

SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS AND AUSTIN DIVISIONS

37

To Take Effect Sunday, December 6, 1942, at 12:01 A. M.

CENTRAL STANDARD TIME

For the government and information of employes only.

A. D. MIMS,
Vice President and General Manager

B. S. HOLLIMON,
Assistant General Manager

T. B. OLLIS,
Acting Superintendent of Transportation

EASTWARD

DENISON SUBDIVISION

WESTWARD

Length of trains in cars, location of switch, water and fuel stations, standees, trucks, interlocking plants, turn tables, ways and tele-phones.	SECOND CLASS				FIRST CLASS				Distance from Denison	TIME TABLE No. 37 December 6, 1942	Mile Post Location	FIRST CLASS				SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	344	342	76	18	14	16	17	15				13	75	257	263				
	Freight	Freight	Frisco Passenger 507	The Owl	The Sunbeam	The Hustler	The Owl	The Hustler				The Sunbeam	Frisco Passenger 504	Freight	Freight				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave 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 BKWZTP	12.50PM	2.00AM	6.40AM				0.0	TO-R DENISON	337.9				6.00AM	3.40PM	Continuous	Continuous			
Yard I			6.41				0.4	TOWER 93 (Two M-K-T Cross.)	337.5						Continuous	Continuous			
Yard BKP	1.08	2.20	6.55				7.6	TO R NORTH SHERMAN JOT.	330.3				5.40	3.10	Continuous	Continuous			
Yard 35BWYIP	1.30	2.45	7.00AM				9.1	TO-R (Tower 16 T. & P. Cross.) SHERMAN	328.8				5.35	3.05	Continuous	Continuous			
45 P	1.50	3.05					18.8	HOWE	319.1				4.35	2.14					
64 P	2.02	3.17					25.0	TO VAN ALSTYNE	312.9				4.15	2.02	8.30AM to 11.59AM 1.00PM to 5.30PM	8.30AM to 11.59AM 1.00PM to 5.30PM			
40 P	2.14	3.30					30.3	TO ANNA	307.6				4.00	1.41	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed			
27 P	2.24	3.45					34.9	MELISSA	303.0				3.45	1.30					
Yard 33 WYP	2.41	4.00					41.6	TO MCKINNEY	296.3				3.27	1.05	7.00AM to 12.01PM 1.01PM to 4.00PM	7.00AM to 12.01PM 1.01PM to 4.00PM			
42 P	3.01	4.25					49.4	ALLEN	288.5				3.07	12.40					
21 IP	3.16	4.45					55.5	TO PLANO (Tower 49 St. L. S. W. Cross.)	282.4				2.52	12.25	Continuous	Continuous			
40 P	3.28	5.00					60.7	RICHARDSON	277.2				2.37	12.10PM					
P	3.40	5.13					64.9	GIFFORD	273.0				2.27	11.58AM					
73 P	3.52	5.26					69.3	RAWLINS	9.4				2.17	11.46					
IP	4.05PM	5.40AM					73.9	TO (Tower 119 T. & P. Cross.) T. & P. JUNCTION	4.8				2.07AM	11.35AM	Continuous	Continuous			
P							64.9	GIFFORD	273.0										
Yard IP							69.4	HILAND (Tower 35, M-K-T Crossing)	268.5										
WOTYBEP								TO-R DALLAS (Union Station)	264.9										
I	Via T. & P. Junction and Belt Junction						11.00PM	5.00PM	8.10AM										
Yard																			
Yard YIP								TO-R DALLAS (Union Station)	263.4										
IP								(G. O. & S. F. Crossing)	263.1										
Yard P								FOREST AVENUE	2.0										
Yard 107 P								BELT JUNCTION (Tower 118)	261.2										
Yard YIP								TO (Tower 119, T. & P. Cross.) T. & P. JUNCTION	4.8										
Yard 180 BKWZTP	4.30PM	6.40AM					73.9	BRIGGS	4.1										
28 P	4.40	7.00					74.6	FOX	2.7										
67 P	4.50	7.10					76.0	TO (Tower 118 T. & N. O. Cross.) BELT JUNCTION	2.0										
West 85 East 46 P	4.59	7.20					76.7	MILLER	268.8										
83 P	5.14	7.45					79.1	HUTCHINS	264.4										
Yard BKWZTP	5.30PM	8.40AM					83.5	WILMER	260.0										
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	87.9	TO FERRIS	245.9										
	344	342	76	18	14	16	92.0	TO PALMER	238.7										
	(4.40)	(6.40)	(0.20)	(0.50)	(0.40)	(0.45)	99.2	GARRETT	233.7										
	22.9	16.0	27.3	40.8	51.0	45.3	104.2	TO-R ENNIS	230.9										
							107.0												

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

(0.55) (0.50) (0.43) (0.20) (5.15) (5.40)
 37.1 40.8 47.4 27.3 20.4 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 Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 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. Time at Dallas (Union Station) for information only. See Dallas Union Terminal Company's current time-table for train movements through the limits of Dallas Union Terminal. Tower 19 controls movement of trains between Forest Avenue and east limits of Dallas Union Terminal Company's tracks, near G. C. & S. F. crossing. See Special Instructions, Page 14, for movement of trains between Miller and Belt Junction; between Belt Junction and T. & P. Junction and between Belt Junction and Forest Avenue. Nos. 15 and 16 stop on flag at Wilmer and Hutchins to entrain or detrain revenue passengers. Schedule time and train orders for eastward trains from direction of Dallas (Union Station) at Belt Junction apply at end of double track.

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. 37 December 6, 1942	Mile Post Location	FIRST CLASS			SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.	
	54	344	342	258	14	16	18	17	15				13	343	263	257	53				
	Local Freight	Freight	Freight	Freight	The Sunbeam	The Hustler	The Owl	The Owl	The Hustler				The Sunbeam	Freight	Freight	Freight	Local Freight				
Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only						
Yard BEWOTYP	6.00AM	9.00PM	11.30AM	3.00AM	5.40PM	9.00AM	12.05AM	0.0	TO-B ENNIS 5.6	230.9	5.45AM	12.55PM	8.27PM	4.30AM	8.10AM	4.45PM	11.20AM	Continuous	Continuous		
72 P	6.10	9.12	11.43	3.12	5.46	9.07	12.13	6.8	ALMA 4.2	226.8	5.33	12.47	8.21	4.14	7.50	4.24	11.09				
72 P	6.18	9.20	11.51AM	3.20	5.50	9.11	12.17	9.8	RIE 4.4	221.1	5.28	12.42	8.17	4.06	7.40	4.15	10.57				
23 P	6.26	9.29	12.01PM	3.28		9.16	12.22	14.2	CARL 6.5	216.7	5.22	12.37		3.58	7.25	4.00	10.45				
Yard 168 IWP	7.10	9.42	12.28	3.45 5.10	6.00	9.28	12.47	20.7	TO CORSICANA (St. L. S. W. Crossing) 8.3	210.2	5.10	12.28	8.06	3.45	7.10	3.35	10.30	Continuous	Continuous		
78 P	7.30	9.55	12.40	5.30	6.07	9.35	12.56	27.0	ANGUS 5.5	203.9	4.54	12.17	8.00	3.30	6.45	3.04	10.08				
64 P	7.45	10.06	12.50	5.41	6.12	9.41	1.03	32.6	RIOHLAND 4.4	198.4	4.46	12.10	7.55	3.19	6.30	2.53	9.55				
73 P	7.55	10.15	12.58	5.49	6.16	9.45	1.08	36.9	CURRIE 5.5	194.0	4.41	12.05PM	7.51	3.10	6.20	2.42	9.45				
70 P	8.10	10.26	1.08	6.00	6.21	9.52	1.16	42.4	TO WORTHAM 2.0	188.5	4.33	11.59AM		2.59	6.00	2.29	9.20	8.00AM to 12.30PM 1.30PM to 5.00PM	8.00AM to 12.30PM 1.30PM to 5.00PM		
73 P	8.15	10.30	1.12	6.04		9.55	1.19	44.4	GUDE 5.5	186.5	4.30	11.56	7.45	2.55	5.48	2.25	9.15				
85 P	9.00	10.42	1.22	6.15	6.28	10.03	1.31	49.9	TO MEXIA 1.9	181.0	4.21	11.50	7.40	2.44	5.35	2.13	9.00	Continuous	Continuous		
71 WIP	9.15	10.45	1.26	6.18	6.30	10.06	1.34	61.8	(Tower 63 B. R. I. Cross.) SPRINGFIELD 5.3	179.1	4.13	11.47	7.38	2.41	5.30	2.10	8.40	Cabin	See Page 13		
34 P	9.30	10.56	1.38	6.30	6.35	10.12	1.41	67.1	DOYLE 4.3	173.8	4.05	11.41	7.33	2.30	5.19	1.59	8.30				
85 WP	10.00	11.05	1.50	6.39	6.39	10.20	1.51	61.4	TO GROESBEEOK 8.2	169.5	3.58	11.36	7.29	2.20	5.10	1.50	8.20	8.00AM to 12.15PM 1.15PM to 5.00PM	8.00AM to 12.15PM 1.15PM to 5.00PM		
71 P	10.20	11.21	2.06	6.55	6.47	10.31	2.03	69.6	TO THORNTON 8.1	161.3	3.44	11.24	7.21	2.03	4.55	1.34	8.01	4.01PM to 8.01AM	4.01PM to 8.01AM		
81 P	10.42	11.37	2.22	7.10	6.54	10.42	2.15	77.7	TO KOSSE 4.8	163.2	3.33	11.14	7.14	1.46	4.40	1.18	7.41	8.00AM to 12.01PM 1.01PM to 5.00PM	8.00AM to 12.01PM 1.01PM to 5.00PM		
82 P	11.08	11.47PM	2.47	7.20	6.58	10.48	2.22	82.6	DENNY 5.7	148.4	3.25	11.08	7.09	1.36	4.30	1.07	7.20				
Yard 147 WYP	11.30	12.01AM	3.08	7.35	7.03	11.00	2.40	88.2	TO BREMOND 5.6	142.7	3.15	11.00	7.03	1.26	4.20	12.52	7.00	Continuous	Continuous		
93 P	11.43	12.11	3.20	7.46	7.08	11.07	2.50	93.8	HAMMOND 8.5	137.1	2.50	10.51	6.52	1.15	4.10	12.38	6.40				
87 P	11.59AM	12.27	3.40	8.02	7.15	11.19	3.03	102.3	TO CALVERT 4.6	128.6	2.35	10.41	6.45	1.01	3.55	12.23	6.20	12.01AM to 4.00PM	12.01AM to 4.00PM		
52 P	12.16PM	12.36	3.48	8.12	7.20	11.25	3.10	106.9	SEGER 3.3	124.0	2.26	10.35	6.41	12.53	3.45	12.16	6.10				
Yard BEWOTYP	12.30PM	12.45AM	4.00PM	8.30AM	7.28PM	11.35AM	3.15AM	110.2	(I.-G. N. Crossing) TO-B HEARNE	120.7	2.20AM	10.30AM	6.37PM	12.45AM	3.35AM	12.10PM	6.00AM	Continuous	Continuous		
Arrive Mon., Wed. & Fri.	54	344	342	258	14	16	18				17	15	13	343	263	257	53				

(6.30) 17.0 (3.45) 29.4 (4.30) 24.5 (5.30) 20.0 (1.48) 61.2 (2.35) 42.7 (3.10) 34.8 ... Time Over Subdivision ... (3.25) 32.3 (2.25) 45.6 (1.50) 60.1 (3.45) 29.4 (4.35) 24.0 (4.35) 24.0 (5.20) 20.7 ... Average Speed per Hour ...

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

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 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 station building.
When Nos. 15 and 16 meet at Bremond, No. 15 take siding at first crossover east of station building.

Nos. 15 and 16 stop on flag at Rice and Alma to entrain or detrain revenue passengers.
Nos. 17 and 18 stop on flag at Hammond, Wortham and Currie to entrain or detrain revenue passengers.
No. 18 stop at any station to detrain passengers from points on Ft. Worth Subdivision.
Bus to and from Waco connects at Bremond with Nos. 15 and 16.

Length of sidings in cars, location of bulletin, water and fuel stations, standard cleats, interlocking plants turn tables, eyes and tele signals.	SECOND CLASS			FIRST CLASS					Distance from Hearne	TIME TABLE No. 37 December 6, 1942	Mile Post Location	FIRST CLASS					SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	342	240	344	14	42	16	18	46				15	43	13	17	45	257	239	343		
	Freight	Freight	Freight	The Sunbeam	Passenger	The Hustler	The Owl	Passenger				The Hustler	Passenger	The Sunbeam	The Owl	Passenger	Freight	Freight	Freight		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard BKWOITYP	4.30PM		1.30AM	7.28PM		11.35AM	3.20AM		0.0	(I.-G.N. Crossing) TO-R HEARNE 1.0	120.7	10.30AM		6.37PM	2.15AM		11.35AM		12.20AM	Continuous	Continuous
Yard P									1.0	HEARNE JUNCTION 4.9	119.7	10.25		2.08							
60 P	4.42		1.42	7.35		11.43	3.35		5.9	SUTTON 3.6	114.8	10.20		6.31	2.02		10.59		11.55PM		
44 P	4.49		1.57			11.47	3.39		9.5	RUFINOH 3.7	111.2	10.16			1.57		10.52		11.47		
40 P	4.56		2.12	7.41		11.52AM	3.44		18.2	BENCHLEY 7.8	107.5	10.12		6.25	1.52		10.45		11.41		
Yard P						12.04PM	4.04		21.0	BRYAN 0.8	99.7	10.02			1.40						
Yard 81 IP	5.14		2.30	7.49		12.06	4.06		21.8	TO (Tower 38 I.-G.N. Cross.) BRYAN SIDING 4.0	98.9	9.58		6.16	1.29		10.30		11.25	Continuous	Continuous
78 WIPY	5.22		2.37	7.54		12.16	4.20		26.8	COLLEGE STATION (Tower 7 I.-G.N. Cross.) 6.3	94.9	9.53		6.12	1.23		10.22		11.17	Continuous	Continuous
72 P	5.35		2.47	8.00		12.24	4.29		32.0	WELLBORN 8.2	88.7	9.41		6.05	1.06		10.10		11.06		
58 P	5.58		3.00	8.07		12.33	4.38		40.2	MILLICAN 4.4	80.5	9.32		5.58	12.56		9.54		10.51		
49 P	6.10		3.07	8.11		12.37	4.43		44.6	NELLEVA 5.0	78.1	9.27		5.54	12.51		9.45		10.43		
I									49.6	TOWER 9 (I.-G.N. Cross.) 0.3	71.1									Continuous	Continuous
Yard TIPW						12.45	4.55		49.9	TO NAVASOTA (G.O. & S.F. Crossing) 0.5	70.8	9.20			12.43					Continuous	Continuous
Yard 82	6.23		3.20	8.17		12.46	4.56		50.4	NAVASOTA SIDING 3.8	70.3	9.17		5.47	12.35		9.30		10.32		
49 P	6.30		3.27	8.21		12.50	5.01		54.2	CHAILLE 4.1	68.5	9.13		5.44	12.31		9.22		10.26		
74 P	6.38		3.34	8.25		12.55	5.06		58.8	COURTNEY 7.3	62.4	9.09		5.40	12.26		9.09		10.19		
40 P	6.52		3.46			1.02	5.15		65.6	HOWTH 4.4	55.1	9.01			12.17		8.45		10.05		
Yard 180 PKWOYB	7.02	4.00AM	3.55	8.35	5.30PM	1.08	5.22	4.25AM	70.0	TO-R HEMPSTEAD 4.6	50.7	8.55	9.30AM	5.30	12.10	12.25AM	8.33	9.30PM	9.56	Continuous	Continuous
50 P	7.12	4.15	4.04	8.40	5.39	1.13	5.28	4.33	74.6	PRAIRIE SIDING 1.0	46.1	8.50	9.22	5.26	12.01AM	12.15	8.21	9.00	9.48		
P						5.42		4.36	75.6	PRAIRIE VIEW 4.1	45.1		9.19		12.13						
89 P	7.22	4.25	4.12	8.44	5.49	1.19	5.35	4.43	79.7	WALLER 5.3	41.0	8.44	9.12	5.22	11.54PM	12.07AM	8.11	8.44	9.40		
66 P	7.32	4.35	4.20	8.48	5.57	1.24	5.42	4.50	85.0	TO HOOKLEY 9.7	35.7	8.39	9.04	5.18	11.48	11.59PM	7.57	8.15	9.32	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
82 WP	7.51	4.50	4.35	8.56	6.10	1.34	5.52	5.02	94.7	OYPRESS 7.5	26.0	8.30	8.50	5.10	11.37	11.46	7.36	7.51	9.17		
72 P	8.06	5.12	4.47	9.02	6.20	1.41	6.00	5.12	102.2	SATSUMA 5.9	18.5	8.23	8.41	5.04	11.28	11.35	7.28	7.32	9.02		
72 P	8.18	5.27	4.56	9.07	6.28	1.47	6.07	5.21	108.1	FAIRBANKS 6.9	12.6	8.17	8.32	4.59	11.21	11.27	7.05	7.20	8.42		
Yard YIP	8.30	5.40	5.10	9.14	6.40	1.54	6.15	5.30	116.0	TO EUREKA (Tower 18 M.-K.-T. Cross.) 2.5	5.7	8.10	8.22	4.53	11.13	11.18	6.45	7.00	8.30	Continuous	Continuous
Yard	8.40	5.47	5.20						117.5	BOULEVARD JOT. 2.0	3.2						6.37	6.50	8.23		
Yard WBKP	Via Freight Route Boulevard Junction to Tower 26.			9.25PM	6.55PM	2.05PM	6.30AM	5.45AM	119.5	TO-R HOUSTON (Passenger Station) 2.0	1.2	8.00AM	8.10AM	4.45PM	11.00PM	11.05PM	Via Freight Route Tower 26 to Boulevard Junction			Continuous	Continuous
Yard D. T. 106 cars each	8.40	5.47	5.20						117.5	BOULEVARD JOT. 1.1	3.2						6.37	6.50	8.23		
Yard I	8.45	5.51	5.25						118.6	NILES 2.1	1.4						6.33	6.45	8.20		
Yard I	8.55	5.56	5.40						120.7	TOWER 26 (T. & N.O. Cross.) 2.1	860.5						6.27	6.40	8.12	Continuous	Continuous
Yard BKP	9.30PM	6.10AM	6.00AM						122.8	TOWER 68 0.3	858.4									Continuous	Continuous
	9.30PM	6.10AM	6.00AM						123.1	TO-R ENGLEWOOD 0.3	858.1						6.15AM	6.30PM	8.00PM	Continuous	Continuous
	342	240	344	14	42	16	18	46				15	43	13	17	45	257	239	343		

... 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 Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 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.

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

No. 18 stop at any station to detrain passengers from points on the Ft. Worth Subdivision; stop on flag at Hempstead to entrain revenue passengers for Houston or to detrain revenue passengers from Navasota and west.

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

No. 16 stop on flag at Prairie View to entrain revenue passengers for Houston.

EASTWARD

FORT WORTH SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, ways and tele-phones.	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance from Fort Worth	TIME TABLE No. 37 December 6, 1942	Mile Post Location	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations			
		74 Local Freight		92 Freight	96 Freight		86 Passenger					85 Passenger		91 Freight	95 Freight		73 Local Freight		Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Leave Daily Ex. Sunday		Leave Daily	Leave Daily		Leave Daily					Arrive Daily		Arrive Daily	Arrive Daily		Arrive Daily Ex. Sunday			
Yard							9.45PM	0.0	R FORT WORTH (Union Station)	58.0	8.00AM									
Yard I								0.4	TOWER 55 (T. & P. Crossing)	52.6						Continuous	Continuous			
Yard BEWZFP		5.00AM		6.00PM	4.05AM		9.48	0.8	TO-R FORT WORTH (Frt. Yard)	52.2	7.51		3.35AM	1.50PM	4.05AM	Continuous	Continuous			
Yard I								1.1	A. S. S. { TOWER 126 (G. C. & S. F. Crossing)	51.9						Continuous	Continuous			
Yard								1.8	M-K-T Jct.	51.2										
Yard I								2.8	TOWER 53 (M-K-T Crossing)	50.2	7.44					Continuous	Continuous			
54 P		5.25		6.25	4.30		10.01	7.1	BRAMBLETON	45.9	7.36		3.10	1.25	3.27					
52 P		5.35		6.33	4.43		10.07	10.7	KENNEDALE	42.3	7.30		2.57	1.15	3.18					
52 P		5.45		6.40	4.56		10.14	14.6	BISBEE	38.4	7.23		2.45	1.05	3.08					
WP		6.00		6.50	5.10		10.22	18.9	TO MANSFIELD	34.1	f 7.14		2.31	12.55	2.58	7.00AM to 12.30PM 1.30PM to 4.00PM	Closed			
54 P		6.20		7.00	5.25		10.29	23.8	BRITTON	29.7	f 7.06		2.18	12.45	2.48					
IP							10.42	29.9	MIDLOTHIAN (G. O. & S. F. Crossing)	23.1	f 6.54					Automatic	See Page 13			
42 P		6.51		7.22	5.55		10.44	30.7	DILLARD	22.3	6.51		1.58	12.22PM	2.28					
31 P		7.10		7.35	6.10		10.53	36.8	SARDIS	16.2	6.42		1.38	11.59AM	2.15					
Yard IP								40.2	TO TOWER 67 (M-K-T Crossing)	12.8						Continuous	Continuous			
Yard 78 YP		8.13		7.48	6.33		11.03	41.5	WAXAHACHIE	11.5	s 6.33		1.24	11.44	2.05					
38 P		8.40		8.03	6.48		11.15	47.8	BOYCE	5.2	f 6.19		1.08	11.28	1.50					
		9.00		8.18	7.00		11.25	53.0	GARRETT	0.0	6.11		12.57	11.17	1.37					
Yard BEWZFTY		9.15AM		8.20PM	7.10AM		11.35PM	55.8	TO-R ENNIS	230.9	6.05AM		12.50AM	11.10AM	1.30AM	Continuous	Continuous			
		Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily		Arrive Daily				Leave Daily		Leave Daily	Leave Daily	Leave Daily Ex. Sunday					
		74		92	96		86				85		91	95	73					
		(4.15) 12.9		(2.20) 23.6	(3.05) 17.3		(1.5) 30.4	Time Over Subdivision.....		(1.55) 29.1		(2.45) 20.0	(2.40) 20.6	(2.35) 21.3					
								Average Speed per Hour.....											

EASTWARD		WACO SUBDIVISION				WESTWARD		
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, ways and tele-phones.	SECOND CLASS		Distance from Waco	TIME TABLE No. 37 December 6, 1942	Mile Post Location	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
		66 Mixed					65 Mixed	
		Leave Daily					Arrive Daily	
Yard KB		9.00PM	0.0	TO-R WACO (Union Sta.)	44.2	6.30AM	7.00AM 11.00PM 7.00AM 11.00PM	
I Yard		9.03PM	0.5	TOWER 21 (St. L. S. W. Cross.)	43.7	6.05AM	Continuous Continuous	
21		f 9.26	8.8	HARRISON	35.9	f 5.35		
18		f 9.44	14.8	RIESEL	29.9	f 5.15		
17		f 9.56	18.5	PERRY	25.7	f 5.00		
Yard 89 W		s 10.50	26.5	(I-G. N. Crossing) MARLIN	17.7	s 4.35		
		f 11.25	35.7	REAGAN	8.5	f 3.45		
Yd WY		11.50PM	44.2	TO-R BREMOND	0.0	3.20AM	Continuous Continuous	
		Arrive Daily				Leave Daily		
		66				65		
		(2.50) 15.6	Time Over Subdivision.....		(3.10) 13.9		
			Average Speed per Hour.....				

FORT WORTH SUBDIVISION

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

Nos. 85 and 86 stop on flag at Garrett and Kennedale to entrain or detrain revenue passengers.

WACO SUBDIVISION

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

Nos. 65 and 66 stop on flag at Neale.

6 EASTWARD PARIS SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard stocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance from Paris	TIME TABLE No. 37 December 6, 1942	Mile Post Location	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations			
	262 Local Freight	Leave Daily Ex. Sunday				261 Local Freight	Arrive Daily Ex. Sunday	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only		
Yard EWOTPB I		7.00AM	0.0	TO-R PARIS (St. L. S. F. & T. Crossing) (T. & P. Crossing)	124.3	2.30PM	8.00AM 11.30AM 12.30PM 5.00PM	Closed	Automatic See Page 13		
21		7.30	7.4	7.4 ATLAS	116.9	1.50					
23		7.40	9.9	2.5 HOWLAND	114.4	1.40					
22		8.05	17.2	7.3 ENLOE	107.1	1.15					
16 W		8.30	22.0	4.8 OOPER	102.3	1.00					
19		8.45	26.9	4.9 KLONDIKE	97.4	12.35					
28		9.05	32.6	5.7 HORTON	91.7	12.15					
Yard 84		9.30AM	37.5	4.9 (St. L. S. W. Crossing) OOMERCE	86.8	12.01PM		Continuous	Continuous		

Trains operate between Greenville and Commerce via St. L. S. W. Ry. and will be governed by the rules and regulations, current time-table and special instructions of that line while on their tracks.

Yard W		11.00AM	51.3	TO GREENVILLE 0.6	73.0	11.00AM		Continuous	Continuous
Yard			51.9	L. A. & T. CROSSING 1.2	72.4				
			53.1	M-K-T CROSSING 3.3	71.2				
27		11.30	56.4	HARLOW 6.1	67.9	10.25			
22		11.45AM	62.5	OASH 5.8	61.8	10.10			
84		12.05PM	68.3	QUINLAN 9.8	56.0	9.50			
27		12.40	78.1	BRIN 5.2	46.2	9.15			
W I			83.3	TO TERRELL (T. & P. Crossing) 0.6	41.0			Continuous	Continuous
26		1.45	83.9	TERRELL SIDING 4.9	40.4	8.30			
21		2.00	88.8	OARTWRIGHT 5.2	35.5	8.15			
Yd. WY		2.30PM	94.0	TO KAUFMAN	30.3	8.00AM	6.15AM-3.15PM 6.15AM-3.15PM		

Time at Briggs and Miller for information only. See page 14 for movements between these points. Trains operate between Briggs and Kaufman Via Houston Division and will be governed by current time table and special instructions of that division between these points. Trains between Briggs and Miller may operate under schedule numbers designated by current time table of the Houston Division.

Yard P		3.42PM	125.9	Positive Block	BRIGGS 1.4	4.1	6.10AM		
Yard 107 P			127.3		FOX 0.7	2.7			
Yd. YIP			128.0		(Tower 118 T. & N.O. Cross.) BELT JUNCTION 2.4	261.2			Continuous
Yard 180 BKWOPT		4.00PM	130.4	TO MILLER	258.8	6.00AM		Continuous	Continuous
		Arrive Daily Except Sunday				Leave Daily Except Sunday			
		262				261			

(9.00) 14.5 ... Time Over Subdivision... (8.30) 15.3
...Average Speed per Hour...

EASTWARD CAMERON SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard stocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS		Distance from Giddings	TIME TABLE No. 37 December 6, 1942	Mile Post Location	FIRST CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations					
	268 Local Freight	Leave Daily Ex. Sunday				52 Passenger	Leave Daily	51 Passenger	267 Local Freight	Arrive Daily	Arrive Daily Ex. Sunday		
Yard BKOPWY		4.00AM	0.0	TO-R GIDDINGS 7.9	67.2	6.40PM	11.40AM	11.30PM	Continuous	Continuous			
11 Spur East		4.20	7.9	LINCOLN 10.2	75.1	6.57	11.22	11.03					
24		4.54	18.1	6.2 LEXINGTON	85.3	7.20	11.02	10.34					
13 Spur West		5.10	24.3	3.0 TANGLEWOOD	91.5	7.34	10.49	10.14					
24		5.19	27.3	8.3 HICKS	94.5	7.40	10.43	10.04					
I			35.6	TO TOWER 54 (L.-G.N. Cross.) 0.2	102.8				Continuous	Continuous			
25 W		6.10	35.8	7.7 ROCKDALE	103.0	7.58	10.26	9.40					
		6.35	43.5	6.7 MINERVA	110.7	8.14	10.10	9.00					
I			50.2	TO TOWER 52 (G.O. & S.F. Cross.) 0.4	117.4				Continuous	Continuous			
46 W		7.25	50.6	TO CAMERON 4.7	117.8	8.33	9.53	8.33	8.00AM 12.01PM 1.01PM-5.00PM	Closed			
19		7.38	55.3	3.1 SPLAWN	122.5	8.43	9.41	7.31					
28		7.47	58.4	3.6 BEN ARNOLD	125.6	8.50	9.35	7.21					
26		8.10	62.0	4.2 BURLINGTON	129.2	8.58	9.28	7.10					
25		8.40	66.2	4.6 TO ROSEBUD	133.4	9.08	9.20	6.58	8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM			
22		9.10	70.8	4.9 TRAVIS	138.0	9.17	9.10	6.38					
26 W		9.34	75.7	6.0 TO LOTT	142.9	9.28	9.00	6.23	8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM			
30		9.59	81.7	5.7 OHILTON	148.9	9.41	8.47	6.06					
27		10.17	87.4	0.9 SATIN	154.6	9.53	8.35	5.49					
7			88.3	1.1 GUDA	155.5								
25		10.33	89.4	6.0 GURLEY	156.6	9.57	8.30	5.43					
29		10.55	95.4	4.1 DOWNS	162.6	10.09	8.19	5.25					
81 Yard		11.10	99.5	3.5 TEXAND	166.7	10.17	8.12	5.10					
Yard OWY		11.30AM	103.0	0.4 WACO (Freight Yard)	170.2	10.24PM	8.05AM	5.00PM					
I			103.4	0.1 TOWER 21 (M-K-T Cross.)	170.6				Continuous	Continuous			
			103.5	St. L. S. W. CONNECTION	170.7								

Time at Waco (Union Station) for information only. Trains operate between Waco (Union Station) and St. L. S. W. Connection via St. L. S. W. Ry. and will be governed by the rules and regulations, current time-table and special instructions of that line while on their tracks.

BK Yard		10.30PM	103.7	TO-R WACO (Union Station)	170.9	8.00AM			7.00AM 11.00PM 7.00AM 11.00PM
	Arrive Daily Ex. Sunday	268	Arrive Daily	52	Leave Daily	51	Leave Daily Ex. Sunday	267	

(7.30) 13.8 (8.50) 27.1 ... Time Over Subdivision... (8.40) 28.3 (6.30) 15.9
...Average Speed per Hour...

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

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

When an operator is not on duty the crew assigned to or ordered for the train may assume the schedule of No. 262 at Paris and leave Paris without a clearance.

Nos. 51 and 52 stop on flag at Asa.

EASTWARD

FLATONIA SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	EASTWARD					Distance from Yoakum	TIME TABLE No. 37 December 6, 1942	Mile Post Location	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 Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	232 Local Freight Leave Mon., Wed. & Fri.	250 Freight Leave Daily	248 Freight Leave Daily	266 Freight Leave Daily	52 Passenger Leave Daily				51 Passenger Arrive Daily	249 Freight Arrive Daily	247 Freight Arrive Daily	265 Freight Arrive Daily	233 Local Freight Arrive Tue., Thur. & Sat.		
Yard BOKTWYP	6.00AM			6.00PM	4.30PM	0.0	TO-R YOAKUM	0.0	2.00PM			8.15AM	1.00PM	6.00AM to 2.00PM 4.00PM to 11.59PM	6.00AM to 2.00PM 4.00PM to 11.59PM
26 P	6.10			6.11	4.39	4.0	ADEL	4.0	1.51			7.52	12.45		
56 P	6.40			6.30	4.53	10.6	TO SHINER	10.6	1.39			7.35	12.30PM	8.00AM to 5.00PM	Closed
32 WP	7.04			6.58	5.10	21.1	TO MOULTON	21.1	1.22			7.04	11.45AM	8.30AM to 5.30PM	Closed
Yard 36 PY	8.00	10.20PM	9.35PM	7.20	5.30	29.2	TO-R (Tower 3 T. & N. O. Crossing) FLATONIA	29.2	1.05 12.50	5.25AM	3.00PM	6.29	11.15	Continuous	Continuous
77 P	8.15	10.35	9.46	7.32	5.39	34.4	KERE	34.4	12.41	5.12	2.46	6.13	10.40		
56 P	8.30	10.48	9.55	7.42	5.46	39.2	TO MULDOON	39.2	12.32	5.02	2.35	6.02	10.25	8.30AM to 12.30PM 1.30PM to 5.30PM	Closed
56 P	8.45	11.03	10.05	7.53	5.55	44.6	LENA	44.6	12.21	4.51	2.21	5.49	10.05		
56 Y IP W	9.00	11.16	10.15	8.04	6.04	49.2	TO WEST POINT (Tower 91 M-K-T Crossing)	49.2	12.12	4.40	2.06	5.38	9.50	Continuous	Continuous
59 P	9.15	11.30	10.24	8.14	6.13	53.7	WINCHESTER	53.7	12.03PM	4.27	1.51	5.23	9.35		
83 P	9.30	11.50PM	10.37	8.30	6.26	60.8	NORTHRUP	60.8	11.51AM	4.13	1.33	5.08	9.20		
Yard 75 BKOPWY	10.15	12.10AM	10.50	9.00	6.40PM	67.2	TO-R (T. & N. O. Crossing) GIDDINGS	67.2 69.0	11.40AM	4.00	1.20	4.45 1.15	9.00	Continuous	Continuous
57 P	10.30	12.30	11.03	9.15		73.7	LOEBAU	62.6		3.38	12.55	12.30	8.10		
55 P	10.45	12.45	11.17	9.32		81.0	DIME BOX	45.2		3.24	12.35	12.15	7.53		
55 P	11.00	1.00	11.30	9.48		87.7	DEANVILLE	88.6		3.12	12.15PM	12.01AM	7.35		
74 WP	11.25	1.15	11.45	10.05		95.4	TO CALDWELL	80.8		2.58	11.58AM	11.45PM	7.15	Continuous	Continuous
56 P	11.42	1.28	11.58PM	10.20		102.0	COOK'S POINT	24.2		2.45	11.42	11.32	6.52		
58 P	11.59AM	1.40	12.10AM	10.32		107.6	LAW	18.8		2.34	11.30	11.22	6.40		
74 P	12.15PM	1.53	12.23	10.46		114.1	MUMFORD	12.1		2.22	11.15	11.10	6.25		
56 IP	12.30	2.12	12.35	10.58		119.3	TATSIE (I.-G. N. Crossing)	6.9		2.12	11.00	10.58	6.13	Automatic	See Page 18
Yard Y	1.00PM	2.30AM	12.50AM	11.20PM		125.2	HEARNE JUNCTION	1.0		2.00AM	10.45AM	10.45PM	6.00AM		
Yard BOKPTWY						126.2	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	248	266	52				51	249	247	265	233		

(7.00) 17.9 (4.10) 23.0 (3.15) 29.5 (5.20) 23.5 (2.10) 31.0 Time Over Subdivision..... (2.20) 28.8 (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)

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 Austin	TIME TABLE No. 37 December 6, 1942	Mile Post Location	FIRST CLASS					SECOND CLASS	THIRD CLASS				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.
	380 M-K-T Local Freight	253 Local Freight	236 Local Freight	240 Freight		4 M-K-T Passenger	42 Passenger	2 M-K-T Passenger	6 M-K-T Passenger	46 Passenger					5 M-K-T Passenger	45 Passenger	43 Passenger	1 M-K-T Passenger	3 M-K-T Passenger		239 Freight	237 Local Freight	254 Local Freight	381 M-K-T Local Freight	
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Mon., Wed. & Fri.	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Tue., Thur. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
Yard BKP						2.30PM	2.00PM	9.25AM	12.25AM	12.01AM	0.0	TO-R AUSTIN 0.8	116.0	6.00AM	5.15AM	1.05PM	5.20PM	8.55PM					Continuous		
Yard BEP	7.15PM	7.20AM	6.00AM	7.00PM		2.35	2.05	9.30	12.30	12.05	0.8	R YARD OFFICE 0.6	114.2	5.51	5.08	12.53	5.15	8.46	4.45AM	1.20PM	2.05PM	4.15AM			
Yard OTWY	7.25	7.30AM	6.05	7.05		2.38	2.07	9.33	12.33	12.08	1.4	AUSTIN JUNCTION 0.5	113.8	5.48	5.05	12.50	5.12	8.43	4.40	1.17	1.55PM	4.05			
Yard P	7.30PM		6.08	7.07		2.40PM	2.08	9.35AM	12.35AM	12.10	1.9	PERSHING 8.1	113.1	5.45AM	5.00	12.45	5.10PM	8.40PM	4.38	1.15		4.00AM			
37 P			6.30	7.30		f 2.21				f 12.27	10.0	DAFFAN 5.0	105.0	f 4.41	f 12.32			4.14	12.55						
18 P			6.45	7.45		s 2.30				s 12.39	15.0	MANOR 6.9	100.0	s 4.30	s 12.24			3.59	12.42						
21			7.05	8.05		f 2.42				f 12.54	21.9	LITTIG 5.4	93.1	f 4.15	f 12.12			3.41	12.25						
25 WY PI			7.45	8.20		s 2.53				s 1.07	27.3	ELGIN 5.6	87.7	s 4.03	s 12.03PM			3.26	12.03PM			Continuous			
P			8.05	8.37		f 3.04				f 1.19	32.9	TO (Tower 100 M-K-T Cross.) 5.6						3.11	11.05AM						
26 P			8.20	8.51		s 3.13				s 1.30	37.4	BUTLER 4.5	82.1	s 3.39	s 11.45			2.59	10.45						
35 P			8.40	9.10			3.23			1.43	43.9	McDADE 6.5	77.8					2.40	10.20						
26 P			8.50	9.22		s 3.30				s 1.52	47.8	MIDSPRINGS 3.9	71.1	s 3.14	s 11.29			2.30	10.08						
27 P			9.05	9.37		f 3.38				2.03	52.9	PAIGE 5.1	67.2					2.03	9.50						
Yard BKOPWY			9.45	10.00PM 12.40AM		s 3.50				s 2.20	59.3	HILLS 6.4	62.1	s 2.45	s 11.20			1.40	9.30			Continuous			
35 P			10.05	12.58			3.58			2.30	64.4	(T. & N. O. Crossing) GIDDINGS 5.1	55.7					12.58	9.10						
35 P			10.15	1.09		s 4.05				s 2.40	68.5	KRUSE 4.1	50.6	s 2.18	s 10.54			12.28	8.55						
46 P			10.44	1.27		s 4.15				s 2.53	74.8	LEDBETTER 6.3	46.5	s 2.04	s 10.44			12.08AM	8.35						
43 P			11.10	1.50		s 4.25				s 3.06	81.1	OARMINA 6.3	40.2	s 1.50	s 10.33			11.48PM	8.15			See Note			
22 P			11.30AM	2.15		f 4.35				3.19	87.7	TO BURTON 6.6	33.9					11.28	7.50						
Yard PI 23 WY			12.30PM	2.45		s 4.49				s 3.34	93.7	MILL CREEK 6.0	27.3	s 1.18	s 10.10			11.10	7.30			Continuous			
15			12.45	3.00			4.59			3.45	99.2	(G. O. & S. F. Crossing) BRENHAM 5.5	21.3					10.50	6.45						
31 P			1.00	3.15		s 5.07				s 3.55	103.9	PAOKERY 4.7	15.8	s 12.56	s 9.50			10.35	6.30						
Yard BOEPWY			1.30PM	3.45AM		s 5.30PM				s 4.15AM	115.0	CHAPEL HILL 11.1	11.1					10.00PM	6.00AM			Continuous			
	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Mon., Wed. & Fri.	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Tue., Thur. & Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				
	380	253	236	240		4	42	2	6	46		5	45	43	1	3		239	237	254	381				

(7.30) 15.2 (8.45) 13.1

(8.30) 32.9 (4.14) 27.2

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

(4.40) 24.7 (3.35) 32.1

(6.45) 16.9 (7.20) 15.6

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 45 is Superior to M-K-T No. 6; No. 43 is Superior to No. 42 and M-K-T Nos. 6, 2 and 4.

Yard Office is register station only for trains that originate or terminate there.
 Trains originating at Yard Office must obtain clearance at Austin.
 Eastward M-K-T trains must report to T&NO dispatcher by telephone from Pershing the time of their arrival.
 Westward M-K-T trains must obtain clearance from T&NO dispatcher by telephone before occupying T&NO main track at Pershing.
 Westward T&NO trains, except first class, must obtain check of overdue trains from dispatcher by telephone before passing Pershing.
 Main track switch at Pershing must be left set and locked for T&NO main track.
 Nos. 42 and 43 stop on flag at Butler for revenue passengers only.
 Train order office hours at Burton 8:30 am to 5:30 pm daily except Sundays and legal holidays; Sundays and legal holidays: 10:00 am to 12:00 m; 3:30 pm to 5:30 pm.

EASTWARD

LLANO 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 Llano	TIME TABLE No. 37 December 6, 1942	Mile Post Location	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations					
	254 Local Freight	Leave Daily Ex. Sunday				253 Local Freight	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Legal Holidays Only	Sundays Only			
Yard WY 28 B	6.00AM	0.0	TO-R	LLANO	98.8	4.00PM	8.00AM 12.01PM 1.01PM 5.00PM	8.00AM 10.00AM	Closed				
18	6.30	11.8		GRAPHITE	87.0	3.15							
24 W	6.50	19.7		KINGSLAND	79.1	2.50							
28 Y	7.20	29.1	R	FAIRLAND	69.7								
19 Spur Y	8.05	35.0	TO	MARBLE FALLS	6.2		8.00AM 12.01PM 1.01PM 5.00PM	8.00AM 10.00AM	Closed				
28 Y	8.30	29.1	R	FAIRLAND	69.7	2.20							
18 Y W Y	8.45	31.8		SUDDUTH	67.0	2.10							
		38.9	R	WILKIE	59.9								
Yard 30 OW	9.15 10.45	39.5	TO-R	BURNET	0.6	1.45PM 10.30AM	8.00AM 5.00PM	8.00AM 5.00PM	Closed				
12 Spur Y		38.9	R	WILKIE	59.9	10.24							
14 Spur		41.8		DOUBLING SPUR	57.0								
31	11.05	42.7		SUMMIT	56.1	10.14							
21	11.25	49.5	TO	BERTRAM	49.3	9.54	8.30AM 12.01PM 1.01PM 5.30PM	9.25AM 11.25AM	Closed				
27	11.40	55.0		GROVER	43.8	9.33							
16 W	11.53AM	59.6	TO	LIBERTY HILL	39.2	9.23	8.30AM 12.01PM 1.01PM 5.30PM	8.45AM 10.45AM	Closed				
20	12.15PM	67.3	TO	LEANDER	31.5	9.00	8.30AM 12.01PM 1.01PM 5.30PM	8.30AM 10.30AM	Closed				
19	12.30	72.8		OEDAR PARK	26.0	8.35							
44	12.45	77.1		RUTLEDGE	21.7	8.26							
26 I	1.05	82.3	TO	MCNEIL (I.-G. N. Crossing)	16.5	8.15	8.00AM 12.01PM 1.01PM 5.00PM	8.00AM 10.00AM	Closed				
13	1.17	86.0		WATERS PARK	12.8	7.56	Cabin - See Page 13						
14	1.30	88.3		FROMME	10.5	7.48							
Yard 0TWY	1.55PM	97.4	A.B.S.	AUSTIN JUNCTION	1.4	7.30AM							

(7.55) Time Over Subdivision (5.15)
12.3 Average Speed per Hour 18.8

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.

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. 37 December 6, 1942	Mile Post Location	SECOND CLASS		Train Order Office Hours					
	254 Local Freight	Leave Daily Ex. Sunday				253 Local Freight	Arrive Daily Ex. Sunday	Daily Ex. Sundays and Legal Holidays	Legal Holidays Only	Sundays Only			
Y	12.25PM	0.0	R	LAMPASAS	23.6	11.55AM							
19	12.55	11.6		LAKE VIOTOR	12.0	11.10							
Yard 30 OW	1.40PM	23.0	TO-R	BURNET	0.6	10.40AM	8.00AM 5.00PM	8.00AM-5.00PM	Closed				

(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.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur	Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Humble Oil Spur	Hearne	19.6	4-E	Astin	Flatonia	13.9	9
Gano	Hearne	30.4	52	Mooring	Flatonia	15.1	18
Salt Mine Spur	Hearne	33.0	10	Steels	Flatonia	15.9	6-E
Humble Oil Spur	Hearne	118.1	15-E	Sims	Flatonia	18.2	7-E
Humble Pipe Line	Ennis	170.8	14-E	Varisco	Flatonia	18.6	5-E
Trumbull	Denison	242.7	25	Interurban Jct.	Flatonia	19.8	4-E
Armo	Denison	267.6	12-W	Floy	Flatonia	35.7	13
S. M. U. Spur	Denison	269.3	2-W	Marly	Flatonia	42.4	3-W
Oasis	Denison	270.1	33	Texas Co. Spur	Flatonia	43.6	17-W
Vickery	Denison	271.5	5	Asa	Cameron	159.7	10-E
Cotton Mill Spur	Denison	335.9	52-W	Stark	Cameron	167.7	40-E
Eula	Paris	41.8		Abercrombie	Llano	7.7	10
Narcotic Farm	Ft. Worth	47.0	42-W	Whitestone	Llano	27.3	16
Stallworth	Waco	20.3	2-W	Granite Mountain	Llano	4.0	26-E
Neale	Waco	37.4	4	Sudduth Quarry	Llano	66.4	Wye
Glass	Flatonia	3.9	13-W	Snead Spur	Llano	67.5	3-E
Maguire	Flatonia	4.4	10-E	Sauer Pit	Llano	74.0	20-E
Woods	Flatonia	7.9	6-E	Hobart	Llano	84.1	134-E
Nicholas	Flatonia	8.4	2-E	Stolz	Llano	90.5	20-E
Whites	Flatonia	9.3	7-E				

TIME INSPECTORS

Sidney Y. Ball, General Time Inspector	Chicago
Houston Watch Company, Southern Pacific Building	Houston
W. E. Conner	Houston
A. H. Frederick	Hempstead
Goodman Drug Co.	Hearne
J. M. Eller	Mexia
G. W. Haltom	Fort Worth
F. Studer	Waco
Armstrong Jewelry Co.	Waco
C. T. Moore	Ennis
C. E. Walker, 1110 Main St.	Dallas
A. B. Johnson	Denison
Melrose Tappan	Sherman
Daiches Jewelry Co.	Corsicana
R. E. Cook	Paris
Joe Koen & Son	Austin
D. L. Carl	Llano
Albrecht Jewelry Co.	Yoakum
O. E. Faske	Giddings

LEGAL HOLIDAYS

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

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.
- Rule 10 (H), revised: A metal signal painted solid green on front and back will be used to mark limit of restriction in lieu of the green metal signal with white border as prescribed in second paragraph of Rule 10 (H).
- Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling motor-car repairmen, water-service repairmen, operators of roadway machines, and any employees who operate motor cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating motor cars and roadway machines.
- On a passenger train when approaching a station where engines are to be changed, or train is to be switched, trainman will open steam valve on rear of train one mile or more in advance, and sound Communicating Signal 16 (m). Before opening the valve, trainman must look forward on each side of train to observe whether employes or other pedestrians are walking along the track, who might be scalded by the discharge of steam, and consideration must be given to selecting a location for this operation where there is the least possibility of danger to employes, or pedestrians, or damage to property. Steam must not be blown from train line approaching or passing over street or highway crossings. (Exceptions: On trains 13, 14, 15 and 16 trainman will sound Communicating Signal 16 (m) in vicinity of Forest Avenue approaching Dallas and in vicinity of Eureka approaching Houston, but need not open the steam valve at rear of train. If Signal 16 (m) is not sounded, enginemen will shut off steam heat at above locations).
- At stations where there are two or more sidings, eastward trains must take most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order or special instructions, or the movement made under flag protection.
- Engines must not be operated over the live rail of any track scale.

LOCAL

ALL SUBDIVISIONS

21. Cars, gross weight in excess of limits shown, and engines heavier than class indicated must not be handled between the points named:

BETWEEN	Cars	Class Engine	
		Freight	Passenger
Denison and Ennis.....	210,000	F-1	P-13-14
Fort Worth and Ennis.....	210,000	F-1	P-13-14
Ennis and Hearne.....	210,000	F-1	P-13-14
Hearne and Houston.....	210,000	F-1	P-13-14
Kaufman and Paris.....	210,000	C-8-9	T-28
Bremond and Marlin.....	210,000	C-8-9	T-28
Marlin and Waco.....	210,000	M-10	P-5
Yoakum and Hearne.....	210,000	F-1	P-13-14
Giddings and Waco.....	210,000	C-8-9	P-6
Hempstead and Austin.....	210,000	MK-5	P-6
Austin and Fairland.....	210,000	C-8-9	T-28
Fairland and Llano.....	169,000	C-24	E-23
Fairland and Marble Falls.....	169,000	C-24	E-23
Burnet and Lampasas.....	169,000	C-24	E-23

22. Limits of sidings at stations named are as follows:

- Sherman —East switch to first cross-over switch west.
- Ferris —West siding, from west switch to cross-over switch.
- Waxahachie —East switch to cross-over switch.
- Hockley —West switch to cross-over switch.
- Cypress —East switch to cross-over switch.

23. Engines 650, 651 and 652 are equipped with air-siren whistle in addition to steam whistle, and when used on trains Nos. 13, 14, 15 and 16, the siren will be used to sound 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.

25. 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 McKinney and Ennis; Ennis and Groesbeek; Hearne and Hempstead; Navasota and Englewood.

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

26. Spring Switches are located as follows:

- Ennis —Lead switch west end of yard.
- Corsicana —East switch of siding.
- Bremond —West switch of siding.
- Bremond —Inside switch, first crossover east of station building; normal position for movement eastward through siding.
- Hearne —Lead switch west end of yard.
- Boulevard Jct. —Switch connecting eastward main track of the Freight Route with westward main track from the direction of passenger station; normal position for eastward movement to Freight Route.
- Boulevard Jct. —Switch connecting westward main track of the Freight Route with westward main track from the direction of passenger station; normal position for through movements from direction of the passenger station.
- Niles —East end double track; normal position for westward track.

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 when normally set, but when a stop is made before the entire engine or cars have passed over the points, a reverse movement must not be made until switch has been set by hand. After trailing through a spring switch, a reverse movement must not be made until it is known that both points have moved to proper position as prescribed by Rule 104 (C). 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.

Where reduction of speed over spring switches is required, it will be indicated by slow boards, or by other speed restrictions applying within same limits.

27. The following signals, equipped with triangular number plates, have spring switches included in their control limits. When indicating STOP, in addition to complying with provisions of Rule 509, careful inspection must be made of the switches, as indicated below, and it must be known that the route is safe for passage of trains before proceeding:

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

29. Yards located at the following stations are designated by yard-limit boards:

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

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

(c) Dallas yard limit extends from a point 3,100 feet west of Vickery (on old main track) to a point 1,000 feet east of east switch of siding at Miller, and from Forest Avenue to a point 1,000 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.

30. MK-5 and F-1 class engines must move with caution over turnouts and

inside tracks at Denison, Fort Worth, Ennis, Mexia, Hearne, Hempstead, Giddings, and on right-hand track at Butler, account No. 7 frogs.

31. When practicable a trainman must ride on rear platform of train while passing over the following bridges and watch for fires on or about these structures:

Fort Worth Subdivision:

28.31 and 28.94, east of Britton.

Paris Subdivision:

- 42.47, Kings Creek, west of Terrell.
- 52.32, Sabine River, between Brin and Quinlan.
- 58.26 to 58.76, Caddo River Bottom, west of Quinlan.
- 110.45 and 110.77, North Sulphur River Bottom, west of Enloe.
- 112.93, Honey Creek, east of Howland.
- 119.76, Auds Creek, west of Atlas.

Waco Subdivision:

- 4.86, Little Brazos River, east of Reagan.
- 13.54 and 14.46, Big Creek, east of Marlin.

Flatonia Subdivision:

50.86, Colorado River, east of West Point.

Cameron Subdivision:

114.00, Little River, west of Cameron.

Llano Subdivision:

78.52, Colorado River, east of Kingsland.

(See Pages 11, 12, 13 and 14 for additional instructions, information and speed restrictions applicable to all subdivisions).

DENISON SUBDIVISION

41. 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.

42. Eastward first-class trains must obtain clearance at Denison authorizing movement from Tower 93.

43. St. L., S. F. & T. westward trains, except first-class trains, may register at Denison by register ticket, Form 2642.

44. Trains and engines will move within yard limits, Denison, expecting to find the main track occupied, and will not exceed 10 miles per hour between St. L., S. F. & T. connection and Tower 93.

45. Automatic Block System, North Sherman Junction—
Trains entering T. & N. O. main track from St. L., S. F. & T. yard will observe indication of signals 3303 and 3304. When these signals indicate block unoccupied, switch may be operated, after which signal 3301 should indicate PROCEED. When signal 3303 indicates PROCEED and 3304 indicates STOP, and no train is approaching from the east, switch may be operated, and after waiting one and one-half minutes signal 3301 should indicate PROCEED. When signal 3303 indicates block occupied, switch may be used only under flag protection. Overlap post governing eastward trains is located 2640 feet west of signal 3314 and overlap post governing westward trains is located 2475 feet east of signal 3299.

46. 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.

47. Sherman (Tower 16) is a register station only for trains that originate or terminate there.

48. Schedule time and train orders for Nos. 75 and 76 at Sherman apply at passenger station.

49. St. L. S. W. trains and engines operate on main track, Sherman, between east wye switch and passenger station under provisions of Rule 93. Main-track movements approaching and between east wye switch and passenger station must be made expecting to find the main track occupied.

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

52. Nos. 14, 16 and 18 must obtain clearance at Dallas (Union Station).

53. Maximum speed for passenger trains to or from the direction of Dallas (Union Station) is 35 miles per hour through switch at west end of Trinity River Bridge, Belt Junction.

54. F-1 class engines, coupled, must not exceed 30 miles per hour through Trinity River overhead steel bridge (260.18) west of Miller.

55. The main track between Garrett and Ennis will be used jointly by trains of the Denison and Fort Worth Subdivisions, movement in accordance with Positive Block Signal indications. (See Page 14.)

56. Nos. 13 and 14 may register at Sherman by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.

57. Engines heavier than C-8-9 class must not use the following tracks:
 Denison —Cotton Mill track; M-K-T transfer west of frog of switch connecting St. L., S. F. & T. and M-K-T transfers.
 Van Alstyne —West elevator track.
 Anna —Elevator track
 McKinney —Compress tracks and wye, except that portion leading to Collin Co. Mill & Elevator track.
 Wilmer —House track.
 Ferris —All brick-yard tracks.
58. Engines must not use the following tracks or structures:
 Denison —Main track beyond stock pens.
 Sherman —Bridge on stem of T. & N. O. wye track.
 Van Alstyne —East elevator track west of warehouse.
 Palmer —Old brick-yard track.
59. Interchange track between stem of T. & N. O. wye and M-K-T track, Sherman, must not be used.

FORT WORTH SUBDIVISION

61. Use of engine whistle, except in emergency, is forbidden within Fort Worth (Union Station) limits. Crews will use telephone at east end of train shed to obtain route through interlocking plant at Tower 55.
62. Eastward first-class trains must obtain clearance at Fort Worth (Freight Yard).
63. First-class trains may register at Fort Worth (Freight Yard) by register ticket, Form 2642.
64. M-K-T trains and engines operate on main track between M-K-T Junction (MP 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 the main track occupied.
65. MK-5 class or heavier engines must not make a direct movement from west yard lead to enginehouse lead, or from enginehouse lead to yard lead, Fort Worth, but must first move to main track, clear main-track switch, and enter yard lead or enginehouse lead from the main track.
66. Hattie Street overpass at MP 52 in Fort Worth yard, and I.-G.N. overhead bridge at MP 49 east of Tower 53 do not afford standard overhead clearance.
67. Engines heavier than M-4 class must not use Electric Light track, Waxahachie.
68. The main track between Garrett and Ennis will be used jointly by trains of the Fort Worth and Denison Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 14).

ENNIS SUBDIVISION

81. Nos. 13 and 14 may register at Ennis by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.
83. Overlap post located between switches of sidings at Springfield and Gude governs westward trains.
84. First-class trains may register at Hearne by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.
85. First-class trains, except Nos. 13 and 14, must run with caution within yard limits, Hearne.
86. Engines heavier than C-8-9 class must not use the following tracks:
 Corsicana—Ice Plant track; Fortson Grocery Co. track.
 Mexia—B-RI interchange beyond a point 300 feet from switch; Bremond —Short leg of wye; Hammond—House track; Calvert—Oil-mill track.

HEARNE SUBDIVISION

90. First-class trains may register at Hearne by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.
91. First-class trains, except Nos. 13 and 14, must run with caution within yard limits, Hearne.
92. Main track between Hearne and Hearne Junction will be used jointly by trains of the Hearne and Flatonia Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 14).
93. F-1 class engines, coupled, must not exceed 30 miles per hour through the following overhead steel bridges:
- | | | | |
|---------------|----------|-----------------|----------|
| Pin Oak Creek | (117.55) | Campbells Creek | (109.73) |
| Spring Creek | (112.96) | Navasota River | (73.59) |
94. Eastward through trains will not take water at Navasota except in emergency.
95. Engines heavier than C-8-9 class will not use oil-mill track, Navasota.
96. Hempstead is a register station only for trains that originate or terminate there. Nos. 42, 43, 45, and 46 may register at Hempstead by register ticket, Form 2642.
97. 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.
98. Schedule time and train orders at Eureka apply at crossover switch leading to double track.
99. Eureka is train order office for westward trains only.

100. Westward trains of the Hearne Subdivision, checking a regular train on register at Englewood or Houston Passenger Station, or identifying a train on opposite track between these points and Eureka, will not be required to check against the same train before passing from double to single track at Eureka.
101. Trains operating between Eureka and Englewood will move via Freight Route between Boulevard Junction and Tower 26 unless otherwise directed.
103. Engines heavier than F-1 class must not be operated over White Oak Bayou bridge on Freight Route, west end of Hardy Street yard, Houston.
104. Speed of 15 miles per hour must not be exceeded by trains or engines over diamond-shaped crossing at Tower 26, which is the crossing of the westward main track toward Houston Passenger Station and the eastward main track from Hardy Street yard.
105. Main tracks between Eureka and Houston Passenger Station and between Boulevard Junction and Tower 26 via Niles will be used jointly by trains of the Dallas and Austin Divisions and the San Antonio Division, and between Tower 26 and Englewood by trains of the Dallas and Austin Divisions, the San Antonio Division, and the Houston Division. Trains between these points will run with caution, expecting to find the main track occupied, and may run extra without train-order authority, moving with the current of traffic on double track. Second-class and inferior trains, and engines may run ahead of first-class trains but must not occupy the main track when it is known a first-class train will thereby be delayed, and movements against current of traffic may be made only under flag protection. Movements under Centralized Traffic Control System between Niles and Tower 26 will be in accordance with Special Instructions, page 14.
107. 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 and green light by night before entering passenger yard.
 Proceed signal with yellow flag by day and yellow light by night before leaving passenger yard.
- The following whistle code will be sounded at Houston Avenue underpass for guidance of switch tender in handling switches at entrance to passenger yard:
 Dallas and Austin Divisions trains o _____
108. Location of bulletin books at Houston:
 Train-order office, Passenger Station;
 Yardmaster's office, Hardy Street;
 Hardy Street enginehouse;
 Houston Avenue enginehouse.

PARIS SUBDIVISION

111. Trains take water at Terrell only in emergency.
112. Paris Subdivision trains use Houston Division main track at Kaufman and be governed by Houston Division current time-table while occupying tracks of that division. Trains must stop before reaching the fouling point of the Houston Division main track at Kaufman and St. L. S. W. 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 a train approaching on the route to be used.
113. Engines must not use the following tracks or structures:
 Terrell—Becknell track.
114. Trains must approach highway crossing between freight and passenger stations, Cooper, with caution, and, if necessary to avoid accident, STOP. Switching movements over this crossing must be protected by a member of the crew.
115. Westward trains must obtain clearance at Commerce. Eastward trains must obtain clearance at Greenville.

WACO SUBDIVISION

116. Trains must obtain clearance at Waco (Union Station) authorizing movement from Tower 21.

FLATONIA SUBDIVISION

121. Movements within yard limits, Yoakum, must be made with caution, expecting to find main and wye tracks occupied.
122. C-8-9 class and heavier engines must not use Fehrenkamp spur at Moulton.
123. Through trains will not take water at Moulton except in emergency, and then only sufficient to reach next water station.
124. Trains may register at Flatonia by register ticket, Form 2642.
125. Trains and engines using San Antonio Division tracks at Flatonia will be governed by current time-table and special instructions of that division.
126. Engines heavier than C-8-9 class must not use following tracks:
 Flatonia—Old SA&AP house track; Lena—Spur; Winchester—Spur.
127. Trains must obtain clearance at Giddings.
128. Giddings is a register station only for trains that originate or terminate there.
129. Within yard limits, Giddings, the main tracks may be used, protecting only against first-class trains. Trains and engines must move with caution, ex-

- pecting to find the main and wye tracks occupied without protection.
130. Engines must not go beyond restriction sign in Glass Gravel Pit, MP 3.9.
131. Main track between Hearne Junction and Hearne will be used jointly by trains of the Flatonia and Hearne Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 14).
132. Trains originating at Hearne Junction must obtain clearance at Hearne.

CAMERON SUBDIVISION

135. Within yard limits, Giddings, the main tracks may be used, protecting only against first-class trains. Trains and engines must move with caution, expecting to find the main and wye tracks occupied without protection.
136. Freight trains will not take water at Rockdale or Lott except in emergency, and then only sufficient to make next water station.
137. Trains must approach highway crossing west of station, Rockdale, with caution, and, if necessary to avoid accident, STOP. Switching movements over this crossing must be protected by a member of the crew.
138. Engines must not use gravel-pit track at Texand beyond sign reading "S. P. Track".
140. Trains and engines must not exceed 6 miles per hour on curve in track connecting Cameron Subdivision main track with St. L. S. W. main track, Waco.
141. Trains must obtain clearance at Waco (Union Station) authorizing movement from Waco (Freight Yard).

AUSTIN SUBDIVISION

146. Movements within Austin yard limits must be made with caution, expecting to find the main and wye tracks occupied.
147. The scale track serving Elgin Cotton Oil Company, Elgin, must not be used in switching movements. The west switch on oil-mill track must be left set for the spur.
148. Interlocking home signals west of M-K-T crossing, Elgin, and east of G. C. & S. F. crossing, Brenham, are located to the left of main track in the direction of movement.
149. Within yard limits, Giddings, the main tracks may be used, protecting only against first-class trains. Trains and engines must move with caution, expecting to find the main and wye tracks occupied without protection.
150. Trains must obtain clearance at Giddings.
151. Westward inferior trains may pass west switch of siding at Brenham in accordance with provisions of Rule 605. Eastward trains must approach Brenham expecting to find the main track occupied.
152. Engines must not go under cottonseed shed of Brenham Cotton Oil and Manufacturing Company, Brenham. C-8-9 class or heavier engines must not use shed track, Brenham. Engines heavier than C-8-9 class must not use Schleider's spur, Brenham.
154. 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.
155. Nos. 42, 43, 45 and 46 may register at Hempstead by register ticket, Form 2642.

LLANO AND LAMPASAS SUBDIVISIONS

161. Engines must not head through west leg of wye at Llano.
162. Trains handling loaded tank cars of any capacity must not exceed 15 miles per hour between Fairland and Marble Falls; Burnet and Lampasas.
163. C-8-9 class engines must not exceed 25 miles per hour between Austin and Fairland.
164. Engines using new spur, Granite Mountain, must not go beyond restriction sign. Guy wires over track in quarry at Granite Mountain will not clear man on top of box car. Box cars must not be handled in this track.
165. Trains operating via Marble Falls or Burnet must obtain clearance at these stations.
166. Extra trains will not operate via Marble Falls or Burnet unless so directed by train order.
167. Fairland is a register station for No. 254 to register their arrival only.
168. Train registers at Wilkie are located, one at west wye switch, and one at east wye switch. No. 254 from Llano will register their arrival at west wye switch before proceeding to Burnet, and will register their departure at east wye switch after leaving Burnet enroute to Austin. No. 253 will register their arrival at west wye switch before proceeding to Burnet, and register their departure at west wye switch after leaving Burnet enroute to Llano. Extra trains of the Llano Subdivision will, when necessary, check these registers for arrival and departure of Nos. 253 and 254, unless train-order check of trains, Form R, on Wilkie registers, is received.
169. Movements within Burnet and Austin yard limits must be made with caution, expecting to find the main and wye tracks occupied.
170. Trains originating at Austin Junction must obtain clearance at Austin.
171. The engine arriving Lampasas on No. 253 will assume schedule of No. 254.

SPECIAL INSTRUCTIONS

SPEED

Table with multiple columns for different train types (Streamlined Passenger, Other Steam Passenger, Gas Electric Motor Passenger, Engines with two wheel engine trucks, Manifest Freight Trains, Freight and Mixed Trains) and track conditions (Straight Track, Unprotected Curves, Protected Curves) across various routes.

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

Table titled 'SPEED OF-' showing speed restrictions for different subdivisions (HEARNE, ENNIS, FORT WORTH, WACO, LLANO) based on train types and engine classes.

183. 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 Nos. 13, 14, 15 and 16.
(b) Trains consisting of streamlined cars only, when handled by other than P-5, P-6 or 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.
(d) Maximum speed for M-21 class engines will be that indicated by Item 180 as follows:

Passenger Service: Engines with two wheel engine trucks in passenger service. Freight Service: Freight and Mixed trains. Except must not exceed 45 miles per hour in passenger service between Houston and T. & P. Jct., and Forest Avenue.

M-21 class engines must not be operated between Burnet and Llano, Burnet and Lampasas, and Fairland and Marble Falls.

184. Round slow boards, painted yellow, with one set of black figures, indicate maximum speed for streamlined trains Nos. 13, 14, 15 and 16 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 Nos. 13, 14, 15 and 16 will observe speed restrictions for passenger trains as indicated by oval slow board.

186. 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.

187. Speed shown under "Manifest Freight Trains," Item 180, may be observed when not handling: Loaded tank cars, except tank cars of 10,000 gallons capacity or less when not containing gasoline, naphtha, or other highly inflammable commodities; Any open-top car loaded with transformers, rail, poles or piling, twin or other multiple loads; Any other open-top cars where lading projects above ends or sides of car, unless car foreman or lead inspector, after careful inspection, certifies load in good condition for fast speed; Machines on own wheels such as cranes, derricks, ditching machines, or any other car restricted by rule or special instructions; Cars with arch bar type trucks.

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

STATION Miles per Hour

Table listing stations and their corresponding maximum speeds in miles per hour.

180. (b) The speed indicated must not be exceeded at any point, by engines listed below, in any service, or when handled in tow.

Table showing speed limits for various engine classes, such as 30 miles per hour and 35 miles per hour, with associated engine numbers.

MAXIMUM SPEED OF ENGINES

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

SPEED TABLE

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

Table with columns for Miles per Hour, 1 Mile in (Min., Sec.), Miles per Hour, 1 Mile in (Min., Sec.), Miles per Hour, 1 Mile in (Min., Sec.) showing time in minutes and seconds for various speeds.

INTERLOCKING WHISTLE CODES

TOWER 68, ENGLEWOOD

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

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

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

TOWER 13, M-K-T CROSSING, EUREKA

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

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

- Main track eastward or westward
Siding from any point

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

- Main track eastward or westward
House track from any point
Oil Mill track from any point

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

- Main track eastward or westward
House track from any point
Siding from any point
Team track from any point

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

- Main track eastward or westward from main track
Siding from any point

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

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

TOWER 63, B.-R. I. CROSSING, SPRINGFIELD

(Cabin Interlocking Plant)

Route and signals normally set for T. & N. O. movements. When interlocking signal indicates STOP, trains will be governed by provisions of Paragraph (c), Rule 663.

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

- Main track eastward or westward
Movements on siding eastward
Movements on siding westward
To west end of scale track from any point
West switch of scale track is electrically locked and can not be hand operated until released by signal operator. To operate switch by hand, when indicator in iron box at switch is clear, turn crank to left as far as it will go. After switch has been restored to normal position turn crank to right as far as it will go. Signal 2105-SA governing movement out of west end of scale track is located to the left of scale track. Signal will not clear until hand derail in scale track and main-track switch have been operated for the movement.

TOWER 118 AND 119 (See Page 14)

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

- Main track eastward or westward from main track

TOWER 35, M-K-T CROSSING, HILAND

(Cabin Interlocking Plant)

Normal route will be set for M-K-T showing clear signals. T. & N. O. trains and engines must stop before reaching home signal and

send a member of train crew to the tower who will handle levers in accordance with instructions on manipulation chart in tower.

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

- Main track eastward or westward
Siding from any point

INTERLOCKING STATION, ST. L., S. F. & T. CROSSING, ON STEM OF WYE, SHERMAN

Normal position of signals set for movements over St. L., S. F. & T. Railway Company crossing.

Hayes derrails located on both legs and stem of T. & N. O. wye tracks on each side of St. L., S. F. & T. crossing normally set against movements approaching crossing. These derrails are operated by ground-throw switch, located near crossing.

T. & N. O. movements not governed by interlocking signals but STOP signs located in advance of each derail on each side of crossing and T. & N. O. train or engine movements will stop clear of such STOP signs, following which a member of crew will proceed to crossing, and, if no train or engine movements are seen to be approaching from either direction on St. L., S. F. & T. track, unlock cast iron box, read, and be governed by instructions posted on door covering operation of plant.

Signals and derrails must be restored to normal position after using the plant.

TOWER 16, T. & P. CROSSING, SHERMAN

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

TOWER 93, M-K-T CROSSINGS, DENISON

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

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

- To T. & N. O. main track from coal or house track
To T. & N. O. main track from StL&SW main track
To StL&SW main track from T&NO main track
House track from any point
Coal track from any point

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
Siding to main track

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

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

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

- Main track eastward or westward from main track

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

- Main track

TOWER 100, M-K-T CROSSING, ELGIN

- Main track
Main track to siding
Siding to main track
Main track to house track
House track to main track
Siding to house track
House track to siding
Siding to transfer

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

(Cabin Interlocking Plant)

Normal route will be lined for I.-G. N. showing clear signals. The agent will handle the signals during his tour of duty, and the whistle code for the main track will be one long ()

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

TOWER 67, M-K-T CROSSING, WAXAHACHIE

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

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
To or from Bitulithic Spur
To or from Track No. 1
To or from G. C. & S. F. connection

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

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

One long, two short and one long () 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.

AUTOMATIC INTERLOCKING PLANTS

Normal indication of home signals governing routes is STOP. Trains entering approach circuit will cause home and distant signals to assume PROCEED indication when routes are unoccupied.

Trains must not exceed 20 miles per hour between the home signals of automatic interlocking plant, Tower 79, Paris, and 25 miles per hour between home signals of other automatic interlocking plants.

MIDLOTHIAN (GC&SF CROSSING)

The approach circuit for eastward trains extends from marker, marked "RELEASE SECTION", 165 feet west of home signal to the home signal, and the approach circuit for westward trains extends from the distant signal to the home signal. The approach circuit must be occupied while waiting for home signal to clear. When, after waiting six minutes, home signal fails to indicate PROCEED, and there is no train approaching on intersecting route, train may proceed as prescribed by Paragraph (c), Rule 663.

After home signal assumes PROCEED indication it will remain so until the route has been used, provided a GC&SF train does not enter their approach circuit, but if the route is not used by the T&NO before the expiration of six minutes, and a GC&SF train enters their approach circuit, the T&NO signal will go to STOP and the GC&SF train will receive a PROCEED indication; then if route is not used by GC&SF within six minutes, the T&NO train will again receive a PROCEED indication.

If a T&NO train enters the home circuit on a PROCEED indication, then backs out of it while a GC&SF train is within their approach circuit, the GC&SF signal will immediately clear. Under such circumstances T&NO train must not pass the home signal indicating STOP without waiting six minutes, then observing provisions of Paragraph (c), Rule 663. When a movement is made through the home circuit with a part of train left in approach circuit, a reverse movement over crossing must not be made except as prescribed by Paragraph (c), Rule 663.

Signals will clear behind a train if opposing route is not occupied. If a GC&SF train enters their approach circuit after signal has cleared behind a train on T&NO track, T&NO signal will immediately go to STOP, but the GC&SF signal will not clear until one and one-half minutes thereafter.

Engines or cars occupying route between home signals on either line will set all home signals to indicate STOP on both lines.

Eastward trains using industry track (old siding), will stop clear of dwarf signal and operate the switch, after which the dwarf signal should indicate PROCEED. Should the dwarf signal fail to clear, wait six minutes, then if no train is approaching on intersecting route, train may proceed as prescribed by Paragraph (c), Rule 663.

PARIS (T&P AND StLSF&T CROSSINGS)

If signal does not assume PROCEED indication after train has entered the approach circuit, and there is no train approaching on either intersecting route, unlock box marked "T&NO AND GC&SF RELEASE" located at 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 StLSF&T, if StLSF&T crossing is to be obstructed, and push button which should cause signal to assume PROCEED indication. Should the signal fail to clear, train may proceed as prescribed by Paragraph (c), Rule 663.

TATSIE (I-GN CROSSING)

When home signal does not assume PROCEED indication after train has entered the approach circuit, and there is no train approaching on intersecting route, unlock box marked "T&NO RELEASE", turn knob on the release to the right as far as it will go and permit it to run down, after which the signal should assume PROCEED indication. Should signal then fail to clear, train may proceed as prescribed by Paragraph (c), Rule 663.

Eastward trains using siding will stop clear of dwarf signal and will, after observing switch indicator displaying PROCEED indication, operate the switch, after which the dwarf signal should assume PROCEED indication. Should dwarf signal fail to clear, be governed by the foregoing paragraph with respect to operation of release and procedure.

SPECIAL INSTRUCTIONS

REMOTE SIGNAL CONTROL—DALLAS

Home signals governing over GC&SF crossing, Tower 10, Dallas freight yard (old main track), are electrically-operated from Tower 19. Telephones are located in box on the mast of eastward home signal and on iron post at StLSW crossing just east of westward home signal. If signal not cleared for route over GC&SF crossing, a member of the crew should immediately communicate by telephone with the signal operator at Tower 19 for instructions, being governed by provisions of Rule 663.

CENTRALIZED TRAFFIC CONTROL SYSTEM—(C. T. C. S.)
BETWEEN TOWER 26 AND NILES—(Freight Route)

Train and engine movements on single track of the Freight Route between Tower 26 and Niles will be in accordance with Centralized Traffic Control Signal indications, which supersede the superiority of trains. Such signals are of the light type, bearing number plates. Trains, after stopping, may pass a signal indicating "stop" only in compliance with Rule 663.

Trains may operate between Tower 26 and Niles without train-order authority, but such trains originating at Englewood must obtain a clearance at that station. Signal No. 1, located at the west interlocking limits of Tower 26, just west of Maury Street, governs westward movements; Signal No. 16, located at the fouling point on eastward track, and Signal No. 14, located at the fouling point on westward track, at Niles, govern eastward movements entering the C. T. C. System limits. Other C. T. C. signals governing westward and eastward movements are located as follows:

Signal No. 3, westward } Signal No. 4, eastward }	near Old Signal Shop.
Signal No. 5, westward } Signal No. 6, eastward }	near North Main Street underpass.
Signal No. 9, westward } Signal No. 10, eastward }	at Houston Avenue.

Westward trains departing from Hardy Street Yard, Houston, and moving on to the Freight Route between Tower 26 and Niles, through either No. 1 or No. 2 shop lead at west end of Hardy Street Yard, must obtain permission from the towerman at Maury Street and switch indicator must indicate "block clear," before fouling main track.

Telephones for communication with the signal operator at Maury Street and with the assistant yardmaster at Hardy Street, are located as follows:

SA Yard Crossover west of Hardy Street.	West End Shop Lead.
Signal No. 4.	Signal No. 10.
Old Freight House Lead.	Niles.
Signal No. 6.	

Trains must not exceed 15 miles per hour between Tower 26 and Niles and must proceed with caution, expecting to find governing signals indicating "stop".

REMOTE SWITCH CONTROL

Interlocking signals and interlocking rules govern movements over electrically-operated switches.

When the signal is not cleared or the switch is not set for the route required, trainmen or enginemen will communicate with the signal operator by telephone, located in box on signal near switch.

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

GARRETT

The switch connecting the Fort Worth Subdivision with the Denison Subdivision is electrically-operated from the train-order office, Ennis yard; the normal position is for the Denison Subdivision.

Trains required to do switching at Garrett over the electrically-operated switch will notify signal operator by telephone to operate switch for each movement.

Telephone is also located in box on Signal 2327, Ennis yard, and when westward trains do not move in their turn as ordered, the signal operator must be so advised.

WEST POINT

The east switch of siding is electrically-operated from Tower 91. Westward inferior trains approaching east switch and finding the switch set for main-track movement, and the governing signal clear, may proceed with caution on main track to the next signal governing in the direction of movement.

BOULEVARD JUNCTION

Both switches of the crossover just east of Heights Boulevard are electrically operated from Tower 13, Eureka.

Dwarf light Signal X-35-SA, located to the north of Chaney Yard lead track west of Harvard Street, governs westward movements entering the interlocking limits from any of the Chaney Yard tracks; normal position is stop. The route must be set against conflicting movements by the operator at Tower 13, Eureka, and the west switch of the lead must be set for the lead by a member of the crew before Signal X-35-SA will indicate proceed. Trains or engines must not enter main track from lead, Chaney Yard, unless so authorized by telephone by signal operator at Tower 13, Eureka, when telephone communication is possible.

Location of local telephones connected with Tower 13:

Mechanism case at signal bridge.
Mechanism case east of Harvard Street.
Crossing watchman's booth, Heights Boulevard.

POSITIVE BLOCKS

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 supersede 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), trainmen and enginemen must assure themselves, either by means of vision or telephonic communication, 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 GARRETT AND ENNIS

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

Signal 2336 governs movements Garrett to Ennis. Overlaps extend from Signal 2307 east to Signal 2297, and from Signal 2327 to east wye switch, Ennis.

Switch indicators at Ennis are located at east wye switch, compress track and oil-mill track.

Trains entering positive block from Paris Subdivision at east wye switch, Ennis, as per Paragraph (d) or (e), Rule 509, with indicator and Signal 2327 indicating BLOCK OCCUPIED, must protect themselves against eastward trains on Denison Subdivision.

BETWEEN HEARNE AND HEARNE JUNCTION

Signal 1197 located on Hearne Subdivision and dwarf light Signal 1199 located on Flatonia Subdivision govern movements Hearne Junction to Hearne. Signal 1199 also governs movement into ice-dock track when crossover switches are set for such movements.

Signal 1206 at the west switch of the lead, Hearne, governs 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.

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

POSITIVE BLOCK SIGNAL LIMITS

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

INTERLOCKING PLANTS

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

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

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

OPERATION

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

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

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

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

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

On double track, between Belt Junction and Forest Avenue, trains may run extra, moving with the current of traffic, without train order authority.

Yard engines may move with the current of traffic on double track between

Belt Junction and Forest Avenue and will operate within interlocking and positive block limits in accordance with interlocking and positive block signal indications.

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

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

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

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

LOCATION OF LOCAL TELEPHONES

Tower 118, Belt Junction.	Tower 119, T. & P. Junction.
Relay post Houston Division main track at Briggs.	
Signal case, Signal No. 34-SA, at west switch at Fox.	
Cable pole at Signal No. 3149-SA.	
Signal case, Signal No. 2597 at west crossover at Miller.	
Signal bridge, Signal No. 18-SA, at east end double track.	
Signal case, Signal Nos. 2603-SA and 2604-SA, west Drill track switch Miller.	
Signal No. 2605-SA, located at west end Trinity River Bridge.	

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

Trains to or from the T. & P. Railway, Houston Division or Denison Subdivision of this division authorized to use a schedule on the tracks mentioned may move with the current of traffic on double track between Forest Avenue and Belt Junction and operate within interlocking and positive block limits in accordance with interlocking and positive block indication without train order authority or change of identification.

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

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

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

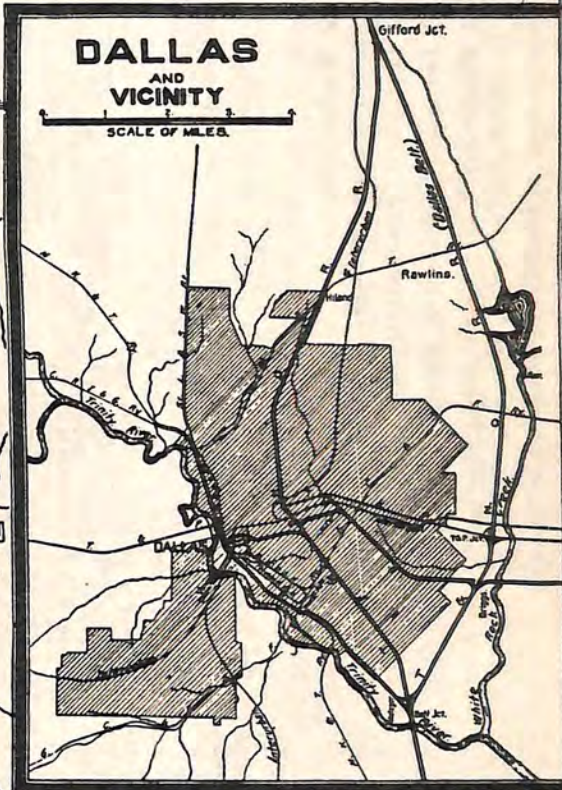
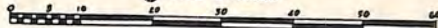
Trains moving from T. & P. Junction or intermediate points toward Forest Avenue will be considered as eastward trains from T. & P. Junction to end of double track at Belt Junction and as westward trains from end of double track to Forest Avenue.

The maximum speed through the switch of the connection used by T. & P. passenger and freight trains to and from Denison Subdivision main track at T. & P. Junction is 25 miles per hour.

MAP OF THE DALLAS AND AUSTIN DIVISIONS

SOUTHERN PACIFIC LINES
TEXAS AND NEW ORLEANS RAILROAD
COMPANY

SCALE OF MILES



**AUSTIN
AND
VICINITY**

SCALE OF MILES

