

HOUSTON & TEXAS CENTRAL RAILROAD CO.

TIME TABLE

To Take Effect Sunday, February 12, 1905, at 12:01 A. M.

CENTRAL STANDARD TIME (90th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this schedule as circumstances may require.

T. FAY,
Vice-President.

W. B. SCOTT,
Gen'l Superintendent.

O. ROWE,
Assistant Superintendent, First Division.

E. E. SHACKFORD,
Superintendent, First Division.

W. L. BISBEE,
Superintendent, Second Division.

FIRST DIVISION: Houston and Hearne.

NORTH.										TIME TABLE No. 141, Feb. 12, 1905. STATIONS	SOUTH.									
Third Class.		Second Class.			First Class.		DISTANCE FROM HOUSTON.	DISTANCE FROM HEARNE.	First Class.		Second Class.		Third Class.							
25	23	21			5	3			2		6	22		24	26					
Fruit Express	Way Freight	New York Steamer Freight			Lone Star	Passenger			Passenger		Lone Star	Packing House Express		Way Freight	Freight					
Daily	Daily	Daily			Daily	Daily			Daily	Daily	Daily		Daily	Daily						
PM LV	AM LV	AM LV			PM LV	AM LV			PM AR	AM AR	PM AR		PM AR							
7.00	7.00	4.45			9.20	10.30	0.00	DN..... HOUSTON W.	120.70	6.55	6.10	3.30		4.15	12.20					
								..... G. H. & S. A. Crossing.....							PM				
					9.27	10.37	1.00	..... Chaney Junction.....	119.70	6.48	6.00								
								..... M. K. & T. Crossing.....											
7.25	7.25	5.10			9.34	10.43	6.50	N..... Eureka.....	114.20	f 6.40	f 5.50	3.05		3.50	11.50					
								..... Fairbanks..... W.	107.70	f 6.29	f 5.39	2.45		3.35	11.30				
7.45	7.45	5.39			9.43	10.52	13.00	..... Ashford.....	102.10	f 6.19	5.29	2.25		3.15	11.00				
8.00	8.00	6.00			9.53	11.00	18.60	DN..... Cypress.....	94.70	f 6.05	f 5.14	2.00		2.50	10.25					
8.20	8.25	6.25			10.05	11.13	26.00	..... Swanson..... W.	90.10	f 5.57	5.05	1.35		2.30	10.00				
8.40	8.45	6.45			10.13	11.21	30.60	..... Hockley.....	84.70	f 5.48	f 4.55	1.15		2.15	9.45				
9.08	9.05	7.05			10.23	11.30	36.00	D..... Waller.....	79.50	s 5.38	f 4.46	12.55		1.55	9.30					
9.25	9.30	7.25			10.34	11.39	41.20	..... Prairie View.....	74.70	f 5.29	4.37	12.35		1.40	9.05				
9.40	9.45	7.40			10.42	11.48	46.00	DN..... HEMPSTEAD..... W.	69.40	f 5.20	f 4.25	12.15 PM		1.25	8.45					
9.55	10.00	8.00			10.50	11.00	51.30	..... Howth.....	65.00	f 5.15	f 4.20	11.45 AM		1.05	8.10				
10.15	10.20	8.20			11.00	12.01	55.70	..... Courtney.....	58.10	s 4.53	f 3.57	11.10		12.24	7.25				
10.30	10.40	8.35			11.09	12.11	62.60	..... Chaille..... W.	53.70	4.45	3.50	10.55		11.40	7.10				
10.50	11.10	9.00			11.22	12.24	67.00	..... G. C. & S. F. Crossing.....											
11.05	11.40	9.15			11.30	12.31	71.10	DN..... Navasota.....	49.60	s 4.36	s 3.42	10.40		11.10	6.55					
	PM	9.35						..... L. & G. N. Crossing.....											
	12.15							..... Nelleva..... W.	44.60	f 4.24	3.30	10.25		10.30	6.40				
11.40	12.30	9.50			11.52	12.50	76.10	DN..... Millican.....	40.10	f 4.17	f 3.23	10.10		10.10	6.25					
12.05	1.00	10.10			12.05	1.00	80.60	..... Wellborn..... W.	32.00	f 4.02	f 3.08	9.45		9.25	6.00				
12.40	1.35	10.45			12.23	1.15	88.70	..... I. & G. N. Crossing.....											
								D..... College..... W.	25.90	s 3.50	f 2.57	9.20		9.00	5.35					
								..... I. & G. N. Crossing.....											
1.05	2.00	11.10			12.36	1.27	94.80	DN..... Bryan.....	21.00	s 3.40	s 2.48	9.05		8.40	5.20					
								D..... Benchley..... W.	13.00	f 3.20	2.33	8.40		7.50	4.50					
1.35	2.40	11.30			12.46	1.38	99.70	..... Rufin.....	9.70	3.12	2.26	8.30		7.35	4.35				
2.33	3.20	12.05			1.03	1.55	107.70	..... Sutton.....	5.70	f 3.03	2.20	8.20		7.20	4.20				
2.50	3.40	12.20			1.10	2.03	111.00	DN..... HEARNE..... W.	0.00	PM LV	2.08	8.00		7.00	4.00					
3.00	3.55	12.35			1.18	2.11	115.00	DN..... DENISON..... W.	217.10	6.10	5.30	3.40		9.50						
3.20	4.15	1.00			1.30	2.25	120.70			AM LV	PM LV	PM LV		AM LV	AM LV					
7.20		5.45			10.45	10.55	337.80			Daily	Daily	Daily		Daily						
										(4.05)	(4.02)	(7.30)		(9.15)	(8.20)					
										29	30	16		13	14					

All south-bound trains have absolute right of track over all north-bound trains of the same or inferior class. See Rule 81.

Read carefully Rules of Operating Department Nos. 99 and 512.

Terminal Time Table, showing time and governing movement of S. A. & A. P., T. & N. O., G. H. & S. A., N. Y. T. & M., H. E. & W. T., G. C. & S. F., G. H. & N. and G. H. & H. regular passenger trains running into and through H. & T. C. yard at Houston, will be issued from time to time as changes occur. Conductors and engineers must provide themselves with and be governed by Terminal Time Table in effect.

Hearne & Brazos Valley trains operate between passenger depot and B. V. switch in Hearne yard, with same rights as switch engine.

Night Telegraph office at Eureka is at Interlocking Tower.

Double track extends from north end of passenger and freight yard, at Tenth Street, Houston, to North Cutoff, 93 yards north of the G. H. & S. A. crossing. Between these points all engine and train movements must be made on the right hand track in direction they are moving. Trains east or south must take the east bound (south) main track, and trains moving in an opposite direction must take the west bound (north) main track. Movements contrary to the above must be made by train order or under proper protection.

FIRST DIVISION: Hearne and Ennis.

NORTH.									DISTANCE FROM HEARNE.	TIME TABLE		DISTANCE FROM ENNIS.	SOUTH.								
Third Class.			Second Class.			First Class.				First Class.			Second Class.			Third Class.					
25	27	23		21	5	3	1			2	4		6		22		24	28	26		
Fruit Express	Way Freight	Way Freight		New York Steamer Freight	Lone Star	Passenger	Passenger			Passenger	Passenger		Lone Star		Packing House Express		Way Freight	Way Freight	Freight		
Daily	Daily Except Sunday	Daily except Sunday		Daily	Daily	Daily	Daily		Daily	Daily	Daily		Daily		Daily except Sunday	Daily except Sunday	Daily				
PM LV 7.00				AM LV 4.45	PM LV 9.20	AM LV 10.30		120.70	DN..... HOUSTON W.	230.90	PM AR 6.55		AM AR 6.10		PM AR 3.30			PM AR 12.20			
AM LV 4.15		AM LV 6.20		PM LV 1.25	AM LV 1.40	PM LV 2.45		0.00	DN..... HEARNE W.	110.20	PM AR 2.30		AM AR 1.58		AM AR 7.35		PM AR 3.05	AM AR 3.10			
									I. & G. N. Crossing												
4.28		6.30		1.35	1.51	2.51		3.50	Seger	106.70	2.22		1.51		7.25		2.51	2.55			
4.45		7.00 7.30		2.12	s 1.58	s 3.02		7.80	DN..... Calvert.....	103.40	s 2.12		s 1.42		7.10		2.22 2.00	2.40			
5.15		7.57		2.35	f 2.14	f 3.15		16.40	D..... Hammond.....	93.80	f 1.52		1.23		6.38		1.15	2.14			
					f 2.18	f 3.20		18.80	Wootan	91.40	f 1.47		f 1.17								
5.40		8.15 8.30		2.50	f 2.25 2.30	f 3.30		22.00	DN..... BREMOND..... W.	88.20	f 1.40 1.30		f 1.10 1.00		6.20		12.50 12.20	1.40 1.20			
6.05		8.52		3.13	f 2.42	f 3.39		27.30	Denny	82.90	f 1.21		12.49		6.05		12.05 PM	12.55			
6.25		9.13		3.33	f 2.53	s 3.48		32.50	D..... Kosse.....	77.70	s 1.10		f 12.40		5.50		11.45	12.40			
6.55		9.45		4.05	f 3.12	s 4.05		40.50	DN..... Thornton..... W.	69.70	s 12.54		s 12.25		5.30		11.15	12.01 AM			
7.25		10.15 10.55		4.40	s 3.30	s 4.20		48.80	D..... Groesbeek..... W.	61.40	s 12.38		s 12.10 AM		5.10		10.55 10.30	11.30			
7.43		11.25		5.00	f 3.40	f 4.31		53.10	Roberta	57.10	f 12.25		11.59		4.52		10.07	11.12			
7.45		11.27		5.02	f 3.41	4.33		54.10	Canaan	56.10	12.23		11.57		4.50		10.05	11.10			
8.10		AM 11.45 PM 12.15		5.30	s 3.55	s 4.46		60.30	DN..... Mexia..... W.	49.90	s 12.10 PM		s 11.45		4.30		9.45 9.00	10.45			
8.35		12.45		6.00	s 4.12	s 5.01		67.70	D..... Wortham.....	42.50	s 11.53		s 11.31		4.12		8.35	10.20			
8.54		1.00		6.25	f 4.23	f 5.11		73.30	Currie	36.90	f 11.43		11.20		3.45		8.10	9.55			
9.10		1.25		6.43	s 4.33	s 5.20		77.70	DN..... Richland..... W.	32.50	s 11.33		f 11.12		3.25		7.50	9.40			
9.35		1.45		7.05	f 4.43	f 5.31		83.20	Angus	27.00	f 11.20		f 11.02		3.00		7.25	9.20			
									St. L. S. W. Crossing												
10.00	AM LV 11.30	2.00 PM AR		7.30	s 5.00	s 5.45	AM LV 9.45	89.50	DN..... CORSICANA.....	20.70	s 11.07	PM AR 5.15	s 10.48		2.35		7.00 AM LV	AM AR 10.45			
10.20	11.55 PM			7.55	5.15	f 5.55	f 9.56	96.00	Carl	14.20	f 10.50	f 5.00	10.33		2.10		10.20	8.30			
10.40	12.15			8.15	s 5.25	s 6.03	s 10.03	100.40	D..... Rice.....	9.80	s 10.40	s 4.50	f 10.23		1.50		10.03	8.15			
11.00	12.30			8.30	s 5.35	f 6.11	s 10.10	104.50	D..... Alma.....	5.70	f 10.30	s 4.40	f 10.15		1.30		9.40	7.50			
11.25 AM AR	12.55 PM AR			9.00 PM AR	5.45 AM AR	6.20 PM AR	10.20 AM AR	110.20	DN..... ENNIS..... W.	0.00	10.20 AM LV	4.30 PM LV	10.05 PM LV		1.10 AM LV		9.25 AM LV	7.30 PM LV			
7.20 PM AR				5.45 AM AR	10.45 AM AR	10.55 PM AR	2.35 PM AR	337.80	DN..... DENISON..... W.	106.90	6.10 AM LV	11.55 AM LV	5.30 PM LV		3.40 PM LV			9.50 AM LV			
Daily	Daily except Sunday	Daily except Sunday		Daily	Daily	Daily	Daily		Time Consumed		(4.10)	(0.45)	(3.53)		(6.25)		(8.05)	(1.20)			
(7.10)	(1.25)	(7.40)		(7.35)	(4.05)	(3.35)	(0.35)		Average Speed per Hour		26	27	28		17		11	15			
15	14	12		15	27	31	34														

All south-bound trains have absolute right of track over all north-bound trains of the same or inferior class. See Rule 81.
 Read carefully Rules of Operating Department Nos. 99 and 512.
 Train No. 6 must stop at all stations south of Dallas to discharge passengers holding tickets issued at stations Denison to Plano, inclusive, and Fort Worth to Garrett, inclusive, or passengers holding tickets from foreign lines.
 No siding at Wootan.

FIRST DIVISION. Ennis and Denison.

NORTH.

Third Class.					Second Class.						First Class.										DISTANCE FROM ENNIS.	TIME TABLE	
165	542	25	23	27	536	163	95	93	91	21	155	512	510	85	83	7	5	3	1	No. 141, Feb. 12, 1905.			
T. & N. O. Freight	Frisco Freight	Fruit Express	Way Freight	Way Freight	Frisco Freight	T. & N. O. Local Mixed	Through Freight	Way Freight	New York Steamer Freight	New York Steamer Freight	T. & N. O. Passenger	Frisco Passenger	Frisco Meteor	Passenger	Passenger	Dallas News	Passenger	Passenger	Passenger	STATIONS.			
Daily except Sunday	Daily	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
		PM LV 7.00								AM LV 4.45											230.90	DN HOUSTON W.	
		PM LV 12.15		PM LV 1.15			PM LV 4.25	AM LV 7.15	PM LV 10.30	PM LV 11.00				AM LV 5.55	PM LV 6.35		PM LV 9.20	AM LV 10.30			0.00	DN ENNIS W.	
		12.25		1.25			4.32 PM AR	7.25 AM AR	10.42 PM AR	11.15				6.02 AM AR	6.42 PM AR		6.17 s	6.37 s	10.37 s		2.90	DN GARRETT W.	
		12.43		1.45						11.35							6.27 f	6.46 s	10.48 s		7.70	D PALMER W.	
		12.56		2.15						11.55 AM							6.35 f	6.55 f	10.58 s		11.70	D TRUMBULL W.	
		1.07		2.30 3.15						12.08							6.42 s	7.02 s	11.05 s		14.90	D FERRIS W.	
		1.20		3.40						12.25							6.52 f	7.11 f	11.15 s		19.10	D WILMER W.	
		1.30		4.00						12.45							7.01 s	7.20 s	11.25 s		23.50	D HUTCHINS W.	
		1.45		4.15						1.03							7.13	7.30	11.35 f		28.90	D MILLER W.	
PM LV 6.00						AM LV 10.53					PM LV 9.49						7.20	7.38	11.42			T. & N. O. Junction	
																						D. T. R'y Crossing	
																						G. C. & S. F. R'y Crossing	
6.10 PM AR		2.00 2.15	AM LV 6.20	4.30 PM AR		11.00 AM AR				1.25 1.35		9.55 PM AR				AM LV 3.25	7.25 7.40	7.45 7.55	11.49 11.59		34.00	DN DALLAS W.	
		2.25		6.30						1.45						3.35	7.50	8.05	12.09 PM		35.20	T. & P. R'y Crossing	
		2.39		6.45						2.00						3.42	8.00	8.14	12.17 f		39.10	M. K. & T. R'y Crossing	
		3.08		7.15						2.21						3.57 f	8.13 s	8.30 s	12.32 s		46.30	D RICHARDSON W.	
		3.26	7.45 8.40							2.40						4.06 f	8.30 s	8.43 s	12.46 s		51.50	DN PLANO W.	
		3.50	9.00							3.00						4.19 f	8.43 s	8.58 s	1.00 s		57.60	D ALLEN W.	
		4.25	9.30 10.00							3.25						4.34 s	9.03 s	9.16 s	1.15 s		65.40	DN MCKINNEY W.	
		4.55	10.25							3.47						4.47 f	9.20 s	9.32 s	1.28 s		72.10	D MELISSA W.	
		5.15	10.45							4.01						4.57 f	9.31 s	9.43 s	1.36 s		76.60	D ANNA W.	
		5.40	11.23							4.19						5.09 s	9.42 s	9.57 s	1.45 s		82.00	D VAN ALSTYNE W.	
		6.10	11.40							4.40						5.20 s	9.58 s	10.12 s	1.57 s		88.20	D HOWE W.	
		6.45	PM 12.10 12.20							5.15			AM LV 5.50	PM LV 2.03		5.40 s	10.25 s	10.35 s	2.15 2.17		97.90	DN SHERMAN W.	
	AM LV 8.05	6.48	12.22			AM LV 8.30				5.18			5.52	2.05		5.42	10.27	10.37	2.19			T. & P. R'y Crossing	
	8.40 AM AR	7.20 PM AR	12.55 PM AR			9.10 AM AR				5.45 AM AR			6.10 AM AR	2.23 PM AR		6.00 AM AR	10.45 AM AR	10.55 PM AR	2.35 PM AR	106.90	DN DENISON W.		
Daily except Sunday	Daily	Daily	Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
(0.10)	(0.35)	(7.05)	(6.35)	(3.15)	(0.40)	(0.07)	(0.07)	(0.10)	(0.12)	(6.45)	(0.06)	(0.20)	(0.20)	(0.07)	(0.07)	(2.35)	(4.35)	(4.25)	(4.10)				
6	14	15	11	11	12	8	25	17	15	16	10	27	27	25	25	28	23	24	26				

All south-bound trains have absolute right of track over all north-bound trains of the same or inferior class. See Rule 81.
 EXCEPTION: No. 5 has absolute right over T. & N. O. No. 156.
 Read carefully Rules of Operating Department Nos. 99 and 512. Read foot note on page 3 in regard to Train No. 6 making stops south of Dallas.
 No. 8 must take siding for No. 1.
 Lakewood, 3.6 miles north of Hutchins, is a flag station for Trains Nos. 1 and 4. Night telegraph office Plano is at Interlocking Tower.
 North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main line north of Frisco round house and transfer depot.

Time Consumed.....
 Average Speed per Hour.....

FIRST DIVISION: Denison and Ennis.

TIME TABLE

No. 141,
Feb. 12, 1905.

STATIONS

DISTANCE FROM DENISON.

SOUTH.

STATIONS	DISTANCE FROM DENISON.	First Class.										Second Class.				Third Class.								
		2	4	6	8	82	86	509	511	156			22	92	164	535		24	28	26	94	96	541	166
		Passenger	Passenger	Passenger	Local Passenger	Passenger	Passenger	Frisco Meteor	Frisco Passenger	T.&N.O. Passenger			Through Freight	Packing House Express	T.&N.O. Local Mixed	Frisco Fast Freight		Way Freight	Way Freight	Fast Freight	Way Freight	Freight	Frisco Freight	T.&N.O. Freight
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily		Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	
DN HOUSTON W.	337.80	PM AR 6.55		AM AR 6.10								PM AR 3.30							PM AR 12.20					
DN ENNIS W.	106.90	AM AR 10.10	PM AR 4.25	PM AR 9.50		AM AR 10.03	PM AR 9.45					AM AR 12.10	AM AR 12.50					AM AR 9.10	PM AR 5.45	PM AR 4.15	AM AR 6.50			
DN GARRETT W.	104.00	s 10.00	s 4.16	s 9.42		9.56 AM LV	9.37 PM LV					11.57 AM	12.43 AM LV					9.00	5.30	4.05 PM LV	6.40 AM LV			
D Palmer	99.20	s 9.49	s 4.05	s 9.31								11.35						8.35	5.08					
D Trumbull	95.20	s 9.40	s 3.56	f 9.23								11.15						8.15	4.50					
D Ferris W.	92.00	s 9.33	s 3.49	s 9.15								11.02						8.00	4.37					
D Wilmer W.	87.80	s 9.24	s 3.40	f 9.04								10.45						7.20	4.20					
D Hutchins W.	83.40	s 9.15	s 3.29	s 8.55								10.25						7.01	4.00					
D Miller W.	78.00	9.02	f 3.16	8.43								10.00						6.42	3.35					
T. & N. O. Junction												9.49		PM AR 3.15									AM AR 7.20	
D. T. R'y Crossing																								
G. C. & S. F. R'y Crossing																								
DN DALLAS W.	72.90	8.52 AM AR	3.05 PM AR	8.30 AM AR	PM AR 4.45							9.30		3.10 PM LV				PM AR 12.45	6.30 AM LV	3.20			7.10 AM LV	
T. & P. R'y Crossing																								
Thomas	71.70	8.32	2.45	8.05	4.35							9.20						12.35		2.59				
M. K. & T. R'y Crossing																								
Caruth W.	67.80	f 8.25	f 2.39	7.56	f 4.27							9.05						12.17		2.39				
D Richardson W.	60.60	s 8.13	s 2.21	7.42	s 4.13							8.30						PM 11.45		2.05				
St. L. S. W. R'y Crossing																								
DN Plano W.	55.40	s 8.03	s 2.10	s 7.30	s 4.03							8.00						11.30		1.40				
D Allen W.	49.30	s 7.50	s 1.55	s 7.15	s 3.50							7.35						10.45		1.00				
DN McKinney W.	41.50	s 7.35	s 1.40	s 7.00	s 3.33							7.00						10.15		12.25				
D Melissa W.	34.80	s 7.22	s 1.28	s 6.43	s 3.18							6.30						9.20		12.01				
D Anna W.	30.30	s 7.13	s 1.14	s 6.33	s 3.08							6.10						8.55		11.43				
D Van Alstyne W.	24.90	s 7.02	s 1.25	s 6.23	s 2.55							5.40						8.35		11.23				
D Howe W.	18.70	s 6.50	s 1.24	s 6.10	s 2.37							5.12						8.10		11.00				
St. L. S. W. R'y Crossing																								
DN SHERMAN W.	9.00	s 6.30	12.25 PM AR	s 5.50	2.15 PM AR							4.20						7.30		10.25				
T. & P. R'y Crossing																								
NORTH SHERMAN JCT.		6.25	12.10 PM	5.45	1.55							4.07			PM AR 3.20			7.08		10.15			PM AR 4.45	
Denison & S. E. Crossing																								
DN DENISON W.	0.00	6.10 AM LV	11.55 AM LV	5.30 PM LV	1.40 PM LV							3.40 PM LV			2.35 PM LV			6.40 AM LV		9.50 AM LV			4.00 PM LV	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily		Daily except Sunday	Daily except Sunday	Daily	Daily except Sunday	Daily	Daily except Sunday	Daily except Sunday	
Time Consumed		(4.00)	(4.30)	(4.20)	(3.05)	(0.07)	(0.08)	(0.20)	(0.21)	(0.05)		(8.30)	(0.07)	(0.05)	(0.45)		(6.05)	(2.4)	(7.55)	(0.10)	(0.10)	(0.45)	(0.10)	
Average Speed per Hour		27	24	25	24	25	22	27	26	12		13	25	12	11		12	13	13	17	17	19	6	

All south-bound trains have absolute right of track over all north-bound trains of the same or inferior class. See Rule 81.
 EXCEPTION: No. 5 has absolute right over T. & N. O. No. 156.
 Read carefully Rules of Operating Department Nos. 99 and 512. Read foot note on page 3 in regard to Train No. 6 making stops south of Dallas.
 Train No. 2 must stop on flag at Lakewood, 3.6 miles north of Hutchins, to discharge or pick up passengers.
 Night telegraph office Plano is at Interlocking Tower.
 North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main line north of Frisco round house and transfer depot.

FIRST DIVISION: Bremond and Ross.

WEST.						DISTANCE FROM BREMOND.	TIME TABLE No. 141, Feb. 12, 1905.	DISTANCE FROM ROSS.	EAST.									
Third Class.		Second Class.		First Class.					First Class.		Second Class.		Third Class.					
67 Local Freight		69 Mixed		65 Passenger					63 Passenger		62 Passenger		66 Passenger		70 Mixed		68 Local Freight	
Daily except Sunday		Daily except Sunday		Daily					Daily		Daily		Daily		Daily except Sunday		Daily except Sunday	
				PM 9.20 LV	AM 10.30 LV	142.70	DN.....HOUSTON.....W.	197.30	PM 6.55 AR	AM 6.10 AR								
				AM 2.30 LV	PM 3.35 LV	0.00	DN.....BREMOND.....W.	54.60	PM 1.35 AR	AM 12.50 AR					PM 2.50 AR			
				s 2.50	s 3.54	9.10	D.....Reagan.....W.	45.50	s 1.16	s 12.32					2.20			
				s 3.10	s 4.11	17.20	D.....Marlin.....W.	37.40	s 1.00	s 12.16 AM					1.50			
							I. & G. N. Crossing.....								1.25			
							D.....Perry.....W.	29.30	s 12.44	s 11.57					12.44			
							D.....Riesel.....W.	25.30	s 12.35	s 11.47					12.15 PM			
							D.....Harrison.....W.	19.20	s 12.23	s 11.33					11.55			
							M. K. & T. Crossing.....											
							St. L. S. W. Crossing.....											
				AM 4.10 LV	PM 5.05 LV	43.40	DN.....WACO.....W.	11.20	12.05 PM	11.15 AM			AM 11.55 AR		11.30 AM			
				AM 11.00 LV	PM 11.25 AR	54.60	DN.....ROSS.....W.	0.00	PM 12.05 LV	PM 11.15 LV			AM 11.27 AR		AM 11.30 LV			
				Daily except Sunday	Daily except Sunday				Daily	Daily			Daily except Sunday		Daily except Sunday			
				(2.50)	(0.25)		Time Consumed.....		(1.30)	(1.35)			(0.28)		(3.20)			
				15	27		Average Speed per Hour.....		29	27			24		13			

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. See Rule 81.
 EXCEPTION: No. 69 has absolute right over No. 70.
 Read carefully Rules of Operating Department Nos. 99 and 512.

FIRST DIVISION: Hutchins and Lancaster.

WEST.						DISTANCE FROM HUTCHINS.	TIME TABLE No. 141, Feb. 12, 1905.	DISTANCE FROM LANCASTER.	EAST.									
Second Class.									Second Class.									
				105 Mixed					103 Mixed		101 Mixed		102 Mixed		104 Mixed		106 Mixed	
				Daily					Daily		Daily		Daily		Daily		Daily	
				PM 8.55 LV	PM 3.30 LV	AM 11.25 LV	0.00	D.....HUTCHINS.....	4.20	AM 9.00 AR	PM 3.15 AR	PM 7.10 AR						
								M. K. & T. Crossing.....										
				PM 9.15 AR	PM 3.50 AR	AM 11.45 AR	4.20	LANCASTER.....	0.00	AM 8.40 LV	PM 2.55 LV	PM 6.50 LV						
				Daily	Daily	Daily				Daily	Daily	Daily						
				(0.20)	(0.20)	(0.20)		Time Consumed.....		(0.20)	(0.20)	(0.20)						
				12	12	12		Average Speed per Hour.....		12	12	12						

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. See Rule 81.
 Read carefully Rules of Operating Department No. 99 and 512.

FIRST DIVISION: Garrett and Fort Worth.

WEST.								DISTANCE FROM GARRETT.	TIME TABLE		DISTANCE FROM FORT WORTH.	EAST.							
Second Class.				First Class.					First Class.				Second Class.		Third Class.				
95	93	91	87	89	85	83	No. 141, Feb. 12, 1905.		82	86		88	84	92	94	96			
Through Freight	Way Freight	New York Steamer Freight	Passenger	Passenger	Passenger	Passenger	STATIONS		Passenger	Passenger		Passenger	Passenger	Packing House Express	Way Freight	Freight			
Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily				
		AM LV 4.45			PM LV 9.20	AM LV 10.30	233.80	DN.....	HOUSTON.....	W.	286.50	PM AR 6.55	AM AR 6.10		PM AR 3.30				
	PM LV 4.32	AM LV 7.25	PM LV 10.42	PM LV 4.20	AM LV 10.45	AM LV 6.02	PM LV 6.42	233.80	DN.....	GARRETT.....	52.70	AM AR 9.56	PM AR 9.37	AM AR 9.50	PM AR 4.15	AM AR 12.43	PM AR 4.05	AM AR 6.40	
4.49	7.40	11.03	s 4.35	s 11.00	s 6.15	s 6.55	5.20	D.....	Jeffries.....	47.50	s 9.44	s 9.26	s 9.35	s 4.00	12.25	3.45	6.15		
5.10	8.10	11.21	PM AR 4.50	AM AR 11.15	s 6.30	s 7.10	11.60	DN.....	WAXAHACHIE.....	41.10	s 9.29	s 9.12	AM LV 9.20	PM LV 3.45	12.01	3.20	5.45		
5.25	8.26	11.40			f 6.42	f 7.20	16.20		M. K. & T. Crossing.....										
									Sardis.....	36.50	f 9.16	f 9.00		11.40	2.30	5.25			
									G. C. & S. F. Crossing.....										
5.55	9.00 9.20	AM 12.15			s 6.57	s 7.36	23.10	D.....	Midlothian.....	29.60	s 9.02	s 8.44		11.15	2.00	5.02			
6.18	9.40	12.32			s 7.11	s 7.50	29.70	D.....	Britton.....	23.00	s 8.49	s 8.29		10.45	1.20	4.35			
6.30	9.58	12.48			s 7.21	s 8.00	34.20	D.....	Mansfield.....	18.50	s 8.39	s 8.19		10.25	1.00	4.16			
6.45	10.14	1.03			f 7.30	f 8.09	38.40		Bisbee.....	14.30	f 8.30	f 8.09		10.05	12.35	4.00			
7.00	10.30	1.18			s 7.39	s 8.18	42.40	D.....	Kennedale.....	10.30	s 8.22	s 8.00		9.45	12.20	3.41			
7.12	10.40	1.30			f 7.48	f 8.26	45.90		Fermoy.....	6.80	f 8.16	f 7.49		9.30	12.01 PM	3.27			
									M. K. & T. Crossing.....										
									G. C. & S. F. Crossing.....										
	7.35	11.00	2.00		8.01	8.38	52.50	DN.....	FT. WORTH FR'T DEPOT.....	W.	0.20	8.01	7.35		9.00	11.30	3.00		
	PM AR	AM AR	AM AR						T. & P. Crossing.....					PM LV	AM LV	AM LV			
					8.05	8.43	52.70		FORT WORTH.....	0.00	7.55	7.30							
					AM AR	PM AR					AM LV	PM LV							
Daily	Daily except Sunday	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily except Sunday	Daily			
(3.08)	(3.35)	(3.18)	(0.30)	(0.30)	(2.03)	(2.01)			Time Consumed.....		(2.01)	(2.07)	(0.30)	(0.30)	(3.43)	(4.35)	(3.40)		
17	15	16	23	23	26	26			Average Speed per Hour.....		26	25	23	23	14	11	14		

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. See Rule 81.
 Read carefully Rules of Operating Department Nos. 99 and 512.
 Freight trains must not exceed 20 miles per hour between Waxahachie and Fort Worth.
 Read foot notes on page 3.

SECOND DIVISION: Hempstead and Austin.

WEST.

TIME TABLE

EAST.

No. 141,
Feb. 12, 1905.

STATIONS.

Third Class.			Second Class.		First Class.				DISTANCE FROM HEMPSTEAD.	STATIONS.	DISTANCE FROM AUSTIN.	First Class.		Second Class.		Third Class.		
759 H.K.&T. Freight	54 Local Freight	47 Local Freight	45 Fast Freight	235 H.K.&T. Passenger	233 H.K.&T. Passenger	41 Passenger	43 Passenger	44 Passenger				42 Passenger	234 H.K.&T. Passenger	236 H.K.&T. Passenger	46 Fast Freight	48 Local Freight	55 Local Freight	760 H.K.&T. Freight
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily except Sunday	Daily except Sunday	Daily except Sunday			
						PM LV 9.20	AM LV 10.30	51.30	DN..... HOUSTON.....	166.24	PM AR 6.55	AM AR 6.10						
		AM LV 7.00				PM LV 11.00	PM LV 12.10	0.00	DN..... HEMPSTEAD..... W.	114.94	PM AR 5.10	AM AR 4.10			AM AR 3.00			
		7.35				s 11.25	s 12.33	11.09	D..... Chappell Hill..... W	103.85	s 4.45	s 3.42			2.20			
		8.15				s 11.50	s 12.55	21.30	DN..... Brenham.....	93.64	s 4.19	s 3.16			1.45			
						AM			G. C. & S. F. Crossing.....									
		8.55				f 12.06	f 1.07	27.37	..... Mill Creek.....	87.57	f 4.03	f 3.00			1.20		
		9.30				s 12.22	s 1.20	33.84	D..... Burton..... W	81.10	s 3.50	s 2.45			1.00			
		10.05				s 12.38	s 1.35	40.14	D..... Carmine..... W	74.80	s 3.34	s 2.30			12.38			
		10.30				s 12.53	f 1.50 2.10	46.56	D..... Ledbetter..... W	68.38	s 3.20	s 2.15			12.05 PM 11.50			
		11.15				s 1.15	s 2.30	55.70	DN..... Giddings.....	59.24	s 3.01	s 1.55			11.30			
									S. A. & A. P. Crossing.....									
									..... Hill Spur.....	52.63	2.47	1.35					
		PM 12.10				s 1.47	s 3.00	67.23	D..... Paige..... W	47.71	s 2.34	s 1.23			10.50			
		1.00				s 2.10	s 3.20	77.61	D..... McDade..... W	37.33	s 2.09	s 1.01			10.15			
									..... M. K. & T. Crossing.....								
		1.47				s 2.35	s 3.45	87.72	DN..... Elgin.....	27.22	s 1.47	s 12.38			9.40			
		2.15				f 2.47	f 3.56	93.08	..... Littig.....	21.86	f 1.32	f 12.25			9.10		
		2.50				s 3.05	s 4.12	99.92	D..... Manor.....	15.02	s 1.17	s 12.07 AM			8.45			
		3.15				f 3.16	f 4.23	105.09	..... Daffan.....	9.85	f 1.04	f 11.55 AM			8.30		
		3.53			AM LV 5.08	PM LV 5.05	3.28	4.41	113.14 M. K. & T. Junction.....	1.80	12.47	11.40	AM AR 11.20	PM AR 11.20	8.08		
		5.18	PM LV 3.25	3.55	6.52	5.10	5.07	3.30	4.43	113.60 Austin Junction.....	1.34	12.46	11.38	11.18	11.18	8.05	
		5.25	PM AR 3.30	4.00	7.00	5.15	5.10	3.35	4.46	114.29	DN.. FREIGHT DEPOT... W.	0.65	12.44	11.35	11.15	11.15	8.00	
					AM AR 5.20	PM AR 5.15	3.40 7.30	4.50	114.94	DN..... AUSTIN.....	0.00	12.40 PM LV	11.30 5.40	11.05 AM LV	11.10 PM LV	8.00 PM LV		
							7.34											
							7.37 AM AR											
									..... Austin Junction.....			5.30 PM LV					
Daily except Sunday	Daily except Sunday	Daily except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	..... Time Consumed.....		Daily	Daily	Daily	Daily	Daily		
(0.10)	(0.05)	(9.00)	(7.30)	(0.12)	(0.10)	(4.40)	(4.40)		..... Average Speed per Hour.....		(4.30)	(4.40)	(0.15)	(0.10)	(7.00)		
7	8	13	15	9	11	25	26				26	25	7	11	16			

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. See Rule 81.

Read carefully Rules of Operating Department Nos. 99 and 512.

Harmon, 6 miles west of Hempstead, and Stone, 3 miles east of Brenham, are flag stops for trains Nos. 41, 42, 43 and 44.

East bound Freight trains must not exceed 20 miles an hour crossing Brazos River Bridge.

All trains moving from Austin Junction toward passenger depot at Austin must be considered west bound. All trains between Austin and Austin Junction must be governed by Second Division Time Table, page 8. Trains Nos. 41 and 42 loop between Austin Passenger Depot and Austin Junction

All M. K. & T. south bound trains must report to H. & T. C. Dispatcher's office by telephone from M. K. & T. Junction for orders or clearance before occupying H. & T. C. main line and all north bound trains must report in same manner their arrival at M. K. & T. Junction. Switch at M. K. & T. Junction must be left set for H. & T. C. main line.

After M. K. & T. trains Nos. 233, 234, 235, 236, 759 and 760 become ONE HOUR late, all regular trains have right over them between Austin and M. K. & T. Junction.

When Nos. 41 and 42 meet at Hill Spur No. 42 must take siding.

At Austin, from 5 p. m. to 7 a. m., passenger trains will turn on Wye and back into passenger station and must not exceed a speed of six miles an hour backing up. All trains toward Austin must approach Y switch under full control expecting to find track in use as above.

SECOND DIVISION: Austin and Llano.

WEST.

EAST.

Third Class.

First Class.

TIME TABLE
No. 141,
Feb. 12, 1905.

First Class.

Third Class.

55
Local
Freight
Daily except
Sunday

41
Passenger
Daily

42
Passenger
Daily

54
Local
Freight
Daily except
Sunday

DISTANCE
FROM
AUSTIN.

DISTANCE
FROM
LLANO.

STATIONS

	PM 9.20 LV		AM 7.30 LV		AM 8.15 LV		PM 12.10 LV		PM 12.10 LV
	166.24		0.00		8.15		43.65		49.18
			0.65		8.20		48.65		49.18
			0.65		8.20		48.65		49.18
			1.34		8.50		48.65		49.18
			6.36		9.20		48.65		49.18
			10.44		9.38		48.65		49.18
			12.78		10.00		48.65		49.18
			16.46		10.15		48.65		49.18
			21.68		10.40		48.65		49.18
			26.01		11.15		48.65		49.18
			28.17		11.35 PM		48.65		49.18
			31.52		12.10		48.65		49.18
			35.01		12.40		48.65		49.18
			39.11		12.57		48.65		49.18
			43.65		1.00		48.65		49.18
			49.18		1.10		48.65		49.18
			55.95		1.43		48.65		49.18
			59.81		1.52		48.65		49.18
			60.42		1.58		48.65		49.18
			59.81		2.23		48.65		49.18
			67.77		2.55		48.65		49.18
			70.52		3.40 PM		48.65		49.18
			72.39		3.40 AR		48.65		49.18
			79.89		Daily except Sunday		48.65		49.18
			87.76		(7.25)		48.65		49.18
			87.76		14		48.65		49.18
			99.44				48.65		49.18
							48.65		49.18
							48.65		49.18
							48.65		49.18
							48.65		49.18
							48.65		49.18

DN	HOUSTON	265.68
	166.24	
DN	AUSTIN	99.44
	0.65	
DN	Freight Depot	98.79
	0.69	
	Austin Junction	98.10
	5.02	
	Fishers	93.08
	4.08	
	Saunders	89.00
	2.34	
	Waters Park	86.66
	3.68	
	I. & G. N. Crossing	
D	McNell	82.98
	5.22	
	Rutledge	77.76
	4.33	
	Cedar Park	73.43
	2.16	
	Walkerton	71.27
	3.35	
D	Leander	67.92
	3.49	
	Gabriel River	64.43
	4.10	
D	Liberty Hill	60.33
	4.54	
	Grover	55.79
	5.53	
D	Bertram	50.26
	6.77	
	Summit	43.49
	3.86	
	Wilkie	39.63
	0.61	
D	BURNET	40.24
	0.61	
	Wilkie	39.63
	7.96	
	Sudduth	31.67
	2.75	
D	FAIRLAND	28.92
	1.87	
	Sandstone Spur	27.05
	6.85	
	Hoover	
	0.65	
D	Kingsland	19.55
	7.87	
	Graphite	11.68
	11.68	
D	LLANO	0.00
	Time Consumed	
	Average Speed per Hour	

A M	AR		PM	AR
6.10				
			5.40	
			5.35	PM 3.30 AR
			5.30	3.25
			5.16	3.05
			5.07	
			5.02	2.40
			4.54	2.25
			4.42	2.05
			4.32	1.45
			4.28	
			4.20	1.25
			4.10	
			4.02	12.55
			3.50	12.35
			3.37	12.10 PM
			3.20	11.40
			3.12	11.00
			3.08	10.55
			3.06	10.50
			2.49	10.15
			2.43	9.37
			1.58	8.28
			1.41	
			1.40	8.05
			1.25	7.40
			1.00	7.00
Daily			Daily	Daily except Sunday
(4.01)			(7.30)	
25			13	

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. See Rule 81. Trains 41, 42 and 54 loop between Fairland, Tuggle and Marble Falls. Read carefully Rules of Operating Department Nos. 99 and 512. All trains moving from Austin Junction towards passenger depot at Austin must be considered west-bound. All trains between Austin and Austin Junction must be governed by Time Table, page 8. Austin yard limits extend to second mile post. Burnet yard limits extend east to Bridge 59a and west to Bridge 61a. Fairland yard limits extend east to 70th Mile Post and west to Bridge 71a, and on Marble Falls Branch to Mile Post 71.

SECOND DIVISION.

BURNET AND LAMPASAS.

FAIRLAND AND MARBLE FALLS.

WEST.				DISTANCE FROM BURNET.	TIME TABLE				DISTANCE FROM LAMPASAS.	EAST.			
Second Class.					No. 141, Feb. 12, 1905.					Second Class.			
59		57			STATIONS.					56		58	
Local Mixed		Local Mixed						Local Mixed		Local Mixed			
Daily		Daily						Daily		Daily			
		PM 9.20	LV 226.66	DN.....	HOUSTON	259.79	AM 6.10						
		PM 3.20	LV 10.00	D.....	BURNET	23.03	PM 2.55	AM 9.30					
f	3.40	f	10.20		Hodges	15.56	f	2.35	f	9.10			
s	3.52	s	10.32		Lake Victor	11.65	s	2.23	s	8.58			
f	4.02	f	10.42		Tumlinson	7.98	f	2.13	f	8.48			
	4.25		11.05	D.....	LAMPASAS	0.00	PM 1.50	AM 8.25					
	PM AR		AM AR				PM LV	AM LV					
	Daily		Daily				Daily	Daily					
	(1.05)		(1.05)		Time Consumed		(1.05)	(1.05)					
	22		22		Average Speed per Hour		22	22					

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. See Rule 81. Trains Nos. 41, 42 and 54 loop between Fairland, Tuggle and Marble Falls. Read carefully Rules of Operating Department Nos. 99 and 512. Figures shown at Tuggle govern No. 41 returning from and No. 42 going to Marble Falls.

FOLLOWING IS LIST OF CHIEF, LOCAL AND CONSULTING SURGEONS AND OCULISTS AND AURISTS OF THIS COMPANY:

<p>HOME STAFF.</p> <p>HoustonDrs. Stuart, Red & Stuart, Chief Surgeons.</p> <p>HoustonDr. F. C. Ford, House Surgeon.</p> <p>HoustonDr. E. P. Daviss, Oculist and Aurist.</p> <p>HoustonDr. J. W. Scott, Consulting Surgeon.</p> <p>HoustonDr. Sydney J. Smith, Consulting Surgeon.</p> <p>HoustonDr. F. B. Smith, Consulting Surgeon.</p> <p>EnnisDr. J. M. Hooper, Division Surgeon.</p>	<p>CONSULTING SURGEON, OCULISTS AND AURISTS</p> <p>DallasDr. J. N. Pace. Consulting Surgeon.</p> <p>DallasDr. S. L. Terrell. Oculist and Aurist.</p> <p>ShermanDr. R. F. Miller. Oculist and Aurist.</p> <p>AustinDr. H. L. Hilgartner. Oculist.</p> <p>WacoDr. J. L. Burgess. Oculist and Aurist.</p> <p>Fort WorthDr. W. R. Thompson. Oculist.</p>	<p>LOCAL SURGEONS—FIRST DIVISION.</p> <p>HempsteadDr. L. L. Mahan. HempsteadDr. C. W. Le Grand. CourtneyDr. L. A. McCord. NavasotaDr. E. A. Harris. MillicanDr. J. F. Eaves. WellbornDr. G. M. Lee. CollegeDr. H. N. Lanham. BryanDr. P. M. Raysor. HearneDr. H. W. Cummings. CalvertDr. W. A. McAlpine. BremondDrs. Brittain & Brittain. KosseDr. W. C. Blalock. ThorntonDr. G. W. Stone. GroesbeeckDr. J. W. Cox. MeziaDr. T. F. Oates. WorthamDr. W. T. Chumney. CorsicanaDr. I. N. Suttle. EnnisDr. S. C. Gage.</p>	<p>LOCAL SURGEONS—FIRST DIVISION.</p> <p>FerrisDr. E. House. DallasDr. W. E. Crow. DallasDr. E. Dunlap. RichardsonDr. R. P. Harbin. PlanoDr. W. C. Jasper. McKinneyDr. T. W. Wiley. Van AlstyneDrs. Moore & Moore. HoweDr. J. O. Mathews. ShermanDr. J. B. Stinson. ShermanDr. I. P. Gunby. DenisonDr. J. C. Field. DenisonDr. J. W. Ousley. MarlinDr. F. B. Sewall. WacoDr. G. B. Foscue. WacoDr. J. W. Haile. WasahachieDrs. Gracey & Boyd. MidlothianDr. T. L. Barnett. Fort WorthDr. W. A. Durringer. Fort WorthDr. W. B. West.</p>	<p>LOCAL SURGEONS—SECOND DIVISION.</p> <p>Chappell Hill ...Dr. W. H. Langhorn. BrenhamDr. J. R. Williamson. CarmineDr. T. E. Suehs. LedbetterDr. J. T. O'Barr. GiddingsDr. W. L. Johnson. McDadeDr. I. B. Nofsinger. ElginDr. Edwin Auler. ManorDr. J. T. Field. AustinDr. T. J. Bennett. AustinDr. S. E. Hudson. Liberty Hill ...Dr. C. L. Simmons. BurnetDr. E. G. Dorr. Marble Falls ...Dr. T. M. Yett. LlanoDr. C. F. Darnall. LampasasDr. R. O. Smith.</p>
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LOCATION OF HOSPITALS.

GENERAL HOSPITAL—Houston Infirmary, Washington and Tenth Sts., Houston.
DIVISION HOSPITAL—Ennis.
EMERGENCY HOSPITALS—Austin, Seton Infirmary; Waco, Providence Sanitarium;
Fort Worth, St. Joseph's Infirmary; Dallas, St. Paul's Sanitarium.

RATING OF LOCOMOTIVES. FIRST DIVISION.

CLASS	ENGINE NUMBERS	BOILER PRESSURE ALLOWED	HOUSTON TO HEMPSTEAD	HEMPSTEAD TO HEARNE	HEARNE TO HEMPSTEAD	HEMPSTEAD TO HOUSTON	HEARNE TO ENNIS	ENNIS TO DALLAS	DALLAS TO DENISON	DENISON TO SHERMAN	SHERMAN TO CORSICANA	CORSICANA TO HEARNE	ENNIS TO FORT WORTH	FORT WORTH TO ENNIS	WACO AND BREMOND	WACO AND BREMOND		
			Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Mixed
			RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING
B 2	11 to 21, inclusive.....	135	1275	805	735	1030	835	625	625	625	575	635	635	535	535	500		
B 2	9, 10, 22.....	135	1440	935	855	1220	900	695	695	695	695	760	760	660	660	560		
C	73 to 83, inclusive.....	140	1570	1020	935	1330	980	760	760	760	760	825	825	725	725	625		
F	201 to 208, inclusive.....	145	2190	1430	1310	1825	1425	1200	1090	1000	1060	1410	1000	900	1100	800		
F 1	209, 210.....	145	2350	1530	1400	1955	1525	1200	1090	1000	1130	1410	1000	900	1100	800		
F 2	211 to 220, inclusive.....	150	2345	1525	1395	1950	1520	1200	1090	1000	1125	1410	1000	900	1100	800		
F 3	221.....	145	2395	1560	1455	1995	1560	1200	1090	1000	1155	1410	1000	900	1100	800		
F 4	222.....	145	2140	1455	1455	1780	1410	1200	1090	1000	1025	1410	1000	900	1100	800		
F 3	223.....	145	2250	1475	1455	1915	1420	1200	1090	1000	1110	1410	1000	900	1100	800		
F 5	224.....	145	2140	1455	1455	1780	1400	1200	1090	1000	1025	1410	1000	900	1100	800		
G 1	301 to 332, inclusive.....	160	2700	1750	1700	2245	1750	1340	1250	1100	1300	1550	1100	1000	1200	950		
G 2	333, 334.....	160	2870	1860	1710	2390	1860	1425	1300	1159	1375	1600	1100	1000	1200	950		
H	401 to 410, inclusive.....	170	2460	1640	1600	2165	1425	1205	1100	1000	1295	1410	1000	900	1100	800		

NOTE 1.—Rating for Main Line Local Trains and Nos. 21 and 22 will be 200 Ms. lighter than figures shown.

NOTE 2.—On District Bremond to Hearne, following ratings will apply:

CLASS C.....1100 Ms	CLASS F and G 1.....1900 Ms	CLASS G2.....2000 Ms
CLASS D.....1800 Ms	CLASS H.....1800 Ms	

SECOND DIVISION.

CLASS	ENGINE NUMBERS	BOILER PRESSURE ALLOWED	HEMPSTEAD TO CHAPPELL HILL	CHAPPELL HILL TO AUSTIN	AUSTIN TO McDADE	McDADE TO HEMPSTEAD	AUSTIN TO SUMMIT	SUMMIT TO LLANO	LLANO TO FAIRLAND	FAIRLAND TO SUDDUTH	SUDDUTH TO WILKIE	WILKIE TO SUMMIT	SUMMIT TO AUSTIN	
			Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight
			RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING
B 2	11 to 21, inclusive.....	135	530	580	556	605	475	500	315	370	420	290	555	
B 2	9, 10 and 22.....	135	610	670	640	700	545	575	365	425	485	335	640	
C	73 to 83, inclusive.....	140	670	735	700	800	600	635	400	470	535	365	700	
F	201 to 208, inclusive.....	145	940	1030	985	1080	845	890	560	655	750	515	985	
F 1	209 and 210.....	145	1000	1100	1050	1150	900	950	600	700	800	550	1050	
F 2	211 to 220, inclusive.....	150	1000	1100	1050	1150	900	950	600	790	950	550	1050	
F 3 } F 4 } F 5 }	221, 222, 223 and 224.....	145	1040	1140	1090	1195	935	980	620	810	980	570	1090	

NOTE.—Rating for Local Trains will be 100 Ms. less, and for Stock Trains 150 Ms. less than the above.
 Ratings shown for Class F 2 will be increased for larger class Locomotives as follows: Class G 1, 22 per cent., G 2, 23 per cent., H, 15 per cent.

SPECIAL RULES.

Houston and Hearne are initial or terminal stations for all regular trains between those points.

Hearne and Ennis are initial or terminal stations for all regular trains between those points, excepting that Corsicana and Ennis are initial or terminal stations for trains Nos. 1, 4, 27 and 28, and Hearne and Corsicana are initial or terminal stations for trains Nos. 23 and 24.

Ennis and Denison are initial or terminal stations for all regular trains between those points, excepting that Dallas and Denison are initial or terminal stations for trains Nos. 7, 8, 23 and 24, and Ennis and Dallas are initial or terminal stations for trains Nos. 27 and 28.

Ennis and Garrett are main line initial or terminal stations for all Fort Worth Branch trains; Garrett and Fort Worth are initial or terminal stations for all regular trains between those points, except that Garrett and Waxahachie are Fort Worth Branch initial or terminal stations for Waxahachie short runs.

Sherman and Denison are initial or terminal stations for Frisco passenger trains.

North Sherman Junction and Denison are initial or terminal stations for Frisco freight trains.

Bremond and Waco are initial or terminal stations for all regular trains between those points.

Hempstead and Austin are initial or terminal stations for all regular trains between those points.

Austin and Llano are initial or terminal stations for all regular trains between those points.

Fairland and Marble Falls are initial or terminal stations for all regular trains between those points.

Burnet and Lampasas are initial or terminal stations for Lampasas Branch regular trains.

All trains must obtain a Clearance Card before leaving Houston, Ennis and Austin. At ALL OTHER STATIONS a Clearance card must be issued all trains stopped by train order signal and must show numbers of orders, if any, for that train; if there are no orders for the train the operator must issue Clearance Card, stating there are no orders, no further orders, or plainly state reason why clear signal cannot be given for the train addressed; this clearance will permit the train to pass the signal without requiring it to be changed from the stop position. The signal must be fastened at proceed only when no operator is on duty (that is, when a day office is closed for the night.) If a train is unnecessarily stopped or delayed to receive a clearance, the conductor must forward such clearance, with statement of facts, to the Superintendent.

When first-class trains are late, Foremen and Engineers of switch engines must ascertain from Dispatcher, if practicable, the time the train will arrive; if this cannot be done, they must confer with each other and take such precautions as will guard against accident. In stormy or foggy weather extraordinary care must be used.

When so directed by Dispatcher, Operators having "19" orders for delivery must, when the train approaches, raise and lower the arm of train order signal two or three times and leave it set against train, which will be information to the engine and trainmen that "19" orders await them.

Trains receiving signal for "19" orders must approach slowly and not increase speed until orders have been delivered. The signal for "19" orders will not excuse Conductors or Engineers for failure to use all precautions necessary for safety or compliance with the rules.

Operators must not give a train the signal for "19" orders unless so directed by the Dispatcher.

A clearance card must be delivered with each delivery of "19" orders.

Trains must be kept under control approaching railroad crossings, junctions, meeting points or in limits of established yards.

At stations printed in capital letters Conductors of all trains and enginemen in charge of light engines must personally register their trains and color of signals carried. If no signals carried, register "no signals." At Austin, Corsicana, Dallas, Fort Worth and Sherman train registers for passenger trains will be kept at Passenger Stations. Operators at Freight Depots and Yard Offices at these stations **MUST BE GIVEN WRITTEN REPORT BY PASSENGER CONDUCTORS AS THEY PASS**, showing color of signals carried, or no signals, as the case may be. This report must be registered by the operator on the Freight Train Register for the information of freight trains. Trains must be registered and reported under date they are due where report is made.

Passenger Extras may pass and run ahead of Second and Third Class Trains without special instructions. Freight Extras may pass and run ahead of Third Class Trains without special instructions.

When trains stop at any unusual place, the Engineman will be held to strict account for failure to immediately whistle back the flagman. At regular station stops the Conductor will see that the flagman goes back, if the train is to be detained more than three minutes, and before starting, he must have the Engineman call the flagman in.

Conductor's Register Check, Form 3204, must be filled out by Conductors, before leaving or passing all registering stations on each Division and delivered to Engineman. This will relieve the Engineer from personally checking the train register; but, as the Engineman is jointly responsible with the Conductor for the safety of the train, he must see that each train having right over his train is specified as having arrived or departed (as the case may be.)

Standard Clocks are located in Telegraph office at Houston and in Dispatcher's office at Ennis and Austin.

Bulletin orders for trainmen must be kept in Bulletin Books or on Bulletin Boards in office of Superintendent of Terminals at Houston, at office of Superintendent at Austin and Ennis, and at Ennis Yard Office and in telegraph offices at Hempstead, Hearne, Bremond, Fort Worth, Waco, Denison, Burnet and Fairland, for Enginemen, in Books or on Bulletin Boards in Roundhouses at stations named above.

The following signs indicate—

D—Day telegraph office.

N—Night telegraph office.

DN—Day and night telegraph office.

¶—Meal Station.

W—Water Station.

"When a passenger train approaches a station at which it is to stop for an opposing train, the conductor must give one short blast of the air whistle immediately after passing the station whistling post, which the engineman must acknowledge by two short blasts of the steam whistle."

Dispatchers must know that Conductors and Engineers are provided with copy of current time tables or supplements thereto in effect on their Division, and make particular inquiry concerning the subject when crews from other Divisions or foreign lines run on their division. Conductors and Engineers of trains under such circumstances must know by inquiry at initial or starting points that they are provided with the correct time table.

PASSENGERS MUST NOT BE CARRIED ON FREIGHT TRAINS, except on special authority, in cases of extreme emergency. Freight Conductors must report to the General Superintendent, in writing, attaching instructions, when passengers are carried on their trains.

RULES GOVERNING USE OF INTERLOCKING CROSSINGS.

When the signals are right, trains will proceed over these crossings at a moderate rate of speed without stopping.

Unless otherwise advised, all interlocking signals are placed on right-hand side of track they govern, as seen when approaching them, and are normal at danger.

Home signals (having signal arm painted red, with white stripes, and end cut square) must not be passed when arm is a horizontal or "danger" position, as it indicates that derail, or switch 50 feet in advance of signal, is not closed and locked, and no car or engine must be left standing between home signal and derail, as it prevents towerman from throwing lever in tower. If an engine or car should pass signal at danger, even a few feet, it must be backed out beyond signal at once, and wait until the arm drops to an angle of about 50 degrees, "all clear" indication, or proper hand signals are given from tower. When two home signals are placed on the same post, the top one governs movements on main line only, and the lower one governs movements on all diverging routes.

Dwarf signal is similarly placed and has same meaning as home signals, and night indications are the same. A signal post with one bracket and one Doll pole indicates that signals on main post govern the second track to the left of the post. A signal post with double bracket and two Doll poles with signal arms on the Doll poles indicates that the signals govern first and second parallel tracks to the left of the post. Signals on the right-hand Doll pole govern the first track and signals on the left-hand Doll pole the second track. Where switches are handled from tower, trains will blow one long whistle for main line, two for passing tracks and three for transfer track.

Distant or "caution" signals (having arm with forked end) are placed 1200 feet in advance of home signals, and only indicate position of home signal. If arm is in horizontal or "caution" position, train must be gotten under control and stopped before reaching home signal, unless home signal is cleared before reaching it.

Distant signal must not be cleared when lower arm on two-arm post is cleared.

At night a red light indicates that signal is at "danger," a yellow light indicates "caution," a green light indicates signal is clear.

If a signal light is extinguished or glass is broken, showing white light, or signal is out of order and cannot be cleared, train must stop and not proceed until hand signal is given with green lantern or flag by towerman.

A TRAIN OR ENGINE HAVING ENTERED OR PASSED OVER A ROUTE IN ONE DIRECTION MUST NOT RETURN OVER SAME UNTIL GIVEN PROPER SIGNAL TO DO SO, REGARDLESS OF WHETHER THEY HAVE PASSED OUT OF BLOCK OR NOT.

Enginemen must not dump ashes, use sand or waste water inside the home signal limits.

The time in all train orders, as well as the numerals indicating the sections of a train, must be spelled out, as per following examples:

FORM C—GIVING A TRAIN THE RIGHT OVER AN OPPOSING TRAIN.

EXAMPLE.

"Work Extra 275 has right over all trains between Manilla and Honolulu from SEVEN 7 p. m. to TWELVE 12 midnight."

FORM E—TIME ORDERS.

EXAMPLE.

- (1) No. 1, Engine 67, will run TWENTY 20 minutes late, Joppa to Mainz.
- (2) No. 1, Engine 67, will run TWENTY 20 minutes late Joppa to Mainz and FIFTEEN 15 minutes late Mainz to Muscat, etc.
- (3) No. 1, Engine 67, will wait at Muscat until TEN 10 a. m. for No. 2, Engine 89."

FORM F—FOR SECTIONS.

EXAMPLE.

"Engines 70, 85 and 90 will run London to Dover as FIRST, SECOND AND THIRD, No. 1, respectively."

FORM G—EXTRA TRAINS.

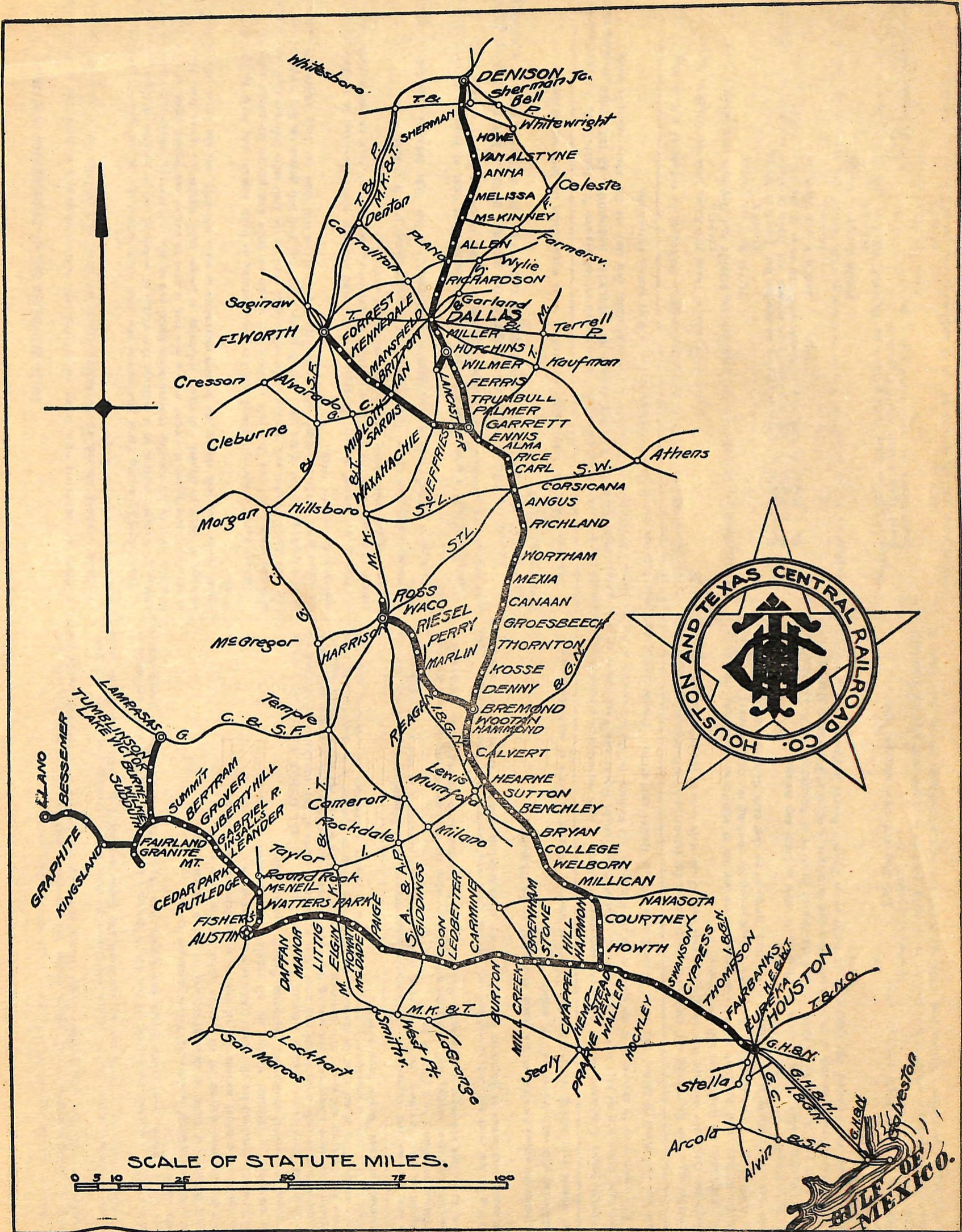
EXAMPLE.

"Engine 77 will run extra, leaving Turin on Thursday, February 17th, as follows, with right over all trains:
Leave Turin ELEVEN THIRTY 11:30 p. m. Leave Pekin TWELVE TWENTY-FIVE 12:25 a. m.
Leave Canton ONE FORTY-SEVEN 1:47 a. m. Arrive Rome TWO TWENTY-TWO 2:22 a. m."

FORM H—WORK EXTRA.

EXAMPLE.

"Work extra 292 will work SEVEN 7 a. m. until six 6 p. m. between Berne and Turin."



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