

HOUSTON & TEXAS CENTRAL RAILROAD CO.

FIRST DIVISION.

146

EMPLOYEES' TIME TABLE

To Take Effect Sunday December 16th, 1906,

At 12:01 A. M. "Central" Time.

For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this Time Table at pleasure.

T. FAY,
Vice-President and General Manager.

G. F. HAWKS,
General Superintendent.

NORTHWARD—Toward Denison.

FIRST DIVISION. Houston and Hearne.

SOUTHWARD—Toward Houston.

| Length of Sidings in feet and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | SECOND CLASS | | FIRST CLASS | | Distance from Houston | Time Table No. 146 December 16th, 1906. | Distance from Hearne | FIRST CLASS | | SECOND CLASS | | THIRD CLASS | | | | |
|---|---------------|----------------|----------------|--------------------------|--------------|-------------|-----------------------|--|----------------------|-----------------------------|--------------|---------------|-----------------------|--------------|----------------|---------|----------------|--------------|
| | 25 | 23 | | 21 | | 5 | | | | 3 | 2 | 6 | 22 | | 24 | 26 | | |
| | Fruit Express | Way Freight | | New York Steamer Freight | | Lone Star | | | | Passenger | Passenger | Lone Star | Packing House Express | | Way Freight | Freight | | |
| | Leave Daily | Leave Daily | | Leave Daily | | Leave Daily | Leave Daily | | | Arrive Daily | Arrive Daily | | Arrive Daily | Arrive Daily | | | | |
| Yard WFTO | | 7.30PM | 7.00AM | | 4.30AM | | 9.20PM | 10.30AM | 0.00 | DN HOUSTON 1.00 | 120.70 | 6.55PM | 6.10AM | | 3.30PM | | 4.15PM | 12.20PM |
| Yard | | | | | | | | | | G. H. & S. A. CROSSING | | | | | | | | |
| Yard YO | | | | | | | 9.27 | 10.37 | 1.00 | CHANEY JUNCTION 5.50 | 119.70 | 6.48 | 6.00 | | | | | |
| Yard | | | | | | | | | | M. K. & T. CROSSING | | | | | | | | |
| 4,166 F | | 7.45 | 7.25 | | 4.45 | | 9.34 | f 10.43 | 6.50 | N EUREKA 6.50 | 114.20 | f 6.40 | f 5.50 | | 3.05 | | 3.50 | 11.50 |
| 4,002 W | | 8.00 | 7.45 | | 5.05 | | 9.43 | f 10.52 | 13.00 | D FAIRBANKS 5.60 | 107.70 | f 6.29 | f 5.39 | | 2.45 | | 3.35 | 11.30 |
| 3,986 | | 8.15 | 8.00 | | 5.29 | | 9.53 | f 11.00 | 18.60 | ASHFORD 7.40 | 102.10 | f 6.19 | 5.29 | | 2.25 | | 3.15 | 11.00 |
| 4,030 | | 8.35 | 8.25 | | 5.54 | | f 10.05 | s 11.13 | 26.00 | DN CYPRESS 4.60 | 94.70 | f 6.05 | f 5.14 | | 2.00 | | 2.50 | 10.25 |
| 2,832 W | | 8.50 | 8.45 | | 6.09 | | 10.13 | f 11.21 | 30.60 | SWANSON 5.40 | 90.10 | f 5.57 | 5.05 | | 1.35 | | 2.30 | 10.00 |
| 7,225 Y | | 9.10 | 9.05 | | 6.25 | | f 10.23 | s 11.30 | 36.00 | D HOCKLEY 5.20 | 84.70 | f 5.48 | f 4.55 | | 1.15 | | 2.15 | 9.45 |
| 6,092 | | 9.25 | 9.30 | | 6.43 | | f 10.34 | s 11.39 | 41.20 | D WALLER 4.80 | 79.50 | s 5.38 | f 4.46 | | 12.55 | | 1.55 | 9.30 |
| 4,023 | | 9.40 | 9.45 | | 7.00 | | 10.42 | f 11.48AM | 46.00 | PRAIRIE VIEW 5.30 | 74.70 | f 5.29 | 4.37 | | 12.35 | | 1.40 | 9.05 |
| Yard WFTYO | | 9.55 | 10.00 | | 7.15 | | 10.50 | s 12.01PM | 51.30 | DN HEMPSTEAD 4.40 | 69.40 | f 5.20 | f 4.25 | | 12.15PM | | 1.25 | 8.45 |
| Yard | | 10.10 | 10.20 | | 7.35 | | 11.00 | | 55.70 | HOWTH 6.90 | 65.00 | f 5.15 | f 4.20 | | 11.45AM | | 1.05 | 8.10 |
| 3,554 | | 10.30 | 10.40 | | 7.50 | | 11.09 | f 12.11 | 62.60 | D COURTNEY 4.10 | 58.10 | s 4.53 | f 3.57 | | 11.30 | | 12.50 | 7.50 |
| 3,344 | | 10.48 | 11.10 | | 8.15 | | f 11.22 | s 12.24 | 67.00 | CHAILLE 4.40 | 53.70 | s 4.45 | 3.50 | | 10.55 | | 11.40AM | 7.10 |
| 2,951 W | | 11.05 | 11.40AM | | 8.35 | | 11.30 | 12.31 | | G. C. & S. F. CROSSING | | | | | | | | |
| Yard | | | | | | | | | | DN NAVASOTA | 49.60 | s 4.36 | s 3.42 | | 10.40 | | 11.10 | 6.55 |
| Yard | | 11.42 | 12.15PM | | 9.00 | | s 11.42 | s 12.41 | 71.10 | I. & G. N. CROSSING 3.70 | | | | | | | | |
| Yard | | 11.52PM | | | | | | | 74.80 | NELLEVA JUNCTION 1.30 | 45.90 | | | | | | | |
| 3,619 W | | 12.05AM | 12.30 | | 9.30 | | 11.52PM | f 12.50 | 76.10 | NELLEVA 4.50 | 44.60 | f 4.24 | 3.30 | | 10.25 | | 10.30 | 6.40 |
| 5,099 Y | | 12.25 | 1.00 | | 10.00 | | f 12.05AM | s 1.00 | 80.60 | D MILLICAN 8.10 | 40.10 | f 4.17 | f 3.23 | | 10.00 | | 10.10 | 6.25 |
| 2,536 W | | 12.45 | 1.35 | | 10.30 | | f 12.23 | s 1.15 | 88.70 | D WELLBORN 6.10 | 32.00 | f 4.02 | f 3.08 | | 9.40 | | 9.25 | 6.00 |
| 2,981 | | 1.00 | 2.00 | | 10.55 | | f 12.36 | s 1.27 | 94.80 | I. & G. N. CROSSING | | | | | | | | |
| 10,467 | | 1.15 | 2.40 | | 11.20 | | s 12.46 | s 1.38 | 99.70 | DN BRYAN 8.00 | 21.00 | s 3.40 | s 2.48 | | 9.05 | | 8.40 | 5.20 |
| 2,418 W | | 1.45 | 3.20 | | 11.50AM | | 1.03 | f 1.53 | 107.70 | D BENCHLEY 3.30 | 13.00 | f 3.20 | 2.33 | | 8.40 | | 7.50 | 4.50 |
| 2,465 | | 1.52 | 3.40 | | 12.02PM | | 1.10 | 2.00 | 111.00 | RUFINCH 4.00 | 9.70 | 3.12 | 2.26 | | 8.30 | | 7.35 | 4.35 |
| 2,761 | | 2.20 | 3.55 | | 12.15 | | 1.18 | f 2.07 | 115.00 | SUTTON 5.70 | 5.70 | f 3.03 | 2.20 | | 8.20 | | 7.20 | 4.20 |
| Yard WFTYO | | 2.45AM | 4.15PM | | 1 2.45PM | | 1.30AM | f 2.20 | 120.70 | DN HEARNE | 0.00 | f 2.50 | 2.08AM | | 8.00AM | | 7.00AM | 4.00AM |
| Yard | | | | | | | | 2.40PM | | DN DENISON | 217.10 | 6.10AM | 5.20PM | | 3.40PM | | | |
| | | 7.15PM | | | 5.45AM | | 10.45AM | 10.55PM | 237.80 | | | | | | | | | |
| | | Arrive Daily | Arrive Daily | | Arrive Daily | | Arrive Daily | Arrive Daily | | | | Leave Daily | Leave Daily | | Leave Daily | | Leave Daily | Leave Daily |

| | | | | | | | | | | |
|--------|--------|--------|--------|--------|-----------------------------------|--------|--------|--------|--------|--------|
| (7.15) | (9.15) | (8.15) | (4.10) | (3.50) | Time Over District..... | (4.05) | (4.02) | (7.30) | (9.15) | (8.20) |
| 17 | 13 | 14 | 29 | 31 | Average Speed per Hour..... | 29 | 30 | 16 | 13 | 14 |

South-Bound Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 81.

Terminal Time Table, showing time and governing movement of S. A. & A. P. T. & N. O. G. H. & S. A. H. E. & W. T., G. C. & S. F., and G. H. & H. regular passenger trains running into and through H. & T. C. yard at Houston, will be issued from time to time as changes occur. Conductors and engineers must provide themselves with and be governed by Terminal Time Table in effect. Hearne & Brazos Valley trains operate between passenger depot and B. V. switch in Hearne yard, with same rights as switch engine. Night Telegraph office at Eureka is at Interlocking Tower.

All trains must be under full control between the Block Signal East of Hempstead Yard and the Station. If the Block Signal shows Yellow or Caution, Engineers will know that main line is occupied and must be able to stop their trains within range of vision. Semaphore Block Signal north of Rufinch must not be passed while Semaphore arm is at horizontal or "danger" position. The normal position of this signal is at "proceed," or with semaphore arm at an angle of 50 degrees.

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

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | | SECOND CLASS | | FIRST CLASS | | | Distance from Hearne | Time Table No. 146 December 16th, 1906. | Distance from Ennis | FIRST CLASS | | | SECOND CLASS | | THIRD CLASS | | | | | |
|--|-------------------------|---------------|-------------------------|--------------|--------------------------|--------------|----------------|------------------|----------------------|--|-----------------------------|-------------|------------------|--------------|--------------|-----------------------|-------------|----|-------------------------|------------------------|-------------------------|------------------------|
| | 27 | 25 | 23 | | 21 | 5 | 3 | 1 | | | | 2 | 4 | 6 | 22 | | | 24 | 26 | 28 | | |
| | Way Freight | Fruit Express | Way Freight | | New York Steamer Freight | Lone Star | Passenger | Passenger | | | | Passenger | Passenger | Passenger | Lone Star | Packing House Express | | | Way Freight | Freight | Way Freight | |
| | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | | | Leave Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sunday | |
| | | 7.30PM | | | 4.30AM | | 9.20PM | 10.30AM | 120.70 | DN | HOUSTON | 230.90 | 6.55PM | | 6.10AM | | 3.30PM | | | | 12.20PM | |
| Yard WFTO | | 4.30AM | 6.20AM | | 1.25PM | | 1.40AM | 2.20PM 2.40PM | 0.00 | DN | 120.70 HEARNE | 110.20 | 2.50PM 2.30PM | | 1.58AM | | 7.35AM | | | | 3.00PM | 3.10AM |
| Yard | | | | | | | | | | | I. & G. N. CROSSING 3.50 | | | | | | | | | | | |
| 2,025 | | 4.45 | 6.30 | | 1.35 | | 1.51 | 2.46 | 3.50 | | SEGER 4.30 | 106.70 | 2.22 | | 1.51 | | 7.25 | | | 2.48 | 2.55 | |
| 12,831 O | | 5.08 | 7.00 7.30 | | 2.12 | | s 1.58 | s 2.55 | 7.80 | D | CALVERT 8.60 | 103.40 | s 2.12 | | s 1.42 | | 7.10 | | | 2.22 2.00 | 2.40 | |
| 1,196 | | 5.40 | 7.57 | | 2.35 | | f 2.14 | f 3.11 | 16.40 | D | HAMMOND 2.40 | 93.80 | f 1.52 | | 1.23 | | 6.38 | | | 1.15 | 2.14 | |
| Yard WY | | 6.20 | 8.15 8.30 | | 2.50 | | f 2.18 | f 3.16 | 18.80 | | WOOTAN 3.20 | 91.40 | f 1.47 | | f 1.17 | | | | | | | |
| 1,936 | | 6.35 | 8.52 | | 3.10 | | f 2.25 2.30 | s 3.25 | 22.00 | DN | BREMOND 5.30 | 88.20 | f 1.40 1.30 | | f 1.10 | | 6.20 | | | 12.50 12.20 | 1.40 1.20 | |
| 3,533 | | 6.48 | 9.13 | | 3.30 | | f 2.53 | s 3.43 | 27.30 | | DENNY 5.20 | 82.90 | f 1.21 | | 12.49 | | 6.05 | | | 12.05PM | 12.55 | |
| 2,896 | | 7.15 | 9.45 | | 3.58 | | f 3.12 | s 3.58 | 32.50 | D | KOSSE 8.00 | 77.70 | s 1.10 | | 12.40 | | 5.50 | | | 11.45AM | 12.40 | |
| 6,748 W | | 7.43 | 10.15 10.55 | | 4.33 | | f 3.30 | s 4.14 | 40.50 | DN | THORNTON 8.30 | 69.70 | s 12.54 | | s 12.25 | | 5.30 | | | 11.15 | 12.01AM | |
| 11,646 | | 7.58 | 11.25 | | 5.00 | | f 3.40 | f 4.25 | 48.80 | D | GROESBEECK 4.30 | 61.40 | s 12.38 | | s 12.10AM | | 5.10 | | | 10.55 10.30 | 11.30PM | |
| 1,493 | | 8.00 | 11.27 | | 5.02 | | f 3.41 | 4.27 | 53.10 | | ROBERTA 1.00 | 57.10 | f 12.25 | | 11.59PM | | 4.52 | | | 10.07 | 11.12 | |
| | | | | | | | | | 54.10 | | CANAAN 3.40 | 56.10 | 12.23 | | 11.57 | | 4.50 | | | 10.05 | 11.10 | |
| | | | | | | | | | 57.50 | | MEXIA JUNCTION 1.30 | 52.64 | | | | | | | | | | |
| | | | | | | | | | 58.80 | | T. & B. V. CROSSING 1.44 | 51.34 | | | | | | | | | | |
| Yard FYW | | 8.20 | 11.45AM 12.15PM | | 5.30 | | s 3.55 | s 4.39 | 60.30 | DN | MEXIA 7.40 | 49.90 | s 12.10PM | | s 11.45 | | 4.30 | | | 9.45 9.10 | 10.45 | |
| 8,393 | | 8.40 | 12.45 | | 6.00 | | s 4.12 | s 4.50 | 67.70 | D | WORTHAM 5.60 | 42.50 | s 11.53AM | | s 11.31 | | 4.12 | | | 8.40 | 10.20 | |
| 2,397 | | 8.58 | 1.00 | | 6.25 | | 4.23 | f 5.01 | 73.30 | | CURRIE 4.40 | 36.90 | f 11.43 | | 11.20 | | 3.45 | | | 8.10 | 9.55 | |
| 2,610 W | | 9.12 | 1.25 | | 6.43 | | f 4.33 | s 5.08 | 77.70 | D | RICHLAND 5.50 | 32.50 | s 11.33 | | f 11.12 | | 3.25 | | | 7.50 | 9.40 | |
| 2,690 | | 9.30 | 1.45 | | 7.05 | | f 4.43 | f 5.17 | 83.20 | | ANGUS 6.30 | 27.00 | f 11.20 | | f 11.02 | | 3.00 | | | 7.25 | 9.20 | |
| Yard WFTO | | | | | | | | | | | ST. L. S. W. CROSSING | | | | | | | | | | | |
| 1,618 | | 11.30AM | 10.00 | 2.00PM | 7.30 | | s 5.00 | s 5.35 | 89.50 | DN | CORSICANA 6.50 | 20.70 | s 11.07 | 4.35PM | s 10.48 | | 2.35 | | | 7.00AM | 8.55 | 10.45AM |
| 4,063 | | 11.55AM | 10.20 | | 7.55 | | f 5.15 | f 5.46 | 96.00 | | CARL 4.40 | 14.20 | f 10.55 | f 4.20 | 10.33 | | 2.10 | | | | 8.30 | 10.20 |
| 2,051 | | 12.15PM | 10.45 | | 8.15 | | s 5.25 | s 5.52 | 100.40 | D | RICE 4.10 | 9.80 | s 10.45 | s 4.10 | f 10.23 | | 1.50 | | | | 8.15 | 10.06 |
| Yard WFTYO | | 12.30 | 11.00 | | 8.30 | | s 5.35 | f 6.00 | 104.50 | D | ALMA 5.70 | 5.70 | f 10.35 | s 4.01 | f 10.15 | | 1.30 | | | | 7.50 | 9.40 |
| 12.55PM | 11.25AM | | | 9.00PM | 5.45AM | 6.10PM | 10.25AM | 110.20 | DN | ENNIS | 0.00 | 10.25AM | 3.50PM | 10.05PM | | 1.10AM | | | | | 7.30PM | 9.25AM |
| | | 7.15PM | | | 5.45AM | 10.45AM | 10.55PM | 2.35PM | 337.80 | DN | DENISON | 106.90 | 6.10AM | 11.45AM | 5.20PM | | 3.40PM | | | | | |
| | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sunday | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | Leave Daily | | Leave Daily | | | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday |

| | | | | | | | | | | | | | | |
|--------|--------|--------|--------|--------|--------|--------|----------------------------------|--------|--------|--------|--------|--------|--------|--------|
| (1.25) | (6.55) | (7.40) | (7.35) | (4.05) | (3.30) | (0.40) |Time Over District..... | (4.05) | (0.45) | (3.53) | (6.25) | (8.00) | (7.40) | (1.20) |
| 14 | 16 | 12 | 15 | 27 | 31 | 34 |Average Speed per Hour..... | 26 | 27 | 28 | 17 | 11 | 14 | 15 |

South-Bound Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 81.

Train No. 6 must stop at all stations south of Dallas to discharge passengers holding tickets issued at stations Denison to Plano, inclusive, and Fort Worth to Garrett, inclusive, or passengers holding tickets from foreign lines. No siding at Wootan.

NORTHWARD—Toward Denison.

FIRST DIVISION: Ennis and Denison.

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | | | SECOND CLASS | | | | | FIRST CLASS | | | | | | | | | | Distance from Ennis | Time Table No. 146. December 16th, 1906. | | | |
|--|-------------------------|--------------|-------------------------|------------------------|-------------------------|------------------------|-------------------------|--------------------------|--------------------------|----------------------|--------------|--------------|----------------------|----------------------|-------------------|--------------|--------------|--------------|--------------|---------------------|---|----------------------------|---------------------------|-----------------|
| | 165 | 27 | 25 | 23 | 163 | 95 | 93 | 91 | 21 | 155 | 85 | 83 | 15 | 11 | 9 | 7 | 5 | 3 | 1 | | | | | |
| | T. & N. O. Freight | Way Freight | Fruit Express | Way Freight | T. & N. O. Mixed | Through Freight | Way Freight | New York Steamer Freight | New York Steamer Freight | T. & N. O. Passenger | Passenger | Passenger | Frisco Passenger 504 | Frisco Passenger 512 | Frisco Meteor 510 | Dallas News | Passenger | Passenger | Passenger | | | | | |
| Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday | Leave Daily Ex. Sunday | Leave Daily | Leave Daily Ex. Sunday | 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 | | | | | |
| | | | 7.30PM | | | | | | 4.30AM | | | | | | | | 9.20PM | 10.30AM | | 230.90 | DN | HOUSTON | | |
| WFTYO Yard | | 1.15PM | 12.15PM | | | 4.25PM | 6.33AM | 10.30PM | 11.00PM | | 5.55AM | 6.20PM | | | | | 6.10AM | 6.25PM | 10.25AM | 0.00 | DN | ENNIS | | |
| 5,355 | | 1.25 | 12.25 | | | 4.32PM | 6.40AM | 10.42PM | 11.15 | | 6.02AM | 6.27PM | | | | | s 6.17 | s 6.32 | s 10.37 | 2.90 | DN | GARRETT | | |
| 3,979 | | 1.45 | 12.43 | | | | | | 11.35 | | | | | | | | f 6.27 | s 6.42 | s 10.48 | 7.70 | D | PALMER | | |
| 3,310 | | 2.15 | 12.56 | | | | | | 11.55PM | | | | | | | | f 6.35 | f 6.49 | s 10.58 | 11.70 | D | TRUMBULL | | |
| 8,451 | | 2.30 | 1.07 | | | | | | 12.08AM | | | | | | | | s 6.42 | s 6.56 | s 11.05 | 14.90 | D | FERRIS | | |
| 2,396 | W | 3.15 | 1.20 | | | | | | 12.25 | | | | | | | | f 6.52 | f 7.04 | s 11.15 | 19.10 | D | WILMER | | |
| 3,061 | W | 4.00 | 1.30 | | | | | | 12.45 | | | | | | | | s 7.01 | s 7.12 | s 11.25 | 23.50 | D | HUTCHINS | | |
| 9,701 | F | 4.15 | 1.45 | | | | | | 1.03 | | | | | | | | 7.13 | 7.21 | f 11.35 | 28.90 | | MILLER | | |
| Yard | | 6.40PM | | | | 10.53AM | | | | | 11.25PM | | | | | | 7.20 | 7.29 | 11.42 | | | T. & N. O. JUNCTION | | |
| Yard | | | | | | | | | | | | | | | | | | | | | | D. T. RY. CROSSING | | |
| Yard | | | | | | | | | | | | | | | | | | | | | | G. C. & S. F. RY. CROSSING | | |
| WFTYO Yard | | 7.00PM | 4.30PM | 2.05 | 6.20AM | | | | 1.25 | | 11.35PM | | | | | | 3.40AM | 7.25 | 7.34 | 11.49 | 34.00 | DN | DALLAS | |
| Yard | | | | 2.30 | | | | | 1.35 | | | | | | | | | 7.45 | 7.49 | 11.59AM | | | T. & P. RY. CROSSING | |
| 1,809 | | | 2.40 | 6.30 | | | | | 1.45 | | | | | | | | 3.50 | 7.53 | 7.59 | 12.09PM | 35.20 | | THOMAS | |
| | | | | | | | | | | | | | | | | | | | | | | | M. K. & T. RY. CROSSING | |
| 1,745 | W | | 2.50 | 6.45 | | | | | 2.00 | | | | | | | | 3.56 | 8.00 | 8.08 | f 12.15 | 39.10 | | CARRUTH | |
| 4,262 | | | 3.12 | 7.15 | | | | | 2.21 | | | | | | | | f 4.07 | s 8.13 | f 8.26 | s 12.30 | 46.30 | D | RICHARDSON | |
| | | | | | | | | | | | | | | | | | | | | | | | ST. L. S. W. RY. CROSSING | |
| 12,319 | | | 3.26 | 7.45 | | | | | 2.40 | | | | | | | | f 4.17 | s 8.30 | s 8.39 | s 12.44 | 51.50 | DN | PLANO | |
| 4,427 | W | | 3.50 | 8.00 | | | | | 3.00 | | | | | | | | f 4.27 | s 8.43 | s 8.55 | s 12.57 | 57.60 | D | ALLEN | |
| 8,175 | WO | | 4.25 | 8.30 | | | | | 3.25 | | | | | | | | s 4.38 | s 9.03 | s 9.12 | s 1.15 | 65.40 | DN | McKINNEY | |
| 3,348 | | | 4.55 | 10.25 | | | | | 3.47 | | | | | | | | f 4.49 | s 9.20 | s 9.28 | s 1.28 | 72.10 | D | MELISSA | |
| 5,397 | | | 5.15 | 10.45 | | | | | 4.01 | | | | | | | | f 4.58 | s 9.31 | s 9.39 | s 1.36 | 76.60 | D | ANNA | |
| 9,767 | O | | 5.35 | 11.05 | | | | | 4.19 | | | | | | | | f 5.09 | s 9.42 | s 9.52 | s 1.45 | 82.00 | D | VAN ALSTYNE | |
| 7,071 | | | 6.01 | 11.25 | | | | | 4.40 | | | | | | | | f 5.20 | s 9.58 | s 10.08 | s 1.57 | 88.20 | D | HOWE | |
| Yard | | | | | | | | | | | | | | | | | | | | | | | ST. L. S. W. RY. CROSSING | |
| WFTY Yard | | | 6.40 | 11.50AM | | | | | 5.15 | | | | 8.00PM | 5.30AM | 1.30PM | 5.40 | s 10.25 | s 10.35 | s 2.15 | 97.90 | DN | SHERMAN | | |
| Yard | | | | 12.10PM | | | | | | | | | | See No. 7 | See No. 11 | | | | | | | | T. & P. RY. CROSSING | |
| Yard | | | 6.43 | 12.15 | | | | | 5.18 | | | | 8.04 | 5.34 | 1.33 | 5.42 | 10.27 | 10.37 | 2.17 | | | | DN | N. SHERMAN JCT. |
| Yard | | | | | | | | | | | | | | | | | | | | | | | D. & S. E. CROSSING | |
| WFTO Yard | | | 7.15PM | 12.50PM | | | | | 5.45AM | | | | 8.20PM | 5.50AM | 1.50PM | 6.00AM | 10.45AM | 10.55PM | 2.35PM | 106.90 | DN | DENISON | | |
| Arrive Daily Ex. Sunday | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sunday | | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily Ex. Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | |
| (0.20) | (3.15) | (7.00) | (6.30) | | (0.07) | (0.07) | (0.07) | (0.12) | (6.45) | | (0.10) | (0.07) | (0.07) | (0.20) | (0.20) | (0.20) | (2.20) | (4.35) | (4.30) | (4.05) | | | Time Over District | |
| 6 | 11 | 15 | 11 | | 16 | 25 | 25 | 15 | 16 | | 12 | 25 | 25 | 27 | 27 | 27 | 31 | 23 | 24 | 26 | | | Average Speed per Hour | |

South-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.

EXCEPT, that No. 5 is superior to T. & N. O. No. 156.

No. 14 will take siding at North Sherman Junction for No. 1.

No. 8 must take siding for No. 1.

Night telegraph office Plano is at Interlocking Tower.

Lakewood, 3.6 miles north of Hutchins, is a flag station for Trains Nos. 1 and 4.

North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main line north of Frisco yards.

WESTWARD—Towards Fort Worth.

FIRST DIVISION: Garrett and Fort Worth.

EASTWARD—Towards Ennis. 6

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | SECOND CLASS | | | | FIRST CLASS | | | | Distance from Garrett | Time Table No. 146. December 16th, 1906. | Distance from Fort Worth | FIRST CLASS | | | | SECOND CLASS | | THIRD CLASS | | |
|--|-----------------------------|----------------------------|--------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-------------------------|---|--------------------------|-----------------|-----------------|-----------------|-----------------------------|----------------------------|---------------|----------------------------|--------------|--|
| | 95 Through Freight | 93 Way Freight | 91 New York Steamer Freight | 89 Passenger | 87 Passenger | 85 Passenger | 83 Passenger | 82 Passenger | | | | 84 Passenger | 86 Passenger | 88 Passenger | 92 Packing House Express | 94 Way Freight | 96 Freight | | | |
| | Leave Daily | Leave Daily Except Sunday | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Arrive Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily Except Sunday | Arrive Daily | | | |
| | | | 4.30AM | | | 9.20PM | 10.30AM | 233.80 | DN | HOUSTON 233.80 | 286.50 | 6.55PM | | 6.10AM | | 3.30PM | | | | |
| 5.355 | 4.32PM | 6.40AM | 10.42PM | 10.45AM | 3.35PM | 6.02AM | 6.27PM | 0.00 | DN | GARRETT 5.20 | 52.70 | 9.56AM | 3.30PM | 9.30PM | 9.56AM | 12.43AM | | 3.20PM See Nos. 84 & 87 | | |
| 1.504 | 4.49 | 7.04 | 11.03 | s 11.00 | s 3.50 | s 6.15 | s 6.40 | 5.20 | D | JEFFRIES 6.40 | 47.50 | s 9.44 | s 3.15 | s 9.18 | s 9.34 | 12.25 | | 2.55 | 6.15 | |
| 24.037 WYO | 5.10 | 7.35 | 11.21 | 11.15AM | 4.05PM | s 6.30 | s 6.57 | 11.60 | DN | WAXAHACHIE | 41.10 | s 9.30 | 3.00PM | s 9.06 | 9.20AM | 12.01AM | | 2.10 | 5.45 | |
| 1.990 | 5.25 | 7.50 | 11.40PM | | | f 6.42 | f 7.07 | 16.20 | | M. K. & T. CROSSING 4.60 SARDIS 6.90 G. C. & S. F. CROSSING | 36.50 | f 9.15 | | f 8.54 | | 11.40PM | | 1.45 | 5.25 | |
| 5.495 | 5.55 | 8.20 | 12.15AM | | | s 6.57 | s 7.23 | 23.10 | D | MIDLOTHIAN 6.60 | 29.60 | s 9.02 | | s 8.41 | | 11.15 | | 1.15 | 5.02 | |
| 3.998 | 6.18 | 8.49 | 12.32 | | | s 7.11 | s 7.36 | 29.70 | D | BRITTON 4.50 | 23.00 | s 8.49 | | s 8.27 | | 10.45 | | 12.45 | 4.35 | |
| 4.070 W | 6.30 | 9.08 | 12.48 | | | s 7.21 | s 7.45 | 34.20 | D | MANSFIELD 4.20 | 18.50 | s 8.39 | | s 8.19 | | 10.25 | | 12.25 | 4.16 | |
| 2.053 | 6.45 | 9.24 | 1.03 | | | f 7.30 | f 7.54 | 38.40 | | BISBEE 4.00 | 14.30 | f 8.30 | | f 8.11 | | 10.05 | | 12.01PM | 4.00 | |
| 3.824 | 7.00 | 9.40 | 1.18 | | | s 7.39 | s 8.04 | 42.40 | D | KENNEDALE 3.50 | 10.30 | s 8.22 | | s 8.04 | | 9.45 | | 11.45AM | 3.41 | |
| 1.576 | 7.12 | 9.55 | 1.30 | | | f 7.48 | f 8.12 | 45.90 | | FERMOY 6.60 M. K. & T. CROSSING G. C. & S. F. CROSSING | 6.80 | f 8.16 | | f 7.57 | | 9.30 | | 11.25 | 3.27 | |
| Yard | | | | | | | | | | | | | | | | | | | | |
| Yard WFT | 7.35PM See No. 86 | 10.30AM | 2.00AM | | | 8.01 | 8.25 | 52.50 | DN | FT. WORTH (Freight Depot) 0.20 T. & P. CROSSING | 0.20 | 8.01 | | 7.43 | | 9.00PM | | 11.00AM | 3.00AM | |
| Yard | | | | | | 8.05AM | 8.30PM | 52.70 | | FORT WORTH | 0.00 | 7.55AM | | 7.40PM | | | | | | |
| | Arrive Daily | Arrive Daily Except Sunday | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | Leave Daily | Leave Daily | Leave Daily | | Leave Daily Except Sunday | Leave Daily | |
| | (3.03) 17 | (3.50) 14 | (3.18) 16 | (0.30) 23 | (0.30) 23 | (2.03) 26 | (2.03) 26 | | Time Over District..... | | | (2.01) 26 | (0.30) 23 | (1.50) 29 | (0.36) 23 | (3.43) 14 | | (4.20) 12 | (3.40) 14 | |
| | Average Speed per Hour..... | | | | | | | | | | | | | | | | | | | |

No. 82 must take siding for No. 85.

WESTWARD—Toward Waco.

FIRST DIVISION: Bremond and Ross.

EASTWARD—Toward Bremond.

| Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations. | THIRD CLASS | | SECOND CLASS | | FIRST CLASS | | Distance from Bremond | Time Table No. 146. December 16th, 1906. | Distance from Ross | FIRST CLASS | | SECOND CLASS | | THIRD CLASS | | |
|--|-----------------------------|--|------------------------|----------------------------|-----------------|-----------------|-----------------------|--|--------------------|-----------------|-----------------|-------------------------|-------------|-------------------------|---------------------------|--|
| | 67 Local Freight | | 69 Mixed | | 65 Passenger | 63 Passenger | | | | 62 Passenger | 66 Passenger | 70 Mixed | | 68 Local Freight | | |
| | Leave Daily Ex. Sunday | | Leave Daily Ex. Sunday | | Leave Daily | Leave Daily | | | | Arrive Daily | Arrive Daily | Arrive Daily Ex. Sunday | | Arrive Daily Ex. Sunday | | |
| | | | | | 9.20PM | 10.30AM | 142.70 | DN | HOUSTON | 197.30 | 6.55PM | 6.10AM | | | | |
| Yard W | 3.40PM | | | | 2.30AM | 3.30PM | 0.00 | DN | BREMOND 9.10 | 54.60 | 1.25PM | 12.50AM | | | 1.15PM | |
| 1.111 W | 4.10 | | | s 2.53 | s 3.50 | 9.10 | D | REAGAN 8.10 | 45.50 | s 1.05 | s 12.30 | | | | 12.40 | |
| 9.620 | 5.00 | | | s 3.20 | s 4.15 | 17.20 | D | MARLIN | 37.40 | s 12.40 | s 12.05AM | | | | 12.01PM | |
| | | | | | | | | | | | | | | | | |
| 1.432 W | 5.20 | | | s 3.45 | s 4.40 | 25.30 | D | I. & G. N. CROSSING 8.10 PERRY 4.00 | 29.30 | s 12.17 | s 11.42PM | | | | 11.20AM | |
| 1.363 | 5.35 | | | s 3.57 | s 4.50 | 29.30 | D | RIESEL 6.10 | 25.30 | s 12.05PM | s 11.30 | | | | 11.00 | |
| 1.439 | 6.00 | | | f 4.15 | f 5.05 | 35.40 | | HARRISON 8.00 M. K. & T. CROSSING ST. L. S. W. CROSSING | 19.20 | f 11.50AM | f 11.15 | | | | 10.35 | |
| Yard | | | | | | | | | | | | | | | | |
| Yard WFYO | 6.30PM | | | | 4.40AM | 5.30PM | 43.40 | DN | WACO 11.20 | 11.20 | 11.25AM | 10.50PM | | | 11.10AM | |
| Yard | | | | | | | 54.60 | | ROSS | 0.00 | | | | | 10.40AM | |
| | Arrive Daily Except Sunday | | | Arrive Daily Except Sunday | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | Leave Daily | | Leave Daily Except Sunday | |
| | (2.50) 19 | | | (0.30) 19 | (2.10) 27 | (2.00) 27 | | Time Over District..... | | | (2.00) 27 | (2.00) 27 | | (0.30) 19 | (3.15) 14 | |
| | Average Speed per Hour..... | | | | | | | | | | | | | | | |

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.

EXCEPT, that No. 69 is superior to No. 70.

FIRST DIVISION—BRANCHES.

**MEXIA-NELLEVA CUT-OFF.
NORTHWARD.—Nelleva Junction and Mexia Junction—SOUTHWARD.**

| Length of sidings in feet and location of Seales, Fuel, Water and Turning Stations. | SECOND CLASS | | Distance from Nelleva Junction | Time Table No. 146. December 16th, 1906. | Distance from Mexia Junction | SECOND CLASS | |
|---|-------------------------|-------|--------------------------------|---|------------------------------|------------------------|-------|
| | 31 | Mixed | | | | 32 | Mixed |
| | | | | | | | |
| STATIONS | | | | | | | |
| | 7.15 AM | 0.00 | D | NELLEVA JUNCTION | 94.06 | 3.40 PM | |
| | 7.40 | 3.75 | | 3.75 CROWDER | 90.31 | 2.55 | |
| | 8.25 | 12.35 | | 8.60 CARLOS | 81.71 | 2.10 | |
| | 9.05 | 19.54 | | 7.19 MESA | 74.52 | 1.25 | |
| | 9.35 | 24.00 | | 4.46 IOLA | 70.06 | 1.00 | |
| | 9.55 | 27.52 | | 3.52 CROSS | 66.54 | 12.40 | |
| | 10.30 | 35.00 | | 7.48 NORTH ZULCH | 59.06 | 12.01 PM | |
| 3,000 | 11.20 AM | 42.79 | | 7.79 NORMANGEE | 51.27 | 11.20 AM | |
| 3,000 | 12.01 PM | 51.61 | | 8.82 LEON | 42.45 | 10.40 | |
| | 12.30 | 57.05 | | 5.44 ROBBINS | 37.01 | 10.15 | |
| 3,000 | 1.15 | 65.94 | D | 8.89 JEWETT | 28.12 | 9.30 | |
| 2,711 | 1.45 | 71.60 | | 5.66 BEAR GRASS | 22.46 | 9.05 | |
| 3,000 | 2.05 | 76.60 | | 5.00 FARRAR | 17.46 | 8.40 | |
| 3,004 | 2.30 | 81.60 | | 5.00 PERSONVILLE | 12.46 | 8.10 | |
| 3,018 | 3.05 | 87.86 | D | 6.26 VARELA | 6.20 | 7.40 | |
| | 3.40 PM | 94.06 | D | 6.20 MEXIA JUNCTION | 0.00 | 7.15 AM | |
| | Arrive Daily Ex. Sunday | | | | | Leave Daily Ex. Sunday | |

(8.25) Time Over District (8.25)
11 Average Speed per Hour 11

**South-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction.
See Rule 81.**

WESTWARD—Hutchins and Lancaster—EASTWARD.

| Length of sidings in feet, and location of Seales, Fuel, Water and Turning Stations. | SECOND CLASS | | | Distance from Hutchins | Time Table No. 146. December 16th, 1906. | Distance from Lancaster | SECOND CLASS | | | |
|--|--------------|--------------|--------------|------------------------|---|-----------------------------|--------------|-------------|-------------|-------------|
| | 105 | 103 | 101 | | | | 102 | 104 | 106 | |
| | | | | | | | | | | Mixed |
| STATIONS | | | | | | | | | | |
| 3,061 | 8.50 PM | 2.50 PM | 11.25 AM | 0.00 | D | HUTCHINS | 4.20 | 9.00 AM | 2.45 PM | 7.05 PM |
| | | | | | | 4.30 M. K. & T. CROSSING | | | | |
| 3,117 | 9.10 PM | 3.10 PM | 11.45 AM | 4.20 | | LANCASTER | 0.00 | 8.40 AM | 2.25 PM | 6.40 PM |
| | Arrive Daily | Arrive Daily | Arrive Daily | | | | | Leave Daily | Leave Daily | Leave Daily |

(0.20) (0.20) (0.20) Time Over District (0.20) (0.20) (0.25)
12 12 12 Average Speed per Hour 12 12 10

**East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction.
See Rule 81.**

LOCATION OF SIDINGS OR SPURS.

MAIN LINE

- Mile Post 39 Siding 2.50 miles south of Waller.
- Section 8 Siding 1.86 miles south of Howth.
- Sand Spur 3.04 miles north of Howth.
- Flewellen's Spur 0.10 miles south of Chaille.
- Millican Quarry Wye 0.49 miles south of Millican.
- Whiteselle's Brick Yard Spur 1.56 miles south of Corsicana.
- Trinity Tank Spur 2.43 miles north of Hutchins.
- Cotton Mill Spur 2.02 miles south of Denison.

FORT WORTH BRANCH

- Ft. W. & R. G. Connection 2.33 miles east of Fort Worth.

SPECIAL INSTRUCTIONS.

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

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

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

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

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

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

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

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

Standard Clocks are located in Telegraph offices at Houston and Denison, in Dispatcher's office at Ennis, and in yard offices at Hearne, Ennis and Dallas.

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

SUPPLEMENTAL TO RULE 210.—Conductors must deliver in person to their Engineers "31" Train Orders received by them, and Engineers must sign the Conductor's copy of such orders as are delivered to them.

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

At stations printed in full-face type conductors of all trains and enginemen in charge of light engines must personally register their trains and color of signals carried. If no signals carried, register "no signals." At Corsicana, Dallas, Fort Worth, Sherman and Ennis train registers for passenger trains will be kept at passenger stations. Operators at freight depots and yard offices at these stations **MUST BE GIVEN WRITTEN REPORT BY PASSENGER CONDUCTORS AS THEY PASS**, showing color of signals carried, or no signals, as the case may be. This report must be registered by the operator on the **FREIGHT TRAIN REGISTER** for the information of freight trains. Operator must immediately "O. S." the train **FROM THE TRAIN REGISTER** and show signals carried, or no signals, as shown on register, and dispatchers must see that this is done, and pay special attention to operator's report on signals registered. Trains must be registered and reported under date they are due where report is made.

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

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

SIGNS AND CHARACTERS.

The following signs, when placed before the figures of the schedule, indicate:

f—Flag stop to receive or discharge passengers or freight.
s—Regular stop.
¶—Stop for Meals.

DN—Day and Night Telegraph Office.
D—Day Telegraph Office.
N—Night Telegraph Office.

P—Telegraphone.
W—Water Station.
F—Fuel Station.

T—Turntable.
Y—Wye.
O—Track Scales.

RULES GOVERNING USE OF INTERLOCKING CROSSINGS.

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

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

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

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

Distant or "caution" signals (having arm with forked end) are placed 1200 feet in advance of home signals, and only indicate position of home signal. If arm is in horizontal or "caution" position, train must be gotten under control and stopped before reaching home signal, unless home signal is cleared before reaching it. Distant signal must not be cleared when lower arm on two-arm post is cleared.

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

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

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

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

M. SHEEHAN,
Superintendent.

D. BLACK,
Ass't Superintendent.

RATING OF LOCOMOTIVES. FIRST DIVISION.

| CLASS | ENGINE NUMBERS | BOILER PRESSURE ALLOWED | HOUSTON TO HEMPSTEAD | HEMPSTEAD TO HEARNE | HEARNE TO HEMPSTEAD | HEMPSTEAD TO HOUSTON | HEARNE TO ENNIS | ENNIS TO DALLAS | DALLAS TO DENISON | DENISON TO SHERMAN | SHERMAN TO CORNICANA | CORSICANA TO HEARNE | ENNIS TO FORT WORTH | FORT WORTH TO ENNIS | WACO AND BREMOND | WACO AND BREMOND | |
|-------------------------|---|-------------------------------|----------------------------|---------------------------|---------------------------|----------------------------|-----------------------|-----------------------|-------------------------|--------------------------|----------------------------|---------------------------|---------------------------|---------------------------|------------------------|------------------------|--------|
| | | | Freight | Freight | Freight | Freight | Freight | Freight | Freight | Freight | Freight | Freight | Freight | Freight | Freight | Freight | Mixed |
| | | | RATING | RATING | RATING | RATING | RATING | RATING | RATING | RATING | RATING | RATING | RATING | RATING | RATING | RATING | RATING |
| E. 55 $\frac{1}{2}$ 40 | 11 to 21, inclusive..... | 135 | 1275 | 805 | 735 | 1030 | 835 | 625 | 625 | 625 | 575 | 635 | 635 | 535 | 535 | 500 | |
| E. 56 $\frac{1}{2}$ 42 | 10 } | 135 | 1440 | 935 | 855 | 1220 | 900 | 695 | 695 | 695 | 695 | 760 | 760 | 660 | 660 | 560 | |
| E. 63 $\frac{1}{2}$ 42 | 22 } | 135 | 1440 | 935 | 855 | 1220 | 900 | 695 | 695 | 695 | 695 | 760 | 760 | 660 | 660 | 560 | |
| E. 63 $\frac{1}{2}$ 53 | 73 to 83, inclusive..... | 140 | 1570 | 1020 | 935 | 1330 | 980 | 760 | 760 | 760 | 760 | 825 | 825 | 725 | 725 | 625 | |
| T. 58 $\frac{1}{2}$ 65 | 201 to 208, inclusive..... | 145 | 2190 | 1430 | 1310 | 1825 | 1425 | 1200 | 1090 | 1000 | 1060 | 1410 | 1000 | 900 | 1100 | 800 | |
| T. 58 $\frac{1}{2}$ 76 | 209, 210 | 145 | 2350 | 1530 | 1400 | 1955 | 1525 | 1200 | 1090 | 1000 | 1130 | 1410 | 1000 | 900 | 1100 | 800 | |
| T. 58 $\frac{1}{2}$ 83 | 211 to 220, inclusive..... | 150 | 2345 | 1525 | 1395 | 1950 | 1520 | 1200 | 1090 | 1000 | 1125 | 1410 | 1000 | 900 | 1100 | 800 | |
| T. 58 $\frac{1}{2}$ 74 | 221 | 145 | 2395 | 1560 | 1455 | 1995 | 1560 | 1200 | 1090 | 1000 | 1155 | 1410 | 1000 | 900 | 1100 | 800 | |
| T. 58 $\frac{1}{2}$ 72 | 222 | 145 | 2140 | 1455 | 1455 | 1780 | 1410 | 1200 | 1090 | 1000 | 1025 | 1410 | 1000 | 900 | 1100 | 800 | |
| T. 63 $\frac{1}{2}$ 80 | 223 | 145 | 2250 | 1475 | 1455 | 1915 | 1420 | 1200 | 1090 | 1000 | 1110 | 1410 | 1000 | 900 | 1100 | 800 | |
| T. 58 $\frac{1}{2}$ 62 | 224 | 145 | 2140 | 1455 | 1455 | 1780 | 1400 | 1200 | 1090 | 1000 | 1025 | 1410 | 1000 | 900 | 1100 | 800 | |
| T. 58 $\frac{1}{2}$ 96 | { 301, 304, 307, 308, 311, 315, 316, } { 318 to 327 inc. 329 and 332... } | 160 | 2700 | 1750 | 1700 | 2245 | 1750 | 1340 | 1250 | 1100 | 1300 | 1550 | 1100 | 1000 | 1200 | 950 | |
| T. 58 $\frac{1}{2}$ 95 | { 302, 303, 305, 306, 309, 310, 312, } { 313, 314, 317, 328, 330 and 331 } | 160 | 2700 | 1750 | 1700 | 2245 | 1750 | 1340 | 1250 | 1100 | 1300 | 1550 | 1100 | 1000 | 1200 | 950 | |
| T. 58 $\frac{1}{2}$ 102 | 333, 334 | 160 | 2870 | 1860 | 1710 | 2390 | 1860 | 1425 | 1300 | 1150 | 1375 | 1600 | 1100 | 1000 | 1200 | 950 | |
| E. 69 $\frac{1}{2}$ 78 | 401 to 410, inclusive..... | 170 | 2460 | 1640 | 1600 | 2165 | 1425 | 1205 | 1100 | 1000 | 1295 | 1410 | 1000 | 900 | 1100 | 800 | |

NOTE.—On District Bremond to Hearne, the ratings will be 30 per cent. in addition to ratings Corsicana to Hearne.

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

HOME STAFF.

Houston Drs. Stuart, Red & Stuart,
Chief Surgeons.
Houston Dr. F. C. Ford,
Division Surgeon.
Houston Dr. E. P. Daviss,
Oculist and Aurist.
Houston Dr. J. W. Scott,
Consulting Surgeon.
Houston Dr. Sydney J. Smith,
Consulting Surgeon.
Houston Dr. F. B. Smith,
Consulting Surgeon.
Houston Dr. Geo. W. Larendon,
Consulting Surgeon.

CONSULTING SURGEON, OCULISTS AND AURISTS

Dallas Dr. J. N. Pace.
Consulting Surgeon.
Dallas Dr. S. L. Terrell.
Oculist and Aurist.
Sherman Dr. R. F. Miller.
Oculist and Aurist.
Sherman Dr. J. B. Stinson.
Consulting Surgeon.
Waco Dr. J. L. Burgess.
Oculist and Aurist.
Fort Worth Dr. W. R. Thompson.
Oculist.
Ennis Dr. J. M. Hooper.
Division Surgeon.

LOCAL SURGEONS—FIRST DIVISION.

Thornton Dr. G. W. Stone.
Groesbeeck Dr. J. W. Cox.
Mexia Dr. T. F. Oates.
Wortham Dr. W. T. Chumney.
Corsicana Dr. I. N. Suttle.
Ennis Dr. C. P. Cook.
Ferris Dr. E. House.
Dallas Dr. W. E. Crow.
Dallas Dr. E. Dunlap.
Richardson Dr. R. P. Harbin.
Plano Dr. W. C. Jasper.
McKinney Dr. T. W. Wiley.
Anna Dr. T. C. Bates.
Van Alstyne Drs. Moore & Moore.

Howe Dr. J. O. Mathews.
Sherman Dr. I. P. Gunby.
Sherman Dr. E. J. Neathery.
Denison Dr. G. W. Terry.
Denison Dr. J. W. Ousley.
Marlin Dr. F. B. Sewall.
Waco Dr. G. B. Foscoe.
Waco Dr. J. W. Haile.
Waxahachie Dr. W. D. Boyd.
Waxahachie Dr. A. B. Small.
Midlothian Dr. T. L. Barnett.
Fort Worth Dr. W. A. Durringer.
Fort Worth Dr. W. B. West.
Lancaster Dr. B. F. Lyons.

LOCATION OF HOSPITALS.

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

