

**SOUTHERN PACIFIC LINES**  
(IN TEXAS AND LOUISIANA)

**TEXAS AND NEW ORLEANS RAILROAD COMPANY**

**TIME TABLE**

FOR THE

**DALLAS AND AUSTIN DIVISIONS**

**10**

To Take Effect Sunday, September 19, 1937, 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*

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele. phoner.	SECOND CLASS		FIRST CLASS					Distance From Denison	TIME TABLE No. 10 September 19, 1937	Distance From Houston	FIRST CLASS					SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	344	342	18	20	14	16	76				75	19	17	15	13	257	263	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Freight	Freight	The Owl	Central Express	The Sunbeam	The Hustler	Frisco Passenger 507				Frisco Passenger 504	Central Express	The Owl	The Hustler	The Sunbeam	Freight	Freight	Arrive Daily	Arrive Daily
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard BEWTF	12.50PM	2.00AM					4.10AM	0.0	TO-R DENISON	337.9	12.55AM				6.00AM	3.40PM	Continuous	Continuous	
Yard I							4.11	0.3	TOWER 93	337.6	12.54						Continuous	Continuous	
Yard BP	1.08	2.20					4.25	0.5	M-K-T CROSS.	337.4							Continuous	Continuous	
Yard 37 BIWPT	1.30	2.45					4.30AM	7.6	M-K-T CROSS.	330.3	12.43				5.25	3.10	Continuous	Continuous	
50 P	1.50	3.05						9.1	A.B.S. TO NORTH SHERMAN JUNCTION	328.8	12.40AM				5.20	3.05	Continuous	Continuous	
75 P	2.02	3.17						18.3	TO TOWER 16 (T.&P. Cross.)	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	SHERMAN	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 HOWE	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	TO VAN ALSTYNE	303.0				3.45	1.30				
48 P	3.01	4.25						41.6	TO ANNA	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	MELISSA	288.5				3.07	12.40				
48 P	3.28	5.00						55.5	TO MCKINNEY	282.4				2.52	12.25	Continuous	Continuous		
P	3.40	5.13						60.7	ALLEN	277.2				2.37	12.10PM				
90 P	3.52	5.26						65.0	PLANO	272.9				2.27	11.58AM				
IP	4.10PM	5.40AM						69.4	TO TOWER 49 (St.L.S.W.Cross)	268.5				2.17	11.46				
P								73.9	RICHARDSON	264.0				2.07AM	11.35AM	Continuous	Continuous		
Yard IP								65.0	GIFFORD	273.0									
BKP			11.45PM	9.30PM	4.15PM	9.45AM		69.4	HILAND (Tower 35.)	268.5		6.55AM	7.00AM	3.00PM	8.45PM		6.30AM to 12.30AM	6.30AM to 12.30AM	
I								79.0	M-K-T CROSSING	265.1							Continuous	Continuous	
Yard								76.7	TO-R DALLAS (Union Sta)	263.4							Continuous	Continuous	
Yard IYP								76.0	Tower 19 (G.C.&S.F.Cross)	263.1							Continuous	Continuous	
Yd. 90 P								74.6	FOREST AVENUE	261.2							Continuous	Continuous	
Yard P								73.9	BELT JOT. (Tower 118)	261.9							Continuous	Continuous	
IP								78.9	FOX	263.3							Continuous	Continuous	
Yard IPY								76.7	BRIGGS	261.2							Continuous	Continuous	
Yard 180 BEWTF	6.45PM	6.25 AM 6.40	11.57PM	9.44PM	4.27PM	9.57AM		79.1	TO Tower 119 (T.&P. Cross.)	258.8		f 6.25AM	6.40AM	2.48PM	8.33PM	1.56AM	11.15AM		
33 P	6.55	7.00	12.03AM	9.51	4.32	10.02		83.6	T. & P. JUNCTION	254.3		f 6.16	6.30	2.43	8.28	1.47	11.01		
46 P	7.04	7.10	12.09	9.57	4.36	10.07		87.9	MILLER	250.0		f 6.08	6.22	2.38	8.24	1.39	10.50		
51 P	7.14	7.20	12.16	10.04	4.41	10.13		92.0	HUTCHINS	246.9		s 6.00	6.14	2.32	8.19	1.27	10.40	8.00AM to 12.01PM 1.01PM to 5.00PM	
31	7.22	7.30	12.22	10.10	4.45	10.18		95.2	WILMER	242.7		f 5.53	6.08	2.27	8.15	1.17	10.33		
37 P	7.32	7.45	12.30	10.16	4.49	10.24		99.2	TO FERRIS	238.7		f 5.45	6.00	2.21	8.11	1.05	10.24	7.30AM to 11.59AM 1.00PM to 4.30PM	
34 P	7.45	8.05	12.39	10.23	4.54	10.31		104.2	TRUMBULL	233.7		f 5.35	5.50	2.14	8.06	12.50	10.04		
Yard BEWTF	7.55PM	8.40AM	12.45AM	10.30PM	4.58PM	10.35AM		107.0	TO PALMER	230.9		f 5.30AM	5.45AM	2.10PM	8.02PM	12.45AM	10.00AM	Continuous	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		GARRETT										
	344	342	18	20	14	16	76		ENNIS										

(7.05) 15.1 (6.40) 16.0 (1.00) 34.2 (1.00) 34.2 (0.43) 47.7 (0.50) 41.0 (0.20) 27.3 ... Time Over Subdivision ... Average Speed per Hour ... (0.15) 36.4 (1.25) 24.1 (1.15) 27.4 (0.50) 41.0 (0.43) 47.7 (5.15) 20.4 (5.40) 18.9

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

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

First Class Trains operate between Denison and Tower 93 via M-K-T R. R. and will be governed by M-K-T Current Time Table while on their tracks. Eastward First Class Trains must obtain clearance at Denison for movement from Tower 93. The main track between Ennis and Garrett is used jointly by trains of the Denison and Ft. Worth Subdivisions. All trains and engines will run with caution within yard limits, Denison, expecting to find main track occupied and will not exceed 10 miles per hour between St.L.&S.F. of T. connection and west Interlocking Home Signal.

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. 10 September 19, 1937				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	16	18	19	17	15	13		343	263	257	53											
	Local Freight	Freight	Freight	Freight	Central Express	The Sunbeam	The Hustler	The Owl	Central Express	The Owl	The Hustler	The Sunbeam		Freight	Freight	Freight	Local Freight											
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only											
Yard BEWOTYP	6.00AM	9.45PM	11.30AM	3.00AM	10.35PM	5.00PM	10.40AM	12.55AM	0.0	TO-R ENNIS	230.9	s 5.20AM	s 5.40AM	s 2.05PM	8.00PM	5.00AM	8.10AM	4.45PM	11.20AM	Continuous	Continuous							
80 P	6.10	9.57	11.45	3.15	f 10.45	5.06	10.47	1.03	5.6	5.6 ALMA	225.3	f 5.10	5.30	1.57	7.53	4.40	7.50	4.24	11.06									
76 P	6.18	10.06	11.55AM	3.23	f 10.52	5.10	10.52	1.08	9.8	4.2 RICE	221.1	f 5.00	5.25	1.52	7.49	4.32	7.40	4.15	10.52									
28 P	6.26	10.15	12.03PM	3.30	10.59		10.57	1.13	14.2	4.4 CARL	216.7	4.50	5.19	1.47		4.24	7.25	4.00	10.30									
Yard 183 WP	7.10	10.30	12.16	4.10 5.33	s 11.14	5.21	s 11.08	s 1.28	20.7	6.5 TO COORSICANA (St. L. S. W. Crossing)	210.2	s 4.35	s 5.09	s 1.38	7.37	4.10	7.10	3.35	10.10	Continuous	Continuous							
86 P	7.30	10.43	12.29	6.06	f 11.24	5.28	11.17	1.38	27.0	6.3 ANGUS	208.9	f 4.19	4.56	1.27	7.30	3.40	6.50	3.04	9.51									
70 P	7.45	10.54	12.39	6.20	f 11.34	5.33	11.23	1.46	32.5	5.5 RIOHLAND	198.4	f 4.06	4.48	1.21	7.25	3.29	6.40	2.53	9.40									
80 P	7.55	11.03	12.47	6.30	f 11.43	5.37	11.27	1.52	36.9	4.4 COURRIE	194.0	f 3.58	4.42	1.17	7.21	3.21	6.30	2.42	9.30									
77 P	8.10	11.14	12.57	6.44	s 11.54	5.42	f 11.34	2.00	42.4	5.5 TO WORTHAM	188.5	s 3.47	4.34	f 1.11	7.16	3.11	6.14	2.29	9.20	8.00AM to 11.45AM 12.45PM to 5.00PM	Closed							
80 P	8.15	11.18	1.08	6.49	11.58PM	5.44	11.37	2.03	44.4	2.0 GUDE	186.5	3.42	4.31	1.08	7.14	3.08	6.10	2.25	9.15									
92 P	9.00	11.29	1.21	7.01	s 12.08AM	5.49	s 11.45	s 2.15	49.9	5.5 TO MEXIA	181.0	s 3.30	s 4.22	s 1.02	7.09	2.58	6.00	2.13	9.00	Continuous	Continuous							
86 WIP	9.15	11.32	1.26	7.06	12.11	5.51	11.48	2.18	51.3	1.4 Tower 63 (B. R. I. Cross.)	179.6	3.23	4.18	12.58	7.07	2.55	5.50	2.10	8.40	See Note								
40 P	9.30	11.44	1.38	7.21	f 12.20	5.56	11.54AM	2.26	57.1	5.8 SPRINGFIELD	173.8	3.11	4.09	12.52	7.02	2.45	5.35	1.59	8.30									
93 WP	10.00	11.53PM	1.50	7.33	s 12.28	6.00	s 12.02PM	s 2.35	61.4	4.3 DOYLE	169.5	s 3.03	s 4.02	s 12.47	6.58	2.35	5.20	1.50	8.20	8.00AM to 5.00PM	Closed							
80 P	10.20	12.09AM	2.06	7.55	s 12.41	6.08	f 12.13	2.47	69.6	8.2 TO GROESBEEK	161.3	s 2.47	3.48	f 12.35	6.50	2.16	4.55	1.34	7.55	12.01AM to 8.01AM 8.30AM to 4.30PM	12.01AM to 8.01AM 8.30AM to 4.30PM							
90 P	10.40	12.25	2.22	8.14	s 12.54	6.16	f 12.23	2.59	77.7	8.1 TO THORNTON	153.2	s 2.31	3.36	f 12.23	6.42	2.02	4.30	1.18	7.25	8.00AM to 12.30PM 1.30PM to 5.00PM	Closed							
91 P	10.50	12.34	2.47	8.25	f 1.02	6.21	12.29	3.06	82.5	4.8 TO KOSSE	148.4	f 2.21	3.28	12.14	6.37	1.52	4.15	1.09	7.15									
Yard 161 WYP	11.15	12.50	3.08	8.45	s 1.15	6.30	s 12.38	3.18	88.2	5.7 DENNY	142.7	s 2.10	3.18	s 12.06PM	6.30	1.40	4.05	12.59	7.00	8.30PM to 11.30PM 12.30AM to 5.30AM	8.30PM to 11.30PM 12.30AM to 5.30AM							
103 P	11.57AM	1.05	3.20	8.58	f 1.25	6.37	12.46	3.27	98.8	5.6 HAMMOND	137.1	f 1.56	3.09	11.57AM	6.17	1.25 1.05	3.55	12.46	6.40									
94 P	12.25PM	1.19	3.40	9.18	s 1.40	6.46	s 12.57	f 3.40	102.3	8.5 TO CALVERT	128.6	s 1.40	f 2.57	s 11.47	6.09	12.50	3.40	12.25	6.20	12.30AM to 4.30PM	12.30AM to 8.30AM							
58 P	12.40	1.28	3.48	9.33	1.48	6.51	1.03	3.47	106.9	4.6 SEGER	124.0	1.28	2.51	11.41	6.04	12.42	3.10	12.17	6.10									
Yard BEWOTYP	1.00PM	1.45AM	4.00PM	10.00AM	s 2.00AM	6.55PM	s 1.10PM	s 3.55AM	110.2	3.3 (I.-G. N. Crossing)	120.7	1.20AM	2.45AM	11.35AM	6.00PM	12.35AM	3.00AM	12.10PM	6.00AM	Continuous	Continuous							
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday									
	54	344	342	258	20	14	16	18				19	17	15	13	343	263	257	53									
	(7.00) 15.7	(4.00) 27.5	(4.30) 24.5	(7.00) 15.7	(8.25) 32.3	(1.55) 57.5	(2.30) 44.1	(3.00) 36.7	....Time Over Subdivision.... ...Average Speed per Hour...			(4.00) 27.5	(2.55) 37.2	(2.30) 44.1	(2.00) 55.1	(4.25) 25.0	(5.10) 21.3	(4.35) 24.0	(5.20) 20.7									

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

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

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

Nos. 17 and 18 will stop at Bremond to exchange U. S. Mail.

No. 18 will stop at any station to discharge passengers from points on Ft. Worth Subdivision.

Nos. 15 and 16 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 2,640 feet eastward from Interlocking Home Signal 1795.

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

Connection to and from Waco will be made at Bremond by Bus with trains Nos. 15 and 16.

EASTWARD

HEARNE SUBDIVISION

WESTWARD

Table with columns for Second Class (342, 344, 240, 242), First Class (14, 42, 16, 18, 20), Stations (TO-R HEARNE, HEARNE JUNCTION, SUTTON, RUFINCH, BENCHLEY, BRYAN, TO (Tower 36 I-G.N. Cross.) BRYAN SIDING, COLLEGE STATION TOWER 7 (I-G.N. Cross.), WELLBORN, MILLICAN, NELLEVA, TOWER 9 (I-G.N. Cross.), TO NAVASOTA (G.C. & S.F. Crossing) NAVASOTA SIDING, OHAILLE, COURTNEY, HOWTH, TO-R HEMPSTEAD, PRAIRIE SIDING, PRAIRIE VIEW, WALLER, TO HOOKLEY, OYPRESS, SATSUMA, FAIRBANKS, TO EUREKA (Tower 13) M-K-T Crossing, BOULEVARD JOT, TO-R HOUSTON (Passenger Station), BOULEVARD JOT., END OF DOUBLE TRACK, TOWER 68, TO-R ENGLEWOOD), and Second Class (15, 43, 13, 19, 17, 257, 343, 239). Includes arrival and departure times, distances, and operational notes.

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

Opposing second and inferior class and extra trains and engines must clear trains 13 and 14 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear trains 13 and 14 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Second Class and inferior trains operating between Englewood and Eureka will move via freight route between Tower 26 and Boulevard Junction unless otherwise directed by train order. Schedule time and train orders at Eureka apply at the end of double track. Whistle Code for switch tender Boulevard Junction; Main Track eastward or westward; Route to Tower 26 o by trains of the Hearne Subdivision and San Antonio Division. The main tracks between Tower 26 and Englewood will be used jointly by trains of the Hearne Subdivision and Houston Division. The main tracks between Eureka and Houston (Passenger Station) will be used jointly by trains of the Hearne Subdivision and Flatonia Subdivisions. The main track between Hearne and Hearne Junction will be used jointly by trains of the Hearne and Flatonia Subdivisions. Hempstead and Prairie View are flag stops for Nos. 15 and 16 for revenue passengers to or from Navasota and points west of Navasota that are flag or regular stops for Nos. 15 and 16. No. 18 will stop at any station to discharge passengers from points on the Ft. Worth Subdivision. First Class trains must run with caution within yard limits, Hearne.

EASTWARD

FORT WORTH SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	EASTWARD						Distance From Garrett (Mile post location)	TIME TABLE No. 10 September 19, 1937	Distance From Houston	WESTWARD						Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	THIRD CLASS		SECOND CLASS		FIRST CLASS					FIRST CLASS		SECOND CLASS		THIRD CLASS			
	94 Local Freight		92 Freight	96 Freight	86 Passenger	82 Passenger				85 Passenger	83 Passenger	91 Freight	95 Freight	93 Local Freight			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only					
Yard					11.00PM	8.40AM	53.0	FORT WORTH (Union Station)	286.7	7.30AM	4.00PM						
Yard I							52.6	TOWER 55 (T. & P. Crossing)	286.3						Continuous	Continuous	
Yard BEWOTF	9.00AM		6.40PM	4.05AM	11.03	8.43	52.2	TO-R FORT WORTH (Frt. Yard)	285.9	7.23	3.54	3.35AM	1.50PM	8.30AM	Continuous	Continuous	
Yard I							51.9	TOWER 126 (G. C. & S. F. Crossing)	285.6						Continuous	Continuous	
Yard I							51.2	M.-K.-T. Jct.	284.9								
Yard I							50.2	TOWER 53 (M.-K.-T. Crossing)	283.9	7.17	3.48				Continuous	Continuous	
60 P	9.20		7.05	4.28	11.15	f 8.55	46.9	BRAMBLETON	279.6	7.10	f 3.41	3.10	1.25	8.10			
60 P	9.28		7.13	4.38	11.20	f 9.01	42.5	KENNEDALE	276.2	7.05	f 3.35	2.57	1.15	8.01			
58 P	9.37		7.20	4.49	11.26	f 9.07	38.6	BISBEE	272.3	6.59	f 3.29	2.45	1.05	7.50			
WP	9.50		7.30	4.59	f 11.34	s 9.15	34.1	TO MANSFIELD	267.8	f 6.51	s 3.22	2.31	12.55	7.40	7.00AM to 12.30PM 1.30PM to 4.00PM	Closed	
60 P	10.05		7.40	5.09	11.41	f 9.22	29.7	BRITTON	263.4	6.44	f 3.15	2.18	12.45	7.30			
IP					f 11.53	f 9.34	28.1	MIDLOTHIAN (G. C. & S. F. Crossing)	256.8	f 6.33	f 3.03				Automatic	See Page 14	
48 P	10.30		8.02	5.25	11.55PM	9.36	22.3	DILLARD	256.0	6.31	3.01	1.58	12.22PM	7.10			
35 P	10.45		8.15	5.37	12.03AM	f 9.45	16.2	SARDIS	249.9	6.23	f 2.51	1.38	11.59AM	6.57			
Yard IP							12.8	TO TOWER 67 (M.-K.-T. Crossing)	246.5						Continuous	Continuous	
Yard 80 YP	11.44AM		8.28	6.15	s 12.12	s 9.55	11.5	WAXAHACHIE	245.2	s 6.15	s 2.43	1.24	11.44	6.45			
45 P	12.05PM		8.43	6.30	12.24	f 10.07	5.2	BOYCE	238.9	6.02	f 2.30	1.08	11.28	6.30			
36 P	12.20		8.58	6.45	12.33	f 10.17	0.0	GARRETT	233.7	5.55	f 2.20	12.57	11.17	6.10			
Yard BEWOTF	12.30PM		9.10PM	7.10AM	12.40AM	10.25AM	2.8	TO-R ENNIS	230.9	5.50AM	2.15PM	12.50AM	11.10AM	6.00AM	Continuous	Continuous	
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			
	94		92	96	86	82				85	83	91	95	93			

(3.30) 15.7 (2.30) 22.0 (3.05) 17.9 (1.40) 33.5 (1.45) 31.9 .....Time Over Subdivision..... (1.40) 33.5 (1.45) 31.9 .....Average Speed per Hour..... (2.45) 20.0 (2.40) 20.7 (2.30) 22.0

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)  
EXCEPT: No. 85 is Superior to No. 82.

No. 85 stop on flag at Boyce and Britton to receive and discharge revenue passengers.  
Eastward first class trains must obtain a clearance before leaving Fort Worth (Freight Yard).  
First class trains may register at Fort Worth (Freight Yard) by register ticket, (Form 2642)  
M-K-T trains and engines operate over main track between M-K-T Jct., (M. P. 51.2) and Fort Worth (Freight Yard) under provisions of Rule 93. Main track movements approaching and between these points must be made with caution, expecting to find main track occupied.  
MK-5 or heavier engines must not move from Fort Worth west yard lead to enginehouse lead or vice versa, but first move to main track, clear main track switch and enter the yard lead or enginehouse lead as may be the case from main track.  
The main track between Ennis and Garrett is used jointly by trains of the Denison and Fort Worth Subdivisions.  
Engines heavier than class M-4 are restricted from use of East Cotton Mill track and Electric Light track Waxahachie.

6 EASTWARD PARIS SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	TIME TABLE No. 10 September 19, 1937		Distance From Ennis	TIME TABLE No. 10 September 19, 1937		Distance From Houston	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	SECOND CLASS	FIRST CLASS		FIRST CLASS	SECOND CLASS		Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
	262 Freight	40 Passenger		39 Passenger	261 Freight			
Leave Daily Ex. Sunday	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday					
Yard EWOTPIB	5.10PM	5.00PM	124.3	TO-R PARIS (St. L. S. F. & T. CROSSING) (T. & P. CROSSING)	353.6	11.30AM	5.30AM	8.00AM-11.30AM 12.30PM-5.00PM Automatic See Page 14
28 P	5.30	5.15	116.9	7.4 ATLAS	346.2	11.11	4.03	
28 P	5.40	5.20	114.4	2.5 HOWLAND	343.7	11.06	3.58	
26 P	6.00	5.35	107.1	7.3 ENLOE	336.4	10.51	3.40	
25 WP	6.45	5.44	102.1	5.0 TO COOPER	331.4	10.42	3.20	8.30AM-11.59AM 12.59PM-5.30PM Closed
23 P	7.05	5.53	97.4	4.7 KLONDIKE	326.7	10.31	2.41	
34 P	7.25	6.04	91.7	5.7 HORTON	321.0	10.20	2.24	
Yard 32 P	8.10PM	6.14PM	86.8	4.9 TO (St. L. S. W. of T. CROSSING) COMMERCE	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	6.40PM	73.0	TO GREENVILLE	302.3	9.44AM	12.40AM	Continuous	Continuous
Yard			72.6	L. A. & T. CROSSING	301.9				
			71.2	1.4 M.-K.-T. CROSSING	300.5				
33 P	10.05	6.57	66.4	4.8 HARLOW	295.7	9.24	12.05AM		
25 P	10.20	7.07	61.8	4.6 CASH	291.1	9.15	11.52PM		
39 P	10.40	7.17	56.2	5.6 QUINLAN	285.5	9.04	11.38		
18 P	10.55	7.25	51.7	4.5 HETTY	281.0	8.56	11.25		
29 P	11.10PM	7.36	46.2	5.5 BRIN	275.5	8.46	11.10		
WP I		7.48	41.0	5.2 TO TERRELL (T. & P. CROSSING)	270.3	8.38	10.50	Continuous	Continuous
55	12.20AM	7.50	40.4	0.6 TERRELL SIDING	269.7	8.31	10.20		
25 P	12.35	8.00	35.5	4.9 CARTWRIGHT	264.8	8.22	10.05		
Yd. WPY		8.13	30.3	5.2 TO KAUFMAN	259.6	8.10	9.40	6.00AM-9.00PM	6.00AM-9.00AM
Yard 33	1.00	8.16	29.8	0.5 KAUFMAN SIDING	259.1	8.04	8.52		
35 P	1.25	8.29	22.6	7.2 SOUBRY	251.9	7.50	8.29		
28 P	1.45	8.42	16.9	5.7 ROSSER	246.2	7.37	8.12		
25 P	2.10	8.55	10.5	6.4 ALSDORF	239.8	7.23	7.50		
16 P	2.30	9.02	7.6	2.9 ORISP	236.9	7.15	7.40		
Yard BKWOPT	3.00AM	9.30PM	0.0	6.0 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		

(9.50) (4.30) ...Time Over Subdivision... (4.30) (10.10)  
12.6 27.6 ...Average Speed per Hour... 27.6 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.

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.	TIME TABLE No. 10 September 19, 1937		Distance From Yoakum	TIME TABLE No. 10 September 19, 1937		Distance From Waco (Freight Yard)	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	THIRD CLASS	FIRST CLASS		FIRST CLASS	THIRD CLASS		Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
	268 Local Freight	52 Passenger		51 Passenger	267 Local Freight			
Leave Daily Ex. Sunday	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday					
Yard BKOPWY	4.00AM	7.10PM	67.3	TO-R GIDDINGS	103.2	11.00AM	11.30PM	Continuous Continuous
37	4.20	7.26	75.2	7.9 LINCOLN	95.3	10.40	11.03	
37	4.36	7.35	81.5	6.3 LEO	89.0	10.28	10.45	
25	4.54	7.42	85.4	3.9 LEXINGTON	85.1	10.21	10.34	
26 Spur	5.10	7.52	91.6	6.2 TANGLEWOOD	78.9	10.09	10.14	
24	5.19	7.57	94.6	3.0 HICKS	75.9	10.03	10.04	
I			103.0	8.4 TO TOWER 54 (I.-G.N. Cross.)	67.5			Continuous Continuous
46 W	6.10	8.13	103.2	0.2 ROOKDALE	67.3	9.48	9.39	
28	6.35	8.27	110.8	7.6 MINERVA	59.7	9.33	9.04	
I			117.5	6.7 TOWER 52 (G.O. & S.F. Cross.)	53.0			Continuous Continuous
49 W	7.25	8.42	117.9	0.4 TO CAMERON	52.6	9.17	8.42	8.00AM-12.01PM 1.01PM-5.00PM Closed
19	7.38	8.51	122.6	4.7 SPLAWN	47.9	9.05	7.31	
28	7.47	8.57	125.7	3.1 BEN ARNOLD	44.8	9.00	7.21	
25	8.10	9.04	129.3	3.6 BURLINGTON	41.2	8.53	7.10	
25	8.45	9.12	133.4	4.1 TO ROSEBUD	37.1	8.45	6.58	8.00AM-5.00PM 8.00AM-10.00AM
20	9.06	9.21	138.0	4.6 TRAVIS	32.5	8.35	6.38	
25	9.34	9.31	143.0	5.0 TO LOTT	27.5	8.25	6.23	8.00AM-5.00PM 7.55AM-9.55AM
30	9.59	9.45	148.9	5.9 OHILTON	21.6	8.12	6.06	
28	10.17	9.57	154.7	5.8 SATIN	15.8	8.01	5.49	
5 W			155.6	0.9 GUDA	14.9			
25	10.33	10.01	156.7	1.1 GURLEY	13.8	7.56	5.43	
30	10.55	10.12	162.7	6.0 DOWNS	7.8	7.47	5.25	
32 Yard	11.10	10.19	166.9	4.2 TEXAND	3.6	7.40	5.10	
Yard OWY	11.30AM	10.26PM	170.5	3.6 WACO (Freight Yard)	0.0	7.34AM	5.00PM	
I			170.8	0.3 TOWER 21 (M.-K.-T. Cross.)				Continuous Continuous
			170.9	0.1 ST. L.S.W. Connection				

Time at Waco (Union Station) for information only. Trains between Waco (Union Station) and St. L. S. W. Connection will be governed by Rules and Current Time Table of the St. L. S. W. Ry. Co.

BK	10.40PM	171.1	TO-R WACO (Union Station)	7.30AM	5.30AM-1.30PM 2.45PM-10.45PM	5.30AM-1.30PM 2.45PM-10.45PM
	Arrive Daily Ex. Sunday	Arrive Daily		Leave Daily	Leave Daily Ex. Sunday	
	268	52		51	267	
	(7.30) 13.8	(3.30) 29.7	...Time Over Subdivision... ...Average Speed per Hour...	(3.30) 29.7	(6.30) 15.9	

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

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

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

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

EASTWARD

FLATONIA SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, ways and telephones.	EASTWARD				FIRST CLASS		Distance From Yoakum	TIME TABLE No. 10 September 19, 1937		Distance From Hearne	FIRST CLASS			SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	THIRD CLASS	SECOND CLASS			FIRST CLASS			STATIONS			FIRST CLASS			SECOND CLASS			THIRD CLASS		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	232 Local Freight	250 Freight	266 Freight	248 Freight	52 Passenger			TO-R	51 Passenger		249 Freight	247 Freight	265 Freight	233 Local Freight							
Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.										
Yard 80KTWYP	6.00AM		8.00PM		4.50PM	0.0	TO-R	YOAKUM	126.3	1.30PM				8.15AM	1.00PM			6.00 AM to 2.00 PM 4.00 PM to 11.59 PM	6.00 AM to 2.00 PM 4.00 PM to 11.59 PM		
24 P	6.10		8.11		5.00	4.2		ADEL	122.1	1.16				7.52	12.45						
55 P	6.40		8.37		5.15	10.8	TO	SHINER	115.5	1.04				7.35	12.30PM			8.00 AM to 5.00 PM	Closed		
29 WP	7.04		9.09		5.35	21.2	TO	MOULTON	105.1	12.47				7.04	11.45AM			7.00 AM to 4.00 PM	Closed		
Yard 34 PY	8.00	10.00PM	9.39	9.20PM	5.58 6.03	29.3	Automatic Block System	(TO-R) TOWER 3 (T. & N. O. Crossing)		12.30 12.15				6.10AM	3.00PM	6.29	11.15	Continuous	Continuous		
72 P	8.15	10.13	9.50	9.31	6.11	34.5		FLATONIA	97.0	12.01PM				5.57	2.46	6.13	10.40				
55 P	8.30	10.25	9.59	9.40	6.20	39.3	TO	MULDOON	87.0	11.52AM				5.47	2.35	6.02	10.25	8.30AM to 12.30PM 1.30PM to 5.30PM	Closed		
55 P	8.45	10.37	10.09	9.50	6.28	44.5		LENA	81.8	11.41				5.36	2.21	5.49	10.05				
55 Y IP W P	9.00	10.48	10.19	10.00	6.36	49.3	TO	WEST POINT	77.0	11.32				5.25	2.06	5.38	9.50	Continuous	Continuous		
57 P	9.15	11.07	10.28	10.09	6.44	53.7		TOWER 91 (M.-K.-T. Crossing)		11.23				5.12	1.51	5.23	9.35				
83 P	9.30	11.28	10.43	10.22	6.56	60.9		WINCHESTER	72.6	11.11				4.58	1.33	5.08	9.20				
Yard BKOPWY	10.15	11.42PM	11.00	10.35	7.10PM	67.3	(TO-R)	(T. & N. O. CROSSING) GIDDINGS	59.0	11.00AM				4.45	1.20	4.55 1.30	9.00	Continuous	Continuous		
56 P	10.30	12.01AM	11.15	10.48		73.9		LOEBAU	52.4					4.23	12.55	1.08	8.10				
54 P W	10.45	12.19	11.32	11.02		81.1		DIME BOX	45.2					4.09	12.35	12.51	7.53				
54 P	11.00	12.35	11.48PM	11.15		87.8		DEANVILLE	38.5					3.57	12.15PM	12.35	7.35				
73 WP	11.25	12.55	12.14AM	11.30		95.6	TO	CALDWELL	30.7					3.43	11.58AM	12.14AM	7.15	8.30 PM to 5.30 AM	8.30 PM to 5.30 AM		
55 P	11.43	1.13	12.27	11.43		102.2		COOK'S POINT	24.1					3.30	11.43	11.43PM	6.52				
56 P	11.59AM	1.27	12.39	11.55PM		107.7		LAW	18.6					3.19	11.30	11.23	6.40				
73 P	12.15PM	1.40	12.51	12.08AM		114.2		MUMFORD	12.1					3.07	11.15	11.10	6.25				
55 IP	12.30	1.52	1.04	12.20		119.4		TATSIE (I.-G. N. Crossing)	6.9					2.57	11.00	10.58	6.13	Automatic	See Page 14		
Yard Y	1.00PM	2.20AM	1.20AM	12.35AM		125.4	Pos. Block	HEARNE JUNCTION	0.9					2.45AM	10.45AM	10.45PM	6.00AM				
Yard 80KFTWYI						126.3	(TO-R)	HEARNE	0.0									Continuous	Continuous		
	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.				
	232	250	266	248	52					51				249	247	265	233				

(7.00) 17.9	(4.20) 22.2	(5.20) 23.5	(8.15) 29.5	(2.20) 28.8	.....Time Over Subdivision.....	(2.30) 26.8	(3.25) 28.1	(4.15) 22.6	(9.30) 13.2	(7.00) 17.9	
					.....Average Speed per Hour.....						

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

Trains must obtain clearance at Giddings.  
 Main track between Hearne and Hearne Junction is used jointly by trains of the Hearne and Flatonía Subdivisions.  
 Trains using San Antonio Division tracks at Flatonía will be governed by current time table and special instructions of that division.





**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 \_\_\_\_\_ 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 eastward, 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**

(Cabin Interlocking Plant)

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

**TOWER 49, PLANO**

Main track eastward or westward \_\_\_\_\_  
 Storage track from any point o \_\_\_\_\_  
 Oil Mill track from any point \_\_\_\_\_ 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**

**GENERAL**

- Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.
- A train may arrive at a station in advance of its schedule arriving time.
- When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.
- Employees are forbidden to ride front foot board of yard engines in direction of movement or on pilot of road engines.
- Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.

**LOCAL**

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

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

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

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

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

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

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

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

(d) First and second class trains may register at Flatonia 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).

27. Nos. 14, 16, 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.

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 Oil Mill track, Navasota.
- (c) Engines heavier than M-4 must not be used on Chapel Hill Gin spur.
- (d) Class M-21, MK-5, P-13 and F-1 engines must not be used on Waco Subdivision beyond Bremond yard limits.
- (e) Class M-21, MK-5, P-6, P-13 and F-1 engines must not be used on Paris Subdivision.
- (f) Engines heavier than F-1 class must not be operated over White Oak Bayou, West end Hardy Street Yard, Houston.
- (g) Engines must not go beyond restriction sign in Glass gravel pit.
- (h) C-8-9 and heavier class engines must not use the Fehrenkamp spur at Moulton.

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

**Ennis Subdivision:**

Calvert: Oil Mill track.  
Hammond: House track.  
Bremond: Short leg of Wye.  
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.

**Flatonia Subdivision:**

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.

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

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

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

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

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

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

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

41. 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. 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
	<b>Denison Subdivision</b>	
0.1	East of Forest Avenue	Overhead Signal Bridge Overhead
	<b>Fort Worth Subdivision</b>	
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 East siding switch Miller, and from Forest Avenue to a point 1000 feet west of Briggs.

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

**Llano Subdivision:**

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

**Fort Worth Subdivision:**

28-F, Mountain Creek, east of Britton.

**Waco Subdivision:**

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

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

**Paris Subdivision:**

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

25-B, Kings Creek, east of Kaufman.

42-B, Kings Creek, west of Terrell.

52-E, Sabine River, west of Hetty.

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

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

112-J, Honey Creek, east of Howland.

119-B, Auds Creek, west of Atlas.

SPEED

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

50 (a) 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
Calvert.....	20
Kosse.....	20
Groesbeeck.....	20
Mexia.....	20
Richland.....	20
Corsicana.....	20
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 Ft. Sta....	6
Other points	10
Cameron...	20

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

Any Service	Class
30 miles per hour at any point:	
307-314-319- Class	
323-333..... T-24	
353-358-361- T-25	
364..... T-25	
377 to 386.... T-27	
481..... M-20	
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 showing 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. LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO MORE THAN ONE CURVE, STRUCTURE OR EXTENDED SECTIONS OF TRACK.

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

52. The following modification of parts of certain rules will apply between Eureka and Miller as follows:  
 Rule 10 (H). When a yellow signal is required it will be displayed to right of track in direction of movement THREE-FOURTHS mile from structure or track over which speed of train must be restricted.  
 Rule 10 (J). A slow board (oval or round), when used, will be placed to the right of track in direction of movement THREE-FOURTHS mile from structure or track over which speed of train must be restricted.

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

- (a) Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by streamlined trains 13 and 14.
- (b) Trains consisting of streamlined cars only, when handled by other than P-5, P-6 and P-14 class engines, must not exceed speed prescribed for other steam passenger trains, or class of engine used.
- (c) Engines not equipped with trailer trucks, when used in passenger service, must not exceed 55 miles per hour.

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

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

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

57. MK-5 and P-6 class or heavier engines, must not exceed 25 miles per hour over Bridge 109-A, Austin Subdivision.

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

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

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

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

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

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

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	1	
27	2	13	44	1	21	65		55
						75		48

## SPECIAL INSTRUCTIONS

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

## POSITIVE BLOCK SIGNAL LIMITS

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

## INTERLOCKING PLANTS

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

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

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

## OPERATION

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

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

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

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

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

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

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

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

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

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

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

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

## LOCATION OF LOCAL TELEPHONES

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

Signal case, Signal No. 2597 at west crossover at Miller.  
Signal bridge, Signal No. 18-SA, at east end double track.  
Signal case, Signal Nos. 2603-SA and 2604-SA, west Drill track switch Miller.  
Signal No. 2605-SA, located at west end Trinity River Bridge.  
Trains may leave T. & P. Junction without a clearance, if train order signal is changed to indicate "proceed" in accordance with Rule 221.

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

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

## INTERLOCKING WHISTLE CODE, TOWER 119, T. &amp; P. JUNCTION

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

## INTERLOCKING WHISTLE CODE, TOWER 118, BELT JUNCTION

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

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

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

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

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

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

## AUTOMATIC BLOCK SYSTEM

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

Signals	Location
1208	Hearne—Spring switch, west yard lead.
1794	Springfield—Spring switch, west end siding.
2091	Corsicana—Spring switch, east end siding.
2328	Ennis—Spring switch, west yard lead.

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 Flatoria Subdivision.

Midlothian, on Ft. Worth Subdivision.

Paris, on Paris Subdivision.

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

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

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

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

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

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

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

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

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

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

PARIS: If signal does not assume proceed indication, after train has entered approach circuit, and if no train approaching on either intersecting route, unlock box marked "T&NO and G. C. & S. F. Release" located at the southwest corner of tower building, if T&P crossing is to be obstructed; or the box marked "T&NO," located at the southwest intersection with the Frisco, if Frisco cross-

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

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

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

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

### BETWEEN ENNIS AND GARRETT:

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

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

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

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

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

## COMPANY SURGEONS

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

**General Hospital—**

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

**Emergency Hospitals—**

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

**T. M. Spence,**  
*Superintendent, Ennis*

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

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

**J. H. Walsh,**  
*Superintendent, Austin*

**F. E. 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*

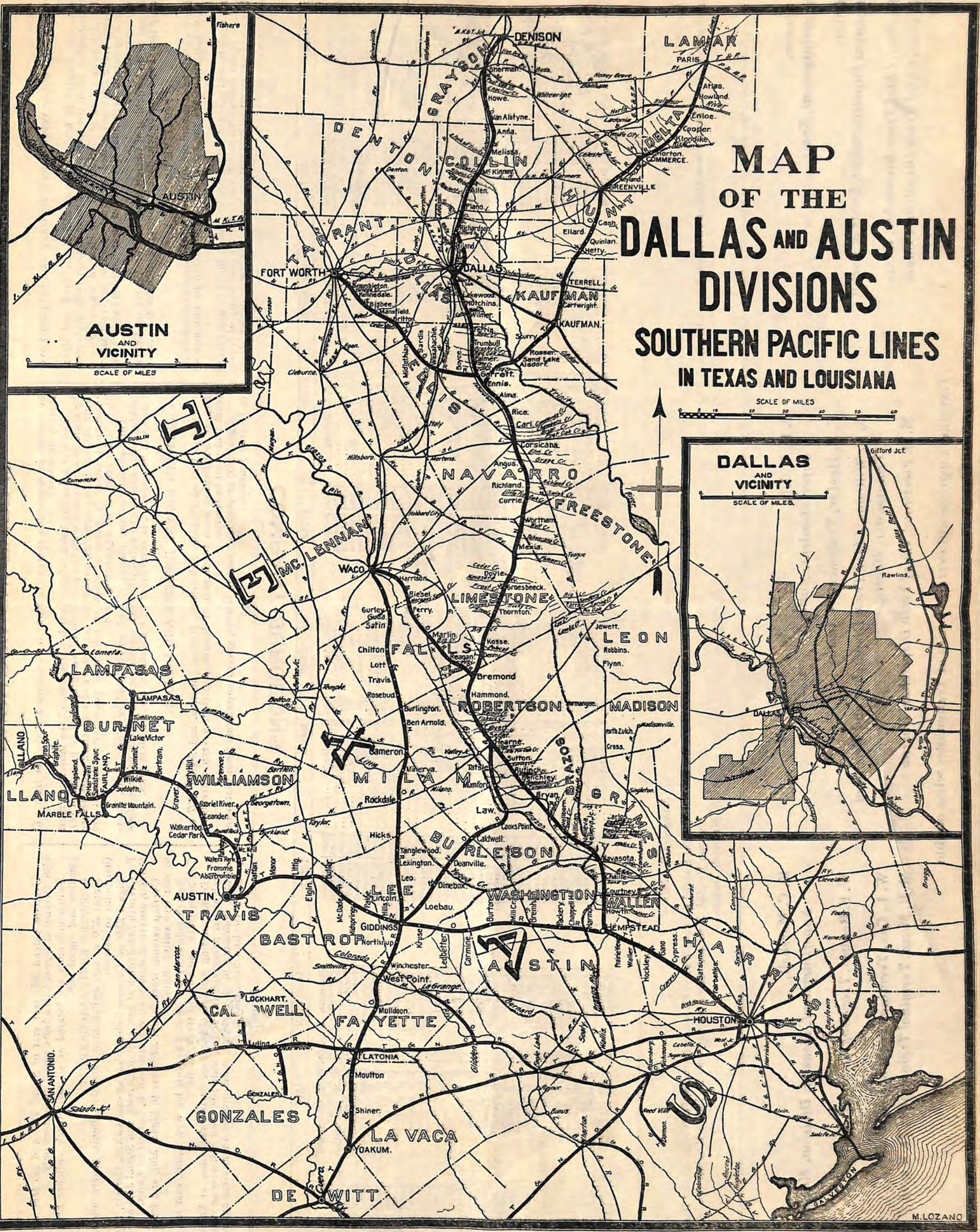
**W. F. Rentzel,** *Traveling Engineer, Ennis*

**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



**AUSTIN  
AND  
VICINITY**

SCALE OF MILES

**DALLAS  
AND  
VICINITY**

SCALE OF MILES