

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS DIVISION

To Take Effect Sunday, March 20, 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
5.25PM	5.25PM			5.15PM	5.15PM				0	Lv DENISON Ar	337			10.55AM	10.55AM	10.55AM			7.30AM	7.30AM
8.55PM	8.55PM			8.40PM	8.40PM	10.45PM	8.10AM		157	Lv FORT WORTH Ar	286	7.30PM	7.30PM	7.40AM	7.40AM	8.45AM			5.15AM	5.15AM
10.00PM	10.00PM			11.00PM	7.45PM 9.30PM	11.30PM	9.00AM	12.01PM	73	Ar DALLAS Lv	265	6.30PM	6.20PM	7.20AM	8.15AM 6.55AM	7.55AM			2.51AM	2.51AM
11.40PM 3.30AM	11.40PM 7.05AM			11.55PM 11.59PM	10.35PM 10.50PM	12.30AM 12.35AM	10.00AM 10.10AM	12.55PM	107	Ar ENNIS Lv	231	5.33PM 5.30PM	5.10PM 5.05PM	6.05AM 5.55AM	5.40AM 5.30AM	6.50AM 6.45AM			1.30AM 9.30PM	1.30AM 11.30PM
				11.15PM	11.15PM		11.20AM		289	Lv WACO Ar	186		4.00PM	6.50AM	6.50AM	6.50AM			6.50AM	6.50AM
9.30AM	11.10AM			2.14AM	1.45AM	3.10AM	1.01PM		195	Lv BREMOND Lv	143		2.04PM	3.35AM	2.14AM	4.32AM			4.05PM	6.35PM
11.00AM 12.05PM	12.30PM 3.50PM			2.50AM	2.35AM 2.40AM	3.50AM 3.55AM	1.55PM 2.20PM		217	Ar HEARNE Lv	121		1.20PM 1.00PM	2.50AM 2.40AM	1.20AM 1.10AM	4.00AM			2.50PM 12.15PM	5.30PM 4.15PM
		11.30PM	12.45PM	7.00AM					335	Ar AUSTIN Lv	164		2.55PM		11.30PM	2.55PM	7.00AM			
	7.00PM	4.30AM	4.45PM 4.48PM		5.25AM		4.40PM		287	Ar HEMPSTEAD Lv	50		10.37AM		10.52PM		10.20AM 10.15AM	1.20AM 1.05AM	8.50AM	
	10.30PM	6.00AM	6.15PM		7.00AM	7.20AM	6.00PM	6.30PM	337	Ar HOUSTON Lv	0	12.01PM	9.20AM	11.30PM	9.30PM		8.50AM	11.40PM	6.20AM	
					12.35PM	12.35PM	10.45PM	10.45PM	340	Ar YOAKUM Lv	120		4.55AM	1.45PM	1.45PM					9.00AM
7.25AM				2.30PM	6.55PM	6.55PM	5.30AM	5.30AM	490	Ar CORPUS CHRISTI Lv	240		11.00PM	8.00AM	8.00AM	11.40AM				9.40PM
11.00PM				7.55AM			7.30PM		404	Ar SAN ANTONIO Lv	210		7.40AM		11.00PM					5.50AM
20.35	29.05	6.03	5.30	14.40	13.45	8.35	11.20	6.30		THROUGH TIME		7.29	11.50	11.25	13.35	11.55	6.05	7.20	25.30	25.30
13.7	11.1	25.2	29.8	27.5	24.5	33.3	31.1	40.7		MILES PER HOUR		37.8	29.7	29.5	25.1	33.9	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).....	2,229.68
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.....	4,549.28

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.....	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
Total Branches		223.99
Total Dallas Division.....		554.97

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

TIME TABLE No. 200

March 20, 1927

STATIONS

DENISON (Passenger Station)

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

Main table with columns for train numbers (165, 58, 169, 53, 67, 167, 344, 205, 155, 20, 78, 201, 147, 223, 203, 76), arrival/departure times, and station names (TO-R DENISON, TOWER 93, NORTH SHERMAN JUNCTION, etc.).

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. Gifford is a register station for trains Nos. 19 and 20 only.

DENISON SUBDIVISION

WESTWARD

TIME TABLE No. 200 March 20, 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	19 Central Express	77 Frisco Passenger 510	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	168 Beaumont Division Freight	66 T. & P. Freight 66	170 Beaumont Division Freight	60 T. & P. Freight 60	54 T. & P. Freight 54	59 Local Freight	166 Beaumont Division Local Frt.	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			
DENISON (Passenger Station)	337.9	1.25 AM	10.55 AM	11.05 AM																
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)	337.9									7.30 AM									Continuous	
TOWER 93 M-K-T CROSSING	337.6	1.22 AM	10.50 AM	11.02 AM															Continuous	
TOWER 93 M-K-T CROSSING	337.4																		Continuous	
Block Signals NORTH SHERMAN TO-R JUNCTION	330.3	1.08	10.39	10.48						7.03									Continuous	
TO-R TOWER 16 (T.&P.Cross.) SHERMAN	328.8	1.05 AM	10.35	10.45 AM						6.59									Continuous	
ST. L. S. W. CROSSING	327.7																			
TO HOWE	319.6		10.10							6.29									8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	
TO VAN ALSTYNE	312.9		9.59							6.09									8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	
TO ANNA	307.6		9.49							5.54									8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	
TO MELISSA	303.0		9.40							5.41									8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	
TO MCKINNEY	296.3		9.25							5.23									8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	
TO ALLEN	288.5		9.12							5.01									8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	
TO TOWER 49 (ST.L.S.W.Cross.) PLANO	282.4		9.00							4.43									Continuous	
TO RICHARDSON	277.2		8.50							4.27									8.00 AM to 11.59 AM 1.00 PM to 5.00 PM	
GIFFORD	272.9									4.12										
RAWLINS	268.5									3.40										
Block Signals 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		8.00 AM		7.35 PM	11.35 PM				Continuous	
BRIGGS	263.3			8.15 AM	9.11	5.23	8.35 PM	8.52	10.37	3.08	2.10 AM	7.32	1.45 PM	7.32	11.32		6.12	7.00 AM		
FOX	261.9			8.13	9.08	5.20	8.33	8.48	10.33	3.02	2.00	7.28	1.30	7.28	11.28		6.08	6.55		
Block Signals TOWER 118 (H.&T.C.Cross.) TO BELT JUNCTION	261.2			8.11 AM	9.04 AM	5.18 PM	8.31 PM	8.46 PM	10.31 PM	2.56 AM	1.45 AM	7.20 AM	1.15 PM	7.25 PM	11.25 PM		6.05 AM	6.50 AM	Continuous	
R GIFFORD	273.0		8.37																	
TO-R TOWER 35 (M-K-T Cross.)	268.5		8.30 AM																8.00 AM to 11.30 AM 12.30 PM to 7.00 PM	
HILAND	268.1																			
(T. & P. Crossing) DALLAS YARD	264.5																			
TOWER 10 (G.C.&S.F. CROSS)	263.8																		Continuous	
D. T. CROSSING	263.6																			
Block Signals H. & T. O. CROSSING BELT JUNCTION	261.2																		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	
		75	19	77	156	206	202	148	204	224	343	168	66	170	60	54	59	166		
.....Time Over Subdivision.....		(0.20)	(3.55)	(0.20)	(0.15)	(0.20)	(0.15)	(0.15)	(0.20)	(0.20)	(6.00)	(0.50)	(1.00)	(0.55)	(0.30)	(0.30)	(7.30)	(0.20)		
.....Average Speed per Hour.....		27.5	27.3	27.5	24.0	21.5	28.7	24.0	21.5	21.5	17.8	7.7	7.5	7.0	15.0	15.0	10.5	12.3		

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.
 Gifford is a register station for trains Nos. 19 and 20 only.

EASTWARD

DENISON SUBDIVISION

FIRST CLASS

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	FIRST CLASS																Distance From Forest Avenue	TIME TABLE No. 200 MARCH 20, 1927
	18	224	38	86	20	74	204	148	202	14	82	16	206	156	88			
	The Owl	T. & P. Passenger 24	San Antonio Limited	Ft. Worth Passenger	Central Express	Texas Midland Passenger	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			
	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			
B K P																	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)
IYP																	0.0	FOREST AVENUE
YARD 180 BKWP																	2.3	TOWER 118 BELT JUNCTION
28 P																	4.3	TO-R MILLER
48 P																	8.8	TO HUTCHINS
35 P																	13.1	WILMER
34 P																	17.2	TO FERRIS
35 P																	20.4	TRUMBULL
36 P																	24.4	TO PALMER
YARD BKWFTYP																	29.4	Block Signals { GARRETT
B K P																	31.3	TO-R ENNIS (Freight Yard)
																	32.2	TO-R ENNIS (Passenger Station)
	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		
	18	224	38	86	20	74	204	148	202	14	82	16	206	156	88			
	(1.00)	(0.20)	(0.55)	(0.10)	(3.35)	(0.05)	(0.20)	(0.15)	(0.15)	(0.51)	(0.09)	(1.00)	(0.20)	(0.15)	(0.09)		Time Over Subdivision
	34.2	21.5	37.0	16.8	29.9	12.8	21.5	24.0	28.7	37.9	18.6	34.2	21.5	24.0	18.6		Average Speed per Hour

THIRD CLASS

SECOND CLASS

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								Distance From Forest Avenue	TIME TABLE No. 200 MARCH 20, 1927				
	165	58	94	56	92	54	344	60	170	96	66	168						
	Beaumont Division Local Frt.	Local Freight	Local Freight	Local Freight	Packing House Express	T. & P. Freight 54	Sunset Manifest Freight	T. & P. Freight 60	Beaumont Division Freight	Denver Manifest Freight	T. & P. Freight 66	Beaumont Division Freight						
	Leave Daily	Leave Daily except Sunday	Leave Tues. Thurs. and Saturday	Leave Tues. Thurs. and Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
B K P																	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)				
IYP																	0.0	FOREST AVENUE
YARD 180 BKWT																	2.3	TOWER 118 BELT JUNCTION
28 P																	4.3	TO-R MILLER
48 P																	8.8	TO HUTCHINS
35 P																	13.1	WILMER
34 P																	17.2	TO FERRIS
35 P																	20.4	TRUMBULL
36 P																	24.4	TO PALMER
YARD BKWFTYP																	39.4	Block Signals { GARRETT
B K P																	31.3	TO-R ENNIS (Freight Yard)
																	32.2	TO-R ENNIS (Passenger Station)
	Arrive Daily	Arrive Daily Ex. Sunday	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		
	165	58	94	56	92	54	344	60	170	96	66	168						
	(0.20)	(7.30)	(0.15)	(6.30)	(0.12)	(0.30)	(6.15)	(0.45)	(0.55)	(0.15)	(1.00)	(0.50)					Time Over Subdivision
	12.3	10.5	7.6	5.0	9.5	15.0	17.0	10.0	7.0	7.6	7.5	7.7					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 and 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. Signals used by trackmen will be placed to the left of track in the direction of movement. 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. Miller is register station only for second class and inferior trains.

DENISON SUBDIVISION

WESTWARD

TIME TABLE No. 200 March 20, 1927		Distance From Houston	FIRST CLASS														Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
STATIONS			19 Central Express	17 The Owl	87 Ft. Worth Passenger	37 Dallas Ft. Worth Limited	85 Ft. Worth Passenger	73 Texas Midland	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	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only
TO-R	DALLAS (Union Station)	265.1	8.15AM 6.55AM	7.20AM		7.55AM			7.35AM	7.45AM	7.50AM	1.10PM	6.20PM	6.30PM		6.35PM	8.15PM	Continuous	Continuous
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.																			
	TOWER 19 (G.C.&S.F. Crossing)	263.4																Continuous	Continuous
	FOREST AVENUE	263.1	6.39AM	7.03AM		7.47AM			7.21AM	7.33AM	7.42AM	1.00PM	6.10PM	6.23PM		6.28PM	7.58PM		
	TOWER 118 BELT JUNCTION	260.8	6.34	6.58		7.43			7.17AM	7.29AM	7.38AM	12.56PM	6.06	6.20		6.25PM	7.54PM	Continuous	Continuous
	TO-R MILLER	258.8	6.31	6.54		7.39							6.02	6.17				Continuous	Continuous
TO	HUTCHINS	254.3	6.23	6.46		7.31							5.54	6.11				6.00AM to 11.59 AM 1.00 PM to 3.00 PM	Closed
	WILMER	250.0	6.16	6.40		7.25							5.46	6.05					
TO	FERRIS	245.9	6.09	6.32		7.17							5.39	5.58				8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	8.30 AM to 11.59 AM 1.00 PM to 5.30 PM
	TRUMBULL	242.7	6.02	6.26		7.11							5.32	5.53					
TO	PALMER	238.7	5.54	6.19		7.04							5.25	5.46				6.00 AM to 11.59 AM 1.00 PM to 3.00 PM	6.00 AM to 10.00 AM
	GARRETT	233.7	5.45	6.10	6.15AM	6.55	7.03AM						5.15	5.38	5.48PM				
	TO-R ENNIS (Freight Yard)	231.8	5.42	6.07	6.12	6.52	6.58	7.05AM					5.12	5.35	5.42			Continuous	Continuous
TO-R	ENNIS (Passenger Station)	230.9	5.40AM	6.05AM	6.07AM	6.50AM	6.53AM	7.00AM					5.10PM	5.33PM	5.37PM			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		
			19	17	87	37	85	73	203	223	147	201	15	13	83	155	205		
Time Over Subdivision			(3.55)	(1.15)	(0.08)	(1.05)	(0.10)	(0.05)	(0.22)	(0.20)	(0.20)	(0.18)	(1.10)	(0.57)	(0.11)	(0.20)	(0.25)		
Average Speed per Hour			27.3	27.3	21.0	31.5	16.8	12.8	19.8	21.5	18.3	23.8	28.4	33.9	15.3	18.3	17.2		

TIME TABLE No. 200 March 20, 1927		Distance From Houston	SECOND CLASS								THIRD CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
STATIONS			343 Sunset Manifest Freight	91 Sunset Manifest Freight	167 Beaumont Division Freight	67 T. & P. Freight 67	95 Ft. Worth Through Freight	53 T. & P. Freight 53	169 Beaumont Division Freight		59 Local Freight	166 Beaumont Division Local Frt.	93 Local Freight	57 Local Freight	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only
TO-R	DALLAS (Union Station)	265.1			2.59AM	5.05AM								Continuous	Continuous	
	TOWER 19 (G.C.&S.F. Crossing)	263.4												Continuous	Continuous	
	FOREST AVENUE	263.1			2.40AM	4.55AM										
	TOWER 118 BELT JUNCTION	260.8	2.56AM		2.30AM	4.45AM								Continuous	Continuous	
	TO-R MILLER	258.8	2.51											Continuous	Continuous	
TO	HUTCHINS	254.3	2.40										12.18PM	6.00 AM to 11.59 AM 1.00 PM to 3.00 PM	Closed	
	WILMER	250.0	2.32										10.55AM			
TO	FERRIS	245.9	2.20										10.30 9.00	8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	
	TRUMBULL	242.7	2.10										8.42			
TO	PALMER	238.7	1.55										8.01	6.00 AM to 11.59 AM 1.00 PM to 3.00 PM	6.00 AM to 10.00 AM	
	GARRETT	233.7	1.40	2.10AM			3.10PM						7.30AM	7.40		
	TO-R ENNIS (Freight Yard)	231.8	1.30AM	2.00AM			3.00PM						7.20AM	7.30AM	Continuous	
TO-R	ENNIS (Passenger Station)	230.9												Continuous	Continuous	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Mon. Wed. and Friday	Leave Mon. Wed. and Friday			
			343	91	167	67	95	53	169	59	166	93	57			
Time Over Subdivision			(6.00)	(0.10)	(1.09)	(0.30)	(0.10)	(0.30)	(0.30)	(0.20)	(0.20)	(0.10)	(5.30)			
Average Speed per Hour			17.8	11.7	5.6	14.2	11.7	14.2	12.8	14.2	12.3	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 and 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. Signals used by trackmen will be placed to the left of track in the direction of movement.

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.

Miller is register station only for second class and inferior trains.

No. 15 will stop at stations between Ennis and Dallas to discharge passengers from stations east of Ennis.

EASTWARD

ENNIS SUBDIVISION

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plants, Turn tables, Wyes and Telephone.

Yard BKWFTYP	THIRD CLASS		SECOND CLASS			FIRST CLASS					Distance from Ennis	TIME TABLE No. 200 March 20, 1927 STATIONS	
	52	54	344	258	346	38	20	14	16	18			
	Local Freight Leave Tues. Thursday Saturday	Local Freight Leave Mon. Wednesday Friday	Packing House Express Leave Daily	Sunset Manifest Freight Leave Daily	Mixed Leave Daily	San Antonio Limited Leave Daily	Central Express Leave Daily	The Sunbeam Leave Daily	The Hustler Leave Daily	The Owl Leave Daily			
		7.30AM		7.05AM	3.30AM							0.9	TO-R ENNIS (Freight Yard) 0.9
BKP												0.0	TO-R ENNIS (Passenger Station) 5.6
40 P		7.45		7.20	3.45							5.6	ALMA 4.2
88 P		8.00		7.30	3.55							9.8	TO RICE 4.4
28 P		8.15		7.40	4.05							14.2	CARL 6.5
Yard 60 WP		9.30		8.00	4.30 5.25							20.7	Block Signals TO COORSICANA (St. L. S. W. Crossing) 6.3
80 P		10.00		8.15	6.05							27.0	ANGUS 5.5
75 WP		11.16		8.30	6.23							32.5	TO RICHLAND 4.4
80 P		11.55AM		8.43	6.36							36.9	CURRIE 5.5
75 P		1.10PM		8.57	6.50							42.4	TO WORTHAM 2.0
88 P		1.30		9.01	6.55							44.4	GUDE 5.5
Yard 90 P		1.50		9.17	7.10	7.00AM						49.9	MEXIA 1.4
Yard BKWFITP		7.00AM	2.00PM	9.22	7.20	7.05						51.3	Tower 63 (T. & B.V. Cross.) TO-R MEXIA YARD 1.3
YP						7.15AM						52.6	MEXIA JUNCT I ON 4.5
40 P		7.20		9.37	7.45							57.1	DOYLE 4.3
50 WP		7.40 8.40		9.50	8.10							61.4	TO GROESBEECK 8.2
80 WP		9.30		10.15	8.35							69.6	TO THORNTON 8.1
50 P		10.00		10.40	8.56							77.7	TO KOSSE 4.8
75 P		10.22		10.52	9.06							82.5	DENNY 5.7
Yd W 29 E 45 BKWYP		11.00AM 12.05PM		11.10	9.30							88.2	TO BREMOND 5.6
55 P		12.28		11.25	9.45							93.8	HAMMOND 8.5
95 P		1.00 1.53		11.50AM	10.10							102.3	TO CALVERT 4.6
55 P		2.10		12.05PM	10.25							106.9	SEGER 3.3
Yard BKWFITP		2.30PM		12.30PM	11.00AM							110.2	Tower 15 (I.-G.N. Cross.) TO-R HEARNE
		Arrive Tues. Thursday Saturday	Arrive Mon. Wednesday Friday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		52	54	344	258	346	38	20	14	16	18		
		(7.30) 7.8	(6.30) 7.0	(5.25) 19.8	(7.30) 14.6	(0.15) 10.9	(2.51) 38.7	(3.45) 29.4	(2.44) 40.3	(3.45) 29.4	(3.15) 33.9	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 Bremond for passengers for points beyond Hearne that are authorized stops for Train No. 22.

ENNIS SUBDIVISION

WESTWARD

TIME TABLE No. 200		FIRST CLASS										SECOND CLASS				THIRD CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations					
March 20, 1927		19	17	37	15	13						345	343	257				53	55					Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
STATIONS		Central Express	The Owl	Dallas Ft. Worth Limited	The Hustler	The Sunbeam						Mixed	New York Steamer Freight	Sunset Manifest Freight				Local Freight	Local Freight						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						Arrive Daily	Arrive Daily	Arrive Daily				Arrive Monday Wed. Fri.	Arrive Tuesday Thurs. Sat.						
TO-R ENNIS (Freight Yard)	231.8												9.30PM	11.30PM					1.20PM					Continuous	Continuous
TO-R ENNIS (Passenger Station)	230.9	5.30AM	5.55AM	6.45AM	5.05PM	5.30PM																		Continuous	Continuous
ALMA	225.3	f 5.15	5.46	6.36	f 4.51	5.22							9.10	10.58					1.03						
TO RICE	221.1	f 5.07	5.40	6.30	s 4.44	5.16							8.55	10.40					12.10PM				8.10AM to 11.59AM 1.00PM to 5.10PM	Closed	
CARL	216.7	5.00	5.34	6.24	4.35	5.09							8.41	10.25					11.40AM						
Block Signals TO CORSICANA (St. L. S. W. Crossing)	210.2	s 4.50	s 5.25	s 6.15	s 4.25	5.00							8.20	10.05					10.50					Continuous	Continuous
ANGUS	203.9	f 4.21	5.15	6.05	f 4.08	4.50							7.20	9.22					10.10						
TO RICHLAND	198.4	s 4.10	5.06	5.56	s 3.58	4.43							7.07	9.06					9.40					Continuous	Continuous
CURRIE	194.0	f 4.03	4.59	5.49	f 3.49	4.37							6.57	8.56					9.15						
TO WORTHAM	188.5	s 3.55	4.52	5.42	s 3.38	4.30							6.45	8.44					8.57				8.00AM to 12.01PM 1.01PM to 5.00PM	8.00AM to 12.01PM 1.01PM to 5.00PM	
GUDE	186.6	3.50	4.49	5.39	3.33	4.27							6.41	8.40					7.50						
MEXIA	181.0	s 3.40	s 4.40	s 5.30	s 3.23	4.19						1.47PM	6.25	8.25					7.35						
Tower 63 (T. & B.V. Cross.) TO-R MEXIA YARD	179.6	3.32	4.34	5.27	3.16	4.17						1.37	6.20	8.20				1.20PM	7.30AM					Continuous	Continuous
MEXIA JUNCTION	178.3											1.27PM													
DOYLE	173.8	f 3.24	4.26	5.19	f 3.07	4.09							5.55	7.58					12.50						
TO GROESBEECK	169.6	s 3.15	s 4.19	5.12	s 3.00	4.03							5.40	7.42					12.15PM				8.00AM to 12.30PM 1.30PM to 5.00PM	Closed	
TO THORNTON	161.3	s 3.00	4.05	5.00	s 2.37	3.52							5.15	7.22					11.35AM				8.30AM to 4.30PM 8.30PM to 4.30AM	8.30AM to 4.30PM 8.30PM to 4.30AM	
TO KOSSE	153.2	s 2.44	3.52	4.48	s 2.22	3.41							4.52	7.02					10.40				8.00AM to 11.30AM 12.30PM to 5.00PM	12.15PM to 3.00PM	
DENNY	148.4	f 2.28	3.44	4.41	f 2.12	3.34							4.27	6.50					10.00						
TO BREMOND	142.7	s 2.14	s 3.35	4.32	s 2.04	3.26							4.05	6.35					9.30					Continuous	Continuous
HAMMOND	137.1	f 1.55	3.20	4.24	f 1.50	3.14							3.50	6.20					8.20						
TO CALVERT	128.6	s 1.36	s 3.04	4.12	s 1.35	2.58							3.27	5.55					7.45				8.30AM to 4.30PM 8.30PM to 4.30AM	8.30PM to 4.30AM	
SEGER	124.0	1.27	2.56	4.06	1.25	2.51							3.05	5.42					7.00						
Tower 15 (L. G. N. Cross.) TO-R HEARNE	120.7	1.20AM	2.50AM	4.00AM	1.20PM	2.45PM							2.50PM	5.30PM					6.45AM					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	(4.10)	(3.05)	(2.45)	(3.45)	(2.45)	(0.20)	(6.40)	(6.00)	(6.35)	(5.50)
Average Speed per Hour	26.4	35.4	40.1	29.4	40.1	8.0	16.7	18.4	8.9	8.9

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 Bremond to discharge passengers holding tickets purchased for train No. 22 beyond Hearne and destined to points via Waco Subdivision.

TIME TABLE No. 200
March 20, 1927

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

Yard	THIRD CLASS		SECOND CLASS				FIRST CLASS														Distance From Hearne	STATIONS			
	390	50	344	240	348	346	104	14	302	308	42	16	23	102	310	304	8	18	20	46			21		
	Local Freight	Local Freight	Packing House Express	Austin Div. Fast Freight	Mixed	Mixed	The Argonaut	The Sunbeam	Victoria Division Passenger	Passenger	Austin Division Passenger	The Hustler	The Hustler	Sunset Limited	Passenger	Victoria Division Passenger	Sunset Mall	The Owl	Central Express	Austin Division Passenger			San Antonio Limited		
Yard BKFY P		6.00AM		3.50PM									2.20PM	2.17PM					3.55AM	2.40AM			2.50AM	0.0	Blk. Sig. { TOWER 15 (I.-G.N. Cross) TO-R HEARNE 1.0 HEARNE JUNCTION 4.9 SUTTON 3.6 RUFINCH 3.7 BENCHLEY 7.8 BRYAN 4.8 TO (TOWER 36 I.-G. N. Cross) COLLEGE STATION (TOWER 7 I.-G. N. Cross.) 6.2 TO WELLBORN 8.2 MILICAN 4.4 NELLEVA 1.6 NELLEVA JUNCTION 3.4 TOWER 9 (I.-G.N. Cross.) 0.3 NAVASOTA 0.1 TO Tower 41 (GC&SF Cross.) 4.2 CHAILLE 4.1 COURTNEY 6.9 HOWTH 4.8 TO-R HEMPSTEAD 4.6 PRAIRIE SIDING 1.0 PRAIRIE VIEW 4.1 TO WALLER 5.3 TO HOCKLEY 5.3 GANO 4.4 TO CYPRESS 7.5 SATSUMA 5.9 FAIRBANKS 6.6 TO-R EUREKA (Tower 13 M-K-T Cross.) 3.3 BOULEVARD JOT. 1.4 TO-R HOUSTON (Grand Central Station) 2.4 BOULEVARD JOT. 2.4 Tower 26 (H. E. & W. T. Cross.)
P													2.20PM						3.57	2.42			2.57AM	1.0	
70 P		6.20		4.10									f 2.37						4.04	2.55				5.9	
50 P		6.30		4.18									f 2.44						4.09	3.01				9.5	
46 P		6.50		4.26									f 2.50						4.14	f 3.07				13.2	
80 IP		7.50		4.50									s 3.05						s 4.32	s 3.28				21.0	
80 WIPY		8.15		5.02									s 3.14						s 4.42	s 3.43				25.8	
80 P		8.40		5.17									s 3.24						4.52	f 3.55				32.0	
50 P		9.10		5.37									s 3.38						5.04	f 4.10				40.2	
75 P		9.25		5.47									f 3.45						5.12	4.19				44.6	
P						1.10PM	2.50PM																	46.2	
I																								49.6	
90 W		9.50		6.02		s 1.37	s 3.10						s 3.58						s 5.25	s 4.38				49.9	
IP																								50.0	
55 P		10.30		6.12		f 1.49	f 3.20						f 4.06						5.33	4.47				54.2	
82 P		10.58		6.22		f 2.00	f 3.33						f 4.15						5.42	f 4.57				58.3	
48 P		11.30AM		6.40		f 2.15	f 3.52						f 4.28						5.53	f 5.10				65.2	
Yard PBKWFY		12.35PM		7.00	2.45AM	2.25PM	4.05PM						s 4.40						6.01	s 5.25	4.30AM			70.0	
60 P		1.01		7.10	3.01								4.56	4.48					6.09	5.32	4.40			74.6	
8SPUR P													f 4.58							f 5.35	f 4.42			75.6	
48 P		1.25		7.25	3.15								s 5.06	4.56					6.17	5.43	f 4.50			79.7	
75 YP		1.37		7.40	3.28								f 5.14	5.03					6.24	5.52	f 4.58			85.0	
55 P		1.58		7.52	3.40								5.21	5.10					6.31	6.00	5.05			90.3	
100 WP		2.15		8.02	3.50								f 5.27	5.16					6.37	6.07	f 5.11			94.7	
70 P		2.45		8.30	4.16								f 5.38	5.26					6.47	6.18	f 5.22			102.2	
45 WP		3.10		8.45	4.30								f 5.49	5.34					6.54	6.28	f 5.33			108.1	
65 YIP		3.15PM	3.35	9.10	4.50			8.15PM	6.17	6.05PM	5.55PM	6.00	6.45		9.03AM	8.47AM	7.15AM	6.35AM	7.05	6.40	5.45			114.7	
87		3.25	3.45	9.35	5.05																			118.0	
Yard BKP	Via Single Track Route Boulevard Junction to Tower 26																								119.4
87	3.25	3.45	9.35	5.05				8.35PM	6.30PM	6.20PM	6.10PM	6.15PM	6.00PM		9.15AM	9.00AM	7.30AM	6.50AM	7.20AM	7.00AM	6.00AM			118.0	
I	3.40PM	4.00PM	9.50PM	5.20AM																				120.4	

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	10.30PM	7.00AM																		124.0	TO-R ENGLEWOOD
	Arrive Daily Ex. Sunday	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		
	390	50	344	240	348	346	104	14	302	308	42	16	23	102	310	304	8	18	20	46	21		
	(0.25) 13.7	(10.00) 12.2	(6.40) 21.2	(2.35) 17.7	(1.15) 19.0	(1.15) 19.0	(0.20) 14.1	(2.51) 41.9	(0.15) 18.8	(0.15) 18.8	(1.27) 34.0	(3.40) 32.6	(0.03) 20.0	(0.12) 22.5	(0.12) 22.5	(0.15) 18.8	(0.15) 18.8	(3.25) 34.9	(4.20) 27.5	(1.30) 32.9	(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. 199 March 20, 1927	Distance from Houston	FIRST CLASS														SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations				
		22	301	307	43	15	103	24	13	309	303	101	19	17	7	45	345	343	239	389	51	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only		
		Dallas Ft. Worth Limited	Victoria Division Passenger	Passenger	Austin Division Passenger	The Hustler	The Argonaut	The Hustler	The Sunbeam	Passenger	Victoria Division Passenger	Sunset Limited	Central Express	The Owl	Sunset Mall	Austin Division Passenger	Mixed	New York Steamer Freight	Austin Division Fast Mdse.	Local Freight	Local Freight				
TO-R HEARNE	120.7	3.55AM			1.00PM		1.05PM	2.45PM				1.10AM	2.40AM				12.15PM					4.45PM	Continuous	Continuous	
HEARNE JUNCTION	119.7	3.52AM			12.48		1.02PM	2.43				1.06	2.37												
SUTTON	114.8				12.42			2.37				1.00	2.30				11.55AM					4.30			
RUFINCH	111.2				12.36			2.32				12.54	2.23				11.44					4.18			
BENCHLEY	107.5				12.30			2.27				12.48	2.18				11.33					4.00			
BRYAN	99.7				12.14			2.16				12.25	2.01				11.15					3.05	Continuous	Continuous	
COLLEGE STATION	94.9				12.07PM			2.10				12.18	1.55				10.55					2.30	Continuous	Continuous	
WELLBORN	88.7				11.55AM			2.02				12.05AM	1.44				10.40					2.02	See Note	Closed	
MILLICAN	80.5				11.41			1.51				11.52PM	1.32				10.20					1.25			
NELLEVA	78.1				11.31			1.45				11.44	1.25				10.05					1.00			
NELLEVA JUNCTION	74.5															8.00AM									
TOWER 9	71.1				11.13			1.37				11.25	1.12			7.50	9.50					12.40	Continuous	Continuous	
NAVASOTA	70.8																								
CHAILLE	68.5				11.06			1.30				11.18	1.05			7.24	9.33					12.05PM			
COURTNEY	62.4				10.58			1.24				11.10	12.58			7.12	9.23					11.50AM			
HOWTH	55.5				10.47			1.14				11.00	12.48			6.55	9.05					11.30			
HEMPSTEAD	50.7				10.15AM			1.07				10.52	12.41		1.05AM	6.45AM	8.50	11.50PM				11.00	Continuous	Continuous	
PRAIRIE SIDING	46.1				10.04	10.27		1.01				10.41	12.35		12.54		8.31	11.35				9.50			
PRAIRIE VIEW	45.1				10.02							10.39			12.52										
WALLER	41.0				9.56	10.20		12.55				10.33	12.27		12.46		8.18	11.20				9.35	See Note	Closed	
HOCKLEY	35.7				9.48	10.13		12.49				10.25	12.20		12.38		8.07	11.05				9.15	See Note	Closed	
GANO	30.4				9.40	10.06		12.42				10.18	12.13		12.30		7.57	10.53				8.50			
OYPRESS	26.0				9.34	10.00		12.37				10.12	12.08AM		12.24		7.48	10.43				8.37	See Note	9:15AM to 11:15AM	
SATSUMA	18.5				9.23	9.50		12.28				10.02	11.58PM		12.13		7.33	10.28				8.10			
FAIRBANKS	12.6				9.13	9.42		12.21				9.53	11.51		12.03AM		7.20	10.15				7.50			
EUREKA	6.0	8.27AM	8.32AM	9.03	9.33	10.37AM		12.13	6.42PM	8.57PM	9.07PM	9.43	11.43	11.47PM	11.53PM		7.05	9.58				6.50AM	7.30	Continuous	Continuous
BOULEVARD JCT.	2.7																6.50	9.35				6.40	7.15		
TO-R HOUSTON (Grand Central Station)	1.3	8.15AM	8.20AM	8.50AM	9.20AM	10.25AM		12.01PM	6.30PM	8.45PM	8.55PM	9.30PM	11.30PM	11.35PM	11.40PM	Via Single Track Route Tower 26 to Boulevard Junction					Continuous	Continuous			
BOULEVARD JCT.	2.7																6.40AM	9.15PM				6.30AM	6.50AM	Continuous	Continuous
TOWER 26 (H.E. & W.T. Cross.)	5.1																								

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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
		22	301	307	43	15	103	24	13	309	303	101	19	17	7	45	345	343	239	389	51			

Time Over Subdivision.....	(0.03)	(0.12)	(0.12)	(1.25)	(3.40)	(0.12)	(0.03)	(2.44)	(0.12)	(0.12)	(0.12)	(0.12)	(3.40)	(3.10)	(0.12)	(1.25)	(1.15)	(5.35)	(2.35)	(0.20)	(9.55)			
Average Speed per Hour.....	20.0	22.5	22.5	34.9	32.5	22.5	20.0	43.7	22.5	22.5	22.5	22.5	32.5	37.7	22.5	34.9	19.0	21.6	17.7	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—Daily except Sunday and Legal Holidays, Cypress, Hockley and Waller, 8:30 A. M. to 12:00 M., 1:00 P. M. to 5:30 P. M.; Wellborn, 8:30 A. M. to 12:15 P. M., 1:15 P. M. to 5:45 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 Nellova Junction	TIME TABLE No. 200 March 20, 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	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	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) 15.9Time Over Subdivision..... (5.27) 17.3
 (7.35) 12.3Average 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. 200 March 20, 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	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	8.40AM	4.7	259.0	LANCASTER 0.2	259.0	8.30AM		
			258.8	M-K-T CROSSING 4.5	258.8			
28	P 9.00AM	0.0	254.3	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) 14.4Time Over Subdivision.....				(0.20) 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.

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 o
 Westward main track eastward, from any point _____ o
 To wye track, from any point o 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 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 _____

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 _____
 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 _____ 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

MEXIA SUBDIVISION			WACO SUBDIVISION		
Distance from Houston	NAME	Car Capacity and Direction Opening if Spur	Distance from Nollera Jct.	NAME	Car Capacity and Direction Opening if Spur
20.21	Humble Oil Spur.....	4 E	14.23	Cuthrell's Spur.....	6 E
53.68	Section 8.....	30	56.86	Brown's Spur.....	7 W
54.50	Hanneys Spur.....	9 E	72.27	Evansville Coal Mine.....	33
58.66	Sand Spur.....	16 W	78.52	Karners Spur.....	7 W
118.02	Humble Oil Spur.....	15 E	83.61	Sand Spur.....	10 W
171.01	Humble Pipe Line.....	14 E	91.66	Shilo.....	15 W
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			

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	Hempstead	Hearne	Ennis	Dallas	Sherman	Denison	Sherman	Ennis	Bremond	Hearne	Hempstead	Ennis	Midlothian	Ft. Worth	Midlothian	Hempstead	Mexia	Bremond	Waco	
		to Hempstead	to Hearne	to Ennis	to Dallas	to Sherman	to Denison	to Sherman	to Ennis	to Bremond	to Hearne	to Hempstead	to Houston	to Midlothian	to Ft. Worth	to Midlothian	to Ennis	to Mexia	to Waco	to Bremond		
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-23	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-23	T69-22/28-163S	701, 703, 704, 706, 709 to 711	4500	2740	2770	2680	2420	2220	2150	2350	3000	3170	2640	4770	1960	2090	1960	2280	3800	4070		
MK-5	MK63-26/28-210S	738 to 794	6900	4200	4250	4100	3700	3400	3300	3600	4600	4850	4050	7300	3000	3200	3000	3500	5800	6250		
C-8	C57-22/30-187S	800 to 807	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	6250	2590	2760	2590	3010	4950	5350		
C-9	C57-22/30-190S	808 to 850	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	6250	2590	2760	2590	3010	4950	5350		

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

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

RULING GRADES AND CURVES

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

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

STATIONS		WESTWARD	EASTWARD	STATIONS		WESTWARD	EASTWARD	STATIONS		WESTWARD	EASTWARD
HOUSTON AND DENISON				HOUSTON AND DENISON				BREMOND AND WACO			
Houston and Eureka		1.23	1.23	Currie and Richland		2.12	1.29	Riesel and Harrison		1.05	1.00
Eureka and Fairbanks		1.23	1.23	Richland and Angus		1.00	1.17	Harrison and Waco		2.25	1.14
Fairbanks and Satsuma		1.23	1.23	Angus and Corsicana		1.29	1.48	ENNIS AND FORT WORTH			
Satsuma and Cypress		1.23	1.23	Corsicana and Carl		1.17	1.00	Ennis and Garrett		2.83	2.43
Cypress and 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	2.36	Waxahachie and Sardis		1.00	1.71
Waller and Prairie View		1.02	1.00	Ennis and Garrett		2.07	1.00	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	2.50	Brambleton and Fort Worth		1.00	1.07
Millican and Wellborn		1.24	1.48	Belt Jct. and Dallas Yard		1.83	F	NELLEVA JCT. AND MEXIA			
Wellborn and College Station		1.19	1.43	Dallas Yard and Hiland		1.32	1.42	Nelleva Jct. and Crowder		1.06	1.44
College Station and Bryan		1.19	1.88	Hiland and Oasis		1.03	1.22	Crowder and Piedmont		1.29	1.00
Bryan and Benchley		1.07	1.00	Oasis and Richardson		1.03	1.33	Piedmont and Carlos		1.04	1.28
Benchley and Rufinch		1.00	1.48	Richardson and Plano		1.14	1.28	Carlos and Mesa		1.04	1.00
Rufinch and Sutton		1.00	1.21	Plano and Allen		1.05	1.03	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 Groesbeek		1.00	1.27	BREMOND AND WACO				Evansville and Farrar		1.00	1.00
Groesbeek 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.	3¼x7	66,000 lbs.
60,000 "	4¼x8	103,000 "
80,000 "	5x9	136,000 "
100,000 "	5½x10	169,000 "
140,000 "	6x11	210,000 "

GENERAL

1. When a train is stopped by a red signal, burning fusee, explosion of one torpedo, block signal or interlocking signal, engineman, before proceeding in accordance with provisions of rules 10 (G), 11, 15, 509 or 663, as the case may be, must whistle out flagman to protect train. Flagman must be recalled as per rule 14 (d) or 14 (e), and train will not start until proceed signal is given from the rear. Flagman must not wait for signal from either engineman or conductor to protect train.
2. Operators having a "19" train order for delivery, which does not restrict the superiority of the train addressed at that station, will, when the approaching train calls for signal, lower the semaphore arm twice, returning to STOP position, as a signal that a "19" order is to be delivered. Operator will then go out and deliver the Order with clearance card to engineman and conductor. No answer will be made by engineman to a "19" train order signal. Trains receiving such signal will approach and pass train order office slowly and not increase speed until the order has been received.
3. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.
Conductors of trains displaying green signals must register in person.
4. A train may arrive at a station in advance of its schedule arriving time.
5. Third-class trains may pass and run ahead of second-class trains without train order authority.
6. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.
7. Open-top cars loaded with rail, pipe, structural steel, poles and mounted wheels, must not be placed in trains next to cabooses, occupied outfit cars, cars loaded with high explosives or inflammables, or tenders of oil burning locomotives.
8. Running switches of cars loaded with piling or live stock must not be made. Cars so loaded must not be detached while in motion, and other cars must not be kicked or dropped against them.
9. Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
10. Green signals displayed to the right of track in the direction of movement, in connection with yellow signals as prescribed by Rule 10-H, define the limits of restricted movement.
11. Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.
12. Movements against current of traffic within yard limits must be made only under flag protection.
 - (a) On double track, when either track is operated as single track, movements within yard limits must be made only under flag protection.
13. When leaving continuously block signalled track where no operator is on duty, a fusee will be left near the last signal.

LOCAL

25. Eureka, Hempstead and Mexia Yard (Tower 63) are register stations only for trains that originate or terminate there.
26. 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.

(a) 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.

(b) Ft. Worth Subdivision trains may check register at Ennis, or receive a train order check of trains (Form R) from Dispatcher covering superior trains or trains of the same class, which are due at Garrett; and after checking the register at Ennis or receiving a train order check of trains (Form R) or after meeting a train at Ennis fulfilling a schedule, it will not be necessary to secure an additional check against the same schedule before leaving Garrett.

(c) 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.

(d) 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.

(e) 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.

27. 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.

(a) 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.

(b) Movements against the current of traffic, or on single track between these points must be made only under flag protection.

(c) 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.

(d) 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.

28. 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.	Calvert, (toward cotton platform).	House Track, Trumbull.
Sand Spur (M. P. 58.66.	Oil Mill Tracks, Calvert	House Track, Palmer (beyond a point 300 feet from switch).
	Mexia Yard, Tracks 6, 7, 8 and 9.	
	East and West Cotton Mill Tracks, Waxahachie.	
	Transfer Track, Midlothian.	
	Oil Mill Track, Mansfield.	

(a) In using sidings on Mexia Subdivision (except North Zulch, Norman-gue 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.

(b) Track No. 2 North Zulch must not be used by MK-5 class engines.

(c) C-8 and C-9 class engines must not use Gin Spur, Courtney, east of bridge.

29. 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.

(a) On arrival at Ennis (Passenger Station) all passenger trains will apply brakes, and leave them applied until switching of train has been completed.

30. Location of Bulletin books.
At Houston: Grand Central Station; H. & T. C. Roundhouse; T. & N. O. Roundhouse; General Yardmaster's office, Hardy Street.

31. 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.

32. 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.

33. 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.

34. 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.

35. 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.

36. If the crew of No. 65 is present to take charge, Waco cars may be cut off No. 17 at Bremond on main track at passenger station, where they will be picked up by No. 65.

37. 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.

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 Subdivision, 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
*CORNICANA	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 west of west switch Gude.

SPEED

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

BETWEEN	Passenger Trains			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag-lines, pile drivers, scale test cars, and machines of similar kind on own wheels.			Trains handling yard engines, with side rods up, or loaded oil tanks of 12,000 gallons capacity or over.			Yard engines, and road engines backing up, with or without cars, or when cars are being shoved ahead of engine.		
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour		
	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves
Houston and Mile Post 52	50	45	35	35	30	24	25	18	18	25	18	18	15	15	15
Mile Post 52 and Mile Post 83	45	40	35	30	25	24	25	18	18	25	18	18	15	15	15
Mile Post 83 and Mile Post 143	50	45	35	35	30	24	25	18	18	25	18	18	15	15	15
Mile Post 143 and Mile Post 180	45	40	35	30	25	24	25	18	18	25	18	18	15	15	15
Mile Post 180 and Belt Junction	50	45	35	35	30	24	25	18	18	25	18	18	15	15	15
Belt Junction and Denison via Dallas Yard	45	40	35	25	25	24	20	18	18	18	12	12	15	15	15
Forest Avenue and Belt Junction and Belt Junction and T. & P. Jct.	50	45	35	35	30	24	20	18	18	18	12	12	15	15	15
T. & P. Junction and Gifford	45	40	35	25	20	20	20	18	18	18	12	12	15	15	15
On Mexia Subdivision	45	40	35	25	25	24	20	18	18	18	18	18	15	15	15
On Waco Subdivision	45	40	35	25	25	24	20	18	18	18	18	18	15	15	15
On Ft. Worth Subdivision	Garrett to M. P. 15	45	40	35	25	24	25	18	18	25	18	18	15	15	15
	M. P. 15 to Ft. Worth	50	45	35	35	30	25	18	18	25	18	18	15	15	15
On Lancaster Subdivision	15	15	15	15	15	15	12	12	12	12	12	12	15	15	15

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

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

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
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			

50 (b). Protected curves are protected by low forked signal painted yellow and placed 500 feet in advance of point where speed restriction is to apply.
50 (c) Cars must not be shoved ahead of engines between stations when it can be avoided.

50 (d). Yard engines moving in trains must be placed with tank ahead. Conductors will advise their enginemen and the Chief Train Dispatcher when they have such engines, loaded oil tanks of 12,000 gallons capacity or over, derricks, steam shovels, drag lines, pile drivers, scale test cars, or machines of similar kind on own wheels.

51. Passenger trains handled by class MK-5 engines must not exceed forty (40) miles per hour on straight track and thirty (30) miles per hour on all curves.

52. 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.

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

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

AUTOMATIC BLOCK SYSTEM

72. Automatic Block Signals 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.

SWITCH SIGNALS

73. Block signal west of Palmer governing westward trains indicates position of switch to Brick Yard.

74. Block signal west of Rufinch governing eastward trains indicates position of the west switch, or main track occupied between signal and the west switch, Rufinch.

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

- Signal 713, Navasota.
- Signal 746 on Mexia Subdivision Nelleve Jct.
- Signal 750 at Mile Post 75 Hearne Subdivision
- Signal 1206, west lead switch Hearne
- Signal 1199 Austin Division connection, Hearne Junction
- Signal 1197 on Dallas Division main track east of Hearne Junction
- 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
- Signal 2336 east switch Garrett Ft. Worth Subdivision.
- Signal 2338 east switch Garrett Denison Subdivision.

LOCATION SWITCH INDICATORS

- 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.)
- All switches between Hearne Jct. and Signal 1206
- East Wye Switch, Mexia Jct. Oil Spur near Mexia Jct. Mexia Subdivision connection, Mexia Junction
- T. M. Connection west leg of wye, Ennis Freight Yard East switch, Ft. Worth Subdivision, Garrett.

LOCATION OVERLAPS

- From Mile Post 75 three thousand (3000) feet westward
- From Signal 1197 two thousand six hundred forty (2640) feet eastward
- From Signal 1206 two hundred fifty (250) feet westward (Overlap at Signal 1206 affects switch indicators only.)
- From Signal 1779 three thousand (3000) feet eastward
- 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 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. Derail and signal located on main track Hearne fifty (50) feet east of I.-G. N. crossing, and derail 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 schedule, or to run as a section of a 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 schedule, or to run as a section of a 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.
- Schedule No. 53 corresponds with T. & P. Schedule No. 53.
- Schedule No. 67 corresponds with T. & P. Schedule No. 67.
- Schedule No. 54 corresponds with T. & P. Schedule No. 54.
- Schedule No. 60 corresponds with T. & P. Schedule No. 60.
- Schedule No. 66 corresponds with T. & P. Schedule No. 66.

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.

COMPANY SURGEONS

<p>Houston..... Dr. R. W. Knox.....Chief Surgeon Dr. C. C. Green.....Assistant Chief Surgeon Dr. F. A. Waples.....Division Surgeon Dr. H. C. Feagan.....Examining Surgeon Dr. R. H. Harrison.....Examining Surgeon Dr. Allan Collette.....Local Surgeon Dr. C. M. Warner.....Local Surgeon Dr. Neal Davis.....Local Surgeon Dr. J. L. Taylor.....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</p>	<p>Dallas..... Dr. E. H. Cary.....Div. 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.....Local Oculist and Aurist Fort Worth..... Dr. W. R. Thompson, Div. 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</p>	<p>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. Davisson.....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</p>	<p>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, Local Oculist and Aurist 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</p>
<p>General Hospital— Southern Pacific Hospital, Thomas Street, between James and Paschal, Houston.</p>		<p>Emergency Hospital— Providence Sanitarium, Waco. St. Joseph Infirmery, Ft. Worth. Baylor Hospital, Dallas. Sherman Hospital, Sherman.</p>	

First Aid Hospital—
 T.&N.O. General Shops, Houston.

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 Division, Houston

W. L. COX,
Terminal Trainmaster, Dallas

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

Travelling Engineer will exercise duties of Trainmaster when on line

T. M. SPENCE,
Assistant Superintendent, Ennis

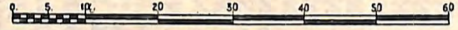
J. E. RAWLINS,
Chief Train Dispatcher, Ennis

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

