

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS DIVISION

To Take Effect Saturday, November 1, 1924, 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.

WESTWARD

(CENTRAL TIME)

EASTWARD

No. 343	No. 45	No. 43	No. 37 22	No. 19	No. 17	No. 15 24	Distance from Houston	STATIONS	Distance from Denison	No. 16 23	No. 18	No. 20	No. 38 21	No. 42	No. 46	No. 344 247
			10.00PM			8.00AM	210	SAN ANTONIO	404	7.15PM			7.30AM			12.30AM
6.00AM	11.45PM	9.05AM		9.10PM	11.00PM	9.35AM	0	HOUSTON	337	6.10PM	7.05AM	6.55AM		6.05PM	5.45AM	10.00PM
8.50AM	1.05AM 1.20AM	10.35AM 11.10AM		10.39PM	12.12AM	10.48AM	50	HEMPSTEAD	287	4.50PM	5.50AM	5.25AM		4.30PM 4.25PM	4.05AM 4.00AM	6.00PM
	6.40AM	3.40PM	10.45PM			3.40PM	164	AUSTIN	335				6.40AM	12.20PM	10.45PM	
9.50AM				11.24PM	12.47AM	11.25AM	71	NAVASOTA	267	4.02PM	5.15AM	4.45AM				3.40PM
12.30PM 3.00PM			3.15AM	{ 1.09AM 1.20AM }	{ 2.15AM 2.20AM }	{ 1.05PM 1.20PM }	121	HEARNE	217	{ 2.05PM 1.57PM }	{ 3.40AM 3.30AM }	{ 2.50AM 2.40AM }	2.00AM			1.10PM 11.45AM
4.20PM			3.54AM	{ 2.15AM 2.20AM }	3.10AM	2.12PM	143	BREMOND	195	1.15PM	2.43AM	{ 1.50AM 1.40AM }	1.21AM			10.37AM
			7.30AM	7.30AM	7.30AM	3.55PM	186	WACO	239	11.15AM		10.45PM	10.45PM			
6.25PM			4.59AM	3.55AM	4.30AM	3.31PM	181	MEXIA	157	11.55AM	1.37AM	12.16AM	12.21AM			8.58AM
9.30PM 12.45AM			{ 6.20AM 6.25AM }	{ 5.40AM 5.45AM }	{ 6.00AM 6.05AM }	{ 5.15PM 5.23PM }	231	ENNIS	107	10.20AM 10.15AM	12.10AM 12.05AM	10.30PM 10.20PM	11.00PM 10.55PM			6.30AM 11.55PM
3.30AM 7.00PM			7.30AM	{ 7.05AM 8.15AM }	{ 7.15AM 7.25AM }	6.35PM	265	DALLAS	73	9.10AM	11.00PM 10.35PM	{ 9.00PM 6.50PM }	10.00PM			9.25PM
4.00AM			8.35AM	8.35AM	8.30AM	7.20PM	286	FORT WORTH	157	8.00AM	9.30PM	8.20PM	8.20PM			8.32PM
11.15PM			11.00AM	11.00AM	11.00AM		337	DENISON	0			4.15PM	4.15PM			4.40PM
29.15	7.05	6.35	12.50	13.40	11.50	11.20		THROUGH TIME		11.15	9.35	14.40	15.15	5.45	7.00	31.50
6.6	23.1	24.7	31.4	24.6	28.4	31.1		MILES PER HOUR		30.6	36.2	22.4	26.4	28.5	23.4	12.7

MILEAGE SOUTHERN PACIFIC LINES (TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company.....	1,358.69
Texas & New Orleans Railroad Company.....	467.63
Texas State Railroad.....	32.60
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.....	3,587.86

MAIN LINE

Eureka (M. P. 7) to Denison.....H. & T. C. R. R. Co.....330.98

BRANCHES

Mexia Subdivision.....H. & T. C. R. R. Co.....Mexia Jct. to Nelleva Jct.....	94.08
Ft. Worth Subdiv.....H. & T. C. R. R. Co.....Garrett to Fort Worth.....	52.84
Waco Subdivision.....H. & T. C. R. R. Co.....Bremond to Ross.....	55.14
Lancaster Subdiv.....H. & T. C. R. R. Co.....Hutchins to Lancaster.....	4.74
Dallas Belt Subdiv.....H. & T. C. R. R. Co.....Forest Ave. to T. & P. Jct. and Belt Jct.	7.35
Total Branches	214.15
Total Dallas Division.....	545.13

Received TIME TABLE No. 190

Taking Effect at 12:01 A. M.

Saturday, Nov. 1, 1924

Signature.....

Occupation.....

NOTE—Person receiving this receipt with Time Table must sign and send to Superintendent by first train.

COMPANY PHYSICIANS

Dr. R. W. Knox, Chief Surgeon, Houston, Texas.

Dr. C. C. Green, Assistant Chief Surgeon, Houston, Texas.

AlmaDr. J. T. Carter.....Local Surgeon	JewettDr. V. L. Smith.....Local Surgeon
BryanDr. P. M. Raysor.....Local Surgeon	Dr. Z. J. Spruell.....Local Surgeon
Dr. C. A. Searcy.....Local Surgeon	KosseDr. A. T. Ezell.....Local Surgeon
BremondDr. Edwin Brittain.....Local Surgeon	Dr. J. C. Baker.....Local Surgeon
CourtneyDr. G. C. Harris.....Local Surgeon	LancasterDr. B. F. Lyons.....Local Surgeon
CalvertDr. F. T. Gilson.....Local Surgeon	MillicanDr. Henry Bradbrook.....Local Surgeon
CorsicanaDr. I. N. Suttle.....Local Surgeon	MexiaDr. T. F. Oates.....Local Surgeon
Dr. T. A. Miller.....Local Surgeon	Dr. M. M. Brown.....Local Surgeon
DallasDr. E. H. Cary.....Oculist and Aurist	Dr. C. P. McKenzie.....Local Surgeon
Dr. E. Dunlap.....Division Surgeon	McKinneyDr. W. E. Rucker.....Local Surgeon
Dr. H. M. Winans.....Local Surgeon	MarlinDr. S. P. Rice.....Local Surgeon
DenisonDr. A. M. Freels.....Local Surgeon	Dr. J. W. Cook.....Local Surgeon
Dr. T. J. Long.....Local Surgeon	MidlothianDr. T. L. Barnett.....Local Surgeon
EnnisDr. C. P. Cook.....Division Surgeon	MansfieldDr. W. B. McKnight.....Local Surgeon
Dr. J. S. Terry.....Local Surgeon	NavasotaDr. E. A. Harris.....Local Surgeon
Dr. W. P. McCall.....Local Surgeon	Dr. W. T. Wilson.....Local Surgeon
Dr. C. E. Gray.....Oculist	NormangeeDr. Joe Rogers.....Local Surgeon
Fort WorthDr. W. R. Thompson.....Oculist and Aurist	North ZulchDr. W. G. Williams.....Local Surgeon
Dr. W. A. Durringer.....Division Surgeon	PlanoDr. W. G. Harris.....Local Surgeon
Dr. W. C. Durringer.....Division Surgeon	RieselDr. J. D. Foster.....Local Surgeon
Dr. S. J. Wilson.....Local Surgeon	RichlandDr. J. H. Edgar.....Local Surgeon
FlynnDr. E. O. Boggs.....Local Surgeon	RiceDr. J. T. Carter.....Local Surgeon
FerrisDr. E. House.....Local Surgeon	RichardsonDr. W. N. Manning.....Local Surgeon
GroesbeeckDr. J. W. Cox.....Local Surgeon	ReaganDr. H. P. Curry.....Local Surgeon
HoustonDr. F. A. Waples.....Division Surgeon	ShermanDr. T. W. Crowder.....Oculist
Dr. H. C. Feagan.....Examining Surgeon	Dr. E. J. Neathery.....Local Surgeon
Dr. R. H. Harrison.....Examining Surgeon	Dr. H. I. Stout.....Local Surgeon
Dr. R. H. McMeans.....Local Surgeon	ThorntonDr. W. A. Bedford.....Local Surgeon
Dr. J. L. Taylor.....Local Surgeon	Van AlstyneDr. Wm. Veazey.....Local Surgeon
Dr. M. L. O'Banion.....Local Oculist and Aurist	WacoDr. H. T. Aynesworth.....Oculist and Aurist
Dr. T. A. Dickson.....Local Oculist and Aurist	Dr. G. B. Foscue.....Local Surgeon
HempsteadDr. L. L. Mahan.....Local Surgeon	Dr. C. H. Brooks.....Local Surgeon
Dr. Malcolm A. Jones.....Local Surgeon	WaxahachieDr. W. D. Boyd.....Local Surgeon
Dr. C. W. LeGrand.....Local Surgeon	Dr. W. C. Tenery.....Local Surgeon
HearneDr. H. W. Cummings.....Local Surgeon	WorthamDr. K. W. Sneed.....Local Surgeon
Dr. S. J. Alexander.....Local Surgeon	WellbornDr. G. F. Lee.....Local Surgeon
HutchinsDr. A. W. Carnes.....Local Surgeon	
Dr. A. C. Carnes.....Local Surgeon	
HoweDr. J. L. Shelley.....Local Surgeon	
IolaDr. W. J. Quinn.....Local Surgeon	

LOCATION OF HOSPITALS

General Hospital—

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

Emergency Hospital—

Providence Sanitarium, Waco. St. Joseph Infirmary, Ft. Worth. Baylor Hospital, Dallas. Sherman Hospital, Sherman.

First Aid Hospital—

T.&N.O. General Shops, Houston.

WATCH INSPECTORS

Sidney F. Ball, General Time Inspector.....	Chicago, Illinois
Houston Watch Company, Southern Pacific Building.....	Houston, Texas
W. E. Conners, 1702 Conti Street.....	Houston, Texas
A. H. Frederick.....	Hempstead, Texas
Thomas & Myers.....	Hearne, Texas
Mitchell-Greer Company.....	Fort Worth, Texas
F. Studer.....	Waco, Texas
A. M. Wesson.....	Mexia, Texas
C. T. Moore.....	Ennis, Texas
Hafner Watch & Optical Company, Interurban Bldg.....	Dallas, Texas
J. B. Rockwall.....	Denison, Texas
Strange Jewelry Company.....	Sherman, Texas
Rhoads Brothers.....	Corsicana, Texas

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from Houston	NAME	Car Capacity and Direction Opening if Spur	Mexia Subdivision	
			Distance from Nolleva Jct.	Car Capacity and Direction Opening if Spur
20.21	Humble Oil Spur.....	15 E		
38.50	Mile Post 39.....	16	14.23	Cuthrell's Spur..... 6 E
53.68	Section 8.....	30	56.86	Brown's Spur..... 7 W
54.50	Hanneys Spur.....	9 E	72.27	Evansville Coal Mine..... 94 W
58.66	Sand Spur.....	16 W	78.52	Karners Spur..... 33
118.02	Humble Oil Spur.....	15 E	83.61	Sand Spur..... 7 W
154.43	Jonesboro.....	98 W	91.66	Shilo..... 10 W
171.01	Humble Pipe Line.....	14 E		15 W
177.07	Prairie Pipe Line.....	12 E		
183.35	Gulf Pipe Line Co.....	30 E		
183.86	Atlantic Oil Co.....	36 E		
196.07	Humphreys.....	44		
255.58	List & Gifford Gravel Pit	70		
267.80	Armo.....	12 W		
269.49	S. M. U. Spur (Soumethun)	73 W		
271.89	Lawther.....	3 W		
292.46	Murray.....	15 W		
335.91	Cotton Mill Spur.....	52 W		

Distance from Garrett	NAME	Car Capacity and Direction Opening if Spur	Fort Worth Subdivision	
			Distance from Garrett	Car Capacity and Direction Opening if Spur
47.13	El Toro.....	13		

Distance from Bremond	NAME	Car Capacity and Direction Opening if Spur	Waco Subdivision	
			Distance from Bremond	Car Capacity and Direction Opening if Spur
20.34	Stallworth.....	2 W		
38.35	Neale.....	3 W		

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.

BKWFTYP	THIRD CLASS			SECOND CLASS			FIRST CLASS						Distance From Houston	TIME TABLE No. 190 November 1, 1924	STATIONS	
	51 Way Freight			239 Fast Mdse.	343 New York Steamer Freight	345 Mixed	45 Austin Division Passenger	17 The Owl	19 St. Louis Limited	24 Austin Division Passenger	15 The Hustler	43 Austin Division Passenger				22 Austin Division Passenger
	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	6.30AM			9.00PM	6.00AM									0.00	TO-R ENGLEWOOD 3.65	
BKWFYP														3.65	HOUSTON (Hardy St.) 2.40	
														6.05	BOULEVARD JUNCTION	
P BK									11.45PM	11.00PM	9.10PM		9.35AM	9.05AM	1.25	TO-R HOUSTON (H. & T. C. Depot) 1.48
														2.74	BOULEVARD JUNCTION 3.02	
P I														5.76	TO TOWER 13 M-K-T. CROSSING 0.23	
65 Y	7.30			9.45	6.55				11.58PM	11.13	9.23		9.48	9.18	5.99	EUREKA 6.64
45 P W	7.50			10.05	7.10				12.10AM	11.21	f 9.33		9.56	f 9.28	12.63	FAIRBANKS 5.88
45 P	8.10			10.20	7.24				12.17	11.28	f 9.42		10.03	f 9.38	18.51	SATSUMA 7.50
45 P W	8.37			10.40	7.42				12.27	11.39	f 9.54		10.13	s 9.51	26.01	TO CYPRESS 4.35
55 P	8.50			10.55	7.52				12.34	11.45	10.00		10.19	9.58	30.36	SWANSON 5.31
75 P Y	9.15			11.07	8.05				12.42	11.52	f 10.08		10.26	s 10.08	35.67	TO HOCKLEY 5.33
48 P	9.35			11.20	8.17				12.50	11.59PM	f 10.16		10.33	s 10.16	41.00	TO WALLER 4.14
8 P SPUR	9.52								f 12.56		f 10.23			s 10.25	45.14	TO PRAIRIE VIEW 0.96
60 P	9.55			11.35	8.31				12.58	12.06AM	10.25		10.40	10.27	46.10	PRAIRIE SIDING 4.58
PBKWY	10.10 11.00			11.50PM	8.50	6.45AM			1.05AM	12.12	s 10.39		s 10.48	10.35AM	50.68	TO-R HEMPSTEAD 4.86
48 P	11.30				9.05	f 6.55				12.19	f 10.48		f 10.55		55.54	HOWTH 6.87
82 P	11.50AM				9.23	f 7.12				12.29	f 10.59		f 11.06		62.41	COURTNEY 4.04
55 P	12.05PM				9.33	f 7.24				12.35	11.06		f 11.12		66.45	CHAILLE 4.25
P I															70.70	TO TOWER 41 (G&SF Cross.) 0.05
90 W	12.40				9.50	s 7.50				s 12.47	s 11.24		s 11.25		70.75	NAVASOTA 0.36
I															71.11	TOWER 9 (I.-G. N. Cross.) 3.38
P						8.00AM									74.49	NELLEVA JUNCTION 1.56
75 P	1.00				10.05					12.56	f 11.34		f 11.36		76.05	NELLEVA 4.46
50 P Y	1.35				10.20					1.04	f 11.43		s 11.45AM		80.51	MILLICAN 8.14
80 P W	2.20				10.40					1.16	f 11.58PM		s 12.01PM		88.65	TO WELLBORN 5.81
I															94.46	TOWER 7 (I.-G. N. Cross.) 0.39
80 P	2.35				11.00					s 1.26	s 12.12AM		s 12.13		94.85	COLLEGE STATION 4.43
P I															99.28	TO TOWER 36 (I.-G. N. Cross.) 0.41
80	2.55				11.20					s 1.35	s 12.27		s 12.25		99.69	BRYAN 7.84
46 P W	4.05				11.45					1.49	f 12.42		s 12.39		107.53	TO BENCHLEY 3.67
50 P	4.17				11.57AM					1.56	12.49		12.45		111.20	RUFINCH 3.61
70 P	4.30				12.10PM					2.04	12.57		f 12.53		114.81	SUTTON 4.88
BKWFITY	4.45PM				12.30PM					2.10	1.03	1.05PM	12.59	3.08AM	119.69	HEARNE JUNCTION 1.00
										2.15AM	1.09AM	1.10PM	1.05PM	3.15AM	120.69	HEARNE
	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	51			239	343	345			45	17	19	24	15	43	22	

Figures at Houston (H. & T. C. Depot) and Englewood are for information only. Trains between Eureka and these points will be governed by Houston Terminal Current Time Table.

Double Track

Block Signals

(10.15) 12.0 (2.50) 19.0 (6.30) 19.0 (1.15) 19.0 (1.20) 37.0 (3.15) 36.7 (3.59) 29.9 (0.05) 12.0 (3.30) 34.1 (1.30) 32.9 (0.07) 8.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72) EXCEPT, No. 17 is Superior to Nos. 20 and 18.

Nos. 16 and 20 will stop at all stations between Hempstead and Houston to discharge passengers.

Signal light located on roof of yard office Hearne, when displaying green light is authority for trains Nos. 17, 19 and 22 to use Main track from Hearne Junction to oil station at Roundhouse against opposing trains. Yardmaster only is authorized to operate this signal.

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking, Signs, Turn tables, Wyes and Tele-phones.

BKWFTY	THIRD CLASS				SECOND CLASS				FIRST CLASS					Distance From Houston	TIME TABLE NO. 190 November 1, 1924 STATIONS			
			55	53			343	345		15	31	37	17			19		
			Way Freight Leave Tues. Thursday Saturday	Way Freight Leave Mon. Wed. Fri.			Sunset Manifest Freight Leave Daily	Mixed Leave Daily		The Hustler Leave Daily	Oil Field Special Leave Daily	Dallas Ft. Worth Limited Leave Daily	The Owl Leave Daily			St. Louis Limited Leave Daily		
			6.45AM				3.00PM					1.20PM		3.15AM	2.20AM	1.20AM	120.69	HEARNE 0.02
PK I																	120.71	TO-R Tower 15 (I.-G. N. Cross.) 3.31
55 P			7.00				3.12					1.27		3.22	2.30	1.27	124.08	SEGER 4.56
95 P			7.45				3.25					s 1.40		3.30	s 2.40	s 1.43	128.59	TO CALVERT 8.50
55 P			8.20				3.50					f 1.58		3.45	2.55	f 2.03	137.09	Block Signal TO HAMMOND 5.62
45 PBK WY			9.40				4.20					s 2.12		3.54	s 3.10	s 2.15 2.20	142.71	Block Signal TO BREMOND 5.66
75 P			10.22				4.37					f 2.21		4.04	3.21	f 2.35	148.37	DENNY 4.86
50 P			10.55				4.51					s 2.32		4.13	3.31	s 2.48	153.23	TO KOSSE 8.04
55 P W			11.35AM				5.15					s 2.47		4.26	3.47	s 3.04	161.28	TO THORNTON 8.23
50 P W			12.20PM				5.40					s 3.03		4.40	s 4.04	s 3.22	169.50	TO GROESBEECK 4.25
40 P			12.50				5.55					f 3.12		4.47	4.14	f 3.31	173.75	DOYLE 4.54
P Y																	178.29	Block Signal MEXIA JUNCTION 1.33
BKWFT			8.00AM	1.20PM			6.20	1.37				3.22	10.23AM 12.30PM	4.56	4.24	3.40		MEXIA YARD
PK I																	179.62	TO-R Tower 63 (T. & B.V. Cross.) 1.41
W			8.05				6.25	1.47PM				s 3.31	s 12.50	s 4.59	s 4.30	s 3.55	181.03	MEXIA 5.42
88 P			8.24				6.41					3.41	1.00	5.09	4.42	4.05	188.45	GUDE 2.01
75 P			8.35				6.45					s 3.46	s 1.04	5.12	4.45	s 4.09	188.46	TO WORTHEAM 5.56
80 P			9.33				6.57					f 3.56	f 1.17	5.20	4.55	f 4.19	194.02	CURRIE 4.34
75 P W			10.20				7.07					s 4.06	s 1.27	5.27	5.02	s 4.28	198.36	TO RICHLAND 5.56
80 P			11.10				7.20					f 4.16	f 1.39	5.35	5.11	f 4.38	203.91	ANGUS 6.31
																	210.23	ST. L. S. W. CROSSING 0.01
60 P W			11.30AM 12.01PM				8.10					s 4.35	s 1.55	s 5.45	s 5.25	s 4.55	210.24	TO CORSOIANA 6.48
28 P			12.40				8.35					4.45	f 2.06	5.55	5.35	5.08	216.71	CARL 4.37
90 P			1.15				8.52					s 4.53	f 2.13	6.02	5.42	f 5.16	221.08	TO RICE 4.18
40 P			1.50				9.10					f 5.01	f 2.21	6.09	5.50	f 5.25	225.26	ALMA 5.67
BKWFTY			2.20PM				9.30PM					5.15PM	2.33PM	6.20AM	6.00AM	5.40AM	230.93	TO-R ENNIS
			Arr. Tues. Thursday Saturday	Arrive Mon. Wed. Fri.			Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
			55	53			343	345				15	31	37	17	19		

(6.20) (6.35) (6.30) (6.20) (3.55) (1.43) (3.05) (3.40) (4.20) Time Over Subdivision.....
 8.2 8.9 16.9 8.0 27.6 28.8 35.4 30.0 25.4 Average Speed per Hour.....

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

EXCEPT: Nos. 17 and 37 are Superior to Nos. 20, 18 and 32. Nos. 15 and 19 are Superior to No. 32.
 No. 37 will stop at stations between Hearne and Dallas to discharge passengers from Austin, Caldwell and points west thereof.
 No. 38 will stop at Calvert for passengers destined to stations between Hearne and Austin also for San Antonio and points beyond.

ENNIS SUBDIVISION

EASTWARD

TIME TABLE NO. 190 November 1, 1924	Distance From Ennis	FIRST CLASS					SECOND CLASS					THIRD CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations.			
		18	32	16	20	38	346	344				54	52				Daily Ex. Sunday	Sunday Only	
		The Owl	Oil Field Special	The Hustler	Texas Limited	San Antonio Limited	Mixed	Sunset Manifest Freight				Way Freight	Way Freight				Arrive Mon. Wed. Fri.	Arrive Tues. Thursday Saturday	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Mon. Wed. Fri.	Arrive Tues. Thursday Saturday							
HEARNE 0.02	110.24	3.30AM		1.57PM	2.40AM	2.00AM						11.45AM					2.30PM		
TO-R Tower 15 (I.-G.N.Cross.) 3.31	110.22																	Continuous	Continuous
SEGER 4.56	106.91	3.22		1.48	2.30	1.50						11.25					2.10		
TO CALVERT 8.50	102.35	s 3.10		s 1.40	s 2.20	1.43						11.12					1.50 1.00	8.00AM to 4.00PM 11.00PM to 7.00AM	1.00AM to 3.30AM
Block Signals TO HAMMOND 5.62	93.85	2.55		f 1.23	f 2.03	1.30						10.52					12.28	8.30AM to 11.30AM 12.30PM to 5.30PM	Closed
TO BREMOND 5.66	88.23	s 2.43		s 1.15	s 1.50 1.40	s 1.21						10.37					12.05PM 11.25AM	Continuous	Continuous
DENNY 4.86	82.57	2.35		f 12.59	f 1.31	1.12						10.22					10.55		
TO KOSSE 8.04	77.71	2.25		s 12.50	s 1.24	1.05						10.10					10.10	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed
TO THORNTON 8.23	69.67	2.11		s 12.35	s 1.09	12.54						9.50					9.20	Continuous	Continuous
TO GROESBEECK 4.25	61.44	s 1.56		s 12.20	s 12.53	s 12.40						9.30					8.30 7.40	8.00AM to 12.30PM 1.30PM to 5.00PM	Closed
DOYLE 4.54	57.19	1.48		f 12.09PM	f 12.41	12.31						9.18					7.20		
Block Signals MEXIA JUNCTION 1.33	52.65			10.18AM								7.15AM							
MEXIA YARD		1.40		10.13	11.59AM	12.23	12.23					7.05	9.03				2.15PM	7.00AM	
TO-R Tower 63 (T.&B.V.Cross.) 1.41	51.32																	Continuous	Continuous
MEXIA 5.42	49.91	s 1.37	s 10.08	s 11.55	s 12.16AM	s 12.21						7.00AM	8.58				2.05		
GUDE 2.01	44.49	1.28	9.47	11.44	11.58PM	12.12							8.40				1.36		
TO WORTHAM 5.56	42.48	1.25	s 9.44	s 11.41	s 11.55	12.09							8.35				1.04PM	8.00AM to 11.40AM 12.40PM to 5.00PM	Closed
CURRIE 4.34	36.92	1.15	f 9.33	f 11.30	f 11.43	12.01AM							8.20				11.55AM		
TO RICHLAND 5.56	32.58	1.09	s 9.25	s 11.22	s 11.35	11.54PM							8.05				11.22	Continuous	Continuous
ANGUS 6.31	27.02	1.00	f 9.14	f 11.10	f 11.25	11.46							7.50				10.00		
ST. L.S.W. CROSSING 0.01	20.71																		
TO CORSICANA 6.48	20.70	s 12.50	s 9.03	s 11.00	s 11.15	s 11.35							7.35				9.30 8.40	Continuous	Continuous
CARL 4.37	14.22	12.35	f 8.46	10.44	10.55	11.24							7.17				8.15		
TO RICE 4.18	9.85	12.27	f 8.38	s 10.37	f 10.47	11.16							7.05				8.00	8.00AM to 11.59AM 1.30PM to 5.30PM	Closed
ALMA 5.67	5.67	12.20	f 8.30	f 10.30	f 10.38	11.08							6.50				7.45		
TO-R ENNIS	0.00	12.10AM	8.20AM	10.20AM	10.30PM	11.00PM							6.30AM				7.30AM	Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							Leave Daily	Leave Daily			Leave Mon. Wed. Fri.	Leave Tues. Thursday Saturday	
		18	32	16	20	38							346	344			54	52	

.....Time Over Subdivision..... (3.20) (1.58) (3.37) (4.10) (3.00) (0.15) (5.15) (6.45) (7.30)
Average Speed per Hour..... 33.1 26.7 30.4 26.4 36.7 10.9 20.9 7.7 7.8

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

EXCEPT: Nos. 17 and 37 are Superior to Nos. 20, 18 and 32. Nos. 15 and 19 are Superior to No. 32.
 No. 37 will stop at stations between Hearne and Dallas to discharge passengers from Austin, Caldwell and points west thereof.
 No. 38 will stop at Calvert for passengers destined to stations between Hearne and Austin also for San Antonio and points beyond.

Length of Sidings in Cars, Location of Bulletin Boards, Fuel Stations, Standard Clocks, Timekeeping Plans, Turn Tables, Wyes and Telephones.

THIRD CLASS

SECOND CLASS

FIRST CLASS

Main schedule table with columns for train numbers (57, 93, 59, 95, 343, 91, 83, 15, 31, 77, 85, 37, 17, 19, 75) and departure times. Includes a 'Distance From Houston' column on the right.

TIME TABLE No. 190
November 1, 1924

STATIONS

Station list including: TO-R ENNIS, GARRETT, PALMER, TRUMBULL, FERRIS, WILMER, HUTCHINS, MILLER, BELT JUNCTION, H. & T. C. CROSSING, T. & N. O. JUNCTION, D. T. CROSSING, TOWER 10, DALLAS YARD, T. & P. CROSSING, THOMAS, HILAND, DALLAS (Union Station), FORT WORTH, TO-R TOWER 35, OASIS, RICHARDSON, TOWER 49, PLANO, ALLEN, MCKINNEY, MELISSA, ANNA, VAN ALSTYNE, HOWE, ST. L. S. W. CROSSING, SHERMAN, TOWER 16, N. SHERMAN JCT., TOWER 93, DENISON.

The figures at Dallas (Union Station) and Ft. Worth are for information only. Train movements between CRI&P connection with Dallas Union Terminal Company's tracks and Ft. Worth, governed by Time Table of the CRI&P Railway Company. Train movements between M-K-T connection with Dallas Union Terminal Company's track and Tower 35 governed by Time Table of the M-K-T Railway Company.

Continuation of the schedule table with train numbers (IP, 60, 48, 25, 48, 22, 35, 48, 75, 50, WFYB, B, I, BKWFYP) and arrival/departure times.

Summary table with columns for train numbers (57, 93, 59, 95, 343, 91, 83, 15, 31, 77, 85, 37, 17, 19, 75) and values for 'Time Over Subdivision' and 'Average Speed per Hour'.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72) EXCEPT, That Nos. 15, 17, 19 and 37 are Superior to Nos. 32 and 20. No. 15 will stop at stations between Ennis and Dallas to discharge passengers from points east of Ennis. No. 37 will stop at stations between Hearne and Dallas to discharge passengers from Austin, Caldwell and points west thereof. 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. Movement of trains between M-K-T connection and Denison passenger depot are governed by M-K-T time table. North Sherman Jct. Train Order Office for trains that originate or terminate there only.

DALLAS BELT SUBDIVISION

EASTWARD

TIME TABLE NO. 190 November 1, 1924	Distance From Houston	FIRST CLASS											Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
		32	156	206	16	202	148	204	20	38	224	18	Daily Ex. Sunday	Sunday Only	
		Oil Field Special	Passenger	T. & P. Passenger	The Hustler	T. & P. Passenger	Passenger	T. & P. Passenger	Texas Limited	San Antonio Limited	T. & P. Passenger	The Owl			
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
TO-R T. & P. JUNCTION 0.97	264.35			9.20AM		5.25PM		8.35PM			10.20PM			Continuous	Continuous
T. & N. O. CROSSING 0.12	263.38														
TO BRIGGS 1.43	263.26		8.02AM	9.18		5.23	7.15PM	8.32			10.18			Continuous	Continuous
FOX 0.62	261.83		7.56	9.15		5.20	7.11	8.28			10.16				
H. & T. C. CROSSING	261.11														
BELT JUNCTION 0.34	260.77	7.10AM			9.19AM				9.11PM	10.09PM		11.09PM			
TO METZGER 1.80	261.31	7.09	7.53	9.13	9.18	5.17	7.08	8.25	9.10	10.08	10.13	11.08		Continuous	Continuous
FOREST AVE. 0.32	263.11	7.06	7.50	9.10	9.15	5.15	7.05	8.20	9.07	10.05	10.10	11.05			
Tower 57 (G.C. & S.F. Cross.) 1.66	263.43	The figures at Dallas (Union Station) for information only. Tower 57 controls movement of trains between Forest Avenue and east limits of Dallas Union Terminal Company tracks, near GC&SF crossing. Train movements through limits of Dallas Union Terminals governed by Time Table of that company.											Continuous	Continuous	
TO-R DALLAS (Union Station)	265.09	7.00AM	7.45AM	9.05AM	9.10AM	5.10PM	7.00PM	8.15PM	9.00PM 6.50PM	10.00PM	10.05PM	11.00PM 10.35PM		Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
		32	156	206	16	202	148	204	20	38	224	18			

Time Over Subdivision..... (0.10) (0.17) (0.15) (0.09) (0.15) (0.15) (0.20) (0.11) (0.09) (0.15) (0.09)
Average Speed per Hour..... 25.9 21.5 28.7 28.8 28.7 24.3 21.5 21.5 28.8 28.7 28.8

Between points on Dallas Belt Subdivision trains must keep at least five minutes apart.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)
EXCEPT, 201 is Superior to Nos. 148, 156, 204 and 224 and No. 15 is Superior to No. 20. Nos. 15, 19, 17 and 37 are Superior to No. 32.

WESTWARD

WACO SUBDIVISION

EASTWARD

Length of sidings in cars, location of buildings, water and fuel tanks, stand 'rd clocks, interlocking plants, turn tables, wyes & phones	THIRD CLASS			FIRST CLASS			Distance from Bremond	TIME TABLE NO. 190 November 1, 1924	Distance from Houston	FIRST CLASS			THIRD CLASS			Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
		67			63	65					62	66		68		Daily Ex. Sunday	Sunday Only
		Way Freight			Passenger	Mixed					Passenger	Mixed		Way Freight			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
BKWY	12.10PM				2.15PM	5.15AM	0.00	TO-R BREMOND 8.53	142.71	12.55PM	1.00AM			11.40AM	Continuous	Continuous	
38	12.38				s 2.32	s 5.35	8.53	REAGAN 9.16	151.24	s 12.38	s 12.33			11.15			
24	1.30				s 2.55	s 6.05	17.69	TO MARLIN 0.49	160.40	s 12.15PM	s 12.10AM			10.50	8.00AM to 12.30PM 1.30PM to 5.30PM	Closed	
W							18.18	I-G. N. CROSSING 7.57	160.89								
35	2.00				s 3.13	s 6.30	25.75	TO PERRY 4.10	168.46	s 11.57AM	s 11.42PM			9.53	8.00PM to 11.59PM 1.00PM to 5.00PM	Closed	
25	2.20				s 3.23	s 6.42	29.85	TO RIESEL 6.03	172.56	s 11.47	s 11.30			9.30	8.00AM to 11.59AM 1.00PM to 5.00PM	Closed	
30	2.45				f 3.35	f 7.05	35.88	HARRISON 7.80	178.59	f 11.35	f 11.10			9.00			
I							43.68	Tower 21 { M-K-T. Cross. St. L. S. W. Cross. 0.25	186.39						Continuous	Continuous	
BKWFY	3.10PM				3.55PM	7.30AM	43.93	TO-R WACO 3.80	186.64	11.15AM	10.45PM			8.40AM	7.15AM to 11.59AM 1.00PM to 4.15PM	Closed	
							47.73	M-K-T CROSSING 7.41	190.44								
							55.14	ROSS	197.85								
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday				62	66	68	68				
	67	63	65	63	65	65											

(3.00) 14.6 (1.40) 26.4 (2.15) 19.5Time Over Subdivision..... (1.40) (2.15) (3.00) 14.6
Average Speed per Hour..... 26.4 19.5 26.4 19.5

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

Movement of trains between St. Louis Southwestern connection and Waco passenger depot are governed by current time table of the St. Louis Southwestern Railway. Regular trains leaving Waco when no operator on duty as per Train Order Office Hours, will not require a clearance card.

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WESTWARD

MEXIA SUBDIVISION

EASTWARD

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 Nelleva Junction	TIME TABLE No. 190 November 1, 1924	Distance From Houston	SECOND CLASS		Train Order Office Hours		
	345				346	348	Daily Ex. Sunday		Sunday Only
	Mixed				Mixed	Mixed			
Leave Daily			STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday Only			
P	8.00AM	0.00	NELLEVA JUNCTION 3.70	74.49	2.50PM	1.10PM			
55	f 8.12	3.70	CROWDER 3.14	78.19	f 2.30	f 12.55			
	f 8.27	6.84	PIEDMONT 5.39	81.33	f 2.10	f 12.43			
60 W	f 8.42	12.23	CARLOS 7.28	86.72	f 1.50	f 12.25PM			
60	f 9.02	19.51	MESA 4.96	94.00	f 1.30	f 11.55AM			
75	s 9.17	24.47	TO IOLA 3.05	98.96	s 1.10	s 11.35	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed	
60	f 9.32	27.52	CROSS 7.39	102.01	f 12.30	f 11.20			
70 KBW	s 10.02	34.91	TO NORTH ZULOH 3.80	109.40	s 12.01PM	s 10.55	8.00AM to 12.30PM 1.30PM to 5.00PM	Closed	
	f 10.17	38.71	GEORGE 4.06	113.20	f 11.40AM	f 10.35			
70	s 10.22	42.77	TO NORMANGEE 8.52	117.28	s 11.20	s 10.22	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed	
60 W	f 10.47	51.29	FLYNN 7.61	125.78	s 10.47	s 9.45			
18	s 11.22	58.90	TO ROBBINS 7.02	133.39	s 9.55	s 9.20	6.00AM to 11.30AM 12.30PM to 3.00PM	Closed	
70	s 11.48AM	65.92	TO JEWETT 5.60	140.41	s 9.25	s 8.55	8.00AM to 11.59AM 1.00PM to 5.00PM	Closed	
55	f 12.20PM	71.52	EVANSVILLE 5.08	146.01	s 8.45	s 8.33			
60 W	s 12.32	76.60	FARRAR 4.99	151.09	s 8.08	s 8.13			
60	s 12.47	81.59	TO PERSONVILLE 6.27	156.08	s 7.53	s 7.57	7.20AM to 11.59AM 1.00PM to 4.20PM	Closed	
60	s 1.07	87.86	FALLON 6.22	162.35	s 7.33	s 7.35			
P	1.27PM	94.08	MEXIA JUNCTION	168.57	7.15AM	7.15AM			
	Arrive Daily				Leave Daily Ex. Sunday	Leave Sunday Only			
	345				346	348			

(5.27) Time Over Subdivision..... (7.35) (5.55)
17.2 Average Speed per Hour..... 12.3 15.9

Cuthrell's Spur (Mile Post 14.15) and Brown Spur (Mile Post 57) flag stop for regular trains.

WESTWARD

LANCASTER SUBDIVISION

EASTWARD

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 Hutchins	TIME TABLE No. 190 November 1, 1924	Distance from Houston	SECOND CLASS	
	57				56	
	Mixed				Mixed	
Leave Daily			STATIONS		Arrive Daily Ex. Sunday	
P 76	8.10AM	0.00	TO-R HUTCHINS 4.50	254.32	9.00AM	
		4.44	M-K-T CROSSING 0.20	258.76		
P 77	8.30AM	4.74	R LANCASTER	258.96	8.40AM	
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	
	57				56	

(0.20) Time Over Subdivision..... (0.20)
14.4 Average Speed per Hour..... 14.4

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)
EXCEPT No. 57 is superior to No. 56.

INTERLOCKING WHISTLE CODE

- Towers 10, 36, 53, and 63**
Main track eastward or westward from main track _____
- Tower 7**
Main track eastward or westward from main track _____
Main track eastward from any point _____ o
Main track westward from any point o _____
House track from any point _____ o _____
- Tower 9**
Main track eastward or westward from main track _____
Main track eastward from any other point _____ o
Main track westward from any other point o _____
House track from any point _____ o _____
Oil Mill track from any point _____
- Tower 15**
Main track eastward or westward from main track _____
Main track eastward from any point _____ o
Main track westward from any point o _____
New No. 1 track from any point o _____
West siding from any point _____ o _____
- Tower 16**
Main track eastward or westward from main track _____
Main track eastward from any other point _____ o
Main track westward from any other point o _____
St. L. S. F. Main track from any point _____ o _____
St. L. S. F. Yard from any point o _____ o
T. & P. transfer from any point _____
- Tower 21**
Main track eastward or westward from main track _____
Main track eastward from any other point _____ o
Main track westward from any other point o _____
St. L. S. W. transfer from any point _____ o _____
House track from any point _____ o _____
Coal track from any point o _____
Siding from any point o _____
- Tower 35**
Main track eastward or westward from main track _____
M-K-T connection from any point _____ o _____
- Tower 41**
Main track eastward or westward from main track _____
Main track eastward from any other point _____ o
Main track westward from any other point o _____
Siding from any point o _____
- Tower 49**
Main track eastward or westward from main track _____
Main track eastward from any other point _____ o
Main track westward from any other point o _____
Siding from any point o _____
Oil Mill track from any point _____
- Tower 55**
Rock Island from H. & T. C. _____
F. W. & D. from H. & T. C. _____
G. C. S. F. Freight yards from H. & T. C. _____ o
T. & P. South Wye from H. & T. C. _____ o o
Ft. Worth Union Depot from H. & T. C. o _____
- Tower 67**
Main track eastward or westward from main track _____
Main track eastward from any other point _____ o
Main track westward from any other point o _____
M-K-T transfer from any point _____ o _____
- Tower 93**
Main track eastward or westward from main track _____
To and from K. O. & G. transfer from any point o o o o
To H. & T. C. from M-K-T _____ o _____
- Tower 94**
Main track eastward or westward from main track _____
Main track eastward from any other point _____ o
Main track westward from any other point o _____
Siding from any point o _____
House track from any point _____ o _____

RATINGS OF LOCOMOTIVES IN FREIGHT TRAIN SERVICE

CLASS		ENGINE NUMBERS	Houston to	Hempstead to	Hearne to	Ennis to	Dallas to	Sherman to	Denison to	Sherman to	Ennis to	Bremond to	Hearne to	Hempstead to	Ennis to	Midlothian to	Ft. Worth to	Midlothian to	Hempstead to	Mexia to	Bremond to	Waco to
Nominal	Designation		Hempstead	Hearne	Ennis	Dallas	Sherman	Denison	Ennis	Bremond	Hearne	Hempstead	Houston	Midlothian	Ft. Worth	Ennis	Mexia	Waco	Bremond	Waco		
T-24	T57-19/24-96	301, 303 to 316, 318 to 320, 322, 323, 325 to 334	2700	1620	1640	1580	1430	1310	1270	1390	1780	1870	1560	2850	1160	1230	1160	1350	2250	2450	1550	1620
M-4	M63-20/28-126	416, 419, 421, 424, 427, 429, 434, 440, 442 to 445, 450, 454 and 458	3670	2220	2240	2160	1950	1800	1750	1910	2430	2560	2140	3870	1590	1690	1590	1850	3070	3320	2110	2220
M-4	M-63-20/28-128S	410 to 415, 417, 418, 420, 422, 423, 425, 426, 430 to 432, 435 to 439, 441, 446 to 449, 451 to 453, 455 to 457, 459	3720	2260	2280	2210	1990	1830	1770	1950	2480	2610	2180	3950	1610	1720	1610	1880	3120	3370	2150	2260
M-8	M63-21/28-151S	460 to 469	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510	4570	1850	1980	1850	2170	3620	3900		
M-10	M63-21/28-152S	500 to 514	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510	4570	1850	1980	1850	2170	3620	3900		
T-28	T63-22/28-163S	700, 702, 705, 707, 708	4950	3000	3040	2930	2650	2430	2360	2570	3290	3470	2900	5220	2140	2290	2140	2500	4150	4470		
T-28	T69-22/28-163S	701, 703, 704, 706, 709 to 711	4500	2740	2770	2680	2420	2220	2150	2350	3000	3170	2640	4770	1960	2090	1960	2280	3800	4070		
MK-5	MK63-26/28-210S	738 to 794	6900	4200	4250	4100	3700	3400	3300	3600	4600	4850	4050	7300	3000	3200	3000	3500	5800	6250		
C-8	C57-22/30-187S	800 to 807	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	6250	2590	2760	2590	3010	4950	5350		
C-9	C57-22/30-190S	808 to 850	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	6250	2590	2760	2590	3010	4950	5350		

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

Allowance for empty and underloaded cars: Less than 40 ms 6 ms; 40 to 50 ms 3 ms; more than 50 ms 0.

RULING GRADES AND CURVES

WESTWARD					EASTWARD				
DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	MILES PER HOUR	DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	MILES PER HOUR
Houston to Hempstead	.44	0	.44	10	Denison to Sherman	1.08	0	1.08	10
Hempstead to Hearne	.83	0	.83	10	Sherman to Ennis	.99	0	.99	10
Hearne to Ennis	.82	0	.82	10	Ennis to Bremond	.75	0	.75	10
Ennis to Dallas	.85	0	.85	10	Bremond to Hearne	.70	0	.70	10
Dallas to Sherman	.95	0	.95	10	Hearne to Hempstead	.87	0	.87	10
Sherman to Denison	1.03	0	1.03	10	Hempstead to Houston	.40	0	.40	10
Ennis to Midlothian	1.20	0	1.20	10	Ft. Worth to Midlothian	1.20	0	1.20	10
Midlothian to Ft. Worth	1.12	0	1.12	10	Midlothian to Ennis	1.02	0	1.02	10
Hempstead to Mexia	.56	0	.56	10	Mexia to Hempstead	.50	0	.50	10
Bremond to Waco	.88	0	.88	10	Waco to Bremond	.83	0	.83	10

To find maximum load that can be hauled between any two stations, at an average speed of 12½ miles per hour, multiply rating by the figures shown opposite the various stations in the following table. Symbol "F" opposite any station indicates a descending grade on which the loading limit is the car maximum for the district.

STATIONS	WESTWARD	EASTWARD	STATIONS	WESTWARD	EASTWARD	STATIONS	WESTWARD	EASTWARD
HOUSTON AND DENISON			HOUSTON AND DENISON			BREMOND AND WACO		
Houston and Eureka	1.23	1.23	Currie and Richland	2.12	1.29	Riesel and Harrison	1.05	1.00
Eureka and Fairbanks	1.23	1.23	Richland and Angus	1.00	1.17	Harrison and Waco	2.25	1.14
Fairbanks and Satsuma	1.23	1.23	Angus and Corsicana	1.29	1.48	ENNIS AND FORT WORTH		
Satsuma and Cypress	1.23	1.23	Corsicana and Carl	1.17	1.00	Ennis and Garrett	2.83	2.43
Cypress and Swanson	1.19	1.23	Carl and Rice	1.13	F	Garrett and Boyce	2.16	1.51
Swanson and Hockley	1.22	1.23	Rice and Alma	1.52	1.52	Boyce and Waxahachie	1.67	1.00
Hockley and Waller	1.09	1.03	Alma and Ennis	1.29	2.12	Waxahachie and Sardis	1.00	1.71
Waller and Prairie View	1.02	1.00	Ennis and Garrett	2.07	2.36	Sardis and Dillard	1.00	2.57
Prairie View and Hempstead	1.00	1.00	Garrett and Palmer	1.27	1.00	Dillard and Midlothian	1.33	1.00
Hempstead and Howth	1.90	1.97	Palmer and Trumbull	1.00	1.00	Midlothian and Britton	1.53	1.00
Howth and Courtney	1.67	1.36	Trumbull and Ferris	1.32	1.00	Britton and Mansfield	1.53	1.00
Courtney and Chaille	1.79	1.24	Ferris and Wilmer	1.17	1.17	Mansfield and Bisbee	1.00	2.67
Chaille and Navasota	1.90	1.97	Wilmer and Hutchins	1.34	1.00	Bisbee and Kennedale	2.50	1.00
Navasota and Nelleva	1.43	1.60	Hutchins and Miller	2.19	1.61	Kennedale and Brambleton	1.25	1.42
Nelleva and Millican	1.14	1.48	Miller and Belt Jct.	2.19	1.94	Brambleton and Fort Worth	1.00	1.07
Millican and Wellborn	1.24	1.48	Belt Jct. and Dallas Yard	1.83	2.50	NELLEVA JCT. AND MEXIA		
Wellborn and College Station	1.19	1.43	Dallas Yard and Hiland	1.32	F	Nelleva Jct. and Crowder	1.06	1.44
College Station and Bryan	1.19	1.88	Hiland and Oasis	1.03	1.42	Crowder and Piedmont	1.29	1.00
Bryan and Benchley	1.07	1.00	Oasis and Richardson	1.03	1.22	Piedmont and Carlos	1.04	1.28
Benchley and Rufinch	1.00	1.48	Richardson and Plano	1.14	1.33	Carlos and Mesa	1.04	1.00
Rufinch and Sutton	1.00	1.21	Plano and Allen	1.05	1.28	Mesa and Iola	1.04	1.04
Sutton and Hearne	1.19	1.00	Allen and McKinney	1.00	1.03	Iola and Cross	1.25	1.04
Hearne and Seger	1.00	1.65	McKinney and Melissa	1.03	1.39	Cross and North Zulch	1.25	1.04
Seger and Calvert	1.17	1.00	Melissa and Anna	1.05	2.22	North Zulch and George	1.06	1.00
Calvert and Hammond	1.17	1.00	Anna and Van Alstyne	1.35	2.22	George and Normangee	1.00	1.00
Hammond and Bremond	1.46	1.85	Van Alstyne and Howe	1.38	1.03	Normangee and Flynn	1.00	1.00
Bremond and Denny	1.00	1.65	Howe and Sherman	1.08	1.00	Flynn and Robbins	1.00	1.06
Denny and Kosse	1.03	1.15	Sherman and N. Sherman Jct.	1.27	2.73	Robbins and Jewett	1.00	1.00
Kosse and Thornton	1.06	1.41	N. Sherman Jct. and Denison	1.00	1.00	Jewett and Evansville	1.21	1.00
Thornton and Groesbeeck	1.00	1.27	BREMOND AND WACO			Evansville and Farrar	1.00	1.00
Groesbeeck and Doyle	1.46	1.00	Bremond and Reagan	1.25	1.00	Farrar and Personville	1.04	1.00
Doyle and Mexia Yard	1.46	1.35	Reagan and Marlin	1.75	1.74	Personville and Fallon	1.00	1.00
Mexia Yard and Mexia	1.03	F	Marlin and Perry	1.00	1.43	Fallon and Mexia Jct.	1.04	1.00
Mexia and Gude	1.76	1.00	Perry and Riesel	1.10	1.05			
Gude and Wortham	1.17	1.48						
Wortham and Currie	1.41	1.10						

GENERAL

1. When a train is stopped by a red signal, burning fusee, explosion of one torpedo, block signal or interlocking signal, engineman, before proceeding in accordance with provisions of rules 10 (G), 11, 15, 509 or 663, as the case may be, must whistle out flagman to protect train. Flagman must be recalled as per rule 14 (d) or 14 (e), and train will not start until proceed signal is given from the rear. Flagman must not wait for signal from either engineman or conductor to protect train.

2. Operators having a "19" train order for delivery, which does not restrict the superiority of the train addressed at that station, will, when the approaching train calls for signal, lower the semaphore arm twice, returning it to STOP position, as a signal that a "19" order is to be delivered. Operator will then go out and deliver the Order with clearance card to engineman and conductor. No answer will be made by engineman to a "19" train order signal. Trains receiving such signal will approach and pass train order office slowly and not increase speed until the order has been received.

3. 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.

Conductors of trains displaying green signals must register in person.

4. A train may arrive at a station in advance of its schedule arriving time.

5. Third-class trains may pass and run ahead of second-class trains without train order authority.

6. 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.

7. Open top cars loaded with rail, pipe, structural steel, poles and mounted wheels, must not be placed in trains next to cabooses, occupied outfit cars, cars loaded with high explosives or inflammables, or tenders of oil burning locomotives.

8. Running switches of cars loaded with piling or live stock must not be made. Cars so loaded must not be detached while in motion, and other cars must not be kicked or dropped against them.

9. Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.

10. Green signals displayed to the right of track in the direction of movement, in connection with yellow signals as prescribed by Rule 10-H, define the limits of restricted movement.

11. Rule 17 (C) of Rules and Regulations of Transportation Department is amended as follows: When the rules require headlight to be displayed, electric headlights on engines will be dimmed as follows:

- When standing in yards, where yard engines are employed.
- When standing on main track at meeting points clear of siding and switch has been set for the opposing train, or when approaching or passing trains on two or more tracks.
- When other trains are receiving or discharging passengers.
- When approaching and passing train order offices at which "19" train orders are to be received.

12. Rule 875 of Rules and Regulations of Transportation Department is amended as follows: Enginemen of passenger trains having attained a speed of approximately 10 miles per hour after leaving initial or inspection stations, or any point where air brake pipe has been separated, must, without shutting off steam, apply air brakes to ascertain if they are working properly. Brakeman of train must station himself on platform of rear car where there is a retaining valve and when hearing escaping air after air brakes are released must give enginemen proceed signal. When hand signals can not be seen by enginemen communicating signal (16-H) must be used.

If enginemen fail to receive proceed signal in prescribed manner after running test has been made, or if brakeman fails to hear escaping air from retaining valve, steps must be taken to stop the train and ascertain cause of failure.

Enginemen on passenger trains, when at least one mile from railroad crossings at grade, draw bridges, junctions or end of double track, and before descending heavy grades must, without shutting off steam, apply air brakes and assure themselves that air brakes are working properly.

LOCAL

15. Hempstead and Tower 35 are register stations only for trains that originate or terminate there.

Dallas (Union Station) and Ennis Passenger Station are register stations only for trains that originate or terminate there.

Train register for freight trains located in Yardmaster's office, and for passenger trains in Tower 15 at Hearne. Through passenger trains will register by register ticket (Form 2642). Conductors of passenger trains originating or terminating at Hearne will register personally.

16. First-class trains may register at Tower 35 by register ticket (Form 2642).

17. Trains originating at Tower 35 and Eureka will be furnished train order check of trains due, which are superior, or of the same class, that have arrived or left.

18. The following tracks must not be used by MK5 locomotives:

Siding at Section 8.

Gin Spur at Courtney.

Siding at Van Alstyne.

Siding at Oasis.

East and West Cotton Mill Track, Waxahachie.

Transfer Track, Midlothian.

Oil Mill Track at Mansfield.

In using sidings on Mexia Subdivision with MK5 engines trains will pull by and back in, under the provisions of rule S-88.

19. It will not be necessary for trains to stop for T. & P. crossing on Pacific Avenue, Dallas, when the crossing gate is in normal position against T. & P. track.

Trains using M-K-T crossing at Lancaster will do so under protection, leaving crossing gate against H. & T. C. track immediately after clearing crossing.

20. Eastward trains originating at Belt Junction will be furnished train order check of trains due, which are superior, or of the same class, that have arrived or left.

21. Trains originating at Nelleva Junction will be furnished train order check of trains due, which are superior or of the same class, that have arrived or left.

22. Track No. 4, through Hempstead Yard, is known as Austin Division main track and switches must be lined and locked accordingly and track left clear. Austin Division trains 42, 43, 45 and 46 will normally enter and leave the Dallas Division main track at East end of track No. 4.

23. Beaumont Division Trains using Dallas Division Main Track between T. & N. O. Junction and Dallas Yard will move under provisions of Rule 93 and other Rules relating to movements within Yard limits.

24. All switches leading off sidings used for the meeting or passing of trains, have been provided with switch locks. Locks missing off such switches, also derails should be reported by wire.

25. Yards located at following stations are designated by Yard Limit signs:

DENISON
PLANO
ENNIS
HEMPSTEAD
BRYAN
NAVASOTA
CORNICANA

(Corsicana yard limit extends to a point 1000 feet east of east oil track switch Angus.)

SHERMAN
FERRIS
GROESBEECK
WACO
WAXAHACHIE
MARLIN
DALLAS

(Dallas Yard limit extends from point 1000 feet west of Soumethun to a point 1000 feet east of Miller; and from Forest Avenue to a point 1000 feet east of T. & N. O. Crossing at Briggs and from Metzger to Belt Junction.)

MCKINNEY
PALMER
HEARNE
BREMONT
CALVERT
MEXIA

(Mexia yard limit extends to a point 1000 feet EAST of EAST wye switch Mexia Jct.)

26. Waco sleeper will be cut off of No. 17 at Bremond on main track immediately east of Waco Subdivision connection east of station, where it will be picked up by No. 65. Car must not be cut off on main track unless crew is there to protect it.

27. On double track between Metzger and Forest Avenue trains will keep to the left. Signals used by trackmen will be placed on the left of the track in direction of movement.

28. Normal position of the two switches on north (or eastward track Dallas Belt Subdivision just west of Metzger is for eastward movement toward Belt Junction.

Normal position of the one switch at east end of double track just east of Metzger is for Eastward movement toward Belt Junction.

Movements through these switches are under control of the Operators at Metzger. Trains which are to move toward Belt Junction will sound one short and one long blast of whistle, and when route is properly lined, pro-

ceed signal will be given by Operator with green flag by day and green light by night.

Trains which are to move toward T&P Junction will sound one long and one short blast of the whistle, and when properly lined, proceed signal will be given by the Operator with yellow flag by day and yellow light by night.

Trains must approach Metzger with caution and must stop unless proceed signal is given by Operator in the manner prescribed above.

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

30. The short siding directly in front of the passenger station at Bremond is designated as the SIDING to be used by first-class trains and extra passenger trains in meeting or passing other trains at that station.

Yard Track No. 1, which is the first track adjoining main track on south (or west) side, is designated as the SIDING to be used by freight trains to meet or pass other trains at Bremond.

31. San Jacinto Street and Ross Avenue, Dallas, are not protected by a crossing watchman. Enginemen are cautioned to keep a sharp lookout for vehicular traffic, making necessary reduction in speed, to avoid possibility of accident.

32. Telegraph operators at Briggs and T. & P. Jct. will handle switches at their stations to avoid necessity of stopping trains to open and close switch.

33. On arrival at Hearne Passenger Station Engineers trains Nos. 15 and 16 will apply brakes, and leave them applied until switching of train has been completed.

SPEED

50. The yellow fish-tail signal is set 500 feet in advance of point where speed restriction is to apply. The oval slow board is set one-fourth mile in advance of point where speed restriction is to apply.

(a) Freight trains must not exceed twenty-four (24) miles per hour and passenger trains thirty-five (35) miles per hour around curves protected by yellow fish-tail signals.

(b) The maximum speed of trains on track protected by oval slow boards is shown on the face of slow board, the first figures indicating maximum speed of passenger trains and second figures indicating maximum speed of all other trains.

51. Trains must not exceed fifteen (15) miles per hour through crossovers, junctions and other diverging switches, and twenty-five (25) miles per hour over draw bridges and railroad crossings at grade.

52. Yard engines, and road engines backing up, with or without cars, must not exceed fifteen (15) miles per hour.

53. When cars are being shoved ahead of engine, speed of fifteen (15) miles per hour must not be exceeded. Cars must not be shoved ahead of engines between stations when it can be avoided.

54. Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale test cars and machines of similar kind on own wheels must not exceed twenty-five (25) miles per hour on main line east of Dallas and on Fort Worth Subdivision; and twenty (20) miles per hour on main line west of Dallas; and twenty (20) miles per hour on all other Subdivisions, but must not exceed eighteen (18) miles per hour around any curve on the Division.

Booms of wrecking derricks must trail while being handled in trains.

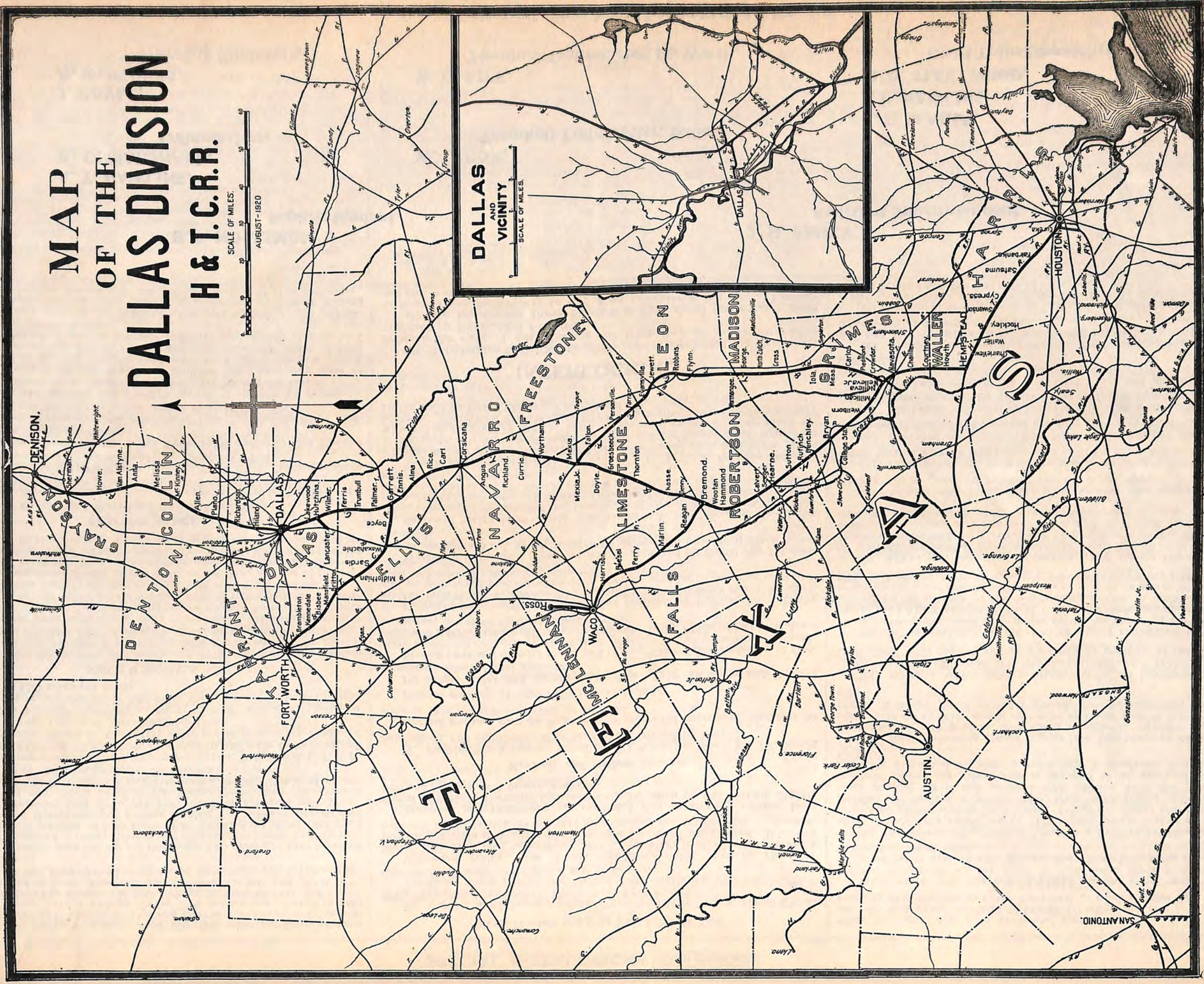
55. Trains handling loaded oil tanks of 12,000 gallons capacity, or over, must not exceed twenty-five (25) miles per hour on straight track and eighteen (18) miles per hour around curves on Hearne, Ennis and Fort Worth Subdivisions, and must not exceed eighteen (18) miles per hour on other Subdivisions. Conductors must advise Enginemen when they have cars of this kind in their train.

56. Through the corporate limits of stations and towns named below, trains must not exceed speed indicated, and engine bell must be kept ringing:

- Waxahachie: Twenty (20) miles per hour.
- Waco, Thornton: Passenger trains eighteen (18), Freight trains twelve (12) miles per hour.
- Calvert: Fifteen (15) miles per hour.
- Dallas, Denison: Twelve (12) miles per hour.
- Kosse, Sherman, Groesbeeck, Wortham, Rice, Palmer, Howe: Eight (8) miles per hour.
- Navasota, Bryan, Hearne, Mexia, Corsicana, Ferris, Plano, McKinney and Van Alstyne: Six (6) miles per hour.

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

SCALE OF MILES.
AUGUST - 1920



DALLAS
AND
VICINITY
SCALE OF MILES.

SAN ANTONIO.

AUSTIN.

WACO.

FORT WORTH.

DALLAS.

DENISON.

SAN ANTONIO.

AUSTIN.

WACO.

FORT WORTH.

DALLAS.

DENISON.