

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS DIVISION

To Take Effect Sunday, November 13, 1921, at 12:01 A. M.

"Central Time."

For the government and information of employes only, and not intended for the use of the public.

G. S. WAID,

Vice President and General Manager.

O. C. CASTLE,

Superintendent of Transportation.

CONDENSED SCHEDULES.

(CENTRAL TIME.)

No. 343	No. 45	No. 43	No. 22 37	No. 19	No. 17	No. 15	Distance from Houston	STATIONS	Distance from Denison	No. 16	No. 18	No. 20	No. 21 38	No. 42	No. 46	No. 344
1.00AM			9.00PM				210	SAN ANTONIO	404				7.30AM			12.30AM
5.20AM	11.15PM	9.15AM		9.10PM	11.05PM	9.30AM	0	HOUSTON	337	6.20PM	7.00AM	6.25AM		6.10PM	5.25AM	10.00PM
8.45AM	1.00AM	11.10AM		10.45PM	12.25AM	10.50AM	50	HEMPSTEAD	287	4.50PM	5.45AM	5.05AM		4.35PM	3.45AM	6.00PM
	6.30AM	3.50PM	10.15PM	6.30AM	6.30AM	3.50PM	164	AUSTIN	335	12.20PM		10.40PM	6.30AM	12.20PM	10.15PM	
3.30PM			3.10AM	{ 1.10AM 1.15AM	2.40AM	{ 1.20PM 1.45PM	121	HEARNE	217	{ 2.25PM 2.05PM	3.30AM	{ 2.05AM 1.55AM	1.15AM			11.45AM
4.50PM			3.53AM	{ 2.05AM 2.20AM	3.30AM	2.35PM	143	BREMOND	195	1.25PM	2.40AM	{ 1.12AM 1.03AM	12.38AM			9.00AM
			6.40AM	6.40AM	6.40AM	4.15PM	186	WACO	239	11.30AM		10.00PM	10.00PM			
10.00AM				11.25PM	1.02AM	11.33AM	71	NAVASOTA	267	4.05PM	5.08AM	4.00AM				3.40PM
7.05PM			4.57AM	4.00AM	4.36AM	3.55PM	181	MEXIA	157	12.10PM	1.27AM	11.51PM	11.35PM			6.35AM
12.10AM			6.25AM	{ 5.40AM 5.45AM	6.10AM	{ 5.40PM 5.45PM	231	ENNIS	107	10.30AM 10.25AM	11.55PM 11.50PM	{ 9.50PM 9.40PM	10.00PM			2.45AM
3.00AM			7.30AM	{ 7.05AM 8.05AM	{ 7.25AM 7.40AM	7.10PM	265	DALLAS	73	9.15AM	10.50PM 10.35PM	{ 8.15PM 7.10PM	9.00PM			8.12PM
4.00AM			8.55AM	8.55AM	8.50AM	8.05PM	286	FORT WORTH	157	8.05AM	9.30PM	7.10PM	7.10PM			8.30PM
7.50AM			11.15AM	11.15AM	11.15AM		337	DENISON	0			4.30PM	4.30PM			2.00PM
25.20	7.15	6.35	14.15	14.05	12.10	10.35		THROUGH TIME		10.15	9.30	13.55	15.00	6.10	7.10	29.40
12.0	22.5	25.2	28	24.0	27.7	26.8		MILES PER HOUR		27.9	29.0	24.0	26.6	26.8	22.5	11.0

MILEAGE SOUTHERN PACIFIC LINES (TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company.....	1,358.69
Texas & New Orleans Railroad Company.....	467.63
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co.	640.17
Houston & Texas Central Railroad Company.....	858.05
The Houston East & West Texas Railway Company.....	190.94
Houston & Shreveport Railroad Company.....	39.78
Total Mileage.....	3,555.26

MAIN LINE

Houston to Denison..... H. & T. C. R. R. Co..... 337.93

BRANCHES

Mexia cut off..... H. & T. C. R. R. Co.....	94.08
Ft. Worth..... H. & T. C. R. R. Co.....	52.84
Waco..... H. & T. C. R. R. Co.....	55.14
Lancaster..... H. & T. C. R. R. Co.....	4.74
Dallas Belt..... H. & T. C. R. R. Co.....	8.20

Total Branches..... 215.10
Total Dallas Division..... 553.03

Westward

FROM HOUSTON

HEARNE-ENNIS SUB-DIVISION

Length of Passing Track in cars and location of Scales, Fuel, Water and Turning Stairs	THIRD CLASS					SECOND CLASS					FIRST CLASS								Distance from Houston	Time Table No. 184 November 13, 1921		
	25	23	343	345	347						35	15	31	33	39	37	17	19				
	Way Freight	Way Freight	Sunset Manifest Freight	Mixed	Mixed						Oil Field Special	The Hustler	Oil Field Special	Oil Field Special	Oil Field Special	Dallas Ft. Worth Limited	The Owl	St. Lou's Limited				
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only						Leave Daily Ex. Su day	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
WFTYO Yard	7.40AM		3.30PM									1.45PM				3.10AM	2.40AM	1.15AM	120.69	120.69	EARNE 0.02	
												1.58				3.18	2.50	1.25	120.71	120.71	I. & G. N CROSSING 3.31	
55	8.00		3.45									2.08				3.25	3.05	1.37	124.03	124.03	SEGER 4.56	
95	8.40		4.00									2.23				3.40	3.20	1.52	128.59	128.59	CALVERT 8.50	
55	9.20		4.25									2.35				3.53	3.30	2.05 2.20	137.09	137.09	HAMMOND 5.62	
45 WY	9.45		5.00									2.45				4.02	3.40	2.30	142.71	142.71	BREMOND 5.66	
75	10.05		5.20									2.55				4.12	3.48	2.45	148.37	148.37	DENNY 4.86	
50	10.30		5.40									3.10				4.24	4.01	3.05	153.23	153.23	KOSSE 8.04	
55 W	11.45AM		6.10									3.30				4.40	4.17	3.30	161.28	161.28	THORNTON 8.23	
36 W	12.28PM		6.40									3.40				4.47	4.25	3.40	169.50	169.50	GROESBEECK 4.25	
40	1.00		7.00																173.75	173.75	DOYLE 4.54	
P Y				3.20PM	1.40PM														178.29	178.29	MEXIA JUNCTION 1.33	
P WFTO Yard	1.20PM	7.30AM	7.15	3.30	1.50							3.50				4.54	4.33	3.50			MEXIA YARD	
																			179.62	179.62	T. & B. V. CROSSING 1.41	
Yard W P		7.45	7.20	3.40PM	2.00PM							6.05PM	3.55	3.35PM	10.00AM	8.45AM	4.57	4.36	4.00	181.03	181.03	MEXIA 7.43
75		9.05	7.45									6.25	4.15	4.05		9.05	5.10	4.49	4.15	188.46	188.46	WORTHAM 5.56
80		9.30	8.02									6.34	4.24	4.14		9.14	5.19	4.59	4.24	194.02	194.02	CURRIE 4.34
75 W		9.50 10.12	8.17									6.43	4.33	4.23		9.22	5.25	5.07	4.33	198.36	198.36	RICHLAND 5.56
80		10.32	8.35									6.53	4.43	4.33		9.32	5.33	5.17	4.43	203.91	203.91	ANGUS 6.31
60																			210.23	210.23	ST. L. S. W. CROSSING 0.01	
WFTO Yard		10.50 11.20	8.55									7.05	5.00	4.45		9.49AM	5.45	5.30	5.00	210.24	210.24	CORSICANA 6.48
28		11.40AM	9.15									7.15	5.09	4.55			5.55	5.39	5.09	216.71	216.71	CARL 4.37
38		12.05PM	9.30									7.25	5.17	5.05			6.05	5.47	5.17	221.08	221.08	RICE 4.18
40		12.30	10.00 10.15									7.35	5.25	5.15			6.11	5.55	5.25	225.26	225.26	ALMA 5.67
WFTYO Yard		1.00PM	10.45PM									7.45PM	5.40PM	5.25PM			6.20AM	6.10AM	5.40AM	230.93	230.93	ENNIS
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only							Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily				
	25	23	343	345	347							35	15	31	33	39	37	17	19			
	(5.40) 10	(5.30) 9	(7.15) 15	(0.30) 8	(0.20) 8							(1.40) 30	(8.55) 28	(1.53) 25	(1.14) 30	(1.04) 2733	(3.10) 33	(3.30) 30	(4.25) 26			
																					 Time Over District..... Average Speed per Hour.....

Eastward Trains are Superior to Trains of Same Class in Opposite Direction: See Rule 72.
EXCEPT: Nos. 15, 17 and 37 are superior to No. 20, and Nos. 15, 17, 19 and 37 superior to Nos. 32, 36, 40 and 34.

Mexia Yard Register Station for all trains for which Mexia is terminal

NOTE—See Telegraph Office Hours on Page 10

No. 37 make stop between Hearne and Dallas to discharge passengers who purchased tickets at Austin or at points Caldwell and west, and passengers holding foreign line transportation.

Length of Passing Track in miles and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS				FIRST CLASS										Distance from Houston	Time Table No. 184 November 13, 1921					
	23	165	27	93		167	95	91	343			87	35	83	15	85	37	17		19	77	75	STATIONS		
	Way Freight	T. & N. O. Freight	Way Freight	Way Freight		T. & N. O. Freight	Through Freight	Sunset Manifest Freight	Sunset Manifest Freight			Oil Field Special	Oil Field Special	Passenger	The Hustler	Passenger	Dallas-Ft. Worth Limited	The Owl		St. Louis Limited	Frisco Passenger 510	Frisco Meteor 118		Automatic Block	
	Leave Daily Ex Sunday	Leave Daily	Leave Monday, Wednesday and Friday	Leave Monday, Wednesday and Friday		Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex Sun.	Leave Daily Ex Sun.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily			Leave Daily
WFYOP Yard			7.30AM	7.20AM				3.00PM	12.35AM	12.10AM													230.93	ENNIS	
36			7.40	7.30AM				3.10PM	12.45AM	12.25													233.73	2.80 GARRETT	
35			8.20							12.40													238.66	4.93 PALMER	
34			8.32							12.57													242.73	4.07 TRUMBULL	
35			9.00 10.15							1.10													245.87	3.14 FERRIS	
48			10.40							1.30													250.00	4.13 WILMER	
23			11.00AM 12.01PM							1.50													254.32	4.32 HUTCHINS	
85			12.30							2.20													259.87	5.55 MILLER SWITCH	
			12.35							2.25													260.77	0.90 Belt Junction	
		3.20PM	12.50					4.10AM		2.40													263.06	2.29 T. & N. O. Junction	
																							263.63	0.57 D. T. RY. CROSSING	
																							263.65	0.02 EAST DALLAS	
																							263.78	0.12 G. C. & S. F. BY. CROSSING	
WFYOP Yard	7.15AM	3.30PM	1.00PM					5.00AM		3.00													264.50	0.72 DALLAS YARD	
																							264.90	0.40 T. & P. RY. CROSSING	
																							266.00	1.10 THOMAS	
Via Belt and Union Terminal																									
Via Union Terminal																									
55	P	7.35								3.28													268.51	8.15 HILAND	
60	W	7.40								3.38													270.20	1.69 M. K. & T. RY. CROSSING	
48		8.10								3.59													277.21	7.01 OASIS	
																							282.07	4.86 RICHARDSON	
28		8.50								4.15													282.38	0.31 ST. L. S. W. RY. CROSSING	
48	W	9.20								4.35													288.48	6.11 PLANO	
22	WO	10.30								5.05													296.33	7.86 ALLEN	
35		11.00								5.30													303.00	6.67 McKINNEY	
48		11.30								5.50													307.55	4.55 MELISSA	
75	W	11.55AM								6.10													312.95	5.40 ANNA	
50		12.30PM								6.35													319.59	6.64 VAN ALSTYNE	
																							327.73	8.14 HOWE	
WFYO Yard		1.10								7.20													328.75	1.03 ST. L. S. W. RY. CROSSING	
Yard		1.15								7.25													328.77	0.02 SHERMAN	
																							330.33	1.56 T. & P. RY. CROSSING	
																							336.91	6.58 N. SHERMAN JCT.	
																							337.61	6.58 D. & S. E. CROSSING	
WFTO Yard		1.45PM								7.50AM													337.93	1.00AM M. K. & T. CROSSING	
		Arrive Daily Ex Sunday	Arrive Daily	Arr. Monday, Wednesday and Friday	Arr. Monday, Wednesday and Friday			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex Sun.	Arrive Daily Ex Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		23	165	27	93			167	95	91	343			87	35	83	15	85	37	17	19	77	75		
		(6.30) 11	(0.10) 9	(5.30) 6	(0.10) 17			(0.50) 2	(0.10) 17	(0.10) 17	(7.40) 14			(0.10) 07	(1.12) 27	(0.10) 17	(1.15) 27	(0.10) 17	(1.05) 31	(1.15) 27	(5.30) 20	(0.20) 27	(0.20) 27		

Movement of First Class Trains between Belt Junction and Dallas Union Station shown under T. & P. Junction—Forest Avenue Sub-Division. Page 8.

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

EXCEPT, That Nos. 15, 17 and 37 are superior to Nos. 20, 82 and 86, and Nos. 17, 19 and 37 are superior to No. 36.
 No. 15 makes stop between Ennis and Dallas to discharge passengers with tickets sold east of Ennis.
 No. 37 make stop between Hearne and Dallas to discharge passengers who purchased tickets at Austin or at points Caldwell and west or those holding foreign transportation.
 Semaphore signal west of Palmer indicates position of the switch; horizontal indicating caution switch set for siding. The normal position of this signal is "proceed," with arm at angle of 45 degrees.
 North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main Track west of Frisco yard at Sherman
 Texas Midland passenger trains operate on H. & T. C. Main Track—Ennis passenger depot to Midland connection west of Ennis Yard Office. NOTE—See Telegraph Office Hours on Page 10

Time Table No. 184. Nov. 13th, 1921	Distance from Denison	FIRST CLASS										SECOND CLASS				THIRD CLASS				Telegraph Office Hours	
		76	36	88	82	16	86	20	78	38	18	168	344	92	96	24	166	94	28		
		Frisco Passenger 117	Oil Field Special	Oil Field Special	Passenger	The Hustler	Passenger	Texas Limited	Frisco Met. or 511	S. n An onio Limited	The Owl	Through Freight	Sunset Manifest Freight	Sunset Manifest Freight	Freight	Way Freight	T. & N. O. Freight	Way Freight	Way Freight		
STATIONS	Arrive Daily	Arrive Daily Ex Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex Sunday	Arrive Daily	Arrive Tuesday Thursday and Saturday	Arrive Tuesday Thursday and Saturday				
ENNIS 2.80	107.00		s 9.00AM	9.10AM	10.15AM	s10.25AM	9.30PM	s 9.40PM		s10.00PM	s11.50PM			10.35PM	12.15AM	9.30AM		12.40PM	2.15PM	24 hours	
GARRETT 4.93	104.10		f 8.50	9.00AM	10.05AM	10.15	9.20PM	f 9.30		9.53	11.43			10.25	12.05AM	9.15AM		12.30PM	1.45		
FALMER 4.07	99.17		f 8.40			f10.05		f 9.17		9.44	11.35			10.05					1.15	See Note	
TRUMBULL 3.14	95.10		f 8.32					f 9.06		9.38	11.29			9.50					12.45		
FERRIS 4.13	91.96		f 8.26			s 9.51		s 8.58		9.33	11.24			9.33					12.30PM	See Note	
WILMER 4.32	87.83		f 8.18					f 8.47		9.27	11.18			9.10					10.20AM		
HUTCHINS 5.55	83.51		f 8.11					f 8.36		9.20	11.11			9.00					10.00 8.36	See Note	
MILLER SWITCH 0.90	77.96		8.01					f 8.26		9.11	11.01			8.46					8.23		
BELT JUNCTION 2.29	77.16		7.59					8.24		9.09	10.59			8.34					8.20		
T. & N. O. JUNCTION 0.57	74.87													8.40PM				6.10AM			
D. T. RY. CROSSING 0.02	74.30																				
EAST DALLAS 0.13	74.28																				
G. C. & S. F. RY. CROSSING 0.72	74.15																				
DALLAS YARD 0.40	73.43													8.30PM	8.12 7.52			3.00PM	6.00AM	8.00AM	
T. & P RY. CROSSING 1.10	73.03																				
THOMAS	71.93																				
DALLAS (Union Station)			7.50AM			9.15AM		s 8.15 7.10		9.00PM	s10.50PM 10.35PM							Via Union	Terminal	Co., M. K & T. and Belt.	
FORT WORTH											9.30PM							Via Union	Terminal	and T. & P.	
HILAND M. K. & T. RY. CROSSING 1.69	69.42							6.55						7.17				2.45		24 hours	
OASIS 7.01	67.73							6.51						7.07							
RICHARDSON 4.86	50.72							s 6.37						6.37				2.15		See Note	
ST. L. S. W. RY. CROSSING 0.31	55.86													6.05				1.45		See Note	
PLANO 6.11	55.55							s 6.27						6.05				1.45		See Note	
ALLEN 7.85	49.44							s 6.15						5.40				1.15		See Note	
McKINNEY 6.67	41.59							s 5.59						5.15				12.40PM		See Note	
MELISSA 4.55	34.93							s 5.45						4.40				11.55AM		See Note	
ANNA 5.40	30.38							s 5.36						4.20				11.30		See Note	
VAN ALSTYNE 6.64	24.98							s 5.26						4.00				11.00		See Note	
HOWE 8.14	18.34							s 5.12						3.35				10.25		See Note	
ST. L. S. W. RY. CROSSING 1.03	10.20																				
SHERMAN 0.02	9.18	3.00AM						s 4.52	5.05PM					2.55				9.40		24 hours	
T. & P. RY. CROSSING 1.56	9.16																				
N SHERMAN JCT. 6.58	7.60	2.55						4.47	5.02					2.30				9.15		24 hours	
D. & S. E. CROSSING 0.70	1.02																				
M. K. & T. CROSSING	0.32																				
DENISON	0.00	2.40AM						4.30PM	4.45PM					2.00PM				8.45AM		24 hours	
		Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Tuesday Thursday and Saturday	Leave Tuesday Thursday and Saturday
		76	36	88	82	16	86	20	78	38	18			168	344	92	96	24	166	94	28

Movement of First Class Trains between Belt Junction and Dallas Union Station shown under T. & P. Junction—Forest Avenue Sub-Division, Page 8.

Time Over District.....	(0.20)	(0.10)	(0.10)	(0.10)	(1.10)	(0.10)	(5.10)	(0.10)	(1.00)	(1.05)			(0.10)	(8.15)	(0.10)	(0.15)		(6.15)	(0.10)	(0.10)	(6.15)
Average Speed per Hour.....	27	30	17	17	30	17	19	27	35	30			9	12	17	12		12	8	17	7

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

EXCEPT, That Nos. 15, 17 and 37 are superior to Nos. 20, 82 and 86, and Nos. 19, 17 and 37 superior to Nos. 36 and 88.

No. 15 make stops between Ennis and Dallas to discharge passengers with tickets sold east of Ennis. No. 38 will stop at Ferris on flag for passengers for sidings and points West towards Austin and San Antonio.
 Semaphore signal west of Palmer indicates position of the switch; horizontal indicating caution switch set for siding. The normal position of this signal is "proceed," with arm at angle of 45 degrees North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main Track west of Frisco yard at Sherman.
 Texas Midland passenger trains operate on H. & T. C. Main Track—Ennis passenger depot to Midland connection west of Ennis Yard Office.

NOTE—See Telegraph Office Hours on Page 10

Westward

FROM HOUSTON

T & P JUNCTION—FOREST AVENUE SUB-DIVISION.

TOWARD HOUSTON

Eastward

FIRST CLASS											Distance from Houston	Time Table No. 184 November 13, 1921	STATIONS	Distance from Dallas	FIRST CLASS										
35	155	15	205	201	147	203	37	17	223	19					156	36	206	16	202	148	204	20	38	224	18
Oil Field Special H. & T. C.	T. & N. O. Passenger	The Hustler H. & T. C.	T. & P. Passenger	T. & P. Passenger	T. & N. O. Passenger	T. & P. Passenger	Dallas Ft. Worth Limited H. & T. C.	The Owl H. & T. C.	T. & P. Passenger	St. Louis Limited H. & T. C.	T. & N. O. Passenger	Oil Field Special H. & T. C.	T. & P. Passenger	The Hustler H. & T. C.	T. & P. Passenger	T. & N. O. Passenger	T. & P. Passenger	Texas Limited H. & T. C.	San Antonio Limited H. & T. C.	T. & P. Passenger	The Owl H. & T. C.				
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
			5.35PM	1.38PM		8.00AM			6.45AM		264.35			9.10AM		4.30PM		8.05PM			10.05PM				
											263.38														
	6.58PM		5.37	1.40	10.10AM	8.04			6.47		263.26	7.33AM		9.05		4.27	6.18PM	8.01			10.00				
											261.11														
8.48PM		6.51PM					7.20AM	7.07AM		6.52AM	260.77		7.59AM		9.24AM				8.24PM	9.09PM	10.59PM				
8.49	7.01	6.52	5.45	1.43	10.20	8.08	7.21	7.08	7.03	6.53	261.31	7.23	7.58	8.58	9.23	4.23	6.08	7.53	8.23	9.08	9.53	10.58			
8.52	7.04	6.57	5.47	1.46	10.25	8.12	7.24	7.11	7.05	6.56	263.11	7.20	7.55	8.55	9.20	4.20	6.05	7.50	8.20	9.05	9.50	10.55			
											263.43														
8.57PM	7.20PM	7.10PM	6.00PM	2.00PM	10.40AM	8.30AM	7.30AM	7.25AM 7.40AM	7.10AM	7.05AM 8.05AM	265.09	7.15AM	7.50AM	8.50AM	9.15AM	4.15PM	6.00PM	7.45PM	8.15PM 7.10PM	9.00PM	9.45PM	10.50PM 10.35PM			
								8.50AM	See 156												9.30PM				
Arrive Daily Ex. Sun.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily Ex. Sun	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
35	155	15	205	201	147	203	37	17	223	19		156	36	206	16	202	148	204	20	38	224	18			

(0.09) 20	(0.22) 15	(0.19) 12	(0.20) 16	(0.22) 19	(0.30) 10	(0.30) 15	(0.10) 24	(0.19) 12	(0.30) 15	(0.13) 18	Time Over District.....	(0.18) 20	(0.09) 26	(0.15) 28	(0.09) 26	(0.15) 28	(0.18) 20	(0.20) 21	(0.09) 26	(0.09) 26	(0.20) 21	(0.09) 26
Average Speed per Hour.....																						

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 EXCEPT, That No. 201 is Superior to Nos. 16, 18, 20, 38, 148, 156, 204, 206, and 224.
 And Nos. 17, 19 and 37 superior to No. 36 and No. 15 superior to No. 20

ENGINE RATING AND CLASSIFICATION

CLASS	Engine Numbers	Midlothian to Ennis	Fort Worth to Midlothian	Ennis to Fort Worth	Houston to Hempstead	Hempstead to Hearne	Hearne to Hempstead	Hempstead to Houston	Hearne to Ennis	Ennis to Bremond	Bremond to Hearne	Ennis to Dallas	Dallas to Sherman	Sherman and Denison	Sherman to Ennis	Mexia to Hempstead	Hempstead to Mexia	Waco Branch
T-57 19/24 95	301 to 334	1400	1000	1100	2700	1850	1700	2500	1850	1650	2100	1550	1350	1200	1400	3000	2500	1400
M-63 20/28 126	410 to 459	2000	1500	1650	3650	2350	2150	3600	2300	2200	2750	2000	1800	1600	1800	3750	3250	1800
M-63 21/28 152S	500 to 514	2500	1900	2000	4700	3050	2800	5000	3000	2800	3500	2600	2350	2100	2300	4250	3750	
T-63 22/28 160	700 to 711	2800	2100	2300	5000	3400	3400	5500	3200	3000	3750	2700	2500	2300	2500	4500	4000	
MK-63 26/28 210	750 to 794	3700	2800	3200	6700	4200	4200	7000	4250	4100	5000	4100	3700	3400	3700	6250	5100	
C-57 22/30 187	800 to 849	3150	2400	2700	6000	3600	3600	6000	3600	3400	4200	3500	3200	2850	3150	5000	4500	

Saturated 800 Class Engine handle 200 Ms less than Superheated. Engine rating Eastward, Sutton to Hempstead, 25%, and Corsicana to Bremond, 10%, more than rating shown above.

Allowance for Empty and Underloaded Cars { More than 40 Ms....0
 Less than 40 Ms.....3

GENERAL

Webb C. Ball, General Time Inspector
 W. F. Hayes, Assistant General Time Inspector
 Chicago, Illinois

LOCAL WATCH INSPECTORS

Houston Houston Watch Co., S. P. Bldg.
 W. E. Connor, Hardy and Conti
 Hempstead A. H. Frederick
 Hearne Traveling Inspector
 Fort Worth Mitchell-Greer Co.
 Waco F. Studer
 Ennis C. T. Moore
 Dallas F. Hafner, Interurban Bldg.
 Denison J. B. Rockwall
 Sherman Strange Jewelry Co.

Westward		FROM HOUSTON						GARRETT-FORT WORTH SUB-DIVISION.		TOWARD HOUSTON				Eastward		9		
Length of Passing Trains in Cars and Location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS			Distance from Garrett	Time Table No. 184. Nov. 13, 1921.	Distance from Houston	FIRST CLASS				SECOND CLASS		THIRD CLASS	Telegraph Office hours
	93	95	91	87	83	85	17				88	82	86	18	96	92	94	
	Way Freight	Through Freight	Sunset Manifest Freight	Oil Field Special	Passenger	Passenger	The Owl				Oil Field Special	Passenger	Passenger	The Owl	Freight	Sunset Manifest Freight	Way Freight	
	Leave Monday Wednesday and Friday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Thursday and Saturday		
36		7.30AM	3.10PM	12.45AM	8.05PM	f 6.00PM	f 6.45AM	0 22		233.73	9.00AM	f 10.05AM	f 9.20PM		9.15AM	12.05AM	12.30PM	
45		7.50	3.28	1.05	8.17	s 6.12	s 6.59	5 19		238.70	8.51	s 9.54	s 9.05		8.51	11.50PM	11.55AM	
28	WYO	8.25 8.38	3.50	1.25	8.28	s 6.24	s 7.14	11 52		245.02	8.38	s 9.41	s 8.50		8.25	11.30	11.30	
		8.42	3.53	1.30	8.30		6.26	7.16		246.32	8.34		9.36	8.42	8.15	11.25	10.15	
38		8.50	4.05	1.45	8.35	f 6.32	f 7.26	16 20		249.70	8.29	f 9.31	f 8.35		8.00	11.10	9.55	
48		9.18	4.25	2.05	8.46		6.44	7.39		255.74	8.16	9.18	8.22		7.39	10.50	9.30	
18		9.25	4.27	2.08	8.48	s 6.46	s 7.41	22.97 23.09		256.47	8.14	s 9.16	s 8.20		7.20	10.48	9.25	
60		9.50	4.50	2.32	9.02	s 7.01	s 7.56	29 66		263.05	7.56	s 8.58	s 8.05		6.55	10.20	8.58	
22	W	10.10	5.05	2.50	9.16	s 7.16	s 8.06	34 12		267.51	7.45	s 8.48	s 7.57		6.35	10.05	8.30	
60		10.30	5.32	3.07	9.23	f 7.24	f 8.15	38 42		271.81	7.35	f 8.38	f 7.43		6.15	9.45	8.15	
60		10.50	5.50	3.22	9.31	s 7.32	s 8.28	42.43		275.82	7.25	s 8.28	f 7.32		5.55	9.31	7.57	
60		11.05	6.07	3.35	9.39	f 7.40	f 8.34	45.76		279.15	7.15	f 8.21	f 7.25		5.35	9.00	7.42	
								50.19										
								51.89										
	WFIO	11.30AM	6.45PM	4.00AM	9.58		8.00	8.53	8.48AM	52.35		7.02	8.07	7.12	9.32PM	5.00AM	8.30PM	7.12AM
	Yard				10.00PM		8.05PM	8.55AM	8.50AM	52.61								
										52.84		7.00AM	8.05AM	7.10PM	9.30PM			
		Arrive Monday Wednesday and Friday 93	Arrive Daily 95	Arrive Daily 91	Arrive Daily Ex. Sunday 87	Arrive Daily 83	Arrive Daily 85	Arrive Daily 17			Leave Daily Ex. Sunday 88	Leave Daily 82	Leave Daily 86	Leave Daily 18	Leave Daily 96	Leave Daily 92	Leaves Tuesday Thursday and Saturday 94	

Time Over District..... (2.00) (2.00) (2.10) (0.02) (4.15) (3.35) (5.18)
Average Speed per Hour..... 27 26.4 23 18 13 13 10

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.

NOTE See telegraph office hours on page 10. M. K. & T. trains operate on main track under protection of flagman between M. K. & T. connection East Ft. Worth and Ft. Worth Freight Depot, T. & B. V. trains operate on H. & T. C. track between Waxahachie and Ft. Worth and enter and leave H. & T. C. tracks through H. & T. C. Wye Waxahachie. H. & T. C. trains will proceed between East Ft. Worth M. K. & T. connection and Ft. Worth freight depot also between Waxahachie Tower and Wye at Waxahachie under control expecting to find main track occupied. Waxahachie Tower register station for T. & B. V. trains only.

Westward		FROM HOUSTON					BREMOND-ROSS SUB-DIVISION.		TOWARD HOUSTON				Eastward		
Length of Passing Trains in Cars and Location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS			Distance from Bremond	Time Table No. 184. Nov. 13, 1921.	Distance from Houston	FIRST CLASS				THIRD CLASS	Telegraph Office hours	
	67	71	63	73	65				74	72	62	66	68		
	Way Freight	Oil Field Special.	Passenger	Passenger	Mixed				Oil Field Special	Passenger	Passenger	Mixed	Way Freight		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
Yard	WY	12.15PM	6.56PM	2.35PM		4.30AM	0 00		142.71	s 8.46AM		1.15PM	12.20AM	11.40AM	24 hours
38		12.53	f 7.13	s 2.52		4.50	8 53		151.24	f 8.26		s 12.53	s 11.48PM	11.15	No train order
24		1.30	s 7.33	s 3.15		9.40AM	17 69		160.40	s 8.08		9.10AM	s 12.35	s 11.25	10.50
							18.18								See Note
	W	2.00	f 7.43	s 3.33	s 10.05	s 5.40	25 75		168.46	f 7.50	s 8.45	s 12.15	s 10.57	10.05	See Note
25		2.20	f 7.54	s 3.43	s 10.15	s 5.52	29 85		172.56	f 7.42	s 8.35	s 12.05PM	s 10.45	9.30	See Note
30		2.45	f 8.06	f 3.55	f 10.30	f 6.15	35 88		178.59		f 8.20	f 11.50AM	f 10.25	9.00	
							43.68								
	WFYO	3.10PM	8.25PM	4.15PM	10.50AM	6.40AM	43 93		186.64	7.10AM	8.00AM	11.30AM	10.00PM	8.40AM	See Note
	Yard						47.73								
							55.14		197.85						
		Arrive Daily Except Sunday 67	Arrive Daily Ex. Sunday 71	Arrive Daily 63	Arrive Daily 73	Arrive Daily 65				Leave Daily Ex. Sunday 74	Leave Daily 72	Leave Daily 62	Leave Daily 66	Leave Daily Except Sunday 68	

Time Over District..... (2.55) (1.29) (1.40) (1.10) (2.10) (1.35) (1.10) (1.45) (2.20) (3.00)
Average Speed per Hour..... 15 29 20 20 26 27 20 26 18 16

Marlin is register station for Nos. 72 and 73 only. Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72. Except No. 73 is superior to No. 62. NOTE—See Telegraph Office Hours on Page 10

WESTWARD. MEXIA JUNCTION—NELLEVA JUNCTION SUB-DIVISION. EASTWARD.

Length of Passing Track in cars and location of Seales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Nelleva Junction	Time Table No. 184. November 13, 1921		Distance from Houston	SECOND CLASS		Telegraph Office Hours
	347	345		346	348				
	Mixed	Mixed		Mixed	Mixed				
	Leave Sunday Only	Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday	Arrive Sunday Only	
P	8.13AM	8.13AM	0 00	NELLEVA JUNCTION		74.49	2.50PM	1.30PM	
55	f 8.25	f 8.25	3.70	CROWDER		78.19	f 2.30	f 1.15	
	f 8.40	f 8.40	6.84	PIEDMONT		81.33	f 2.10	f 1.03	
60	W f 8.55	f 9.10	12.23	CARLOS		86.72	f 1.50	f 12.43	
60	f 9.15	f 9.30	19.51	MESA		94.00	f 1.30	f 12.15PM	
75	s 9.30	s 9.50	24.47	IOLA		98.96	s 1.10	s 11.55AM	See note
60	f 9.45	f 10.15	27.52	CROSS		102.01	f 12.30	f 11.43	
70	W s 10.15	s 10.50	34.91	NORTH ZULCH		109.40	s 12.01PM	s 11.15	See note
	f 10.30	f 11.05	38.71	GEORGE		113.20	f 11.40AM	f 11.00	
70	s 10.45	s 11.20AM	42.77	NORMAN JEE		117.26	s 11.20	s 10.45	See note
60	W f 11.10	f 12.01PM	51.29	FLYNN		125.78	s 10.30	s 10.05	
18	s 11.35AM	s 12.35	58.90	ROBBINS		133.39	s 9.55	s 9.35	See note
70	s 12.01PM	s 1.10	65.92	JEWETT		140.41	s 9.25	s 9.05	See note
55	f 12.25	f 1.40	71.52	EVANSVILLE		146.01	s 8.45	s 8.45	
60	W s 12.45	s 2.10	76.60	FARRAR		151.09	s 8.25	s 8.25	
60	s 1.00	s 2.30	81.59	PERSONVILLE		156.08	s 8.10	s 8.10	See note
60	s 1.20	s 2.55	87.86	FALLON		162.35	s 7.45	s 7.45	
P	1.40PM	3.20PM	94.08	MEXIA JUNCTION		168.57	7.25AM	7.25AM	
	Arrive Sunday Only	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Sunday Only	
	347	345					346	348	

(5.27) (7.07) Time Over District (7.25) (6.05)
17 14 Average Speed per Hour 13 16

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.
Cuthrell's Spur (Mile Post 14.15) and Brown Spur (Mile Post 57) flag stop for regular trains.

NOTE—See Telegraph Office Hours on Page 10

WESTWARD. LANCASTER—HUTCHINS SUB-DIVISION. EASTWARD.

Length of Passing Track in cars and location of Seales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Hutchins	Time Table No. 184. November 13, 1921		Distance from Houston	SECOND CLASS	
	27	28		28	28			
	Mixed	Mixed		Mixed	Mixed			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
P 76		8.50AM	0.00	HUTCHINS		254.32	9.40AM	
			4.44	M K & T CROSSING		258.76		
P 77		9.10AM	4.74	LANCASTER		258.96	9.20AM	
	Arrive Daily Ex. Sunday	27					Leave Daily Ex. Sunday	28

(0.20) (0.20) Time Over District (0.20) (0.20)
15 15 Average Speed per Hour 15 15

Eastward Trains are Superior to Trains of Same Class in Opposite Direction, See Rule 72, except No. 27 is Superior to No. 28.

TELEGRAPH OFFICE HOURS—SUNDAY ONLY.

Cypress	9:00 AM to 10:30 AM, 4:30 PM to 6:00 PM
Hockley	9:20 AM to 10:50 AM, 4:30 PM to 5:30 PM
Waller	9:30 AM to 11:00 AM, 4:15 PM to 5:30 PM
Prairie View	9:40 AM to 11:10 AM, 4:00 PM to 5:30 PM
Millican	11:00 AM to 12:30 PM, 3:00 PM to 4:15 PM
Wellborn	11:15 AM to 12:30 PM, 2:40 PM to 4:00 PM
Benchley	12:00 Noon to 3:00 PM
Eureka	24 hours
Hempstead	24 hours
Navasota Tower	24 hours
Bryan Tower	24 hours
Hearne Tower	24 hours
Calvert	12:01 AM to 3:00 AM
Hammond	12:00 Noon to 3:00 PM
Groesbeeck	11:45 AM to 3:45 PM
Rice	9:45 AM to 11:15 AM, 4:30 PM to 5:30 PM
Thornton	11:00 PM to 7:00 AM
Mexia Yard	24 hours
Corsicana	24 hours
Ennis	24 hours
Palmer	6 AM to 10:15 AM
Ferris	6:00 AM to 10:00 AM
Hutchins	6:30 AM to 10:00 AM
Richardson	8:00 AM to 10:00 AM
Allen	8:30 AM to 10:30 AM—5:00 PM to 7:00 PM
McKinney	8:30 AM to 10:30 AM—4:35 PM to 6:35 PM
Melissa	8:45 AM to 10:45 AM—4:45 PM to 6:45 PM
Anna	9:20 AM to 11:20 AM—4:30 PM to 6:30 PM
Richardson	8:00 AM to 10:00 AM—6:00 PM to 8:00 PM
Dallas Union Station	24 hours
Hiland Tower	24 hours
Plano Tower	4:00 PM to 8 AM
Sherman Tower	24 hours
Waxahachie Tower	24 hours
Mansfield	24 hours
Midlothian Tower	24 hours
Britton	7:00 AM to 9:00 AM—6:20 PM to 8:20 PM
Fort Worth	24 hours
Perry	8:15 AM to 12:30 PM, 3:00 PM to 4:00 PM
Reisel	8:00 AM to 12:15 PM, 3:10 PM to 4:10 PM
Iola	9:00 AM to 1:00 PM
North Zulch	9:45 AM to 11:45 AM
Normangee	10:00 AM to 12:00 Noon
Robbins	9 AM to 12:00 Noon
Jewett	8:30 AM to 10:30 AM—11:30 AM to 12:30 PM
Personville	7:25 AM to 9:25 AM—12:30 PM to 2:30 PM
Briggs	6:00 AM to 10:00 PM
T. P. Jct.	24 hours
Metzger	24 hours

TELEGRAPH OFFICE HOURS—DAILY EXCEPT SUNDAY.

Cypress	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Hockley	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Waller	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Prairie View	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Millican	8:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Wellborn	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Benchley	8:00 AM to 1:00 PM, 1:00 PM to 5:00 PM
Eureka	24 hours
Hempstead	24 hours
Navasota Tower	24 hours
Bryan Tower	24 hours
Hearne Tower	24 hours
Calvert	8:00 AM to 4:00 PM, 11:00 PM to 7:00 AM
Hammond	8:00 AM to 12:00 Noon—1:00 PM to 5:00 PM
Kosse	8:00 AM to 11:30 AM, 12:30 PM to 5:00 PM
Thornton	8:00 AM to 11:30 AM, 12:30 PM to 5:00 PM
Groesbeeck	8:30 AM to 4:30 PM
Wortham	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Rice	8:30 AM to 12:00 Noon, 1:00 PM to 5:30 PM
Bremond	24 hours
Mexia Yard	24 hours
Ennis	24 hours
Palmer	6:00 AM to 12:00 Noon, 1:00 PM to 3:00 PM
Ferris	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Hutchins	6:30 AM to 11:30 AM, 12:30 PM to 3:30 PM
Richardson	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Allen	8:30 AM to 12:00 Noon, 1:00 PM to 6:00 PM
McKinney	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Melissa	9:00 AM to 12:00 Noon—1:00 PM to 6:00 PM
Anna	9:00 AM to 12:00 Noon—1:00 PM to 6:00 PM
Van Alstyne	8:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Howe	9:00 AM to 12:00 Noon—10:00 PM to 6:00 PM
Dallas Yard	24 hours
Dallas Union Station	24 hours
Hiland Tower	24 hours
Plano Tower	4:00 PM to 8:00 AM
Sherman Tower	24 hours
Denison	24 hours
Waxahachie Tower	24 hours
Midlothian Tower	24 hours
Britton	7:30 AM to 12:00 Noon, 1:00 PM to 4:30 PM
Mansfield	24 hours
Fort Worth	24 hours
Marlin	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Perry	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Reisel	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Waco	8:00 AM to 4:00 PM
Iola	8:00 AM to 11:30 AM, 12:30 PM to 5:30 PM
North Zulch	8:00 AM to 12:30 PM, 1:30 PM to 5:00 PM
Normangee	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Robbins	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Jewett	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Personville	7:40 AM to 12:00 Noon—1:00 PM to 4:40 PM
Briggs	6:00 AM to 10:00 PM
T. P. Jct.	24 hours
Metzger	24 hours

LOCATIONS OF SIDINGS OR SPURS.

NAME OF SPUR	MAIN LINE		Length of Spur
	NEAREST STATION		
Humble Oil Spur	1.7 mile west of Satsuma.		691 feet
Mile Post 39 Siding	2.50 miles east of Waller.		813 feet
Section 8 Siding	1.86 miles east of Howth.		1653 feet
Hanney Spur	1.04 miles east of Howth.		604 feet
Sand Spur	3.12 miles west of Howth.		950 feet
Flewellen's Spur	0.10 miles east of Chaille.		558 feet
Cut-off Spur	At Nelleva Junction.		566 feet
Humble Oil Spur	2.67 miles east of Harne.		691 feet
Mexia Junction Wye	At Mexia Junction.		1152 feet
Trinity Tank Spur	2.43 miles west of Hutchins.		2800 feet
S. M. U. Spur (Soumethum)	0.71 miles east of Oasis		3900 feet
Cotton Mill Spur	2.02 miles east of Denison.		2750 feet

MEXIA-NELLEVA CUT OFF

Sand Spur	2.02 miles west of Personville.	650 feet
Evansville Coal Spur No. 3	0.75 miles west of Evansville.	1800 feet
Karners Spur	1.92 miles west of Farrar.	525 feet
Shilo Spur	2.42 miles east of Mexia Jct.	912 feet
Sand Spur	1.93 miles east of Robbins.	985 feet
Brown Spur	2.04 miles east of Robbins.	403 feet
Cuthrell's Spur	2.00 miles west of Carlos.	473 feet
Hipp's Spur	1.13 miles west of Piedmont.	7000 feet
Bear Grass Spur	3.28 miles west of Jewett.	1000 feet

FORT WORTH BRANCH

Katy Crossing	2.78 miles east of Fort Worth.	105 feet
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WACO BRANCH

Neal Spur	5.58 miles east of Waco.	332 feet
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SPEED TABLE

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

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

FOLLOWING IS LIST OF CHIEF, LOCAL AND CONSULTING SURGEONS AND OCULISTS AND AURISTS OF DALLAS DIVISION:

HOME STAFF.

Houston	Dr. R. W. Knox, Chief Surgeon.
Houston	Dr. F. A. Wales, House Surgeon.
Houston	Dr. M. L. O'Banion, Dr. T. A. Dickson Local Oculists and Aurists.
Houston	Dr. Chas. C. Green, Dr. H. C. Feagin, Dr. R. H. Harrison, Examining Surgeon.
Houston	Dr. J. L. Taylor, Local Surgeon.

DIVISION SURGEONS, CONSULTING SURGEONS, OCULISTS AND AURISTS

Dallas	Dr. E. H. Cary, Oculist and Aurist.
Sherman	Dr. T. W. Crowder, Oculist.
Waco	Dr. J. L. Burgess, Dr. N. T. Ayresworth, Oculists and Aurists.
Fort Worth	Dr. W. R. Thompson, Oculist and Aurist.
Ennis	Dr. C. P. Cooke, Dr. J. S. Terry, Dr. W. P. McCall, Division Surgeons.
Ennis	Dr. C. E. Gray, Oculist.

LOCAL SURGEONS—DALLAS DIVISION.

Hockley	Dr. J. E. Batte.	Rice	Dr. J. T. Carter.
Hempstead	Dr. L. L. Mahan, Dr. McDonald Orman Dr. C. W. LaGrand	Alma	Dr. J. T. Carter.
Courtney	Dr. G. C. Harris.	Ferris	Dr. E. House.
Navasota	Dr. E. A. Harris, Dr. W. T. Wilson.	Hutchins	Dr. A. W. Carnes, Dr. A. C. Carnes
Millican	Dr. W. A. Smith.	Dallas	Dr. E. Dunlap, Dr. L. M. Nance.
Wellborn	Dr. G. F. Lee.	Richardson	Dr. J. G. Jones.
Bryan	Dr. P. M. Raysor, Dr. C. A. Searcy	Plano	Dr. W. G. Harris.
Hearne	Dr. H. W. Cummings.	McKinney	Dr. W. E. Rucker.
Calvert	Dr. F. J. Gilson	Van Alstyne	Dr. Wm. Veazey.
Bremond	Dr. Edgar Brittain.	Howe	Dr. J. L. Shelley.
Kosse	Dr. A. T. Ezell.	Sherman	Dr. E. J. Neathery, Dr. H. I. Stout.
Jewett	Dr. V. L. Smith, Dr. Z. J. Spruell.	Denison	Dr. A. M. Freels, Dr. T. J. Long.
Iola	Dr. W. J. Quinn.	Reagan	Dr. H. P. Curry.
Normangee	Dr. Joe Rogers.	Marlin	Dr. S. P. Rice, Dr. J. W. Cook.
North Zulch	Dr. W. G. Williams.	Waco	Dr. G. B. Foscoe, Dr. C. H. Brooks.
Flynn	Dr. E. O. Boggs.	Waxahachie	Dr. W. D. Boyd, Dr. W. C. Tenery.
Riesel	Dr. J. B. Foster.	Midlothian	Dr. T. L. Barnett.
Thornton	Dr. W. A. Bedford.	Britton	Dr. O. H. Moyers.
Groesbeeck	Dr. J. W. Cox.	Mansfield	Dr. W. B. McKnight.
Mexia	Dr. T. F. Oates, Dr. M. M. Brown.	Fort Worth	Dr. W. A. Daringer, Dr. W. C. Daringer.
Worthum	Dr. K. W. Sneed.	Lancaster	Dr. B. F. Lyons.
Richland	Dr. J. H. Edgar.		
Corsicana	Dr. I. N. Suttle, Dr. T. A. Miller.		

LOCATION OF HOSPITALS.

GENERAL HOSPITAL—Southern Pacific Hospital, James and Paschal Streets. Houston.

EMERGENCY HOSPITALS—Waco, Providence Sanitarium; Fort Worth, St. Joseph's

Infirmary: Dallas, } St. Paul's Sanitarium.
 } Texas Baptist Sanitarium.
Sherman, Sherman Hospital.

B. S. HOLLIMON,
Superintendent.

A. T. RAWLINS, **M. R. MANN,**
Trainmaster. Trainmaster.

J. DOYLE,
Road Foreman of Engines.

W. F. WEATHERFORD,
Assistant Superintendent.

W. L. COX,
Terminal Trainmaster, Dallas.

E. A. O'DONNELL,
Supt. Houston Terminals.

ENNIS { **E. E. SLAGLE,** Chief Dispatcher.
J. E. RAWLINS, Asst. Chief Dispatcher.
N. P. WIMBERLY, Dispatcher.
E. C. MEREDITH, Dispatcher.
T. L. CUNNINGHAM, Dispatcher.
M. D. FLEETWOOD, Dispatcher.
A. E. RAWLINS, Dispatcher.
W. I. SNODGRASS, Dispatcher.
W. A. ALFORD, Dispatcher.
B. F. BRUMFIELD, Dispatcher.

Road Foreman of engines will exercise duties of Trainmaster when on line.

SPECIAL RULES AND REGULATIONS. GENERAL

1. With trains of more than twenty (20) cars, engine must be detached before spotting for fuel or water.

2. Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of caboose.

3. In conformity with Rule 14-C, Engineer must whistle out Flagman to protect rear of train and will recall Flagman with engine whistle as per Rule 14-D or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from rear of train. Flagman must not wait for signal from either Engineer or Conductor to protect train.

(a) When a train is stopped by a block signal, it may proceed when the signal is clear. On single track, send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, then proceed under control to the next clear signal; or if signal next in advance is in plain view and track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in Flagman from the rear.

(b) At stations where trains meet in block signal territory, when train holding main track is stopped by block signal which has been placed in stop position by the opposing train, it will be permissible for the train holding main track to proceed under control, as soon as the opposing train starts into siding, provided the main track between switches is seen to be clear.

(c) At night when burning fuses are placed by Flagmen at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by trainmen who placed them, that the fuses were placed for following trains.

4. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineer will whistle out a Flagman, then call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for a distance of one-half mile, after first calling in Flagman. In cases of this kind, it is reasonable to assume that someone has placed the stop signals to protect against broken rail or other track obstructions, and extreme care must be taken in moving train until full flagging distance has been covered.

5. In pulling away from stations and water tanks, freight trains will not exceed a speed of ten (10) miles per hour until train has moved its length, for the purpose of allowing trainmen to thoroughly inspect train for defective equipment.

6. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose on freight trains, to be acknowledged by two short blasts of whistle from engine.

Conductors of trains displaying green signals must register in person instead of by slip.

7. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches, and twenty-five (25) miles per hour over drawbridges and railroad crossings at grade.

8. Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on Engineer's side. These signals consist of post, four (4) inches square, extending three (3) feet above ground, with short fish-tail targets painted yellow, face of post painted white, and side and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals.

9. The following signs, when placed opposite names of stations in time-tables, indicate:

P—Telephone.	O—Track Scales.
F—Fuel Station.	Y—Wye.
T—Turn Table.	W—Water Station.

Register stations are indicated by bold face type.

LOCAL

Standard Clocks are located in Telegraph Offices at Central Depot, T. & N. O. and H. & T. C. Roundhouse and Hardy Street, Houston; Hempstead, Bremond, and Denison, Dispatcher's Office at Ennis, and in Yard Office and Union Station at Dallas, Ennis, Fort Worth and Hearne Yard Offices.

Train Register books are located at the following stations: Denison, Sherman, Dallas Yard Office, Ennis Yard Office, Hearne, Houston, Waco, Fort Worth, Mexia Yard for Branch trains and Nos. 23, 25, 24 and 26.

Bremond for Branch trains only. Dallas Union Depot and Ennis Dispatcher's office passenger trains only.

Frisco Yard office, Sherman, Friscoo freight trains only. Hempstead for Nos. 42, 43, 45 and 46.

Special orders issued by the heads of departments will be kept for Trainmen and Yardmen, in a book or on a bulletin board, at Denison, Dallas Yard, Ennis, Mexia, Bremond, Hearne, Hempstead, Hardy Street, Houston, Waco and North Zulch.

For employes of the Locomotive Department, at Roundhouses at Denison, Dallas, Ennis, Hearne, Bremond, Hempstead and Houston.

Train and Enginemen of the St. Louis & San Francisco Railroad Company will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of, the Houston & Texas Central Railroad Company between Denison and Sherman.

Train and Enginemen of the Texas Midland Railroad Company between T. M. Connection and Ennis Passenger Station are subject to foregoing regulations.

Train and Enginemen of the Missouri, Kansas & Texas Railway Company between M. K. & T. Connection and Fort Worth Freight Depot are subject to foregoing regulations.

Train and Enginemen of Texas & New Orleans Company between T. & N. O. Junction Connection and Dallas and Briggs and Forest Avenue are subject to foregoing regulations.

Train and Enginemen of Trinity & Brazos Valley Railway between Waxahachie and Fort Worth are subject to foregoing regulations.

Train and enginemen of the T. & P. Railway Company operating between T. & P. Junction and Forest Avenue, Dallas, will be governed by the current time table, rules and regulations of and are subject to orders of officers of the H. & T. C. Railroad Company.

Train and Enginemen of Houston & Texas Central Railroad Company will be governed by the Current Time Table, Rules and Regulations of, and are subject to order of the officers of the Texas & Pacific Co. between Dallas and Fort Worth.

Train and Enginemen of Houston & Texas Central Railroad Company will be governed by the current Time Table, Rules and Regulations of, and are subject to order of the officers of the St. Louis Southwestern Railway Company between East Waco and Cotton Belt Passenger Depot.

Train and Enginemen of Houston & Texas Central Railroad Company will be governed by the current Time Table, Rules and Regulations of, and are subject to orders of the officers of, the Galveston, Harrisburg & San Antonio and Texas & New Orleans Railway Companies between East Junction and Englewood.

Train and Enginemen Houston & Texas Central Railroad Company will be governed by the Current Time Table, Rules and Regulations of, and are subject to, orders of the officers of the Dallas Union Terminal Company, Missouri, Kansas & Texas Railway Company, between Forest Avenue and Hilland, through Dallas Union Terminal Company.

SPEED REGULATIONS.

Boom of wrecker must trail while being handled in train; blocks of boom must rest on tender car. Trains handling wrecker will not exceed 18 miles per hour unless handled special when limit will be 25 miles per hour.

Trains handling oil tanks loaded of twelve thousand gallons capacity or more will not exceed eighteen (18) miles per hour and with loaded tanks of less capacity will not exceed twenty-four (24) miles per hour.

All trains reduce to Fifteen (15) miles per hour over Trinity River Bridge (260-A) and trestle Ennis-Denison sub-division.

Engines backing up must not exceed fifteen (15) miles per hour.

While running through the Corporation Limits of cities and towns named below, trains must not exceed speed shown and engine bell must be kept ringing within such limits:

Through Kosse, Thornton, Goesbeek, Wortham, Rice, Palmer, Howe and Waxahachie, not to exceed eight (8) miles an hour.

Through Houston, Navasota, Bryan, Hearne, Calvert, Mexia, Corsicana, Ferris, Dallas, Plano, McKinney and Van Alstyne, not to exceed six (6) miles an hour.

Passenger train must not exceed a speed of forty-five (45) miles per hour west of Hempstead and fifty (50) miles per hour between Garrett and Ft. Worth. and Thirty-five (35) miles per hour between Garrett and Ft. Worth.

Freight trains must not exceed thirty-five (35) miles an hour between Eureka and Hempstead; thirty (30) miles an hour between Hempstead and Navasota and between Mexia and Dallas; twenty-five (25) miles an hour between Bremond and Waco, Ennis and Fort Worth, Navasota to Mexia, Nelleva Junction to Mexia Junction via Cut-off, Dallas and Denison; fifteen (15) miles an hour between Hutchins and Lancaster.

All main line trains westward—will approach North Sherman Junction, and eastward Main Line trains will approach Bremond with trains under control expecting to find Branch and Foreign Line trains occupying Main Line.

Cut-off trains will get check Main Line first-class trains from Dispatcher for movement between Nelleva Junction and Navasota.

Extra Trains may run ahead of second and third class trains, and third class may run ahead of second class trains without special instructions.

H. & T. C. westward trains will approach T. & N. O. Junction expecting to find Main Track occupied. This does not relieve T. & N. O. crews from complying with Rule 99.

Lenoir (Mile Post 10.8), Hander (Mile Post 24.2), Harmony Hill (Mile Post 21.5), Neuman's Crossing (Mile Post 26.8), Mt. Moriar (Mile Post 33), Neil (Mile Post 37), and Mile Post 40 are Flag Stops for Nos. 72 and 73 only.

Flag over all important crossings between Eureka and Englewood. (This applies to Freight trains only.)

SPECIAL RULES GOVERNING AUTOMATIC BLOCK SIGNALS

Automatic Semaphore Signal west of Hammond indicates position of the West Switch or Main Line just east of the switch; horizontal indicates Caution—switch set for siding or Main Line near switch occupied; the normal position of this Signal is proceed, with arm at 45 degrees.

Automatic Semaphore Signal east of Millican indicates position of the east Switch or Main Line just west of the switch; horizontal indicates Caution—switch set for siding or Main Line near Switch occupied; the normal position of this Signal is proceed, with arm at 45 degrees.

Following Special Rules governing movements of trains between Garrett and West Lead Switch Ennis Yard under Positive Block Signals.

Block Limits, Signal 2325, opposite west lead switch west end Ennis Yard; Signal 2336 East Switch Garrett.

Normal position Main Line Signals proceed. Normal position Signal 2327, on West Leg Texas Midland Wye, stop.

First-class trains will operate under Time Table authority and Automatic Block Signal protection.

Second-class and inferior trains will respect Time Table authority of first-class trains and will not enter block if unable to clear their time.

Second-class and inferior trains will be governed entirely by Automatic Block Signal indications as against trains of same or inferior class.

Trains or engines on West Leg Texas Midland Wye must stop clear of Signal 2327. When desiring to enter block must send man to consult indicator at switch; if clear, switch may be thrown and train may enter block as soon as Signal has cleared; if Indicator is at stop switch may be used only under flag protection.

Overlap extends from Texas Midland cross-over to Signal 2325. Train and Enginemen are reminded that when occupying overlap or west lead switch is left open will hold Signals 2327 and 2336 at stop.

Following Special Rules cover movement trains between Mexia Junction and East Switch Mexia Yard.

Trains between these points will operate under Positive Automatic Block Signal instead of by Time Table or train orders.

Block Limits: Signal 1779 at East Wye Switch, Signal 1783 at West Wye Switch, and Signal 1786 at East Yard Switch.

Main Line trains finding Signal clear may proceed through block.

Westward cut-off trains will stop in clear of Signal 1783, send man to consult Indicator at switch; if clear, switch may be thrown and train may enter block as soon as Signal has cleared; if Indicator is at stop, switch may be used only under flag protection.

Train and Enginemen are reminded that an overlap extends from Signal 1779 three thousand feet east, and when on this overlap Signals 1786 and 1783 are held at stop.

Following Special Rules cover movement trains between Navasota and Nelleva Junction under Positive Block Signals.

Block Limits: Signal No. 713, Navasota, Signal No. 746, Mexia Cut-off, and Signal No. 750, Main Line Mile Post 75.

Normal Position Signals governing westward movement Navasota to Nelleva Junction, clear or proceed position.

Normal Position Signal 750 at stop.

First-class trains will operate under Time Table authority and Block Signal protection.

Second-class and inferior trains will respect Time Table authority of first-class trains and will not enter block if unable to clear their time. Second-class and inferior trains will be governed entirely by Block Signal indications as against trains of same or inferior class.

Eastward Main Line trains approaching Positive Block Limits at Mile Post 75 will be governed by Signal 750 which, if block is not occupied, will go to proceed position when train reaches over-lap; train may then proceed to Navasota for opposing trains.

Westward trains from Navasota will be governed by Signal No. 713, west end of Navasota Yard, which will remain at proceed position if block is not occupied.

Eastward trains from Mexia Cut-off will stop clear of Signal No. 746. Trainmen will proceed to Junction switch; if Switch Indicator is at proceed, will line proceed position, train may proceed to Navasota for opposing trains.

Switch Indicators have been placed at Nelleva Junction and I. & G. N. Transfer Switches. If Indicator is at stop position switch must not be used except under flag protection.

Indicator in Tower No. 41 at G. C. & S. F. crossing indicates whether or not Block is occupied. Westward second-class or inferior trains at Navasota, not in hand or lamp signal to proceed if Indicator shows block not occupied. Operator will immediately open time relay when westward trains start to leave, keeping it open until trains enter block.

Automatic Block Signals in service between Cypress and Courtney are not a positive block, as Automatic Signals at other points on Dallas Division, and when Instructions Time Table.

Use one long and one short blast of whistle when calling for M. K. & T. track to Union Terminal at Hilland.

Conductors of passenger trains must throw off register slip to Towerman at Hilland, and to Bridge Watchman at Belt Junction, between 8 P. M. and 5 A. M. passenger trains will not register at Belt Junction.

Dallas Belt line is single track between T. & P. Junction and Metzger and double track between Metzger and Dallas Union Terminals. All trains will track, immediately west of Santa Fe crossing and connection with H. & T. C. tracks on Forest Avenue.

In using double tracks trains must keep to the left hand unless otherwise provided. Eastward trains use left hand or north track and westward trains use left hand or south track.

Interlocker at Santa Fe crossing at Forest Avenue, Dallas, govern movements between south end Union Terminal tracks and south end M. K. & T. double tracks.

Trains or engines will proceed on clear or caution signal indications via any route ahead of or against superior or over-due trains. Yard rules apply within these limits. Passenger trains making stops must protect by flagman.

Normal position of the two switches on north track Dallas Belt Lines just west lined for this route will show green indication and when lined for eastward movement via Belt Line will show red.

The one switch at east end double track just east of Metzger normal position will be for eastbound movement via H. & T. C. tracks. Switch movements through these four switches will be under control of the Operators at Metzger, H. & T. C. trains calling for switches with one long blast of the whistle and if switch OK, signal will be given by Operators with green flag or green light. T. & N. O. and T. & P. trains will call for switches with one long and one short blast of the whistle, and if OK Operator will signal with yellow flag or yellow light.

All trains will approach Metzger under control and stop, unless proceed signal is given by telegraph Operator as above prescribed.

H. & T. C., T. & N. O. and T. & P. train will approach Forest Avenue crossing under control and stop unless proceed signal is given by switch tender with flags or light as hereinbelow prescribed.

H. & T. C. trains will call for route with four short blasts of steam whistle and will proceed through cross-over on signal given by switch tender with green flag or green light.

T. & N. O. and T. & P. trains will call for route with four short blasts of the steam whistle and will proceed on signal given by switch tender with a yellow flag or yellow light.

MAP OF THE DALLAS DIVISION H & T. C. R. R.

SCALE OF MILES.



AUGUST-1920

