

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

---

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

**1888**  
TIME TABLE

FOR THE

**DALLAS DIVISION**

To Take Effect Sunday, May 6, 1923, at 12:01, A. M.

Central Time

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

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**G. S. WAID,**

Vice President and General Manager.

**O. C. CASTLE,**

Superintendent of Transportation.

# CONDENSED SCHEDULES.

(CENTRAL TIME.)

No. 343 344	No. 45	No. 43	No. 37 22	No. 19	No. 17	No. 15 24	Distance from Houston	STATIONS	Distance from Denison	No. 16 23	No. 18	No. 20	No. 38 21	No. 42	No. 46	No. 344 343
3.45AM			9.00PM			7.40AM	210	SAN ANTONIO	404	7.40PM			7.30AM			12.30AM
6.00AM	11.15PM	9.05AM		9.10PM	11.00PM	9.35AM	0	HOUSTON	337	6.10PM	7.10AM	6.40AM		6.25PM	5.25AM	10.00PM
9.00AM	12.35AM 1.00AM	10.35AM 11.00AM		10.40PM	12.13AM	10.50AM	50	HEMPSTEAD	287	4.40PM	5.50AM	5.20AM		4.50PM 4.45PM	3.45AM 3.30AM	6.00PM
	6.15AM	3.40PM	10.15PM			3.40PM	164	AUSTIN	335				6.15AM	12.35PM	10.15PM	
12.50PM 3.00PM			{ 3.05AM 3.10AM	{ 1.00AM 1.15AM	{ 2.15AM 2.25AM	{ 1.05PM 1.30PM	121	HEARNE	217	{ 2.15PM 1.50PM	{ 3.45AM 3.40AM	{ 2.35AM 2.25AM	1.15AM			12.01PM 10.30AM
4.20PM			3.49AM { 2.05AM 2.20AM	{ 2.05AM 2.20AM	3.15AM { 2.17PM 2.25PM	{ 2.17PM 2.25PM	143	BREMOND	195	1.05PM	2.45AM	{ 1.35AM 1.25AM	12.38AM			8.50AM
			6.40AM	6.40AM	6.40AM	4.10PM	186	WACO	239	11.15AM		10.00PM	10.00PM			
10.00AM				11.19PM	12.47AM	11.25AM	71	NAVASOTA	267	3.55PM	5.15AM	4.35AM				3.55PM
6.25PM			4.55AM	3.50AM	4.35AM	3.44PM	181	MEXIA	157	11.45AM	1.37AM	11.59PM	11.35PM			6.25AM
9.30PM 12.45AM			{ 6.20AM 6.25AM	{ 5.40AM 5.45AM	{ 6.05AM 6.10AM	{ 5.28PM 5.33PM	231	ENNIS	107	10.10AM 10.05AM	12.10AM 12.05AM	10.15PM 9.50PM	10.05PM 10.00PM			2.45AM 10.35PM
3.30AM			7.30AM { 7.05AM 8.45AM	{ 7.05AM 8.45AM	{ 7.20AM 7.40AM	6.45PM	265	DALLAS	73	9.00AM	11.00PM 10.35PM	{ 8.30PM 7.17PM	9.00PM			8.10PM 7.05PM
4.00AM			8.35AM	8.35AM	8.45AM	7.40PM	286	FORT WORTH	157	8.00AM	9.30PM	7.45PM	7.45PM			8.30PM
7.45AM			11.35AM	11.35AM	11.35AM		337	DENISON	0			4.30PM	4.30PM			2.00PM
28.00	7.00	6.35	14.35	14.25	12.35	12.00		THROUGH TIME		11.40	9.40	14.10	15.00	5.50	7.10	34.30
14.4	23.2	24.7	27.6	23.3	26.7	29.1		MILES PER HOUR		30.0	29.6	23.4	26.8	27.9	22.6	11.7

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

The Galveston, Harrisburg & San Antonio Railway Company.....	1,358.69
Texas & New Orleans Railroad Company.....	467.63
Texas State Railroad.....	32.60
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>3,587.86</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. ....7.35

Total Branches .....214.15  
Total Dallas Division .....552.08

**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			

**LOCATIONS OF SIDINGS OR SPURS**

NAME OF SPUR	MAIN LINE	NEAREST STATION	Length of Spur
Humble Oil Spur	1.7	miles west of Satsuma	691 feet
Mile Post 39 Siding	2.50	miles east of Waller	813 feet
Hanney Spur	1.04	miles east of Howth	604 feet
Section 8 Siding	1.86	miles east of Howth	1653 feet
Sand Spur	3.12	miles west of Howth	950 feet
Humble Oil Spur	2.67	miles east of Hearne	691 feet
Jonesboro	1.20	miles west of Kosse	5351 feet
Humble Pipe Line	1.51	miles west of Groesbeeck	4637 feet
Magnolia Petroleum Co.	2.50	miles west of Groesbeeck	3911 feet
Prairie Pipe Line	1.22	miles east of Mexia Jct.	775 feet
Mexia Junction Wye		At Mexia Junction	1152 feet
Humphreys Pure Oil Co.	.07	miles west of Mexia Jct.	2560 feet
Southern Oil Corporation	1.06	miles east of Mexia	2427 feet
National Petroleum Co.	0.50	miles west of Mexia	2000 feet
Bell Oil & Gas Co.	1.21	miles west of Mexia	3467 feet
Gulf Pipe Line Co.	2.32	miles west of Mexia	1685 feet
Atlantic Oil Co.	2.83	miles west of Mexia	6069 feet
Humphreys	2.05	miles east of Currie	5111 feet
Trinity Tank Spur	2.06	miles west of Hutchins	1610 feet
Cooper's Spur	.37	miles east of Miller	1556 feet
S. M. U. Spur (Soumethum)	0.71	miles east of Oasis	3900 feet
Cotton Mill Spur	2.02	miles east of Denison	2750 feet
<b>MEXIA-NELLEVA CUT OFF</b>			
Sand Spur	2.02	miles west of Personville	650 feet
Evansville Coal Spur No. 3	0.75	miles west of Evansville	1800 feet
Karners 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
Cuthrells Spur	2.00	miles west of Carlos	473 feet
Hipp's Spur	1.13	miles west of Piedmont	463 feet
Bear Grass Spur	3.28	miles west of Jewett	1000 feet
<b>FORT WORTH BRANCH</b>			
Katy Crossing	2.78	miles east of Fort Worth	105 feet
<b>WACO BRANCH</b>			
Neal Spur	5.58	miles east of Waco	332 feet
Stallworth	2.65	miles west of Marlin	275 feet

**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. C. C. Green, Asst. Chief Surgeon
- Houston.....Dr. F. A. Waples, Division Surgeon.
- Houston.....Dr. H. C. Feagin, Dr. R. H. Harrison, Examining Surgeon.
- Houston.....Dr. R. H. McMeans, Dr. J. L. Taylor, Local Suregon.
- Houston.... Dr. M. L. O'Banion, Dr. T. A. Dickson Local Oculists and Aurists.

**LOCAL SURGEONS—DALLAS DIVISION.**

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

**DIVISION SURGEONS, CONSULTING SURGEONS, OCULISTS AND AURISTS**

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

**LOCATION OF HOSPITALS.**

GENERAL HOSPITAL—Southern Pacific Hospital, James and Paschal Streets, Houston.  
 EMERGENCY HOSPITALS—Waco, Providence Sanitarium; Fort Worth, St. Joseph's Infirmary; Dallas, { St. Paul's Sanitarium, Texas Baptist Sanitarium. Sherman, Sherman Hospital.

**B. S. HOLLIMON,**  
Superintendent.

**A. T. RAWLINS and K. C. MARSHALL,**  
Trainmasters.

**J. DOYLE and C. W. STOKES,**  
Road Foreman of Engines.

**W. F. WEATHERFORD,**  
Assistant Superintendent.

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

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

**E. E. SLAGLE, Chief Dispatcher.**  
**J. E. RAWLINS, Chief Dispatcher.**

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



Length of siding, location of bulletin, fuel, water station, standard clock, turn-table and Wye.	THIRD CLASS					SECOND CLASS					FIRST CLASS					Distance from Houston	Time Table No. 188 May 6, 1923.	Distance from Ennis	FIRST CLASS					SECOND CLASS		THIRD CLASS		Train Order Office hours
	55	53	343	345	347	15	31	37	17	19	18	32	16	38	20				344	346	54	52						
	Way Freight	Way Freight	Sunset Manifest Freight	Mixed	Mixed	The Hustler	Oil Field Special	Dallas Ft. Worth Limited	The Owl	St. Lou's Limited	The Owl	Oil Field Special	The Hustler	San Antonio Limited	Texas Limited				Sunset Manifest Freight	Mixed	Way Freight	Way Freight						
BKWFTY		7.40AM	3.00PM			1.30PM		3.10AM	2.25AM	1.15AM	120.69	TO R HEARNE	110.24	3.40AM		1.50PM	1.15AM	2.25AM		10.30AM			2.30PM	Continuous				
I											120.71	I. & G. N. CROSSING	110.22															
55		7.53	3.12			1.40		3.17	2.33	1.22	124.03	SEGER	106.91	3.33		1.40	1.07	2.15		10.10			2.10					
95		8.40	3.25			1.50		3.25	2.42	1.32	128.59	TO CALVERT	102.35	3.25		1.30	1.00	2.07		9.50			1.50 1.00	See Note				
55		9.15	3.50			2.08		3.40	3.00	1.50	137.09	TO HAMMOND	93.85	3.00		1.13	12.47	1.50		9.15			12.28					
45 BKWY		9.40 10.30	4.20			2.17 2.25		3.49	3.15	2.05 2.20	142.71	TO BREMOND	88.23	2.45		1.05	12.38	1.35 1.25		8.50			12.05PM 11.25AM	Continuous				
75		10.55	4.37			2.34		3.59	3.26	2.33	148.37	DENNY	82.57	2.33		12.49	12.28	1.15		8.30			10.55					
50		11.45AM	4.51			2.45		4.08	3.36	2.45	153.23	TO KOSSE	77.71	2.25		12.40	12.21	1.05		8.10			10.30	See Note				
55 W		12.25PM	5.15			3.00		4.21	3.52	3.02	161.28	TO THORNTON	69.67	2.12		12.25	12.09AM	12.45		7.45			9.20	Continuous				
36 W		1.00	5.40			3.16		4.35	4.09	3.21	169.50	TO GROESBEECK	61.44	1.58		12.10PM	11.55PM	12.27		7.20			8.30 7.40	See Note				
40		1.15	5.55			3.25		4.42	4.19	3.30	173.75	DOYLE	57.19	1.48		11.59AM	11.46	12.12		7.00			7.20					
P Y				3.10PM	1.40PM		10.15AM				178.29	MEXIA JUNCTION	52.65		10.10AM						7.25AM							
BKWFITP	8.00AM	1.30PM	6.20	3.20	1.50	3.35	10.20AM 12.30PM	4.52	4.29	3.41		TO R MEXIA YARD		1.40	10.05	11.50	11.37	12.02AM		6.40	7.05	2.15PM	7.00AM	Continuous				
P W	8.05		6.25	3.30PM	2.00PM	3.44	12.50	4.55	4.35	3.50	179.62	T. & B. V. CROSSING	51.32															
88	8.24		6.41			3.54	1.00	5.05	4.47	4.02	181.03	MEXIA	49.91	1.37	10.00	11.45	11.35	11.59PM		6.25	7.00AM	2.05						
75	8.30 9.00		6.45			3.59	1.04	5.08	4.50	4.07	186.45	GUDE	44.49	1.28	9.39	11.34	11.22	11.43		6.06			1.36					
80	9.25		6.57			4.09	1.17	5.17	5.00	4.18	188.46	TO WORTHAM	42.48	1.25	9.36	11.31	11.19	11.40		6.00			1.30 12.20PM	See Note				
75 W	10.20		7.07			4.19	1.27	5.25	5.07	4.28	194.02	TO CURRIE	36.92	1.15	9.25	11.20	11.10	11.28		5.42			11.55AM	See Note				
80	11.00		7.20			4.29	1.39	5.34	5.16	4.38	198.36	TO RICHLAND	32.58	1.09	9.17	11.12	11.04	11.20		5.25 5.07			11.12	Continuous				
60											203.91	ANGUS	27.02	1.00	9.06	11.00	10.56	11.10		4.38			10.00					
											210.23	ST. L. S. W. CROSSING	20.71															
	11.30AM 12.01PM		8.10			4.48	1.55	5.45	5.30	4.55	210.24	TO CORSICANA	20.70	12.50	8.55	10.50	10.45	11.00		4.10			9.30 8.40	Continuous				
28	12.40		8.35			4.58	2.06	5.55	5.40	5.08	216.71	CARL	14.22	12.35	8.40	10.34	10.33	10.43		3.31			8.15					
38	1.15		8.52			5.06	2.13	6.03	5.47	5.16	221.08	TO RICE	9.85	12.27	8.33	10.27	10.25	10.35		3.19			8.00	See Note				
40	1.50		9.10			5.14	2.21	6.10	5.55	5.25	225.26	ALMA	5.67	12.20	8.25	10.20	10.15	10.25		3.07			7.45					
BK WFTY	2.20PM		9.30PM			5.28PM	2.33PM	6.20AM	6.05AM	5.40AM	230.93	TO R ENNIS	0.00	12.10AM	8.15AM	10.10AM	10.05PM	10.15PM		2.45AM			7.30AM	Continuous				
	Arrive Tuesday Thursday Saturday	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Mon. Wed. Fri.	Leave Daily Except Sunday					
	55	53	343	345	347	15	31	37	17	19				18	32	16	38	20		344	346	54	52					

(6.20)	(5.50)	(6.30)	(0.20)	(0.20)	(3.58)	(1.43)	(3.10)	(3.40)	(4.25)	.....Time Over District.....	(3.30)	(1.55)	(3.40)	(3.10)	(4.10)	(7.45)	(0.25)	(6.45)	(7.30)
8.3	10	16.9	8	8	27.7	28.8	34.8	30	25	.....Average Speed per Hour.....	31.5	27.4	30	34.8	26.5	14.4	6.5	7.7	7.8

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule S-72. EXCEPT: Nos. 17 and 37 are Superior to Nos. 20, 18 and 32. Nos. 15 and 19 are Superior to No. 32.

NOTE—See Train Order 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, and passengers holding foreign line transportation.  
 No. 38 stop at Calvert for passengers to points between Hearne and Austin or San Antonio

Length of siding, location of bulletin, fuel, water station, standard clock, turntable and Wye.	THIRD CLASS			SECOND CLASS			FIRST CLASS										Distance from Houston	Time Table No. 188 May 6, 1923								
	57	93	59				95	343	91				83	15	31	77				85	37	17	19	75		
	Way Freight	Way Freight	Way Freight				Through Freight	Sunset Manifest Freight	Sunset Manifest Freight				Passenger	The Hustler	Oil Field Special	Frisco Passenger 510				Passenger	Dallas-Ft. Worth Limited	The Owl	St. Louis Limited	Frisco Meteor 118		
	Leave Monday, Wednesday and Friday	Leave Monday, Wednesday and Friday	Leave Daily Ex Sunday				Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
BKWFYYP	7.30AM	7.20AM					3.00PM	12.45AM	12.35AM				5.40PM	5.33PM	2.35PM		6.35AM	6.25AM	6.10AM	5.45AM		230.93	Automatic Block	TO R ENNIS		
36	7.40	7.30AM					3.10PM	12.58	12.45AM				5.50PM	5.38	2.40		6.45AM	6.30	6.15	5.55		233.73		TO	GARRETT	
35	7.57							1.17						5.48	2.48				6.38	6.23	6.05		238.66	TO	PALMER	
34	8.42							1.33						5.55	2.54				6.44	6.30	6.13		242.73		TRUMBULL	
35	9.00 10.30							1.45						6.02	2.59				6.49	6.35	6.20		245.87	TO	FERRIS	
48	10.55							2.05						6.09	3.06				6.56	6.42	6.30		250.00		WILMER	
28	11.15AM 12.30PM							2.27						6.18	3.15				7.02	6.49	6.38		254.32	TO	HUTCHINS	
35	1.00							2.55						6.30	3.25				7.15	7.02	6.50		259.87		MILLER	
	1.05							3.00						6.32	3.27				7.17	7.05	6.52		260.77	R	BELT JUNCTION	
	1.15							3.10															263.06		T & N. O. JUNCTION	
																							263.63		D. T. RY. CROSSING	
																							263.65		EAST DALLAS	
I																							263.78		G. C. & S. F. BY. CROSSING	
BKWFYYP	1.30PM		7.15AM					3.30															264.50	TO R	DALLAS YARD	
																							264.90		T. & P. RY. CROSSING	
																							266.00		THOMAS	
														6.45PM	3.40PM				7.30AM	7.20AM 7.40AM	7.05 8.45				DALLAS (Union Station)	
																										FORT WORTH
55			7.31					3.56															268.10		HILAND	
IP			7.32					3.57													9.00		268.51	TO R	H. & T. C. JUNCTION	
60			7.37					4.03													9.04		270.20		M. K. & T. RY. CROSSING	
48			8.10					4.25													9.22		277.21	TO	OASIS	
I																							282.07	TO	RICHARDSON	
28			8.50					4.42													9.32		282.38	TO	ST. L. S. W. RY. CROSSING	
48			9.20					5.00													9.45		288.48	TO	PLANO	
22			9.45 10.45					5.25													10.02		296.33	TO	ALLEN	
35			11.12					5.47													10.15		303.00	TO	McKINNEY	
48			11.30					6.02													10.25		307.55	TO	MELISSA	
75			11.57AM					6.20													10.36		312.95	TO	ANNA	
50			12.25PM					6.38													10.51		319.59	TO	VAN ALSTYNE	
WFY			1.15					7.10															327.73	TO	HOWE	
I																							328.75	TO R	SHERMAN	
			1.22					7.20															328.77		ST. L. S. W. RY. CROSSING	
																							330.33	TO R	T. & P. RY. CROSSING	
																							336.91	TO R	N. SHERMAN JCT.	
																							337.61		D. & S. E. CROSSING	
BKWFYYP			2.00PM					7.45AM															337.93	TO R	M. K. & T. CROSSING	
																										DENISON

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 S-72. EXCEPT, That Nos. 15, 17, 19 and 37 are Superior to Nos. 32 and 20.

No. 15 makes stop between Ennis and Dallas to discharge passengers with tickets sold east of Ennis.  
 North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main Track west of Frisco yard at Sherman  
 Texas Midland passenger trains operate on H. & T. C. Main Track—Ennis passenger depot to Midland connection west of Ennis Yard Office.

NOTE—See Train Order Office Hours on Page 10

ENNIS-DENISON SUB-DIVISION.

TOWARD HOUSTON

Eastward

Time Table No. 188 May 6, 1923	Distance from Denison	FIRST CLASS										SECOND CLASS			THIRD CLASS			Train Order Office Hours								
		76	32	82	16	78	86	20	38	18			96	344	92		94		56	58						
		Frisco Passenger 117	Oil Field Special	Passenger	The Hustler	Frisco Meteor 511	Passenger	Texas Limited	San Antonio Limited	The Owl			Freight	Sunset Manifest Freight	Sunset Manifest Freight		Way Freight		Way Freight	Way Freight						
STATIONS	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	Arrive Tuesday Thursday and Saturday	Arrive Tuesday Thursday and Saturday	Arrive Daily Ex Sunday									
Automatic Block	ENNIS	107.00		8.13 AM	10.00 AM	10.05 AM		9.45 PM	9.50 PM	10.00 PM	12.05 AM				9.10 AM	10.35 PM	12.15 AM			12.40 PM	2.15 PM			Continuous		
	GARRETT	104.10	f	8.07	9.50 AM	9.55		9.35 PM	f	9.40	9.53	11.57 PM			8.55 AM	10.25	11.59 PM			12.30 PM	1.55					
	PALMER	99.17	f	7.57		f	9.46		f	9.27	9.45	11.48				10.12					1.20			See Note		
	TRUMBULL	95.10	f	7.50			9.40		f	9.20	9.38	11.42				10.00					12.53					
	FERRIS	91.96	f	7.45		s	9.35		s	9.13	9.33	11.36				9.51					12.30 PM	10.45 AM		See Note		
	WILMER	87.83	f	7.38			9.29		f	9.04	9.27	11.29				9.38					10.20					
	HUTCHINS	83.51	f	7.31		f	9.21		f	8.54	9.20	11.21				9.20					10.00	8.40		See Note		
	MILLER	77.96		7.21			9.11		f	8.41	9.11	11.11				8.51					8.20					
	BELT JUNCTION	77.16		7.19			9.09			8.39	9.09	11.09				8.39					8.15					
	T. & N. O. JUNCTION	74.87														8.20					8.10					
	D. T. RY. CROSSING	74.30																								
	EAST DALLAS	74.28																								
	G. C. & S. F. RY. CROSSING	74.15																								
	DALLAS YARD	73.43														8.10					8.00 AM	3.30 PM		Continuous		
	T. & P RY. CROSSING	73.03														7.05										
	THOMAS	71.93																								
	DALLAS (Union Station)			7.10 AM		9.00 AM		f	8.30	9.00 PM	11.00 PM	10.35 PM												Via Union Terminal Co., M. K. & T. and Belt.		
	FORT WORTH											9.30 PM													Via Union Terminal and T. & P.	
	HILAND	69.83														6.45									3.11	
	H. & T. C. JUNCTION	69.42									7.02					6.44									3.10	Continuous
	M. K. & T. CROSSING	67.73									6.57					6.36									3.05	
	OASIS	60.72								s	6.40					6.11									2.37	See Note
	RICHARDSON	55.86																							2.15	See Note
	ST. L. S. W. RY. CROSSING	55.55									s	6.30				5.43									1.35	See Note
	PLANO	49.44									s	6.17				5.22									1.00 PM	See Note
	ALLEN	41.59									s	6.00				4.55									11.40 AM	See Note
	McKINNEY	34.93									s	5.46				4.32									11.12	See Note
	MELISSA	30.38									s	5.36				4.16									10.56	See Note
	ANNA	24.98									s	5.25				3.58									10.36	See Note
	VAN ALSTYNE	18.34									s	5.10				3.35									9.35	See Note
	HOWE	10.20																								
	ST. L. S. W. RY. CROSSING	9.18		3.35 AM			4.00 PM		s	4.50						2.55									8.40	Continuous
	SHERMAN	9.16																								
	T. & P. RY. CROSSING	7.60		3.30			3.55									2.30									8.20	Continuous
	N. SHERMAN JCT.	1.02																								
	D. & S. E. CROSSING	0.32																								
	M. K. & T. CROSSING	0.00		3.15 AM			3.40 PM					4.30 PM				2.00 PM									7.55 AM	Continuous
	DENISON																									
				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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
				76	32	82	16	78	86	20	38	18			96	344	92			94	56	58				

Time Over District.....	(0.20)	(1.03)	(0.16)	(1.05)	(0.20)	(0.10)	(5.20)	(1.00)	(1.05)					(0.15)	(8.35)	(0.16)		(0.10)	(6.15)	(7.35)
Average Speed per Hour.....	27.5	32.5	16.8	31.5	27.5	16.8	20	34.1	31.5					7.8	12.4	7.8		11.7	5.2	9.6

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule S-72. EXCEPT, That Nos. 15, 17, 19 and 37 are Superior to Nos. 32 and 20. No. 15 make stops between Ennis and Dallas to discharge passengers with tickets sold east of Ennis. No. 38 will stop at Ferris on flag for passengers for Giddings and points West towards Austin and San Antonio. North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main Track west of Frisco yard at Sherman. Texas Midland passenger trains operate on H. & T. C. Main Track—Ennis passenger depot to Midland connection west of Ennis Yard Office. NOTE—See Train Order Office Hours on Page 10

Westward

FROM HOUSTON

T & P JUNCTION—FOREST AVENUE SUB-DIVISION.

TOWARD HOUSTON

Eastward

FIRST CLASS											Distance from Dallas	Time Table No. 188 May 6, 1923	Distance from Houston	FIRST CLASS										
155 T. & N. O. Passenger	15 The Hustler H. & T. C.	205 T. & P. Passenger	31 Oil Field Special	201 T. & P. Passenger	147 T. & N. O. Passenger	203 T. & P. Passenger	37 Dallas Ft. Worth Limited H. & T. C.	17 The Owl H. & T. C.	223 T. & P. Passenger	19 St. Louis Limited H. & T. C.				32 Oil Field Special	156 T. & N. O. Passenger	206 T. & P. Passenger	16 The Hustler H. & T. C.	202 T. & P. Passenger	204 T. & P. Passenger	148 T. & N. O. Passenger	20 Texas Limited H. & T. C.	38 San Antonio Limited H. & T. C.	224 T. & P. Passenger	18 The Owl H. & T. C.
Leave Daily	Leave Daily	Leave Daily	Lv. Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ar. Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
		5.20PM		1.38PM		7.50AM				6.45AM	7.19				9.10AM		4.30PM	8.05PM				10.05PM		
											6.22													
6.40PM		5.22		1.40	8.16AM	7.52				6.47	6.10		7.45AM	9.05		4.28	8.01	8.07PM				10.00		
											4.05													
	6.32PM		3.27PM					7.17AM	7.05AM		4.32											8.39PM	9.09PM	11.09PM
6.48	6.33	5.30	3.28	1.47	8.22	8.00	7.18	7.06	6.58	6.53	3.78		7.18	7.38	8.58	9.08	4.22	7.53	8.00	8.38	9.08	9.53	11.08	
6.51	6.36	5.33	3.31	1.50	8.25	8.03	7.21	7.09	7.01	6.56	1.98		7.15	7.35	8.55	9.05	4.20	7.50	7.55	8.35	9.05	9.50	11.05	
											1.68													
7.00PM	6.45PM	5.45PM	3.40PM	2.00PM	8.35AM	8.15AM	7.30AM	7.20AM 7.40AM	7.10AM	7.05AM 8.45AM	0.00											8.30PM 7.17PM	9.00PM	9.45PM 11.00PM 10.35PM
																								9.30PM
Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Lv. Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
155	15	205	31	201	147	203	37	17	223	19		32	156	206	16	202	204	148	20	38	224	18		

(0.20) 18.3	(0.13) 19.8	(0.25) 17.2	(0.13) 19.8	(0.22) 19.6	(0.19) 19.2	(0.25) 17	(0.13) 19.8	(0.15) 16	(0.25) 17	(0.13) 19.8	.....Time Over District.....	(0.09) 28.8	(0.15) 19.2	(0.20) 21.5	(0.09) 28.8	(0.15) 28.7	(0.21) 20.5	(0.17) 21.5	(0.09) 28.8	(0.09) 28.8	(0.20) 21.5	(0.09) 28.8
											.....Average Speed per Hour.....											

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

EXCEPT, That No. 201 is Superior to Nos. 148, 156, 204, 206 and 224. And No. 15 is Superior to No. 20. Nos. 15, 19, 17 and 37 are Superior to No. 32.

Continuous Train Order Office T. & P. Junction, Briggs, Metzger and Dallas (Union Station)

Between points on T. & P. Junction—Forest Avenue Sub-Division trains must keep five minutes apart.

### ENGINE RATING AND CLASSIFICATION

CLASS	Engine Numbers	Midlothian to Ennis	Fort Worth to Midlothian	Ennis to Fort Worth	Houston to Hempstead	Hempstead to Hearne	Hearne to Hempstead	Hempstead to Houston	Hearne to Ennis	Ennis to Bremond	Bremond to Hearne	Ennis to Dallas	Dallas to Sherman	Sherman and Denison	Sherman to Ennis	Mexia to Hempstead	Hempstead to Mexia	Waco Branch
T-57 19/24 95	301 to 334	1400	1000	1100	2700	1850	1700	2500	1850	1650	2100	1550	1350	1200	1400	3000	2500	1400
M-63 20/28 126	410 to 459	2000	1500	1650	3650	2350	2150	3600	2300	2200	2750	2000	1800	1600	1800	3750	3250	1800
M-63 21/28 152S	500 to 514	2500	1900	2000	4700	3050	2800	5000	3000	2800	3500	2600	2350	2100	2300	4250	3750	
T-63 22/28 160	700 to 711	2800	2100	2300	5000	3400	3400	5500	3200	3000	3750	2700	2500	2300	2500	4500	4000	
MK-63 26/28 210	750 to 794	3700	2800	3200	6700	4200	4200	7000	4250	4100	5000	4100	3700	3400	3700	6250	5100	
C-57 22/30 187	800 to 849	3150	2400	2700	6000	3600	3600	6000	3600	3400	4200	3500	3200	2850	3150	5000	4500	

Saturated 800 Class Engine handle 200 Ms less than Superheated. Engine rating Eastward, Sutton to Hempstead, 25%, and Corsicana to Bremond, 10%, more than rating shown above.

Allowance for Empty and Underloaded Cars { More than 40 Ms....0  
Less than 40 Ms.....3

### GENERAL

W. F. HAYES, General Time Inspector

Chicago, Illinois

### LOCAL WATCH INSPECTORS

Houston .....Houston Watch Co., S. P. Bldg.  
W. E. Connor, Hardy and Conti  
Hempstead .....A. H. Frederick  
Hearne .....J. P. Oliver  
Fort Worth .....Mitchell-Greer Co.  
Waco .....F. Studer

Mexia. . . . .A. M. Wesson  
Dallas .....C. T. Moore  
Dallas .....Hafner Watch & Optical Co., Interurban Bldg.  
Denison .....J. B. Rockwall  
Sherman .....Strange Jewelry Co.



Westward		FROM HOUSTON						GARRETT-FORT WORTH SUB-DIVISION.										TOWARD HOUSTON			Eastward		9
Length of Sid-ing, location of Bulletin, Fuel, Water Station, Standard Clock Turntable, Wye	THIRD CLASS		SECOND CLASS		FIRST CLASS			Distance from Garrett	Time Table No. 188.		Distance from Houston	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office hours				
	93 Way Freight	95 Through Freight	91 Sunset Manifest Freight	17 The Owl	83 Passenger	85 Passenger	82 Passenger		86 Passenger	18 The Owl		96 Freight	92 Sunset Manifest Freight	94 Way Freight	Arrive Daily		Arrive Daily						
															Leave Monday Wednesday and Friday	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Tuesday Thursday and Saturday
36	7.30AM	3.10PM	12.45AM		f 5.50PM	f 6.45AM	0.22		GARRETT	233.73	f 9.50AM	f 9.35PM			8.55AM	11.59PM	12.30PM						
45	7.50	3.28	1.05		s 6.00	s 6.53	5.19		4.97 BOYCE	238.70	s 9.40	s 9.25			8.40	11.40	12.04PM						
28 WY	8.05 9.27	3.55	1.27		s 6.14	s 7.07	11.52		6.33 WAXAHACHIE	245.02	s 9.27	s 9.12			8.10	11.15	11.30AM						
I	9.32	4.00	1.30			6.17	7.10	12.82	1.30 WAXAHACHIE TOWER	246.32		9.23	9.08		8.05	11.10	10.40	Continuous					
38	9.41	4.18	1.45		f 6.23	f 7.16	16.20		3.38 M. K. & T. CROSSING	249.70	f 9.17	f 9.02			7.50	10.55	10.25						
48	9.57	4.42	2.05			6.34	7.27	22.24	6.04 SARDIS	255.74		9.05	8.49		7.27	10.32	9.48						
18 I	10.10	4.46	2.08		s 6.37	s 7.30	22.97 23.09		0.73 DILLARD	256.47	s 9.03	s 8.47			7.15	10.27	9.45	Continuous					
60	10.28	5.12	2.33		s 6.50	s 7.43	29.66		G. C. & S. F. CROSSING MIDLOTHIAN	263.05	s 8.50	s 8.34			6.45	10.03	9.10	See Note					
22 W	10.40	5.30	2.50		s 7.00	s 7.53	34.12		6.58 BRITTON	267.51	s 8.42	s 8.25			6.20	9.45	8.42	Continuous					
60	10.52	5.47	3.05		f 7.09	f 8.02	38.42		4.46 MANSFIELD	271.81	f 8.33	f 8.15			6.00	9.28	8.02						
60	11.02	6.03	3.20		f 7.18	f 8.11	42.43		4.30 BISBEE	275.82	f 8.25	f 8.07			5.40	9.15	7.45						
60	11.12	6.17	3.33		f 7.24	f 8.17	45.76		4.01 KENNEDALE	279.15	f 8.17	f 8.00			5.25	9.00	7.30						
I							50.19		3.33 BRAMBLETON														
							51.89		4.43 M. K. & T. CROSSING														
BK WFT	11.30AM	6.45PM	4.00AM			8.40AM	7.37	52.35	1.70 G. C. & S. F. CROSSING	285.74		8.03	7.47	9.32PM	5.00AM	8.30PM	7.00AM	Continuous					
I							52.61		0.46 FT. WORTH (Freight Depot)														
							52.84		0.26 T. & P. CROSSING														
									0.23 FORT WORTH	286.23		8.00AM	7.45PM	9.30PM									
	Arrive Monday Wednesday and Friday	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leaves Tuesday Thursday and Saturday						
	93	95	91		17	83	85				82	86	18		96	92	94						
	(4.00) 13	(3.35) 14.6	(3.15) 16		(0.05) 5.9	(1.50) 28.8	(1.50) 28.8				(1.50) 28.8	(1.50) 28.8	(0.02) 15		(3.55) 13.3	(3.29) 15	(5.30) 9.5						

Time Over District..... Average Speed per Hour.....  
 Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule S-72.

NOTE—See Train Order Office Hours on Page 10. M. K. & T. trains operate on main track under protection of flagman between M. K. & T. connection Ft. Worth and Ft. Worth Freight Depot, T. & B. V. trains operate on H. & T. C. track between Waxahachie and Ft. Worth and enter and leave H. & T. C. tracks through H. & T. C. Wye Waxahachie. H. & T. C. trains will proceed between Ft. Worth M. K. & T. connection and Ft. Worth freight depot also between Waxahachie Tower and mile post 10 East of Wye at Waxahachie with Caution expecting to find main track occupied.

Westward		FROM HOUSTON						BREMOND-ROSS SUB-DIVISION.										TOWARD HOUSTON			Eastward	
Length of Sid-ing, location of Bulletin, Fuel, Water Station, Standard Clock Turntable, Wye	THIRD CLASS		FIRST CLASS			Distance from Bremond	Time Table No. 188.		Distance from Houston	FIRST CLASS			THIRD CLASS		Train Order Office hours							
	67 Way Freight	63 Passenger	61 Passenger	65 Mixed	60 Passenger		62 Passenger	66 Mixed		68 Way Freight	Arrive Daily		Arrive Daily									
											Leave Daily	Ex. Sunday	Leave Daily	Ex. Sunday								
BK WY	12.10PM			2.30PM		4.30AM	0.00		TO R BREMOND	142.71		12.55PM	12.15AM		11.40AM	Continuous						
38	12.38			s 2.47		s 4.50	8.53		8.53 REAGAN	151.24		s 12.38	s 11.48PM		11.15	No train order						
24	1.30			s 3.10		s 5.15	17.69		9.16 MARLIN	160.40		9.10AM	s 12.15PM	s 11.25	10.50	See Note						
W							18.18		0.49 I. & G. N. CROSSING													
35	2.00			s 3.28	s 9.53	s 5.40	25.75		7.57 PERRY	168.46	s 8.45	s 11.57AM	s 10.57		9.53	See Note						
25	2.20			s 3.38	s 10.03	s 5.52	29.85		4.10 RIESEL	172.56	s 8.35	s 11.47	s 10.45		9.30	See Note						
30	2.45			f 3.50	f 10.15	f 6.15	35.88		6.03 HARRISON	178.59	f 8.20	f 11.35	f 10.25		9.00							
I							43.68		7.80 M. K. & T. CROSSING ST. L. S. W. CROSSING													
BK WFY	3.10PM			4.10PM	10.35AM	6.40AM	43.93		0.25 WACO	186.64		8.00AM	11.15AM	10.00PM	8.40AM	See Note						
							47.73		3.80 M. K. & T. CROSSING													
							55.14		7.41 ROSS	197.85												
	Arrive Daily Except Sunday			Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily		Leave Daily Except Sunday							
	67			63	61	65					60	62	66		68							
	(3.00) 14.5			(1.40) 26.4	(1.00) 26.4	(2.10) 20.3					(1.10) 22.4	(1.40) 26.4	(2.15) 19.5		(3.00) 14.6							

Marlin is register station for Nos. 60 and 61 only. Time Over District..... Average Speed per Hour.....  
 Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule S-72. Except No. 61 is superior to No. 62. NOTE—See Train Order Office Hours on Page 10.

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

Length of siding, location of bulletin, fuel, water station, standard clock, turn-table and Wye.	SECOND CLASS		Distance from Nelleva Junction	Time Table No. 188. May 6, 1923		Distance from Houston	SECOND CLASS		Train Order Office Hours
	347	345		346	348				
	Mixed	Mixed		Mixed	Mixed				
	Leave Sunday Only	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday Only		
P	8.13AM	8.13AM	0.00	NELLEVA JUNCTION	74.49	2.50PM	1.30PM		
55	f 8.25	f 8.25	3.70	3.70 CROWDER	78.19	f 2.30	f 1.15		
	f 8.40	f 8.40	6.84	3.14 PIEDMONT	81.33	f 2.10	f 1.03		
60 W	f 8.55	f 9.10	12.23	5.39 CARLOS	86.72	f 1.50	f 12.43		
60	f 9.15	f 9.30	19.51	7.28 MESA	94.00	f 1.30	f 12.15PM		
75	s 9.30	s 9.50	24.47	4.96 IOLA	98.96	s 1.10	s 11.55AM	See note	
60	f 9.45	f 10.15	27.52	3.05 CROSS	102.01	f 12.30	f 11.43		
70 KBW	s 10.15	s 10.50	34.91	7.39 TO NORTH ZULCH	109.40	s 12.01PM	s 11.15	See note	
	f 10.30	f 11.05	38.71	3.80 GEORGE	113.20	f 11.40AM	f 11.00		
70	s 10.45	s 11.20AM	42.77	4.06 TO NORMANGE	117.26	s 11.20	s 10.45	See note	
60	f 11.10	f 12.01PM	51.29	8.52 FLYNN	125.78	s 10.30	s 10.05		
18 W	s 11.35AM	s 12.35	58.90	7.61 TO ROBBINS	133.39	s 9.55	s 9.35	See note	
70	s 12.01PM	s 1.10	65.92	7.02 TO JEWETT	140.41	s 9.25	s 9.05	See note	
55	f 12.25	f 1.40	71.52	5.60 EVANSVILLE	146.01	s 8.45	s 8.45		
60 W	s 12.45	s 2.10	76.60	5.08 FARRAR	151.09	s 8.25	s 8.25		
60	s 1.00	s 2.30	81.59	4.99 TO PERSONVILLE	156.08	s 8.10	s 8.10	See note	
60	s 1.20	s 2.50	87.86	6.27 FALLON	162.35	s 7.45	s 7.45		
P	1.40PM	3.10PM	94.08	6.22 MEXIA JUNCTION	168.57	7.25AM	7.25AM		
	Arrive Sunday Only	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Sunday Only		
	347	345				346	348		

(5.27) (6.57) ..... Time Over District ..... (7.25) (6.05)  
17.3 13.5 ..... Average Speed per Hour ..... 12.7 15.5

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

Cuthrell's Spur (Mile Post 14.15) and Brown Spur (Mile Post 57) flag stop for regular trains.

NOTE—See Train Order Office Hours on Page 10

**TRAIN ORDER OFFICE HOURS:**

**DAILY EXCEPT SUNDAY**

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 . . . . .	12:00 Noon to 8:00 PM
Millican . . . . .	9:00 AM to 12:00 Noon—1:00 PM to 6:00 PM
Wellborn . . . . .	8:00 AM to 1:00 PM—2:00 PM to 5:00 PM
Benchley . . . . .	7:30 AM to 1:00 PM—2:00 PM to 4:30 PM
Calvert . . . . .	8:00 AM to 4:00 PM—11:00 PM to 7:00 AM
Hammond . . . . .	8:30 AM to 11:30 AM—12:30 PM to 5:30 PM
Kosse . . . . .	8:00 AM to 1:00 PM—2:00 PM to 5:00 PM
Groesbeeck . . . . .	8:00 AM to 4:00 PM
Wortham . . . . .	8:00 AM to 11:40 AM—12:40 PM to 5:00 PM
Currie . . . . .	9:00 AM to 11:30 AM—12:30 PM to 6:00 PM
Rice . . . . .	8:30 AM to 12:00 Noon—1:00 PM to 5:30 PM
Palmer . . . . .	6:00 AM to 12:00 Noon—1:00 PM to 3:00 PM
Ferris . . . . .	8:00 AM to 12:00 Noon—1:00 PM to 5:00 PM
Hutchins . . . . .	6:00 AM to 11:30 AM—12:30 PM to 3:00 PM
Richardson . . . . .	8:00 AM to 12:00 Noon—1:00 PM to 5:00 PM
Plano Tower . . . . .	4:00 PM to 8:00 AM
Allen . . . . .	9:00 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 . . . . .	9:15 AM to 12:00 Noon—1:00 PM to 6:15 PM
Anna . . . . .	9:20 AM to 12:00 Noon—1:00 PM to 6:20 PM
Van Alstyne . . . . .	8:00 AM to 12:00 Noon—1:00 PM to 5:00 PM
Howe . . . . .	8:30 AM to 12:00 Noon—1:00 PM to 5:30 PM
Britton . . . . .	7:30 AM to 12:00 Noon—1:00 PM to 4:30 PM
Marlin . . . . .	8:00 AM to 12:30 PM—1:30 PM to 5:30 PM
Perry . . . . .	8:00 AM to 12:00 Noon—1:00 PM to 5:00 PM
Riesel . . . . .	8:00 AM to 12:00 Noon—1:00 PM to 5:00 PM
Waco . . . . .	7:15 AM to 12:00 Noon—1:00 PM to 4:15 PM
Iola . . . . .	8:00 AM to 11:30 AM—12:30 PM to 5:00 PM
North Zulch . . . . .	8:00 AM to 1:00 PM—2:00 PM to 5:00 PM
Normangee . . . . .	8:00 AM to 1:00 PM—2:00 PM to 5:00 PM
Robbins . . . . .	8:00 AM to 1:00 PM—2:00 PM to 5:00 PM
Jewett . . . . .	8:00 AM to 11:30 AM—12:30 PM to 5:00 PM
Personville . . . . .	7:40 AM to 12:00 Noon—1:00 PM to 4:40 PM

**SUNDAY ONLY**

9:20 AM to 10:50 AM—4:30 PM to 5:30 M
9:20 AM to 11:00 AM—4:15 PM to 5:30 PM
9:40 AM to 11:10 AM—4:00 PM to 5:30 PM
12:00 Noon to 8:00 PM
11:00 AM to 12:30 PM—2:45 PM to 4:00 PM
10:30 AM to 12:30 PM—2:40 PM to 4:00 PM
12:20 PM to 2:40 PM
1:00 AM to 3:30 AM
12:40 PM to 2:30 PM
8:00 AM to 1:00 PM—2:00 PM to 5:00 PM
8:00 AM to 4:00 PM
Closed
9:00 AM to 11:30 AM—12:30 PM to 6:00 PM
9:30 AM to 11:30 AM—4:30 PM to 6:30 PM
6:00 AM to 10:00 AM
6:00 AM to 9:30 AM
6:00 AM to 9:15 AM
8:00 AM to 10:00AM
4:00 PM to 8:00 AM
8:30 AM to 10:30 AM—5:00 PM to 7:00 PM
8:30 AM to 10:30 AM—4:45 PM to 6:45 PM
8:45 AM to 10:45 AM—4:45 PM to 6:45 PM
9:20 AM to 11:20 AM—4:30 PM to 6:30 PM
Closed
Closed
7:00 AM to 9:00 AM—6:20 PM to 8:20 PM
Closed
8:15 AM to 12:30 PM—3:00 PM to 4:00 PM
8:00 AM to 12:15 PM—3:10 PM to 4:10 PM
Closed
9:00 AM to 1:00 PM
9:45 AM to 11:45 AM
10:00 AM to 12:00 Noon
9:00 AM to 12:00 Noon
8:30 AM to 10:30 AM—11:30 AM to 12:30 PM
7:25 AM to 9:25 AM—12:30 PM to 2:30 PM

**NON-TRAIN ORDER OFFICE HOURS:**

**DAILY EXCEPT SUNDAYS**

Fairbanks . . . . .	8:30 AM to 11:30 AM—2:30 PM to 7:30 PM
Garrett . . . . .	6:00 AM to 11:00 AM—3:00 PM to 6:00 PM
Wilmer . . . . .	6:30 AM to 8:00 AM—9:15 AM to 12:15 PM—3:00 PM to 6:30 PM
Boyce . . . . .	6:27 AM to 10:00 AM—2:00 PM to 6:27 PM
Kennedale . . . . .	8:00 AM to 11:30 AM—3:00 PM to 8:00 PM
Fallon . . . . .	7:00 AM to 11:00 AM—2:00 PM to 6:00 PM
Farrar . . . . .	7:55 AM to 11:55 AM—1:00 PM to 5:00 PM
Flynn . . . . .	8:00 AM to 12:00 Noon—1:00 PM to 5:00 PM
Carlos . . . . .	8:00 AM to 12:00 Noon—1:00 PM to 5:00 PM

**SUNDAYS AND HOLIDAYS**

9:10 AM until 43 and 15 go by—5:30 PM until 42 and 16 go by.
6:00 AM until 17 and 85 go by—9:30 AM until 82 and 16 go by—5:30 PM until 15 and 83 go by
6:30 AM until 19 and 17 go by—9:10 AM until 16 go by
On Holidays Except Sunday Protect Mail on No. 15
6:27 AM until 85 go by—9:10 AM until 82 go by—5:40 PM until 83 go by
8:00 AM until 82 and 85 go by—7:10 PM until 83 and 86 go by
Closed
7:55 AM until 348 go by—12:15 PM until 347 go by
9:35 AM until 347 and 348 go by
8:25 AM until 347 go by—12:13 PM until 348 go by

(0.20) (0.20) ..... Time Over District ..... (0.20)  
14.4 14.4 ..... Average Speed per Hour ..... 14.4

Eastward Trains are Superior to Trains of Same Class in Opposite Direction,

See Rule S-72, except No. 57 is Superior to No. 56.

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

Length of siding, location of bulletin, fuel, water station, standard clock, turn-table and Wye.	SECOND CLASS		Distance from Hutchins	Time Table No. 188. May 6, 1923		Distance from Houston	SECOND CLASS	
	57	56		56	56			
	Mixed	Mixed		Mixed	Mixed			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
P 76	8.50AM	8.50AM	0.00	TO R HUTCHINS	254.32	9.40AM	9.40AM	
			4.44	4.50 M. K. & T. CROSSING	258.76			
P 77	9.10AM	9.10AM	4.74	0.20 R LANCASTER	258.96	9.20AM	9.20AM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	57	57				56	56	

# SPECIAL RULES AND REGULATIONS

## GENERAL

1. When a train is stopped by a red signal; burning fusee; explosion of one torpedo; block signal, or interlocking signal, engineman, before proceeding in accordance with provisions of rules 10 (G), 11, 15, 509 or 663, as the case may be, must whistle out flagman to protect train. Flagman must be recalled as per rule 14 (d) or 14 (e), and train will not start until proceed signal is given from the rear. Flagman must not wait for signal from either engineman or conductor to protect train.

2. Operators having a "19" train order for delivery, which does not restrict the superiority of the train addressed at that station, will, when the approaching train calls for signal, lower the semaphore arm twice, returning it to STOP position, as a signal that a "19" order is to be delivered. Operator will then go out and deliver the order with clearance card to engineman and conductor. No answer will be made by engineman to a "19" train order signal. Trains receiving such signal will approach and pass train order office slowly and not increase speed until the order has been received.

3. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.

Conductors of trains displaying green signals must register in person.

4. A train may arrive at a station in advance of its schedule arriving time.

5. Third-class trains may pass and run ahead of second-class trains without train order authority.

6. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.

7. Open top cars loaded with rail, pipe, structural steel and mounted wheels must not be placed in trains next to cars loaded with explosives or inflammables.

8. Employees are forbidden to ride front foot board of yard engine, in direction of movement, or on pilot of road engines.

9. Green signals displayed to the right of track in the direction of movement, in connection with yellow signals as prescribed by Rule 10-H, define the limits of restricted movement.

## LOCAL

### MISCELLANEOUS

15. Hempstead, Mexia Yard, Marlin, Waxahachie Tower and H. & T. C. Junction are register stations only for trains that originate or terminate there. Dallas (Union Terminal) and Ennis Passenger Stations are register stations only for first-class trains. North Sherman Junction is register station only for trains that originate or terminate there.

16. First-class trains may register at H. & T. C. Junction by register ticket (form 2642).

17. Trains originating at H. & T. C. Junction and Eureka will be furnished train order check of trains due, which are superior, or of the same class, that have arrived or left.

18. Belt Junction is register station only for trains that originate or terminate there between eight (8:00) p. m. and five (5:00) a. m.

19. Trains required to register at Belt Junction may register by ticket (form 2642). Bridge watchman will place tickets on hook provided for that purpose.

20. Eastward trains originating at Belt Junction will be furnished train order check of trains due, which are superior, or of the same class, that have arrived or left.

21. Trains originating at Navasota and Nelleva Junction will be furnished train order check of trains due, which are superior or of the same class, that have arrived or left.

22. Track No. 4, through Hempstead Yard, is known as Austin Division main track and switches must be lined and locked accordingly and track left clear. Austin Division trains 42, 43, 45 and 46 will normally enter and leave the Dallas Division main track at East end of track No. 4.

23. Beaumont-Galveston Division Trains using Dallas Division Main Track between T. & N. O. Junction and Dallas Yard will move under provisions of Rule 93 and other Rules relating to movements within Yard Limits.

24. 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) and (Mile Post 40) are Flag Stops for Nos. 60 and 61 only. Neil (Mile Post 37) is flag stop for Nos. 60, 61, 62 and 63.

25. Yards located at following stations are designated by Yard Limit Signs: Denison, Sherman, McKinney, Plano, Dallas, Ferris, Palmer, Ennis, Corsicana, Mexia, Groesbeck, Bremond, Calvert, Hearne, Bryan, Navasota, Hempstead, Fort Worth, Waxahachie, Marlin and Waco.

26. Waco sleeper will be cut off of No. 17 at Bremond on main track immediately east of Waco Branch connection east of station, where it will be picked up by Branch crew. Car must not be cut off on main track unless branch crew is there to protect it.

27. Trains will use M. K. & T. double track between connections with Union Terminal Company's track immediately west of G. C. & S. F. crossing and connection with H. & T. C. main tracks on Forest Avenue.

This route being governed by Interlocking Station at G. C. & S. F. Crossing.

28. In using double tracks between Metzger and Dallas Union Station, trains must keep to the left unless otherwise directed by train order.

29. Normal position of the two switches on North or Eastward track, T. & P. Junction-Forest Avenue subdivision just west of Metzger is for eastward movement via H. & T. C. main track.

Normal position of the ONE switch at east end of double track just east of Metzger is for eastward movement via H. & T. C. tracks. Movements through these switches are under control of the Operators at Metzger. H. & T. C. trains will call for route with one long blast of the whistle and if route is properly lined, proceed signal will be given by operators with green flag by day or green light by night. T. & N. O. and T. & P. trains will call for route with one long and one short blast of the whistle, and if properly lined, proceed signal will be given by operator with yellow flag by day or yellow light by night. Trains must approach Metzger with caution and must stop unless proceed signal is given by operator as herein prescribed.

## SPEED

50. The yellow fish-tail signal is set 500 feet in advance of point where speed restriction is to apply. The oval slow board is set one-fourth mile in advance of point where speed restriction is to apply.

(a) Freight trains must not exceed eighteen (18) miles per hour and passenger trains thirty (30) miles per hour around curves protected by yellow fish-tail signals.

(b) The maximum speed of trains on track protected by oval slow boards is shown on the face of slow board, the first figures indicating maximum speed of passenger trains and second figures indicating maximum speed of all other trains.

51. 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 draw bridges and railroad crossings at grade.

52. Yard engines, and road engines backing up, with or without cars, must not exceed fifteen (15) miles per hour.

53. When cars are being shoved ahead of engine, speed of fifteen (15) miles per hour must not be exceeded. Cars must not be shoved ahead of engines between stations when it can be avoided.

54. Trains handling wrecking derricks, ditching machines, steam shovels, drag lines, pile drivers and machines of similar kind, on own wheels, must not exceed thirty (30) miles per hour on straight track and eighteen (18) miles per hour on curves. Boom of wrecking derricks must trail while being handled in trains.

55. Trains handling loaded oil tanks of 12,000 gallons capacity or over, must not exceed eighteen (18) miles per hour. Conductors will advise enginemen when they have cars of this kind in their train.

56. Through the corporate limits of stations and towns named below, trains must not exceed speed indicated, and engine bell must be kept ringing:

(a) Dallas—Twelve (12) miles per hour.

(b) Kosse, Thornton, Groesbeck, Wortham, Rice, Palmer, Howe and Waxahachie—Eight (8) miles per hour.

(c) Navasota, Bryan, Hearne, Calvert, Mexia, Corsicana, Ferris, Plano, McKinney and Van Alstyne—Six (6) miles per hour.

57. Passenger trains must not exceed forty-five (45) miles per hour west of Hempstead; fifty (50) miles per hour between Hempstead and Eureka.

58. Freight trains must not exceed thirty-five (35) miles per hour between Eureka and Hempstead; thirty (30) miles per hour between Hempstead and Dallas; and between Garrett and Ft. Worth; twenty-five (25) miles per hour between Bremond and Waco; Nelleva Junction and Mexia Junction via Mexia-Nelleva sub-division; between Dallas and Denison and fifteen (15) miles per hour between Hutchins and Lancaster.

59. Trains must approach North Sherman Junction, Belt Junction, T. & N. O. Junction and Bremond with caution, expecting to find main track occupied.

60. Trains must reduce to fifteen (15) miles per hour over Trinity River Trestle Bridge and 260-A on Ennis-Denison subdivision.

73. Semaphore Signal west of Rufinch and Palmer indicates the position of switch; horizontal indicates CAUTION—switch set for siding; the normal position of signal is PROCEED with arm at an angle of 45 degrees.

### SPECIAL RULES GOVERNING AUTOMATIC BLOCK SIGNALS

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

**Special Rules Governing Movement of Trains between Garrett and West Lead Switch Ennis Yard, under Positive Block Signals—**

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

Normal position main track Signals is PROCEED. Normal position Signal 2327, on west leg Texas Midland Wye is 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 the same class, or inferior trains.

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 switch indicator; if clear, switch may be thrown and train may enter block as soon as Signal has cleared; if switch indicator is at stop, switch may be used only under flag protection.

Overlap extends from Texas Midland cross-over to Signal 2325. Trainmen and enginemen are reminded that when occupying overlap or if west lead switch is left open, Signals 2327 and 2336 will be held at stop position.

**Special Rules Governing Movement of Trains between Mexia Junction and East Switch Mexia Yard—**

76. Trains between these points will operate under Positive Automatic Block Signals 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 trains from Mexia Junction-Nelleva Junction subdivision will stop in clear of Signal 1783, send man to consult switch indicator; if clear, switch may be thrown and train may enter block as soon as Signal has cleared. If switch indicator is at stop, switch may be used only under flag protection.

Trainmen and enginemen are reminded that an overlap extends from Signal 1779, three thousand feet eastward, and when on this overlap, Signals 1786 and 1783 are held in stop position.

**Special Rules Governing Movement of Trains between Navasota and Nelleva Junction under Positive Block Signals—**

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

Normal position of Signals governing westward movement Navasota to Nelleva Junction is clear or proceed.

Normal Position of Signal 750 is 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 the same class, or inferior trains.

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 against 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 Junction-Nelleva Junction subdivision 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 against opposing trains.

Switch 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 Signalman, who will signal them by hand or lamp to proceed if Indicator shows block not occupied. Signalman will IMMEDIATELY open time relay when westward trains start to leave, keeping it open until trains enter block.

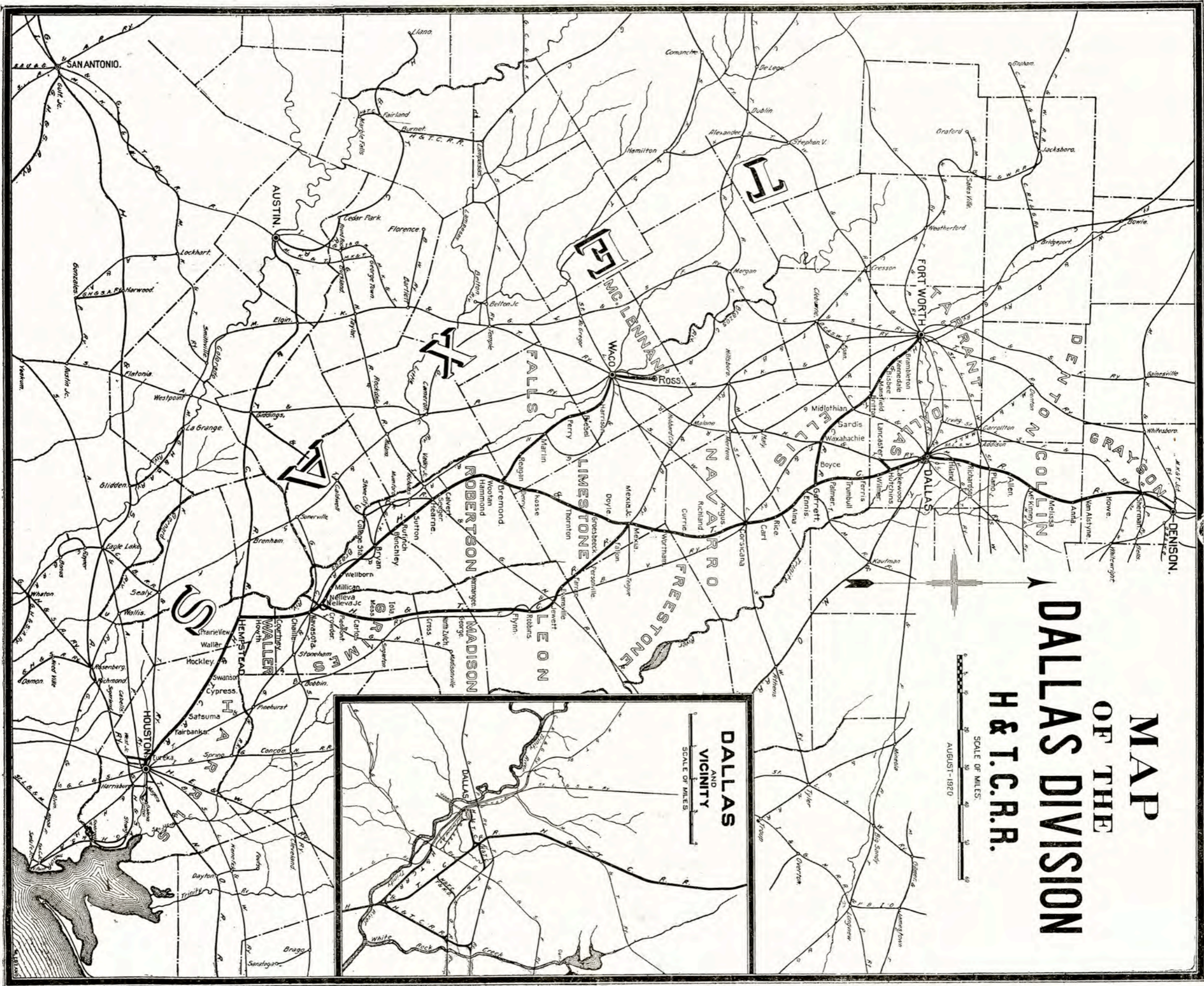
## INTERLOCKING

78. At H. & T. C. Junction trains will use one long and one short blast of whistle when calling for M. K. & T. main track leading to Union Terminal, Dallas.

79. Interlocking Station at G. C. & S. F. Crossing, Forest Avenue, Dallas, governs movements between South end Union Terminal tracks and South end M. K. & T. double tracks.

80. Following whistling code for movements through Interlocking Plant, Denison, at M. K. & T. Crossing:

For H. & T. C. Main Track ———  
 H. & T. C. to K. O. & G. o o o o  
 K. O. & G. to H. & T. C. o o o o  
 H. & T. C. to M. K. & T. ———  
 M. K. & T. to H. & T. C. ——— o ———



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

SCALE OF MILES.  
AUGUST - 1920



**DALLAS**  
AND  
VICINITY

SCALE OF MILES