

SOUTHERN PACIFIC LINES

Texas and New Orleans Railroad Company

DALLAS and AUSTIN DIVISIONS TIMETABLE

47

EFFECTIVE SUNDAY, MARCH 20, 1949
AT 12:01 A.M.
CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

T. M. SPENCE,
General Manager

J. J. MOORE,
Assistant General Manager

T. B. OLLIS,
Superintendent of Transportation

F. E. HOEFER,
Superintendent

DIVISION OFFICERS

C. N. BILLINGS.....	Assistant Superintendent	Ennis and Austin
V. A. BURKHEAD.....	Trainmaster	Austin
A. L. SPRINGFIELD.....	Trainmaster	Ennis
O. W. STORY.....	Trainmaster	Ennis
O. D. BECKMAN.....	Traveling Engineer	Ennis
A. D. WILLIAMS.....	Traveling Engineer	Ennis
J. R. CULBERSON.....	Terminal Trainmaster	Corsicana
M. D. FLEETWOOD.....	Chief Train Dispatcher and Terminal Trainmaster	Hearne
A. T. RAWLINS.....	Chief Train Dispatcher	Ennis
I. L. NEWLIN.....	Chief Train Dispatcher	Ennis
S. S. WHITLOCK.....	Chief Train Dispatcher	Ennis
J. E. STEPHENS.....	Chief Train Dispatcher	Hearne
S. A. FINDLEY.....	Chief Train Dispatcher	Hearne

Traveling Engineers will exercise duties of Trainmaster.

RATINGS OF ENGINES IN FREIGHT SERVICE - IN UNITS OF 1,000 POUNDS (MS) 2

Nominal	ENGINE NUMBERS	Houston to Hempstead	Hempstead to College Sta.	College Sta. and Hearne	Austin to Elgin	Elgin to Giddings and Leebetter to Hempstead	Austin and Summit to Fairland and Sudduth to Wilkie	Fairland and Llano	Fairland to Sudduth	Wilkie to Summit	Burnet and Lampass	Waco and Bremond	Giddings and Waco	Total Weight Car and Contents
		Hempstead to Houston	College Sta. to Hempstead	Hempstead to Houston	Elgin to Giddings and Leebetter to Hempstead	Austin and Summit to Fairland and Sudduth to Wilkie	Fairland and Llano	Fairland to Sudduth	Wilkie to Summit	Burnet and Lampass	Waco and Bremond	Giddings and Waco		
F-1	953 to 999	8700	5900	5400	2930	4350	3000	5750	6500	6000	5200	4350	4200	66,000 lbs.
MK-5	738 to 794	7030	4800	4400	2540	3700	3000	4600	5190	4800	4170	3400	3300	103,000 "
C-8-9	800 to 850	6000	4100	3730	2200	3230	3000	3950	4450	4100	3500	2930	2840	136,000 "
P-9-13	622 to 633	5950	4080	3700	1710	2500	1800	3930	4425	4080	3480	2900	2820	169,000 "
P-6	610 to 621	5350	3600	3330	1480	2300	1900	3480	3930	3600	3080	2510	2480	210,000 "
P-5	600 to 609	4120	2800	2580	1760	2600	1900	2700	3040	2800	2390	2070	1930	251,000 "
M-4	412 to 459	3780	2380	2180	1600	2330	1450	2480	2790	2380	2190	1830	1770	
M-10	500 to 514	4400	2970	2510	1730	2590	1950	2860	3220	2970	2530	2100	2050	
M-11	560 to 565	4400	2970	2510	1730	2590	1950	2860	3220	2970	2530	2100	2050	
M-21	520 to 529	5560	3790	3480	1830	2700	2050	3640	4110	3790	3220	2690	2610	
C-25	895-896	4900	3340	3000	2240	3340	2400	3600	3400	3340	2810	2360	2280	
T-28	388 to 399	4590	3130	2640	1910	2850	2400	3000	3400	3130	2660	2220	2150	

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:

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "
200,000 "	6 1/2 x 12	251,000 "

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 Fourth Thursday in November.
 Christmas December 25th.

TIME INSPECTORS

- Webb C. Ball II, General Time Inspector Chicago
 Houston Watch Company, Southern Pacific Building Houston
 W. E. Conner Houston
 A. H. Frederick Hempstead
 Maris-Carson Drug Co. Hearne
 G. W. Haltom Fort Worth
 Ben S. Crow, Jr. 205 W. 10th St. Fort Worth
 F. Studer Waco
 Armstrong Jewelry Co. Waco
 C. T. Moore Ennis
 C. E. Walker, 1110 Main St. Dallas
 E. L. Seitzler, 116 W. Jefferson. Dallas
 Ely Lewis, 2631 Lancaster Road. Dallas
 A. B. Johnson Denison
 Melrose Tappan Sherman
 Daiches Jewelry Co. Corsicana
 Joe Koen & Son Austin
 D. L. Carl Llano
 Albrecht Jewelry Co. Yoakum
 O. E. Faske Giddings

COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
Houston	Dr. J. R. Gandy	Chief Surgeon	Ennis	Dr. J. R. Jeter	Associate Division Surgeon
Houston	Dr. F. K. Dornak	Asst. Chief Surgeon	Ferris	Dr. Ben Stein	Local Surgeon
Houston	Dr. B. H. Bayer	Local Surgeon	Fort Worth	Dr. W. C. Durlinger	Division Surgeon
Houston	Dr. Allan Collette	Local Surgeon	Fort Worth	Dr. Webb Walker	Local Oculist and Aurist
Houston	Dr. J. L. Patteson	Local Surgeon	Fort Worth	Dr. Chas. E. Ball	Local Oculist and Aurist
Houston	Dr. R. F. Zepeda	Local Surgeon	Fort Worth	Dr. J. H. Brown	Associate Division Surgeon
Houston	Dr. Frank Cole	Local Surgeon	Giddings	Dr. S. W. Mantzel	Examining Surgeon
Houston	Dr. H. C. Feagin	Examining Surgeon	Giddings	Dr. Chas. A. Parker	Examining Surgeon
Houston	Dr. Ray Collins	Local Surgeon	Groesbeck	Dr. T. R. Wilson	Local Surgeon
Houston	Dr. D. M. Greedy	Local Surgeon	Groesbeck	Dr. Stanley Cox	Local Surgeon
Houston	Dr. Edwin A. Moers	Local Surgeon	Hempstead	Dr. S. C. Walker	Examining Surgeon
Houston	Dr. W. G. Bryan	Local Surgeon	Hearne	Dr. E. M. Boyd	Division Surgeon
Houston	Dr. Ed Crocker	Local Surgeon	Hearne	Dr. H. C. Guynes	Division Surgeon
Houston	Dr. Frank J. Ernst	Local Surgeon	Howe	Dr. J. L. Shelley	Local Surgeon
Austin	Dr. C. H. Brownlee	Examining Surgeon	Lampasas	Dr. W. M. Brook	Local Surgeon
Austin	Dr. S. J. Clark	Local Oculist and Aurist	Leander	Dr. C. R. Miller	Local Surgeon
Austin	Dr. M. I. Brown	Examining Surgeon	Llano	Dr. H. J. Hoerster	Local Surgeon
Austin	Dr. H. L. Klotz	Division Surgeon	Marble Falls	Dr. A. C. Wood	Local Surgeon
Austin	Dr. John A. Crockett	Local Oculist and Aurist	Marlin	Dr. E. P. Hutchings	Local Surgeon
Austin	Dr. J. W. Eckhardt	Local Surgeon	Marlin	Dr. T. G. Glass	Local Surgeon
Austin	Dr. A. L. Nanney	Local Surgeon	Marlin	Dr. J. W. Torbett, Sr.	Local Surgeon
Austin	Dr. W. C. Goddard	Local Surgeon	Marlin	Dr. M. A. Davison	Local Surgeon
Austin	Dr. H. L. Hilgartner, Jr.	Local Oculist and Aurist	Marlin	Dr. J. I. Collier	Local Oculist and Aurist
Austin	Dr. Joe T. Gilbert	Division Surgeon	Marlin	Dr. H. O. Smlth	Local Surgeon
Bryan	Dr. R. B. Grant	Local Surgeon	Mansfield	Dr. H. D. Nifong	Local Surgeon
Bryan	Dr. L. O. Wilkerson	Local Surgeon	Melissa	Dr. J. T. Mantooth	Local Surgeon
Bryan	Dr. T. T. Walton	Local Surgeon	Mexia	Dr. M. M. Brown	Associate Division Surgeon
Bryan	Dr. Albert McGill	Local Surgeon	Mexia	Dr. Wm. L. Carrington	Local Surgeon
Bryan	Dr. R. M. Searcy	Local Surgeon	Mexia	Dr. R. E. Cromeans	Local Surgeon
Bryan	Dr. James S. Perry	Local Oculist and Aurist	McKinney	Dr. J. C. Erwin, Jr.	Local Surgeon
Bremond	Dr. J. G. Sanders	Local Surgeon	McKinney	Dr. J. M. Hooper	Local Surgeon
Brenham	Dr. O. F. Schoenvogel	Local Surgeon	McKinney	Dr. Glenn C. Mitchell	Local Surgeon
Brenham	Dr. W. F. Hasskarl	Local Surgeon	Midlothian	Gerald J. Kacherar	Local Surgeon
Brenham	Dr. R. A. Hasskarl	Local Surgeon	Moulton	Dr. H. J. Strieder	Local Surgeon
Brenham	Dr. H. L. Steinbach	Local Oculist and Aurist	Navasota	Dr. H. L. Stewart	Local Oculist and Aurist
Burnet	Dr. J. A. Shepperd	Local Surgeon	Navasota	Dr. G. C. Harris	Local Surgeon
Burton	Dr. C. E. Southern	Local Surgeon	Rockdale	Dr. T. S. Barkley	Local Surgeon
Caldwell	Dr. T. S. Roach	Local Surgeon	Rockdale	Dr. I. P. Sessions	Local Surgeon
Calvert	Dr. Wm. C. Taylor, Jr.	Local Surgeon	Rosebud	Dr. H. J. Swepston	Local Surgeon
Cameron	Dr. T. L. Denson	Local Surgeon	Shiner	Dr. F. M. Wagner	Local Surgeon
Cameron	Dr. Clifford G. Swift	Local Surgeon	Shiner	Dr. J. W. Boyle	Local Surgeon
Cameron	Dr. Frank A. Somer	Local Oculist and Aurist	Shiner	Dr. R. W. Williams	Local Surgeon
Carmine	Dr. A. C. Miller	Local Surgeon	Sherman	Dr. H. I. Stout	Examining Surgeon
College Station	Dr. J. E. Marsh	Local Surgeon	Sherman	Dr. D. C. Enloe	Examining Surgeon
Corsicana	Dr. T. O. Willis	Local Surgeon	Sherman	Dr. I. C. Bates	Local Oculist and Aurist
Corsicana	Dr. Dubart Miller	Local Surgeon	Sherman	Dr. C. D. Strother	Local Surgeon
Corsicana	Dr. J. W. David	Local Surgeon	Van Alstyne	Dr. F. M. Sporer	Local Surgeon
Corsicana	Dr. W. R. Sneed	Local Surgeon	Waco	Dr. C. H. Brooks	Examining Oculist and Aurist
Dallas	Dr. Elbert Dunlap	Division Surgeon	Waco	Dr. H. T. Aynesworth	Local Oculist and Aurist
Dallas	Dr. E. H. Cary	Division Oculist and Aurist	Waco	Dr. J. E. Lattimore	Examining Surgeon
Dallas	Dr. Charles R. Finnegan	Examining Surgeon	Waco	Dr. B. D. Alexander	Local Surgeon
Dallas	Dr. Kelly Cox	Local Oculist and Aurist	Waxahachie	Dr. W. C. Tenery	Local Surgeon
Dallas	Dr. Hudson Dunlap	Division Surgeon	Waxahachie	Dr. M. E. Hastings	Local Surgeon
Dallas	Dr. W. G. Reddick	Local Surgeon	Waxahachie	Dr. S. H. Watson	Local Surgeon
Denison	Dr. W. D. Blassingame	Local Surgeon	Waxahachie	Dr. T. G. Estes	Local Oculist and Aurist
Denison	Dr. E. L. Hailey	Examining Surgeon	Waxahachie	Dr. E. F. Gough	Oculist and Aurist
Denison	Dr. D. K. Jamison	Local Surgeon	Wortham	Dr. Edgar E. Smith	Local Surgeon
Ennis	Dr. Fred L. Story	Division Surgeon	Yoakum	Dr. Robt. M. Milner	Division Surgeon
Ennis	Dr. C. E. Gray	Division Oculist and Aurist	Yoakum	Dr. H. H. Brown, Jr.	Associate Division Surgeon
Ennis	Dr. A. L. Thomas	Associate Division Surgeon	Yoakum	Dr. E. H. Marek	Local Surgeon

GENERAL HOSPITAL— Southern Pacific Hospital, Thomas Street, between James and Paschal, Houston.
EMERGENCY HOSPITALS— Colgins Hospital & Clinic, Waco; St. Joseph Infirmary, Ft. Worth; Baylor Hospital, Dallas; Wilson N. Jones Hospital, Sherman; St. Davids Hospital, Austin; John Huth Memorial, Yoakum.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur	Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Melendy	Hearne	16.2	7-E	Woods	Flatonia	7.9	6-E
Herzog	Hearne	19.6	3-E	Nicholas	Flatonia	8.4	2-E
Salt Mine Spur	Hearne	33.0	10	Whites	Flatonia	9.6	11-E
Suman	Hearne	118.1	8-E	Astin	Flatonia	13.9	9
Hogg	Hearne	118.4	9-E	Mooring	Flatonia	15.1	18
Trumbull	Ennis	141.0	1-W	Steels	Flatonia	15.9	6-E
Hiland	Denison	242.7	27	Sims	Flatonia	18.2	7-E
S. M. U. Spur	Denison	268.5		Varisco	Flatonia	18.6	5-E
Oasis	Denison	269.3	4-W	Interurban Jct.	Flatonia	19.8	4-E
Vickery	Denison	270.1	27	Richers Spur	Flatonia	31.7	6-W
Melissa	Denison	271.5	4	Floy	Flatonia	35.7	13
Cotton Mill Spur	Denison	303.0	23	Marly	Flatonia	42.4	3-W
Jacques Spur	Denison	335.9	52-W	Texas Co. Spur	Flatonia	43.6	17-W
Kennedale	Denison	336.3	2-E	Leo	Cameron	81.4	
Ossey	Ft. Worth	42.3		Sauer	Cameron	118.9	4-E
Brandt	Ft. Worth	47.0	39-W	Asa	Cameron	159.7	17-E
Lloyd	Ft. Worth	48.7	32-E	Ollis	Cameron	139.0	2-W
Stallworth	Waco	18.7	19	Abercrombie	Llano	7.7	10; 16-W
Neale	Waco	20.3	2-W	Whitestone	Llano	27.3	16
Vemo Spur	Waco	37.4	4	Granite Mountain	Llano	4.0	26-E
Lansdale	Waco	41.1	30-W	Gandy	Llano	62.9	22
Glass	Flatonia	2.4		Sudduth Quarry	Llano	66.4	Wye
Maguire	Flatonia	3.9	13-W	Scobee	Llano	73.7	11-E
	Flatonia	4.4	10-E	Hobart	Llano	84.1	14-E

4 EASTWARD

DENISON SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, ways and telephones.	SECOND CLASS		FIRST CLASS				Timetable No. 47 March 20, 1949	Distance from Denison
	344	342	76	18	14	16		
	Freight	Freight	Frisco Passenger 507	The Owl	The Sunbeam	The Hustler		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
Denison Yard BKW OTP	12.50PM	1.40AM	5.07AM				TO-R DENISON	0.0
			5.08				0.4 TOWER 93 (Two M-K-T Cross.)	0.4
Sherman Yard BKP 92 BWYIP	1.08	2.00	5.23				7.2 TO-R NORTH SHERMAN JCT.	7.6
	1.23	2.10	5.30AM				1.5 TO-R (Tower 16 T. & P. Cross.)	9.1
75 P	1.43	2.30					9.7 SHERMAN	18.8
70 P	1.55	2.43					6.2 HOWE	25.0
37 Team P	2.07	2.54					5.3 TO VAN ALSTYNE	30.3
68 P	2.12	3.00					2.4 TO ANNA	32.7
Yard 66 WYP	2.41	3.40					8.9 TO MCKINNEY	41.6
43 P	3.01	4.00					7.8 ALLEN	49.4
55 IP	3.16	4.15					6.4 TO PLANO	55.8
60 P	3.28	4.28					4.9 (St. L. S. W. Crossing)	60.7
Dallas Yard 75 P	3.40	4.40					4.2 RICHARDSON	64.9
	3.52	4.53					4.4 GIFFORD	69.3
IP	4.05PM	5.10AM					4.6 TO (Tower 119 T. & P. Cross.)	73.9
WOTYBKP	Via T. & P. Junction and Belt Junction			11.30PM	5.00PM	8.10AM	A.B.S. TO-R DALLAS (Union Station)	Double Track
I								
Dallas Yard YIP				11.38	5.07	8.17	0.3 FOREST AVENUE	
Dallas Yard IP P 100 P YIP				Via Forest Avenue and Belt Junction			2.0 BELT JUNCTION (Tower 118)	
							TO (Tower 119, T. & P. Cross.)	73.9
							0.7 T. & P. JUNCTION	74.6
							1.4 BRIGGS	76.0
BKWOTP 180	4.30PM	5.35AM		11.43PM	5.11PM	8.21AM	0.7 FOX	76.7
27 P	4.40	5.45		11.48	5.15	8.26	0.7 (Tower 118, T. & N. O. Cross.)	79.1
60 P	4.50	5.55		11.53	5.19	8.30	2.4 MILLER	83.5
West 86P East 48P	4.59	6.22		11.58PM	5.23	8.35	4.4 HUTCHINS	87.9
35 P	5.14	6.40		12.07AM	5.30	8.44	4.1 WILMER	92.0
	5.24	6.50		12.13	5.35	8.50	4.1 TO FERRIS	99.2
Yard BKWOTYP	5.30PM	7.00AM		12.18AM	5.40PM	8.55AM	5.0 TO PALMER	104.2
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	2.8 GARRETT	107.0
	344	342	76	18	14	16	TO-R ENNIS	

(4.40) (5.20) (0.23) (0.48) (0.40) (0.45)Time Over Subdivision.....
 22.9 20.1 23.7 42.5 51.0 45.3Average Speed Per Hour.....

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.

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 13, 14, 15 and 16 must not be delayed sawing freight trains.

Time at Dallas (Union Station) for information only. See Dallas Union Terminal Company's current timetable for train movements through the limits of Dallas Union Terminal. Tower 19 controls movement of trains between Forest Ave. and east limits of Dallas Union Terminal Company's tracks, near G. C. & S. F. crossing. See special Instructions, Page 27, for movement of trains between Miller and Belt Junction; between Belt Junction and T. & P. Junction and between Belt Junction and Forest Ave. Schedule time and train orders for eastward trains from direction of Dallas (Union Station) at Belt Junction apply at end of double track. Nos. 15 and 16 stop on flag at Wilmer and Hutchins to entrain or detrain revenue passengers.

DENISON SUBDIVISION

WESTWARD 5

Mile Post Location	Timetable No. 47 March 20, 1949 STATIONS	FIRST CLASS				SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		17	15	13	75	257	263		
		The Owl	The Hustler	The Sunbeam	Frisco Passenger 508	Freight	Freight		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
337.9	TO-R DENISON 0.4				1.23AM	4.30AM	3.40PM	Continuous	Continuous
337.5	TOWER 93 (Two M-K-T Cross.) 7.2				1.14			Continuous	Continuous
330.3	TO-R NORTH SHERMAN JCT. 1.5				1.00	3.53	3.15	Continuous	Continuous
328.8	TO-R (Tower 16 T. & P. Cross.) SHERMAN 9.7				12.55AM	3.50	3.10	Continuous	Continuous
319.1	HOWE 6.2					3.29	2.45		
312.9	TO VAN ALSTYNE 5.3					3.16	2.30	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed
307.6	TO ANNA 2.4					3.05	2.20	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
305.2	MIMS 8.9					3.00	2.12		
296.3	TO MCKINNEY 7.8					2.40	1.40	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
288.5	ALLEN 6.4					2.25	1.25		
282.1	TO PLANO (St. L. S. W. Crossing) 4.9					2.10	1.10	Continuous	Continuous
277.2	RICHARDSON 4.2					1.55	12.55		
273.0	GIFFORD 4.4					1.48	12.43		
13.8	RAWLINS 4.6					1.40	12.30		
9.4	TO (Tower 119 T. & P. Cross.) T. & P. JUNCTION					1.30AM	12.20PM	Continuous	Continuous
4.8									
264.9	TO-R DALLAS (Union Station) 1.5	6.55AM	1.50PM	9.10PM				6.30AM to 5.00AM	6.30AM to 5.00AM
263.4	TOWER 19 (G. C. & S. F. Crossing) 0.3					Via Belt Junction and T. & P. Junction		Continuous	Continuous
263.1	FOREST AVENUE 2.0							Continuous	Continuous
0.0	BELT JUNCTION (Tower 118)							Continuous	Continuous
2.0									
261.2									
4.8	TO (Tower 119, T. & P. Cross.) T. & P. JUNCTION 0.7	Via Belt Junction and Forest Avenue						Continuous	Continuous
4.1	BRIGGS 1.4								
2.7	FOX 0.7								
2.0	(Tower 118, T. & N. O. Cross.) BELT JUNCTION 2.4							Continuous	Continuous
261.2									
258.8	TO MILLER 4.4	6.40AM	1.36PM	8.57PM		1.15AM	12.05PM	Continuous	Continuous
254.4	HUTCHINS 4.4	6.34	1.31	8.52		1.08	11.45AM		
250.0	WILMER 4.1	6.28	1.26	8.48		1.01	11.37		
245.9	TO FERRIS 7.2	6.22	f 1.21	8.44		12.55	11.30	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed
238.7	TO PALMER 5.0	6.12	f 1.11	8.36		12.43	11.15	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed
233.7	GARRETT 2.8	6.05	1.05	8.31		12.35	11.05		
230.9	TO-R ENNIS	6.00AM	1.00PM	8.27PM		12.30AM	11.00AM	Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		17	15	13	75	257	263		

.....Time Over Subdivision..... (0.55) (0.50) (0.43) (0.28) (4.00) (4.40)
Average Speed Per Hour..... 37.1 40.8 47.4 19.5 26.7 22.9

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.

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 13, 14, 15 and 16 must not be delayed sawing freight trains.

Time at Dallas (Union Station) for information only. See Dallas Union Terminal Company's current timetable for train movements through the limits of Dallas Union Terminal. Tower 19 controls movement of trains between Forest Ave. and east limits of Dallas Union Terminal Company's tracks, near G. C. & S. F. crossing. See special Instructions, Page 27, for movement of trains between Miller and Belt Junction; between Belt Junction and T. & P. Junction and between Belt Junction and Forest Ave. Schedule time and train orders for eastward trains from direction of Dallas (Union Station) at Belt Junction apply at end of double track. Nos. 15 and 16 stop on flag at Wilmer and Hutchins to entrain or detrain revenue passengers.

6 EASTWARD

ENNIS SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS	SECOND CLASS			FIRST CLASS			Timetable No. 47 March 20, 1949	STATIONS	Distance from Ennis
	54	344	342	258	14	16	18			
	Local Freight	Freight	Freight	Freight	The Sunbeam	The Hustler	The Owl			
Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard BKWOTYP	6.00AM	9.00PM	11.30AM	3.30AM		5.40PM	9.00AM	12.32AM	TO-R ENNIS	0.0
74 P	6.10	9.10	11.43	3.42		5.46	9.06	12.38	5.6 ALMA	5.6
74 P	6.18	9.16	11.51AM	3.50		5.50	9.10	12.43	4.2 RICE	9.8
25 P	6.26	9.22	12.01PM	3.58			9.14	12.48	4.4 CARL	14.2
Yard 168 IWP	7.10	9.31	12.28	4.20		6.00	s 9.28	s 1.09	6.5 TO CORSICANA (St. L. S. W. Crossing)	20.7
79 P	7.30	9.39	12.40	4.30		6.07		9.35	6.3 ANGUS	27.0
66 P	7.45	9.46	12.50	4.39		6.12	f 9.41	1.23	5.5 RICHLAND	32.5
74 P	7.55	9.52	12.58	4.49		6.16		9.45	4.4 CURRIE	36.9
72 P	8.10	10.01	1.08	5.01		6.21	s 9.52	f 1.34	5.5 TO WORTHAM	42.4
74 P	8.15	10.04	1.12	5.05				9.55	2.0 GUDE	44.4
86 P	9.00	10.12	1.22	5.15		6.28	s 10.03	s 1.53	5.5 TO MEXIA	49.9
64 81 WIP	9.28	10.15	1.26	5.19		6.30		10.06	1.9 (Tower 63 B. R. I. Cross.)	51.8
87 WP	10.00	10.30	1.50	5.45		6.39	s 10.20	s 2.11	9.6 SPRINGFIELD	61.4
73 P	10.20	10.43	2.05	6.01		6.47	f 10.31	s 2.22	8.2 TO GROESBECK	69.6
83 P	10.42	10.55	2.20	6.17		6.54	f 10.42	f 2.32	8.1 THORNTON	77.7
84 P	11.08	11.02	2.28	6.26		6.58		10.48	4.8 TO KOSSE	82.5
147 WYP	11.30	11.10	2.38	6.37		7.03	s 11.00	s 2.57	5.7 DENNY	88.2
94 P	11.43	11.18	2.48	6.47		7.08		11.06	5.6 BREMOND	93.8
89 P	11.59AM	11.29	3.05	7.04		7.15	s 11.16	s 3.15	8.5 HAMMOND	102.3
96 P	12.16PM	11.37	3.14	7.14		7.20		11.22	4.6 TO CALVERT	106.9
Yard BKWOITYP	12.30PM	11.50PM	3.30PM	7.30AM		7.28PM	s 11.30AM	s 3.26AM	3.3 SEGER	110.2
	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	TO-R HEARNE (I.-G. N. Crossing)	
	54	344	342	258		14	16	18		
	(6.30) 17.0	(2.50) 38.9	(4.00) 27.5	(4.00) 27.5		(1.48) 61.2	(2.30) 44.1	(2.54) 38.0	.....Time Over Subdivision.....	
									.....Average Speed Per Hour.....	

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

EXCEPT: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines, in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes.

Nos. 13, 14, 15 and 16 must not be delayed sawing freight trains.

When Nos. 13 and 14 meet at Bremond, No. 13 take siding at first crossover east of station building.

When Nos. 15 and 16 meet at Bremond, No. 15 take siding at first crossover east of station building.

Nos. 17 and 18 stop on flag at Wortham to entrain or detrain revenue passengers.

No. 18 stop at any station to detrain passengers from points on Ft. Worth Subdivision.

Bus to and from Waco connects at Bremond with Nos. 15 and 16.

No. 14 may register at Ennis by register ticket, Form 2642, and when required obtain train-order check, Form V, of superior trains due.

First class trains may register at Hearne by register ticket, Form 2642, and when required obtain train-order check, Form V, of superior trains due.

ENNIS SUBDIVISION

WESTWARD 7

Mile Post Location	Timetable No. 47 March 20, 1949		FIRST CLASS			SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
			17	15	13	343	263	257	53			
			The Owl	The Hustler	The Sunbeam	Freight	Freight	Freight	Local Freight			
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
230.9	A.P.B.	TO-R ENNIS	s 5.45AM	s 12.55PM	8.27PM	3.30AM	11.30AM	7.30PM	12.30PM	Continuous	Continuous	
		5.6										
225.3		ALMA	5.38	12.45	8.20	3.18	11.14	7.14	12.15PM			
		4.2										
221.1		RICE	5.33	12.40	8.16	3.12	11.05	7.05	11.51AM			
	4.4											
216.7		CARL	5.28	12.35		3.05	10.57	6.57	11.34			
	6.5											
210.2	Automatic Block System	TO CORSICANA	s 5.20	s 12.28	8.06	2.55	10.45	6.45	11.20	Continuous	Continuous	
		(St. L. S. W. Crossing)										
		6.3										
203.9		ANGUS	5.00	12.17	8.00	2.41	10.20	6.20	10.59			
		5.5										
198.4		RICHLAND	4.54	12.10	7.55	2.31	10.10	6.12	10.48			
	4.4											
194.0		CURRIE	4.49	12.05PM	7.51	2.23	10.02	5.58	10.38			
	5.5											
188.5	Automatic Block System	TO WORTHAM	f 4.42	s 11.59AM		2.14	9.52	5.48	10.25	7.00AM to 12.30PM 1.30PM to 4.00PM	Closed	
		2.0										
186.5		GUDE	4.39	11.56	7.45	2.11	9.42	5.44	10.20			
		5.5										
181.0		TO MEXIA	s 4.32	s 11.50	7.40	2.02	9.32	5.34	10.03	Continuous	Continuous	
	1.9											
179.1		(Tower 63 B. R. I. Cross.) SPRINGFIELD	4.24	11.45	7.38	1.55	9.28	5.30	9.30	Cabin	See Page 24	
	9.6											
169.5	Automatic Block System	TO GROESBECK	s 4.12	s 11.35	7.29	1.38	9.00	5.01	9.00	9.00PM to 5.00AM	9.00PM to 5.00AM	
		8.2										
161.3		THORNTON	s 3.57	f 11.22	7.21	1.26	8.45	4.45	8.30			
		8.1										
158.2		TO KOSSE	f 3.46	f 11.13	7.14	1.14	8.30	4.30	8.11	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed	
	4.8											
148.4		DENNY	3.40	11.08	7.09	1.07	8.21	4.21	7.50			
	5.7											
142.7	Automatic Block System	TO BREMOND	s 3.30	s 11.00	7.03	12.59	8.12	4.12	7.30	Continuous	Continuous	
		5.6										
137.1		HAMMOND	3.04	10.45	6.52	12.50	8.02	4.02	6.47			
		8.5										
128.6		TO CALVERT	s 2.49	s 10.36	6.45	12.39	7.46	3.46	6.30	12.01AM to 4.00PM	Closed	
	4.6											
124.0		SEGER	2.41	10.30	6.41	12.32	7.38	3.38	6.10			
	3.3											
120.7	A.P.B.	(I.-G. N. Crossing) TO-R HEARNE	2.30AM	10.25AM	6.37PM	12.25AM	7.30AM	3.30PM	6.00AM	Continuous	Continuous	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.			
			17	15	13	343	263	257	53			

.....Time Over Subdivision.....	(3.15)	(2.30)	(1.50)	(3.05)	(4.00)	(4.00)	(6.30)
.....Average Speed Per Hour.....	33.9	44.1	60.1	35.7	27.5	27.5	17.0

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.

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines, in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes.

Nos. 13, 14, 15 and 16 must not be delayed sawing freight trains.
 When Nos. 13 and 14 meet at Bremond, No. 13 take siding at first crossover east of station building.
 When Nos. 15 and 16 meet at Bremond, No. 15 take siding at first crossover east of station building.

Nos. 17 and 18 stop on flag at Wortham to entrain or detrain revenue passengers.

No. 17 stop at Wortham each Monday to exchange U. S. mail.

Bus to and from Waco connects at Bremond with Nos. 15 and 16.

No. 13 may register at Ennis by register ticket, Form 2642, and when required obtain train-order check, Form V, of superior trains due.

First class trains may register at Hearne by register tickét, Form 2642, and when required obtain train-order check, Form V, of superior trains due.

8 EASTWARD HEARNE SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, ways and telephones.		THIRD CLASS			FIRST CLASS					Timetable No. 47 March 20, 1949		Distance From Hearne	
		56	342	240	344	14	42	16	18				46
		Local Freight	Freight	Freight	Freight	The Sunbeam	Passenger	The Hustler	The Owl				Passenger
Leave Tue., Thur., & Sat.		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Hearne Yard	BKWOI TYP	6.00AM	4.30PM		1.30AM	7.28PM		11.30AM	3.35AM				
	P												
83	P	6.12	4.42		1.42	7.35		11.36	3.43				
81	P	6.26	4.56		2.10	7.41		11.45	3.51				
Bryan Yard	P							11.56	4.09				
	88 IP	7.15	5.14		2.30	7.49		11.58AM	4.11				
79	WIPY	7.30	5.22		2.37	7.54		12.10PM	4.22				
74	P	7.50	5.35		2.47	8.00		12.18	4.30				
81	P	8.10	5.58		3.00	8.07		12.28	4.39				
63	P	8.20	6.10		3.07	8.11		12.34	4.44				
Navasota Yard	I												
	IP							12.43	4.59				
84		9.15	6.23		3.20	8.17		12.44	5.00				
51	P	9.25	6.30		3.27	8.21		12.48	5.04				
71	P	9.35	6.38		3.34	8.25		12.54	5.09				
42	P	9.50	6.52		3.46			1.01	5.17				
Yard 132 PKWOYB		10.10	7.02	2.00AM	3.55	8.35		5.30PM	1.06	5.22	3.55AM		
52	P	10.20	7.12	2.15	4.10	8.40		5.37	1.13	5.27	4.03		
16 Team	P							5.40		5.29	4.06		
95	P	10.40	7.22	2.25	4.18	8.44		5.47	1.19	5.34	4.13		
64	P	10.50	7.32	2.35	4.25	8.48		5.55	1.24	5.40	4.20		
84	WP	11.10	7.51	2.50	4.39	8.56		6.06	1.34	5.51	4.32		
74	P	11.25	8.06	3.10	4.50	9.02		6.15	1.41	6.00	4.42		
74	P	11.40	8.18	3.27	4.58	9.07		6.23	1.47	6.07	4.51		
Houston Yard	YIP	11.55AM	8.30	3.40	5.10	9.13		6.32	1.53	6.15	5.00		
		12.05PM	8.40	3.47	5.20								
WBKP	Via Freight Route Boulevard Junction to Tower 26.				9.25PM	6.45PM	2.05PM	6.30AM	5.15AM				
D.P.T. cars		12.05PM	8.40	3.47	5.20								
		12.10	8.45	3.51	5.25								
	I	12.20	8.55	3.56	5.40								
	I												
BKP	12.30PM	9.30PM	4.10AM	6.00AM									
Arrive Tue., Thur., & Sat.		56	342	240	344	14	42	16	18	46			

STATIONS		Distance From Hearne
(I.-G. N. Crossing)		
TO-R	HEARNE	0.0
	1.0	
	HEARNE JUNCTION	1.0
	4.9	
	SUTTON	5.9
	7.3	
	BENCHLEY	13.2
	7.8	
	BRYAN	21.0
	0.8	
TO	Tower 36 (I.-G. N. Cross.)	
	BRYAN SIDING	21.8
	4.0	
	COLLEGE STATION	25.8
	Tower 7 (I.-G. N. Cross.)	
	6.2	
	WELLBORN	32.0
	8.2	
	MILICAN	40.2
	4.4	
	NELLEVA	44.6
	5.0	
	TOWER 9 (I.-G. N. Cross.)	49.6
	0.3	
TO	NAVASOTA	49.9
	(G. C. & S. F. Crossing)	
	0.5	
	NAVASOTA SIDING	50.4
	3.8	
	CHAILLE	54.2
	4.1	
	COURTNEY	58.3
	7.3	
	HOWTH	65.6
	4.4	
TO-R	HEMPSTEAD	70.0
	4.6	
	PRAIRIE SIDING	74.6
	1.0	
	PRAIRIE VIEW	75.6
	4.1	
	WALLER	79.7
	5.3	
TO	HOCKLEY	85.0
	9.7	
	CYPRESS	94.7
	7.5	
	SATSUMA	102.2
	5.9	
	FAIRBANKS	108.1
	6.9	
TO	EUREKA	115.0
	(Tower 13 M-K-T Cross.)	
	2.5	
	BOULEVARD JCT.	117.5
	2.0	
TO-R	HOUSTON	119.5
	(Passenger Station)	
	BOULEVARD JCT.	117.5
	1.1	
	NILES	118.6
	2.1	
	TOWER 26 (T. & N. O. Cross.)	120.7
	2.1	
	TOWER 68	122.8
	0.3	
TO-R	ENGLEWOOD	123.1

(6.30) (5.00) (2.10) (4.30) (1.57) (1.15) (2.35) (2.55) (1.20)Time Over Subdivision.....
18.9 24.6 24.5 27.4 61.2 39.6 46.3 40.9 37.1Average Speed Per Hour.....

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.

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 13, 14, 15 and 16 must not be delayed sawing freight trains.

No. 18 stop at any station to detrain passengers from points on the Ft. Worth Subdivision; stop on flag at Hempstead to entrain revenue passengers for Houston or to detrain revenue passengers from Navasota and west.

Nos. 15 and 16 stop on flag at Fairbanks, Hockley, Waller and Prairie View to entrain or detrain revenue passengers to or from stations west of Hempstead that are regular or flag stops; also stop on flag at Courtney, Millican, Wellborn and Benchley to entrain or detrain revenue passengers. No. 16 stop on flag at Prairie View to entrain revenue passengers for Houston.

NOTE: Train order office hours Hockley: Daily except Sundays and legal holidays, 8.00 A.M. to 11.30 A.M.—12.30 P.M. to 5.00 P.M.; Sundays and legal holidays, closed. Eureka is train order office for westward trains only.

HEARNE SUBDIVISION

WESTWARD 9

Mile Post Location	Timetable No. 47 March 20, 1949		FIRST CLASS					SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
			15	43	13	17	45	257	239	343	55	
	STATIONS			The Hustler Arrive Daily	Passenger Arrive Daily	The Sunbeam Arrive Daily	The Owl Arrive Daily	Passenger Arrive Daily	Freight Arrive Daily	Freight Arrive Daily	Freight Arrive Daily	
120.7	A.P.B.	(I.-G. N. Crossing) TO-R HEARNE	10.25AM		6.37PM	2.30AM		11.30AM		12.20AM	1.00PM	Continuous
119.7		HEARNE JUNCTION										
114.8	Automatic Block System	SUTTON	10.15		6.31	2.18		10.59		11.55PM	12.35	
107.5		BENCHLEY	10.08		6.25	2.10		10.45		11.41	12.15PM	
99.7		BRYAN	10.00			2.00						
98.9		TO (Tower 36 I.-G. N. Cross.) BRYAN SIDING	9.55		6.16	1.51		10.30		11.25	11.58AM	Continuous
94.9		COLLEGE STATION Tower 7 (I.-G. N. Cross.)	9.50		6.12	1.46		10.22		11.17	11.20	Continuous
88.7		WELLBORN	9.38		6.05	1.30		10.10		11.06	11.00	
80.5		MILLICAN	9.29		5.58	1.21		9.54		10.51	10.40	
76.1		NELLEVA	9.24		5.54	1.16		9.45		10.43	10.30	
71.1		TOWER 9 (I.-G. N. Cross.)										Continuous
70.8		TO NAVASOTA (G. C. & S. F. Crossing)	9.17			1.08						Continuous
70.3	NAVASOTA SIDING	9.15		5.47	1.00		9.31		10.32	9.55		
66.5	CHAILLE	9.11		5.44	12.56		9.25		10.26	9.45		
62.4	COURTNEY	9.07		5.40	12.51		9.07		10.19	9.35		
55.1	HOWTH	8.59			12.42		8.43		10.05	9.15		
50.7	TO-R HEMPSTEAD	8.53	9.15AM	5.30	12.35	12.55AM	8.31	9.30PM	9.56	8.53	Continuous	
46.1	PRAIRIE SIDING	8.48	9.07	5.26	12.25	12.45	8.21	9.00	9.48	8.30		
45.1	PRAIRIE VIEW		9.05		12.23	12.43						
41.0	WALLER	8.43	8.59	5.22	12.18	12.37	8.11	8.44	9.40	8.20		
35.7	TO HOCKLEY	8.38	8.52	5.18	12.13	12.29	7.57	8.15	9.32	8.05	(See Note)	
26.0	CYPRESS	8.29	8.40	5.10	12.03AM	12.16	7.36	7.51	9.17	7.45		
18.5	SATSUMA	8.22	8.32	5.04	11.56PM	12.05AM	7.28	7.32	9.02	7.30		
12.6	FAIRBANKS	8.17	8.26	4.59	11.50	11.57PM	7.05	7.20	8.42	7.15		
5.7	TO EUREKA (Tower 13 M-K-T Cross.)	8.10	8.17	4.53	11.42	11.48	6.45	7.00	8.30	7.00	Continuous	
3.2	BOULEVARD JCT.						6.37	6.50	8.23	6.50		
1.2	TO-R HOUSTON (Passenger Station)	8.00AM	8.05AM	4.45PM	11.30PM	11.35PM	Via Freight Route Tower 26 to Boulevard Junction				Continuous	
3.2	BOULEVARD JCT.						6.37	6.50	8.23	6.50		
1.4	NILES						6.33	6.45	8.20	6.45		
360.5	TOWER 26 (T. & N. O. Cross.)						6.27	6.40	8.12	6.40	Continuous	
358.4	TOWER 68										Continuous	
358.1	TO-R ENGLEWOOD						6.15AM	6.30PM	8.00PM	6.30AM	Continuous	

Time Over Subdivision.....	(2.25)	(1.10)	(1.52)	(3.00)	(1.20)	(5.15)	(3.00)	(4.20)	(6.30)
Average Speed Per Hour.....	49.4	42.4	64.0	39.8	37.1	23.4	17.7	28.4	18.9

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.

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 13, 14, 15 and 16 must not be delayed saving freight trains.

Nos. 15 and 16 stop on flag at Fairbanks, Hockley, Waller and Prairie View to entrain or detrain revenue passengers to or from stations west of Hempstead that are regular or flag stops; also stop on flag at Courtney, Millican, Wellborn and Benchley to entrain or detrain revenue passengers. No. 15 stop on flag at Wellborn to load or unload express.

NOTE: Train order office hours Hockley: Daily except Sundays and legal holidays, 8.00 A.M. to 11.30 A.M.—12.30 P.M. to 5.00 P.M.; Sundays and legal holidays, closed. Eureka is train order office for westward trains only.

10 EASTWARD FORT WORTH SUBDIVISION WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, ways and telephones.	THIRD CLASS				SECOND CLASS		FIRST CLASS	Distance from Fort Worth	Timetable No. 47 March 20, 1949	Mile Post Location	FIRST CLASS		SECOND CLASS		THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at In-locking Stations	
	74				92		86				85		91		73		
	Local Freight				Freight		Passenger				Passenger		Freight		Local Freight		
	Leave Daily Except Sunday				Leave Daily		Leave Daily				Arrive Daily		Arrive Daily		Arrive Daily Except Sunday	Daily	
	74				92		86					85		91		73	
							10.15PM	0.0	R	FORT WORTH (Union Station)	53.0	8.00AM					
								0.4		TOWER 55 (T. & P. Crossing)	52.6					Continuous	
							10.18	0.8	TO-R	FORT WORTH (Freight Yard)	52.2	7.51	2.50AM	1.30PM	4.05AM	Continuous	
								1.1		TOWER 126 (G. C. & S. F. Cross.)	51.9					Continuous	
								1.8		M-K-T JCT.	51.2						
								2.8		TOWER 53 (M-K-T Crossing)	50.2	7.44				Continuous	
										FOREST HILL	45.9	7.36	2.30	1.10	3.27		
										BISBEE	38.4	7.23	2.16	12.56	3.08		
							10.52	18.9	TO	MANSFIELD	34.1	7.14	2.08	12.48	2.58	See Note	
							10.59	23.3		BRITTON	29.7	7.06	1.59	12.39	2.48		
							11.12	29.9		MIDLOTHIAN (G. C. & S. F. Crossing)	23.1	6.54				Automatic See Page 25	
								30.7		DILLARD	22.3	6.51	1.42	12.22	2.28		
								36.8		SARDIS	16.2	6.42	1.30	12.10PM	2.15		
								40.2	TO	TOWER 67 (M-K-T Crossing)	12.8					Continuous	
							11.33	41.5		WAXAHACHIE	11.5	6.33	1.18	11.58AM	2.05		
							11.45	47.8		BOYCE	5.2	6.19	1.05	11.45	1.50		
							11.55PM	53.0		GARRETT	0.0	6.11	12.55	11.35	1.37		
								55.8	TO-R	ENNIS	230.9	6.05AM	12.50AM	11.30AM	1.30AM	Continuous	
	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday			
	74	92	96	86							85	91	95	73			

(4.05)	(2.00)	(2.10)	(1.50)	.....Time Over Subdivision.....	(1.55)	(2.00)	(2.00)	(2.35)
13.6	27.9	25.7	30.4	.....Average Speed Per Hour.....	29.1	27.9	27.9	21.3

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

Nos. 85 and 86 stop on flag at Garrett and Kennedale to entrain or detrain revenue passengers.

NOTE—Train Order Office hours, Mansfield

Daily except Sundays and Legal Holidays	Sundays and Legal Holidays
7.00AM to 12.30PM	Closed
1.30PM to 4.00PM	

Eastward first-class trains must obtain clearance at Fort Worth (Freight Yard).

First-class trains may register at Fort Worth (Freight Yard) by register ticket, Form 2642.

EASTWARD

CAMERON SUBDIVISION

WESTWARD 11

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		FIRST CLASS	Distance from Giddings	Timetable No. 47 March 20, 1949	Mile Post Location	FIRST CLASS	THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	Local Freight	268	52 Passenger				51 Passenger	267 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
											Leave Daily Except Sunday	Leave Daily	Arrive Daily	Arrive Daily Except Saturday
Yard BKOPWY		6.00AM	5.35PM	0.0	TO-R GIDDINGS	67.2	s 11.25AM	11.10AM		Continuous	Continuous
11 Spur East		6.24	5.51	7.9	7.9 LINCOLN	75.1	s 11.09	10.45			
23		6.55	6.12	18.1	TO LEXINGTON	85.3	s 10.50	10.14		8.00AM 12.01PM 1.01PM-5.00PM	10.01AM to 12.01PM
13 Spur West		7.14	6.25	24.3	6.2 TANGLEWOOD	91.5	s 10.38	9.55			
23		7.23	6.30	27.3	3.0 HICKS	94.5	f 10.32	9.46			
I				35.6	8.3 TO TOWER 54 (I.-G.N. Cross.)	102.8				Continuous	Continuous
24 W		7.48	6.48	35.8	0.2 ROCKDALE	103.0	s 10.16	9.21			
20		8.11	7.04	43.5	7.7 MINERVA	110.7	s 10.01	8.58			
I				50.2	6.7 TO TOWER 52 (G.C. & S.F. Crossing)	117.4				Continuous	Continuous
23 W		8.37	7.23	50.6	0.4 CAMERON	117.8	s 9.46	8.37			
27		9.00	7.40	58.4	7.8 BEN ARNOLD	125.6	s 9.30	8.14			
25		9.23	7.48	62.0	3.6 BURLINGTON	129.2	s 9.23	8.03			
24		9.35	7.58	66.2	4.2 TO ROSEBUD	133.4	s 9.15	7.50		8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM
20		9.50	8.07	70.8	4.6 TRAVIS	138.0	s 9.05	7.36			
25 W		10.05	8.18	75.7	4.9 TO LOTT	142.9	s 8.56	7.21		8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM
29		10.20	8.31	81.7	6.0 TO CHILTON	148.9	s 8.44	7.03		8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM
26		10.35	8.43	87.4	5.7 SATIN	154.8	s 8.32	6.46			
7				88.3	0.9 PERCH	155.5	f				
24		10.50	8.47	89.4	1.1 GURLEY	156.6	f 8.28	6.40			
28		11.05	8.59	95.4	6.0 DOWNS	162.6	f 8.18	6.22			
Waco Yard { 30		11.15	9.07	99.5	4.1 TEXAND	166.7		8.11 6.10			
OWY		11.30AM	9.14PM	103.0	3.5 WACO (Freight Yard)	170.2	8.05AM	6.00AM			
I				103.4	0.4 TOWER 21 (M-K-T Cross.)	170.6				Continuous	Continuous
				103.5	0.1 St. L. S. W. CONNECTION	170.7					

Time at Waco (Union Station) for information only. Trains operate between Waco (Union Station) and St. L. S. W. Connection via St. L. S. W. Ry. and will be governed by the rules and regulations, current timetable and special instructions of that line while on their tracks.

BK Yard		9.20PM	103.7	TO-R WACO (Union Station)	170.9	8.00AM		Continuous	Continuous
	Arrive Daily Except Sunday	268	Arrive Daily	52		Leave Daily	Leave Daily Except Saturday		
		268		52		51	267		

(5.30) (3.45)
18.7 27.6

.....Time Over Subdivision.....
.....Average Speed Per Hour.....

(3.25) (5.10)
30.3 19.9

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

Nos. 51 and 52 stop on flag at Leo and Asa.

Trains must obtain clearance at Waco (Union Station) authorizing movement from Waco (Freight Yard).

12 EASTWARD

AUSTIN SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS			SECOND CLASS	FIRST CLASS					Distance from Austin
	380 M-K-T Local Freight	253 Local Freight	236 Local Freight	240 Freight	46 Passenger	8 M-K-T Passenger	42 Passenger	2 M-K-T Passenger	6 M-K-T Passenger	
	Leave Daily Except Saturday	Leave Daily Except Sunday	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Austin Yard	BKP				11.30PM	2.30PM	2.20PM	1.45PM	1.15AM	TO-R AUSTIN 0.0
	BKP	7.15PM	7.20AM	6.00AM	7.00PM	11.35	2.37	2.24	1.51	R YARD OFFICE 0.8
	OTWY		7.30AM	6.05	7.05	11.38	2.41	2.26	1.55	AUSTIN JUNCTION 1.4
	P	7.30PM		6.08	7.07	11.40	2.45PM	2.27	1.59PM	PERSHING 1.9
37	P			6.30	7.30	f 11.56PM		f 2.39		DAFFAN 10.0
37 Team	P			6.45	7.45	s 12.07AM		s 2.47		MANOR 15.0
19	P			7.05	8.05	f 12.21		f 2.57		LITTIG 21.9
25	WY PI			7.45	8.20	s 12.33		s 3.07		ELGIN 27.3
9	P			8.05	8.37	f 12.44		f 3.16		TO (Tower 100 M-K-T Cross.) 5.6
25	P			8.20	8.51	s 12.54		s 3.24		BUTLER 32.9
25	P			8.50	9.22	s 1.15		s 3.39		McDADE 37.4
26	P			9.05	9.37	f 1.25		3.46		PAIGE 47.8
Yard	BKOPWY			10.00	10.45	s 1.40		s 3.56		HILLS 52.9
34	P			10.15	11.00	1.51		4.03		(T. & N. O. Crossing) 5.6
34	P			10.32	11.10	s 2.00		s 4.09		GIDDINGS 59.3
45	P			10.55	11.25	s 2.15		s 4.19		KRUSE 64.4
42	P			11.10	11.48PM	s 2.28		s 4.29		LEDBETTER 68.5
21	P			11.30AM	12.03AM	f 2.42		f 4.38		CARMINE 74.8
Yard	PI 23 WY			12.30PM	12.20	s 3.00		s 4.50		TO BURTON 81.1
14				12.45	12.35	3.12		4.59		MILL CREEK 87.7
30	P			1.00	1.30	s 3.22		s 5.06		TO (G. C. & S. F. Crossing) 5.5
Yard	BKOPWY			1.30PM	2.00AM	s 3.45AM		s 5.25PM		BREHAM 93.7
	Arrive Daily Except Saturday	Arrive Daily Except Sunday	Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	PACKERY 99.2
	380	253	236	240	46	8	42	2	6	CHAPEL HILL 103.9

(0.15) (0.10) (7.30) (7.00) (4.15) (0.15) (3.05) (0.14) (0.14)Time Over Subdivision.....
 4.4 3.6 15.2 16.3 27.1 7.6 37.3 8.1 8.1Average Speed Per Hour.....

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

EXCEPT: No. 45 is superior to M-K-T No. 6; No. 43 is superior to No. 42 and M-K-T- Nos. 6, 2 and 8.

- Yard Office is register station only for trains that originate or terminate there.
- Trains originating at Yard Office must obtain clearance at Austin.
- Eastward M-K-T trains must report to T&NO dispatcher by telephone from Pershing the time of their arrival.
- Westward M-K-T trains must obtain clearance from T&NO dispatcher by telephone before occupying T&NO main track at Pershing.
- Westward T&NO trains, except first class, must obtain check of overdue trains from dispatcher by telephone before passing Pershing.
- Main track switch at Pershing must be left set and locked for T&NO main track.
- Trains must obtain clearance at Giddings.

AUSTIN SUBDIVISION

WESTWARD 13

Mile Post Location	Timetable No. 47 March 20, 1949	FIRST CLASS					SECOND CLASS	THIRD CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.
		5	45	43	1	7	239	237	254	381	
		M-K-T Passenger	Passenger	Passenger	M-K-T Passenger	M-K-T Passenger	Freight	Local Freight	Local Freight	M-K-T Local Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Daily
115.0	TO-R AUSTIN	5.10AM	5.30AM	12.30PM	12.40PM	3.35PM					Continuous
	0.8										
114.2	R YARD OFFICE	5.03	5.20	12.22	12.33	3.27	4.15AM	1.20PM	2.05PM	3.45AM	
	0.6										
113.6	AUSTIN JUNCTION	4.59	5.16	12.19	12.29	3.22	4.05	1.17	1.55PM	3.35	
	0.5										
113.1	PERSHING	4.55AM	5.09	12.14	12.25PM	3.18PM	4.00	1.15		3.30AM	
	8.1										
105.0	DAFFAN		f 4.55	f 12.03PM			3.45	12.55			
	5.0										
100.0	MANOR		s 4.45	s 11.56AM			3.35	12.42			
	6.9										
93.1	LITTIG		f 4.33	f 11.45			3.20	12.25PM			
	5.4										
87.7	TO ELGIN		s 4.23	s 11.35			3.07	11.35AM			Continuous
	(Tower 100 M-K-T Cross.)										
	5.6										
82.1	BUTLER		f 4.11	f 11.26			2.52	11.05			
	4.5										
77.6	McDADE		s 4.01	s 11.19			2.40	10.45			
	10.4										
67.2	PAIGE		s 3.42	s 11.04			2.15	10.08			
	5.1										
62.1	HILLS		f 3.32	10.56			2.00	9.50			
	6.4										
	(T. & N. O. Crossing)										
55.7	TO GIDDINGS		s 3.20	s 10.48			1.40	9.30			Continuous
	5.1										
50.6	KRUSE		3.06	10.38			12.36	9.10			
	4.1										
46.5	LEDBETTER		s 2.58	s 10.32			12.28	8.55			
	6.3										
40.2	CARMINE		s 2.45	s 10.22			12.08AM	8.35			
	6.3										
33.9	TO BURTON		s 2.28	s 10.12			11.48PM	8.15			See Note
	6.6										
27.3	MILL CREEK		f 2.10	f 10.02			11.28	7.50			
	6.0										
	(G. C. & S. F. Crossing)										
21.3	TO BRENHAM		s 1.52	s 9.49			11.10	7.30			Continuous
	5.5										
15.8	PACKERY		1.40	9.42			10.50	6.45			
	4.7										
11.1	CHAPEL HILL		s 1.30	s 9.36			10.35	6.30			
	11.1										
0.0	TO-R HEMPSTEAD		1.05AM	9.20AM			10.00PM	6.00AM			Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
		5	45	43	1	7	239	237	254	381	

.....Time Over Subdivision.....	(0.15)	(4.25)	(3.10)	(0.15)	(0.17)	(6.15)	(7.20)	(0.10)	(0.15)
.....Average Speed Per Hour.....	7.6	26.0	36.3	7.6	6.7	18.4	15.6	3.6	4.4

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

EXCEPT: No. 45 is Superior to M-K-T No. 6; No. 43 is Superior to No. 42 and M-K-T Nos. 6, 2 and 8.

Yard Office is register station only for trains that originate or terminate there.

Trains originating at Yard Office must obtain clearance at Austin.

Eastward M-K-T trains must report to T&NO dispatcher by telephone from Pershing the time of their arrival.

Westward M-K-T trains must obtain clearance from T&NO dispatcher by telephone before occupying T&NO main track at Pershing.

Westward T&NO trains, except first class, must obtain check of overdue trains from dispatcher by telephone before passing Pershing.

Main track switch at Pershing must be left set and locked for T&NO main track.

NOTE—Train Order Office hours, Burton

Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
8.30AM to 12.01PM 1.01PM to 5.30PM	Closed

Trains must obtain clearance at Giddings.

14 EASTWARD

FLATONIA SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS				FIRST CLASS		Timetable No. 47 March 20, 1949	Distance from Yokum
	232	248	266	250	52	STATIONS				
	Local Freight	Freight	Freight	Freight	Passenger					
Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Yard BOKTWYP	6.00AM		6.00PM			3.15PM	TO-R YOAKUM	0.0		
55 P	6.40		6.30			s 3.38	TO SHINER	10.6		
32 WP	7.04		6.58			s 3.55	TO MOULTON	21.1		
Yard IPY D.T. 75 cars	8.00	9.20PM	7.20	9.30AM		s 4.15 s 4.30	TO-R (Tower 3 T. & N.O. Cross.) FLATONIA	29.2		
74 WP	8.30	9.35	7.42	9.45		f 4.46	TO MULDOON	39.2		
73 P	8.45	9.43	7.53	9.53		f 4.53	LENA	44.5		
53 Y IP	9.00	9.50	8.04	10.00		f 5.01	TO WEST POINT	49.2		
76 P	9.15	9.57	8.14	10.07		f 5.08	TO (Tower 91 M-K-T Cross.) WINCHESTER	53.7		
82 P	9.30	10.09	8.30	10.19		f 5.19	NORTHROP	60.8		
Yard 74 BKOPWY	10.40	10.30	9.00	10.40		s 5.35PM	TO-R (T. & N. O. Crossing) GIDDINGS	67.2		
76 P	11.16	10.40	9.13	10.50			LOEBAU	73.7		
54 P	11.35	10.52	9.27	11.02			DIME BOX	81.0		
54 P	11.55AM	11.03	9.40	11.13			DEANVILLE	87.7		
73 WP	12.15PM	11.15	9.55	11.25			TO CALDWELL	95.4		
74 P	12.35	11.25	10.07	11.35			COOK'S POINT	102.0		
57 P	12.50	11.34	10.20	11.44			LAW	107.8		
73 P	1.10	11.45	10.33	11.59AM			MUMFORD	114.1		
75 IP	1.30	11.55PM	10.45	12.10PM			TO-R TATSIE (I.-G. N. Crossing)	119.3		
Hearne Yard { Y	1.50PM	12.15AM	11.00PM	12.25PM			HEARNE JUNCTION	125.2		
{ BOKPT							TO-R HEARNE	126.2		
{ WYI										
	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily				
	232	248	266	250		52				

(7.50)
16.0

(2.55)
33.2

(5.00)
25.2

(2.55)
33.2

(2.20)
28.8

.....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)

Trains originating at Hearne Junction must obtain clearance at Hearne.

Trains must obtain clearance at Giddings.

Giddings is a register station only for trains that originate or terminate there.

Trains may register at Flatonia by register ticket, Form 2642.

FLATONIA SUBDIVISION

WESTWARD 15

Mile Post Location	Timetable No. 47 March 20, 1949		FIRST CLASS	SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
			51	249	247	265	233		
	Passenger	Freight	Freight	Freight	Local Freight				
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
0.0	TO-R	YOAKUM 10.6	1.35PM			5.10AM	1.00PM	7.30AM-3.30PM 6.00PM-2.00AM	7.30AM-3.30PM 6.00PM-2.00AM
10.6	TO	SHINER 10.5	s 1.14			4.45	12.30PM	8.00AM-12.01PM 1.01PM-5.00PM	Closed
21.1	TO	MOULTON 8.1	s 12.57			4.20	11.45AM	8.30AM-12.30PM 1.30PM-5.30PM	Closed
29.2	Automatic Block System	TO-R (Tower 3 T. & N. O. Crossing) FLATONIA	D.T. 12.40 s 12.30						
39.2		TO		MULDOON 5.3	f 12.14		3.25AM 12.45PM 3.57	11.15	Continuous	Continuous
44.5		LENA 4.7				2.55 12.12 3.27	10.15		
49.2		WEST POINT (Tower 91 M-K-T Crossing) 4.5				2.47 12.02PM 3.18	10.00	Continuous	Continuous
53.7		WINCHESTER 7.1	f 11.46			2.39 11.54AM 3.09	9.40		
60.8		NORTHUP 6.4	f 11.35			2.27 11.40 2.55	9.20		
67.2	Automatic Block System	TO-R (T. & N. O. Crossing) GIDDINGS	11.25AM			2.15 11.28 2.40	9.00	Continuous	Continuous
59.0									
52.5		LOEBAU 7.3				1.55 11.16 2.20	8.10		
45.2		DIME BOX 6.7				1.43 11.02 2.04	7.53		
38.5		DEANVILLE 7.7				1.32 10.47 1.51	7.35		
30.8	TO	CALDWELL 6.6				1.20 10.33 1.37	7.15	Continuous	Continuous
24.2		COOK'S POINT 5.6				1.09 10.21 1.25	6.58		
18.6		LAW 6.5				12.59 10.11 1.14	6.47		
12.1		MUMFORD 5.2				12.48 10.00 1.01	6.35		
6.9		TATSIE (I.-G. N. Crossing) 5.9				12.40 9.50 12.50	6.25	Automatic	See Page 25
1.0	A.P.B.	HEARNE JUNCTION 1.0				12.30AM 9.40AM 12.40AM	6.15AM		
0.0		TO-R	HEARNE					Continuous	Continuous
			Leave Daily			Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.	
			51			249	247	265	233

.....Time Over Subdivision.....	(2.10)	(2.55)	(3.05)	(4.30)	(6.45)
.....Average Speed Per Hour.....	31.0	33.2	31.0	27.8	18.7

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

Trains originating at Hearne Junction must obtain clearance at Hearne.

Trains must obtain clearance at Giddings.

Giddings is a register station only for trains that originate or terminate there.

Trains may register at Flatonia by register ticket, Form 2642.

16 EASTWARD

LLANO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS			Distance from Llano	Timetable No. 47 March 20, 1949	Mile Post Location	SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	Yard	WY	254				Arrive Daily Except Sunday	253	Daily Except Sundays and Legal Holidays		Legal Holidays Only	Sundays Only
			Local Freight									
			Leave Daily Except Sunday									
					STATIONS							
Yard WY	B		6.00AM	0.0	TO-R LLANO	98.8	4.00PM	7.30AM 12.01PM 1.01PM-4.30PM	7.30AM-9.30AM	Closed		
15			6.30	11.8	11.8 GRAPHITE	87.0	3.15					
23	W		6.50	19.7	7.9 KINGSLAND	79.1	2.50					
27	Y		7.20	29.1	9.4 R FAIRLAND	69.7						
19	Spur Y		8.05	35.0	5.9 TO MARBLE FALLS	6.2		8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM	Closed		
27	Y		8.30	29.1	6.2 R FAIRLAND	69.7	2.20					
17	Y		8.45	31.8	2.7 SUDDUTH	67.0	2.10					
Burnet Yard	12 Spur Y			38.9	7.1 R WILKIE	59.9						
	29 OW		9.15 10.45	39.5	0.6 TO-R BURNET	0.6	1.45PM 10.30AM	8.00AM-5.00PM	8.00AM-5.00PM	Closed		
	12 Spur Y			38.9	0.6 R WILKIE	59.9	10.24					
13	Spur			41.8	2.9 DOUBLING SPUR	57.0						
30			11.05	42.7	0.9 SUMMIT	56.1	10.14					
20			11.25	49.5	6.8 TO BERTRAM	49.3	9.54	8.00AM 12.30PM 1.30PM-5.00PM	8.30AM 10.30AM	Closed		
26			11.40	55.0	5.5 GROVER	43.8	9.33					
15			11.53AM	59.6	4.6 LIBERTY HILL	39.2	9.23					
19	W		12.15PM	67.3	7.7 TO LEANDER	31.5	9.00	8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM	Closed		
18			12.30	72.8	5.5 CEDAR PARK	26.0	8.35					
44			12.45	77.1	4.3 RUTLEDGE	21.7	8.26					
26	I		1.05	82.3	5.2 TO McNEIL	16.5	8.15	8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM	Closed		
13			1.30	88.3	6.0 (I.-G. N. Crossing)							
Yard OTWY			1.55PM	97.4	9.1 FROMME	10.5	7.48					
			Arrive Daily Except Sunday		A.B.S. { AUSTIN							
			254		JUNCTION	1.4	7.30AM					
							Leave Daily Except Sunday					
							253					

(7.55)
12.3

.....Time Over Subdivision.....
.....Average Speed Per Hour.....

(5.15)
18.8

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
EXCEPT: No. 253 is Superior to No. 254.

- Trains originating at Austin Junction must obtain clearance at Austin.
- Trains operating via Marble Falls or Burnet must obtain clearance at these stations.
- Fairland is a register station for No. 254 to register their arrival only.
- Extra trains will not operate via Marble Falls or Burnet unless so directed by train order.

EASTWARD

LAMPASAS SUBDIVISION

WESTWARD 17

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS		Distance from Lampasas	Timetable No. 47 March 20, 1949	Mile Post Location	SECOND CLASS		Train Order Office Hours			
		254 Local Freight					253 Local Freight		Daily Except Sundays and Legal Holidays	Legal Holidays Only	Sundays Only
		Leave Daily Except Sunday					Arrive Daily Except Sunday				
Y	12.25PM	0.0	R	LAMPASAS 11.6	23.6	11.55AM					
9 Spur	12.55	11.6		LAKE VICTOR 11.4	12.0	11.10					
29 Yard OW	1.40PM	23.0	TO-R	BURNET	0.6	10.40AM	8.00AM-5.00PM	8.00AM-5.00PM	Closed		
	Arrive Daily Except Sunday					Leave Daily Except Sunday					
	254					253					

(1.15)
18.4

.....Time Over Subdivision.....
.....Average Speed Per Hour.....

(1.15)
18.4

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

EXCEPT: No. 253 is Superior to No. 254.

The engine arriving Lampasas on No. 253 will assume the schedule of No. 254.

EASTWARD

WACO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS		Distance from Waco	Timetable No. 47 March 20, 1949	Mile Post Location	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
		66 Mixed					65 Mixed		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Leave Daily					Arrive Daily			
Yard K B	9.00PM	0.0	TO-R	WACO (Union Sta.) 0.5	44.2	6.30AM	Continuous	Continuous		

Time at Waco (Union Station) for information only. Trains operate between Waco (Union Station) and Tower 21 via St. L. S. W. Ry. and will be governed by the rules and regulations, current timetable and special instructions of that line while on their tracks.

I Yard	9.03PM	0.5		TOWER 21 (St. L. S. W. Cross) (M-K-T Cross.) 7.3	43.7	6.05AM		Continuous	Continuous
22	f 9.26	8.3		HARRISON 6.0	35.9	f 5.35			
22	f 9.44	14.3		RIESEL 4.2	29.9	f 5.15			
21	f 9.56	18.5		PERRY 8.0	25.7	f 5.00			
IW 40 Yard	s 10.50	26.5		(I-G. N. Crossing) MARLIN 9.2	17.7	s 4.35	Automatic	See Page 25	
	f 11.25	35.7		REAGAN 8.5	8.5	f 3.55			
PWY	11.50PM	44.2	TO-R	BREMOND	0.0	3.35AM	Continuous	Continuous	
	Arrive Daily					Leave Daily			
	66					65			

(2.50)
15.6

.....Time Over Subdivision.....
.....Average Speed Per Hour.....

(2.55)
16.0

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

Nos. 65 and 66 stop on flag at Neale.

Trains must obtain clearance at Waco (Union Station) authorizing movement from Interlocking 21.

GENERAL

1. A train may arrive at a station in advance of its schedule arriving time.
2. When trains, or engines with or without cars, meet or pass in vicinity of highway crossing at grade they must proceed **WITH CAUTION**, and if necessary to avoid accident, **STOP**.
3. Employes are forbidden to ride on pilots of road engines, are forbidden to ride on foot boards of yard engines in direction of movement, and are forbidden to take position, either seated or standing, on handrails of yard or road engines.
4. Roadmasters, B. & B. and signal supervisors, signal foremen, traveling track car repairmen, water-service repairmen, operators of roadway machines, and any employes who operate track cars, must use watches as prescribed by Rule 2, and must be provided with current timetable while operating track cars and roadway machines.
5. At stations where there are two or more sidings, eastward trains must take most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order, timetable bulletin, special instructions, or the movement made under flag protection.
6. Absolute-Permissive Block System limits will be indicated by the abbreviations A. P. B. used in conjunction with brackets at the left of station column.
7. Otherwise than as provided by Rule 17, when an engine is standing or running, headlight, or white light if no headlight, must be displayed by night to front and rear, except when coupled to a car, light next to car may be extinguished.

LOCAL

ALL SUBDIVISIONS

21. Cars, gross weight in excess of limits shown, and engines heavier than class indicated must not be handled between the points named:

BETWEEN	Cars	Class Engine	
		Freight	Passenger
Denison and Gifford.....	251,000	F-1	P-13-14
Gifford-Dallas and Hearne.....	251,000	F-4-5	GS-1-2-3
Hearne and Bryan.....	251,000	F-4-5	P-13-14 GS-1
Bryan and Houston.....	251,000	F-4-5	GS-1-2-3
Hearne and Giddings.....	251,000	F-4-5	GS-1-2-3
Giddings and Yoakum.....	251,000	F-1	P-13-14
Giddings and Waco.....	251,000	MK-5	P-6
Garrett and Waxahachie.....	251,000	F-4-5	GS-1-2-3
Waxahachie and Fort Worth.....	251,000	F-1	P-13-14
Bremond and Waco.....	251,000	MK-5	P-6-9
Hempstead and Austin.....	251,000	MK-5	P-6-9
Austin and Fairland.....	251,000	MK-5	P-6
Fairland and Llano.....	169,000	C-24	.....
Fairland and Marble Falls.....	169,000	C-24	.....
Wilkie and Lampasas.....	169,000	C-24	.....

- In emergency following class engines can be handled:
- F-4-5, GS-1-2-3 between Waxahachie and Fort Worth, maximum speed 25 MPH over bridges.
- F-5, Mt-2, GS-1-2-3 between Hempstead and Giddings, maximum speed 25 MPH over bridges.
- F-1—25 MPH through Elgin and Austin Yard.
- F-4-5, GS-1-2-3 between Giddings and Flatonia, maximum speed 35 MPH.
- F-4-5, GS-1-2-3 between Flatonia and Yoakum, maximum speed 25 MPH.

22. M-21 class engines must not be operated west of Suduth or on Lampasas Subdivision.

23. Limits of sidings at stations named are as follows:
- | | |
|------------|---|
| Ferris | —West siding, from west switch to crossover switch. |
| Allen | —East switch to crossover switch. |
| Waxahachie | —East switch to crossover switch. |
| Hockley | —West switch to crossover switch. |
| Cypress | —East switch to crossover switch. |
| Cameron | —East switch to crossover switch. |

24. On trains 13, 14, 15, and 16, trainman will sound Communicating Signal 16 (m) in vicinity of Forest Avenue approaching Dallas and in vicinity of Eureka approaching Houston, but need not open train heat valve on rear of train. If signal 16 (m) is not sounded, enginemen will shut off train heat at above locations.

25. Freight trains must be inspected at each water stop. When conditions are favorable and, in the judgment of the conductor and engineer, it is safe to do so and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection. Trainmen are not relieved of making inspection as prescribed by Rules 827 and 828 when stops are made between water stops. Provisions of Rule 830 must be closely observed.

26. Spring switches equipped with facing point locks are located as follows:

Ennis	—Lead switch, west end of yard; normal position for main track.
Corsicana	—East switch of siding; normal position for main track.
Bremond	—West switch of siding; normal position for main track.

- Spring switches not equipped with facing point locks are located as follows:

Bremond	—Inside switch, first crossover east of station; normal position for siding.
Hearne	—Lead switch, west end of yard; normal position for main track.
Hempstead	—East switch of siding; normal position for main track.
Boulevard Jct.	—Switch connecting eastward main track of Freight Route with westward main track from the direction of passenger station; Normal position for eastward movement to Freight Route.
Boulevard Jct.	—Switch connecting westward main track of Freight Route with westward main track from the direction of passenger station; normal position for through movements from direction of passenger station.
Niles	—East end of double track; normal position for westward track.
Flatonia	—East end of double track; normal position for westward track.

27. Automatic Block Signals equipped with triangular number plates are located as follows:

Signals	Location
2091—Corsicana	—Spring switch, east end of siding.
1432—Bremond	—Spring switch, west end of siding.
1208—Hearne	—Spring switch, lead switch west end of yard.
505—Hempstead	—Spring switch, east end of siding.
301—Flatonia	—Spring switch, east end of double track.

- When spring switches are located within the limits of C. T. C. or A. P. B. systems and an absolute signal governing facing point movement over such switches indicates **STOP**, in addition to complying with the rules and special instructions applying thereto, a careful inspection must be made of the switches and it must be known that the route is safe for the passage of trains before proceeding.

- Spring switches so located are as follows:
- Ennis—Lead switch, west end of yard.

- Niles —East end double track (Freight Route).

- Where reduction of speed over spring switches is required, it will be indicated by speed boards, or by other speed restrictions within the same limits.

29. MK-5 and F-1 class engines must move with caution over turnouts and inside tracks at Denison, Fort Worth, Ennis, Mexia, Hearne, Hempstead, Giddings, and on right-hand track at Butler, account No. 7 frogs.

30. When practicable a trainman must ride on rear platform of train while passing over the following bridges and watch for fires on or about these structures:

Fort Worth Subdivision:

28.31 and 28.94, east of Britton.

Ennis Subdivision:

214.94 and 215.39, Chambers Creek, East of Carl.

Denison Subdivision:

260.18, Trinity River, West of Miller.

299.00, East Fork of Trinity, West of McKinney.

Waco Subdivision:

4.86, Little Brazos River, east of Reagan.

13.54 and 14.46, Big Creek, east of Marlin.

Flatonia Subdivision:

2.48, Little Brazos River, east of Tatsie.

19.48, Brazos River, west of Law.

50.86, Colorado River, east of West Point.

Cameron Subdivision:

114.00, Little River, west of Cameron.

Llano Subdivision:

78.52, Colorado River, east of Kingsland.

(See Pages 20 to 27, inclusive, for additional instructions, information and speed restrictions applicable to all subdivisions.)

DENISON SUBDIVISION

41. Eastward first class trains must obtain clearance at Denison.

42. St. L., S. F. & T. trains, may register at Denison by register ticket, Form 2642.

43. Trains and engines will move within yard limits, Denison, expecting to find the main track occupied, and will not exceed 10 miles per hour between St. L., S. F. & T. connection and Interlocking 93.

45. North Sherman Junction is a train-order office only for trains that originate there, and register station only for trains that originate or terminate there.

46. Sherman (Tower 16) is a register station only for trains that originate or terminate there.

47. Schedule time and train orders for Nos. 75 and 76 at Sherman apply at Tower 16.

48. Within yard limits, Sherman, the main track may be used, protecting only against first class trains. Trains and engines must move with caution, expecting to find the main track occupied without protection of flagman.

49. Cars may be set out on siding, Sherman, when yard engine is on duty, setting a sufficient number of hand brakes on east end of such cars to insure that they are properly secured.

50. Gate protecting crossing of St. L. S. W. and St. L., S. F. & T., Sherman, must, when crossing is not in use, be left across St. L. S. W. main track. Trains or engines should not occupy crossing when a train or engine is approaching on intersecting track.

51. Yard engines that are to perform service on North Dallas Track (Old Main Track) east of Gifford and up to Hiland, will use the Dallas Belt Line via T&P Junction between Dallas-Miller and Gifford.

Yard engine foremen and engineers must have written line-up of trains before making yard engine movements west of Briggs on Denison Subdivision main track.

Yard engine foremen must also confer with yardmaster to ascertain if there are any other yard engines west of T&P Junction and receive instructions as to how they are to operate with respect to each other.

Before yard engines leave Gifford on Denison Subdivision main track, yard engine foremen and engineers must have written line-up of trains and this line-up can be secured from operator at Belt Junction by use of telephone.

52. Nos. 14, 16 and 18 must obtain clearance at Dallas (Union Station).

53. Trains and engines moving against current of traffic between South Tower and GC&SF crossing, Union Terminal Company tracks, Dallas, must not exceed speed of 10 MPH through crossover located 700 feet west of GC&SF crossing.

At request of Dallas Union Terminal Company, enginemen arriving Dallas, Train 17, will leave steam heat on train.

Maximum speed for passenger trains to or from the direction of Dallas (Union Station) is 35 miles per hour through switch at west end of Trinity River Bridge and through switch at east end of double track, Belt Junction.

54. F-1 class engines, coupled, must not exceed 30 miles per hour through Trinity River overhead steel bridge (260.18) west of Miller.

55. LETTER TYPE INDICATORS located on mast of signal 2581 at east end of siding Miller will, when displayed, govern westward trains in accordance with Rules 705 to 709, inclusive, except that provision of Rule 706 requiring trainman or engineman to call yard office for instructions before proceeding will not apply. When the letter "M" is displayed, train is thereby given superiority over all trains to the fouling point at west end of drill track Miller. Trains given this superiority, and using main track under these conditions, must run with caution.

56. The main track between Garrett and Ennis will be used jointly by trains of the Denison and Fort Worth Subdivisions, movement in accordance with C. T. C. signal indications between Garrett and west end of Ennis Yard, and A. P. B. signal indications between west end of Ennis Yard and east end of Long Track. (See Page 26.)

57. Nos. 13 and 14 may register at Ennis by register ticket, Form 2642, and when required, obtain train-order check, Form V, of superior trains due.

58. Engines heavier than C-8-9 class must not use the following tracks:

Denison —Cotton Mill track.

Van Alstyne —West elevator track beyond Taylor Grain Company office building.

McKinney —Compress tracks and wye, except that portion leading to Collin Co. Mill & Elevator track.

Ferris —Acme Brick yard spurs.

60. Engines must not be operated over either live rail or dead rail of track scale in track serving Van Alstyne Cotton Oil Company, Van Alstyne.

FORT WORTH SUBDIVISION

61. Use of engine whistle, except in emergency, is forbidden within Fort Worth (Union Station) limits. Crews will use telephone at east end of train shed to obtain route through limits of Interlocking 55.

62. Trains must not exceed 15 miles per hour through limits of Interlocking 126, Fort Worth.

64. M-K-T trains and engines operate on main track between M-K-T Junction (MP 51.2) and Fort Worth (Freight Yard) under provisions of Rule 93. Main-track movements approaching and between these points must be made with caution.

65. MK-5 class or heavier engines must not make a direct movement from west yard lead to enginehouse lead, or from enginehouse lead to yard lead, Fort Worth, but must first move to main track, clear main-track switch, and enter yard lead or enginehouse lead from the main track.

66. Hattie Street overpass at MP 52 in Fort Worth yard, and I.-G. N. overhead bridge at MP 49 east of Interlocking 53 do not afford standard overhead clearance.

67. Engines heavier than M-4 class must not use Electric Light track, Waxahachie.

69. The main track between Garrett and Ennis will be used jointly by trains of the Fort Worth and Denison Subdivisions, movements in accordance with C. T. C. signal indications between Garrett and west end of Ennis Yard, and A. P. B. signal indications between west end of Ennis Yard and east end of Long Track. (See Page 26.)

ENNIS SUBDIVISION

76. Overlap post located between switches of sidings at Springfield and Gude govern westward trains.

77. Automatic Block Signal 1691, east of Groesbeck, governing westward trains is designated as "Grade Signal." When this signal indicates "Stop" trains will be governed by Rule 509(d).

78. Fire station, Calvert, is located third street west of passenger station. This crossing must be opened promptly by freight trains after stopping. This and other crossings, Calvert, must not be blocked by trains moving very slowly to avoid opening crossings.

80. Engines heavier than C-8-9 class must not use the following tracks:

Corsicana —Ice Plant track beyond point 235 feet east of switch;
Fortson Grocery Co. track.

Mexia —B-RI interchange beyond a point 300 feet from switch.

Bremond —Short leg of wye.

81. LETTER TYPE INDICATORS are located on signal masts of signals 2091 and 2108, east and west ends of siding at Corsicana. When displayed they will govern movement of trains through Corsicana in accordance with Rules 705 to 709, inclusive, except when the letter "M" is displayed, train is thereby given superiority over all trains up to but not beyond St. L. & S. W. crossing. Trains given this superiority and using main track under these conditions must run with caution and observe any restrictions that may be imposed by automatic block or other signals. Provisions of Rule 706 requiring trainmen or engine-men to call yard office for instructions before proceeding will not apply.

82. Trains must not exceed ten (10) miles per hour when moving over tracks 2, 3, 4 and 5, Springfield, and must move with caution over turnouts, both ends of these tracks, account No. 7 frog.

HEARNE SUBDIVISION

84. Trains originating or terminating at Hearne, except first class trains and trains manned by crews operating through Hearne will obtain train orders and register at RN telegraph office instead of G telegraph office.

85. First class trains may register at Hearne by register ticket, Form 2642, and when required, obtain train-order check, Form V, of superior trains due.

86. Main track between Hearne and Hearne Junction will be used jointly by trains of the Hearne and Flatonia Subdivisions, movements in accordance with Absolute-Permissive Block Signal indications. (See Page 26.)

87. F-1 class engines, coupled, must not exceed 30 miles per hour through overhead steel bridge:

Navasota River (73.59)

88. Engines heavier than M-10 class must not use oil-mill track, Navasota.

89. Hempstead is a register station only for trains that originate or terminate there. Nos. 42, 43, 45 and 46 may register at Hempstead by register ticket, Form 2642.

90. Track No. 4 through Hempstead yard is designated as Austin Subdivision main track and must be kept clear. Austin Subdivision trains will enter and leave Hearne Subdivision main track at east end of Track No. 4.

91. Engines larger than C-9 Class must not be operated beyond a point 2600 feet east of the east switch of the run-around track, Salt Mine Spur, Mile Post 33. Do not exceed 15 MPH on straight track and 10 MPH on curves while operating on this spur.

92. When using spur track crossing Hempstead Road, U. S. Highway 290, MP 6.5, west of Tower 13, Eureka, movements of locomotives, trains and cars shall be controlled so as to avoid stopping within the limits of the highway and so there will be no general movements backward or forward across the highway.

93. Schedule time and train orders at Eureka apply at crossover switch leading to double track.

94. Westward trains of the Hearne Subdivision, checking a regular train on register at Englewood or Houston Passenger Station, or identifying a train on opposite track between these points and Eureka, will not be required to check against the same train before passing from double to single track at Eureka.

95. Trains operating between Eureka and Englewood will move via Freight Route between Boulevard Junction and Interlocking 26 unless otherwise directed.

96. Engines heavier than F-1 class must not be operated over White Oak Bayou bridge on Freight Route, west end of Hardy Street yard, Houston.

97. Trains and engines entering or leaving or operating through passenger station yard at Houston must run with caution, not exceeding eight (8) miles per hour between San Jacinto Street crossing at Tower 108, east of the station yard; and Houston Avenue underpass, west of the station yard.

Trains and engines must not exceed speed of ten (10) miles per hour over HB&T crossing, Tower 26, on westward main track.

98. Main tracks between Eureka and Houston Passenger Station and between Boulevard Junction and Interlocking 26 via Niles will be used jointly by trains of the Dallas and Austin Divisions and the San Antonio Division, and between Interlocking 26 and Englewood by trains of the Dallas and Austin Divisions, the San Antonio Division, and the Houston Division. Trains between these points will run with caution, and may run extra without train-order authority, moving with the current of traffic on double track. Second and inferior class trains, extra trains and engines may run ahead of first class trains but must not occupy the main track when it is known a first class train will thereby be delayed, and movements against current of traffic may be made only under flag protection. Movements between Niles and Interlocking 26 will be in accordance with Centralized Traffic Control signal indications. (See Page 26.)

99. 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 and green light by night before entering passenger yard.

Proceed signal with yellow flag by day and yellow light by night before leaving passenger yard.

The following whistle code will be sounded at Houston Avenue underpass for guidance of switch tender in handling switches at entrance to passenger yard:

Dallas and Austin Divisions trains o ——— ———

100. Location of bulletin books at Houston:
Train-order office, Passenger Station;
Yardmaster's office, Hardy Street;
Hardy Street enginehouse;
Houston Avenue enginehouse.

101. F-1 and MK-5 class engines must not head through curved side of puzzle switches, located on Middle Buster Lead, tracks Middle 10 to 16, inclusive, Englewood Yard.

GS-1 and F-5 Class engines must not use the track leading from Track No. 1 to Track No. 3 west end Englewood Yard.

WACO SUBDIVISION

102. Engines equipped with two-wheel engine trucks must not head through turnout connecting Cameron Subdivision main track with StLSW main track, Waco.

103. Engines and cars must not move beyond derail and sign reading "Railroad Employees Must Not Move Engines Or Cars Beyond This Point," Richards Sand and Gravel Company Track, Vemo Spur.

FLATONIA SUBDIVISION

104. C-8-9 class and heavier engines must not use following tracks:

Moulton—Fehrenkamp spur.
Lena —Spur.

105. Engines must not be operated over scale in Oil Mill track, Flatonia.

107. Trains and engines using San Antonio Division tracks at Flatonia will be governed by current timetable and special instructions of that division.

109. East transfer, West Point, must not be used beyond fouling point of switch, MKT end of track.

112. Within yard limits, Giddings, the main tracks may be used, protecting only against first class trains. Trains and engines must move with caution, expecting to find the main and wye tracks occupied without protection of flagman.

113. Engines must not go beyond restriction sign in Glass Gravel Pit, MP 3.9.

114. Tracks within plant General American Transportation Corporation, Lansdale, Mile Post 2.4, near Hearne Junction, may be used by yard engines, except SE-3 Class and larger engines must not use plant tracks beyond clearance point.

115. Main track between Hearne Junction and Hearne will be used jointly by trains of the Flatonía and Hearne Subdivisions, movements in accordance with Absolute-Permissive Block signal indications. (See Page 26.)

CAMERON SUBDIVISION

120. Within yard limits, Giddings, the main tracks may be used, protecting only against first class trains. Trains and engines must move with caution, expecting to find the main and wye tracks occupied without protection of flagman.

121. Freight trains will not take water at Rockdale or Lott except in emergency, and then only sufficient to make next water station.

122. Trains must approach highway crossing west of station, Rockdale, with caution, and, if necessary to avoid accident, STOP. Switching movements over this crossing must be protected by a member of the crew.

123. Engines must not use gravel-pit track at Texand beyond sign reading "S. P. Track."

124. Interlocking home signal, west of M-K-T crossing, Waco, governing eastward movements, is located to the left of main track in direction of approach.

125. Trains and engines must not exceed 6 miles per hour on curve in track connecting Cameron Subdivision main track with St. L. S. W. main track, Waco, and engines equipped with two-wheel engine trucks must not head through turnout connecting Cameron Subdivision main track with St. L. S. W. main track, Waco.

126. Engines or cars must not move beyond derail and sign reading "Railroad Employees Must Not Move Engines Or Cars Beyond This Point," Waco Sand and Gravel Company Track at Texand.

AUSTIN SUBDIVISION

130. The scale track serving Elgin Cotton Oil Company, Elgin, must not be used in switching movements. The west switch on oil-mill track must be left set for the spur.

131. Interlocking home signal east of G. C. & S. F. crossing, Brenham, governing westward movements, is located to the left of main track in direction of approach.

132. Within yard limits, Giddings, the main tracks may be used, protecting only against first class trains. Trains and engines must move with caution, expecting to find the main and wye tracks occupied without protection of flagman.

134. Westward inferior trains may pass west switch of siding at Brenham in accordance with provisions of Rule 605. Eastward trains must approach Brenham expecting to find the main track occupied.

135. Engines must not go under cottonseed shed of Brenham Cotton Oil and Manufacturing Company, Brenham. C-8-9 class or heavier engines must not use shed track, Brenham. Engines heavier than C-8-9 class must not use Schleider's spur, Brenham.

136. Track No. 4 through Hempstead yard is designated as Austin Subdivision main track and must be kept clear. Austin Subdivision trains will enter and leave Hearne Subdivision main track at east end of Track No. 4.

137. Nos. 42, 43, 45 and 46 may register at Hempstead by register ticket, Form 2642.

LLANO AND LAMPASAS SUBDIVISIONS

140. Engines must not head through west leg of wye at Llano.

141. Trains handling loaded tank cars of any capacity must not exceed 15 miles per hour between Fairland and Marble Falls.

142. C-8-9 class engines must not exceed 25 miles per hour between Austin and Fairland. M-21 class engines must not exceed 25 miles per hour between Austin and Sudduth.

143. Engines using new spur, Granite Mountain, must not go beyond restriction sign. Guy wires over track in quarry at Granite Mountain will not clear man on top of box car. Box cars must not be handled in this track.

144. Loading ramp on track at Hobart, Mile Post 84.1, will not clear high car or locomotive. Engines must not be operated over cattle guard on this track.

147. Train registers at Wilkie are located, one at west wye switch, and one at east wye switch. No. 254 from Llano will register their arrival at east wye switch before proceeding to Burnet, and will register their departure at east wye switch after leaving Burnet enroute to Austin. No. 253 will register their arrival at east wye switch before proceeding to Burnet, and register their departure at west wye switch after leaving Burnet enroute to Llano. Extra trains of the Llano Subdivision will, when necessary, check these registers for arrival and departure of Nos. 253 and 254, unless train-order check of trains, Form V, on Wilkie registers, is received.

SPEED

150. Location Where Speed Board Restrictions Apply to More Than One Curve, Structure or Extended Section of Track.

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Speed Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Speed Board M P	Beginning of Restriction M P	End of Restriction M P
HEARNE SUBDIVISION					
64.75	64.00	60.71	59.96	60.71	64.00
74.18	73.43	72.02	71.27	72.02	73.43
110.31	109.56	108.69	107.94	108.69	109.56
FORT WORTH SUBDIVISION					
16.95	16.20	15.80	15.05	15.80	16.20
22.55	21.80	20.50	19.75	20.50	21.80
26.42	25.67	24.00	23.25	24.00	25.67
27.35	26.60	25.76	25.01	25.76	26.60
44.55	43.80	41.40	40.65	41.40	43.80
49.75	49.00	47.50	46.75	47.50	49.00
FLATONIA SUBDIVISION					
65.85	66.60	67.00	67.75	67.00	66.60
CAMERON SUBDIVISION					
71.36	72.11	72.53	73.28	72.53	72.11
73.57	74.32	75.07	75.82	75.07	74.32
87.63	88.38	88.86	89.61	88.86	88.38
100.46	101.21	108.16	103.91	103.16	101.21
112.57	113.32	113.82	114.57	113.82	113.32
115.83	116.58	117.63	118.38	117.63	116.58
148.60	149.35	152.24	152.99	152.24	149.35
AUSTIN SUBDIVISION					
83.38	82.63	78.50	77.75	78.50	82.63
95.21	94.46	94.11	93.36	94.11	94.46
107.43	106.68	105.71	104.96	105.71	106.68
LLANO SUBDIVISION					
35.55	34.80	33.50	32.75	33.50	34.80
LAMPASAS SUBDIVISION					
13.94	13.19	7.82	7.07	7.82	13.19
22.48	21.73	17.80	17.05	17.80	21.73

SPECIAL INSTRUCTIONS

SPEED

160. Unless otherwise further restricted, the following is maximum speed for trains between the points named:	Streamlined Passenger Trains when handled by P-5, P-6 or P-14 Class Engines		Other Steam Passenger Trains			Engines with two wheel engine trucks in passenger service			Freight Trains when handled by engines not otherwise restricted & when not handling any of the restricted cars shown in Item 165			Freight and Mixed Trains			Trains handling derricks, ditchers, power shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels.			
	Miles per Hour			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	Straight Track	Unprotected Curves	Protected Curves
BETWEEN																		
Houston and Forest Avenue.....	75	75		65	65		50	50		50	50		40	40		30	25	25
Belt Jct. and T.&P. Jct. and Gifford				45	40		40	35					35	35		25	20	20
Hiland and Gifford.....				20	20		15	15					15	15		15	15	15
Gifford and Denison.....				45	40		40	35		40	40		35	35		25	20	20
Garrett and Fort Worth.....				50	45		45	35					35	35		25	25	20
Bremond and Waco.....				35	35		30	30					25	25		20	15	15
Austin and Hempstead.....				50	50		40	40					35	35		25	25	20
Llano and Austin.....				40	35		35	30					30	30		20	15	15
Marble Falls and Fairland.....				35	30		35	30					25	25		15	10	10
Lampasas and Burnet.....				30	25		25	20					20	20		15	10	10
Yoakum and Flatonia.....				40	40		35	35					25	25		20	15	15
Flatonia and Hearne Jct.....				50	45		45	45		45	45		35	35		25	25	20
Giddings and Waco.....				40	40		35	35					25	25		20	15	15

160(a) The speed indicated must not be exceeded at any point, by engines listed below, in any service, or when handled in tow.

30 miles per hour
307 to 386, 481, 867 to 894.

35 miles per hour
803, 804, 807, 810, 811, 813, 819, 820, 826, 829, 831, 832, 838, 845, 848, 895, 896.

40 miles per hour
520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 800, 801, 802, 805, 806, 808, 809, 812, 814, 815, 816, 817, 818, 821, 822, 823, 824, 825, 827, 828, 830, 833, 834, 835, 836, 837, 839, 840, 841, 842, 843, 844, 846, 847, 849, 850.

160(b). Through corporate limits of the cities and towns named trains and engines must not exceed speed indicated:

STATION	Miles per hour	STATION	Miles per hour
Houston	18	Sherman	20
Navasota	25	Denison	20
Bryan	15	Marlin	10
Hearne	30	Waco	18
Calvert	20	Waxahachie	20
Kosse	20	Fort Worth	20
Thornton	10	Midlothian	25
Groesbeck	20	Brenham	6
Mexia	20	Giddings	6
Richland	20	Elgin	10
Corsicana	20	Austin:	
Rice	8	Psgr. Sta. to East Ave... 6	
Ennis	20	East Ave. to City Limits.. 12	
Ferris	20	Yoakum:	
Dallas	12	(Psgr.)	15
Plano:		(Frt.)	10
Mechanic St.	6	Flatonia	20
Other Points	12	Rockdale:	
McKinney:		Main St. to Frt. Sta. 6	
Louisiana St.	6	Other Points	10
Other Points	12	Cameron	20
Van Alstyne	20		
Howe	30		

MAXIMUM SPEED OF ENGINES

160(c). Steam yard engines in service, running forward or backward with or without cars...20 miles per hour

Steam yard engines, not equipped with engine trucks, in tow in charge of messenger and under sufficient steam to lubricate moving forward or backward, rods in place or removed.....20 miles per hour

Diesel-electric yard engines in service running forward or backward with or without cars, or being hauled in train, forward or backward...40 miles per hour

Road engines in tow in charge of messenger moving forward, rods in place.....freight train speed

Road engines running forward, light, unless otherwise directedfreight train speed

Road engines moving backward, in service or in tow, rods in place.....20 miles per hour

Road engines running under own steam or hauled in train when all the weight has been removed from only one pair of drivers, or engine truck removed.....20 miles per hour

Road engines moving forward or backward, main or side rods, or both, removed.....20 miles per hour

Gas-electric motor passenger cars while being hauled in trains, forward or backward.....60 miles per hour

Gas-electric motor passenger cars running backward, either with or without cars.....20 miles per hour

161. The following equipment must not be operated by own power or towed through water in excess of height above top of rail as indicated below. When operated by own power or towed through water above top of rail, speed of three miles per hour must not be exceeded.

- | | Maximum height of water above top of rail |
|--|---|
| 1. Diesel-electric locomotives..... | 4 inches |
| 2. Gas-Electric Motor Cars..... | 4 inches |
| 3. Streamlined passenger equipment..... | 6 inches |
| 4. Steam locomotives and conventional passenger equipment..... | 12 inches |

When Diesel-Electric locomotives or gas-electric motor cars are operated by own power, controller should be in series position.

SPEED

162. Unless otherwise further restricted, the following maximum speed restrictions between Houston and T. & P. Jct. and Forest Avenue must be observed:

(a) Speed prescribed by train order, or time table bulletin, for passenger trains must not be exceeded by streamlined trains Nos. 13, 14, 15 and 16.

(b) Trains consisting of streamlined cars, when handled by other than P-5, P-6 or P-14 class engines, or when handling conventional equipment, must not exceed speed prescribed for other steam passenger trains, or class of engine used. This restriction does not apply to mail-baggage cars 141 and 148 which are designed for speed of streamlined equipment.

(c) Engines not equipped with trailer trucks, when used in passenger service, must not exceed 55 miles per hour.

(d) MK-5 and F-1 class engines when used in passenger service are authorized a maximum speed of 55 miles per hour between Houston and Forest Avenue.

163. Round yellow speed boards, with black figures, unless otherwise further restricted, indicate maximum speed for streamlined trains Nos. 13, 14, 15 and 16 only.

164. Unless otherwise authorized trains must not exceed 15 miles per hour through crossovers, junctions and other diverging switches; and 45 miles per hour over railroad crossings at grade.

165. Speed shown under "Freight Trains," Item 160, may be observed when not handling:

Loaded tank cars of more than 10,000 gallons capacity.

Any open-top car loaded with transformers, rail, poles or piling, twin or other multiple loads;

Any other open-top cars where lading projects above ends or sides of car, unless car foreman or lead inspector, after careful inspection, certifies load in good condition for manifest speed;

Machines on own wheels such as cranes, derricks, ditchers, or any other car restricted by rule or special instructions;

Cars with arch bar type trucks.

166. Passenger trains handling converted steel wheel box cars or converted foreign line box cars equipped with steel wheels only must not exceed maximum speed of 50 MPH, and with steel wheels, snubbers, and AB brake equipment 55 MPH between Houston and Forest Ave., and not exceed maximum freight train speed, between all other points.

167. Passenger trains when handled by Gas-Electric Motor are authorized a maximum speed of 45 MPH between Yoakum and Flatonia, and between Giddings and Waco, and 55 MPH on straight track and 50 MPH on unprotected curves between Flatonia and Hearne Junction.

Between other points, speed prescribed for "Other Steam Passenger Trains," will govern, except a speed of 55 MPH will not be exceeded.

168. Speed of freight trains handling logs loaded on flat or logging cars is restricted to a maximum of 25 MPH.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions 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	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6
17	3	31	36	1	40	55	1	5
18	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

INTERLOCKING WHISTLE CODES

INTERLOCKING 68, ENGLEWOOD

Main track for movement with the current of traffic, from main track ———

Eastward main track eastward from any other point ——— o 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 ——— o

Ice House Track from any point o o ——— o o

INTERLOCKING 26, H. B. & T., I.-G. N., T. & N. O. CROSSINGS, HOUSTON

Main track for movement with the current of traffic, from main track ———

Eastward main track eastward, from any other point ———
o 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

Shreveport Line Transfer, from any point o o ——— o o

Shreveport Line Connection, from any point o o ———
 Enginehouse 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 ——— o
 Freight main track westward, from any point o ———

INTERLOCKING 13, M-K-T CROSSING, EUREKA

Main track for movement with current of traffic, from main track, (except San Antonio Division main track westward)

San Antonio Division main track, westward o ———
 Eastward main track, eastward from any other point ——— o 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

INTERLOCKING 41, G. C. & S. F. CROSSING, NAVASOTA

Main track eastward or westward ———
 Siding from any point o ———

INTERLOCKING 9, I-G. N. CROSSING, NAVASOTA

Main track eastward or westward ———
 House track from any point ——— o ———
 Oil Mill track from any point o ——— o

INTERLOCKING 7, I-G. N. CROSSING, COLLEGE STATION

Main track eastward or westward ———
 House track from any point ——— o ———
 Siding from any point o ———
 Team track from any point ——— o ——— o

INTERLOCKING 36, I-G. N. CROSSING, BRYAN

Main track eastward or westward from main track ———
 Siding from any point o ———

INTERLOCKING 15, I-G. N. CROSSING, HEARNE

Main track eastward or westward ———
 New No. 1 track from any point o ———
 West siding from any point ——— o ———

CABIN INTERLOCKING 63, B.-R. I. CROSSING, SPRINGFIELD

Route and signals normally set for T. & N. O. movements. When interlocking signal indicates STOP, trains will be governed by provisions of Paragraph (c), Rule 663.

INTERLOCKING 184, ST. L. S. W. CROSSING, CORSICANA

Main track eastward or westward ———
 Movements on siding eastward o ———
 Movements on siding westward o ——— o o
 To west end of scale track from any point ——— o ———

West switch of scale track is electrically locked and can not be hand operated until released by signal operator. To operate switch by hand, when indicator in iron box at switch is clear, turn crank to left as far as it will go. After switch has been restored to normal position turn crank to right as far as it will go.

Signal 2105-SA governing movement out of west end of scale track is located to the left of scale track. Signal will not clear until hand derail in scale track and main-track switch have been operated for the movement.

INTERLOCKING 118 AND 119 (See Page 27) INTERLOCKING 10, G. C. & S. F. CROSSING, OLD MAIN TRACK, EAST OF DALLAS YARD

Main track eastward or westward from main track ———

Interlocking signals governing movements over G. C. & S. F. crossing, Interlocking 10, on old main track, east of Dallas Yard, are operated from Interlocking 19. Telephones are located in box on mast of eastward home signal and on iron post just east of westward home signal.

CABIN INTERLOCKING 35, M-K-T CROSSING, HILAND (Between Dallas Yard and Gifford on Old Main Track)

Normal route will be set for M-K-T showing clear signals.

T. & N. O. trains and engines must stop before reaching home signal and send a member of train crew to the interlocking who will handle levers in accordance with instructions on manipulation chart.

INTERLOCKING 49, ST. L. S. W. CROSSING, PLANO

Main track eastward or westward ———
 Siding from any point o ———

INTERLOCKING, ST. L., S. F. & T. CROSSING, ON STEM OF WYE, SHERMAN

Normal position of signals set for movements over St. L., S. F. & T. Railway Company crossing.

Hayes derails located on both legs and stem of T. & N. O. wye tracks on each side of St. L., S. F. & T. crossing normally set against movements approaching crossing. These derails are operated by ground-throw switch, located near crossing.

T. & N. O. movements not governed by interlocking signals but STOP signs located in advance of each derail on each side of crossing and T. & N. O. train or engine movements will stop clear of such STOP signs, following which a member of crew will proceed to crossing, and, if no train or engine movements are seen to be approaching from either direction on St. L., S. F. & T. track, unlock cast iron box, read, and be governed by instructions posted on door covering operation of interlocking.

Signals and derails must be restored to normal position after using.

INTERLOCKING 16, T. & P. CROSSING, 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 ——— o
 T. & P. transfer from any point o ——— o o

INTERLOCKING 93, M-K-T CROSSING, DENISON

Main track eastward or westward from main track ———
 To and from K. O. & G. transfer from any point o ——— o o
 To T. & N. O. from M-KT ——— o ———
 To M-K-T from T. & N. O. ——— o ——— o

INTERLOCKING 21, M-K-T, ST. L. S. W. CROSSINGS, WACO

To T. & N. O. main track from coal or house track ———
 To T. & N. O. main track from St. L. S. W. main track ———
 To St. L. S. W. main track from T. & N. O. main track ———
 o ———

Telephones are located in box on post near each interlocking home signal on Cameron Subdivision, and if signal is not cleared for route through interlocking limits, telephone should be used immediately to communicate with signal operator for instructions.

INTERLOCKING 52, G. C. & S. F. CROSSING, CAMERON

Main track ———

INTERLOCKING 54, I-G. N. CROSSING, ROCKDALE

Main track ———

INTERLOCKING 91, M-K-T CROSSING, WEST POINT

Main track ———
 Main track to siding ——— o o ———
 Siding to main track ——— o o ———

INTERLOCKING 3, T. & N. O. CROSSING, FLATONIA

Main track to or from Yoakum o ——— o
 Main track to San Antonio Division ———
 Main track to wye ——— o ———
 Wye to main track ——— o ———

INTERLOCKING 95, G. C. & S. F. CROSSING, BRENHAM

Main track ———

INTERLOCKING 100, M-K-T CROSSING, ELGIN

Main track ———
 Main track to siding ——— o o ———
 Siding to main track ——— o o ———

Main track to house track o ——— o
 House track to main track o ——— o
 Siding to house track o ———
 House track to siding o ———
 Siding to transfer ——— o o

CABIN INTERLOCKING 132, I.-G. N. CROSSING, McNEIL

Normal route will be lined for I.-G. N. showing clear signals. The agent will handle the signals during his tour of duty, and the whistle code for the main track will be one long (———). Outside of hours of the agent, it will be necessary for T. & N. O. trains to stop before reaching home signal and send a member of the train crew to the interlocking who will handle levers in accordance with instructions on manipulation chart located directly above the interlocking machine.

INTERLOCKING—B-RI MAIN TRACK CROSSING ON COMPRESS TRACK, WAXAHACHIE

Normal route will be lined for B-RI showing clear signals. B-RI siding which crosses T&NO compress track at this location is not protected by interlocking.

Hayes derrails, located on T&NO compress track on each side of B-RI crossing, normally set against movements approaching crossing. These derrails are operated by ground-throw switch located near crossing.

T&NO movements not governed by interlocking signals but by STOP signs located in advance of each derail on each side of crossing and T&NO train or engine movements will stop clear of STOP signs, following which a member of crew will proceed to crossing and if no train or engine movements are seen to be approaching from either direction on B-RI main track, will unlock box located on post, read and be governed by instructions posted therein governing operation of interlocking. Signals and derrails must be restored to normal position after use.

INTERLOCKING 67, M-K-T CROSSING, WAXAHACHIE

Main track eastward or westward ———
 M-K-T transfer from any point ——— o ———

INTERLOCKING 53, M-K-T- CROSSING, FT. WORTH

Main track eastward or westward from main track ———

INTERLOCKING 126, G. C. & S. F. CROSSING, FT. WORTH

Main track eastward or westward from main track ———
 To or from Track No. 2 o ——— o
 To or from lead ——— o
 To or from Track No. 1 ——— o ———
 To or from G. C. & S. F. connection o o ——— o

INTERLOCKING 55, T. & P. CROSSING, FT. WORTH

Rock Island from T. & N. O. ———
 F. W. & D. from T. & N. O. ———
 G. C. & S. F. Freight yards from T. & N. O. ——— o
 T. & P. South Wye from T. & N. O. ——— o o
 Ft. Worth Union Depot from T. & N. O. o ———

One long, two short and one long (——— o o ———) sound of whistle indicates westward main track movement past the two arm signal and most easterly derail up to, but not beyond the next signal.

AUTOMATIC INTERLOCKING

Normal indication of home signals governing routes is STOP. Trains entering approach circuit will cause home and distant signals to assume PROCEED indication when routes are unoccupied.

Trains must not exceed 25 miles per hour between home signals of automatic interlockings, except maximum speed of 35 MPH is authorized between home signals of automatic interlocking, Tatsie.

MARLIN (I-GN Crossing)

When home signal does not assume PROCEED indication after train has entered the approach circuit and there is no train approaching on intersecting route, unlock box marked "T&NO," push "Push Button," and after waiting three minutes signal should assume PROCEED indication. Should signal then fail to clear, train may proceed as prescribed by Paragraph (c), Rule 663.

Trains using Ice track or Compress track must stop clear of dwarf signal and operate the switch after which the dwarf signal should assume PROCEED indication. Should dwarf signal fail to clear, be governed by the foregoing paragraph with respect to operation of push button and procedure.

Switches must be closed after entering Ice track or Compress track if movement is made beyond the limit of the interlocking. This is necessary so dwarf signal will assume PROCEED indication after switch is again operated.

MIDLOTHIAN (GC&SF CROSSING)

The approach circuit for eastward trains extends from marker, marked "RELEASE SECTION," 165 feet west of home signal to the home signal, and the approach circuit for westward trains extends from the distant signal to the home signal. The approach circuit must be occupied while waiting for home signal to clear. When, after waiting six minutes, home signal fails to indicate PROCEED, and there is no train approaching on intersecting route, train may proceed as prescribed by Paragraph (c), Rule 663.

After home signal assumes PROCEED indication it will remain so until the route has been used, provided a GC&SF train does not enter their approach circuit, but if the route is not used by the T&NO before the expiration of six minutes, and a GC&SF train enters their approach circuit, the T&NO signal will go to STOP and the GC&SF train will receive a PROCEED indication; then if route is not used by GC&SF within six minutes, the T&NO train will again receive a PROCEED indication.

If a T&NO train enters the home circuit on a PROCEED indication, then backs out of it while a G.C.&S.F. train is within their approach circuit, the GC&SF signal will immediately clear. Under such circumstances T&NO train must not pass the home signal indicating STOP without waiting six minutes, then observing provisions of Paragraph (c), Rule 663. When a movement is made through the home circuit with a part of train left in approach circuit, a reverse movement over crossing must not be made except as prescribed by Paragraph (c), Rule 663.

Signals will clear behind a train if opposing route is not occupied. If a GC&SF train enters their approach circuit after signal has cleared behind a train on T&NO track, T&NO signal will immediately go to STOP, but the GC&SF signal will not clear until one and one-half minutes thereafter.

Engines or cars occupying route between home signals on either line will set all home signals to indicate STOP on both lines.

Eastward trains using industry track (old siding), will stop clear of dwarf signal and operate the switch, after which the dwarf signal should indicate PROCEED. Should the dwarf signal fail to clear, wait six minutes, then if no train is approaching on intersecting route, train may proceed as prescribed by Paragraph (c), Rule 663.

TATSIE (I-GN CROSSING)

When home signal does not assume PROCEED indication after train has entered the approach circuit, and there is no train approaching on intersecting route, unlock box marked "T&NO RELEASE," turn knob on the release to the right as far as it will go and permit it to run down, after which the signal should assume PROCEED indication. Should signal then fail to clear, train may proceed as prescribed by Paragraph (c), Rule 663.

Eastward trains using siding will stop clear of dwarf signal and will, after observing switch indicator displaying PROCEED indication, operate the switch, after which the dwarf signal should assume PROCEED indication. Should dwarf signal fail to clear, be governed by the foregoing paragraph with respect to operation of release and procedure.

REMOTE INTERLOCKING**WEST POINT**

The east switch of siding is operated from Interlocking 91. Westward inferior trains approaching east switch and finding the switch set for main track movement, and the governing signal clear, may proceed with caution on main track to the next signal governing in the direction of movement.

BOULEVARD JUNCTION

Both switches of the crossover just east of Heights Boulevard are operated from Interlocking 13, Eureka.

Dwarf light signal X-35-SA, located to the north of Chaney Yard, yard lead track, west of Harvard Street, governs westward movements entering the interlocking limits from any of the Chaney Yard tracks; normal position is stop. The route must be set against conflicting movements by the signal operator at Interlocking 13, Eureka, and the west switch of the lead must be set for the lead by a member of the crew before signal X-35-SA will indicate proceed. Trains or engines must not enter main track from lead, Chaney Yard, unless so authorized by telephone by signal operator at Interlocking 13, Eureka, when telephone communication is possible.

Location of local telephones connected with Interlocking 13, Eureka:

- Mechanism case at signal bridge.
- Mechanism case east of Harvard Street.
- Crossing watchman's booth, Heights Boulevard.

ABSOLUTE-PERMISSIVE BLOCK SYSTEM LIMITS**At Ennis between west end of yard, and east end of Long Track.**

Absolute signal at M. P. 232.6, west end of Ennis Yard, governing eastward movements;

Absolute signal at M. P. 230.7, at east switch, Long Track, governing westward movements.

Overlap extends from signal at M. P. 230.7 east to signal at M. P. 229.7.

Switch indicators are located at compress track, and oil mill track.

Between Hearne and Hearne Junction

Absolute signal at M. P. 119.7, east end, Hearne Yard, governing westward movements on Hearne Subdivision;

Absolute dwarf light signal at M. P. 119.9, Hearne Junction, governing movements from Flatonia Subdivision;

Absolute signal at M. P. 120.6, west end Hearne Yard, governing eastward movements.

Absolute dwarf light signal at M. P. 119.9 governing movements from Flatonia Subdivision also governs movements into ice dock track when crossover switches are set for such movements.

Overlaps extend 2617 feet east of signal at M. P. 119.7 and 250 feet west of signal at M. P. 120.6. Overlap at signal at M. P. 120.6 affects switch indicators only.

Switch indicators are located at all main track switches between Hearne Junction and signal at M. P. 120.6.

Within yard limits at Ennis and Hearne, when absolute signal within A. P. B. system limits, indicates "stop," movements will be made in accordance with provisions of Rules 509, Paragraph (b), 509 (F), or 509 (J), as the case may be, and 509 (K).

CENTRALIZED TRAFFIC CONTROL LIMITS**Between Sherman and Denison**

Absolute signal located at M. P. 329.1 governing westward movements.

Absolute signal located at M. P. 330.1 governing westward movements from St.L.S.F.&T. Yard.

Absolute signal located at M. P. 337.4 governing eastward movements.

Absolute signal located at M. P. 335.9 governing movements from Cotton Mill Spur.

The switch at North Sherman Junction is a power operated switch equipped with a crank. When necessary to operate this switch by hand Rule 772 applies.

Cotton Mill and Jacques spurs are equipped with electric switch locks, and before switches can be used trainmen must secure permission from signal operator. When signal operator

releases lock, indicator in lock box will show clear. Trainman can then turn crank to the left which will unlock switch. After restoring switch to normal position make sure crank is restored to normal position and box locked.

Telephones for communication with signal operator at Tower 16, Sherman, are located as follows:

Concrete instrument house, North Sherman Junction.

Relay post Cotton Mill spur switch.

Relay post Jacques spur switch.

Signal case M. P. 337.4.

Interlocking No. 93, Denison.

Freight station, Denison.

Approach signal M. P. 328.1, Sherman yard.

Telegraph office, Frisco yard, Sherman.

Between Ennis and Garrett

Absolute signals located at fouling point Garrett, governing eastward movements on Denison Subdivision, and from Fort Worth Subdivision;

Absolute signal at M. P. 232.5 west end, Ennis Yard, governing westward movements.

Dwarf light type signal located 285 feet east of lead switch west end, Ennis Yard, on lead track, governing westward movements.

The switch connecting the Fort Worth Subdivision with the Denison Subdivision at Garrett is operated from train order office, Ennis Yard; normal position for Denison Subdivision.

When necessary to use junction switch, Garrett, for switching, signal operator must be notified by telephone to operate switch for each movement.

At Garrett, telephone is located in box on signal near junction switch.

At west end, Ennis Yard, telephone is located in box on signal at M. P. 232.5, and when westward trains do not move in their turn as ordered, the signal operator must be so informed.

Between Interlocking 26 and Niles (Freight Route)

Absolute signal located at west interlocking limits, Interlocking 26, just west of Maury Street, governs westward movements;

Absolute signal located at fouling point on eastward track, and

Absolute signal located at fouling point on westward track, at Niles, govern eastward movements.

Yard engines may enter main track from diverging tracks where switch indicators are located when the indicator indicates "block clear." To enter main track when the indicator indicates "block occupied," or to enter main track where no indicator is located, permission must first be obtained from the signal operator at Maury Street, and movements must be made in compliance with Rule 776.

Telephones for communication with signal operator at Maury Street and with the assistant yardmaster at Hardy Street are located as follows:

SA yard crossover, west of Hardy Street.

At signal near old signal shop.

Old freight house lead.

At first signal west of North Main Street underpass.

West end shop lead.

Signal at Houston Avenue.

Niles.

Trains must not exceed 15 miles per hour between Interlocking 26 and Niles and must proceed with caution.

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

CENTRALIZED TRAFFIC CONTROL
LIMITS**Between T&P Junction and Belt Junction and between
Belt Junction and Miller**

Absolute signal at M. P. 259.7, at west crossover, Miller, governing westward movements on main track;

Absolute signal at M. P. 260.3, west drill track switch, Miller, governing westward movements from drill track;

Absolute signal at M. P. 4.8, just east of Interlocking 119, T&P Junction, governing eastward movements;

Absolute signal at M. P. 314.9, Houston Division, Briggs, governing movements from that division;

Absolute signal at M. P. 4.2, industry yard track at Briggs, governing movements from that track;

Absolute signal at M. P. 1.8, at end double track, Belt Junction, governing eastward movements toward Miller and westward movements toward T&P Junction.

Signals and switches at Belt Junction, each end of Fox siding, and at west end drill track, Miller, are operated from Interlocking 118, Belt Junction.

Signals and switches at T&P Junction and Briggs (except signal at M. P. 4.2 and switch to industry yard track) are operated from Interlocking 119, T&P Junction.

Signal operator at Interlocking 119, T&P Junction, will not clear signals authorizing movements from T&P Junction or Briggs until he has communicated with signal operator at Interlocking 118, Belt Junction, and has received authority for such movements, when wire communication is possible.

Tracks between Miller and Belt Junction will be used jointly by trains of Denison Subdivision and Houston Division.

Tracks between Forest Avenue and Briggs will be used jointly by trains of Denison Subdivision, Houston Division, and T&P Eastern Division.

Tracks between Briggs and T&P Junction will be used jointly by trains of Denison Subdivision and T&P Eastern Division.

Movements from direction of Forest Avenue toward T&P Junction will be designated as eastward trains from Forest Avenue to end of double track at Belt Junction and as westward trains from end of double track, Belt Junction to T&P Junction.

Movements from direction of T&P Junction toward Forest Avenue will be designated as eastward trains from T&P Junction to end of double track at Belt Junction and as westward trains from end of double track, Belt Junction to Forest Avenue.

The position of train order signals must be respected in accordance with Rule 221.

Trains may leave T&P Junction without a clearance, if train order signal is changed to indicate "proceed" in accordance with Rule 221.

Yard engines from industry yard track at Briggs will be governed by indication of switch indicators and signal at M. P. 4.2 and will stop clear of this signal and will not enter main track unless so authorized by telephone by signal operator at Interlocking 118, when wire communication is possible.

The maximum speed through the switch of the connection used by T&P passenger and freight trains to and from Denison Subdivision main track at T&P Junction is 25 miles per hour.

Location of local telephones:

Interlockings 118, Belt Junction and 119, T&P Junction.

Relay post, Houston Division main track, at Briggs.

Signal case at west switch, Fox.

Cable pole at signal M. P. 314.9, Houston Division.

Signal case at M. P. 259.7, at west crossover, Miller.

Signal bridge at east end double track.

Signal case, west drill track switch, Miller.

Signal at M. P. 260.5, west end, Trinity River Bridge.

WHISTLE CODE, INTERLOCKING 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

WHISTLE CODE, INTERLOCKING 118, BELT JUNCTION

Toward Forest Avenue with current of traffic from any point
——— o ———

Toward T. & P. Junction from any point o o ——— o o

Toward Miller from any point o ——— o

Toward Dallas Yard (Old Main Track) from any point ———
o ——— o

Toward Houston 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 ——— ———

Drill track at Miller from any point o o ——— o

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

Houston Division dispatcher's telephone is located in car inspectors office at Fox.

On Double Track between Forest Avenue and Belt Junction

Trains and engines will operate in accordance with RULES GOVERNING THE MOVEMENT OF TRAINS IN THE SAME DIRECTION BY BLOCK SIGNALS. (See Rules D-251, D-253 and D-254.)

Trains may run extra, moving with the current of traffic, without train order authority.



DALLAS & AUSTIN DIVISIONS

SOUTHERN PACIFIC LINES

TEXAS & NEW ORLEANS RAILROAD CO.

