1							
35 P					8.15	5.37	12.03AM	f 12.31	16.2	SARDIS	250.0							
Yard IP									12.8	TO TOWER 67 (M.-K.-T. Crossing)	246.6						Continuous	
Yard 80 YP					8.28	6.15	s 12.12	s 12.40	11.5	WAXAHACHIE	245.3	s 6.15	s 5.25	1.24	11.44			
45 P					8.43	6.35	12.24	f 12.54	5.2	BOYCE	239.0							
36 P					8.58	6.50	12.33	f 1.03	0.0	GARRETT	233.8							
Yard BEWOTY					9.10PM	7.10AM	12.40AM	1.10PM	2.9	TO-R ENNIS	230.9	f 5.55	f 5.05	12.57	11.17		Continuous	
					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily			
					92	96	86	82				85	83	91	95			

(2.30) 21.6 (3.05) 16.2 (1.40) 33.5 (1.45) 31.7 Time Over Subdivision (1.40) 33.5 (1.45) 31.7 (2.45) 20.0 (2.40) 23.8
 Average Speed per Hour

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

Eastward first class trains must obtain a clearance before leaving Fort Worth (Freight Yard).
 M-K-T trains and engines operate over main track between M-K-T connection mile 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 and West Cotton Mill tracks and Electric Light track Waxahachie and Oil Mill track at Mansfield.

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 tele-phones.	SECOND CLASS		FIRST CLASS	Distance From Ennis	TIME TABLE No. 8 May 10, 1936	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. Sunday's and Legal Holidays	Sundays and Legal Holidays Only			
Yard EWOTPI	5.00PM	4.30PM	124.3	TO-R PARIS (St. L. S. F. & T. CROSSING) (T. & P. CROSSING)	353.6	11.30AM	5.30AM	3.00AM-11.30AM 12.30PM-5.00PM	Closed
28 P	5.25	4.45	116.9	7.4 ATLAS	346.2	11.11	4.03		Automatic See Page 14
28 P	5.33	4.50	114.4	2.5 HOWLAND	343.7	11.06	3.58		
26 P	5.55	5.05	107.1	7.3 ENLOE	336.4	10.51	3.40		
25 WP	6.45	5.14	102.1	5.0 TO COOPER	331.4	10.42	3.20	3.30AM-11.59AM 12.59PM-5.30PM	Closed
23 P	7.05	5.23	97.4	4.7 KLONDIKE	326.7	10.31	2.41		
34 P	7.25	5.34	91.7	5.7 HORTON	321.0	10.20	2.24		
Yard 32 P	8.10PM	5.44PM	86.8	4.9 TO COMMERCE (St. L. S. W. of T. CROSSING)	316.1	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	6.10PM	73.0	TO GREENVILLE 0.4	302.3	9.44AM	12.40AM	Continuous	See Note
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	6.27	66.4	4.6 HARLOW	295.7	9.24	12.05AM		
25 P	10.20	6.37	61.8	5.6 CASH	291.1	9.15	11.52PM		
39 P	10.40	6.47	56.2	4.5 QUINLAN	285.5	9.04	11.38		
18 P	10.55	6.55	51.7	5.5 HETTY	281.0	8.56	11.25		
29 P	11.10PM	7.06	46.2	5.2 BRIN	275.5	8.46	11.10		
WP I		7.18	41.0	TO TERRELL (T. & P. CROSSING) 0.6	270.3	8.38	10.50	Continuous	Continuous
55	12.20AM	7.20	40.4	4.9 TERRELL SIDING	269.7	8.31	10.20		
25 P	12.35	7.30	35.5	5.2 CARTWRIGHT	264.8	8.22	10.05		
Yd. WPY		7.43	30.3	TO KAUFMAN 0.5	259.6	8.10	9.40	6.00AM-3.00PM 6.00AM-9.00AM	
Yard 33	1.00	7.46	29.8	7.2 KAUFMAN SIDING	259.1	8.04	8.52		
35 P	1.25	7.59	22.6	5.7 SCURRY	251.9	7.50	8.32		
28 P	1.45	8.12	16.9	6.4 ROSSER	246.2	7.37	8.12		
25 P	2.10	8.25	10.5	2.9 ALSDORF	239.8	7.23	7.50		
16 P	2.30	8.32	7.6	6.0 ORISP	236.9	7.15	7.40		
Yard BEWOPTY	3.00AM	9.00PM	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... (10.00) 12.4 (4.30) 27.6
...Average Speed per Hour... (4.30) 27.6 (10.10) 12.2

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.
Train order office hours at Greenville on Sundays and Legal Holidays are as follows:
12:00 MN to 7:00 AM 9:00 AM to 11:00 AM 3:00 PM to 12:00 MN

EASTWARD CAMERON SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS		FIRST CLASS	Distance From Youkum	TIME TABLE No. 8 May 10, 1936	Distance From Waco (Freight Yard)	FIRST CLASS	THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	268	52	51				267		
	Local Freight	Passenger	Passenger				Local Freight		
	Leave Daily Ex. Sunday	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday	Daily Ex. Sunday's and Legal Holidays	Sundays and Legal Holidays Only			
Yard KOPWY	4.00AM	7.10PM	67.4	TO-R GIDDINGS 7.9	103.2	11.00AM	11.30PM	Continuous	Continuous
37	4.20	7.26	75.3	6.3 LINCOLN	95.3	10.40	11.03		
37	4.36	7.35	81.6	3.9 LEO	89.0	10.28	10.45		
25 Spur	4.54	7.42	85.5	6.2 LEXINGTON	85.1	10.21	10.34		
26 Spur	5.10	7.52	91.7	3.0 TANGLEWOOD	78.9	10.09	10.14		
24	5.19	7.57	94.7	8.4 HICKS	75.9	10.03	10.04		
I			103.1	TO TOWER 54 (L.-G.N. Cross.) 0.2	67.5			Continuous	Continuous
46 W	6.10	8.13	103.3	7.6 ROCKDALE	67.3	9.48	9.39		
28	6.35	8.27	110.9	6.7 MINERVA	59.7	9.33	9.04		
I			117.6	TO TOWER 52 (G.C. & S.F. Cross.) 0.4	53.0			Continuous	Continuous
49 W	7.25	8.42	118.0	TO CAMERON 4.7	52.6	9.17	8.42	3.00AM-12.01PM 1.01PM-5.00PM	Closed
19	7.38	8.51	122.7	3.1 SPLAWN	47.9	9.05	7.31		
28	7.47	8.57	125.8	3.6 BEN ARNOLD	44.8	9.00	7.21		
25	8.10	9.04	129.4	4.1 BURLINGTON	41.2	8.53	7.10		
25	8.45	9.12	133.5	TO ROSEBUD 4.6	37.1	8.45	6.58	3.00AM-5.00PM 8.00AM-10.00AM	
20	9.06	9.21	138.1	5.0 TRAVIS	32.5	8.35	6.38		
25	9.34	9.31	143.1	TO LOTT 5.9	27.5	8.25	6.23	3.00AM-5.00PM 7.55AM-9.55AM	
30	9.59	9.45	149.0	5.8 OHILTON	21.6	8.12	6.06		
28	10.17	9.57	154.8	0.9 SATIN	15.8	8.01	5.49		
5 W			155.7	1.1 GUDA	14.9				
25	10.33	10.01	156.8	6.0 GURLEY	13.8	7.56	5.43		
30	10.55	10.12	162.8	4.2 DOWNS	7.8	7.47	5.25		
32 Yard	11.10		167.0	3.6 TEXAND	3.6	7.40	5.10		
Yard OWY	11.30AM	10.26PM	170.6	WACO (Freight Yard) 0.3	0.0	7.34AM	5.00PM		
I			170.9	TO TOWER 21 (M.-K.-T. Cross.) 0.1				Continuous	Continuous
			171.0	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	171.2	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) 13.7	(3.30) 29.0		...Time Over Subdivision... ...Average Speed per Hour...	(3.30) 29.0	(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

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS			FIRST CLASS		Distance From Yoakum	TIME TABLE No. 8 May 10, 1936	Distance From Waco (Freight Yard)	FIRST CLASS		SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	250	266	248	52	22				21	51	249	265	247	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Freight	Freight	Freight	Passenger	Passenger				Passenger	Passenger	Freight	Freight	Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard BOKTWYP		8.00PM		4.50PM		0.0	TO-R YOAKUM	170.5		1.30PM		8.15AM		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		8.11		5.00		4.2	4.2 ADEL	166.3		1.16		7.52				
55 P		8.37		5.15		10.8	6.6 SHINER	159.7		1.04		7.35		8.00 AM to 5.00 PM	Closed	
29 WP		9.09		5.35		21.2	10.4 MOULTON	149.3		12.47		7.04		7.00 AM to 4.00 PM	Closed	
Yard I 34 PY	10.00PM	9.39	9.20PM	5.58 6.03	11.12AM	29.3	8.1 TOWER 3 (T. & N. O. Crossing) FLATONIA	141.2	5.15AM	12.30 12.25		6.10AM	6.29	3.00PM	Continuous	Continuous
72 P	10.13	9.50	9.31	6.11	11.20	34.5	5.2 KERR	136.0	5.04	12.12		5.57	6.13	2.46		
55 P	10.25	9.59	9.40	6.20	11.27	39.3	4.8 MULDOON	131.2	4.57	12.04PM		5.47	6.02	2.35		
55 P	10.37	10.09	9.50	6.28	11.35	44.5	5.2 LENA	126.0	4.49	11.52AM		5.36	5.49	2.21		
55 Y IP	10.48	10.19	10.00	6.36	11.43	49.3	4.8 WEST POINT									
57 W P	11.07	10.28	10.09	6.44	11.51AM	53.7	4.4 TOWER 91 (M.-K.-T. Crossing) WINCHESTER	121.2	4.41	11.43		5.25	5.38	2.06	Continuous	Continuous
83 P	11.28	10.43	10.24	6.56	12.02PM	60.9	7.2 NORTHROP	116.8	4.34	11.35		5.12	5.23	1.51		
Yard KOPWY	11.42PM	11.00PM	10.45PM	7.10PM	12.14PM	67.3	6.4 (T. & N. O. CROSSING) GIDDINGS	109.6	4.22	11.25		4.58	5.08	1.33		
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			103.2	4.12AM	11.15AM		4.45AM	4.55AM	1.20PM	Continuous	Continuous
	250	266	248	52	22				Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily		
	(1.42) 22.4	(3.00) 22.4	(1.25) 26.8	(2.20) 28.8	(1.02) 36.8		.....Time Over Subdivision.....		(1.03) 36.2	(2.15) 29.9		(1.25) 26.8	(3.20) 20.2	(1.40) 22.8		
							.....Average Speed per Hour.....									

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
Trains using San Antonio Division tracks at Flatonia will be governed by current time table and special instructions of that division.

EASTWARD

GIDDINGS SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS			FIRST CLASS	Distance From Giddings	TIME TABLE No. 8 May 10, 1936	Distance From Hearne	FIRST CLASS		SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	250	266	248	22				21	249	247	265	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Freight	Freight	Freight	Passenger				Passenger	Freight	Freight	Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
Yard KOPWY	11.45PM	11.00PM	10.45PM	12.14PM	0.0	A.B.S. | TO-R GIDDINGS	59.0	4.12AM		4.45AM	1.20PM	1.30AM	Continuous	Continuous
56 P	12.01AM	11.15	10.58	12.24	6.6	6.6 LOEBAU	52.4	4.01		4.23	12.55	1.08		
54 P	12.19	11.32	11.11	12.35	13.8	7.2 DIME BOX	45.2	3.50		4.09	12.35	12.51		
54 W P	12.35	11.48PM	11.24	12.46	20.5	6.7 DEANVILLE	38.5	3.38		3.57	12.15PM	12.35		
73 WP	12.55	12.14AM	11.39	12.58	28.3	7.8 TO CALDWELL	30.7	3.24		3.43	11.58AM	12.14AM	8.30 PM to 5.30 AM	8.30 PM to 5.30 AM
55 P	1.13	12.27	11.54PM	1.08	34.9	6.6 COOK'S POINT	24.1	3.11		3.30	11.43	11.54PM		
56 P	1.27	12.39	12.06AM	1.16	40.4	5.5 LAW	18.6	3.02		3.19	11.30	11.37		
73 P	1.40	12.51	12.18	1.27	46.9	6.5 MUMFORD	12.1	2.52		3.07	11.15	11.25		
55 IP	1.52	1.04	12.31	1.36	52.1	5.2 TATSIE (I.-G. N. Crossing)	6.9	2.43		2.57	11.00	11.13	Automatic	See Page 14
Yard Y	2.20AM	1.20AM	12.45AM	1.45	58.1	6.0 HEARNE JUNCTION	0.9	2.33		2.45AM	10.45AM	11.00PM		
Yard BOKPTWYI				1.50PM	59.0	0.9 TO-R HEARNE	0.0	2.30AM					Continuous	Continuous
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily		Leave Daily	Leave Daily	Leave Daily		
	250	266	248	22				21		249	247	265		
	(2.35) 22.8	(2.20) 24.9	(2.00) 29.5	(1.36) 36.9			.....Time Over Subdivision.....	(1.42) 34.6		(2.00) 29.5	(2.35) 22.8	(2.30) 23.6		
							.....Average Speed per Hour.....							

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
First Class trains must move with caution within yard limits, Hearne. Nos. 21 and 22 will stop at Mooring and Mumford for passengers and U. S. Mail.
Main track between Hearne and Hearne Junction is used jointly by trains of the Hearne and Giddings Subdivisions.

Length of sidings in cars, location of bulletin, water and fuel stations, standard cocks, interlocking plants, turn tables, wyes and tele-phones.	EASTWARD									Distance From Austin	TIME TABLE No. 8 May 10, 1936	Distance From Hempstead	WESTWARD					Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	THIRD CLASS		SECOND CLASS	FIRST CLASS					SECOND CLASS				THIRD CLASS							
	92 M-K-T Local Freight Leave Daily Ex. Saturday	253 Mixed Leave Daily Ex. Sunday	240 Freight Leave Daily	46 Passenger Leave Daily	4 M-K-T Passenger Leave Daily	42 Passenger Leave Daily	2 M-K-T Passenger Leave Daily	6 M-K-T Passenger Leave Daily	239 Freight Arrive Daily				254 Mixed Arrive Daily Ex. Sunday	93 M-K-T Local Freight Arrive Daily Ex. Sunday						
Yard BKP		7.00AM		11.30PM	3.15PM	1.40PM	10.55AM	1.20AM	0.0	TO-R AUSTIN 0.8	115.0	4.30AM	5.15AM	1.10PM	2.28PM	6.58PM		5.30PM		
Yd. BKP	7.15PM	7.20	7.45PM	11.35	3.20	1.44	11.00	1.25	0.8	R YARD OFFICE 0.6	114.2	4.25	5.07	1.00	2.23	6.53	6.00AM	5.20	4.15AM	
Yard OTWY	7.25	7.30AM	7.50	11.38	3.23	1.46	11.03	1.28	1.4	AUSTIN JUNCTION 0.4	113.8	4.22	5.05	12.57	2.20	6.51		5.15PM	4.05	
P	7.30PM		7.51	11.39	3.25PM	1.47	11.05AM	1.30AM	1.8	PERSHING 8.1	113.2	4.20AM	5.00	12.52	2.18PM	6.48PM		5.54	4.00AM	
39 P			8.15	f 11.56PM		f 2.01			9.9	DAFFAN 5.1	105.1		f 4.37	f 12.39				5.32		
18 P			8.30	s 12.08AM		s 2.10			15.0	MANOR 6.8	100.0		s 4.24	s 12.30				5.17		
21			8.49	f 12.22		f 2.21			21.8	LITIG 5.4	93.2		f 4.07	f 12.16				4.57		
26 WY PI			9.05	s 12.35		s 2.36			27.2	ELGIN										
P			9.21			f 2.47			32.8	TO Tower 100 (M-K-T- Cross.) 5.6	87.8		s 3.55	s 12.06PM				4.39		Continuous
26 P			9.35	s 12.56		s 2.57			37.3	BUTLER 4.5	82.2			f 11.56AM				4.22		
37 P			9.54			3.07			43.8	McDADE 6.5	77.7		s 3.31	s 11.48				4.07		
26 P			10.06	s 1.20		s 3.14			47.7	MIDSPRINGS 3.9	71.2			3.17	11.37			3.47		
28 P			10.21			f 3.23			52.8	PAIGE 5.1	67.3		s 3.06	s 11.31				3.35		
Yard KOPWY			10.48PM 12.44AM	s 1.45 2.00		s 3.36			59.2	HILLS 6.4	62.2			2.55	f 11.23			3.20		
37 P			12.58	2.27		3.45			64.2	(T. & N. O. CROSSING)								2.50 1.40		Continuous
32 P			1.09	s 2.37		s 3.52			68.4	TO-R GIDDINGS 5.0	55.8		s 2.40	s 11.11				1.21		
42 P			1.26	s 2.51		s 4.02			74.8	KRUSE 4.2	50.8			2.27	11.02			1.09		
41 P			1.50	s 3.05		s 4.13			81.1	LEDBETTER 6.4	46.6		s 2.17	s 10.56				12.44		
22 P			2.12			f 4.23			87.6	CARMINE 6.3	40.2		s 2.05	s 10.45				12.26		See Note
Yard PI 27 WY			2.43	s 3.35		s 4.35			93.7	TO BURTON 6.5	33.9		s 1.50	s 10.34				12.08AM		
14			3.10			4.46			99.2	MILL CREEK 6.1	27.4			1.39	f 10.22			11.48PM		Continuous
32 P			3.26	s 3.57		s 4.55			103.9	(G. O. & S. F. Crossing)				1.29	s 10.09			11.32		
Yard BOXWY			3.55AM			s 5.15PM			115.0	TO-R HEMPSTEAD 11.1	11.1		s 1.09	s 9.50				11.20		Continuous
	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	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 Ex. Sunday	Leave Daily Ex. Sunday	
	92	253	240	46	4	42	2	6				5	45	43	1	3	239	254	93	

(8.10) 14.0 (5.00) 23.0 (3.35) 32.0 Time Over Subdivision.... (4.25) 26.0 (3.40) 31.3 (7.10) 16.0
 ...Average Speed per Hour...

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.

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 before leaving 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 8:00 am to 5:00 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.

EASTWARD		WACO SUBDIVISION				WESTWARD	
SECOND CLASS		Distance From Bremond	TIME TABLE No. 8 May 10, 1936		Distance From Houston	SECOND CLASS	
66 Mixed			STATIONS			65 Mixed	
Leave Daily				Arrive Daily		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
Yard KB		9.00PM		7.00AM		Daily Ex. Sundays and Legal Holidays 5.30AM-1.30PM 2.45PM-10.45PM	
43.9		TO-R WACO (Union Sta.) 0.2		186.6		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	43.7	Tower 21 (St.L.S.W. Cross.) 7.8	186.4	5.45AM	Continuous	Continuous
30	f 9.26	35.9	HARRISON 6.0	178.6	f 4.55		
25	f 9.44	29.9	RIESEL 4.1	172.6	f 4.35		
35	f 9.56	25.8	PERRY 8.1	168.5	f 4.20		
24 W	s 10.50	17.7	(I-G. N. Crossing) MARLIN 9.2	160.4	s 3.55	8.00AM-11.30AM 12.30PM-5.00PM	Closed
38	f 11.25PM	8.5	REAGAN 8.5	151.2	f 2.55		
Yd BWY	1.00AM	0.0	TO-R BREMOND	142.7	2.30AM	8.30PM-11.30PM 12.30AM-5.30AM	8.30PM-11.30PM 12.30AM-5.30AM
Arrive Daily				Leave Daily			
66				65			
(4.00) 10.9		...Time Over Subdivision... Average Speed per Hour..		(4.30) 9.7			

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

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

EASTWARD		LLANO SUBDIVISION				WESTWARD	
SECOND CLASS		Distance From Llano	TIME TABLE No. 8 May 10, 1936		Distance From Austin	SECOND CLASS	
254 Mixed			STATIONS			253 Mixed	
Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
Yard WY 29		6.00AM		1.15PM		Daily Except Sundays and Legal Holidays 6.00AM to 3.00PM	
25 W		s 6.50		12.01PM		Sundays and Legal Holidays Only See Note	
27		7.20		70.0			
20 Spur Y		s 8.05		75.9		8.00AM to 5.00PM Closed	
29 Y		s 8.30		69.7		s 11.35AM	
17 W		f 8.45		67.1		f 11.25	
Yard 41 OWY		s 9.15AM 1.45PM		60.5		s 11.00	
12 Spur Y				59.9		10.24	
32		2.07		42.6		10.14	
21		s 2.30		49.4		s 9.54	
28		2.41		54.9		9.33	
15 W		s 3.10		59.5		s 9.23	
19		s 3.40		67.1		s 9.00	
18		f 3.51		72.7		f 8.35	
21		4.00		77.0		8.26	
27 I		s 4.35		82.2		s 8.15	
22		f 4.43		85.9		f 7.56	
10		4.50		88.3		7.48	
Yard OTWY		5.15PM		97.3		7.30AM	
Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday			
254				253			
(6.45) 16.2		.....Time Over Subdivision..... .....Average Speed per Hour.....		(5.45) 16.9			
TO-R	LLANO 19.6	98.7					
	KINGSLAND 9.4	79.1					
	TUGGLE 5.9	70.0					
TO	MARBLE FALLS 6.2	75.9					
	FAIRLAND 2.6	69.7					
	SUDDUTH 7.2	67.1					
R	WILKIE 0.6	59.9					
TO-R	BURNET 0.6	60.5					
R	WILKIE 3.8	59.9					
	SUMMIT 6.8	56.1					
	BERTRAM 5.5	49.3					
	GROVER 4.6	43.8					
TO	LIBERTY HILL 7.6	39.2					
TO	LEANDER 5.6	31.6					
	CEDAR PARK 4.3	26.0					
	RUTLEDGE 5.2	21.7					
TO	MCNEIL (I-G. N. CROSSING) 3.7	16.5					
	WATERS PARK 2.4	12.8					
	FROMME 9.0	10.4					
	Automatic Block System AUSTIN JUNCTION	1.4					

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

Time at Tuggle governs No. 254 enroute to Marble Falls.
Before leaving Burnet and Marble Falls trains must obtain clearance during train order office hours.
West wye switch Wilkie is register station only for No. 253.
Extra trains will not operate via Burnet or Marble Falls unless so directed by train order.
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, 12:01 p.m. to 2:01 p.m.
- Liberty Hill: Sundays, closed; legal holidays, 8:00 a.m. to 10:00 a.m.
- Leander: Sundays, closed; legal holidays, 7:30 a.m. to 9:30 a.m.
- McNeil, Sundays, closed; legal holidays, 8:15 a.m. to 10:15 a.m.

EASTWARD		LAMPASAS SUBDIVISION				WESTWARD	
SECOND CLASS		Distance From Lampasas	TIME TABLE No. 8 May 10, 1936		Distance From Burnet	SECOND CLASS	
253 Mixed			STATIONS			254 Mixed	
Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday		Train Order Office Hours	
Yard 41 OKWY		1.40PM		10.40AM		Daily Ex. Sundays and Legal Holidays 8.00AM-5.00PM	
23 Y		12.25PM		11.55AM		Sundays and Legal Holidays Only Closed	
18 W		f 12.55		11.10			
Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday			
253				254			
(1.15) 18.4		.....Time Over Subdivision..... .....Average Speed per Hour.....		(1.15) 18.4			

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

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

RATINGS OF ENGINES IN FREIGHT SERVICE

Nominal	CLASS Designation	ENGINE NUMBERS	Houston	Hempstead	Hearne	Ennis	Dallas	Sherman	Denison	Sherman	Ennis	Bremond	Hearne	Bryan	Hempstead	Ennis	Ft. Worth	Bremond	Waco	Ennis	Paris	
			to Hempstead	to Hearne	to Ennis	to Dallas	to Sherman	to Denison	to Sherman	to Ennis	to Bremond	to Hearne	to Bryan	to Hempstead	to Houston	to Ft. Worth	to Waco	to Bremond	to Ennis	to Paris	to Ennis	
M-4	M63-20/28-128S	410 to 432	3720	2260	2280	2210	1990	1830	1770	1950	2480	2610	2180	3120	3950	1610	1610	2150	2260	1910	1950	Rating Hearne to Bryan on MK-5 and F-1 engines based on doubling Sutton Hill.
M-11	M63-21/28-151S	434 to 459	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510	4570	1850	1850	2150	2260	2200	2250		
M-10	M63-21/28-152S	500 to 514	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510	4570	1850	1850	2150	2260	2200	2250		
M-21	M63-22/28-181SF	520 to 529	5310	3210									4048	4600	5630							
T-28	T69-22/28-163S	388 to 399	4500	2740	2770	2680	2420	2220	2150	2350	3000	3170	2640	4070	4770	1960	1960	2510	2610			
MK-5	MK63-26/28-210S	738 to 794	6900	4200	4500	4100	3700	3400	3300	3600	4600	4850	5500	6250	7300	3150	2940			4600	4600	
C-8	C57-22/30-187S	800 to 807	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	3940	6250	2590	2590	3400	3560			
C-9	C57-22/30-190S	808 to 850	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	3940	6250	2590	2590	3400	3560			
C-25	C56-22/28-170S	895-896	4800	2920	2940	2860	2560	2360	2280	2510	3200	3360	2810		5100	2070	2070	2770	2915	2460	2520	
F-1	F63-27½/32-273S	953 to 999	8700	5300	5700	5240	4730	4350	4220	4600	5750	6200	6950	8000	9330	4030	3750					

Nominal	CLASS Designation	ENGINE NUMBERS	Hempstead	Chapel Hill	Austin	Summit	Llano	Fairland	Wilkie	Summit	Austin	Paige	Burnet	Lamparas	Hearne	Yoakum
			to Chapel Hill	to Austin	to Summit	to Llano	to Fairland	to Wilkie	to Summit	to Austin	to Paige	to Lamparas	to Lamparas	to Flatonia	to Waco	
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-16	M-54 19/24-102	491 to 493	1060	1100	910	1260	1180	830	610	1040	1010	1160	1070	1030	1250	1250
M-17	M-56 19/26-118	495	1400	1450	1230	1670	1550	1090	810	1380	1330	1530			1660	1660
M-18	M-56 19/26-135	496	1480	1540	1300	1760	1640	1160	850	1460	1410	1610			1750	1750
M-19	M-56 19/26-133	497 to 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	350 to 361	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360
T-25	T-63 19/26-100	362 to 365	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	2850	3090						2470	3700				3200	3200
C-9	C-57 22/30-190S	808 to 850	2850	3090						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	871 to 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	897 to 899													2710	2710
F-1	F-63 27½/32-273SF	953 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. See A. R. A. (M. C. B.) rule 86.

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3¼ x 7	66,000 lbs.
60,000 "	4¼ x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5½ 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	Houston & Dallas Nos. 13-14		Houston & Dallas Nos. 17-18		Houston & Dallas Nos. 19-20		San Antonio & Hearne Nos. 21-22		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
622-633	14	1120	15	1125	16	1040	14	910					13-14	80
610-621	12	960	14	1050	15	975	13	845					17-18	75
600-609	8	640	10	750	11	715	10	650	11	715	11	715	Others	65
388-399			10	750	11	715	10	650	11	715	11	715		
273-278	6	480	7	525	8	520	7	455	8	520	8	520		
261-272			6	450	7	455	7	455	7	455	7	455		
240-258									6	390	6	390		
220-223									6	390	6	390		
205-209									5	325	5	325		

(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	Giddings	Hearne	9.3	9-E
Salt Mine Spur	Hearne	Houston	33.0	10-W	Watts	Giddings	Hearne	9.4	8-E
Naomi	Hearne	Houston	84.74	3-W	Mooring	Giddings	Hearne	15.1	10-E
Humble Oil Spur	Hearne	Houston	118.02	15-E	Steels	Giddings	Hearne	15.9	9-E
Humble Pipe Line	Ennis	Houston	171.01	14-E	Sims	Giddings	Hearne	18.2	8-E
Armo	Denison	Houston	267.80	12-W	Varisco	Giddings	Hearne	18.3	7-E
S. M. U. Spur (Soumethun)	Denison	Houston	269.49	73-W	Interurban Jct.	Giddings	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	Yoakum	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	12-W
Eula	Paris	Ennis	41.6		Gabriel River	Llano	Austin	35.1	15-W
Tona	Paris	Ennis	48.5		Doubling Spur	Llano	Austin	57.0	13-E
Roberts	Paris	Ennis	54.3	7-E	Granite Mountain	Llano	Austin	73.8	16
Ellard	Paris	Ennis	59.3	6-E	Sandstone	Llano	Austin	71.6	
Narcotic Farm	Ft. Worth	Ennis	47.0	42-W	Harwell	Llano	Austin	76.5	79-W
Stallworth	Waco	Bremond	20.34	2-W	Beverly	Llano	Austin	84.0	Wye
Neale	Waco	Bremond	38.35	4	Hobart	Llano	Austin	84.9	150-E
Maguire	Giddings	Hearne	4.4	11-E	Graphite	Llano	Austin	87.0	21
Woods	Giddings	Hearne	7.9	5-E	Iron Spur	Llano	Austin	91.0	7-E
Nicholas	Giddings	Hearne	8.4	10-E	Teich	Llano	Austin	97.4	24-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
J. M. Eller	Mexia
Duffey Drug Co.	Hearne
G. W. Haltom	Fort Worth
F. Studer	Waco
Armstrong Jewelry Co.	Waco
C. T. Moore	Ennis
Hafner Watch & Optical Company, Interurban Bldg.	Dallas
Rockwell Jewelry Co.	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.

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, 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, 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, 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, BRYAN

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

INTERLOCKING STATION 15, HEARNE

Main track eastward or westward _____
 New No. 1 track from any point o _____
 West siding 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, HILAND

Main track eastward or westward from main track _____
 M-K-T connection from any point _____ o _____

TOWER 49, PLANO

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

TOWER 16, 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, 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, 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, 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, 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, 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

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.

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) First class trains may register at Yard Office (Austin) by register ticket (Form 2642).

(c) First and second class trains may register at Flatonia by register ticket (Form 2642).

(d) First class trains may register at Giddings by register ticket (Form 2642).

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

(f) St. L. & S. F. Ry. of T. Trains Nos. 530 and 532 may register at Denison by register ticket (Form 2642) left with St. L. & S. F. Ry. of T. Operator for delivery to T. & N. O. R. R. Operator.

27. Nos. 14, 18 and 20 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.

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 highway 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

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.

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.

SPECIAL INSTRUCTIONS

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 Gin spur at Courtney east of gate, and 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) All engines are restricted from that portion of spur tracks laid with forty pound rail at Woods, Nicholas, Watts, Steels, Sims, Tatsie, Varisco and Mumford stock pen track, and 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.
- Doyle: Spur track.
- Mexia: BRI interchange track.

Denison Subdivision:

- Palmer: House track, beyond a point 300 feet from switch.
- Ferris: Globe Brick Yard track.
- 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.

Giddings and Flatonia Subdivisions:

- Flatonia: Old SA&AP house track.
- Lena: Spur.
- Winchester: Spur.
- Giddings: SA&AP compress track.
- Varisco: Gin spur.
- Mumford: Stock pen track.
- Tatsie: Spur.

Austin Subdivision:

- Brenham: Schleider's spur.

32. Location of Bulletin Books.

At Houston: Passenger Station; Passenger and Freight Enginehouse; 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, except No. 19 will leave baggage car on No. 4 track just east of crossover from track No. 4 to No. 5 to be moved by No. 45.

Trains No. 42 and No. 43 and No. 239 and No. 240 will enter and leave Hearne subdivision main track at east end of track No. 4.

35. Trains and engines using StLSW of T main track, Sherman, at crossing with T&NO and crossing with StL&SFofT will leave gate across StLSWofT track except when crossings are occupied. Trains should not occupy crossings 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 St. L. S. W. of T. crossing and passenger Station Sherman, under the provisions of Rule 93. Main track movements approaching and between these points must be made with caution expecting to find main track occupied.

37. Trains or engines using tail track to wye at Sherman, will leave gate at StL&SFofT crossing across T&NO track except when crossing is occupied.

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. The maximum distance a freight train may run without stopping for inspection is forty (40) miles, except, when additional stops can thereby be avoided the distance may be increased to fifty (50) miles, and train may run between:

- Ennis and Ft. Worth
- Groesbeeck and Ennis
- Ennis and McKinney
- Hearne and Giddings

for inspection. Except freight trains operating between Hempstead and Englewood will stop at Cypress for inspection unless a stop is made for other purposes at some station between Fairbanks and Waller, in which case train inspection may be made at that stop in order to avoid additional stop at Cypress.

Trainmen are not relieved from making inspection as prescribed by Rule 827 where 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. If the crew of No. 65 is present to take charge, Waco cars may be cut off Nos. 17 and 19 at Bremond on main track at passenger station, where they will be picked up by No. 65.

If the crew of No. 45 is present to take charge, Austin cars may be cut off No. 17 at Hempstead on main track at passenger station where they will be picked up by No. 45.

44. 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.

45. Oil buffer spring switches are located at west and east end of double track, Freight Route Boulevard Junction and Tower 26; at west lead main track, Hearne; west end of siding, Springfield; east end of siding at Corsicana and west lead main track, Ennis. These switches are designated by two targets: One, hexagon shape painted white bearing the letters "SS"; the other standard red target. Trains and engines may trail through oil buffer switches, but the switch

must be operated by hand if a reverse movement is to be attempted before the entire engine, train or all cars have passed over the switch points. Running switch movements over oil buffer switches are forbidden. Blowoff cocks, sanders, or injectors must not be operated nor must boosters be started while locomotives are passing over such switches.

Dwarf light signals displaying indications shown under Rules 601 and 604-A have been provided to safeguard the facing point movement of trains and engines over spring switches at east and west end of double track, Freight Route Boulevard Junction and Tower 26.

The normal indication displayed by these signals will be proceed. Train or engine crew finding these signals displaying a stop indication must stop and examine the switch points to determine if switch is in proper position, locked and points fitting against stock rail properly. If necessary to proceed against stop indication, do not exceed speed of six (6) miles per hour until entire train has passed over switch.

46. STRUCTURES LESS THAN STANDARD CLEARANCE.

Mile	Location	Description
0.1	East of Forest Avenue	Overhead Signal Bridge Overhead
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 Flatonia McKinney
- Bryan Fort Worth (c) Waco
- (b) Burnet Giddings Waxahachie
- Corsicana (d) Hearne Yoakum
- (c) Dallas Hempstead Sherman
- Denison Houston

(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 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 Giddings 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:

Flatonia Subdivision:
Colorado River Bridge near West Point.

Cameron Subdivision:
Little River Bridge near Cameron.

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. The following speed restrictions govern on the Subdivisions named or between the points indicated:	Steam Passenger Trains			Gas Electric Motor Passenger Trains			Engines with two wheel engine trucks in passenger service.			Manifest Freight Trains when not handling any of the restricted cars shown in Item 51.			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		
	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
Houston and T. & P. Jct. and Forest Avenue.....	55	50		55	55		45	40		40	40		35	35		25	18		30	25	
Hiland and Gifford.....	40	35		45	40		35	30					25	25		20	15		25	20	
T. & P. Jct. and M. P. 292.5 Sherman and Denison..	50	45		55	50		45	35		35	35		35	35		20	15		30	25	
M. P. 292.5 and Sherman..	45	40		50	45		40	35		30	30		30	30		20	15		30	25	
On Waco Subdivision.....	45	40		50	45		40	35					30	30		20	15		25	18	
On Ft. Worth Subdivision	50	45		55	50		45	35		35	35		35	35		25	18		30	20	
Paris Subdivision.....	40	35		45	40		35	30					25	25		20	15		25	18	
Llano and Austin.....	40	35		45	40		35	30					30	30		20	15		20	20	
Marble Falls and Fairland	35	30		35	35		35	30					25	25		15	10		15	15	
Lampasas and Burnet.....	30	25		30	25		25	20					25	25		15	10		15	15	
Austin and Elgin.....	40	40		45	40		25	25		25	25		20	15		20	15		25	20	
Elgin and Hempstead.....	45	40		50	45		30	30		25	25		25	25		20	15		25	20	
Yoakum and Flatonia....	45	40		50	45		40	35		35	35		35	35		20	15		30	25	
Flatonia and Giddings....	50	45		55	50		40	40		35	35		35	35		20	15		30	25	
Giddings and Hearne Jct..	50	45		55	50		40	40					30	30		20	15		20	20	
Giddings and M. P. 98....	45	40		50	45		40	35					25	25		20	15		20	20	
M. P. 98 and Waco.....	40	30		45	35		40	30					25	25		20	15		20	20	

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

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

STATION	Miles per Hour
Houston....	18
Navasota....	15
Bryan....	15
Hearne....	20
Galvert....	20
Kosse....	20
Grosbeeck....	20
Mexia....	20
Richland....	20
Corsicana..	8
Rice....	8
Ennis....	20
Ferris....	20
Dallas....	12
Plano....	12
McKinney..	12
(See Note)	
Van Alstyne	20
Howe....	8
Sherman....	20
Denison....	20
Marlin....	10
Waco....	18
Waxahachie	20
Fort Worth.	20
Midlothian.	18
Kaufman....	20
Terrell....	20
Greenville..	20
Brenham....	6
Giddings... 6	
Elgin..... 6	
Austin:	
Psgr Sta to East Ave...	6
East Ave. to City Limits	12
Yoakum:	
(Psgr.)..... 15	
Yoakum:	
(Frt.)..... 10	
Flatonia.... 6	
Rockdale:	
Main St. to Frt. Sta.... 6	
Other points	10
Cameron... 20	

Any Service
30 miles per hour at any point:

Engine Class
301 to 327.
330 to 334... T-24
339... T-23
343-349... T-19
350 to 365... T-25
377 to 386... T-27
404... M-13
406 to 408... M-14
409... M-3
481... M-20
487... M-15
491 to 493... M-16

35 Miles per hour at any point:

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

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.

51. 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.

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

	Speed of Passenger Trains	Speed of Freight & Mixed Trains
Hearne Subdivision	25	25
Between 50-D and Water tank, Hempstead.....	45	30
Between 60-B and Mile Post 64.....	45	30
Between 66-D and 67-A.....	50	30
Between 106-B and East Switch, Benchley.....	50	30
Between 116-A and Mile Post 118.....		
Ennis Subdivision	50	35
Between MP 162-1/2 and MP 164-1/2.....	40	25
Between MP 206 and MP 208.....	45	25
Between 215-A and 216-A.....		
Denison Subdivision	40	25
Between MP 235 and MP 249.....		
Fort Worth Subdivision	45	30
Between Garrett and MP 9.....	35	24
Between MP 23 and MP 29.....	30	18
Between MP 47-3/4 and MP 49.....		
Waco Subdivision	40	25
Between MP 12 and MP 33.....		
Llano Subdivision	30	30
Between MP 33-1/2 and MP 34-3/4.....		

53. Maximum speed for facing movements over oil buffer spring switches is thirty (30) miles per hour.

54. Trains must approach Gifford and Sherman Wye with caution expecting to find main track occupied.

55. All trains and engines will move with caution within yard limits Austin, Yoakum and Burnet expecting to find main and wye tracks occupied.

56. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions, and other diverging switches, and twenty-five (25) miles per hour over draw bridges. Passenger trains must not exceed forty-five (45) miles per hour and freight trains thirty (30) miles per hour over railroad crossings at grade not otherwise restricted.

57. Trains and engines must not exceed fifteen (15) miles per hour over Diamond Crossing just west of Tower 26, Hearne Subdivision.

58. Class M-6, M-10, P-5, P-6, and C-9 engines must not exceed fifteen (15) miles per hour over steel span, Little Brazos River Bridge (4-D) Waco Subdivision.

Trains handling cars with gross weight of 210,000 pounds or over, must not exceed fifteen (15) miles per hour over Little Brazos River Bridge (4-D) Waco Subdivision.

59. MK-5 and P-6 class engines or heavier must not exceed twenty-five (25) miles per hour over bridge 109-A, Austin Subdivision.

60. Class C-23 and C-24 engines must not exceed twenty (20) miles per hour over steel bridges west of Fairland.

61. Trains must not exceed ten (10) miles per hour when moving through No. 8 slip switch at Giddings.

F-1 and MK-5 class engines must not use No. 8 slip switch at Giddings leading from old SA&AP main track to Dalsa wye, or Dalsa wye to SA&AP main track.

62. All trains and engines approach crossing over highway No. 2, near MP-169, Cameron Subdivision with caution. If necessary, stop to prevent contact with vehicles.

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 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		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60		
27	2	13	44	1	21			

**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

AUTOMATIC BLOCK SYSTEM

71. 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 Giddings 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

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

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 cross-

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 _____ 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.

ing 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

(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 Giddings 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	Cameron	Dr. G. B. Taylor	Local Oculist	Giddings	Dr. W. E. York	Local Surgeon	Navasota	Dr. W. W. Greenwood	Local Surgeon
Houston	Dr. H. K. Morrison	Asst. Chief Surgeon	Carmine	Dr. A. C. Miller	Local Surgeon	Giddings	Dr. H. G. Hertel	Local Surgeon	Navasota	Dr. S. J. Emory	Local Oculist
Houston	Dr. E. M. Arnold	Local Oculist	Chapel Hill	Dr. W. J. L. Roberts	Local Surgeon	Greenville	Dr. Will Cantrell	Local Surgeon	Paris	Dr. W. W. McCuiston	Local Surgeon
Houston	Dr. Allan Colette	Local Surgeon	Chilton	Dr. J. A. Mercer	Local Surgeon	Greenville	Dr. W. C. Morrow	Local Surgeon	Paris	Dr. L. P. McCuiston	Local Surgeon
Houston	Dr. L. F. Coxe	Local Surgeon	College Station	Dr. J. E. Marsh	Local Surgeon	Groesbeek	Dr. E. F. Wright	Local Oculist	Paris	Dr. R. Leslie Lewis	Local Surgeon
Houston	Dr. J. Chas. Dickson	Local Oculist	Calvert	Dr. W. O. Taylor, Sr.	Local Surgeon	Gurley	Dr. J. W. Cox	Local Surgeon	Paris	Dr. Owen R. O'Neill	Local Oculist
Houston	Dr. Franklin K. Dornak	Local Surgeon	Calvert	Dr. W. O. Taylor, Jr.	Local Surgeon	Hempstead	Dr. H. W. Willis	Local Surgeon	Piano	Dr. W. G. Harris	Local Surgeon
Houston	Dr. H. C. Feagin	Local Surgeon	Commerce	Dr. W. B. DeJernett	Local Surgeon	Hempstead	Dr. Malcolm A. Jones	Local Surgeon	Quinlan	Dr. E. C. Bills	Local Surgeon
Houston	Dr. F. A. Waples	Local Surgeon	Commerce	Dr. C. F. Neville	Local Surgeon	Hempstead	Dr. S. O. Walker	Local Surgeon	Rice	Dr. J. T. Carter	Local Surgeon
Houston	Dr. Neal Davis	Division Surgeon	Cooper	Dr. C. O. Taylor	Local Surgeon	Hearne	Dr. H. W. Cummings	Examining Surgeon	Richardson	Dr. J. H. Edgar	Local Surgeon
Houston	Dr. A. J. James	Local Surgeon	Cooper	Dr. S. F. Blair	Local Surgeon	Hearne	Dr. S. J. Alexander	Examining Surgeon	Riesel	Dr. W. N. Manning	Local Surgeon
Houston	Dr. L. P. Kirkpatrick	Local Surgeon	Corsicana	Dr. W. R. Sneed	Local Surgeon	Howe	Dr. J. L. Shelley	Local Surgeon	Rockdale	Dr. J. D. Foster	Local Surgeon
Houston	Dr. M. H. Latimer	Local Surgeon	Corsicana	Dr. Dubart Miller	Local Surgeon	Hutchins	Dr. A. W. Carnes	Local Surgeon	Rockdale	Dr. T. S. Barkley	Local Surgeon
Houston	Dr. Edwin A. Moers	Local Surgeon	Corsicana	Dr. J. E. McClung	Local Oculist	Hutchins	Dr. A. C. Carnes	Local Surgeon	Rockdale	Dr. I. P. Sessions	Local Surgeon
Alma	Dr. J. T. Carter	Local Surgeon	Dallas	Dr. Elbert Dunlap	Division Surgeon	Kaufman	Dr. R. J. Rowe	Local Surgeon	Rockdale	Dr. H. T. Coulter	Local Surgeon
Austin	Dr. S. E. Hudson	Division Surgeon	Dallas	Dr. Hudson Dunlap	Examining Surgeon	Kaufman	Dr. Guy G. Shaw	Local Surgeon	Rosebud	Dr. Fred E. Aycock	Local Surgeon
Austin	Dr. Joe Gilbert	Division Surgeon	Dallas	Dr. W. G. Reddick	Examining Surgeon	Kosse	Dr. J. E. Green	Local Surgeon	Rosebud	Dr. F. J. Sebastian	Local Surgeon
Austin	Dr. H. L. Hilgartner	Local Oculist	Dallas	Dr. E. H. Cary	Division Oculist	Lampasas	Dr. W. D. Francis	Local Surgeon	Shiner	Dr. F. M. Wagner	Local Surgeon
Austin	Dr. H. L. Hilgartner, Jr.	Local Oculist	Dallas	Dr. Kelly Cox	Local Oculist	Lampasas	Dr. J. E. Willerson	Local Surgeon	Shiner	Dr. Robt. W. Williams	Local Surgeon
Austin	Dr. S. J. Clark	Examining Surgeon	Denison	Dr. T. J. Long	Examining Oculist	Leander	Dr. A. R. Miller	Local Surgeon	Sherman	Dr. H. I. Stout	Examining Surgeon
Austin	Dr. A. F. Beverly	Examining Surgeon	Denison	Dr. A. A. Blessingame	Local Oculist	Lexington	Dr. A. C. Connor	Local Surgeon	Sherman	Dr. D. C. Enloe	Local Surgeon
Austin	Dr. J. W. McLaughlin	Local Surgeon	Denison	Dr. A. G. Sneed	Local Surgeon	Llano	Dr. H. J. Hoerster	Local Surgeon	Sherman	Dr. T. W. Crowder	Local Oculist
Austin	Dr. T. M. Yett	Local Surgeon	Denison	Dr. E. L. Hailey	Local Surgeon	Lott	Dr. M. A. Hayes	Local Surgeon	Terrell	Dr. E. D. Lane	Local Surgeon
Bertram	Dr. T. D. Vaughan	Local Surgeon	Elgin	Dr. Edwin Auler	Local Surgeon	Manor	Dr. Roy G. Reed	Local Surgeon	Thornton	Dr. J. B. Barnett	Local Surgeon
Bryan	Dr. R. B. Ehlinger	Local Surgeon	Elgin	Dr. I. B. Nofsinger	Local Surgeon	Marble Falls	Dr. Audrey L. Nanney	Local Surgeon	Van Alstyne	Dr. Wm. Veazey	Local Surgeon
Bryan	Dr. L. O. Wilkerson	Local Surgeon	Ennis	Dr. O. P. Cook	Division Surgeon	Marlin	Dr. N. D. Buie	Local Surgeon	Waco	Dr. C. H. Brookes	Examining Surgeon
Bryan	Dr. T. T. Walton	Local Surgeon	Ennis	Dr. J. M. Chapman	Examining Surgeon	Marlin	Dr. H. O. Smith	Local Surgeon	Waco	Dr. H. T. Aynesworth	Local Oculist
Bryan	Dr. S. B. Slaughter, Jr.	Local Surgeon	Ennis	Dr. O. E. Gray	Local Oculist	Marlin	Dr. A. C. Hornbeck	Local Surgeon	Waco	Dr. I. E. Colgin	Examining Surgeon
Bremond	Dr. J. G. Sanders	Local Surgeon	Flatonia	Dr. E. J. Pulkrabek	Local Surgeon	Marlin	Dr. M. A. Davison	Local Surgeon	Waco	Dr. D. D. Warren	Local Surgeon
Brenham	Dr. O. F. Schoenvogel	Local Surgeon	Fort Worth	Dr. W. A. Durringer	Division Surgeon	Mansfield	Dr. W. B. McKnight	Local Surgeon	Waller	Dr. Hamlin K. McWilliams	Local Surgeon
Brenham	Dr. W. F. Hasskarl	Local Surgeon	Fort Worth	Dr. W. C. Durringer	Division Surgeon	Mansfield	Dr. H. D. Nifong	Local Surgeon	Waxahachie	Dr. W. C. Tenery	Local Surgeon
Burnet	Dr. J. E. Williamson	Local Surgeon	Fort Worth	Dr. W. R. Thompson	Local Oculist	Mexia	Dr. M. M. Brown	Local Surgeon	Waxahachie	Dr. M. E. Hastings	Local Surgeon
Burton	Dr. C. E. Southern	Local Surgeon	Fort Worth	Dr. W. S. Webb	Local Oculist	Mexia	Dr. E. F. Hamm	Local Surgeon	Wortham	Dr. K. W. Sneed	Local Surgeon
Caldwell	Dr. T. L. Goodnight	Local Surgeon	Fort Worth	Dr. S. J. Wilson	Local Dermatologist	McKinney	Dr. J. C. Erwin, Jr.	Local Surgeon	Yoakum	Dr. H. H. Brown, Sr.	Division Surgeon
Cameron	Dr. J. L. Denson	Local Surgeon	Fort Worth	Dr. J. H. Brown	Examining Surgeon	McKinney	Dr. P. D. Robason	Local Surgeon	Yoakum	Dr. H. H. Brown, Jr.	Examining Surgeon
Cameron	Dr. A. S. Epperson	Local Surgeon	Ferris	Dr. A. T. Hampton	Local Surgeon	Midlothian	Dr. J. P. Harris	Local Surgeon	Yoakum	Dr. Robt. M. Milner	Local Surgeon
Cameron	Dr. W. R. Newton	Local Surgeon	Giddings	Dr. R. G. Carpenter	Local Surgeon	Moulton	Dr. F. F. Heger	Local Surgeon	Yoakum	Dr. Chas. Kopecky	Local Oculist
						Muldoon	Dr. J. T. Buchanan	Local Surgeon			

Emergency Hospitals—

General Hospital—

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

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

J. D. Kinsler,
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. Hoefler, *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 IN TEXAS AND LOUISIANA

