

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

208

DALLAS DIVISION

To Take Effect Sunday December 28, 1930, at 12:01 A. M.

CENTRAL TIME

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

L. B. McDONALD,
General Manager.

A. D. MIMS,
Assistant General Manager.

O. C. CASTLE,
Superintendent of Transportation.

EASTWARD

DENISON SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin water and fuel stations, standard clocks, interlocking plants, turn tables, ways and tele-phones.	EASTWARD										Distance from Denison	WESTWARD											Train Order Office hours and hours of signal operator at interlocking Stations.
	THIRD CLASS			SECOND CLASS			FIRST CLASS					TIME TABLE No. 208 December 28, 1930	FIRST CLASS					SECOND CLASS		THIRD CLASS			
	58	344	260	18	38	20	78	14	16	76			75	19	17	37	77	15	13	257	343	57	
Local Freight	Freight	Freight	The Owl	The Lark	Central Express	Frisco Meteor 511	The Sunbeam	The Hustler	Frisco Passenger 117	Distance from Houston	75 Frisco Meteor 118	19 Central Express	17 The Owl	37 The Lark	77 Frisco Passenger 510	15 The Hustler	13 The Sunbeam	257 Freight	343 Freight	57 Local Freight			
Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thur., Sat.			
Yard BKWOTP	7.30AM	2.50PM	3.00AM			5.00PM	3.15PM			0.0	TO-R DENISON	1.50AM	10.55AM					7.30AM	6.30PM	1.30PM	Continuous		
Yard I						5.01	3.16			0.3	TOWER 93	1.47	10.51								Continuous		
Yard BP	7.55	3.08	3.20			5.13	3.30			0.5	M-K-T CROSSING										Continuous		
Yard 37 BOWPY	8.15	3.30	3.45			5.23	3.35PM			7.6	A.B.S. (TO NORTH SHERMAN JUNCTION)	1.33	10.40					7.03	5.50	12.35	Continuous		
Yard P										7.6	TO-R TOWER 16 (T.&P. Cross.) SHERMAN	1.30AM	10.24					6.59	5.23	12.30PM	Continuous		
50 P	8.45	3.50	4.05			5.40				10.2	St. L. S. W. CROSSING										Continuous		
75 P	9.05	4.02	4.17			5.50				18.3	TO HOWE	10.11						6.05	5.00	11.30AM	See Note		
48 P	9.20	4.14	4.30			6.00				25.0	TO VAN ALSTYNE	10.01						5.48	4.48	11.00	See Note		
35 P	9.42	4.24	4.40			6.08				30.3	TO ANNA	9.51						5.33	4.35	10.20	See Note		
Yd. 22 WP	11.30AM	4.41	5.00			6.17				34.9	TO MELISSA	9.42						5.20	4.24	10.00	See Note		
48 P	12.20PM	5.01	5.25			6.37				41.6	TO MCKINNEY	9.30						5.00	3.57	9.30	See Note		
25 IP	12.40	5.16	5.45			6.45				49.4	ALLEN	9.14						4.24	3.35	8.55			
48 P	12.55	5.28	6.00			6.57				55.5	TO TOWER 49 (St. L.S.W. Cross.)	9.03						4.06	3.18	8.30	Continuous		
90 P	1.05	5.40	6.13			7.13				60.7	RICHARDSON	8.53						3.50	3.05	8.00			
IP	1.20	5.52	6.26							64.9	GIFFORD	8.39						3.35	2.53	7.45			
IP	1.35PM	6.10PM	6.40AM							69.3	RAWLINS							3.20	2.41	7.30			
Yard IP						7.13				73.8	TO TOWER 119 (T.&P. Cross.) T & P. JUNCTION							3.07AM	2.30PM	7.15AM	Continuous		
BKP						7.24PM				64.9	GIFFORD	8.39											
I						7.35PM				69.4	TO-R HILAND (Tower 35.) M-K-T CROSSING	8.31AM										8.28-12.28	
Yard						9.00PM					TO-R DALLAS (Union Sta.)	6.50AM	7.10AM	7.45AM	6.20PM	6.30PM						1.28-7.28	
Yard IYP										79.0	TO-R HILAND (Tower 35.) M-K-T CROSSING											Continuous	
Yd. 90 P										76.7	TO-R DALLAS (Union Sta.)											Continuous	
Yard P										76.0	TO-R HILAND (Tower 35.) M-K-T CROSSING											Continuous	
IP										74.6	TO-R DALLAS (Union Sta.)											Continuous	
Yard IPY										73.9	TO-R HILAND (Tower 35.) M-K-T CROSSING											Continuous	
Yard 150 BKWOTP	2.15PM	7.00PM	7.30AM	11.42PM	11.12PM	9.11PM				79.1	TO-R DALLAS (Union Sta.)											Continuous	
28 P		7.10	7.45	11.48	11.17	9.19				83.6	TO MILLER	6.31AM	6.52AM	7.29AM				5.54	6.11	2.40	1.56		
48 P		7.19	7.54	11.54PM	11.22	9.25				87.9	HUTCHINS	6.23	6.44	7.23				5.46	6.05	2.32	1.45		
35 Yard P		7.28	8.03	12.01AM	11.28	9.31				92.0	WILMER	6.16	6.36	7.18				5.39	5.58	2.20	1.32	8.30-11.50	
34 P		7.38	8.13	12.07	11.33	9.38				95.2	TO FERRIS	6.09	6.29	7.12				5.32	5.53	2.10	1.23	1.00-3.30	
35 Yard P		7.50	8.25	12.15	11.39	9.46				99.2	TRUMBULL	6.02	6.22	7.07				5.25	5.46	1.55	1.10	See Note	
30 P		8.05	8.40	12.24	11.46	9.55				104.2	TO PALMER	5.54	6.15	7.00				5.15	5.38	1.40	12.56		
Yard BEWOTYF		8.30PM	9.00AM	12.30AM	11.51PM	10.00PM				107.0	GARRETT	5.45	6.05	6.52				5.15	5.38	1.40	12.56	Continuous	
	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		TO-R ENNIS	5.40AM	6.00AM	6.47AM				5.10PM	5.33PM	1.30AM	12.52PM		
	58	344	260	18	38	20	78	14	16	76		75	19	17	37	77	15	13	257	343	57		
	(6.45)	(5.40)	(6.00)	(1.00)	(0.51)	(3.35)	(0.20)	(0.51)	(1.00)	(0.20)		(0.20)	(3.35)	(1.10)	(0.58)	(0.20)	(1.10)	(0.57)	(6.00)	(5.35)	(6.30)		
	11.7	18.7	17.8	34.2	37.9	29.7	27.5	37.9	34.2	27.5		27.5	29.8	28.4	35.3	27.5	28.4	35.0	17.8	18.7	12.2		

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

No. 15 will stop at stations between Ennis and Dallas to discharge passengers from stations east of Ennis. First Class Trains operate between Denison and Tower 93 via M-K-T R. R. and will be governed by M-K-T Current Time Table while on their tracks. Eastward First Class Trains must obtain clearance at Denison for movement from Tower 93. Office hours Howe, Van Alstyne, Anna, Melissa and McKinney, daily except Sunday and Legal Holidays: 8:30 a. m. to 11:59 a. m.; 1:00 p. m. to 5:30 p. m.; Sunday and Legal Holidays, closed; Palmer, daily except Sunday and Legal Holidays: 7:30 a. m. to 11:59 a. m.; 1:00 p. m. to 4:30 p. m.; Sundays and Legal Holidays, closed. The main track between Ennis and Garrett is used jointly by trains of the Denison and Ft. Worth Subdivisions.

Length of pullups in cars, and their stations, senders, clocks, interlocking plants, turn tables, ways and tele-phones.	THIRD CLASS		SECOND CLASS				FIRST CLASS											Distance From Hearne
	390	50	260	240	344	242	104	308	302	14	16	12	102	304	8	18	20	
	Local Freight	Local Freight	Freight	Freight	Freight	Freight	The Argonaut	Passenger	Victoria Division Passenger	The Sunbeam	The Hustler	New Orleans Limited	Sunset Limited	Victoria Division Passenger	Sunset Mail	The Owl	Central Express	
	Leave Daily except Sunday	Leave Tues., Thur., Saturday	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	
Yard BKWOTYP		6.00AM	7.00PM		2.40AM												0.0	
Yard P																	1.0	
70 P		6.15	7.15		2.57												5.9	
50 P		6.23	7.23		3.04												9.5	
46 P		6.31	7.31		3.11												13.2	
Yard 60 IP		7.30	7.51		3.27												21.0	
80 WIPY		7.50	8.03		3.39												25.8	
80 P		8.15	8.17		3.51												32.0	
50 P		8.40	8.37		4.07												40.2	
75 P		8.55	8.47		4.16												44.6	
P		9.10															46.2	
Yard I																	49.6	
Yard 60 IPW		9.37	9.00		4.27												49.9	
55 P		10.00	9.10		4.36												54.2	
82 P		10.10	9.19		4.44												58.8	
48 P		10.59	9.34		4.57												65.2	
Yard PBKWOY		11.30	9.55	4.00AM	5.07												70.0	
60 P		11.45AM	10.10	4.12	5.18												74.6	
P																	75.6	
48 P		12.01PM	10.22 10.47	4.20	5.27												79.7	
95 P		12.16	11.10	4.30	5.36												85.0	
55 P		12.41	11.20	4.40	5.45												90.8	
100 WP		1.00	11.40	5.00	5.53												94.7	
70 P		1.25	11.58PM	5.15	6.06												102.2	
83 P		1.45	12.15AM	5.28	6.16												108.1	
Yard 65 YIP		3.15PM	2.10	12.30	5.45	6.28	2.00AM										115.4	
Yard		3.25	2.20	12.39	5.54	6.35	2.10										118.0	
Yard BKP	Via Freight Route Boulevard Junction to Tower 26.																	119.4
Yard		3.25	2.20	12.39	5.54	6.35	2.10											118.0
Yard 87		3.28	2.23	12.42	5.57	6.38	2.13											119.0
Yard		3.40	2.40	12.55	6.10	6.50	2.25											120.4
Yard I																		123.7
Yard BKP		4.00PM	3.00PM	1.40AM	7.00AM	7.30AM	3.00AM											124.0
	Arrive Daily Ex. Sunday	Arrive Tues., Thur., 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	
	390	50	260	240	344	242		104	308	302	14	16	12	102	304	8	18	20

TIME TABLE No. 208
December 28, 1930

STATIONS

TOWER 15 (I.-G.N. Cross.)	TO-R HEARNE	1.0
HEARNE JUNCTION		4.9
SUTTON		3.6
RUPINCH		3.7
BENCHLEY		7.8
BRYAN		
TO (TOWER 36 I.-G.N. Cross.)		4.8
COLLEGE STATION		
(TOWER 7 I.-G. N. Cross.)		6.2
WELLBORN		8.2
MILICAN		4.4
NELLEVA		1.6
NELLEVA JUNCTION		3.4
TOWER 9 (I.-G.N. Cross.)		0.3
NAVASOTA		
TO Tower 41 (G.C.&S.F. Cross.)		4.3
CHAILLE		4.1
COURTNEY		6.9
HOWTH		4.3
TO-R HEMPSTEAD		4.6
PRAIRIE SIDING		1.0
PRAIRIE VIEW		4.1
TO WALLER		5.3
TO HOCKLEY		5.3
GANO		4.4
CYPRESS		7.5
SATSUMA		5.9
FAIRBANKS		7.3
TO-R EUREKA (Tower 13)		
M-K-T. Crossing		2.6
BOULEVARD JCT.		1.4
TO-R HOUSTON (Grand Central Station)		
BOULEVARD JCT.		1.0
END OF DOUBLE TRACK		1.4
(Tower 26 (T. & N. O. Cross.))		3.3
TOWER 68		0.3
TO-R ENGLEWOOD		

..... 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 8-72)

Second class and inferior trains operating between Englewood and Eureka will move via freight route between Tower 26 and Boulevard Junction unless otherwise directed by train order.
No. 18 will stop at points east of Hearne to discharge passengers from Ft. Worth Subdivision.
Schedule time and train orders at Eureka will apply at the end of double track.
Whistle Code for Switch Tender Boulevard Junction; Main Track eastward or westward -----; Route to Tower 26 o -----
The main track between Nelleva Junction and Navasota will be used jointly by trains of the Hearne and Mexia Subdivisions.
The main track between Tower 26 and Englewood will be used jointly by trains of the Dallas and Beaumont Divisions.
The main track between Hearne and Hearne Junction will be used jointly by trains of the Austin and Dallas Divisions.

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 tele-phones.	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance From Garrett	TIME TABLE No. 208 December 28, 1930	STATIONS	Distance From Houston	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations.		
	94	92	96	86	82	85	83					91	95	93						
	Local Freight	Freight	Freight	Passenger	Passenger	Passenger	Passenger					Freight	Freight	Local Freight						
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	
Yard						10.40PM	8.40AM	52.7		FORT WORTH (Union Depot)	286.2	7.40AM	7.20PM							
Yard I								52.5		TOWER 55 (T. & P Crossing)	286.0							Continuous	Continuous	
Yard BKWOTYP	11.00AM	6.45PM	6.15AM			10.42	8.42	52.2		TO-R FT. WORTH (Frt. Yard) POWER 128 (G. C. & S. F. Crossing)	285.7	7.32	7.14		5.15AM	5.30PM		10.15AM	Continuous	Continuous
Yard I								50.0		TOWER 53 (M-K-T Crossing)	283.5							Continuous	Continuous	
60 P	11.27	7.01	6.45			10.52	8.54	46.6		BRAMBLETON	279.1	7.19	7.01		4.50	5.05		9.48		
60 P	11.37	7.12	6.55			10.57	9.00	42.3		KENNEDALE	276.8	7.14	6.56		4.35	4.55		9.40		
60 P	11.48AM	7.20	7.08			11.03	9.06	38.3		BISBEE	271.8	7.08	6.50		4.20	4.45		9.30		
22 WP	12.05PM	7.30	7.30			11.12	9.14	34.0		TO MANSFIELD	267.5	7.00	6.42		4.05	4.35		9.14	7.00AM-11.59AM 1.00PM-4.00PM	7.00AM-11.59AM 1.00PM-4.00PM
60 P	12.22	7.40	7.42			11.21	9.22	29.5		BRITTON	263.0	6.51	6.32		3.50	4.25		8.53		
18 IP	12.50	8.00	7.56			11.33	9.35	23.0		MIDLOTHIAN TO TOWER 94 (G.C. & S.F. Cr.)	256.5	6.40	6.20		3.33	4.10		8.33	Continuous	Continuous
48 P	12.53	8.02	7.59			11.35	9.37	22.2		DILLARD	255.7	6.38	6.18		3.30	4.08		8.28		
35 P	1.06	8.15	8.13			11.45	9.47	16.2		SARDIS	249.7	6.29	6.09		3.10	3.53		8.13		
IP	1.16	8.23	8.21			11.50	9.52	12.8		TO TOWER 67 (M-K-T. Cr.)	246.3	6.24	6.04		2.55	3.45		8.05	Continuous	Continuous
80YdWYP	1.21	8.28	8.26			11.55PM	9.56	11.5		WAXAHACHIE	245.0	6.21	6.01		2.50	3.40		8.00		
45 P	1.45	8.43	8.43			12.09AM	10.08	5.2		BOYCE	238.7	6.08	5.48		2.30	3.22		7.42		
36 P	2.00	8.58	9.00			12.19	10.16	0.0		GARRETT	233.5	6.00	5.40		2.10	3.10		7.30		
Yard BKWOTYP	2.10PM	9.10PM	9.10AM			12.24AM	10.23AM	2.8		TO-R ENNIS	230.9	5.55AM	5.35PM		2.00AM	3.00PM		7.20AM	Continuous	Continuous
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		Leave Daily Ex. Sunday		
	94	92	96			86	82					85	83	91	95	93				
	(3.10) 17.2	(2.25) 22.6	(2.55) 18.9			(1.44) 32.0	(1.43) 32.3		...Time Over Subdivision... ...Average Speed per Hour...			(1.45) 31.8	(1.45) 31.8	(3.15) 16.2	(2.30) 21.8	(2.55) 18.9				

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 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. The main track between Ennis and Garrett is used jointly by trains of the Denison and Ft. Worth Subdivisions.

EASTWARD

WACO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance From Bremond	TIME TABLE No. 208 December 28, 1930	STATIONS	Distance From Houston	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operator at Interlocking Stations.	
	68	66	62	63	65	67													
	Local Freight	Mixed	Motor	Motor	Mixed	Local Freight													
Yard BKWYO	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				TO-R WACO	186.6	4.40PM	6.50AM			2.15PM		5.00AM to 1.00PM 2.00PM to 10.00PM	5.00AM to 1.00PM 2.00PM to 10.00PM
	7.30AM	11.00PM	12.25PM	4.40PM	6.50AM	2.15PM													
I Yard	7.35AM	11.02PM	12.27PM	4.36PM	6.40AM	2.05PM				Tower 21 (St. L. S. W. Cross.) (M-K-T. Cross.)	186.4	4.36PM	6.40AM			2.05PM		Continuous	Continuous
30	8.00	11.25	12.39	4.22	6.20	1.40				HARRISON	178.6	4.22	6.20			1.40			
25	8.20	11.40	12.50	4.11	6.02	1.20				TO RIESEL	172.6	4.11	6.02			1.20		8.00AM to 11.30AM 12.30PM to 5.00PM	Closed
35	8.32	11.50PM	12.58	4.03	5.50	12.58				PERRY	168.5	4.03	5.50			12.58			
Yard 24 W	9.10	12.10AM	1.15	3.47	5.25	12.10PM				(I-G. N. Crossing) TO MARLIN	160.4	3.47	5.25			12.10PM		8.00AM to 11.59AM 12.59PM to 5.00PM	Closed
39	9.50	12.32	1.30	3.28	4.55	11.30AM				REAGAN	151.2	3.28	4.55			11.30AM			
Yd. BKWY	10.30AM	12.55AM	1.45PM	3.10PM	4.35AM	11.00AM				TO-R BREMOND	142.7	3.10PM	4.35AM			11.00AM		Continuous	Continuous
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily						63	65	65	65				
	68	66	62	63	65	65													
	(3.00) 14.9	(1.55) 22.9	(1.20) 33.0	(1.30) 29.3	(2.15) 19.5	(3.15) 13.4			...Time Over Subdivision... ...Average Speed per Hour...										

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

Regular trains originating at Tower 21 must obtain clearance at Waco for movement from Tower 21. Nos. 62 and 66 will secure clearance at St. L. S. W. Passenger Station. Neale is a flag stop for Nos. 62 and 63.

INTERLOCKING WHISTLE CODES

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

TOWER 9, I.-G. N. CROSSING, NAVASOTA
 Main track eastward or westward _____
 House track from any point o _____
 Oil Mill track from any point 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 _____
 Eastward main track westward, from any other point 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 _____
 New No. 1 track from any point o _____
 West siding from any point o _____

TOWER 16, SHERMAN
 Main track eastward or westward _____
 St. L. S. F. Main track from any point o _____
 St. L. S. F. Yard from any point o _____
 T. & P. transfer from any point o o _____

TOWER 21, WACO
 To T. & N. O. main track eastward from house track _____
 To T. & N. O. main track eastward from coal track o _____
 St. L. S. W. main track from any point o _____
 House track from any point o o _____
 Coal track 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 other point _____ o o
 Shreveport Line Transfer, from any point o o _____ o o
 Shreveport Line connection, from any point o o _____
 Roundhouse lead, from any point _____
 Old Head, from any point o _____
 H. B. & T. interchange, from any point o o _____
 Icing Plant, from any point _____
 I.-G. N. interchange, from any point o _____ o
 Freight main track westward, from any point o _____

TOWER 35, 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 _____
 Siding from any point o _____

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

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

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

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

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

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

TOWER 68, ENGLEWOOD
 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 point o _____ o o
 Westward main track eastward from any point _____ o
 West leg of wye, from any point _____
 Tank track, from any point _____
 Creosote No. 1, from any point o _____
 Creosote No. 2, from any point o o _____ o
 South Switching lead, from any point o _____ o
 Middle Switching lead, from any point o _____ o
 North Switching lead, from any point _____ o
 Ice House Track from any point o o _____ o o

TOWER 79, PARIS
 Main Track eastward or westward from main track _____

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

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

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

TOWER 131, TERRELL
 Main Track eastward or westward from main track _____
TOWERS 118 AND 119 (See page 12)

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from Houston	NAME	Car Capacity and Direction Opening if Spur	PARIS SUBDIVISION			Mexia Subdivision		
			Distance from Ennis	NAME	Car Capacity & Direction Opening if Spur	Distance from Velleys Jet.	NAME	Car Capacity and Direction Opening if Spur
20 21	Humble Oil Spur	4 E						
53 68	Section 8	30						
58 66	Sand Spur	16 W						
84 74	Noimi	3 W				6 80	Piedmont	6 E
118 02	Humble Oil Spur	15 E	82.0	Hurt		14 23	Cuthrell's Spur	6 E
171.01	Humble Pipe Line	14 E				38 80	George	8 W
						56 86	Brown's Spur	7 W
267 80	Armo	12 W	59 3	Ellard	14E	72 27	Evansville Coal Mine	33
269 49	S.M U Spur (Soumethun)	73 W	54 3	Roberts	7E	78 52	Karners Spur	7 W
270 20	Oasis	33	53 1	Fisher	2E	91 66	Shilo	15 W
271 50	Vickery	5	48 4	Tona	14E	Waco Subdivision		
271 89	Lawther	3 W	41 6	Fula	25			
335 91	Cotton Mill Spur	52 W	24 0	Crowfoot				
			20 0	Parvin Park	8W	Distance from Bremond	NAME	Car Capacity and Direction Opening if Spur
			19 1	Old Switch	5E	20 34	Stallworth	2 W
			16 1	Trinity Switch	9E	38 35	Neale	4
			13 5	Sand Lake	17E			
			11,9	Schley	9W			

TIME INSPECTORS

Sidney F. Ball, General Time Inspector	Chicago
Houston Watch Company, Southern Pacific Building	Houston
A. H. Frederick	Hempstead
Thomas & Meyers	Hearne
Mitchell-Greer Company	Fort Worth
F. Studer	Waco
Armstrong Jewelry Co.	Waco
J. M. Eller	Mexia
C. T. Moore	Ennis
Hafner Watch & Optical Company, Interurban Bldg.	Dallas
J. B. Rockwall	Denison
L. F. Ely & Son	Sherman
Rhoads Brothers	Corsicana
Taylor Brothers	Terrell
Guy S. Caldwell	Paris

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.

SPECIAL INSTRUCTIONS

GENERAL

1. 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.
2. A train may arrive at a station in advance of its schedule arriving time.
3. 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.
4. Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
5. Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.

LOCAL

25. Eureka, Hempstead, Mexia and Sherman (Tower 16) are register stations only for trains that originate or terminate there.
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.
26. First class trains may register at Hearne, Hiland (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, if train order signal is changed to indicate "PROCEED" in accordance with Rule 221.
(a) Second class and inferior trains may register at Hiland (Tower 35) and Eureka by register ticket (Form 2642) and obtain train order check of trains (Form R) from Dispatcher and may leave Hiland (Tower 35) and Eureka without a clearance if train order signal is changed to indicate "PROCEED" in accordance with Rule 221.
(b) An inferior eastward train must not leave Positive Block Limits, Belt Junction, and an inferior westward train must not leave Hiland (Tower 35) or Gifford until it has been ascertained by train order check (Form R) whether Nos. 19 and 20, if due, have arrived or left.
(c) Denison Subdivision trains may obtain train order check of trains, (Form R) at Dallas (Union Station) covering superior trains, which are due at Hiland (Tower 35) or Miller.
(d) B.-R. I. R. R. Trains may register at Fort Worth (Freight Yard) by register ticket (Form 2642).
27. On double track between Eureka and Houston (Grand Central Station) and between Tower 26 and Englewood trains may run extra, moving with the current or traffic, without running orders.
27. (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. Trains must run with caution between these points.
27. (b) Following whistle code will be sounded at Hickory street, Houston, for guidance of switch tender in handling switches at entrance Grand Central Station Yard.
Houston Division Trains ——— o
Dallas Division Trains o ———
Victoria Division Trains o o ——— o

27. (c) Trains and engines must approach passenger yard, Houston, with caution and be governed by signals from switch tender as follows: Proceed signal with green flag by day or green light by night before entering passenger yard; proceed signal with yellow flag by day or yellow light by night before leaving passenger yard.

28. Following tracks must not be used by MK-5 or F-1 engines:

Hockley Spur Track Gin Spur Courtney, east of gate. Sand Spur (M. P. 58.66.) Oil Mill Track, Navasota. Spur, Gano.	Transfer, Calvert (beyond T.&N.O. tracks.) House Track, Hammond Doyle, Spur Track. Oil Mill Tracks, Calvert Bremond, Track No. 3 Mexia Yard, Track 6, 7, 8 and 9 and caboose Track.	Wye, McKinney. Oasis. House Track, Trumbull. House Track, Palmer (beyond a point 300 feet from switch). All Industry Tracks, Dallas Yard. Plano, West Transfer Track (6 car lengths beyond road crossing).
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East and West Cotton Mill Tracks, Waxahachie.
Transfer Track, Midlothian.
Oil Mill Track, Mansfield.

- (a) Ft. Worth (Freight Yard) do not move from west yard lead to enginehouse lead or vice-versa, but move, first to main track then clear lead switch and enter lead with engine entirely on straight track.
- (b) Class MK-5 and F-1 engines must be moved with caution over turn outs in yards listed below account No. 7 frogs.
Denison Ennis Mexia Hearne Hempstead
- (c) C-8, C-9 and M-21 class engines must not use Gin Spur, Courtney, east of gate, or caboose and coach track Hempstead.
- (d) Engines larger than M-4 Class must not be used on Evansville Mine Track. Class MK-5, M-21, P-6, P-13, D-1, MM-1 and F-1 Engines must not be operated on the Waco Subdivision beyond Bremond Yard Limits, and must not be operated on the Paris or Lancaster Subdivision. Engines larger than F-1 must not be operated over White Oak Bayou Bridge, West End, Hardy Street, Yard, Houston.

(e) Following tracks must not be used except on special authority:

Mexia Yard Run Around Track Caboose Track	Farrar Siding Cross Siding Fallon Siding
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29. On arrival at Ennis 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; Passenger and Freight enginehouse; 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, except baggage car arriving on No. 42 will be left at Depot platform just east and clear of crossover from track No. 4 to track No. 5 until departure of No. 45.
Austin Division trains 239 and 240 will enter and leave 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. The maximum distance a freight train may run without stopping for inspection is forty (40) miles, except, when additional stops can thereby be avoided, the distance may be increased to fifty (50) miles, and train may run between:
Ennis and Ft. Worth
Englewood and Hempstead
Groesbeeck and Ennis
Ennis and McKinney
for inspection.
Trainmen are not relieved from making inspection as prescribed by Rule 827 where stops are made at a lesser distance.

35. Eastward through freight trains must not take water at Navasota tank, except in emergency.
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.

(a) Spring switch at east end of double track, Freight Route Boulevard Junction to Tower 26, at west lead main track, Hearne, and west lead main track, Ennis.
These switches are designated by two targets: One, hexagon shape painted white bearing the letters "SS"; the other, standard red target.

NORMAL POSITION: Hearne; For through movement on main track. (Westward trains and engines departing from yard tracks may trail through.)
End of Double Track; For movement to westward track. (Eastward trains and engines may trail through.)
Ennis, for through movement on main track (westward trains and Engines from yard tracks may trail through).
After trailing through these switches and before entire engine or car have passed over the points, back-up movement must not be attempted until switch has been properly operated by hand.

39. Trains or engines using tail track to wye at Sherman, will leave gate at St. L. & S. F. & T. Crossing across T. & N. O. track except when crossing is being used.
40. Structures less than standard clearance:

Mile	Location	Description
0.1	East of Forest Avenue	DENISON SUBDIVISION Overhead Signal Bridge
	West of Corsicana	ENNIS SUBDIVISION Highway Bridge
49.0	East of Tower	FORT WORTH SUBDIVISION I.-G. N. Bridge
16.9	Rosser	PARIS SUBDIVISION Water Tank

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

HOUSTON BRYAN BREMOND *CORSIANA CALVERT DENISON †DALLAS	ENNIS FERRIS GROESBEECK HEARNE HEMPSTEAD MARLIN ★MEXIA WACO	MCKINNEY NAVASOTA PALMER RICHLAND SHERMAN VAN ALSTYNE	WAXAHACHIE FORT WORTH KAUFMAN TERRELL GREENVILLE COMMERCE COOPER PARIS
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*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, and 1000 feet west of west switch Mexia.

COMPANY SURGEONS

Houston Dr. C. C. Green.....Chief Surgeon Dr. Neal Davis.....Division Surgeon Dr. H. C. Feagan.....Examining Surgeon Dr. R. H. Harrison.....Examining Surgeon Dr. F. A. Waples.....Local Surgeon Dr. Allan Collette.....Local Surgeon Dr. C. M. Warner.....Local Surgeon Dr. J. L. Taylor.....Local Surgeon Dr. E. M. Moers.....Local Surgeon Dr. C. J. I. Ekman.....Local Surgeon Dr. M. H. Latimer.....Local Surgeon Dr. L. P. Kirkpatrick.....Local Surgeon Dr. M. L. O'Bannion.....Local Oculist and Aurist Dr. J. Charles Dickson.....Local Oculist and Aurist Dr. E. M. Arnold.....Local Oculist and Aurist	Cooper Dr. C. C. Taylor.....Local Surgeon Dr. S. F. Blair.....Local Surgeon Denison Dr. A. G. Sneed.....Local Surgeon Dr. T. J. Long.....Examining Surgeon Dallas Dr. E. Dunlap.....Division Surgeon Dr. Dexter Hardin.....Examining Surgeon Dr. E. H. Cary.....Div. Oculist and Aurist Dr. W. G. Reddick.....Examining Surgeon Ennis Dr. C. P. Cook.....Division Surgeon Dr. J. S. Terry.....Local Surgeon Dr. J. H. Reid.....Local 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. A. T. Hampton.....Local Surgeon Groesbeek Dr. J. W. Cox.....Local Surgeon Greenville Dr. Will Cantrell.....Local Surgeon Dr. W. C. Morrow.....Local Surgeon Dr. E. F. Wright.....Oculist & Aurist Hempstead Dr. Malcolm A. Jones.....Local Surgeon Dr. S. C. Walker.....Local Surgeon Howe Dr. J. L. Shelley.....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 Iola Dr. George F. Lee.....Local Surgeon Jewett Dr. Z. J. Spruell.....Local Surgeon Kaufman Dr. Guy F. Shaw.....Local Surgeon Dr. R. J. Row.....Local Surgeon Kosse Dr. J. H. Mitchell.....Local Surgeon Dr. A. T. Ezell.....Local Surgeon Lancaster Dr. B. F. Lyons.....Local Surgeon Mexia Dr. T. F. Oates.....Local Surgeon Dr. M. M. Brown.....Local Surgeon Dr. E. F. Hamm.....Local Surgeon Midlothian Dr. J. P. Harris.....Local Surgeon McKinney Dr. B. F. Largent.....Local Surgeon Dr. P. D. Robason.....Local Surgeon Marlin Dr. H. O. Smith.....Local Surgeon Dr. M. A. Davison.....Local Surgeon Dr. A. C. Hornbeck.....Local Surgeon Dr. N. D. Buie.....Local Surgeon Mansfield Dr. W. B. McKnight.....Local Surgeon Navasota Dr. E. A. Harris.....Local Surgeon Dr. W. W. Greenwood.....Local Surgeon Dr. S. J. Emory.....Oculist and Aurist Normangee Dr. Joe Rogers.....Local Surgeon North Zulch Dr. J. E. Burney.....Local Surgeon	Paris Dr. W. W. McCuiston.....Local Surgeon Dr. L. P. McCuiston.....Local Surgeon Dr. J. L. Hammond.....Local Surgeon Dr. Leslie Lewis.....Local Surgeon Dr. Owen R. O'Neil.....Oculist and Aurist Piano Dr. W. G. Harris.....Local Surgeon Quinlan Dr. E. C. Bills.....Local Surgeon Riesel Dr. J. D. Foster.....Local Surgeon Richland Dr. J. H. Edgar.....Local Surgeon Rice Dr. J. T. Carter.....Local Surgeon Richardson Dr. W. N. Manning.....Local Surgeon Reagan Dr. H. P. Curry.....Local Surgeon Sherman Dr. T. W. Crowder.....Local Oculist and Aurist Dr. H. I. Stout.....Examining Surgeon Dr. D. C. Enloe.....Local Surgeon Dr. J. S. Dimitt.....Local Surgeon Terrell Dr. E. D. Lane.....Local Surgeon Dr. W. H. Neely.....Local Surgeon Thornton Dr. J. B. Barnett.....Local Surgeon Van Alstyne Dr. Wm. Veasey.....Local Surgeon Waco Dr. H. T. Aynesworth.....Oculist and Aurist Dr. C. H. Brooks.....Examining Surgeon Dr. M. W. Colgin.....Local Surgeon Dr. I. E. Colgin.....Local Surgeon Waxahachie Dr. M. E. Hastings.....Local Surgeon Dr. W. C. Tenery.....Local Surgeon Wortham Dr. K. W. Sneed.....Local Surgeon Waller Dr. H. A. Berry.....Local Surgeon
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General Hospital—

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

Emergency Hospital—

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

First Aid Hospital—

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

B. S. HOLLIMON,
Superintendent, Ennis.

L. W. WELLS,
Assistant Superintendent, Ennis.

K. C. MARSHALL,
Superintendent, Terminals Division, Houston.

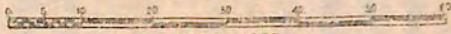
T. M. SPENCE,
Assistant Superintendent, Terminals Division, Houston.

A. T. RAWLINS, *Trainmaster, Ennis*
J. D. KINSLER, *Trainmaster, Hearne*
W. L. COX, *Terminal Trainmaster, Dallas*
W. F. RENTZEL, *Traveling Engineer, Ennis*

J. E. RAWLINS, *Chief Train Dispatcher, Ennis*
M. D. FLEETWOOD, *Chief Train Dispatcher, Ennis*
F. E. HOEFER, *Chief Train Dispatcher, Ennis*
A. E. RAWLINS, *Chief Train Dispatcher, Ennis*

MAP OF THE DALLAS DIVISION SOUTHERN PACIFIC LINES IN TEXAS AND LOUISIANA

SCALE OF MILES.



APRIL-1928

DALLAS AND VICINITY

SCALE OF MILES.

