

SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS AND AUSTIN DIVISIONS

11

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

CENTRAL STANDARD TIME

For the government and information of employes only.

L. B. McDONALD,
Vice President and General Manager

A. D. MIMS,
Assistant General Manager

O. C. CASTLE,
Superintendent of Transportation

EASTWARD

DENISON SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		FIRST CLASS					Distance From Denison	TIME TABLE No. 11 March 1, 1938	Distance From Houston	FIRST CLASS					SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations									
	344	342	18	78	14	16	76				75	17	77	15	13	257	263										
	Freight	Freight	The Owl	Frisco Passenger 505	The Sunbeam	The Hustler	Frisco Passenger 507				Frisco Passenger 504	The Owl	Frisco Passenger 510	The Hustler	The Sunbeam	Freight	Freight										
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only										
Yard BKWTP	12.50PM	2.00AM		7.35PM			4.40AM	0.0	TO-R DENISON	337.9	12.55AM		12.50PM			6.00AM	3.40PM	Continuous	Continuous								
Yard I	See No. 77			7.36			4.41	0.3	TOWER 93 { M-K-T CROSS.	337.6	12.54		12.49					Continuous	Continuous								
Yard BPK	1.08	2.20		7.47			4.55	0.5	TOWER 93 { M-K-T CROSS.	337.4								Continuous	Continuous								
Yard 37BIWPFY	1.30	2.45		7.50PM			5.00AM	7.6	A.B.S. { TO NORTH SHERMAN JUNCTION	330.3	12.43		12.38			5.25	3.10	Continuous	Continuous								
50 P	1.50	3.05						1.5	TO-R TOWER 16 (T.&P. Cross.)	328.8	12.40AM		12.35PM			5.20	3.05	Continuous	Continuous								
75 P	2.02	3.17						9.2	SHERMAN	319.6						4.25	2.14	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed								
48 P	2.14	3.30						6.7	TO HOWE	312.9						4.10	2.02	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed								
35 P	2.24	3.45						5.3	TO VAN ALSTYNE	307.6						3.57	1.41	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed								
Yd. 22 WP	2.41	4.00						4.6	TO ANNA	303.0						3.45	1.30										
48 P	3.01	4.25						6.7	MELISSA	296.3						3.27	1.05	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed								
25 IP	3.16	4.45						7.8	TO MCKINNEY	288.5						3.07	12.40										
48 P	3.28	5.00						6.1	ALLEN	282.4						2.52	12.25		Continuous								
P	3.40	5.13						5.2	TO TOWER 49 (St.L.S.W. Cross)	277.2						2.37	12.10PM		Continuous								
90 P	3.52	5.26						4.3	RICHARDSON	272.9						2.27	11.58AM										
IP	4.10PM	5.40AM						4.4	GIFFORD	268.5						2.17	11.46										
P								4.5	TO TOWER 119 (T.&P. Cross.)	264.0						2.07AM	11.35AM		Continuous								
Yard IP								4.5	T. & P. JUNCTION	273.0									Continuous								
BKP			11.15PM		4.15PM	9.45AM		4.5	GIFFORD	268.5																	
I								4.7	HILAND (Tower 35.)	265.1		6.55AM		3.30PM	8.45PM			6.30AM to 12.30AM	6.30AM to 12.30AM								
Yard								1.7	M-K-T CROSSING	263.4									Continuous								
Yard IYP	Time at Dallas Union Station for information only. Tower 19 controls movement of trains between Forest Avenue and east limits of Dallas Union Terminal Company tracks, near G. C. & S. F. Crossing. See Dallas Union Terminal Company's Current time table for train movements through limits of Dallas Union Terminal. See Special Instructions Page 14, for movement between Miller and Forest Avenue and between T. & P. Junction and Belt Junction.								0.3	TO-R DALLAS (Union Sta)	261.2										Continuous	Continuous					
Yd. 90 P									0.7	Tower 19 (G.C.&S.F. Cross)	261.2															Continuous	Continuous
Yard P									2.3	FOREST AVENUE	261.2															Continuous	Continuous
IP									0.7	BELT JCT. (Tower 118)	261.2															Continuous	Continuous
Yard IPY									1.4	FOX	261.2															Continuous	Continuous
Yard 180 BKWTP	6.45PM	6.35AM	11.28PM		4.27PM	9.57AM		0.7	BRIGGS	263.3									Continuous	Continuous							
33 P	6.55	7.00	11.33		4.32	10.03		0.7	TO Tower 119 (T.&P. Cross.)	264.0									Continuous	Continuous							
72 P	7.04	7.10	11.38		4.36	10.09		2.4	T. & P. JUNCTION	261.2									Continuous	Continuous							
51 P	7.14	7.20	11.43		4.41	10.15		4.5	BELT JCT. (Tower 118)	258.8		6.35AM		3.15PM	8.33PM	1.56AM	11.15AM										
31	7.22	7.30	11.47		4.45	10.20		4.3	MILLER	254.3		6.30		3.09	8.28	1.47	11.01										
37 P	7.32	7.45	11.52		4.49	10.26		4.1	HUTCHINS	250.0		6.25		3.04	8.24	1.39	10.50										
34 P	7.45	8.05	11.58PM		4.54	10.33		3.2	WILMER	245.9		6.20		2.58	8.19	1.27	10.41	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed								
Yard BKWTP	7.55PM	8.40AM	12.05AM		4.58PM	10.40AM		4.0	TO FERRIS	242.7		6.16		2.53	8.15	1.17	10.34										
	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	5.0	TRUMBULL	238.7		6.11		2.47	8.11	1.05	10.26	7.30AM to 11.59AM 1.00PM to 4.30PM	Closed								
	344	342	18	78	14	16	76	2.8	TO PALMER	233.7		6.05		2.40	8.06	12.50	10.04										
	(7.05) 15.1	(6.40) 16.0	(0.50) 41.0	(0.15) 36.4	(0.43) 47.7	(0.55) 37.2	(0.20) 27.3	2.8	GARRETT	230.9		6.00AM		2.35PM	8.02PM	12.45AM	10.00AM		Continuous								
								2.8	TO-R ENNIS										Continuous								

... 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) EXCEPT: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains.

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

First Class Trains operate between Denison and Tower 93 via M-K-T R. R. and will be governed by M-K-T Current Time Table while on their tracks. Eastward First Class Trains must obtain clearance at Denison for movement from Tower 93. The main track between Ennis and Garrett is used jointly by trains of the Denison and Ft. Worth Subdivisions. All trains and engines will run with caution within yard limits, Denison, expecting to find main track occupied and will not exceed 10 miles per hour between St.L.&S.F. of T. connection and west Interlocking Home Signal. Nos. 15 and 16 stop on flag at Wilmer and Hutchins to receive or discharge revenue passengers.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	EASTWARD				ENNIS SUBDIVISION				WESTWARD				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations					
	THIRD CLASS	SECOND CLASS			FIRST CLASS			Distance From Ennis	FIRST CLASS			SECOND CLASS			THIRD CLASS			
	54 Local Freight Leave Mon., Wed. & Fri.	344 Freight Leave Daily	342 Freight Leave Daily	258 Freight Leave Daily	14 The Sunbeam Leave Daily	16 The Hustler Leave Daily	18 The Owl Leave Daily		17 The Owl Arrive Daily	15 The Hustler Arrive Daily	13 The Sunbeam Arrive Daily	343 Freight Arrive Daily			263 Freight Arrive Daily	257 Freight Arrive Daily	53 Local Freight Arrive Tue., Thur. & Sat.	
Yard BEWOTYP	6.00AM	9.45PM	11.30AM	3.00AM	5.00PM	10.45AM	12.15AM	0.0	230.9	5.50AM	2.30PM	8.00PM	4.30AM	8.10AM	4.45PM	11.20AM	Continuous	Continuous
80 P	6.10	9.57	11.45	3.12	5.06	10.53	12.24	5.6	225.3	5.39	2.20	7.53	4.14	7.50	4.24	11.09		
76 P	6.18	10.06	11.55AM	3.20	5.10	10.59	12.29	9.8	221.1	5.34	2.15	7.49	4.06	7.40	4.15	10.59		
28 P	6.26	10.15	12.03PM	3.28		11.05	12.34	14.2	216.7	5.29	2.10		3.58	7.25	4.00	10.30		
Yard 183 IWP	7.10	10.30	12.16	3.45 5.20	5.21	11.17	12.55	20.7	210.2	5.20	2.00	7.37	3.45	7.10	3.35	10.10	Continuous	Continuous
86 P	7.30	10.43	12.29	5.45	5.28	11.25	1.04	27.0	208.9	5.05	1.49	7.30	3.27	6.50	3.04	9.51		
70 P	7.45	10.54	12.39	5.58	5.33	11.32	1.11	32.5	198.4	4.58	1.42	7.25	3.17	6.40	2.53	9.40		
80 P	7.55	11.03	12.47	6.05	5.37	11.37	1.16	36.9	194.0	4.53	1.37	7.21	3.09	6.30	2.42	9.30		
77 P	8.10	11.14	12.57	6.20	5.42	11.45	1.23	42.4	188.5	4.46	1.30	7.16	2.59	6.20	2.29	9.20	8.00AM to 11.59AM 12.59PM to 5.00PM	Closed
80 P	8.15	11.18	1.02	6.25	5.44	11.48	1.26	44.4	186.5	4.43	1.27	7.14	2.56	6.10	2.25	9.15		
92 P	9.00	11.29	1.20	6.40	5.49	11.56	1.39	49.9	181.0	4.35	1.20	7.09	2.46	6.00	2.13	9.00	Continuous	Continuous
86 WIP	9.15	11.32	1.26	6.44	5.51	11.59AM	1.42	51.3	179.6	4.27	1.16	7.07	2.43	5.50	2.10	8.40	See Note	
40 P	9.30	11.44	1.38	6.59	5.56	12.06PM	1.49	57.1	173.8	4.21	1.09	7.02	2.33	5.35	1.59	8.30		
93 WP	10.00	11.53PM	1.50	7.09	6.00	12.15	1.59	61.4	169.5	4.15	1.03	6.58	2.25	5.20	1.50	8.20	8.00AM to 5.00PM	Closed
80 P	10.20	12.09AM	2.06	7.25	6.08	12.26	2.10	69.6	161.3	3.59	12.49	6.50	2.10	4.55	1.34	8.01	8.30AM to 4.30PM 8.00PM to 4.00AM	8.30AM to 4.30PM 8.00PM to 4.00AM
90 P	10.40	12.25	2.22	7.41	6.16	12.37	2.21	77.7	153.2	3.49	12.37	6.42	1.45	4.30	1.18	7.41	8.00AM to 5.00PM	Closed
91 P	10.50	12.34	2.47	7.53	6.21	12.44	2.28	82.5	148.4	3.43	12.27	6.37	1.36	4.15	1.07	7.15		
Yard 161 WYP	11.15	12.50	3.08	8.08	6.30	12.52	2.45	88.2	142.7	3.35	12.20	6.30	1.25	4.05	12.52	7.00	12.20AM to 4.20PM	12.20AM to 4.20PM
103 P	11.30	1.05	3.20	8.20	6.37	1.00	2.53	93.8	137.1	3.19	12.10PM	6.17	1.05	3.55	12.38	6.40		
94 P	11.59AM	1.19	3.40	8.36	6.46	1.12	3.05	102.8	128.6	3.05	11.59AM	6.09	12.50	3.40	12.23	6.20	12.30AM to 4.30PM	12.30AM to 8.30AM
58 P	12.16PM	1.28	3.48	8.46	6.51	1.19	3.12	106.9	124.0	2.50	11.52	6.04	12.42	3.30	12.16	6.10		
Yard BEWOTYP	12.30PM	1.45AM	4.00PM	9.00AM	6.55PM	1.25PM	3.20AM	110.2	120.7	2.45AM	11.47AM	6.00PM	12.35AM	3.20AM	12.10PM	6.00AM	Continuous	Continuous
	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.		
	54	344	342	258	14	16	18			17	15	13	343	263	257	53		

(6.30) 16.4 (4.00) 27.5 (4.30) 24.5 (6.00) 18.4 (1.55) 57.5 (2.40) 41.3 (3.05) 35.7 ...Time Over Subdivision... ...Average Speed per Hour... (3.05) 35.7 (2.43) 40.6 (2.00) 55.1 (3.55) 28.1 (4.50) 22.8 (4.35) 24.0 (5.20) 20.7

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

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

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

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

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

First Class trains must run with caution within yard limits, Hearne. Bus to and from Waco will connect at Bremond with Nos. 15 and 16.

EASTWARD

FORT WORTH SUBDIVISION

WESTWARD

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

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

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

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

6 EASTWARD PARIS SUBDIVISION WESTWARD

Table with columns for Second Class (262 Freight), First Class (40 Passenger), Time Table No. 11 (March 1, 1938), Stations, and Distance From Houston. Includes notes on sidings and fuel stations.

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.

Main table for Paris Subdivision listing stations from Greenville to Commerce with arrival and departure times for various train classes.

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.

EASTWARD CAMERON SUBDIVISION WESTWARD

Table with columns for Third Class (268 Local Freight), First Class (52 Passenger), Time Table No. 11 (March 1, 1938), Stations, and Distance From Waco. Includes notes on sidings and fuel stations.

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.

Summary table showing arrival and departure times for trains 268 and 52 at Waco, along with average speeds over the subdivision.

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.

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.	THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance From Yonkum	TIME TABLE No. 11		Distance From Hearne	FIRST CLASS			SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations							
	232				250				266					March 1, 1938			51			249			247			265		233		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Local Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight		Passenger	Passenger		Passenger	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Local Freight	Arrive Tue., Thur. & Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Leave Mon., Wed. & Fri.	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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard BOKIWP	6.00AM				8.00PM							4.30PM	0.0	TO-R	YOAKUM	126.3	1.30PM						8.15AM	1.00PM						6.00 AM to 2.00 PM 4.00 PM to 11.59 PM	6.00 AM to 2.00 PM 4.00 PM to 11.59 PM	
24 P	6.10				8.11							4.42	4.2		ADEL	122.1	1.16						7.52	12.45								
55 P	6.40				8.37							5.00	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							5.20	21.2	TO	MOULTON	105.1	12.47						7.04	11.45AM						7.00 AM to 4.00 PM	Closed	
Yard I 34 PY	8.00	10.00PM	9.39	9.20PM							5.40	6.03	29.3	TO-R	TOWER 3 (T. & N. O. Crossing)	97.0	12.30					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	91.8	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	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)	72.6	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	66.4	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)	59.0	11.00AM					4.45	1.20	4.55 1.30	9.00				Continuous	Continuous		
56 P	10.30	12.01AM	11.15	10.48								73.9			GIDDINGS	52.4						4.23	12.55	1.08	8.10							
54 P	10.45	12.19	11.32	11.02								81.1			LOEBAU	45.2						4.09	12.35	12.51	7.53							
54 W P	11.00	12.35	11.48PM	11.15								87.8			DIME BOX	38.5						3.57	12.15PM	12.35	7.35							
73 WP	11.25	12.55	12.14AM	11.30								95.6		TO	DEANVILLE	30.7						3.43	11.58AM	12.14AM	7.15				8.30 PM to 5.30 AM	8.30 PM to 5.30 AM		
55 P	11.42	1.13	12.27	11.43								102.2			CALDWELL	24.1						3.30	11.42	11.43PM	6.52							
56 P	11.59AM	1.27	12.39	11.55PM								107.7			COOK'S POINT	18.6						3.19	11.30	11.23	6.40							
73 P	12.15PM	1.40	12.51	12.08AM								114.2			LAW	12.1						3.07	11.15	11.10	6.25							
55 IP	12.30	1.52	1.04	12.20								119.4			MUMFORD	6.9						2.57	11.00	10.58	6.13				Automatic	See Page 14		
Yard Y	1.00PM	2.20AM	1.20AM	12.35AM								125.4			TATSIE (I.-G. N. Crossing)	0.9						2.45AM	10.45AM	10.45PM	6.00AM							
Yard BOKPTWI												126.8		TO-R	HEARNE JUNCTION	0.0															Continuous	Continuous
	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily							Arrive Daily				HEARNE							Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.						
	232	250	266	248							52											51	249	247	265	233						
	(7.00) 17.9	(4.20) 22.2	(5.20) 23.5	(3.15) 29.5							(2.40) 25.2			Time Over Subdivision.....			(2.30) 26.8					(3.25) 28.1	(4.15) 22.6	(9.30) 13.2	(7.00) 17.9							
														Average Speed per Hour.....																		

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

Trains must obtain clearance at Giddings.

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

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

EASTWARD WACO 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		Distance From Bremont	TIME TABLE No. 11 March 1, 1938		Distance From Houston	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	66 Mixed			TO-R WACO (Union Sta.) 0.5	65 Mixed		Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	5.30AM-1.30PM 2.45PM10.45PM	5.30AM-1.30PM 2.45PM10.45PM	
	Leave Daily				Arrive Daily						
Yard K B	9.00PM		44.2	TO-R WACO (Union Sta.) 0.5		186.9	7.00AM				

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	Time	Distance	Tower { (St.L.S.W. Cross.) 21 (M-K-T Cross.)	Distance	Time	Notes
	9.03PM	43.7		186.4	6.15AM	Continuous
30	f 9.26	35.9	HARRISON	178.6	f 5.45	
25	f 9.44	29.9	RIESEL	172.6	f 5.25	
35	f 9.56	25.8	PERRY	168.5	f 5.10	
24 W	s 10.50	17.7	(I-G. N. Crossing) MARLIN	160.4	s 4.45	8.00AM11.30AM 12.30PM5.00PM Closed
38	f 11.25PM	8.5	REAGAN	151.2	f 4.05	
Yd WY	12.30AM	0.0	TO-R BREMOND	142.7	3.40AM	12.20AM4.20PM 12.20AM4.20PM
	Arrive Daily 66				Leave Daily 65	

(3.30) ..Time Over Subdivision... (3.20)
12.6 ..Average Speed per Hour.. 18.3

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

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

EASTWARD LLANO SUBDIVISION WESTWARD 9

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance From Llano	TIME TABLE No. 11 March 1, 1938		Distance From Austin	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	254 Mixed			TO-R LLANO 19.6 KINGSLAND 9.4 FAIRLAND 5.9 MARBLE FALLS 6.2 FAIRLAND 2.6 SUDDUTH 7.2 WILKIE 0.6	Arrive Daily Ex. Sunday		Sundays and Legal Holidays Only	6.00AM to 8.00PM	See Note	
	Leave Daily Ex. Sunday									Sundays and Legal Holidays Only
Yard WY 29 B	6.00AM		0.0	TO-R LLANO 19.6		98.7	1.15PM		6.00AM to 8.00PM See Note	
25 W	s 6.50		19.6	KINGSLAND 9.4		79.1	s 12.01PM			
29 Y	7.20		29.0	R FAIRLAND 5.9		69.7				
20 Spur Y	s 8.05		34.9	TO MARBLE FALLS 6.2		75.9			8.00AM to 5.00PM Closed	
29 Y	s 8.30		29.0	R FAIRLAND 2.6		69.7	s 11.35AM			
17 W	f 8.45		31.6	SUDDUTH 7.2		67.1	f 11.25			
Y Y			38.8	R WILKIE 0.6		59.9				
Yard 41 OW	s 9.15AM 1.45PM		39.4	TO-R BURNET 0.6		60.5	s 11.00 10.30		8.00AM to 5.00PM Closed	
12 Spur Y			38.8	R WILKIE 2.9		59.9	10.24			
13 Spur			41.7	DOUBLING SPUR 0.9		57.0				
32	2.07		42.6	SUMMIT 6.3		56.1	10.14			
21	s 2.30		49.4	TO BERTRAM 5.5		49.3	s 9.54		8.00AM to 5.00PM See Note	
28	2.41		54.9	GROVER 4.6		43.8	9.33			
15 W	s 3.10		59.5	TO LIBERTY HILL 7.6		39.2	s 9.23		8.00AM to 5.00PM See Note	
19	s 3.40		67.1	TO LEANDER 5.6		31.6	s 9.00		8.00AM to 5.00PM See Note	
18	f 3.51		72.7	CEDAR PARK 4.3		26.0	f 8.35			
21	f 4.00		77.0	RUTLEDGE 5.2		21.7	f 8.26			
27 I	s 4.35		82.2	TO McNEIL (I-G. N. CROSSING) 3.7		16.5	s 8.15		8.00AM to 5.00PM See Special instructions page 11	
22	f 4.43		85.9	WATERS PARK 2.4		12.8	f 7.56			
10	4.50		88.3	FROMME 9.0		10.4	7.48			
Yard OTWY	5.15PM		97.3	Automatic Block System (AUSTIN JUNCTION)		1.4	7.30AM			
	Arrive Daily Ex. Sunday 254						Leave Daily Ex. Sunday 253			

(6.45) ..Time Over Subdivision... (5.45)
14.4 ..Average Speed per Hour.. 16.9

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

Trains operating via Burnet or Marble Falls must obtain clearance at these points. Extra trains will not operate via Burnet or Marble Falls unless so directed by train order. No. 254 from Llano, register time of arrival only, at Fairland and Wilkie. Nos. 253 and 254 will stop on flag at Gabriel River, Granite Mountain, Sandstone, Beverly and Graphite. Cars, gross weight over 169,000 pounds, and engines heavier than C-24 class must not be handled on this subdivision between Fairland and Marble Falls, and Fairland and Llano.

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

EASTWARD LAMPASAS 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		Distance From Lampasas	TIME TABLE No. 11 March 1, 1938		Distance From Burnet	SECOND CLASS		Train Order Office Hours	
	254 Mixed			TO-R LAMPASAS 11.6 LAKE VICTOR 11.4 BURNET	Arrive Daily Ex. Sunday		Sundays and Legal Holidays Only	8.00AM-5.00PM Closed		
	Leave Daily Ex. Sunday								Sundays and Legal Holidays Only	
23 Y	12.25PM		0.0	R LAMPASAS 11.6		23.0	11.55AM			
18 W	f 12.55		11.6	LAKE VICTOR 11.4		11.4	f 11.10			
Yard 41 OW	1.40PM		23.0	TO-R BURNET		0.0	10.40AM		8.00AM-5.00PM Closed	
	Arrive Daily Ex. Sunday 254						Leave Daily Ex. Sunday 253			

(1.15) ..Time Over Subdivision... (1.15)
18.4 ..Average Speed per Hour.. 18.4

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

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

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

RATINGS OF ENGINES IN FREIGHT SERVICE

Table with columns: CLASS, ENGINE NUMBERS, Houston to Hempstead, Hempstead to Hearne, Hearne to Ennis, Ennis to Dallas, Dallas to Sherman, Sherman to Denison, Denison to Sherman, Sherman to Ennis, Ennis to Bremond, Bremond to Hearne, Hearne to Bryan, Bryan to Hempstead, Hempstead to Houston, Houston to Ft. Worth, Ft. Worth to Ennis, Ennis to Waco, Waco to Bremond, Bremond to Paris, Paris to Ennis.

Table with columns: CLASS, ENGINE NUMBERS, Hempstead to Chapel Hill, Chapel Hill to Austin, Austin to Summit, Summit to Llano, Llano to Fairland, Fairland to Wilkie, Wilkie to Summit, Summit to Austin, Austin to Paige, Paige to Hempstead, Hempstead to Burnet, Burnet to Lampasas, Lampasas to Hearne and Flatonia, Hearne and Flatonia to Yoakum and Waco.

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.

Table with columns: Nominal Capacity, Journal, Total Weight Car and Contents. Rows include 40,000 lbs., 60,000, 80,000, 100,000, 140,000 lbs. with corresponding journal sizes and total weights.

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

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

PASSENGER ENGINE RATINGS—NUMBER OF CARS AND TONS PER TRAIN

Table with columns: Engines, Class, Houston & Dallas Nos. 13-14, Houston & Dallas Nos. 15-16, Houston & Dallas Nos. 17-18, San Antonio & Hearne, Austin, Houston or Hempstead Nos. 45-46-42-43, Ennis & Fort Worth Nos. 82-83-85-86, Average Weight Per Car (Trains, Tons).

(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

Table with columns: Station, Subdivision, Distance from, Miles, Car Capacity and Direction Opening if Spur, Station, Subdivision, Distance from, Miles, Car Capacity and Direction Opening if Spur.

TIME INSPECTORS

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

LEGAL HOLIDAYS

Table listing 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).

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

Denison Subdivision:

Ferris: All Brick Yard tracks.
Wilmer: Texas Electric interchange track.
Plano: West Transfer track, 6 car lengths beyond road crossing. East Transfer track beyond east end of laborers' quarters.

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

Van Alstyne: Elevator track.
Denison: Cotton Mill track.

Flatonina Subdivision:

Flatonina: Old SA&AP house track.
Lena: Spur.
Winchester: Spur.

Austin Subdivision:

Brenham: Schleider's spur.

32. Location of Bulletin Books.
At Houston: Passenger Station; Passenger and Freight Enginehouses; General Yardmaster's office, Hardy Street.

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

34. Track No. 4 through Hempstead Yard is designated as Austin Subdivision main track and must be kept clear.
Austin Subdivision trains will enter and leave Hearne subdivision main track at east end of track No. 4.

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

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

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

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

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

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

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

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

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

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

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

Trains take water at Terrell only in emergency.

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

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

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

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

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

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

SPRING SWITCHES

45. Oil-buffer switches are located as follows:
Freight Route between Tower 26 and Boulevard Junction—east end of double track.
Freight Route between Tower 26 and Boulevard Junction—west end of double track.
Hearne—lead switch west end of yard.
Bremond—west switch of siding.
Corsicana—east switch of siding.
Ennis—lead switch west end of yard.

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

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

46. STRUCTURES LESS THAN STANDARD CLEARANCE.

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

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

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

(a) Austin Yard Limit extends to yard limit board east of Austin Junction on Austin Subdivision and to yard limit board west of Austin Junction on Llano Subdivision.
(b) Burnet Yard Limit extends to yard limit board on Lampasas Subdivision and on Llano Subdivision to yard limit board one mile east of Burnet to yard limit board one mile west of Burnet.
(c) Dallas Yard Limit extends from a point 1000 feet west of Lawther to a point 1000 feet east of East siding switch Miller, and from Forest Avenue to a point 1000 feet west of Briggs.
(d) Hearne Yard Limit extends to yard limit board 4.7 miles west on Flatonina Subdivision.
(e) Waco Yard limit extends to yard limit board west of Texand on Cameron Subdivision.

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

Flatonina Subdivision:

Colorado River Bridge near West Point.

Cameron Subdivision:

Little River Bridge near Cameron.

Llano Subdivision:

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

Fort Worth Subdivision:

28-F, Mountain Creek, east of Britton.

Waco Subdivision:

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

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

Paris Subdivision:

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

25-B, Kings Creek, east of Kaufman.

42-B, Kings Creek, west of Terrell.

52-E, Sabine River, west of Hetty.

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

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

112-J, Honey Creek, east of Howland.

119-B, Auds Creek, west of Atlas.

MAP OF THE DALLAS AND AUSTIN DIVISIONS

SOUTHERN PACIFIC LINES
TEXAS AND NEW ORLEANS RAILROAD COMPANY

SCALE OF MILES

