

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

# 182

**TIME TABLE**

FOR THE

**DALLAS DIVISION**

To Take Effect Sunday, December 5, 1920, at 12:01 A. M.,

"Central Time."

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

**G. S. WAID,**

Vice-President and General Manager.

**O. C. CASTLE,**

Superintendent of Transportation.

# CONDENSED SCHEDULES.

(CENTRAL TIME.)

No. 343	No. 45	No. 43	No. 31	No. 22 37	No. 19	No. 17	No. 15	Distance from Houston	STATIONS	Distance from Denison	No. 16	No. 18	No. 20	No. 21 38	No. 32	No. 42	No. 46	No. 344
1.00AM				9.00PM				210	SAN ANTONIO	404				8.00AM				12.30AM
6.20AM	11.15PM	9.30AM			9.10PM	11.05PM	9.20AM	0	HOUSTON	337	6.20PM	7.00AM	6.25AM		6.20PM	6.10PM	5.25AM	10.00PM
9.45AM	1.00AM	11.15AM			10.45PM	12.25AM	10.40AM	50	HEMPSTEAD	287	4.50PM	5.30AM	4.55AM			4.35PM	3.45AM	6.00PM
	6.30AM	3.50PM		10.15PM	6.30AM	6.30AM	3.50PM	164	AUSTIN	335	12.20PM		10.40PM	6.30AM		12.20PM	10.15PM	
3.30PM				3.35AM	1.15AM 1.25AM	2.35AM	1.10PM 1.30PM	121	HEARNE	217	2.25PM 2.05PM	3.15AM	1.55AM 1.45AM	1.25AM				11.45AM
4.50PM				4.18AM	2.15AM 2.30AM	3.25AM	2.20PM	143	BREMOND	195	1.25PM	2.30AM	1.00AM	12.41AM				9.00AM
				6.40AM	6.40AM	6.40AM	4.15PM	186	WACO	239	11.30AM		10.00PM	10.00PM				
11.00AM			8.00AM		11.25PM	1.02AM	11.25AM	71	NAVASOTA	267	4.05PM	4.53AM	3.55AM		4.05PM			3.45PM
7.05PM			3.45PM	5.28AM	4.00AM	4.38AM	3.45PM	181	MEXIA	157	12.10PM	1.22AM	11.20PM	11.35PM	7.00AM			6.35AM
12.10AM			5.35PM	6.55AM	5.40AM 5.45AM	6.10AM	5.30PM 5.35PM	231	ENNIS	107	10.30AM 10.25AM	11.50PM 11.45PM	9.35PM 9.25PM	10.05PM				2.45AM
3.00AM			7.00PM	8.00AM	7.05AM 8.05AM	7.35AM 7.50AM	7.00PM	265	DALLAS	73	9.15AM	10.40PM 10.15PM	8.00PM 7.00PM	9.00PM				10.00PM
4.00AM			8.00PM	9.30AM	9.30AM	8.55AM	8.00PM	286	FORT WORTH	157	7.55AM	9.15PM	6.55PM	6.55PM				9.45PM
7.50AM				11.15AM	11.15AM	11.15AM		337	DENISON	0			3.45PM	3.45PM				4.20PM
25.20	7.15	6.20	12.30	14.15	14.05	12.10	10.40		THROUGH TIME		10.25	9.45	14.40	13.05	11.30	6.10	7.10	29.40
12.0	22.5	25.9	17.0	28	24.0	27.7	26.8		MILES PER HOUR		27.4	29.0	23.0	26.9	12.0	26.8	22.5	11.0

### MILEAGE SOUTHERN PACIFIC LINES (TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company.....	1,358.69
Texas & New Orleans Railroad Company.....	467.63
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co. ....	640.17
Houston & Texas Central Railroad Company.....	858.05
The Houston East & West Texas Railway Company.....	190.94
Houston & Shreveport Railroad Company.....	39.78
<b>Total Mileage.....</b>	<b>3,555.26</b>

### MAIN LINE

Houston to Denison.... H. & T. C. R. R. Co.....337.93

### BRANCHES

Mexia cut off. ... H. & T. C. R. R. Co.... Mexia Jct. to Nelleva Jct. .94.08  
 Ft. Worth..... H. & T. C. R. R. Co.... Garrett to Ft. Worth..... 52.84  
 Waco..... H. & T. C. R. R. Co.... Bremond to Ross.....55.14  
 Lancaster..... H. & T. C. R. R. Co.... Hutchins to Lancaster.... 4.74  
 Dallas Belt..... H. & T. C. R. R. Co.... Forest Ave. to T. & P. Jct.  
 and Belt Jct.....8.20

Total Branches.....215.10  
 Total Dallas Division.....553.03



## LOCATIONS OF SIDINGS OR SPURS.

MAIN LINE		Length of Spur
NAME OF SPUR	NEAREST STATION	
Humble Oil Spur	1.7 mile west of Satsuma.	691 feet
Mile Post 39 Siding	2.50 miles east of Waller.	813 feet
Section 8 Siding	1.86 miles east of Howth.	1653 feet
Hanney Spur	1.04 miles east of Howth.	604 feet
Sand Spur	3.12 miles west of Howth.	950 feet
Flewellen's Spur	0.10 miles east of Chaille.	558 feet
Cut-off Spur	At Nelleva Junction.	566 feet
Humble Oil Spur	2.67 miles east of Hearne.	691 feet
Mexia Junction Wye	At Mexia Junction.	1152 feet
Trinity Tank Spur	2.43 miles west of Hutchins.	2800 feet
S. M. U. Sour (Soumethum)	0.71 miles east of Oasis	3900 feet
Cotton Mill Spur	2.02 miles east of Denison.	2750 feet

### MEXIA-NELLEVA CUT OFF

Sand Spur	2.02 miles west of Personville.	650 feet
Evansville Coal Spur No. 3	0.75 miles west of Evansville.	1800 feet
Karner's Spur	1.92 miles west of Farrar.	525 feet
Shilo Spur	2.42 miles east of Mexia Jct.	912 feet
Sand Spur	1.93 miles east of Robbins.	985 feet
Brown Spur	2.04 miles east of Robbins.	403 feet
Cuthrell's Spur	2.00 miles west of Carlos.	473 feet
Hipp's Spur	1.13 miles west of Piedmont.	7000 feet
Bear Grass Spur	3.28 miles west of Jewett.	1000 feet

### FORT WORTH BRANCH

Katy Crossing	2.78 miles east of Fort Worth.	105 feet
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### WACO BRANCH

Neal Spur	5.58 miles east of Waco.	332 feet
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## SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60	1	
27	2	13	44	1	21			

## FOLLOWING IS LIST OF CHIEF, LOCAL AND CONSULTING SURGEONS AND OCULISTS AND AURISTS OF DALLAS DIVISION:

### HOME STAFF.

Houston	Dr. R. W. Knox, Chief Surgeon.
Houston	Dr. F. A. Waples, House Surgeon.
Houston	Dr. M. L. O'Banion, Dr. T. A. Dickson Local Oculists and Aurists.
Houston	Dr. Chas. C. Green, Dr. H. C. Feagin, Dr. R. H. Harrison, Examining Surgeon.
Houston	Dr. J. L. Taylor, Local Suregon.

### DIVISION SURGEONS, CONSULTING SURGEONS, OCULISTS AND AURISTS

Dallas	Dr. E. H. Cary, Oculist and Aurist.
Sherman	Dr. T. W. Crowder, Oculist.
Waco	Dr. J. L. Burgess, Dr. N. T. Aynesworth, Oculists and Aurists.
Fort Worth	Dr. W. R. Thompson, Oculist and Aurist.
Ennis	Dr. C. P. Cooke, Dr. J. S. Terry, Dr. W. P. McCall, Division Surgeons.
Ennis	Dr. C. E. Gray, Oculist.

### LOCAL SURGEONS—DALLAS DIVISION.

Hockley	Dr. J. E. Batte.	Rice	Dr. J. T. Carter.
Hempstead	Dr. L. L. Mahan. Dr. McDonald Orman Dr. C. W. LaGrand	Alma	Dr. J. T. Carter.
Courtney	Dr. G. C. Harris.	Ferris	Dr. E. House.
Navasota	Dr. E. A. Harris. Dr. W. T. Wilson.	Hutchins	Dr. A. W. Carnes.
Millican	Dr. W. A. Smith.	Dallas	Dr. E. Dunlap. Dr. L. M. Nance.
Wellborn	Dr. G. F. Lee.	Richardson	Dr. J. G. Jones.
Bryan	Dr. P. M. Raysor. Dr. C. A. Searcy	Plano	Dr. W. G. Harris.
Hearne	Dr. H. W. Cummings.	McKinney	Dr. W. E. Rucker.
Calvert	Dr. F. J. Gilson.	Van Alstyne	Dr. Wm. Veazey.
Bremond	Dr. Edgar Brittain.	Howe	Dr. J. L. Shelley.
Kosse	Dr. A. T. Ezell.	Sherman	Dr. E. J. Neathery. Dr. H. I. Stout.
Jewett	Dr. V. L. Smith. Dr. Z. J. Spruell.	Denison	Dr. A. M. Freels. Dr. T. J. Long.
Iola	Dr. W. J. Quinn.	Reagan	Dr. H. P. Curry.
Normangee	Dr. Joe Rogers.	Marlin	Dr. S. P. Rice. Dr. J. W. Cook.
North Zulch	Dr. W. G. Williams.	Waco	Dr. G. B. Foscue. Dr. C. H. Brooks.
Flynn	Dr. E. O. Boggs.	Wazahachie	Dr. W. D. Boyd. Dr. W. C. Tenery.
Riesel	Dr. J. B. Foster.	Midlothian	Dr. T. L. Barnett.
Thornton	Dr. W. A. Bedford.	Britton	Dr. O. H. Moyers.
Groesbeeck	Dr. J. W. Cox.	Mansfield	Dr. W. B. McKnight.
Mexia	Dr. T. F. Oates. Dr. M. M. Brown.	Fort Worth	Dr. W. A. Duringer. Dr. W. C. Duringer.
Wortham	Dr. K. W. Sneed.	Lancaster	Dr. B. F. Lyons.
Richland	Dr. J. H. Edgar.		
Corsicana	Dr. I. N. Suttle. Dr. T. A. Miller.		

### LOCATION OF HOSPITALS.

GENERAL HOSPITAL—Southern Pacific Hospital, James and Paschal Streets, Houston.

EMERGENCY HOSPITALS—Waco, Providence Sanitarium; Fort Worth, St. Joseph's

Infirmery; Dallas, { St. Paul's Sanitarium.  
Texas Baptist Sanitarium.  
Sherman, Sherman Hospital.

**W. E. COSTELLO,**  
Superintendent.

**A. T. RAWLINS,**  
Trainmaster.

**J. DOYLE,**  
Road Foreman of Engines.

**W. R. MANN,**  
Assistant Superintendent.

**W. L. COX,**  
Terminal Trainmaster, Dallas.

**E. A. O'DONNELL,**  
Supt. Houston Terminals.

**ENNIS** {  
E. E. SLAGLE, Chief Dispatcher.  
J. E. RAWLINS, Asst. Chief Dispatcher.  
N. P. WIMBERLY, Dispatcher.  
E. C. MEREDITH, Dispatcher.  
T. L. CUNNINGHAM, Dispatcher.  
M. D. FLEETWOOD, Dispatcher.  
A. E. RAWLINS, Dispatcher.  
W. I. SNODGRASS, Dispatcher.  
W. A. ALFORD, Dispatcher.  
W. L. HESTES, Dispatcher.  
J. B. EASTERLING, Dispatcher.  
B. F. BRUMFIELD, Dispatcher.

Road Foreman of engines will exercise duties of Trainmaster when on line.

Length of Passing Track in cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS			FIRST CLASS				Distance from Houston	Time Table No. 182 December 5, 1920.	Distance from Ennis	FIRST CLASS				SECOND CLASS		THIRD CLASS		Telegraph Office hours	
	25	23	343	31	33	15	37	17	19				16	20	38	18	344	32	24			
	Way Freight	Way Freight	Sunset Manifest Freight	Mixed	Mixed	The Hustler	Dallas Ft. Worth Limited	The Owl	St. Louis Limited				The Hustler	Texas Limited	San Antonio Limited	The Owl	Sunset Manifest Freight	Mixed	Way Freight			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday						
WFTYO	7.40AM		3.30PM			1.30PM	3.35AM See 18	2.35AM	1.25AM	120.69	120.69	HEARNE	110.24	2.05PM	1.45AM	1.25AM	3.15AM	10.30AM			4.15PM	24 hours
Yard										120.71	I. & G. N. CROSSING	110.22										
55	8.00		3.45			1.38	3.43	2.43	1.35	124.03	SEGER	106.91	1.58	1.35	1.15	3.03	10.10				3.45	
95	8.40		4.00			1.50	3.50	2.55	1.45	128.59	CALVERT	102.35	1.50	1.25	1.06	2.55	9.50				3.15	See Note
55	9.20		4.25			2.05	4.05	3.10	2.00	137.09	HAMMOND	93.85	1.35	1.10	12.51	2.40	9.20				2.45	
45 WY	9.45		4.50			2.20	4.18	3.25	2.15 2.30	142.71	BREMOND	88.23	1.25	1.00 12.51	12.41	2.30	9.00				2.20	24 hours
75	10.05		5.10			2.30	4.28	3.35	2.40	148.37	DENNY	82.57	1.10	12.30	12.30	2.18	8.30				1.50	
50	11.00		5.30			2.42	4.38	3.45	2.50	153.23	KOSSE	77.71	1.01	12.12AM	12.22	2.10	8.10				1.30	See Note
55 W	11.45AM		5.55			3.00	4.51	3.58	3.10	161.28	THORNTON	69.67	12.45	11.58PM	12.09AM	1.57	7.45				1.00	See Note
36 W	12.28PM		6.25			3.20	5.10	4.15	3.35	169.50	GROESBEECK	61.44	12.28	11.41	11.54PM	1.42	7.20				12.28	See Note
40	1.00		6.45			3.30	5.17	4.23	3.45	173.75	DOYLE	57.19	12.20	11.32	11.45	1.32	7.00				12.05PM	
P Y				2.40PM	1.40PM					178.29	MEXIA JUNCTION	52.65									7.15AM	
P WFTO	1.20PM	7.30AM	7.00	2.50	1.50	3.40	5.25	4.31	3.55		MEXIA YARD		12.12	11.22	11.37	1.24	6.40			7.05	11.45AM	24 hours
Yard W										179.62	T. & B. V. CROSSING	51.32										
P		8.15	7.05	2.55PM	1.55PM	3.45	5.28	4.36	4.00	181.03	MEXIA	49.91	12.10PM	11.20	11.35	1.22	6.35				7.00AM	11.30
75		9.00	7.30			4.05	5.41	4.49	4.15	188.6	WORTHAM	42.48	11.50AM	11.06	11.22	1.07	6.10				10.35	See Note
80		9.20	7.50			4.14	5.50	4.59	4.24	194.02	CURRIE	36.92	11.40	10.54	11.13	12.58	5.50				10.10	
75 W		9.50	8.05			4.23	5.57	5.07	4.33	198.36	RICHLAND	32.58	11.32	10.45	11.06	12.51	5.07				9.50	See Note
80		10.15	8.25			4.33	6.06	5.17	4.43	203.91	ANGUS	27.02	11.22	10.35	10.57	12.42	4.43				9.25	
60										210.23	ST. L. S. W. CROSSING	20.71										
Yard WFTO		11.10	9.10			4.50	6.18	5.30	5.00	210.24	CORSICANA	20.70	11.10	10.20	10.45	12.30	4.15				9.00	24 hours
28		11.40AM	9.30			4.59	6.27	5.39	5.09	216.71	CARL	14.22	10.56	10.00	10.30	12.14	3.40				8.20	
38		12.05PM	9.53			5.07	6.35	5.47	5.17	221.08	RICE	9.85	10.48	9.53	10.23	12.07AM	3.25				8.05	See Note
40		12.30	10.15			5.15	6.43	5.55	5.25	225.26	ALMA	5.67	10.40	9.45	10.15	11.59PM	3.10				7.50	
Yard WFTO		1.00PM	10.45PM			5.30PM	6.55AM	6.10AM	5.40AM	230.93	ENNIS	0.00	10.30AM	9.35PM	10.05PM	11.50PM	2.45AM				7.30AM	24 hours
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	
	25	23	343	31	33	15	37	17	19				16	20	38	18	344	32			24	

(5.00)	(5.30)	(7.15)	(0.15)	(0.15)	(4.00)	(3.20)	(3.35)	(4.15)	.....Time Over District.....	(3.35)	(4.10)	(3.20)	(3.25)	(7.45)	(0.15)	(8.45)
12	9	15	12	13	28	33	30	26	.....Average Speed per Hour.....	31	29	33	32.2	14	12	12.6

**Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.**  
 EXCEPT, Nos. 15, 17 and 37 are superior to No. 20.  
 Mexia Yard Register Station for trains Nos. 23, 24, 25, 31, 32 and 33.  
 NOTE—See Telegraph Office Hours on Page 10  
 No. 37 make stop between Hearne and Dallas to discharge passengers who purchased tickets at Austin or at points Caldwell and west.



Length of Passing Track in cars and location of Seales, fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS				FIRST CLASS										Distance from Houston	Time Table No. 182				
	23	165	27	93		167	95	91	343			83	15	85	37	17	79	19		77	75	December 5, 1920		
	Way Freight	T. & N. O. Freight	Way Freight	Way Freight		T. & N. O. Freight	Through Freight	Sunset Manifest Freight	Sunset Manifest Freight			Passenger	The Hustler	Passenger	Dallas- Ft. Worth Limited	The Owl	Frisco Passenger 512	St. Louis Limited		Frisco Passenger 510	Frisco Meteor 118			
	Leave Daily Ex Sunday	Leave Daily	Leave Monday, Wednesday and Friday	Leave Monday, Wednesday and Friday		Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily		
WFTYOP Yard			7.30AM	7.20AM			4.30PM	12.35AM	12.10AM			5.40PM	5.35PM	7.05AM	6.55AM	6.10AM		5.45AM			230.93	Automatic Block		
36			7.40	7.30AM			4.40PM	12.45AM	12.25			5.50PM	5.45	7.15AM	7.00	6.20		5.55			233.73	ENNIS 2.80		
35			8.20						12.40				5.55		7.08	6.29		6.05			238.66	GARRETT 4.93		
34			8.40						12.57				6.01		7.14	6.36		6.13			242.73	PALMER 4.07		
35			9.00 10.15						1.10				6.09		7.20	6.43		6.20			245.87	TRUMBULL 3.14		
48			10.40						1.30				6.17		7.27	6.51		6.30			250.00	FERRIS 4.13		
28	W		11.00AM 12.01PM						1.50				6.25		7.34	7.00		6.40			254.32	WILMER 4.32		
35	P		12.30						2.20				6.39		7.44	7.14		6.50			259.87	HUTCHINS 5.55		
			12.35						2.25				6.41		7.46	7.16		6.52			260.77	MILLER SWITCH 0.90		
			3.20PM	12.50			4.10AM		2.40												263.06	BELT JUNCTION 2.29		
																					263.63	T. & N. O. JUNCTION 0.57		
																					263.65	D. T. RY. CROSSING 0.02		
																					263.78	EAST DALLAS 0.12		
																					264.50	G. C. & S. F. BY. CROSSING 0.72		
WFOYOP Yard	7.15AM	3.30PM	1.00PM			5.00AM			3.00												264.90	DALLAS YARD 0.40		
																					264.90	T. & P. RY. CROSSING 1.10		
																					266.00	THOMAS		
Via Belt and Union	Terminal	Co. and M.	K. & T.										7.00PM		8.00AM	7.35AM 7.50AM		7.05 8.05					DALLAS (Union Station)	
Via Unio n Termina	l and T. & P.															8.55AM							FORT WORTH	
55	P	7.35							3.28											8.15	268.51	HILAND M. K. & T. RY. CROSSING 1.69		
60	W	7.40							3.38											8.18	270.20	OASIS 7.01		
48		8.10							3.59											8.35	277.21	RICHARDSON 4.86		
28		8.50							4.15											8.50	282.07	ST. L. S. W. RY. CROSSING 0.31		
48	W	9.20							4.35											9.05	282.38	PLANO 6.11		
22	WO	10.30							5.05											9.30	288.48	ALLEN 7.65		
35		11.00							5.30											9.45	296.33	MCKINNEY 6.67		
48		11.30							5.50											9.57	303.00	MELISSA 4.55		
75	W	11.55AM							6.10											10.10	307.55	ANNA 5.40		
50		12.30PM							6.35											10.25	312.95	VAN ALSTYNE 6.64		
																					319.59	HOWE 8.14		
WFOY Yard		1.10							7.20								12.35PM	10.52	7.10AM	12.10AM	327.73	ST. L. S. W. RY. CROSSING 1.03		
Yard		1.15							7.25								12.38	10.55	7.13	12.13	328.75	SHERMAN 0.02		
																					328.77	T. & P. RY. CROSSING 1.56		
																					330.33	N. SHERMAN JCT. 6.58		
																					336.91	D. & S. E. CROSSING		
																					337.61	M. K. & T. CROSSING		
WFTO Yard		1.45PM							7.50AM								12.55PM	11.15AM	7.30AM	12.30AM	337.93	DENISON		
		Arrive Daily Ex- Sunday	Arrive Daily	Arr. Monday, Wednesday and Friday	Arr. Monday, Wednesday and Friday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
		23	165	27	93		167	95	91	343		83	15	85	37	17	79	19	77	75				
		(6.30) 11	(0.10) 9	(5.30) 6	(0.10) 17		(0.50) 2	(0.10) 17	(0.10) 17	(7.40) 14		(0.10) 17	(1.15) 27	(0.10) 17	(1.05) 31	(1.15) 27	(0.20) 27	(5.30) 20	(0.20) 27	(0.20) 27		Time Over District Average Speed per Hour		

Movement of First Class Trains between Belt Junction and Dallas Union Station shown under T. & P. Junction—Forest Avenue Sub-Division, Page 8.

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

EXCEPT, That Nos. 15, 17 and 37 are superior to Nos. 20, 82 and 86.  
 No. 15 makes stop between Ennis and Dallas to discharge passengers with tickets sold east of Ennis.  
 No. 37 make stop between Hearne and Dallas to discharge passengers who purchased tickets at Austin or at points Caldwell and west.  
 Semaphore signal west of Palmer indicates position of the switch; horizontal indicating stop, switch set for siding. The normal position of this signal is "proceed," with arm at angle of 45 degrees.  
 North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main line west of Frisco yard at Sherman.  
 Texas Midland passenger trains operate on H. & T. C. Main Line—Ennis passenger depot to Midland connection west of Ennis Yard Office.

NOTE—See Telegraph Office Hours on Page 10

ENNIS—DENISON SUB-DIVISION.

TOWARD HOUSTON

Eastward

Time Table No. 182. December 5, 1920	Distance from Denison	FIRST CLASS										SECOND CLASS				THIRD CLASS				Telegraph Office Hours	
		74	76	82	16	86	20	78	38	18		168	344	92	96		24	166	94		28
		Frisco Passenger 507	Frisco Passenger 117	Passenger	The Hustler	Passenger	Texas Limited	Frisco Meteor 511	San Antonio Limited	The Owl		Through Freight	Sunset Manifest Freight	Sunset Manifest Freight	Freight		Way Freight	T. & N. O. Freight	Way Freight		Way Freight
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Ex Sunday	Arrive Daily	Arrive Tuesday Thursday and Saturday	Arrive Tuesday Thursday and Saturday		
<b>ENNIS</b> 2.80	107.00			10.15AM	10.25AM	9.20PM	9.25PM		10.00PM	11.45PM									12.40PM	2.15PM	24 hours
GARRETT 4.93	104.10			10.05AM	10.15	9.10PM	9.15		9.53	11.36									12.30PM	1.45	
PALMER 4.07	99.17			10.05		9.02			9.44	11.27										1.15	See Note
TRUMBULL 3.14	95.10				9.57		8.51		9.38	11.21										12.45	
FERRIS 4.13	91.96				9.51		8.43		9.33	11.15										12.30PM	See Note
WILMER 4.32	87.83				9.43		8.32		9.27	11.08										10.20AM	
HUTCHINS 5.55	83.51				9.36		8.22		9.20	11.01										10.00 8.50	See Note
MILLER SWITCH 0.90	77.96				9.26		8.11		9.11	10.51										8.25	
<b>BELT JUNCTION</b> 2.29	77.16				9.24		8.09		9.09	10.49										8.20	
T. & N. O. JUNCTION 0.57	74.87																				
D. T. RY. CROSSING 0.02	74.30																				
EAST DALLAS 0.13	74.28																				
G. C. & S. F. RY. CROSSING 0.72	74.15																				
<b>DALLAS YARD</b> 0.40	73.43																				
T. & P RY. CROSSING 1.10	73.03																				
THOMAS	71.93																				
<b>DALLAS</b> (Union Station)				9.15AM		8.00		9.00PM	10.40PM												24 hours
<b>FORT WORTH</b>						7.00			10.15PM												24 hours
HILAND M. K. & T. RY. CROSSING 1.69	69.42						6.45					9.15								2.45	24 hours
OASIS 7.01	67.73						6.42					9.05									24 hours
RICHARDSON 4.86	50.72						6.25					8.40								2.15	See Note
ST. L. S. W. RY. CROSSING 0.31	55.86																				See Note
PLANO 6.11	55.55						6.10					8.20								1.45	See Note
ALLEN 7.85	49.44						5.55					7.55								1.15	See Note
McKINNEY 6.67	41.59						5.35					7.30								12.40PM	See Note
MELISSA 4.55	34.93						5.15					6.55								11.55AM	See Note
ANNA 5.40	30.38						5.03					6.35								11.30	See Note
VAN ALSTYNE 6.64	24.98						4.50					6.15								11.00	See Note
HOWE 8.14	18.34						4.35					5.50								10 25	See Note
ST. L. S. W. RY. CROSSING 1.03	10.20																				
<b>SHERMAN</b> 0.02	9.18	12.55AM	3.55AM			4.10	5.45PM					5.10								9.40	24 hours
T. & P. RY. CROSSING 1.56	9.16																				
N SHERMAN JCT. 6.58	7.60	12.50	3.50			4.02	5.40					4.45								9.15	24 hours
D. & S. E. CROSSING 0.70	1.02																				
M. K. & T. CROSSING	0.32																				
<b>DENISON</b>	0.00	12.35AM	3.35AM			3.45PM	5.25PM					4.20PM								8.45AM	24 hours
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Tuesday Thursday and Saturday	Leave Tuesday Thursday and Saturday	
		74	76	82	16	86	20	78	38	18		168	344	92	96		24	166	94	28	

Movement of First Class Trains between Belt Junction and Dallas Union Station shown under T. & P. Junction—Forest Avenue Sub-Division, Page 8.

Time Over District.....	(0.20)	(0.20)	(0.17)	(1.10)	(0.17)	(5.40)	(0.20)	(1.00)	(1.05)	(0.10)	(8.15)	(0.10)	(0.15)	(6.15)	(0.10)	(0.10)	(6.15)
Average Speed per Hour.....	27	27	30	30	30	19	27	35	30	9	12	17	12	12	8	17	7

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

EXCEPT, That Nos. 15, 17 and 37 are superior to Nos. 20, 82 and 86.

No. 15 makes stop between Ennis and Dallas to discharge passengers with tickets sold east of Ennis.

Semaphore signal west of Palmer indicates position of the switch; horizontal indicating stop, switch set for siding. The normal position of this signal is "proceed," with arm at angle of 45 degrees. North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main line west of Frisco yard at Sherman. Texas Midland passenger trains operate on H. & T. C. Main Line—Ennis passenger depot to Midland connection west of Ennis Yard Office.

NOTE—See Telegraph Office Hours on Page 10





Westward		FROM HOUSTON							GARRETT-FORT WORTH SUB-DIVISION.			TOWARD HOUSTON			Eastward		9	
Length of Passing Track in cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS			Distance from Garrett	Time Table No. 182. December 5, 1920.	Distance from Houston	FIRST CLASS			SECOND CLASS		THIRD CLASS		Telegraph Office hours
	93 Way Freight Leave Mon., Wed. and Friday	95 Through Freight Leave Daily	91 Sunset Manifest Freight Leave Daily	17 The Owl Leave Daily	83 Passenger Leave Daily	85 Passenger Leave Daily	82 Passenger Arrive Daily				86 Passenger Arrive Daily	18 The Owl Arrive Daily	96 Freight Arrive Daily	92 Sunset Manifest Freight Arrive Daily	94 Way Freight Arrive Tues., Thur. and Sat.			
																94 Way Freight Arrive Tues., Thur. and Sat.		
36	7.30 AM	4.40 PM	12.45 AM		f 5.50 PM	f 7.15 AM	0.22	<b>GARRETT</b> 4.97	233.73	f 10.05 AM	f 9.10 PM		9.15 AM	1.25 AM	12.30 PM			
45	7.50	4.58	1.05		s 6.02	s 7.28	5.19	BOYCE 6.33	238.70	s 9.50	s 8.55		8.55	1.05	11.55 AM			
28 WYO	8.25	5.20	1.25		s 6.16	s 7.43	11.52	WAXAHACHIE 1.30	245.02	s 9.37	s 8.40		8.25	12.40	11.30			
	8.30	5.23	1.30			6.18	12.82	<b>WAXAHACHIE TOWER</b> M. K. & T. CROSSING 3.38	246.32		9.31	8.35		8.15	12.35	10.15	24 Hours	
38	8.45	5.35	1.45		f 6.25	f 7.55	16.20	SARDIS 6.04	249.70	f 9.25	f 8.28		7.55	12.20 AM	9.55			
48	9.12	5.55	2.05			6.38	22.24	DILLARD SIDING 0.73	255.74		9.12	8.15		7.25	11.57 PM	9.30		
18	9.25	5.57	2.08		s 6.40	s 8.11	22.97 23.09	G. C. & S. F. CROSSING MIDLOTHIAN 6.58	256.47	s 9.10	s 8.13		7.20	11.55	9.10		24 Hours	
60	9.50	6.20	2.32		s 6.56	s 8.27	29.66	BRITTON 4.46	263.05	s 8.50	s 7.55		6.55	11.25	8.27		See Note	
22 W	10.10	6.35	2.50		s 7.06	s 8.40	34.12	MANSFIELD 4.30	267.51	s 8.40	s 7.45		6.35	11.05	8.03		24 Hours	
60	10.30	6.52	3.07		f 7.15	f 8.50	38.42	BISBEE 4.01	271.81	f 8.28	f 7.33		6.15	10.45	7.30			
60	10.50	7.25	3.22		s 7.25	s 9.00	42.43	KENNEDALE 3.33	275.82	s 8.18	f 7.25		5.55	10.30	7.15			
60	11.05	7.50	3.35		f 7.35	f 9.08	45.76	BRAMBLETON 4.43	279.15	f 8.11	f 7.15		5.35	10.15	7.00			
							50.19	M. K. & T. CROSSING 1.70										
							61.89	G. C. & S. F. CROSSING 0.46										
WFTO Yard	11.30 AM	8.15 PM	4.00 AM		8.53 AM	7.55	52.35	<b>FT. WORTH (Freight Depot)</b> 0.26	285.74	7.57	6.57	9.17 PM	5.00 AM	9.45 PM	6.30 AM		24 Hours	
Yard							52.61	T. & P. CROSSING 0.23										
					8.55 AM	8.00 PM	52.84	<b>FORT WORTH</b>	286.23	7.55 AM	6.55 PM	9.15 PM						
	Arrive Daily Mon., Wed., Fri. <b>93</b>	Arrive Daily <b>95</b>	Arrive Daily <b>91</b>		Arrive Daily <b>17</b>	Arrive Daily <b>83</b>	Arrive Daily <b>85</b>			Leave Daily <b>82</b>	Leave Daily <b>86</b>	Leave Daily <b>18</b>	Leave Daily <b>96</b>	Leave Daily <b>92</b>	Leaves Tues., Thur., Sat. <b>94</b>			
	(4.00) 12	(3.35) 14	(3.15) 16		(0.02) 15	(2.10) 24	(2.15) 23	Time Over District.....	(2.10) 24	(2.15) 23	(0.02) 18	(4.15) 13	(3.40) 14	(6.00) 9				

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.

NOTE—See Telegraph Office Hours on Page 10  
Waxahachie Tower register station T. & B. V. Trains. T. & B. V. Trains enter H. & T. C. Main Track through M. K. & T. Connection Waxahachie Tower.  
M. K. & T. trains operate on Main Line under protection of Flagman between M. K. & T. connection East Ft. Worth and Ft. Worth Freight Depot. H. & T. C. trains proceed between these points under control, expecting to find Main Line occupied.  
Telegraph office at Midlothian in interlocker tower.

Westward		FROM HOUSTON				BREMOND-ROSS SUB-DIVISION.			TOWARD HOUSTON			Eastward		
Length of Passing Track in cars and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS			Distance from Bremond	Time Table No. 182. December 5, 1920.	Distance from Houston	FIRST CLASS			THIRD CLASS		Telegraph Office hours
	67 Way Freight Leave Daily Ex. Sunday	73 Passenger Leave Daily	63 Passenger Leave Daily	65 Mixed Leave Daily	72 Passenger Arrive Daily				62 Passenger Arrive Daily	66 Mixed Arrive Daily	68 Way Freight Arrive Daily Ex. Sunday			
												68 Way Freight Arrive Daily Ex. Sunday		
Yard WY	12.15 PM		2.35 PM	4.30 AM	0.00	<b>BREMOND</b> 8.53	142.71		1.15 PM	12.20 AM		11.40 AM		24 hours
88	12.53		s 2.52	s 4.50	8.53	REAGAN 9.16	151.24		s 12.53	s 11.48 PM		11.15		No train order
24	1.30		9.40 AM	s 3.15	17.69	MARLIN 0.49	160.40		9.10 AM	s 12.35	s 11.25	10.50		See Note
					18.18	I. & G. N. CROSSING 7.57								
35 W	2.00		s 10.05	s 3.33	25.75	PERRY 4.10	168.46		s 8.45	s 12.15	s 10.57	10.05		See Note
25	2.20		s 10.15	s 3.43	29.85	RIESEL 6.03	172.56		s 8.35	s 12.05 PM	s 10.45	9.30		See Note
30	2.45		f 10.30	f 3.55	35.88	HARRISON 7.80	178.59		f 8.20	f 11.50 AM	f 10.25	9.00		
					43.68	M. K. & T. CROSSING ST L. S. W. CROSSING 0.25								
WFO Yard	3.10 PM		10.50 AM	4.15 PM	43.93	<b>WACO</b> 3.80	186.64		8.00 AM	11.30 AM	10.00 PM	8.40 AM		See Note
					47.73	M. K. & T. CROSSING 7.41								
					55.14	<b>ROSS</b>	197.85							
	Arrive Daily Except Sunday <b>67</b>	Arrive Daily <b>73</b>	Arrive Daily <b>63</b>	Arrive Daily <b>65</b>				Leave Daily <b>72</b>	Leave Daily <b>62</b>	Leave Daily <b>66</b>	Leave Daily Except Sunday <b>68</b>			
	(2.55) 15	(1.10) 20	(1.40) 20	(2.10) 26	Time Over District.....	(1.10) 20	(1.45) 26	(2.20) 18	(3.00) 15					

Marlin is register station for Nos. 72 and 73 only. Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72. Except No. 73 is superior to No. 62. NOTE—See Telegraph Office Hours on Page 10.



**WESTWARD. MEXIA JUNCTION—NELLEVA JUNCTION SUB-DIVISION. EASTWARD.**

Length of Passing Tract in cars and location of Seales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Nelleva Junction	STATIONS	Distance from Houston	SECOND CLASS		Telegraph Office Hours
	33	31				32	34	
	Mixed	Mixed				Mixed	Mixed	
	Leave Sunday Only	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Sunday Only	
P	8.15AM	8.15AM	0.00	NELLEVA JUNCTION 3.70	74.49	2.50PM	12.40PM	
55	f 8.30	f 8.35	3.70	CROWDER 3.14	78.19	f 2.30	f 12.20	
	f 8.45	f 8.50	6.84	PIEDMONT 5.39	81.33	f 2.10	f 12.05PM	
60 W	f 9.00	f 9.10	12.23	CARLOS 7.28	86.72	f 1.45	f 11.45AM	
60	f 9.20	f 9.35	19.51	MESA 4.96	94.00	f 1.15	f 11.20	
75	s 9.35	s 9.55	24.47	IOLA 3.05	98.96	s 12.50	s 11.00	See note
60	f 9.50	f 10.15	27.52	CROSS 7.39	102.01	f 12.30	f 10.45	
70 W	s 10.20	s 10.40	34.91	NORTH ZULCH 3.80	109.40	s 12.01PM	s 10.20	See note
	f 10.35	f 11.01	38.71	GEORGE 4.06	113.20	f 11.40AM	f 10.05	
70	s 10.50	s 11.20	42.77	NORMAN JEE 8.52	117.26	s 11.20	s 9.50	See note
60	f 11.15	f 11.50AM	51.29	FLYNN 7.61	125.78	f 10.50	f 9.25	
18 W	s 11.40AM	s 12.20PM	58.90	ROBBINS 7.02	133.39	s 10.20	s 9.05	See note
70	s 12.05PM	s 12.45	65.92	JEWETT 5.60	140.41	s 9.55	s 8.45	See note
55	f 12.25	f 1.10	71.52	EVANSVILLE 5.08	146.01	f 9.30	f 8.25	
60 W	s 12.45	s 1.40	76.60	FARRAR 4.99	151.09	s 8.40	s 8.10	
60	s 1.00	s 2.00	81.59	PERSONVILLE 6.27	156.08	s 8.15	s 7.55	See note
60	s 1.20	s 2.20	87.86	FALLON 6.22	162.35	s 7.45	s 7.35	
P	1.40PM	2.40PM	94.08	MEXIA JUNCTION	168.57	7.15AM	7.15AM	
	Arrive Sunday Only	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Sunday Only	
	33	31				32	34	

(5.25) 17 ..... Time Over District ..... (7.35) 12 .....  
 (6.25) 15 ..... Average Speed per Hour ..... (5.25) 17

**Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.**

Cuthrells' Spur (Mile Post 14.15) and Brown Spur (Mile Post 57) are flag stops for Nos. 31, 32, 33 and 34.

All Trains approach Hipps' Spur with Train under control.

NOTE—See Telegraph Office Hours on Page 10

**WESTWARD. LANCASTER—HUTCHINS SUB-DIVISION. EASTWARD.**

Length of Passing Tract in cars and location of Seales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Hutchins	STATIONS	Distance from Houston	SECOND CLASS	
	27	28				28	28
	Mixed	Mixed				Mixed	Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday
P 76	8.50AM	8.50AM	0.00	HUTCHINS 4.50	254.32	9.40AM	
			4.44	M. K. & T. CROSSING 0.20	258.76		
P 77	9.10AM	9.10AM	4.74	LANCASTER	258.96	9.20AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	27	27				28	28

(0.20) 15 ..... Time Over District ..... (0.20) 15 .....  
 ..... Average Speed per Hour ..... 15

**Eastward Trains are Superior to Trains of Same Class in Opposite Direction, See Rule 72, except No. 27 is Superior to No. 28.**

**TELEGRAPH OFFICE HOURS—SUNDAY ONLY.**

Cypress	9:00 AM to 10:30 AM, 4:30 PM to 6:00 PM
Hockley	9:20 AM to 10:50 AM, 4:30 PM to 5:30 PM
Waller	9:30 AM to 11:00 AM, 4:15 PM to 5:30 PM
Prairie View	9:40 AM to 11:10 AM, 4:00 PM to 5:30 PM
Courtney	10:20 AM to 11:30 AM, 3:45 PM to 5:00 PM
Millican	11:00 AM to 12:30 PM, 3:00 PM to 4:15 PM
Wellborn	11:15 AM to 12:30 PM, 2:40 PM to 4:00 PM
Benchley	12:00 Noon to 3:00 PM
Eureka	24 hours
Hempstead	24 hours
Navasota Tower	24 hours
Bryan Tower	24 hours
Hearne Tower	24 hours
Calvert	12:30 AM to 3:00 AM
Groesbeeck	10:00 PM to 6:00 AM, 11:45 AM to 3:45 PM
Richland	10:30 AM to 12 Noon, 3:40 PM to 5:00 PM
Rice	9:45 AM to 11:15 AM, 4:30 PM to 5:30 PM
Bremond	24 hours
Mexia Yard	24 hours
Corsicana	24 hours
Ennis	24 hours
Hutchins	6:30 AM to 10:00 AM
Richardson	8:00 AM to 9:00 AM
Allen	8:30 AM to 9:30 AM, 5:15 PM to 6:15 PM
McKinney	8:30 AM to 9:30 AM, 4:35 PM to 5:35 PM
Melissa	9:00 AM to 10:00 AM, 4:30 PM to 5:30 PM
Anna	9:15 AM to 10:15 AM, 4:15 PM to 5:15 PM
Dallas Yard	24 hours
Dallas Union Station	24 hours
Hiland Tower	24 hours
Plano Tower	4:00 PM to 8 AM
Sherman Tower	24 hours
Denison	24 hours
Waxahachie Tower	24 hours
Mansfield	24 hours
Midlothian Tower	24 hours
Britton	7:30 AM to 9:15 AM
Fort Worth	24 hours
Perry	8:15 AM to 12:30 PM, 3:00 PM to 4:00 PM
Reisel	8:00 AM to 12:15 PM, 3:10 PM to 4:10 PM
Iola	9:00 AM to 11:15 AM
North Zulch	9:50 AM to 10:50 AM
Normangee	9:00 AM to 11:00 AM
Robbins	8:30 AM to 12:00 Noon
Jewett	8:00 AM to 12:30 PM
Personville	7:30 AM to 1:30 PM

**TELEGRAPH OFFICE HOURS—DAILY EXCEPT SUNDAY.**

Cypress	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Hockley	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Waller	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Prairie View	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Courtney	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Millican	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Wellborn	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Benchley	8:00 AM to 1:00 PM 2:00 PM to 5:00 PM
Eureka	24 hours
Hempstead	24 hours
Navasota Tower	24 hours
Bryan Tower	24 hours
Hearne Tower	24 hours
Calvert	8:00 AM to 4:00 PM, 11:00 PM to 7:00 AM
Kosse	8:00 AM to 11:30 AM, 12:30 PM to 5:00 PM
Thornton	8:00 AM to 11:30 AM, 12:30 PM to 5:00 PM
Groesbeeck	8:30 AM to 4:30 PM, 10:00 PM to 6:00 AM
Wortham	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Richland	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Rice	8:30 AM to 12:00 Noon, 1:00 PM to 5:30 PM
Bremond	24 hours
Mexia Yard	24 hours
Corsicana	24 hours
Ennis	24 hours
Palmer	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Ferris	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Hutchins	6:30 AM to 11:30 AM, 12:30 PM to 3:30 PM
Richardson	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Allen	8:30 AM to 12:00 Noon, 1:00 PM to 6:00 PM
McKinney	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Melissa	8:30 AM to 12:00 Noon, 1:00 PM to 5:30 PM
Anna	8:30 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Van Alstyne	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Howe	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Dallas Yard	24 hours
Dallas Union Station	24 hours
Hiland Tower	24 hours
Plano Tower	4:00 PM to 8:00 AM
Sherman Tower	24 hours
Denison	24 hours
Waxahachie Tower	24 hours
Midlothian Tower	24 hours
Britton	7:30 AM to 12:00 Noon, 1:00 PM to 4:30 PM
Mansfield	24 hours
Fort Worth	24 hours
Marlin	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Perry	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Reisel	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Waco	7:30 AM to 12:00 Noon, 1:00 PM to 4:30 PM
Iola	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
North Zulch	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Normangee	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Robbins	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Jewett	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Personville	7:30 AM to 12:00 Noon, 1:00 PM to 4:30 PM



# SPECIAL RULES AND REGULATIONS. GENERAL

1. With trains of more than twenty (20) cars, engine must be detached before spotting for fuel or water.
2. Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of caboose.
3. In conformity with Rule 14-C, Engineer must whistle out Flagman to protect rear of train and will recall Flagman with engine whistle as per Rule 14-D or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from rear of train. Flagman must not wait for signal from either Engineer or Conductor to protect train.

(a) When a train is stopped by a block signal, it may proceed when the signal is clear. On single track, send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, then proceed under control to the next clear signal; or if signal next in advance is in plain view and track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in Flagman from the rear.

(b) At stations where trains meet in block signal territory, when train holding main track is stopped by block signal which has been placed in stop position by the opposing train, it will be permissible for the train holding main track to proceed under control, as soon as the opposing train starts into siding, provided the main track between switches is seen to be clear.

(c) At night when burning fuses are placed by Flagmen at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by trainmen who placed them, that the fuses were placed for following trains.

4. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineer will whistle out a Flagman, then call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for a distance of one-half mile, after first calling in Flagman. In cases of this kind, it is reasonable to assume that someone has placed the stop signals to protect against broken rail or other track obstructions, and extreme care must be taken in moving train until full flagging distance has been covered.

5. In pulling away from stations and water tanks, freight trains will not exceed a speed of ten (10) miles per hour until train has moved its length, for the purpose of allowing trainmen to thoroughly inspect train for defective equipment.

6. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose on freight trains, to be acknowledged by two short blasts of whistle from engine.

Conductors of trains displaying green signals must register in person instead of by slip.

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

8. Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on Engineer's side. These signals consist of post, four (4) inches square, extending three (3) feet above ground, with short fish-tail targets painted yellow, face of post painted white, and side and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals.

9. The following signs, when placed opposite names of stations in time-tables, indicate:

- P—Telephone.
- F—Fuel Station.
- T—Turn Table.
- O—Track Scales.
- Y—Wye.
- W—Water Station.

Register stations are indicated by bold face type.

## LOCAL

Standard Clocks are located in Telegraph Offices at Central Depot, T. & N. O. and H. & T. C. Roundhouse and Hardy Street, Houston; Hempstead, Bremond, and Denison, Dispatcher's Office at Ennis, and in Yard Office and Union Station at Dallas, Ennis, Fort Worth and Hearne Yard Offices.

Train Register Books are located at the following stations: Denison, Sherman, Dallas Yard Office, Ennis Yard, Hearne, Houston, Waco, Fort Worth and Marlin. (Mexia Yards and Bremond for branch trains only.) Dallas Union Depot, Ennis Dispatcher's Office for passenger trains only. Frisco Yard Office, Sherman, Frisco freight trains only. Mexia Yard for Trains 23, 24, 25, 26.

Special orders issued by the heads of departments will be kept for Trainmen and Yardmen, in a book or on a bulletin board, at Denison, Dallas Yard, Ennis, Mexia, Bremond, Hearne, Hempstead, Hardy Street, Houston, Waco and North Zulch.

For employes of the Locomotive Department, at Roundhouses at Denison, Dallas, Ennis, Hearne, Bremond, Hempstead and Houston.

Train and Enginemen of the St. Louis & San Francisco Railroad Company will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of, the Houston & Texas Central Railroad Company between Denison and Sherman.

Train and Enginemen of the Texas Midland Railroad Company between T. M. Connection and Ennis Passenger Station are subject to foregoing regulations. Train and Enginemen of the Missouri, Kansas & Texas Railway Company between M. K. & T. Connection and Fort Worth Freight Depot are subject to foregoing regulations.

Train and Enginemen of Texas & New Orleans Company between T. & N. O. Junction Connection and Dallas and Briggs and Forest Avenue are subject to foregoing regulations.

Train and Enginemen of Trinity & Brazos Valley Railway between Waxahachie and Fort Worth are subject to foregoing regulations.

Train and Enginemen of Houston & Texas Central Railroad Company will be governed by the Current Time Table, Rules and Regulations of, and are subject to order of the officers of the Texas & Pacific Co. between Dallas and Fort Worth.

Train and Enginemen of Houston & Texas Central Railroad Company will be governed by the current Time Table, Rules and Regulations of, and are subject to order of the officers of the St. Louis Southwestern Railway Company between East Waco and Cotton Belt Passenger Depot.

Train and Enginemen of Houston & Texas Central Railroad Company will be governed by the current Time Table, Rules and Regulations of, and are subject to orders of the officers of, the Galveston, Harrisburg & San Antonio and Texas & New Orleans Railway Companies between East Junction and Englewood.

Train and Enginemen Houston & Texas Central Railroad Company will be governed by the Current Time Table, Rules and Regulations of, and are subject to, orders of the officers of the Dallas Union Terminal Company, Missouri, Kansas & Texas Railway Company, between Forest Avenue and Hilland, through Dallas Union Terminal Company.

## SPEED REGULATIONS.

Boom of wrecker must trail while being handled in train; blocks of boom must rest on tender car.

Passenger trains reduce to 25 miles and Freight trains 15 miles an hour over Bridge 260-A (Trinity River Bridge).

Trains handling oil tanks, loaded, of twelve thousand gallons capacity, or more, will not exceed eighteen (18) miles per hour. Speed of freight trains handling loaded tanks of less capacity will not exceed twenty (20) miles per hour.

Conductors will advise Enginemen when they have loaded oil tanks in their trains that restrict speed of train to eighteen (18) miles per hour or twenty (20) miles per hour.

Engines backing up must not exceed fifteen (15) miles per hour.

While running through the Corporation Limits of cities and towns named below, trains must not exceed speed shown and engine bell must be kept ringing within such limits:

Through Kosse, Thornton, Goesbeeck, Wortham, Rice, Palmer, Howe and Waxahachie, not to exceed eight (8) miles an hour.

Through Houston, Navasota, Bryan, Hearne, Calvert, Mexia, Corsicana, Ferris, Dallas, Plano, McKinney and Van Alstyne, not to exceed six (6) miles an hour.

Passenger trains must not exceed forty-five (45) miles per hour, except there are no speed restrictions on passenger trains between Hempstead and Eureka. All trains reduce speed to fifteen (15) miles an hour between Waco and Ross.

Freight trains must not exceed thirty-five (35) miles an hour between Eureka and Hempstead; thirty (30) miles an hour between Hempstead and Navasota and between Mexia and Dallas; twenty-five (25) miles an hour between Bremond and Waco, Ennis and Fort Worth, Navasota to Mexia, Nelleva Junction to Mexia Junction via Cut-off, Dallas and Denison; fifteen (15) miles an hour between Hutchins and Lancaster.

Trains using quarry track Millican not exceed a speed of six (6) miles an hour over any part and if necessary double out with loads.

All Main Line trains westward will approach Mexia Junction and North Sherman Junction, and eastward Main Line trains will approach Garrett, Bremond and Nelleva Junction with trains under control expecting to find Branch and Foreign Line trains occupying Main Line.

Cut-off trains will get check Main Line first-class trains from Dispatcher for movement between Nelleva Junction and Navasota.

Passenger Extra may run ahead second and third class trains without special instructions.

H. & T. C. westward trains will approach T. & N. O. Junction expecting to find Main Track occupied. This does not relieve T. & N. O. crews from complying with Rule 99.

Extra trains may run ahead third class trains without special instructions. All trains approach Waxahachie expecting to find T. & B. V. trains using Main Line.

Lenoir (Mile Post 10.8), Hander (Mile Post 24.2), Harmony Hill (Mile Post 21.5), Neuman's Crossing (Mile Post 26.8), Mt. Moriar (Mile Post 33), Nell (Mile Post 37), and Mile Post 40 are Flag Stops for Nos. 72 and 73 only.

Flag over all important crossings between Eureka and Englewood. (This applies to Freight trains only.)

## SPECIAL RULES GOVERNING AUTOMATIC BLOCK SIGNALS

Automatic Semaphore Signal west of Hammond indicates position of the West Switch or Main Line just east of the switch; horizontal indicates Caution—switch set for siding or Main Line near switch occupied; the normal position of this Signal is proceed, with arm at 45 degrees.

Automatic Semaphore Signal east of Millican indicates position of the east Switch or Main Line just west of the switch; horizontal indicates Caution—switch set for siding or Main Line near Switch occupied; the normal position of this Signal is proceed, with arm at 45 degrees.

Following Special Rules governing movements of trains between Garrett and West Lead Switch Ennis Yard under Positive Block Signals.

Block Limits, Signal 2325, opposite west lead switch west end Ennis Yard; Signal 2336 East Switch Garrett.

Normal position Main Line Signals proceed. Normal position Signal 2327, on West Leg Texas Midland Wye, stop.

First-class trains will operate under Time Table authority and Automatic Block Signal protection.

Second-class and inferior trains will respect Time Table authority of first-class trains and will not enter block if unable to clear their time.

Second-class and inferior trains will be governed entirely by Automatic Block Signal indications as against trains of same or inferior class.

Trains or engines on West Leg Texas Midland Wye must stop clear of Signal 2327. When desiring to enter block must send man to consult indicator at switch; if clear, switch may be thrown and train may enter block as soon as Signal has cleared; if Indicator is at stop switch may be used only under flag protection.

Overlap extends from Texas Midland cross-over to Signal 2325. Train and Enginemen are reminded that when occupying overlap or west lead switch is left open will hold Signals 2327 and 2336 at stop.

Following Special Rules cover movement trains between Mexia Junction and East Switch Mexia Yard.

Trains between these points will operate under Positive Automatic Block Signal instead of by Time Table or train orders.

Block Limits: Signal 1779 at East Wye Switch, Signal 1783 at West Wye Switch, and Signal 1786 at East Yard Switch.

Main Line trains finding Signal clear may proceed through block.

Westward cut-off trains will stop in clear of Signal 1783, send man to consult Indicator at switch; if clear, switch may be thrown and train may enter block as soon as Signal has cleared; if Indicator is at stop, switch may be used only under flag protection.

Train and Enginemen are reminded that an overlap extends from Signal 1779 three thousand feet east, and when on this overlap Signals 1786 and 1783 are held at stop.

Following Special Rules cover movement trains between Navasota and Nelleva Junction under Positive Block Signals.

Block Limits: Signal No. 713, Navasota, Signal No. 746, Mexia Cut-off, and Signal No. 750, Main Line Mile Post 75.

Normal Position Signals governing westward movement Navasota to Nelleva Junction, clear or proceed position.

Normal Position Signal 750 at stop.

First-class trains will operate under Time Table authority and Block Signal protection.

Second-class and inferior trains will respect Time Table authority of first-class trains and will not enter block if unable to clear their time. Second-class and inferior trains will be governed entirely by Block Signal indications as against trains of same or inferior class.

Eastward Main Line trains approaching Positive Block Limits at Mile Post 75 will be governed by Signal 750 which, if block is not occupied, will go to proceed position when train reaches overlap; train may then proceed to Navasota for opposing trains.

Westward trains from Navasota will be governed by Signal No. 713, west end of Navasota Yard, which will remain at proceed position if block is not occupied.

Eastward trains from Mexia Cut-off will stop clear of Signal No. 746. Trainmen will proceed to Junction switch; if Switch Indicator is at proceed, will line switch for Cut-off, and after 40 seconds interval, if Signal No. 746 goes to proceed position, train may proceed to Navasota for opposing trains.

Switch Indicators have been placed at Nelleva Junction and I. & G. N. Transfer Switches. If Indicator is at stop position switch must not be used except under flag protection.

Indicator in Tower No. 41 at G. C. & S. F. crossing indicates whether or not Block is occupied. Westward second-class or inferior trains at Navasota, not in view of Signal 713, will call for Signal from Operator, who will pass them a hand or lamp signal to proceed if Indicator shows block not occupied. Operator will immediately open time relay when westward trains start to leave, keeping it open until trains enter block.

Automatic Block Signals in service between Cypress and Courtney are not a positive block, as Automatic Signals at other points on Dallas Division, and when Signals found in horizontal position, trains must comply with Rule 3-A, Special Instructions Time Table.

Use one long and one short blast of whistle when calling for M. K. & T. track to Union Terminal at Hilland.

Conductors of passenger trains must throw off register slip to Towerman at Hilland, and to Bridge Watchman at Belt Junction, between 4 P. M. and 8 A. M., who will place on hook provided for that purpose; between 8 A. M. and 4 P. M. Conductor must place on hook.

Trains moving from East Dallas on G. C. & S. F. tracks to Union Terminal will blow one long and one short for terminal tracks near Armstrong Plant. Lower arm of Interlocker for Terminal track.

Dallas Belt Line is single track, Briggs to connection on curve west into track known as "Rock Island Dump," which point is named "Metzger," double track "Metzger" to end of double track, which point is known as "Forest Avenue."

From Forest Avenue trains use M. K. & T. single track to Santa Fe Crossing, at which point it is double track to Union Terminal, but must receive proper interlocker signals before crossing Santa Fe tracks.

Switch from T. & N. O., which connects into Belt Line at Briggs, will be left lined for T. & N. O. connection leading to T. & N. O. main track.

Switch at Belt Junction, which is a connection just west of Trinity River Bridge, must be left lined for the Belt Line.

Switches at Metzger and Forest Avenue must be left lined for Eastbound Train movements through to Belt Junction. All T. & N. O. Eastbound trains will throw and line back switch at Metzger leading towards Briggs.

All Westbound T. & N. O. trains will throw and line back the two switches at Metzger. H. & T. C. Westbound trains must throw and line back one switch at Metzger, which is the switch at the end of double track.

All Westbound T. & N. O. and H. & T. C. trains must throw and line back the switch at Forest Avenue, which is the west end of double track.

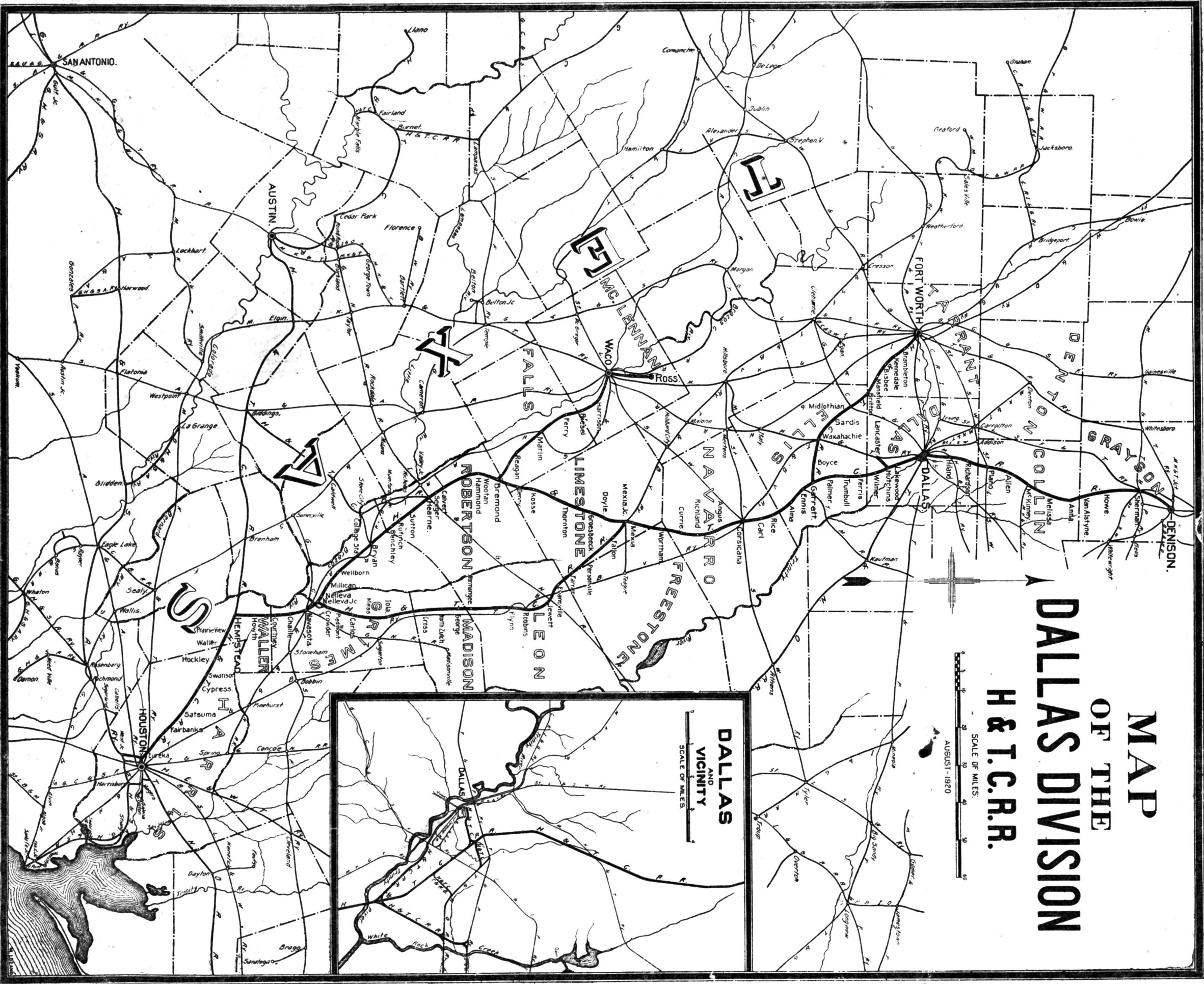
All East and Westbound T. & N. O. and H. & T. C. trains will throw and line back the switch connecting the Belt Line with the M. K. & T. track at Forest Avenue, and Westbound trains must not enter M. K. & T. tracks until they receive a signal from Flagman, who will be stationed at this switch, who will authorize the movement onto M. K. & T. tracks.

Eastbound H. & T. C. and T. & N. O. trains moving from Union Terminal tracks to M. K. & T. tracks must have train under control from Santa Fe Crossing on M. K. & T. tracks to Forest Avenue.

A switch tender will be placed at Forest Avenue to signal H. & T. C. T. & N. O. and M. K. & T. trains northward. Green signal will be used for proceed for H. & T. C. and T. & N. O. trains, white signal for M. K. & T. trains. All Northward H. & T. C. T. & N. O. and M. K. & T. trains will come to stop in absence of proceed signal from switch tender Forest Avenue, and after receiving proceed signal will move under control between Forest Avenue to south end of Union Terminal double track.

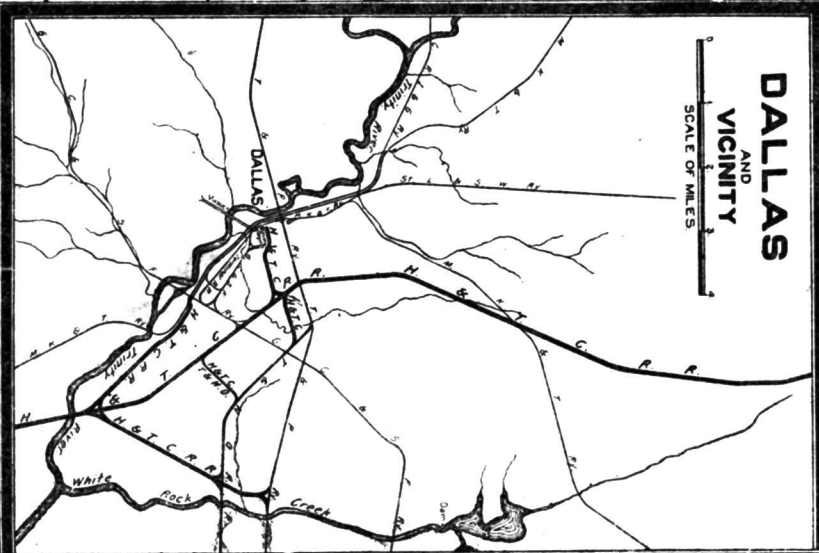
All Northward trains approaching Forest Avenue will sound regulation station whistle signal. Southward trains will sound four short blasts of whistle for Forest Avenue switch.





# MAP OF THE DALLAS DIVISION H & T. C. R. R.

SCALE OF MILES.  
AUGUST - 1920



**DALLAS  
AND  
VICINITY**  
SCALE OF MILES