

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

**TIME TABLE**

FOR THE

**DALLAS DIVISION**

To Take Effect Sunday, February 6, 1927, 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	148		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					385	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	9.05PM		8.50AM	11.20PM	6.20AM	
6.25PM	5.50PM				12.20PM	12.20PM	10.45PM		340	Ar YOAKUM Lv	120		4.40AM	1.45PM	1.45PM					9.00AM
7.25AM				2.30PM	6.15PM	6.15PM	5.00AM		490	Ar CORPUS CHRISTI Lv	240		11.00PM	8.00AM	8.00AM	11.40AM				9.40PM
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).....	2,281.52
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
<b>Total Mileage.....</b>	<b>4,601.12</b>

<b>MAIN LINE</b>	
Eureka (M. P. 7) to Denison.....H. & T. C. R. R. Co. ....	330.98
<b>BRANCHES</b>	
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.....Bremont 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
<b>Total Branches .....</b>	<b>223.99</b>
<b>Total Dallas Division.....</b>	<b>554.97</b>

**EASTWARD**

**FORT WORTH SUBDIVISION**

**WESTWARD**

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 Garret	TIME TABLE No. 199 February 6, 1927	Distance from Houston	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only					
	94 Local Freight	92 Packing House Express	96 Denver Manifest Freight	88 Passenger	86 Passenger	82 Passenger	87 Passenger	85 Passenger	83 Passenger				91 Sunset Manifest Freight	95 Through Freight	93 Local Freight	Ar. Mon., Wed. and Friday	Ar. Mon., Wed. and Friday										
	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													
I Yard BKWFITP	6.55AM	8.45PM	6.15AM				10.35PM	8.30PM	8.10AM	52.7	FORT WORTH (Union Depot)	286.2	7.40AM	8.20AM	7.30PM												
										52.5	TOWER 55 (T. & P. Crossing)	286.0											Continuous	Continuous			
										52.2	TO-R FT. WORTH (Frt. Yard) TOWER 126 (G.C. & S.F. Crossing)	285.7	7.36	8.13	7.23									Continuous	Continuous		
										50.0	TOWER 53 (M-K-T Crossing)	283.5												Continuous	Continuous		
60 P	7.26	9.12	6.45				10.47	8.44	8.25	45.6	BRAMBLETON	279.1	7.26	8.00	7.10												
60 P	7.55	9.22	6.55				10.52	8.50	8.31	42.3	KENNEDEALE	275.8	7.21	7.55	7.05												
60 P	8.10	9.33	7.15				10.58	8.58	8.38	38.3	BISBEE	271.8	7.15	7.48	6.58												
22 WP	8.35	9.45	7.40				11.05	9.07	8.46	34.0	TO MANSFIELD	267.5	7.08	7.40	6.50										Continuous	Continuous	
60 P	8.54	9.56	8.00				11.12	9.15	8.54	29.5	BRITTON	263.0	7.01	7.31	6.41												
18 IP	9.20	10.10	8.15				11.23	9.28	9.05	23.0	MIDLOTHIAN TO TOWER 94 (G.C. & S.F. Cr)	256.5	6.51	7.19	6.29										Continuous	Continuous	
48 P	9.25	10.13	8.18				11.25	9.30	9.07	22.2	DILLARD	255.7	6.49	7.16	6.26												
35 P	9.45	10.33	8.31				11.34	9.41	9.17	16.2	SARDIS	249.7	6.40	7.06	6.17												
I P	9.55	10.43	8.41				11.40	9.46	9.22	12.8	TO TOWER 67 (M-K-T. Cross)	246.3	6.35	7.01	6.12											Continuous	Continuous
80 Yard WYP	11.00	10.48	8.46				11.44	9.50	9.26	11.5	WAXAHACHIE	245.0	6.32	6.58	6.09												
45 P	11.30	11.08	9.05				11.53PM	10.02	9.38	5.2	BOYCE	238.7	6.23	6.45	5.56												
36 P	11.50AM	11.23PM	9.25AM				12.01AM	10.10PM	9.46AM	0.0	GARRETT	233.5	6.15AM	6.37AM	5.48PM												
	Ar. Tues., Thurs. and Saturday	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily												
	94	92	96				88	86	82				87	85	83												
	(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												
											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, wyes & phones	THIRD CLASS		FIRST CLASS		Distance from Bremond	TIME TABLE No. 199 February 6, 1927	Distance from Houston	FIRST CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	68 Local Frt.		66 Mixed	62 Passenger				65 Mixed	63 Passenger	67 Local Frt.					
	Leave Daily Ex. Sunday		Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday					
Yard BKWYP	8.30AM		11.00PM	11.20AM	55.2	ROSS (M-K-T Crossing)	197.9								
					43.9	TO-R WACO	186.6	6.20AM	4.00PM					Continuous	Continuous
I	8.35AM		11.02PM	11.22AM	43.7	Tower 21 (St. L. S. W. Cross.) (M-K-T. Cross.)	186.4	6.10AM	3.51PM					Continuous	Continuous
30	8.55		11.25	11.38	35.9	HARRISON	178.6	5.50	3.36						
25	9.15		11.45	11.49	29.9	TO RIESEL	172.6	5.32	3.24					8.00AM to 11.59AM 1.00PM to 5.00PM	Closed
35	9.35		11.57PM	11.59AM	26.8	PERRY	168.5	5.20	3.14						
24 W	10.30		12.25AM	12.15PM	17.7	(I-G. N. Crossing) MARLIN	160.4	4.55	2.56					8.00AM to 11.59AM 1.00PM to 5.00PM	Closed
38	10.55		12.48	12.35	8.5	REAGAN	151.2	4.25	2.33						
Yard BKWY	11.20AM		1.15AM	12.50PM	0.0	TO-R BREMOND	142.7	4.05AM	2.20PM					Continuous	Continuous
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily						
	68		66	62				65	63						
	(2.50) 15.5		(2.15) 19.5	(1.30) 29.3		Time Over Subdivision.....		(2.15) 19.5	(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.



DENISON SUBDIVISION

WESTWARD

TIME TABLE No. 199 February 6, 1927	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 Manifest 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	1.25AM	11.05AM	10.55AM											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)

STATIONS	Distance From Houston	75	77	19	156	206	202	148	204	224				343			59			
TO-R DENISON (Freight Yard)	337.9													7.30AM			1.30PM		Continuous	Continuous
TOWER 93 M-K-T CROSSING	337.6	1.22AM	11.02AM	10.50AM															Continuous	Continuous
TOWER 93 M-K-T CROSSING	337.4																			
Block Signals } NORTH SHERMAN TO-R JUNCTION	330.3	1.08	10.48	10.39										7.03			12.55		Continuous	Continuous
TO-R TOWER 16 (T.&P.Cross.) SHERMAN	328.8	1.05AM	10.45AM	10.35										6.59			12.50		Continuous	Continuous
ST. L. S. W. CROSSING	327.7																			
TO HOWE	319.6			10.10										6.29			12.10PM		8.30AM to 11.59AM 1.00PM to 5.30PM	Closed
TO VAN ALSTYNE	312.9			9.59										6.09			11.45AM		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
PLANO	282.4			9.00										4.43			7.50		Continuous	Continuous
TO TOWER 49 (ST.L.S.W.Cross.)	277.2			8.50										4.27			7.00		8.00AM to 11.59AM 1.00PM to 5.00PM	Closed
TO RICHARDSON	272.9													4.12			6.45			
GIFFORD	268.5													3.40			6.30			
RAWLINS	264.0					9.15AM	5.25PM		8.55PM	10.40PM				3.15			6.15AM		Continuous	Continuous
Block Signals } TOWER 119 (T & P Cross.) TO T. & P. JUNCTION	263.3				8.15AM	9.11	5.23	8.35PM	8.52	10.37				3.08						
BRIGGS	261.9				8.13	9.08	5.20	8.33	8.48	10.33				3.02						
FOX	261.2				8.11AM	9.05AM	5.18PM	8.31PM	8.46PM	10.31PM				2.56AM					Continuous	Continuous
Block Signals } TOWER 118 (H.&T.C.Cross.) TO BELT JUNCTION	273.0			8.37																
GIFFORD	268.5			8.30AM															8.00AM to 11.30AM 12.30PM to 7.00PM	8.00AM to 11.30AM 12.30PM to 7.00PM
TO-R TOWER 35 (M-K-T Cross.)	268.1																			
HILAND	264.5																			
(T. & P. Crossing) DALLAS YARD	263.8																		Continuous	Continuous
TOWER 10 (G.C.&S.F. CROSS)	263.6																			
D. T. CROSSING	261.2																		Continuous	Continuous
Block Signals } H. & T. O. CROSSING BELT JUNCTION		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) 27.5  
 .....Average Speed per Hour..... (0.20) 27.5 (3.55) 27.3 (0.15) 24.0 (0.20) 21.5 (0.15) 28.7 (0.15) 24.0 (0.20) 21.5 (0.20) 21.5 (6.00) 17.8 (7.15) 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.

EASTWARD

DENISON SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, ways and telephones.	THIRD CLASS		SECOND CLASS			FIRST CLASS														Distance From Forest Avenue	TIME TABLE No. 199 February 6, 1927		
	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	TOWER 19 (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				18.2	TO FERRIS	
34 P	12.53		11.02			11.53PM			10.35		f 9.46				1.59		9.38				21.4	TRUMBULL	
35 P	1.10		11.13			12.01AM			10.42		f 9.53				2.06		f 9.46				25.4	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				30.4	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				32.3	TO-R ENNIS (Freight Yard)	
BKP						12.15AM		10.20PM	10.55PM	9.15PM	10.15PM				2.19PM	9.55AM	10.00AM				34.2	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. 199 February 6, 1927	Distance From Houston	FIRST CLASS														SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations			
		19 Central Express	17 The Owl	87 Ft. Worth Passenger	37 Dallas Ft. Worth Limited	85 Ft. Worth Passenger	73 Texas Midland Passenger	203 T. & P. Passenger 3	223 T. & P. Passenger 23	147 Beaumont Division Passenger	201 T. & P. Passenger 1	15 The Hustler	13 The Sunbeam	83 Ft. Worth Passenger	155 Beaumont Division Passenger	205 T. & P. Passenger 5	343 Sunset Manifest Freight	91 Sunset Manifest Freight	95 Ft. Worth Through Freight	93 Local Freight	57 Local Freight	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
STATIONS		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 Mon. Wed. and Friday	Arrive Mon. Wed. and Friday				
TO-R DALLAS (Union Station)	265.1	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)	263.4	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		
FOREST AVE.	263.1	6:39AM	7:03AM		7:21AM			7:21AM	7:33AM	7:43AM	1:00PM	6:10PM	6:23PM		6:28PM	7:58PM								
BELT JUNCTION	260.8	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	258.8	f 6:31	6:54		7:14							6:02	6:18				2:51				1:00PM	Continuous	Continuous	
HUTCHINS	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	250.0	f 6:16	6:40		7:00							5:46	6:06				2:32				10:55AM			
FERRIS	245.9	s 6:09	6:32		6:52							s 5:39	6:00				2:20				10:30 9:00	8:30AM to 11:59AM 1:00PM to 5:30PM	8:30AM to 11:59AM 1:00PM to 5:30PM	
TRUMBULL	242.7	f 6:02	6:26		6:46							5:32	5:55				2:10				8:42			
PALMER	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	
GARRETT	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)	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 bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.

TIME TABLE No. 199  
February 6, 1927

Main train schedule table with columns for Class (Third, Second, First), Station, and Time. Includes rows for various train types like Local Freight, Through Freight, and Passenger.

STATIONS table listing station names and distances from Hearne. Includes stations like TOWER 15, HEARNE JUNCTION, SUTTON, RUFINCH, BENCHLEY, BRYAN, COLLEGE STATION, WELLBORN, MILLICAN, NELLEVA, NAVASOTA, CHAILLE, COURTNEY, HOWTH, PRAIRIE SIDING, PRAIRIE VIEW, WALLER, HOOKLEY, GANO, SATSUMA, FAIRBANKS, EUREKA, BOULEVARD JOT, and HOUSTON.

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

Summary table for Englewood times, including columns for Yard BKP, arrival times for various classes, and 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. 199  
February 6, 1927

STATIONS	Distance from Houston	FIRST CLASS															SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
		22 Dallas Ft. Worth Limited	301 Victoria Division Passenger	307 Passenger	43 Austin Division Passenger	15 The Hustler	103 The Argonaut	24 The Hustler	13 The Sunbeam	309 Passenger	303 Victoria Division Passenger	101 Sunset Limited	19 Central Express	17 The Owl	45 Austin Division Passenger	7 Sunset Mail	345 Mixed	343 New York Steamer Freight	391 Through Freight	239 Austin Division Fast Mdse.	389 Local Freight	51 Local Freight		
		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	Ar. Tues., Thurs. and Saturday	Arrive Daily	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	
Tower 15 (I.-G.-N. Crossing) TO-R HEARNE	120.7	3.12AM			1.00PM		1.05PM	2.48PM					12.45AM	2.30AM								4.45PM	Continuous	Continuous
HEARNE JUNCTION	119.7	3.08AM			12.48		1.02PM	2.46					12.43	2.25										
SUTTON	114.8				12.42			2.40					12.37	2.19									4.30	
RUFINOH	111.2				12.36			2.35					12.31	2.11									4.00	
BENOHLEY	107.5				12.30			2.30					12.25	2.04									3.40	
BRYAN					12.14			2.19					12.01AM	1.47									3.05	Continuous
TO TOWER 36 (I.-G.-N. Cross.)	99.7				12.07PM			2.13					11.55PM	1.41									2.30	Continuous
COLLEGE STATION TOWER 7 (I.-G.-N. Cross.)	94.9				11.55AM			2.05					11.42	1.31									2.05	See Note
TO WELLBORN	88.7				11.41			1.54					11.29	1.19									1.25	Closed
MILLICAN	80.5				11.31			1.48					11.21	1.11									1.00	
NELLEVA	76.1																							
NELLEVA JUNCTION	74.5																							
TOWER 9 (I.-G.-N. Cross.)	71.1				11.13			1.40					11.02	12.57									12.40	Continuous
NAVASOTA	70.8																							
TO TOWER 41 (G.C. & S.F. Cross.)	70.7				11.06			1.33					10.55	12.50									12.05PM	
CHAILLE	66.5				10.58			1.27					10.47	12.44									11.50AM	
COURTNEY	62.4				10.47			1.17					10.36	12.34									11.30	
HOWTH	55.5				10.15AM			1.10					10.28	12.27	1.05AM								11.00	Continuous
TO-R HEMPSTEAD	50.7				10.04			1.04					10.17	12.21	12.55								9.50	
PRAIRIE SIDING	46.1				10.02								10.15		12.53									
PRAIRIE VIEW	45.1				9.56			12.57					10.09	12.14	12.43								9.35	See Note
TO WALLER	41.0				9.48			12.50					10.01	12.07AM	12.33								9.15	See Note
TO HOCKLEY	35.7				9.40			12.43					9.53	11.59PM	12.22								8.50	
GANO	30.4				9.34			12.37					9.47	11.54	12.13								8.37	See Note
TO CYPRESS	26.0				9.23			12.28					9.37	11.43	12.01AM								8.10	See Note
SATSUMA	18.5				9.13			12.21					9.28	11.36	11.51PM								7.50	
FAIRBANKS	12.6																							
EUREKA					8.12AM			8.17AM																
TO-R (Tower 13-M.K.T. Cross.)	6.0				9.03			9.33					9.18	11.28	11.38								7.30	Continuous
BOULEVARD JCT.	2.7																						7.15	
TO-R HOUSTON (Grand Central Station)	1.3				8.00AM			8.05AM															6.50AM	Continuous
BOULEVARD JCT.	2.7				8.50AM			9.20AM															6.40	Continuous
Tower 26 (H.E. & W.T. Cross.)	5.1																						7.15	Continuous

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

TO-R ENGLEWOOD	8.7	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	Lv. Tues., Thurs. and Saturday	Leave Daily	Continuous	Continuous	
		22	301	307	43	15	103	24	13	309	303	101	19	17	45	7	345	343	391	239	389	51		
Time Over Subdivision.....	(0.04)	(0.12)	(0.12)	(1.25)	(3.40)	(0.12)	(0.03)	(2.47)	(0.12)	(0.12)	(0.12)	(0.12)	(3.40)	(3.15)	(1.45)	(0.15)	(1.15)	(5.35)	(0.30)	(3.02)	(0.20)	(9.55)		
Average Speed per Hour.....	15.0	22.5	22.5	34.9	32.5	22.5	20.0	42.9	22.5	22.5	22.5	22.5	32.5	36.7	28.2	18.8	19.0	21.6	11.4	17.0	17.1	12.2		

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, Cypress 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. 199 February 6, 1927	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	Closed
18 W	s 9.20	s 9.55	59.0	ROBBINS 7.6	138.5	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	Closed
	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	Closed
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	Closed
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) 15.9 .....Time Over Subdivision..... (5.27) 17.2  
 (7.35) 12.3 .....Average Speed per Hour.....

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. 199 February 6, 1927	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		4.7	LANCASTER 0.2	259.0	8.30AM		
				M-K-T CROSSING 4.5	258.8			
28 P	9.00AM		0.0	TO HUTCHINS	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		
	(0.20) 14.4			.....Time Over Subdivision.....		(0.20) 14.4		.....Average 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.

**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 \_\_\_\_\_ 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 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 \_\_\_\_\_ 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 o  
 St. L. S. W. transfer from any point \_\_\_\_\_ o  
 House track from any point o \_\_\_\_\_ o o  
 Coal track from any point o \_\_\_\_\_ o  
 Siding from any point o \_\_\_\_\_ 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 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 \_\_\_\_\_ o  
 I.-G. N. interchange, from any point \_\_\_\_\_ o  
 Freight main track westward, from any point o \_\_\_\_\_ 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 \_\_\_\_\_ 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 \_\_\_\_\_ 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 \_\_\_\_\_ 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 \_\_\_\_\_ 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 \_\_\_\_\_ 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 \_\_\_\_\_ 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**

Mexia Subdivision			
Distance from Houston	NAME	Car Capacity and Direction Opening if Spur	Distance from Nelleria Jct.
20.21	Humble Oil Spur.....	4 E	
38.50	Mile Post 39.....	16	
53.68	Section 8.....	30	14.23
54.50	Hanneys Spur.....	9 E	56.86
58.66	Sand Spur.....	16 W	72.27
118.02	Humble Oil Spur.....	15 E	78.52
171.01	Humble Pipe Line.....	14 E	83.61
173.00	Spradley.....	15 E	91.66
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	

  

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

**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			

**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

**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.

**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

# 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	Midlothian	Ennis	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	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
<b>HOUSTON AND DENISON</b>				<b>HOUSTON AND DENISON</b>				<b>BREMOND AND WACO</b>			
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	<b>ENNIS AND FORT WORTH</b>			
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		1.00	1.00
Hempstead and Howth		1.90	1.97	Palmer and Trumbull		1.00	1.00	Midlothian and Britton		1.33	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		1.53	1.00
Chaille and Navasota		1.90	1.97	Wilmer and Hutchins		1.34	1.00	Bisbee and Kennedale		1.00	2.67
Navasota and Nelleva		1.43	1.60	Hutchins and Miller		2.19	1.61	Kennedale and Brambleton		2.50	1.00
Nelleva and Millican		1.14	1.48	Miller and Belt Jct.		2.19	1.94	Brambleton and Fort Worth		1.25	1.42
Millican and Wellborn		1.24	1.48	Belt Jct. and Dallas Yard		1.83	2.50			1.00	1.07
Wellborn and College Station		1.19	1.43	Dallas Yard and Hiland		1.32	F	<b>NELLEVA JCT. AND MEXIA</b>			
College Station and Bryan		1.19	1.88	Hiland and Oasis		1.03	1.42	Nelleva Jct. and Crowder		1.06	1.44
Bryan and Benchley		1.07	1.00	Oasis and Richardson		1.03	1.22	Crowder and Piedmont		1.29	1.00
Benchley and Rufinck		1.00	1.48	Richardson and Plano		1.14	1.33	Piedmont and Carlos		1.04	1.28
Rufinck and Sutton		1.00	1.21	Plano and Allen		1.05	1.28	Carlos and Mesa		1.04	1.00
Sutton and Hearne		1.19	1.00	Allen and McKinney		1.00	1.03	Mesa and Iola		1.04	1.04
Hearne and Seger		1.00	1.65	McKinney and Melissa		1.03	1.39	Iola and Cross		1.04	1.04
Seger and Calvert		1.17	1.00	Melissa and Anna		1.03	2.22	Cross and North Zulch		1.25	1.04
Calvert and Hammond		1.17	1.00	Anna and Van Alstyne		1.35	2.22	North Zulch and George		1.25	1.04
Hammond and Bremond		1.46	1.85	Van Alstyne and Howe		1.38	1.03	George and Normangee		1.06	1.00
Bremond and Denny		1.00	1.65	Howe and Sherman		1.08	1.00	Normangee and Flynn		1.00	1.00
Denny and Kosse		1.03	1.15	Sherman and N. Sherman Jct.		1.27	2.73	Flynn and Robbins		1.00	1.06
Kosse and Thornton		1.06	1.41	N. Sherman Jct. and Denison		1.00	1.00	Robbins and Jewett		1.21	1.00
Thornton and Groesbeeck		1.00	1.27	<b>BREMOND AND WACO</b>				Jewett and Evansville		1.21	1.00
Groesbeeck and Doyle		1.46	1.00	Bremond and Reagan		1.25	1.00	Evansville and Farrar		1.00	1.00
Doyle and Mexia Yard		1.46	1.35	Reagan and Marlin		1.75	1.74	Farrar and Personville		1.04	1.00
Mexia Yard and Mexia		1.03	F	Marlin and Perry		1.00	1.43	Personville and Fallon		1.00	1.00
Mexia and Gude		1.17	1.00	Perry and Riesel		1.10	1.05	Fallon and Mexia Jct.		1.04	1.00
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 "



**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
*CORSIKANA	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	
Main Line	Straight Track	Unprotected Curves	Straight Track	Unprotected Curves
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.	Nelleva Jct. Switch	From Mile Post 75 three thousand (3000) feet westward
Signal 746 on Mexia Subdivision	Tower 41, Navasota	
Nelleva Jct.	(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.)	
Signal 750 at Mile Post 75 Hearne Subdivision	All switches between Hearne Jct. and Signal 1206	From Signal 1197 two thousand six hundred forty (2640) feet eastward
Signal 1206, west lead switch Hearne		From Signal 1206 two hundred fifty (250) feet westward
Signal 1199 Austin Division connection, Hearne Junction		(Overlap at Signal 1206 affects switch indicators only.)
Signal 1197 on Dallas Division main track east of Hearne Junction	Mexia Subdivision connection, Mexia Junction	From Signal 1779 three thousand (3000) feet eastward
Signal 1779 East Wye switch Mexia Junction		
Signal 1783 on Mexia Subdivision, Mexia Junction		
Signal 1786 east lead switch Mexia Yard		
Signal 2325 west lead switch Ennis Freight Yard.		
Signal 2327 T. M. connection west leg wye, Ennis Freight Yard	T. M. Connection west leg of wye, Ennis Freight Yard	Signal 2325 eastward to Texas Midland connection east leg of wye, Ennis Freight Yard
Signal 2336 east switch Garrett Ft. Worth Subdivision.	East switch, Ft. Worth Subdivision, Garrett.	
Signal 2338 east switch Garrett Denison Subdivision.		

**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 employes 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. Deraill and signal located on main track Hearne fifty (50) feet east of I.-G. N. crossing, and deraill 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 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  
0 5 10 20 30 40 50 60  
JANUARY - 1926.

