

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS DIVISION

To Take Effect Sunday, November 14, 1926, 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.

L. B. McDONALD,

Assistant General Manager.

O. C. CASTLE,

Superintendent of Transportation.

CONDENSED SCHEDULES
(CENTRAL TIME)

No. 258 247	No. 344	No. 46	No. 42	No. 38 21	No. 20	No. 18	No. 16 23	No. 14	Distance from Denison	STATIONS	Distance from Houston	No. 13	No. 15 24	No. 17	No. 19	No. 37 22	No. 43	No. 45	No. 343	No. 257 248
4.40PM	4.40PM			4.30PM	4.30PM				0	Lv DENISON Ar	337			10.55AM	10.55AM	10.55AM			7.30AM	7.30AM
8.45PM	8.45PM			8.30PM	8.30PM	10.35PM	8.10AM		157	Lv FORT WORTH Ar	286	7.30PM	7.30PM	7.40AM	7.40AM	8.20AM			5.15AM	5.15AM
10.12PM	10.12PM			10.00PM	7.00PM 9.00PM	11.15PM	9.00AM	1.25PM	73	Ar DALLAS Lv	265	6.30PM	6.20PM	7.20AM	8.15AM 6.55AM	7.30AM			2.51AM	2.51AM
11.55PM 3.30AM	11.55PM 7.05AM			10.55PM 11.00PM	10.15PM 10.30PM	12.15AM 12.25AM	10.00AM 10.10AM	2.20PM	107	Ar ENNIS Lv	231	5.35PM 5.30PM	5.10PM 5.05PM	6.05AM 5.55AM	5.40AM 5.30AM	6.25AM 6.20AM			1.30AM 9.30PM	1.30AM 11.30PM
				11.00PM	11.00PM		11.20AM		239	Lv WACO Ar	186		4.00PM	6.20AM	6.20AM	6.20AM			6.20AM	6.20AM
9.30AM	11.10AM			1.21AM	2.20AM	3.05AM	1.05PM		195	Lv BREMOND Lv	143		2.06PM	3.30AM	1.50AM	3.54AM			4.05PM	6.35PM
11.00AM 12.05PM	12.30PM 3.30PM			2.00AM	3.10AM 3.20AM	3.45AM 3.48AM	1.55PM 2.25PM		217	Ar HEARNE Lv	121		1.20PM 1.00PM	2.35AM 2.30AM	12.55AM 12.45AM	3.15AM			3.00PM 12.15PM	5.30PM 4.15PM
		11.00PM	12.45PM	6.40AM					335	Ar AUSTIN Lv	164		2.55PM			11.00PM	2.55PM	6.40AM		
	7.00PM	4.10AM	4.45PM 4.48PM		5.37AM	6.01AM	4.40PM		287	Ar HEMPSTEAD Lv	50		10.40AM		10.28PM		10.20AM 10.15AM	1.20AM 1.05AM	8.50AM	
	10.30PM	6.00AM	6.15PM		6.55AM	7.20AM	6.00PM	7.55PM	337	Ar HOUSTON Lv	0	12.01PM	9.20AM	11.15PM	9.15PM		8.50AM	11.20PM	6.20AM	
6.25PM	5.50PM				12.20PM	12.20PM	1.50AM	1.50AM	340	Ar YOAKUM Lv	120		4.00AM	2.00PM	2.00PM					9.00AM
6.40AM				3.10PM			7.30AM		490	Ar CORPUS CHRISTI Lv	240		9.45PM			11.20AM				10.10PM
11.00PM				7.30AM			7.30PM		404	Ar SAN ANTONIO Lv	210		7.30AM			10.00PM				6.00AM
30.20	29.50	7.00	5.30	15.00	14.25	10.20	11.20	6.30		THROUGH TIME		7.29	12.00	11.45	13.50	12.55	6.05	7.20	25.30	25.30
13.2	10.8	23.4	29.8	26.9	23.4	27.6	31.1	40.7		MILES PER HOUR		37.8	29.3	28.7	24.4	31.3	26.5	22.2	13.2	15.8

MILEAGE SOUTHERN PACIFIC LINES
(TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Co. (includes 31.53 - 2nd track).....	2,129.32
Texas & New Orleans Railroad Company (includes 8.19 - 2nd track).....	499.30
Texas State Railroad (Leased Line).....	32.68
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co., I. & V. R. R. Co. and F. & A. Ry. Co. (includes 40.97 - 2nd track).....	679.92
Houston & Texas Central Railroad Company (includes 4.69 - 2nd track).....	877.31
The Houston East & West Texas Railway Company.....	190.59
Houston & Shreveport Railroad Company.....	39.80
Total Mileage.....	4,448.92

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.....	94.06
Ft. Worth Subdiv.....H. & T. C. R. R. Co.....	Garrett to Fort Worth.....	52.83
Waco Subdivision.....H. & T. C. R. R. Co.....	Bremond to Ross.....	55.30
Lancaster Subdiv.....H. & T. C. R. R. Co.....	Hutchins to Lancaster.....	4.75
Dallas Belt.....H. & T. C. R. R. Co.....	Forest Ave. to Gifford and Belt Jct.....	16.38
Austin Division.....H. & T. C. R. R. Co.....	Hempstead.....	0.67
Total Branches		223.99
Total Dallas Division.....		554.97

EASTWARD

FORT WORTH SUBDIVISION

WESTWARD

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

Train Order Office Hours and Hours of Signalmen at Interlocking Stations

STATIONS	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Garrett	FIRST CLASS			SECOND CLASS		THIRD CLASS		Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
	94	92	96	88	86	82	87	85	83		91	95	93	Ar. Mon., Wed. and Friday	Lv. Mon., Wed. and Friday				
	Local Freight	Packing House Express	Denver Manifest Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Sunset Manifest Freight	Through Freight	Local Freight						
	Lv. Tues., Thurs. and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
Yard BKWFTP	6.55AM	8.45PM	6.15AM	10.37	8.32	8.13													
60 P	7.26	9.12	6.45	10.47	8.44	8.25													
60 P	7.55	9.22	6.55	10.52	8.50	8.31													
60 P	8.10	9.33	7.15	10.58	8.58	8.38													
22 WP	8.35	9.45	7.40	11.05	9.07	8.46													
60 P	8.54	9.56	8.00	11.12	9.15	8.54													
18 IP	9.20	10.10	8.15	11.23	9.28	9.05													
48 P	9.25	10.13	8.18	11.25	9.30	9.07													
35 P	9.45	10.33	8.31	11.34	9.41	9.17													
Yard 80 WYP	11.00	10.48	8.46	11.44	9.50	9.26													
45 P	11.30	11.08	9.05	11.53PM	10.02	9.38													
36 P	11.50AM	11.23PM	9.25AM	12.01AM	10.10PM	9.46AM													
	Arrive Tues. Thurs. and Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily													
	94	92	96	88	86	82													
	(4.55) 10.2	(2.38) 19.8	(3.10) 16.5	(1.26) 36.6	(1.40) 31.7	(1.36) 31.8	Time Over Subdivision.....			(1.25) 37.2	(1.43) 30.7	(1.42) 30.6	(3.15) 16.1	(3.35) 14.6	(4.35) 11.4	Average Speed per Hour.....			

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

Eastward first class trains must obtain a clearance card before leaving Ft. Worth (Freight Yard). M-K-T trains and engines operate on main track between M-K-T connection, Mile Post 51.2, and Ft. Worth (Freight Yard) under provisions of rule 93. Main track movements approaching and between these points must be made with caution expecting to find main track occupied. No. 87 will stop at Waxahachie to discharge passengers from Houston and beyond.

EASTWARD

WACO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, ways & phones

Train Order Office Hours and Hours of Signalmen at Interlocking Stations

STATIONS	THIRD CLASS		FIRST CLASS		Distance from Bremond	FIRST CLASS		THIRD CLASS		Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	68	66	62	65		63	67				
	Local Frt.	Mixed	Passenger	Mixed		Passenger	Local Frt.				
Yard BKWYP	8.30AM	11.00PM	11.20AM	6.20AM	4.00PM	3.30PM					
I	8.35AM	11.02PM	11.22AM	6.10AM	3.51PM	3.05PM					
30	8.55	11.25	11.38	5.50	3.36	2.45					
25	9.15	11.45	11.49	5.32	3.24	2.20			8.00AM to 11.59AM 1.00PM to 5.00PM		Closed
35	9.35	11.57PM	11.59	5.20	3.14	2.00					
24 W	10.30	12.25AM	12.15PM	4.55	2.56	1.30			8.00AM to 11.59AM 1.00PM to 5.00PM		Closed
38	10.55	12.48	12.35	4.25	2.33	12.35					
Yard BKWY	11.20AM	1.15AM	12.50PM	4.05AM	2.20PM	12.01PM					
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday					
	68	66	62	65	63	67					
	(2.50) 15.5	(2.15) 19.5	(1.30) 29.3	Time Over Subdivision.....		(1.40) 26.4	(3.29) 12.6	Average Speed per Hour.....			

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Regular trains originating at Tower 21 must obtain clearance card at Waco for movement from Tower 21. Neale is a flag stop for Nos. 62 and 63.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	THIRD CLASS			SECOND CLASS					FIRST CLASS							Distance From Denison				
		58									205	155	20	78	201		223	203	147	76
		Local Freight									Sunset Manifest Freight	Beaumont Division Passenger	Central Express	Frisco Meteor	T. & P. Passenger 1		T. & P. Passenger 23	T. & P. Passenger 3	Beaumont Division Passenger	Frisco Passenger 117
	Leave Daily Ex. Sunday									Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
													4.30PM	3.40PM					4.20AM	

TIME TABLE No. 198
November 14, 1926

STATIONS

DENISON (Passenger Station)

TIME AT DENISON (PASSENGER STATION) FOR INFORMATON ONLY. SEE M-K-T CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN TOWER 93 AND DENISON (PASSENGER STATION)

YARD BKWFTP		7.30AM																				0.0	TO-R DENISON (Freight Yard)
I													4.31PM	3.41PM								0.3	M-K-T CROSSING
BP		7.55											4.43	3.55								0.5	M-K-T CROSSING
YARD BFIWPY		8.15											s 4.50	4.00PM								7.6	NORTH SHERMAN JUNCTION
50 P		9.30											s 5.12									9.1	TO-R TOWER 16 (T. & P. Cross.) SHERMAN
75 P		9.59											s 5.25									10.2	ST. L. S. W. CROSSING
48 P		10.56											s 5.34									18.3	TO HOWE
35 P		11.12											s 5.42									25.0	TO VAN ALSTYNE
22 WP		11.40AM 12.10PM											s 5.51									30.3	TO ANNA
48 P		12.40											s 6.07									34.9	TO MELISSA
25 IP		1.30											s 6.18									41.6	TO MCKINNEY
3 P		1.52											s 6.26									49.4	TO ALLEN
W		2.12																				55.5	TO TOWER 49 (St.L.S.W. Cross.)
P		2.27																				60.7	TO RICHARDSON
90 P		2.40PM																				64.9	GIFFORD
IP																						69.3	RAWLINS
P																						73.8	TO-R TOWER 119 (T. & P. Cross.) TO T & P JUNCTION
70 P																						74.5	BRIGGS
IP																						75.9	FOX
P																						76.6	TO-R TOWER 118 (H. & T. C. Cross.) TO BELT JUNCTION
IP																						64.9	GIFFORD
55 YARD BWFYP																						69.4	TO-R TOWER 35 (M.-K.-T. Cross.)
I																						69.8	HILAND
IP																						73.4	(T. & P. Crossing) DALLAS YARD
																						74.1	TOWER 10 (G.O. & S.F. CROSS.)
																						74.3	D. T. CROSSING
																						76.7	(H. & T. C. Crossing) BELT JUNCTION
		Arrive Daily Ex. Sunday											Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		58											205	155	20	78	201	223	203	147	76		

(7.10) 16.3 (7.05) 14.9 (0.25) 17.2 (0.15) 24.0 (3.45) 28.5 (0.20) 27.5 (0.18) 23.8 (0.20) 21.5 (0.22) 18.5 (0.15) 24.0 (0.25) 22.0

.....Time Over Subdivision.....

.....Average Speed per Hour.....

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

Extra trains between Belt Junction and Gifford will run via T. & P. Junction unless otherwise directed by train order.
 North Sherman Junction is the switch connecting St. L. & S. F. tracks with H. & T. C. main track west of St. L. & S. F. yard at Sherman.
 North Sherman Junction is a Train order Office only for trains that originate there, and a Register Station only for trains that originate or terminate there.
 First class trains operating from Denison (Passenger Station) must obtain clearance card at Denison (Freight Yard) for movement from Tower 93.
 A train must not leave Positive Block Limits, Belt Junction, until it has been ascertained by train order check of trains, Form "R," whether Nos. 19 and 20, if due, have arrived or left.
 From 7:00 p. m. to 8:00 a. m. Interlocker route, Tower 35, will be lined for movement of M-K-T trains. When necessary to change the route during these hours it will be necessary to call Signal Maintainer.

DENISON SUBDIVISION

WESTWARD

TIME TABLE No. 198 November 14, 1926	Distance From Houston	FIRST CLASS										SECOND CLASS			THIRD CLASS			Train Order Office Hours and Hours of Signalmen at Interlocking Stations
		75 Frisco Meteor 118	77 Frisco Passenger 510	19 Central Express	156 Beaumont Division Passenger	206 T. & P. Passenger 6	202 T. & P. Passenger 2	148 Beaumont Division Passenger	204 T. & P. Passenger 4	224 T. & P. Passenger 24			343 Sunset Man/fest Freight			59 Local Freight		
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily			Arrive Daily Except Sunday		
DENISON (Passenger Station)	337.9	1.25 ^{AM}	8.45 ^{AM}	10.55 ^{AM}													Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only

TIME AT DENISON (PASSENGER STATION) FOR INFORMATION ONLY. SEE M-K-T RAILWAY COMPANY'S CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN TOWER 93 AND DENISON (PASSENGER STATION)

TO-R DENISON (Freight Yard)	Distance	75	77	19	156	206	202	148	204	224		343			59			Class	Class
DENISON (Freight Yard)	337.9											7.30 ^{AM}			1.30 ^{PM}			Continuous	Continuous
TOWER 93 M-K-T CROSSING	337.6	1.22 ^{AM}	8.42 ^{AM}	10.50 ^{AM}														Continuous	Continuous
TOWER 93 M-K-T CROSSING	337.4																	Continuous	Continuous
Block Sigs. NORTH SHERMAN TO-R JUNCTION	330.3	1.08	8.28	10.39								7.03			12.55			Continuous	Continuous
Block Sigs. TO-R TOWER 16 (T.&P.Cross.) SHERMAN	328.8	1.05 ^{AM}	8.25 ^{AM}	10.35								6.59			12.50			Continuous	Continuous
ST. L. S. W. CROSSING	327.7																		
TO HOWE	319.6			10.10								6.29			12.10 ^{PM}			7.30AM to 11.59AM 1.00PM to 4.30PM	Closed
TO VAN ALSTYNE	312.9			9.59								6.09			11.45 ^{AM}			8.30AM to 11.59AM 1.00PM to 5.30PM	Closed
TO ANNA	307.6			9.49								5.54			11.25			8.30AM to 11.59AM 1.00PM to 5.30PM	Closed
TO MELISSA	303.0			9.40								5.41			11.12			8.30AM to 11.59AM 1.00PM to 5.30PM	Closed
TO MCKINNEY	296.3			9.25								5.23			10.30 8.47			8.30AM to 11.59AM 1.00PM to 5.30PM	Closed
TO ALLEN	288.5			9.12								5.01			8.20			8.30AM to 11.59AM 1.00PM to 5.30PM	Closed
TO TOWER 49 (ST.L.S.W.Cross.)	282.4			9.00								4.43			7.50			Continuous	Continuous
TO RICHARDSON	277.2			8.50								4.27			7.00			8.00AM to 11.59AM 1.00PM to 5.00PM	Closed
GIFFORD	272.9											4.12			6.45				
RAWLINS	268.5											3.40			6.30				
Block Sigs. TOWER 119 (T & P Cross.) TO T. & P. JUNCTION	264.0					9.15 ^{AM}	5.25 ^{PM}		8.55 ^{PM}	10.40 ^{PM}		3.15			6.15 ^{AM}			Continuous	Continuous
BRIGGS	263.8				8.15 ^{AM}	9.11	5.23	8.35 ^{PM}	8.52	10.37		3.08							
FOX	261.9				8.13	9.08	5.20	8.33	8.48	10.33		3.02							
Block Sigs. TOWER 118 (H.&T.C.Cross.) TO BELT JUNCTION	261.2				8.11 ^{AM}	9.05 ^{AM}	5.18 ^{PM}	8.31 ^{PM}	8.46 ^{PM}	10.31 ^{PM}		2.56 ^{AM}						Continuous	Continuous
GIFFORD	273.0			8.37															
TO-R TOWER 35 (M-K-T Cross.)	268.5			8.30 ^{AM}														8.00AM to 11.30 AM 12.30PM to 7.00PM	8.00AM to 11.30 AM 12.30PM to 7.00PM
HILAND	268.1																		
(T. & P. Crossing) DALLAS YARD	264.5																		
TOWER 10 (G.O.&S.F. CROSS)	263.8																	Continuous	Continuous
D. T. CROSSING	263.6																		
Block Sigs. H. & T. C. CROSSING BELT JUNCTION	261.2																	Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily			Leave Daily Except Sunday				
		75	77	19	156	206	202	148	204	224		343			59				

Time Over Subdivision	(0.20)	(0.20)	(3.55)	(0.15)	(0.20)	(0.15)	(0.15)	(0.20)	(0.20)	(0.20)	(0.20)	(6.00)			(7.15)				
Average Speed per Hour	27.5	27.6	27.3	24.0	21.5	28.7	24.0	21.5	21.5	21.5		17.8			10.2				

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

Extra trains between Belt Junction and Gifford will run via T. & P. Junction unless otherwise directed by train order.
 North Sherman Junction is the switch connecting St. L. & S. F. tracks with H. & T. C. main track west of St. L. & S. F. yard at Sherman.
 North Sherman Junction is a Train order Office only for trains that originate there, and a Register Station only for trains that originate or terminate there.
 A train must not leave Tower 35 or Gifford, until it has been ascertained by a check of the register or train order check of trains, Form "R," whether Nos. 19 and 20, if due, have arrived or left.
 Between Denison and Sherman St. L. & S. F. 1500 series passenger engines must not exceed thirty-five (35) miles an hour and 4100 series freight engines eighteen (18) miles an hour.
 From 7:00 p. m. to 8:00 a. m. Interlocker route, Tower 35, will be lined for movement of M-K-T trains. When necessary to change the route during these hours it will be necessary to call Signal Maintainer.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS			FIRST CLASS														Distance from Forest Avenue	TIME TABLE No. 198 November 14, 1926		
	94	56	92	344	96	18	224	86	38	74	20	204	148	202	14	82	16	206	156		88	STATIONS	
	Local Freight	Local Freight	Packing House Express	Sunset Manifest Freight	Denver Manifest Freight	The Owl	T. & P. Passenger 24	Ft. Worth Passenger	San Antonio Limited	Texas Midland Passenger	Central Express	T. & P. Passenger 4	Beaumont Division Passenger	T. & P. Passenger 2	The Sunbeam	Ft. Worth Passenger	The Hustler	T. & P. Passenger 6	Beaumont Division Passenger		Ft. Worth Passenger		
B K P	Leave Tues. Thurs. and Saturday	Leave Tues. Thurs. and Saturday	Leave Daily	Leave Daily	Leave Daily	11.15PM	10.20PM		10.00PM		7.00PM 9.00PM	8.35PM	8.20PM	5.10PM	1.25PM		9.00AM	8.55AM	8.00AM	2.0	TO-R DALLAS (Union Station)		
I	TIME AT DALLAS (UNION STATION) FOR INFORMATION ONLY. TOWER 19 CONTROLS MOVEMENT OF TRAINS BETWEEN FOREST AVENUE AND EAST LIMITS OF DALLAS UNION TERMINAL COMPANY TRACKS, NEAR G. C. & S. F. CROSSING. SEE DALLAS UNION TERMINAL COMPANY'S CURRENT TIME TABLE FOR TRAIN MOVEMENT THROUGH LIMITS OF DALLAS UNION TERMINAL.																				0.3	(G. C. & S. F. Crossing)	
						11.20PM	10.25PM		10.05PM		9.07PM	8.40PM	8.27PM	5.15PM	1.30PM		9.05AM	9.01AM	8.07AM	0.0	FOREST AVE.		
IYP			9.08PM			11.24	10.31PM		10.09		9.11	8.46PM	8.31PM	5.18PM	1.34		9.09	9.05AM	8.11AM	2.3	TOWER 118 BELT JUNCTION		
YARD 180BKWP	7.50AM		10.12			11.27			10.12	f	9.15				1.37		9.11			5.3	TO-R MILLER		
28 P	8.10 9.00		10.30			11.35			10.18	f	9.23				1.42		f	9.19		9.8	TO HUTCHINS		
48 P	9.25AM		10.40			11.41			10.24	f	9.30				1.48			9.25		14.1	WILMER		
35 P	12.28PM		10.52			11.47			10.30	s	9.39				1.54		s	9.31		15.2	TO FERRIS		
34 P	12.53		11.02			11.53PM			10.35	f	9.46				1.59			9.38		18.4	TRUMBULL		
35 P	1.10		11.13			12.01AM			10.42	f	9.53				2.06		f	9.46		22.4	TO PALMER		
36 P	11.50AM 1.30		11.23PM 11.30	9.25AM		12.10		10.10PM	10.50	f	10.05				2.14	9.46AM	9.55			27.4	GARRETT		
YARD BKWFTYP	12.05PM	2.00PM	11.35PM	11.45PM	9.40AM	12.13		10.15	10.53		9.10PM	10.08			2.17	9.50	9.58			29.3	TO-R ENNIS (Freight Yard)		
BKP						12.15AM		10.20PM	10.55PM		9.15PM	10.15PM			2.19PM	9.55AM	10.00AM			30.2	TO-R ENNIS (Passenger Station)		
	Arrive Tues. Thurs. and Saturday	Arrive Tues. Thurs. and Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	94	56	92	344	96	18	224	86	38	74	20	204	148	202	14	82	16	206	156	88			
	(0.15) 7.6	(6.30) 5.0	(0.12) 9.5	(7.05) 14.9	(0.15) 7.6	(1.00) 34.2	(0.20) 21.5	(0.10) 16.8	(0.55) 37.0	(0.05) 12.8	(3.45) 28.5	(0.20) 21.5	(0.15) 24.0	(0.15) 28.7	(0.54) 37.8	(0.09) 18.6	(1.00) 34.2	(0.20) 21.5	(0.15) 24.0	(0.09) 18.6		Time Over Subdivision.....	
																						Average Speed per Hour.....	

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

On double track between Belt Junction and Forest Avenue trains will keep to the left. Signals used by trackmen will be placed to the left of the track in direction of movement.
 No. 38 will stop at Ferris on flag for passengers destined Giddings and points beyond.
 Extra trains with running orders to Ennis terminate at Ennis (Freight Yard) unless orders otherwise specify.
 Ennis (Freight Yard) and Ennis (Passenger Station) are register stations only for trains that originate or terminate there and train order offices only for trains that originate there.
 Between Belt Junction and Forest Avenue trains must keep at least five minutes apart, except westward freight trains must clear the time of first class trains at least ten minutes at Belt Junction.
 Miller is register station only for second class and inferior trains.

DENISON SUBDIVISION

WESTWARD

TIME TABLE No. 198 November 14, 1926	Distance From Houston	FIRST CLASS														SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations			
		19 Central Express Arrive Daily	17 The Owl Arrive Daily	87 Ft. Worth Passenger Arrive Daily	37 Dallas Ft. Worth Limited Arrive Daily	85 Ft. Worth Passenger Arrive Daily	73 Texas Midland Passenger Arrive Daily	203 T. & P. Passenger 3 Arrive Daily	223 T. & P. Passenger 23 Arrive Daily	147 Beaumont Division Passenger Arrive Daily	201 T. & P. Passenger 1 Arrive Daily	15 The Hustler Arrive Daily	13 The Sunbeam Arrive Daily	83 Ft. Worth Passenger Arrive Daily	155 Beaumont Division Passenger Arrive Daily	205 T. & P. Passenger 5 Arrive Daily	343 Sunset Manifest Freight Arrive Daily	91 Sunset Manifest Freight Arrive Daily	95 Ft. Worth Through Freight Arrive Daily	93 Local Freight Arrive Mon. Wed. and Friday	57 Local Freight Arrive Mon. Wed. and Friday	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
TO-R DALLAS (Union Station) 1.7	285.1	8:15AM 6:55AM	7:20AM		7:30AM			7:35AM	7:45AM	7:50AM	1:10PM	6:20PM	6:30PM		6:35PM	8:15PM					Continuous	Continuous		
TOWER 19 (G. C. & S. F. Crossing)	283.4	TIME AT DALLAS (UNION STATION) FOR INFORMATION ONLY. TOWER 19 CONTROLS MOVEMENT OF TRAINS BETWEEN FOREST AVENUE AND EAST LIMITS OF DALLAS UNION TERMINAL COMPANY TRACKS, NEAR GC&SF CROSSING. SEE DALLAS UNION TERMINAL COMPANY'S CURRENT TIME TABLE FOR TRAIN MOVEMENTS THROUGH LIMITS OF DALLAS UNION TERMINAL.																			Continuous	Continuous		
0.3 FOREST AVE.	283.1	6:39AM	7:03AM		7:21AM			7:21AM	7:33AM	7:43AM	1:00PM	6:10PM	6:23PM		6:28PM	7:58PM								
Block Signal TOWER 118 BELT JUNCTION 2.0	280.8	6:34	6:58		7:17			7:17AM	7:29AM	7:38AM	12:56PM	6:06	6:20		6:23PM	7:54PM	2:56AM				Continuous	Continuous		
TO-R MILLER 4.5	258.8	6:31	6:54		7:14							6:02	6:18				2:51				1:00PM	Continuous	Continuous	
TO HUTCHINS 4.3	254.3	f 6:23	6:46		7:06							f 5:54	6:12				2:40				12:30PM	6:00AM to 11:59AM 1:00PM to 3:00PM	Closed	
WILMER 4.1	250.0	f 6:16	6:40		7:00							s 5:46	6:06				2:32				10:55AM			
TO FERRIS 3.2	245.9	s 6:09	6:32		6:52							s 5:39	6:00				2:20				10:30 9:00	8:00AM to 11:59AM 1:00PM to 5:00PM	Closed	
TRUMBULL 4.0	242.7	f 6:02	6:26		6:46							f 5:32	5:55				2:10				8:42			
TO PALMER 5.0	238.7	f 5:54	6:19		6:39							f 5:25	5:48				1:55				8:01	6:00AM to 11:59AM 1:00PM to 3:00PM	6:00AM to 10:00AM	
Block Signals GARRETT 1.9	233.7	f 5:45	6:10	6:15AM	6:30	6:37AM						5:15	5:40	5:48PM			1:40	2:10AM	3:10PM	7:30AM	7:40			
TO-R ENNIS (Freight Yard) 0.9	231.8	5:42	6:07	6:12	6:27	6:32	7:05AM					5:12	5:37	5:43			1:30AM	2:00AM	3:00PM	7:20AM	7:30AM	Continuous	Continuous	
TO-R ENNIS (Passenger Station)	230.9	5:40AM	6:05AM	6:07AM	6:25AM	6:30AM	7:00AM					5:10PM	5:35PM	5:40PM									Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon. Wed. and Friday	Leave Mon. Wed. and Friday		
		19	17	87	37	85	73	203	223	147	201	15	13	83	155	205	343	91	95	93	57			

.....Time Over Subdivision.....	(3.55)	(1.15)	(0.08)	(1.05)	(0.07)	(0.05)	(0.22)	(0.20)	(0.20)	(0.18)	(1.10)	(0.55)	(0.08)	(0.20)	(0.25)	(6.00)	(0.10)	(0.10)	(0.10)	(5.30)		
.....Average Speed per Hour.....	27.3	27.3	21.0	31.5	24.0	12.8	19.8	21.5	18.3	23.8	28.4	37.0	21.0	18.3	17.2	17.8	11.7	11.7	11.7	4.9		

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

On double track between Belt Junction and Forest Avenue trains will keep to the left. Signals used by trackmen will be placed to the left of the track in direction of movement.
 No. 15 will stop at stations between Ennis and Dallas to discharge passengers from stations east of Ennis.
 No. 37 will stop at stations between Ennis and Dallas to discharge passengers from Caldwell and points beyond.
 Ennis (Freight Yard) and Ennis (Passenger Station) are register stations only for trains that originate or terminate there and train order offices only for trains that originate there.
 Between Belt Junction and Forest Avenue trains must keep at least five minutes apart, except westward freight trains must clear the time of first class trains at least ten minutes at Belt Junction.
 Miller is register station only for second class and inferior trains.

Length of Sidings in Cars, Location of Bulb, Water and Fuel Stations, Standard Clocks, Interlocking Plants, Turn tables, Ways and Tele-phones.

Main table with columns for Third Class (52, 54), Second Class (344, 258, 346), and First Class (38, 20, 14, 16, 18). Rows include station names like Yard BkWFTYP, BKP, 40 P, 88 P, 28 P, 60 WP, 80 P, 75 WP, 80 P, 75 P, 88 P, 90 P, YP, 40 P, 50 WP, 80 WP, 50 P, 75 P, 55 P, 95 P, 55 P, and Yard BkWFTYP. Includes arrival and departure times and distance from Ennis.

(7.30) 7.8 (6.55) 7.4 (5.25) 19.8 (7.30) 14.6 (0.15) 10.9 (3.00) 36.7 (4.40) 23.4 (2.45) 40.0 (3.45) 29.4 (3.20) 33.0

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

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

Ennis (Freight Yard) is initial station for Nos. 54, 258 and 344 and for extra trains originating there. Ennis (Passenger Station) is initial station for Nos. 14, 16, 18, 20 and 38 and for extra trains originating there. Second class and inferior trains of the Ennis Subdivision must respect the schedules of Denison Subdivision first class trains between Ennis (Passenger Station) and Ennis (Freight Yard) as shown on pages 6 and 7. Ennis (Freight Yard) and Ennis (Passenger Station) are register stations only for trains that originate or terminate there and train order offices only for trains that originate there. No. 38 will stop at Calvert for passengers destined to stations between Hearne and Austin and for San Antonio or points beyond.

ENNIS SUBDIVISION

WESTWARD

TIME TABLE No. 198 November 14, 1926	Distance from Houston	FIRST CLASS					SECOND CLASS					THIRD CLASS					Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
		19	17	37	15	13	345	343	257			53	55					
		Central Express	The Owl	Dallas Ft. Worth Limited	The Hustler	The Sunbeam	Mixed	New York Steamer Freight	Sunset Manifest Freight			Local Freight	Local Freight					
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Arrive Monday Wed. Fri.	Arrive Tuesday Thurs. Sat.					Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
TO-R ENNIS (Freight Yard) 0.9	231.8											1.20PM					Continuous	Continuous
TO-R ENNIS (Passenger Station) 5.6	230.9	6.30AM	5.55AM	6.20AM	5.05PM	5.30PM											Continuous	Continuous
ALMA 4.2	225.3	f 5.15	5.44	6.09	f 4.51	5.22					9.10	11.08						
TO RICE 4.4	221.1	f 5.07	5.37	6.02	s 4.44	5.16					8.55	10.45					8.10AM to 11.59AM 1.00PM to 5.10PM	Closed
CARL 6.5	216.7	5.00	5.30	5.55	4.35	5.09					8.41	10.25						
Block Signals TO COORSICANA (St. L. S. W. Crossing) 6.3	210.2	s 4.50	s 5.18	s 5.45	s 4.25	5.00					8.20	10.05					Continuous	Continuous
ANGUS 5.5	203.9	f 4.21	5.08	5.35	f 4.08	4.50					7.20	9.22						
TO RICHLAND 4.4	198.4	s 4.09	5.00	5.27	s 3.58	4.42					7.07	9.06					Continuous	Continuous
CURRIE 5.5	194.0	f 3.58	4.53	5.20	f 3.49	4.36					6.57	8.56						
TO WORTHAM 2.0	188.5	s 3.48	4.45	5.12	s 3.38	4.29					6.45	8.44					8.00AM to 12.01PM 1.01PM to 5.00PM	8.00AM to 12.01PM 1.01PM to 5.00PM
GUDE 5.5	186.5	3.38	4.42	5.09	3.33	4.26					6.41	8.40						
MEXIA 1.4	181.0	s 3.28	s 4.33	s 4.59	s 3.17	4.17					1.47PM	6.25	8.25					
Block Signals TO-R Tower 63 (T. & B.V. Cross.) MEXIA YARD 1.3	179.6	3.14	4.30	4.56	3.10	4.15					1.37	6.20	8.20				Continuous	Continuous
MEXIA JUNCTION 4.5	178.3										1.27PM							
DOYLE 4.3	173.8	f 3.05	4.21	4.47	f 3.01	4.07					5.55	7.58						
TO GROESBEECK 8.2	169.5	s 2.55	s 4.13	4.40	s 2.54	3.58					5.40	7.42					8.00AM to 12.30PM 1.30PM to 5.00PM	Closed
TO THORNTON 8.1	161.3	s 2.30	3.59	4.26	s 2.40	3.47					5.15	7.22					8.30AM to 4.30PM 8.30PM to 4.30AM	8.30AM to 4.30PM 8.30PM to 4.30AM
TO KOSSE 4.8	153.2	s 2.10	3.47	4.13	s 2.26	3.35					4.52	7.02					8.00AM to 11.30AM 12.30PM to 5.00PM	12.15PM to 3.00PM
DENNY 5.7	148.4	f 2.00	3.39	4.04	f 2.16	3.28					4.27	6.50						
TO BREMOND 5.6	142.7	s 1.50	s 3.30	3.54	s 2.06	3.19					4.05	6.35					Continuous	Continuous
HAMMOND 8.5	137.1	f 1.32	3.15	3.45	f 1.50	3.11					3.50	6.20						
TO CALVERT 4.6	128.6	s 1.10	s 2.55	3.30	s 1.35	2.59					3.27	5.55					8.30AM to 4.30PM 8.30PM to 4.30AM	8.30PM to 4.30AM
SEGER 3.3	124.0	1.01	2.45	3.22	1.25	2.53					3.12	5.42						
Block Signals Tower 15 (I.-G.N. Cross.) TO-R HEARNE	120.7	12.55AM	2.35AM	3.15AM	1.20PM	2.48PM					3.00PM	5.30PM					Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily	Leave Daily	Leave Daily				Leave Monday Wed. Fri.	Leave Tuesday Thurs. Sat.
		19	17	37	15	13					345	343	257				53	55

Time Over Subdivision.....	(4.35)	(3.20)	(3.05)	(3.45)	(2.42)	(0.20)	(6.30)	(6.00)	(6.35)	(6.35)
Average Speed per Hour.....	24.0	33.0	35.4	29.4	40.5	8.0	16.9	18.4	8.9	7.9

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

Ennis (Freight Yard) is terminal station for Nos. 55, 257 and 343.
 Ennis (Passenger Station) is terminal station for Nos. 13, 15, 17, 19 and 37.
 Extra trains with running orders to Ennis terminate at Ennis (Freight Yard) unless orders otherwise specify.
 Second class and inferior trains of the Ennis Subdivision must respect the schedules of Denison Subdivision first class trains between Ennis (Passenger Station) and Ennis (Freight Yard) as shown on pages 6 and 7.
 Ennis (Freight Yard) and Ennis (Passenger Station) are register stations only for trains that originate or terminate there and train order offices only for trains that originate there.
 No. 37 will stop at stations between Hearne and Ennis to discharge passengers from Austin, Caldwell and points beyond.

Yard BKWFTY P P 70 P 50 P 46 P 80 IP WIPY 80 P 50 P 75 P P I 90 W IP 55 P 82 P 48 P Yard PBKWFY 60 P 8SPUR P 48 P 75 YP 55 P 100 WP 45 P 45 WP 65 YIP 87 Yard BKP 87 I	THIRD CLASS		SECOND CLASS					FIRST CLASS													Distance From Hearne	TIME TABLE No. 198 November 14, 1926			
	386	50	392	344	240	348	346	104	14	308	302	42	16	23	304	102	310	8	18	20		46	21	Stations	
	Local Freight	Local Freight	Through Freight	Packing House Express	Austin Div. Fast Freight	Mixed	Mixed	The Argonaut	The Sunbeam	Passenger	Victoria Division Passenger	Austin Division Passenger	The Hustler	The Hustler	Victoria Division Passenger	Sunset Limited	Passenger	Sunset Mail	The Owl	Central Express		Austin Division Passenger	San Antonio Limited		
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	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	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
		6.00AM		3.30PM									2.25PM	2.17PM					3.48AM	3.20AM		2.00AM	0.0	Blk. Sig.	TOWER 15 (I.-G.N. Cross)
														2.20PM								2.07AM	1.0		TO-R HEARNE
													f 2.40						3.58	3.30			5.9	SUTTON	
													f 2.47						4.03	3.35			9.5	RUFINOH	
													f 2.52						4.10	f 3.41			13.2	BENOHLEY	
													s 3.05						s 4.28	s 4.00			21.0	BRYAN	
													s 3.14						s 4.38	s 4.12			25.8	TO (TOWER 36 I.-G. N. Cross)	
													s 3.24						s 4.38	s 4.12			25.8	COLLEGE STATION	
													s 3.24						s 4.38	s 4.12			25.8	(TOWER 7 I.-G. N. Cross.)	
													s 3.38						s 4.38	s 4.12			32.0	TO WELLBORN	
													f 3.45						s 5.02	f 4.36			40.2	MILICAN	
													f 3.45						5.10	4.44			44.6	NELLEVA	
																							46.2	NELLEVA JUNCTION	
																							49.6	TOWER 9 (I.-G.N. Cross.)	
																			s 5.25	s 5.00			49.9	NAVASOTA	
																							50.0	TO Tower 41 (GC&SF Cross.)	
																							54.2	CHAILLE	
																							58.3	COURTNEY	
																							65.2	HOWTH	
																							70.0	TO-R HEMPSTEAD	
																							74.6	PRAIRIE SIDING	
																							75.6	PRAIRIE VIEW	
																							79.7	TO WALLER	
																							85.0	TO HOOKLEY	
																							90.3	GANO	
																							94.7	TO OYPRESS	
																							102.2	SATSUMA	
																							108.1	FAIRBANKS	
																							114.7	TO-R EUREKA	
																							118.0	(Tower 13 M-K-T Cross.)	
																							118.0	BOULEVARD JCT.	
																							119.4	TO-R HOUSTON	
																							120.4	(Grand Central Station)	
																							120.4	BOULEVARD JUNCT.	
																							120.4	Tower 26 (H. E. & W. T. Cross.)	

TIME AT ENGLEWOOD FOR INFORMATION ONLY. BE GOVERNED BY BEAUMONT DIVISION CURRENT TIME TABLE BETWEEN TOWER 26 AND ENGLEWOOD

Yard BKP	4.00PM	4.20PM	6.20PM	10.30PM	7.00AM																		124.0	TO-R ENGLEWOOD
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	386	50	392	344	240	348	346	104	14	308	302	42	16	23	304	102	310	8	18	20	46	21		
	(0.25) 13.7	(10.00) 12.2	(0.25) 13.7	(6.00) 20.3	(3.15) 15.5	(1.15) 19.0	(1.15) 19.0	(0.20) 14.1	(2.50) 42.1	(0.13) 21.7	(0.15) 18.8	(1.27) 34.0	(3.35) 33.3	(0.03) 20.0	(0.15) 18.8	(0.12) 22.5	(0.15) 18.8	(0.15) 18.8	(3.32) 33.6	(3.35) 33.3	(1.50) 26.9	(0.07) 8.5	Time Over Subdivision.....
																							Average Speed per Hour.....

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

Second class and inferior trains operating between Englewood and Eureka will move via single track route between Tower 26 and Boulevard Junction unless otherwise directed by train order.

HEARNE SUBDIVISION

WESTWARD

TIME TABLE No. 198
November 14, 1926

Table with columns for STATIONS, Distance from Houston, and train classes (FIRST CLASS, SECOND CLASS, THIRD CLASS) with arrival and departure times. Includes notes for 'Blk. Sigs.', 'Block Signals', and 'Tower 26 (H.E. & W.T. Cross.)'.

TIME AT ENGLEWOOD FOR INFORMATION ONLY. BE GOVERNED BY BEAUMONT DIVISION CURRENT TIME TABLE BETWEEN TOWER 26 AND ENGLEWOOD.

Summary table for TO-R ENGLEWOOD with columns for Leave Daily times for each train class and average speeds.

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

Regular trains originating at Tower 26 must obtain clearance card at Englewood for movement from Tower 26.
Second class and inferior trains operating between Englewood and Eureka will move via single track route between Tower 26 and Boulevard Junction unless otherwise directed by train order.
NOTE: Train Order Office Hours Cypress: Sundays and Legal Holidays only, 9:15 A. M. to 11:15 A. M.—4:30 P. M. to 12:30 A. M.; Train Order Office Hours daily except Sundays and Legal Holidays Wellborn 8:00 A. M. to 12:15 P. M.—1:15 P. M. to 5:00 P. M.; Hockley and Waller 8:30 A. M. to 12:00 M.—1:00 P. M. to 5:30 P. M.,

MEXIA SUBDIVISION

EASTWARD

WESTWARD

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plants, Turn tables, Wyes and Tele-phones.	SECOND CLASS		Distance From Nelleva Junction	TIME TABLE No. 198 November 14, 1926	Distance From Houston	SECOND CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations
	348	346				345		
	Mixed	Mixed				Mixed		
Leave Sunday Only	Leave Daily Ex. Sunday		STATIONS	Arrive Daily		Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
P	7.15AM	7.15AM	94.2	MEXIA JUNCTION 6.2	168.7	1.27PM		
60	f 7.35	f 7.33	88.0	FALLON 6.3	162.5	f 1.07		
60	s 7.57	s 7.53	81.7	PERSONVILLE 5.0	156.2	s 12.47		
60	W s 8.13	s 8.08	76.7	FARRAR 5.1	151.2	s 12.32		
55	s 8.33	s 8.45	71.6	EVANSVILLE 5.6	146.1	s 12.20PM		
70	s 8.55	s 9.25	66.0	TO JEWETT 7.0	140.5	s 11.48AM	8.00AM to 11.59AM 1.00PM to 5.00PM	8.00AM to 11.59AM 1.00PM to 5.00PM
18	W s 9.20	s 9.55	59.0	ROBBINS 7.6	133.5	s 11.22		
60	s 9.45	s 10.47	51.4	FLYNN 8.5	125.9	f 10.47		
70	s 10.22	s 11.20	42.9	TO NORMANGEE 4.1	117.4	s 10.22	8.00AM to 11.30AM 12.30PM to 5.00PM	8.00AM to 11.30AM 12.30PM to 5.00PM
	f 10.35	f 11.40AM	38.8	GEORGE 3.8	113.3	f 10.10		
70 KBW	s 10.55	s 12.01PM	35.0	TO NORTH ZULCH 7.4	109.5	s 10.02	8.00AM to 11.30AM 12.30PM to 5.00PM	8.00AM to 11.30AM 12.30PM to 5.00PM
60	f 11.20	f 12.30	27.6	CROSS 3.1	102.1	f 9.32		
75	s 11.35	s 1.10	24.5	TO IOLA 5.0	99.0	s 9.17	8.00AM to 11.30AM 12.30PM to 5.00PM	8.00AM to 11.30AM 12.30PM to 5.00PM
60	f 11.55AM	f 1.30	19.5	MESA 7.3	94.0	f 9.02		
60	W f 12.25PM	s 1.50	12.2	CARLOS 5.4	86.7	s 8.42		
	f 12.43	s 2.10	6.8	PIEDMONT 3.1	81.3	s 8.27		
55	f 12.55	f 2.30	3.7	CROWDER 3.7	78.2	f 8.12		
P	1.10PM	2.50PM	0.0	NELLEVA JUNCTION	74.5	8.00AM		
	Arrive Sunday Only	Arrive Daily Ex. Sunday				Leave Daily		
	348	346				345		

(5.55) (7.35)Time Over Subdivision..... (5.27)
15.9 12.8Average Speed per Hour..... 17.2

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

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

LANCASTER SUBDIVISION

EASTWARD

WESTWARD

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plants, Turn tables, Wyes and Tele-phones.	SECOND CLASS		Distance from Hutchins	TIME TABLE No. 198 November 14, 1926	Distance from Houston	SECOND CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations
	56					57		
	Mixed					Mixed		
Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only			
	8.40AM	LANCASTER 0.2	4.7	259.0	8.30AM			
		M-K-T CROSSING 4.5		258.8				
28	P 9.00AM	TO HUTCHINS	0.0	254.3	8.10AM		6.00AM to 11.59AM 1.00PM to 3.00PM	Closed
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday			
	56				57			
	(0.30) 14.4Time Over Subdivision.....			(0.30) 14.4Average Speed per Hour.....		

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

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

INTERLOCKING WHISTLE CODES

TOWER 7, COLLEGE STATION
 Main track eastward or westward from main track _____
 Main track eastward from any other point _____ o
 Main track westward from any other point o _____ o
 House track from any point _____ o
 Siding from any point o _____
 Team track from any point _____ o _____ o

TOWER 9, I.-G. N. CROSSING, NAVASOTA
 Main track eastward or westward from main track _____
 Main track eastward from any other point _____ o
 Main track westward, from any other point o _____ o o
 House track from any point _____ o
 Oil Mill track from any point o _____ o

TOWER 10, G. C. & S. F. CROSSING, DALLAS YARD
 Main track eastward or westward from main track _____

TOWER 13, EUREKA
 Main track for movement with the current of traffic, from main track, (except Houston Division main track westward) _____

Houston Division main track, westward o _____
 Eastward main track, eastward, from any other point _____ o
 Westward main track westward, from any other point o _____ o
 Eastward main track westward, from any other point o _____ o
 Westward main track eastward, from any point _____ o
 To wye track, from any point o _____ o

TOWER 15, HEARNE
 Main track eastward or westward from main track _____
 Main track eastward from any other point _____ o
 Main track westward from any other point o _____ o
 New No. 1 track from any point o _____
 West siding from any point _____ o

TOWER 16, SHERMAN
 Main track eastward or westward from main track _____
 Main track eastward from any other point _____ o
 Main track westward from any other point o _____ 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 o _____ o

TOWER 21, WACO
 Main track eastward or westward from main track _____
 Main track eastward from any other point _____ o
 Main track westward, from any other point o _____ o
 St. L. S. W. transfer from any point _____ o
 House track from any point o _____ o
 Coal track from any point o o _____
 Siding from any point o _____

TOWER 26, HOUSTON
 Main track for movement with the current of traffic, from main track _____
 Eastward main track eastward, from any other point _____ o
 Westward main track westward, from any other point o _____ o
 Eastward main track westward, from any other point o _____ o
 Westward main track eastward, from any point _____ o
 H. E. & W. T. Transfer, from any point o o _____
 H. E. & W. T. connection, from any point o o _____
 Roundhouse lead, from any point _____ o
 Old Head, from any point o _____ o
 H. B. & T. interchange, from any point _____ o o
 Icing Plant, from any point _____
 I.-G. N. interchange, from any point _____ o
 Freight main track westward, from any point o _____

TOWER 35, Near HILAND
 Main track eastward or westward from main track _____
 M-K-T connection from any point _____ o

TOWER 36, BRYAN
 Main track eastward or westward from main track _____

TOWER 41, G. C. & S. F. CROSSING, NAVASOTA
 Main track eastward or westward from main track _____
 Main track eastward from any other point _____ o
 Main track westward from any other point o _____ o
 Siding from any point o _____

TOWER 49, PLANO
 Main track eastward or westward from main track _____
 Main track eastward from any other point _____ o
 Main track westward from any other point o _____ o
 Siding from any point o _____
 Oil Mill track from any point _____ o _____ o

TOWER 53, M-K-T CROSSING, FT. WORTH
 Main track eastward or westward from main track _____

TOWER 55, FT. WORTH
 Rock Island from H. & T. C. _____
 F. W. & D. from H. & T. C. _____ o
 G. C. S. F. Freight yards from H. & T. C. _____ o
 T. & P. South Wye from H. & T. C. _____ o
 Ft. Worth Union Depot from H. & T. C. o _____

TOWER 63, MEXIA YARD
 Main track eastward or westward from main track _____

TOWER 67, WAXAHACHIE
 Main track eastward or westward from main track _____
 Main track eastward from any other point _____ o
 Main track westward from any other point o _____ o
 M-K-T transfer from any point _____ o

TOWER 93, DENISON
 Main track eastward or westward from main track _____
 To and from K. O. & G. transfer from any point o o o o
 To H. & T. C. from M-K-T _____ o
 To M-K-T from H. & T. C. _____ o _____ o

TOWER 94, MIDLOTHIAN
 Main track eastward or westward from main track _____
 Main track eastward from any other point _____ o
 Main track westward from any other point o _____ o
 Siding from any point o _____
 House track from any point _____ o _____ o

TOWER 126, G. C. & S. F. CROSSING, FT. WORTH
 Main track eastward or westward from any point _____
 Bitulithic Spur from any point _____ o
 Track No. 1 from any point _____ o
 Track No. 2 from any point o _____ o
 G. C. & S. F. connection from any point o o _____

TOWERS 118 AND 119 (See Page 17)

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from Houston	NAME	Car Capacity and Direction Opening if Spur	Mexia Subdivision		
			Distance from Nelleve Jct.	NAME	Car Capacity and Direction Opening if Spur
20.21	Humble Oil Spur.....	4 E	14.23	Cuthrell's Spur.....	6 E
38.50	Mile Post 39.....	16	56.86	Brown's Spur.....	7 W
53.68	Section 8.....	30	72.27	Evansville Coal Mine.....	33
54.50	Hanneys Spur.....	9 E	78.52	Karners Spur.....	7 W
58.66	Sand Spur.....	16 W	83.61	Sand Spur.....	10 W
118.02	Humble Oil Spur.....	15 E	91.66	Shilo.....	15 W
171.01	Humble Pipe Line.....	14 E			
173.00	Spradley.....	15 E			
177.07	Prairie Pipe Line.....	12 E			
183.86	Atlantic Oil Co.....	36 E			
196.07	Humphreys.....	44			
267.80	Armo.....	12 W			
269.49	S. M. U. Spur (Soumethun)	73 W			
270.20	Oasis.....	33			
271.50	Vickery.....	5			
271.89	Lawther.....	3 W			
335.91	Cotton Mill Spur.....	52 W			

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

TIME INSPECTORS

Sidney F. Ball, General Time Inspector.....	Chicago
Houston Watch Company, Southern Pacific Building.....	Houston
W. E. Conners, 1801 Hardy St.....	Houston
A. H. Frederick.....	Hempstead
Thomas & Meyers.....	Hearne
Mitchell-Greer Company.....	Fort Worth
F. Studer.....	Waco
Armstrong Jewelry Co.....	Waco
A. M. Wesson.....	Mexia
C. T. Moore.....	Ennis
Hafner Watch & Optical Company, Interurban Bldg.....	Dallas
J. B. Rockwall.....	Denison
L. F. Ely & Son.....	Sherman
Rhoads Brothers.....	Corsicana

PASSENGER LOCOMOTIVE RATINGS

TRAINS		NUMBER OF CARS AND TONS PER TRAIN											
		610 TO 621	600 TO 609	738 TO 794	700 TO 711	289 TO 292	273 TO 278	261 TO 272	240 TO 258	225 TO 236	220 TO 223	212 TO 219	205 TO 209
Houston & Denison	CARS	13	11	14	12	8	8	7					
13-14-15-16-17-18-19-20	TONS	845	715	910	780	520	520	455					
San Antonio & Dallas	CARS	12	10	13	11	7	7	6	5				
21-22-23-24-37-38	TONS	780	650	845	715	455	455	390	325				
Ennis & Ft. Worth	CARS					8	8	7	7	6	7	6	6
82-83-85-86-87-88	TONS					520	520	455	455	390	455	390	390

Average weight per car 65 tons

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			

Legal Holidays

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

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	Sherman	Ennis	Bremond	Hearne	Hempstead	Houston	Midlothian	Ft. Worth	Midlothian	Mexia	Hempstead	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	Midlothian to Ft. Worth	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 Gano		1.19	1.23	Carl and Rice		1.13	F	Garrett and Boyce		2.16	1.51
Gano 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 Ruffin		1.00	1.48	Richardson and Plano		1.14	1.33	Carlos and Mesa		1.04	1.00
Ruffin 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		1.21	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 Groesbeck		1.00	1.27	BREMOND AND WACO				Evansville and Farrar		1.00	1.00
Groesbeck 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								

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car. See A. R. A. (M. C. B.) rule 86.

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3¾x7	66,000 lbs.
60,000 "	4¼x8	103,000 "
80,000 "	5x9	136,000 "
100,000 "	5½x10	169,000 "
140,000 "	6x11	210,000 "

COMPANY SURGEONS

Houston.....Dr. R. W. Knox.....Chief Surgeon
 Dr. C. C. Green.....Assistant Chief Surgeon
 Dr. F. A. Waples.....Division Surgeon
 Dr. R. C. Feagan.....Division Surgeon
 Dr. H. C. Harrison.....Examining Surgeon
 Dr. R. H. Harrison.....Examining Surgeon
 Dr. Allan Collette.....Local Surgeon
 Dr. J. L. Taylor.....Local Surgeon
 Dr. C. M. Warner.....Local Surgeon
 Dr. Neal Davis.....Local Surgeon
 Dr. M. L. O'Banion.....Local Oculist and Aurist
 Dr. T. A. Dickson.....Local Oculist and Aurist

Alma.....Dr. J. T. Carter.....Local Surgeon

Bryan.....Dr. P. M. Raysor.....Local Surgeon
 Dr. C. A. Searcy.....Local Surgeon

Bremond.....Dr. Edgar Brittain.....Local Surgeon

Courtney.....Dr. G. C. Harris.....Local Surgeon

College Station.....Dr. J. E. Marsh.....Local Surgeon

Calvert.....Dr. F. J. Gilson.....Local Surgeon

Corsicana.....Dr. I. N. Suttle.....Local Surgeon
 Dr. T. A. Miller.....Local Surgeon

Dallas.....Dr. E. H. Cary.....Oculist and Aurist
 Dr. E. Dunlap.....Division Surgeon
 Dr. H. M. Winans.....Examining Surgeon

Denison.....Dr. A. G. Sneed.....Local Surgeon
 Dr. T. J. Long.....Examining Surgeon

Ennis.....Dr. C. P. Cook.....Division Surgeon
 Dr. J. S. Terry.....Local Surgeon
 Dr. W. P. McCall.....Examining Surgeon
 Dr. C. E. Gray.....Oculist

Fort Worth.....Dr. W. R. Thompson.....Oculist and Aurist
 Dr. W. A. Durringer.....Division Surgeon
 Dr. W. C. Durringer.....Division Surgeon
 Dr. S. J. Wilson.....Local Surgeon

Ferris.....Dr. E. House.....Local Surgeon
 Dr. A. T. Hampton.....Local Surgeon

Hempstead.....Dr. Malcolm A. Jones.....Local Surgeon
 Dr. Fred K. Laurentz.....Local Surgeon

Hearne.....Dr. H. W. Cummings.....Examining Surgeon
 Dr. S. J. Alexander.....Examining Surgeon

Hutchins.....Dr. A. W. Carnes.....Local Surgeon
 Dr. A. C. Carnes.....Local Surgeon

Howe.....Dr. J. L. Shelley.....Local Surgeon

Jewett.....Dr. Z. J. Spruell.....Local Surgeon

Kosse.....Dr. A. T. Ezell.....Local Surgeon
 Dr. J. C. Baker.....Local Surgeon

Lancaster.....Dr. B. F. Lyons.....Local Surgeon

Millican.....Dr. Henry Bradbrook.....Local Surgeon

Mexia.....Dr. T. F. Oates.....Local Surgeon
 Dr. M. M. Brown.....Local Surgeon
 Dr. E. F. Hamm.....Local Surgeon

McKinney.....Dr. B. F. Largent.....Local Surgeon

Marlin.....Dr. S. P. Rice.....Local Surgeon
 Dr. M. A. Davison.....Local Surgeon

Mansfield.....Dr. W. B. McKnight.....Local Surgeon

Navasota.....Dr. E. A. Harris.....Local Surgeon
 Dr. W. T. Wilson.....Local Surgeon

Normangee.....Dr. Joe Rogers.....Local Surgeon

North Zulch.....Dr. J. E. Burney.....Local Surgeon

Plano.....Dr. W. G. Harris.....Local Surgeon

Riesel.....Dr. J. D. Foster.....Local Surgeon

Richland.....Dr. J. H. Edgar.....Local Surgeon

Rice.....Dr. J. T. Carter.....Local Surgeon

Richardson.....Dr. W. N. Manning.....Local Surgeon

Reagan.....Dr. H. P. Curry.....Local Surgeon

Sherman.....Dr. T. W. Crowder.....Oculist
 Dr. E. J. Neathery.....Examining Surgeon
 Dr. H. I. Stout.....Examining Surgeon

Thornton.....Dr. W. A. Bedford.....Local Surgeon

Van Alstyne.....Dr. Wm. Veazey.....Local Surgeon

Waco.....Dr. H. T. Aynesworth.....Oculist and Aurist
 Dr. G. B. Foscoe.....Examining Surgeon
 Dr. C. H. Brooks.....Examining Surgeon
 Dr. M. W. Colgin.....Local Surgeon
 Dr. I. E. Colgin.....Local Surgeon

Waxahachie.....Dr. W. D. Boyd.....Local Surgeon
 Dr. W. C. Tenery.....Local Surgeon

Wortham.....Dr. K. W. Sneed.....Local Surgeon

Waller.....Dr. H. A. Berry.....Local Surgeon

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.

SPECIAL INSTRUCTIONS

GENERAL

- 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.
- 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.
- 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.
- A train may arrive at a station in advance of its schedule arriving time.
- Third-class trains may pass and run ahead of second-class trains without train order authority.
- 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.
- 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.
- 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.
- Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
- 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.
- Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.
- Movements against current of traffic within yard limits must be made only under flag protection.
 - On double track, when either track is operated as single track, movements within yard limits must be made only under flag protection.
- When leaving continuously block signalled track where no operator is on duty, a fusee will be left near the last signal.

LOCAL

- Eureka, Hempstead and Mexia Yard (Tower 63) are register stations only for trains that originate or terminate there.
- First class trains not displaying green signals may register at Hearne, Tower 35, and Eureka by register ticket (Form 2642) and obtain train order check of trains (Form R) from Dispatcher and may, if there are no train orders for such trains, leave Hearne and Eureka, without a clearance card if train order signal is changed to indicate "PROCEED" after engineman calls for it.
 - Second class and inferior trains may register at Tower 35 and Eureka by register ticket (Form 2642) and obtain train order check of trains (Form R) from Dispatcher.
 - Ft. Worth subdivision trains may obtain train order check of trains, (Form R) at Ennis (Freight Yard) or Ennis (Passenger Station) covering superior trains or trains of the same class which are due at Garrett.
 - Mexia subdivision trains may obtain train order check of trains, (Form R) at Mexia Yard (Tower 63) or Navasota (Tower 41) covering superior trains or trains of the same class, which are due at Mexia Junction or Nelleva Junction.
 - Denison subdivision trains may obtain train order check of trains, (Form R) at Dallas (Union Station) covering superior trains, or trains of the same class, which are due at Tower 35 or Forest Avenue.
 - Hearne Subdivision trains may obtain train order check of trains (Form R) at Englewood covering superior trains or trains of the same class which are due at Tower 26.
- On double track between Eureka and Houston (Grand Central Station) trains may run extra, moving with the current of traffic, without running orders but must obtain clearance card before commencement of trip, if an Operator is on duty.
 - Second class and inferior trains and engines may run ahead of first class trains between these points without train order authority, but must not occupy main track when it is known a first class train will thereby be delayed.
 - Movements against the current of traffic, or on single track between these points must be made only under flag protection.
 - Trains and engines must approach passenger yard at Houston (Grand Central Station) with caution and obtain proper signal, from switch tender, with green flag by day and green light by night before proceeding into passenger yard.
 - Trains and engines must obtain proper signal from switch tender, Houston (Grand Central Station) with yellow flag by day and yellow light by night before leaving passenger yard, Houston.

- Following tracks must not be used by MK-5 engines:

Spur, Gano.	Transfer, Calvert (beyond H.&T.C. tracks.)	Wye, McKinney.
Melon Track Section 8.	East end Compress track	Oasis.
Gin Spur Courtney.	House Track, Hempstead from freight depot eastward.	Calvert, (toward cotton platform).
	Oil Mill Tracks, Calvert	House Track, Trumbull.
	East and West Cotton Mill Tracks, Waxahachie.	House Track, Palmer (beyond a point 300 feet from switch).
	Transfer Track, Midlothian.	
	Oil Mill Track, Mansfield.	

 - In using sidings on Mexia Subdivision (except North Zulch, Normangee and Flynn) with MK-5, C-8 and C-9 class engines, trains will pull by and back into siding under protection of flagman sent in advance.
 - Track No. 2 North Zulch must not be used by MK-5 class engines.
 - C-8 and C-9 class engines must not use Gin Spur, Courtney, east of bridge.
- On arrival at Hearne Passenger Station, Enginemen, trains Nos. 15, 16, 23 and 24 will apply brakes, and leave them applied until switching of train has been completed.
 - On arrival at Ennis (Passenger Station) all passenger trains will apply brakes, and leave them applied until switching of train has been completed.
- Location of Bulletin books.

At Houston: Grand Central Station; H. & T. C. Roundhouse; T. & N. O. Roundhouse; General Yardmaster's office, Hardy Street.
- At stations where there are two sidings, eastward trains must take most westerly siding and westward trains must take the most easterly siding for trains having authority to hold main track, unless otherwise directed by train order, or the movement made under flag protection.
- Track No. 4 through Hempstead Yard, is designated as Austin Division main track and must be left clear.

Austin Division trains Nos. 42, 43, 45, 46, 239 and 240 will enter and leave the Dallas Division main track at east end of track No. 4.
- The short siding opposite Passenger Depot Bremond will be designated as the WEST SIDING and the long siding (Yard track No. 1) east of Passenger Depot Bremond will be designated as the EAST SIDING.
- Cars must not be stored on tracks not protected with derails, facing point switches, or ascending grade toward main track of one-half of one per cent or over. In emergency this may be done on instructions of Chief Train Dispatcher, or other proper authority. In all such cases hand brakes must be securely set and where necessary wheels blocked.
- Texas Midland crews handling passenger equipment between Ennis (passenger station) and Ennis (freight yard) will move under provisions of Rule 93 and other rules relating to movements within yard limits.
- If crew of No. 65 or No. 63 is present to take charge, Waco cars may be cut off No. 17 or No. 15 at Bremond on main track immediately east of Waco Subdivision connection east of passenger station, where they will be picked up by No. 65 or No. 63.
- Use of engine whistle in Fort Worth Union Station is forbidden except in cases of emergency. Crews will use telephone which is located at east end of East Train Shed to obtain route through Interlocking Plant, Tower 55.

SPECIAL INSTRUCTIONS (Continued)

LOCAL (CONCLUDED)

38. The normal position of switches at Junctions will be as follows:
Gifford: T. & P. Junction Line.

39. In accordance with rule 887 water may be taken without detaching engine at following points:

EASTWARD TRAINS	WESTWARD TRAINS
Corsicana	Corsicana
Richland	Bremond
Groesbeeck	Mexia Yard
Bremond	College Station
College Station	Hempstead
Navasota	

40. Train movements between Belt Junction and Tower 35, Denison Sub-division, will be made under the provisions of rule 93 instead of schedule or train order authority.

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

BRYAN	ENNIS	MCKINNEY
BREMOND	FERRIS	NAVASOTA
*CORSCIANA	GROESBEECK	PLANO
CALVERT	HEARNE	PALMER
COLLEGE STATION	HEMPSTEAD	RICHLAND
DENISON	MARLIN	SHERMAN
†DALLAS	*MEXIA	†WORTHAM

*Corsicana Yard Limit extends to a point 1000 feet east of east oil track switch Angus.
†Dallas Yard Limit extends from a point 1000 feet west of Lawther to a point 1000 feet east of East siding switch Miller, and from Forest Avenue to a point 1000 feet west of Briggs.
★Mexia Yard Limit extends to a point 1000 feet east of East wye switch Mexia Junction.
†Wortham Yard Limit extends from a point 1000 feet west of Mile Post 190 to a point 1000 Feet East of East switch Gude.

SPEED

50. The yellow fish-tail signal is set 500 feet in advance of point where speed restriction is to apply.

(a) Freight trains must not exceed twenty-four (24) miles an hour and passenger trains thirty-five (35) miles an 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 the slow board, the first figures govern passenger trains and the second figures govern all other trains.

51. The following speed restrictions must be observed between the points indicated.

BETWEEN:	Maximum Speed (Miles an Hour)			
	Passenger		Freight and Mixed	
	Straight Track	Unprotected Curves	Straight Track	Unprotected Curves
Main Line				
Houston and Mile Post 52	50	45	35	30
Mile Post 52 and Mile Post 83	45	40	30	25
Mile Post 83 and Mile Post 143	50	45	35	30
Mile Post 143 and Mile Post 180	45	40	30	25
Mile Post 180 and Belt Jct.	50	45	35	30
Belt Jct. and Denison via Dallas Yard	45	40	25	25
Bet. Forest Ave. and Belt Jct. and Belt Jct. and T. P. Jct.	50	45	35	30
Bet. T. & P. Jct. and Gifford	45	40	25	20
On Mexia Subdivision	45	40	25	25
On Waco Subdivision	45	40	25	25
On Ft. Worth Subdivision	45	40	30	25
On Lancaster Subdivision	15	15	15	15

52. Through corporate limits of the cities and towns named trains and engines must not exceed the speed indicated.

	Miles an Hour			Miles an Hour	
	Passenger	Freight		Passenger	Freight
Houston	18	18	Palmer	18	12
Navasota	6	6	Ferris	6	6
Bryan	6	6	Dallas	12	12
Hearne	6	6	Plano	6	6
Calvert	15	15	McKinney	6	6
Kosse	8	8	Van Alstyne	6	6
Thornton	18	12	Howe	8	8
Groesbeeck	8	8	Sherman	8	8
Mexia	6	6	Denison	12	12
Wortham	8	8	Waco	18	12
Corsicana	6	6	Waxahachie	20	20
Rice	8	8	Ft. Worth	18	18

53. Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers and scale test cars, and machines of similar kinds on own wheels must not exceed speed indicated.

Location:	Miles an Hour	
	Straight track	Unprotected curves
Between Houston and Belt Junction	25	18
On Mexia Subdivision	20	18
" Waco Subdivision	20	18
" Ft. Worth Subdivision	25	18
" Denison Subdivision, west of Belt Junction	20	18
On Lancaster Subdivision	12	12

(a) Boom of derricks must trail while being handled in trains.

54. Trains handling yard engines, with side rods up, or loaded oil tanks of twelve thousand (12,000) gallons capacity or over, must not exceed speed indicated:

Location:	Miles an Hour	
	Straight track	Unprotected curves
Between Houston and Belt Junction	25	18
On Ft. Worth Subdivision	25	18
" Mexia Subdivision	18	18
" Waco Subdivision	18	18
" Denison Subdivision, west of Belt Junction	18	12
" Lancaster Subdivision	12	12

(a) Yard engines moving in trains must be placed with tank ahead. Conductors will advise enginemen and Chief Dispatcher when they have such cars or engines in their train.

55. MK-5 class engines must not exceed forty (40) miles an hour on straight track and thirty (30) miles an hour on curves.

56. Trains must approach Hutchins, Gifford, and Sherman Wye with caution, expecting to find main track occupied.

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

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

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

SWITCH SIGNALS

72. Semaphore signal west of Palmer indicates position of switch to Brick Yard.

73. Automatic semaphore signal west of Rufinch indicates position of the west switch or main track occupied between signal and west switch, Rufinch.

AUTOMATIC BLOCK SYSTEM

74. Automatic Block located at Corsicana, Garrett and North Sherman Junction. (Trains from Frisco Yard North Sherman Junction will observe position of signals 3303 and 3304. If these signals indicate block unoccupied switch may be thrown, and train proceed after signal 3301 goes to proceed position. If signals 3303 and 3304 indicate "block occupied" switch may be used only under flag protection. An overlap extends from signal 3299 two thousand four hundred and seventy-five (2475) feet eastward and from signal 3314 two thousand six hundred and forty (2640) feet westward.)

POSITIVE BLOCK

75. Positive Block Signals have arms painted the same as interlocking signals.

Trains (and engines, within yard limits) will operate under positive block signal indication instead of time table or train order authority.

Second class and inferior trains and engines must not enter positive block when it is known a first class train will thereby be delayed.

POSITIVE BLOCK LIMITS	LOCATION SWITCH INDICATORS	LOCATION OVERLAPS
Signal 713, Navasota. Signal 746 on Mexia Subdivision Nelleve Jct. Signal 750 at Mile Post 75 Hearne Subdivision	Nelleve Jct. Switch Tower 41, Navasota (Before clearing a westward train with train order signal, or clearance card, signalman Tower 41 will open time release, keeping it open until such train enters positive block.)	From Mile Post 75 three thousand (3000) feet westward
Signal 1206, west lead switch Hearne Signal 1199 Austin Division connection, Hearne Junction Signal 1197 on Dallas Division main track east of Hearne Junction	All switches between Hearne Jct. and Signal 1206	From Signal 1197 two thousand six hundred forty (2640) feet eastward From Signal 1206 two hundred fifty (250) feet westward
Signal 1779 East Wye switch Mexia Junction Signal 1783 on Mexia Subdivision, Mexia Junction Signal 1786 east lead switch Mexia Yard	Mexia Subdivision connection, Mexia Junction	(Overlap at Signal 1206 affects switch indicators only.) From Signal 1779 three thousand (3000) feet eastward
Signal 2325 west lead switch Ennis Freight Yard. Signal 2327 T. M. connection west leg wye, Ennis Freight Yard Signal 2336 east switch Garrett Ft. Worth Subdivision. Signal 2338 east switch Garrett Denison Subdivision.	T. M. Connection west leg of wye, Ennis Freight Yard East switch, Ft. Worth Sub-division, Garrett.	Signal 2325 eastward to Texas Midland connection east leg of wye, Ennis Freight Yard

SPECIAL INSTRUCTIONS

INTERLOCKING

101. Interlocking Signal Masts, unless otherwise provided, are placed over or upon the right of and adjoining the track they govern as seen when approaching them. (See Rule 600.)

102. An Interlocking Home Signal is a fixed signal located at a point at which trains are required to stop when the route is not clear. The signal arm is square at the end and painted red. This signal indicates "STOP" when the signal arm is in horizontal position or when a red light is displayed. The signal indicates "PROCEED" when the arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed.

When more than one arm is placed on the same mast, the top arm governs movements on the main or high speed route through the plant, while the lower arm or arms govern movements from main track to diverging or low speed routes.

103. An Interlocking Distant Signal is a fixed signal located in advance of an Interlocking Home Signal. The signal arm is forked at the end and is painted yellow with a black stripe. When the signal arm is in horizontal position or displays a yellow light, train must reduce speed immediately upon passing signal and proceed with caution until the home signal is reached. When the signal arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed, it indicates "PROCEED."

104. An Interlocking Dwarf Signal is a low home or distant signal of fixed location and governs slow speed movements through an interlocking plant, with or against current of traffic or on or from a side or diverging route. A dwarf signal, similarly placed, has the same meaning as a high signal.

105. When a white light is displayed by an interlocking semaphore signal, it is an indication that the lens is broken. Trains will approach such signal with caution and be governed by position of the signal arm.

106. When approaching interlocking plants enginemen will indicate to the signalman the route they desire to use by sounding the proper whistle signals CLEARLY and DISTINCTLY. Such whistle signals must be sounded sufficiently in advance of the interlocking station to enable the signalman to set up the route desired without delay. Signals must not be called for until train is ready to move immediately into or through the interlocking limits.

107. When it is necessary to operate trains against the current of traffic through interlocking limits, enginemen, trainmen, signalmen and all other employees concerned must remember that such movements are unusual, necessitating extreme care and precaution, and they must have proper understanding of signals, in order to avoid accidents.

108. Derailed and signal located on main track Hearne fifty (50) feet east of I.-G. N. crossing, and derailed and dwarf signal located on new No. 1 track one hundred fifty (150) feet east of I.-G. N. crossing, Hearne. Trains, in either direction, making stop at passenger station must clear these signals.

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

POSITIVE BLOCK SIGNAL LIMITS

Signal No. 2597—At west crossover, Miller.
Signal No. 18—Located on signal bridge near east end of double track, Belt Junction.
Signal No. 48—Main track east of Tower 119, T. & P. Junction.
Signal No. 2614—Dallas Division old main track Tower 118, Belt Junction.
Signal No. 3149—Beaumont Division main track at Briggs.
Signal No. 42—Beaumont Division yard track at Briggs.
Positive Block Signal arms are painted the same as Interlocking Signal arms.

INTERLOCKING PLANTS

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

Signals and switches at Belt Junction and signals and switches at each end of Fox siding are controlled by interlocking plant, Tower 118.
Signals and switches at T. & P. Junction and signals and switches at Briggs (except Signal No. 42, and switch to Beaumont Division yard track) are controlled by interlocking plant, Tower 119.

OPERATION

Trains and engines will operate within interlocking and positive block limits in accordance with interlocking and positive block signal indication, instead of time table or train order authority, and trains may run extra within such limits without running orders. The position of train order signals must be respected in accordance with Rule 221.
Second class and inferior trains and engines must not enter positive block when it is known a first class train will thereby be delayed.
On double track, between Belt Junction and Forest Avenue, trains may run extra, moving with the current of traffic, without running orders and may run ahead of first class trains without train order authority; but must not occupy main track when it is known a first class train will thereby be delayed.
Yard engine may move with the current of traffic on double track between Belt Junction and Forest Avenue, and through interlocking and positive block limits between T. & P. Junction and Belt Junction, and between Belt Junction and Miller, under special instructions governing the movement of extra trains.

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

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

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

LOCATION OF LOCAL TELEPHONES

Tower 118, Belt Junction.
Tower 119, T. & P. Junction.
Relay post Beaumont Division main track at Briggs.
Signal case at west switch at Fox.
Signal case, Signal No. 2597, at west crossover at Miller.
Signal bridge, Signal No. 18, at east end double track.
Interlocking signal mast located at west end Trinity River bridge.

Belt Junction is a train order office for all trains except trains moving via the direct route between the switch at west end of Trinity River bridge, and the east end of double track, and via the direct route between the west end of Trinity River bridge and Dallas Yard.

Trains may leave T. & P. Junction and Belt Junction without a clearance card, if train order signal is changed to indicate "proceed" after the engine-man calls for it.

Nos. 14, 16, 18, 20 and 38 must obtain a clearance card authorized by Dallas Division dispatcher, and Nos. 148 and 156 must obtain a clearance card authorized by Beaumont Division dispatcher before leaving Dallas (Union Station).

Trains to or from Beaumont Division at Briggs, authorized to use a first class schedule, or to run as a section of a first class schedule, on the Beaumont Division tracks, may assume the corresponding schedule or section of a corresponding schedule, on the Denison Subdivision, displaying green signals when required. Trains to or from Beaumont Division at Briggs operating as extras on Denison Subdivision may display same identity by train indicators as is displayed arriving or departing Briggs on the Beaumont Division.

Trains from the T. & P., authorized to use a first class schedule, or to run as a section of a first class schedule, on the T. & P. tracks, may assume the corresponding schedule, or section of the corresponding schedule, on the Denison Subdivision, displaying green signals when required.

Schedule No. 201 corresponds with T. & P. Schedule No. 1.
Schedule No. 203 corresponds with T. & P. Schedule No. 3.
Schedule No. 205 corresponds with T. & P. Schedule No. 5.
Schedule No. 223 corresponds with T. & P. Schedule No. 23.
Schedule No. 202 corresponds with T. & P. Schedule No. 2.
Schedule No. 204 corresponds with T. & P. Schedule No. 4.
Schedule No. 206 corresponds with T. & P. Schedule No. 6.
Schedule No. 224 corresponds with T. & P. Schedule No. 24.

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

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

INTERLOCKING WHISTLE CODE, TOWER 118, BELT JUNCTION

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

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

Beaumont Division dispatcher's telephone is located in wooden booth at west end siding at Fox.

Beaumont Division trains that move from Dallas Yard or Miller must obtain a clearance card authorized by Beaumont Division dispatcher before leaving Miller.

B. S. HOLLIMON,
Superintendent; Ennis

A. T. RAWLINS,
Trainmaster, Ennis

E. E. SLAGLE,
Trainmaster, Hearne

W. F. RENTZEL,
Traveling Engineer, Ennis

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

W. L. COX,
Terminal Trainmaster, Dallas

W. C. FIFE,
Terminal Trainmaster, Ft. Worth

Traveling Engineer will exercise duties of Trainmaster when on line

K. C. MARSHALL,
Assistant Superintendent, Ennis

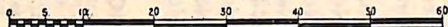
J. E. RAWLINS,
Chief Train Dispatcher, Ennis

M. D. FLEETWOOD,
Chief Train Dispatcher, Ennis

F. E. HOEFER,
Chief Train Dispatcher, Ennis

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

SCALE OF MILES



JANUARY - 1926.

