

DIVISION OFFICERS

C. N. BILLINGS.....Assistant Superintendent
Ennis and Austin

V. A. BURKHEAD.....TrainmasterAustin

J. W. GERMANY.....TrainmasterEnnis

B. H. CARPENTER.....TrainmasterEnnis

O. D. BECKMAN.....Traveling EngineerEnnis

A. D. WILLIAMS.....Traveling EngineerEnnis

J. R. CULBERSON.....Terminal TrainmasterCorsicana

M. D. FLEETWOOD.....Chief Train Dispatcher.....Hearne

A. T. RAWLINS.....Chief Train Dispatcher.....Ennis

Traveling Engineers will exercise duties of Trainmaster.

SOUTHERN PACIFIC LINES

Texas and New Orleans Railroad Company

DALLAS and AUSTIN DIVISIONS TIMETABLE

50

EFFECTIVE SUNDAY, JUNE 17, 1951

AT 12.01 A.M.

CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY

T. M. SPENCE,
General Manager

J. J. MOORE,
Assistant General Manager

E. W. TORIAN,
General Superintendent of Transportation

T. B. OLLIS,
Superintendent of Transportation

F. E. HOEFER,
Superintendent

G. W. KELLY,
Superintendent, Houston Terminals

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

Nominal	ENGINE NUMBERS	Houston to Hempstead	Hempstead to College Sta.	College Sta. and Hearne	Hempstead to College Sta. and Hearne	Hempstead to Houston	Hearne to Ennis and Corisearns to Fremont	Ennis to Corisearns	Bremont to Hearne	Ennis to Miller	Miller to Sherman	Sherman to Decison	Denison to Sherman	Sherman to Miller	Miller to Ennis and Ft. Worth	Ft. Worth to Ennis	Hearne and Giddings to Ft. Worth and Yoakum	Giddings and Ft. Worth	Yoakum to Ft. Worth
DF-1	300 to 321	10,100	6810	6250	9400	10820	14,000	13,850	14,500	7950	6010	5000	4900	5850	5960	5400	12,500	12,200	
F-4-5	900 to 949	8700	5900	5400	8100	9330	8083	7619	8613	6000	5200	4350	4200	5000	4500	4000	6400	6010	5000
F-1	954 to 999	7030	4800	4400	6640	7800	4900	4600	5190	4800	4170	3400	3300	5000	3600	3280	4400	5200	3910
MK-5	738 to 794	6000	4000	3700	5600	6670	4220	3950	4100	4000	3400	2930	2840	3360	3100	2900	3730	3500	3360
P-8-9	800 to 849	5950	4080	3700	5590	6660	4200	3930	4425	4080	3480	2900	2820	3340	3070	2800	3700	3480	3340
P-9-13	622 to 633	5350	3600	3330	5030	5910	3800	3480	3600	3600	3080	2510	2490	2960	2720	2480	3330	3080	2960
P-6	610 to 621	4120	2800	2580	3800	4220	2480	2700	3040	2790	2390	2070	1930	2290	2110	1920	2580	2390	2290
P-5	600 to 609	3780	2380	2180	3310	4220	2480	2480	2880	2790	2190	1830	1770	2100	1950	1770	2180	1950	2100
M-4	432 to 459	4400	2970	2510	3840	4880	3060	2860	3220	2970	2530	2100	2050	2430	2230	2140	2510	2530	2430
M-10	460 to 474	4400	2970	2510	3840	4880	3060	2860	3220	2970	2530	2100	2050	2430	2230	2140	2510	2530	2430
M-11	491 - 492	4400	2970	2510	3840	4880	3060	2860	3220	2970	2530	2100	2050	2430	2230	2140	2510	2530	2430
M-21	482 to 490	5560	3790	3480	5230	6160	3900	3640	4110	3790	3220	2690	2610	3100	2850	2600	3480	3220	3100
C-25	895 - 896	4900	3340	3000	5080	5450	3400	3200	3600	3340	2810	2360	2280	2700	2510	2520	3000	2810	2700
T-28	688 to 699	4590	3130	2640	4320	5100	3200	3000	3400	3130	2660	2220	2150	2560	2350	2140	2760	2660	2560

Nominal	ENGINE NUMBERS	Hempstead to Breman	Breman to Leebetter and Giddings to Austin	Leebeter and Giddings	Austin to Egin	Egin to Giddings and Leebetter to Hempstead	Austin and Summit to Fairland to Sudduth to Wilkie	Fairland to Lane	Fairland to Sudduth	Wilkie to Summit	Waco and Bremond	Giddings and Waco	Total Weight Car and Contents
MK-5	738 to 794	3360	3660	7300	2930	4350	3000	1850	1380	3560	3200	40,000 lbs.	Journal 3 3/4 x 7
C-8-9	800 to 849	2850	3100	6180	2540	3700	1800	1180	870	2260	2020	60,000 "	4 1/4 x 8
P-6	610 to 621	2540	2760	5500	2200	3230	1900	1395	1030	2600	2340	80,000 "	5 x 9
P-5	600 to 609	1930	2140	4270	1710	2500	1900	1395	1030	2600	2340	100,000 "	5 1/2 x 10
M-4	432 to 459	1800	1950	3140	1480	2300	2500	1395	1030	3320	2980	140,000 "	6 x 11
M-6-10	499 - 460 to 474	2080	2260	3740	1760	2600	1450	1170	860	2250	2020	200,000 "	6 1/2 x 12
M-9-11	475 - 480; 491 - 492	2080	2260	3740	1760	2600	1950	1290	950	2490	2240	66,000 lbs.	
M-21	482 to 490	2650	2880	5750	2310	3440	2050	1370	1020	2630	2360	103,000 "	
C-20	867 to 869	1800	1950	3340	1600	2330	1450	1170	860	2250	2020	136,000 "	
C-23	878 to 884	2000	2170	3600	1730	2590	1950	1290	950	2490	2240	169,000 "	
C-24	885 to 893	2100	2290	3700	1830	2700	2050	1370	1020	2630	2360	210,000 "	
C-25	895 - 896	2570	2800	5000	2240	3340	2400	1370	1020	3220	2890	140,000 "	
T-28	688 to 699	2200	2390	4760	1910	2850	2400	1370	1020	3220	2890	200,000 "	

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car:

Nominal Capacity	Journal
40,000 lbs.	3 3/4 x 7
60,000 "	4 1/4 x 8
80,000 "	5 x 9
100,000 "	5 1/2 x 10
140,000 "	6 x 11
200,000 "	6 1/2 x 12

Except: Hart Convertible Type Ballast Cars, load limit must not exceed 90,000 pounds.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
46"	78.3
47"	76.6
48"	75
49"	73.5
50"	72
51"	70.6
52"	69.2
53"	67.9
54"	66.7
55"	65.5
56"	64.3
57"	63.2
58"	62.1
59"	61
1'00"	60
1'01"	59
1'02"	58.1
1'03"	57.1
1'04"	56.2
1'05"	55.4
1'06"	54.5
1'07"	53.7
1'08"	52.9
1'09"	52.2
1'10"	51.4
1'11"	50.7
1'12"	50
1'13"	49.3
1'14"	48.6
1'15"	48
1'16"	47.4
1'17"	46.8
1'18"	46.2
1'19"	45.6
1'20"	45
1'25"	42.4
1'30"	40
1'35"	37.9
1'40"	36
1'45"	34.3
1'50"	32.7
1'55"	31.3
2'00"	30
2'15"	26.7
2'30"	24
2'45"	21.8
3'00"	20
3'30"	17.1
4'00"	15
5'00"	12
6'00"	10
7'00"	8.6
7'30"	8
8'00"	7.5
10'00"	6

COMPANY SURGEONS

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

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

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur	Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Melendy	Hearne	16.2	7-E	Whites	Flatonia	9.6	11-E
Salt Mine Spur	Hearne	33.0	10	Astin	Flatonia	13.9	9
Spear	Hearne	93.8	6-W	Mooring	Flatonia	15.1	18
Suman	Hearne	118.1	8-E	Steels	Flatonia	15.9	6-E
	Hearne	118.4	9-E	Sims	Flatonia	18.2	7-E
Hogg	Ennis	141.0	1-W	Interurban Jct.	Flatonia	19.8	4-E
Trumbull	Denison	242.7	27	Richers Spur	Flatonia	31.7	6-W
S. M. U. Spur	Denison	269.3	9	Floy	Flatonia	35.7	13
Oasis	Denison	270.1	27	Marly	Flatonia	42.4	3-W
Vickery	Denison	271.5	4	Texas Co. Spur	Flatonia	43.6	17-W
Melissa	Denison	303.0	23	Sauer	Cameron	118.9	4-W
Cotton Mill Spur	Denison	335.9	52-W	Asa	Cameron	159.7	17-E
Jaques Spur	Denison	336.3	2-E	Ollis	Cameron	139.0	2-W
Kennedale	Ft. Worth	42.3		Coker	Austin	45.1	16; 16-W
Ossey	Ft. Worth	47.0	39-W	Smoot	Austin	109.1	4-W
Brandt	Ft. Worth	48.7	32-E	Milby	Austin	111.8	11; 7-E
Lloyd	Waco	18.7	19		Austin	112.1	6-E
Stallworth	Waco	20.3	2-W	Abercrombie	Llano	7.7	10; 16-W
Neale	Waco	37.4	4	Whitestone	Llano	27.3	16
Vemo Spur	Waco	41.5	3-W	Granite Mountain	Llano	4.0	26-E
Lansdale	Flatonia	2.4		Gandy	Llano	62.9	40
Glass	Flatonia	3.9	13-W	Sudduth Quarry	Llano	66.4	Wye
Maguire	Flatonia	4.4	5-E	Scobee	Llano	73.7	11-E
Woods	Flatonia	7.9	6-E	Hobart	Llano	84.1	14-E
Nicholas	Flatonia	8.4	2-E				

4 EASTWARD

DENISON SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS		FIRST CLASS				Distance from Denison
	344	342	76	18	14	16	
	Freight	Freight	Frisco Passenger 517	The Owl	The Sunbeam	The Hustler	
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Denison Yard	BKW OTP	12.50PM	1.40AM	4.43AM			
	I			4.44			
Sherman Yard	BKP	1.08	2.00	5.01			
	92 BWIIP	1.23	2.10	5.04AM			
	75 P	1.43	2.30				
	70 P	1.55	2.43				
	37 Team P	2.07	2.54				
	68 P	2.12	3.00				
Yard	66 WYP	2.41	3.40				
	71 P	3.01	4.00				
	55 IP	3.16	4.15				
	60 P	3.28	4.28				
Dallas Yard	P	3.40	4.40				
	75 P	3.52	4.53				
	IP	4.05PM	5.10AM				
	WOTYBKP	Via T. & P. Junction and Belt Junction			11.30PM	5.00PM	8.10AM
	I						
Dallas Yard	YIP				11.38	5.07	8.17
Dallas Yard	IP			Via Forest Avenue and Belt Junction			
	P						
	109 P						
	YIP						
	BKWOTP 180	4.30PM	5.35AM		11.43PM	5.11PM	8.21AM
	27 P	4.40	5.45		11.48	5.15	f 8.26
	69 P	4.50	5.55		11.53	5.19	f 8.30
West 86P East 48P		4.59	6.22		11.58PM	5.23	f 8.35
	35 P	5.14	6.40		12.07AM	5.30	f 8.44
		5.24	6.50		12.13	5.35	8.50
Yard	BKWOTYP	5.30PM	7.00AM		12.18AM	5.40PM	s 8.55AM
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
		344	342	76	18	14	16

Timetable No. 50

June 17, 1951

STATIONS

TO-R DENISON	0.0
0.4	
TOWER 93 (Two M-K-T Cross.)	0.4
7.2	
TO-R NORTH SHERMAN JCT.	7.6
1.5	
TO-R (Tower 16 T. & P. Cross.) SHERMAN	9.1
9.7	
HOWE	18.8
6.2	
TO VAN ALSTYNE	25.0
5.3	
TO ANNA	30.3
2.4	
MIMS	32.7
8.9	
TO MCKINNEY	41.6
7.8	
ALLEN	49.4
6.4	
TO PLANO (St. L. S. W. Crossing)	55.8
4.9	
RICHARDSON	60.7
4.2	
GIFFORD	64.9
4.4	
RAWLINS	69.3
4.6	
TO (Tower 119 T. & P. Cross.) T. & P. JUNCTION	73.9
TO-R DALLAS (Union Station)	
1.5	
TOWER 19 (G. C. & S. F. Crossing)	
0.3	
FOREST AVENUE	
2.0	
BELT JUNCTION (Tower 118)	
TO (Tower 119, T. & P. Cross.) T. & P. JUNCTION	73.9
0.7	
BRIGGS	74.6
1.4	
FOX	76.0
0.7	
(Tower 118, T. & N. O. Cross.) BELT JUNCTION	76.7
2.4	
TO MILLER	79.1
4.4	
HUTCHINS	83.5
4.4	
WILMER	87.9
4.1	
TO FERRIS	92.0
7.2	
TO PALMER	99.2
5.0	
GARRETT	104.2
2.8	
TO-R ENNIS	107.0

(4.40) (5.20) (0.21) (0.48) (0.40) (0.45) Time Over Subdivision.....
 22.9 20.1 26.0 42.5 51.0 45.3 Average Speed Per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
 EXCEPT: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains.

Opposing first-class and inferior class trains, extra trains and engines must clear the leaving time of Nos. 13 and 14 not less than 5 minutes. First-class and inferior class trains, extra trains and engines in the same direction must clear the time of Nos. 13 and 14 before the time such trains are due to leave the next station in the rear where time is shown but not less than 5 minutes. Nos. 13 and 14 must not be delayed sawing freight trains.

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

DENISON SUBDIVISION

WESTWARD 5

Mile Post Location	Timetable No. 50 June 17, 1951		FIRST CLASS				SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.		
	STATIONS		17	15	13	75	257	263	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only	
			The Owl	The Hustler	The Sunbeam	Frisco Passenger 518	Freight	Freight	Arrive Daily	Arrive Daily	Arrive Daily
337.9	TO-R	DENISON				1.45AM		4.30AM	3.40PM	Continuous	Continuous
337.5		TOWER 93 (Two M-K-T Cross.)				1.34				Continuous	Continuous
330.3	TO-R	NORTH SHERMAN JCT.				1.20		3.53	3.15	Continuous	Continuous
328.8	TO-R (Tower 16 T. & P. Cross.)	SHERMAN				1.17AM		3.50	3.10	Continuous	Continuous
319.1		HOWE						3.29	2.45		
312.9	TO	VAN ALSTYNE						3.16	2.30	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed
307.6	TO	ANNA						3.05	2.20	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
305.2		MIMS						3.00	2.12		
286.3	TO	McKINNEY						2.40	1.40	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
288.5		ALLEN						2.25	1.25		
282.1	TO	PLANO (St. L. S. W. Crossing)						2.10	1.10	Continuous	Continuous
277.2		RICHARDSON						1.55	12.55		
273.0		GIFFORD						1.48	12.43		
13.8		RAWLINS						1.40	12.30		
9.4	TO	(Tower 119 T. & P. Cross.) T. & P. JUNCTION						1.30AM	12.20PM	Continuous	Continuous
4.8											
264.9	TO-R	DALLAS (Union Station)	6.55AM	1.50PM	9.10PM					6.30AM to 5.00AM	6.30AM to 5.00AM
263.4		TOWER 19 (G. C. & S. F. Crossing)						Via Belt Junction and T. & P. Junction		Continuous	Continuous
263.1		FOREST AVENUE									
0.0		BELT JUNCTION (Tower 118)								Continuous	Continuous
2.0											
261.2											
4.8	TO (Tower 119, T. & P. Cross.)	T. & P. JUNCTION								Continuous	Continuous
4.1		BRIGGS									
2.7		FOX									
2.0		(Tower 118, T. & N. O. Cross.) BELT JUNCTION								Continuous	Continuous
258.8	TO	MILLER	6.37AM	1.36PM	8.57PM			1.15AM	12.05PM	Continuous	Continuous
254.4		HUTCHINS	6.32	1.31	8.52			1.08	11.45AM		
250.0		WILMER	6.27	1.26	8.48			1.01	11.37		
245.9	TO	FERRIS	6.22	1.21	8.44			12.55	11.30	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed
238.7	TO	PALMER	6.12	1.11	8.36			12.43	11.15	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed
233.7		GARRETT	6.05	1.05	8.31			12.35	11.05		
230.9	TO-R	ENNIS	6.00AM	1.00PM	8.27PM			12.30AM	11.00AM	Continuous	Continuous
			Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily		
			17	15	13	75		257	263		

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

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

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

Opposing first-class and inferior class trains, extra trains and engines must clear the leaving time of Nos. 13 and 14 not less than 5 minutes. First-class and inferior class trains, extra trains and engines in the same direction must clear the time of Nos. 13 and 14 before the time such trains are due to leave the next station in the rear where time is shown but not less than 5 minutes. Nos. 13 and 14 must not be delayed sawing freight trains.

Time at Dallas (Union Station) for information only. See Dallas Union Terminal Company's current timetable for train movements through the limits of Dallas Union Terminal. Tower 19 controls movement of trains between Forest Ave. and east limits of Dallas Union Terminal Company's tracks, near G. C. & S. F. crossing. See special instructions, Page 27, for movement of trains between Miller and Belt Junction; between Belt Junction and T. & P. Junction and between Belt Junction and Forest Ave. Schedule time and train orders for eastward trains from direction of Dallas (Union Station) at Belt Junction apply at end of double track.

6 EASTWARD

ENNIS SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS	SECOND CLASS			FIRST CLASS			Timetable No. 50 June 17, 1951	STATIONS	Distance from Ennis
	54	344	342	258	14	16	18			
	Local Freight	Freight	Freight	Freight	The Sunbeam	The Hustler	The Owl			
	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard BKWOTYP	6.00AM	9.00PM	11.30AM	3.30AM	5.40PM	9.00AM	12.32AM	Automatic Block System A.P.B.	TO-R ENNIS	0.0
74 P	6.10	9.10	11.43	3.42	5.46	9.06	12.38		5.6 ALMA	5.6
74 P	6.18	9.16	11.51AM	3.50	5.50	9.10	12.43		4.2 RICE	9.8
25 P	6.26	9.22	12.01PM	3.58		9.14	12.48		4.4 CARL	14.2
Yard 168 IWP	7.10	9.31	12.28	4.20	6.00	s 9.28	s 1.09		6.5 TO CORSIANA (St. L. S. W. Crossing)	20.7
79 P	7.30	9.39	12.40	4.30	6.07	9.35	1.17		6.3 ANGUS	27.0
66 P	7.45	9.46	12.50	4.39	6.12	f 9.41	1.23		5.5 RICHLAND	32.5
74 P	7.55	9.52	12.58	4.49	6.16	9.45	1.28		4.4 CURRIE	36.9
72 P	8.10	10.01	1.08	5.01	6.21	s 9.52	f 1.34		5.5 TO WORTHAM	42.4
74 P	8.15	10.04	1.12	5.05		9.55	1.37		2.0 GUDE	44.4
86 P	9.00	10.12	1.22	5.15	6.28	s 10.03	s 1.53		5.5 TO MEXIA	49.9
64 81 WIP	9.28	10.15	1.26	5.19	6.30	10.06	1.55		1.9 (Tower 63 B. R. I. Cross.) SPRINGFIELD	51.8
87 WP	10.00	10.30	1.50	5.45	6.39	s 10.20	s 2.11		9.6 TO GROESBECK	61.4
73 P	10.20	10.43	2.05	6.01	6.47	f 10.31	f 2.22		8.2 THORNTON	69.6
83 P	10.42	10.55	2.20	6.17	6.54	f 10.42	f 2.32		8.1 TO KOSSE	77.7
84 P	11.08	11.02	2.28	6.26	6.58	10.48	2.37		4.8 DENNY	82.5
147 WYP	11.30	11.10	2.38	6.37	7.03	s 11.00	s 2.57		5.7 TO BREMOND	88.2
94 P	11.43	11.18	2.48	6.47	7.08	11.06	3.04		5.6 HAMMOND	93.8
89 P	11.59AM	11.29	3.05	7.04	7.15	s 11.16	s 3.15		8.5 TO CALVERT	102.3
96 P	12.16PM	11.37	3.14	7.14	7.20	11.22	3.21		4.6 SEGER	108.9
Yard BKWOITYP	12.30PM	11.50PM	3.30PM	7.30AM	7.28PM	s 11.30AM	s 3.26AM	3.3 (I.-G. N. Crossing) TO-R HEARNE	110.2	
	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	54	344	342	258	14	16	18			

(6.30) (2.50) (4.00) (4.00) (1.48) (2.30) (2.54) Time Over Subdivision.....
17.0 38.9 27.5 27.5 61.2 44.1 38.0 Average Speed Per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
EXCEPT: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains.

Opposing first-class and inferior class trains, extra trains and engines must clear the leaving time of Nos. 13 and 14 not less than 5 minutes. First-class and inferior class trains, extra trains and engines in the same direction must clear the time of Nos. 13 and 14 before the time such trains are due to leave the next station in the rear where time is shown but not less than 5 minutes. Nos. 13 and 14 must not be delayed sawing freight trains.

When Nos. 13 and 14 meet at Bremond, No. 13 take siding at first crossover east of station building.
When Nos. 15 and 16 meet at Bremond, No. 15 take siding at first crossover east of station building.

Nos. 17 and 18 stop at Kosse each Monday to exchange U. S. mail.
Nos. 17 and 18 stop on flag at Wortham and Thornton to entrain or detrain revenue passengers.
No. 18 stop at any station to detrain passengers from points on Ft. Worth Subdivision.
Bus to and from Waco connects at Bremond with Nos. 15 and 16.
No. 14 may register at Ennis by register ticket, Form 2642, and when required obtain train-order check, Form V, of superior trains due.
First class trains may register at Hearne by register ticket, Form 2642, and when required obtain train-order check, Form V, of superior trains due.

NOTE—Train Order Office hours, Groesbeck,
Closed 9.00 P.M. on Saturdays, Sundays and Legal Holidays
until 5:00 A.M. following day.

ENNIS SUBDIVISION

WESTWARD 7

Mile Post Location	Timetable No. 50 June 17, 1951	FIRST CLASS			SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		17	15	13	343	263	257	53		
		STATIONS		The Owl Arrive Daily	The Hustler Arrive Daily	The Sunbeam Arrive Daily	Freight Arrive Daily	Freight Arrive Daily	Freight Arrive Daily	Local Freight Arrive Tue., Thur. & Sat.
230.9	APP TO-R ENNIS 5.6	s 5.45AM	s 12.55PM	8.27PM	3.30AM	11.30AM	7.30PM	12.30PM	Continuous	Continuous
225.3	ALMA 4.2	5.38	12.45	8.20	3.18	11.14	7.14	12.15PM		
221.1	RICE 4.4	5.33	12.40	8.16	3.12	11.05	7.05	11.51AM		
216.7	CARL 6.5	5.28	12.35		3.05	10.57	6.57	11.34		
210.2	TO CORSICANA (St. L. S. W. Crossing) 8.3	s 5.20	s 12.28	8.06	2.55	10.45	6.45	11.20	Continuous	Continuous
203.9	ANGUS 5.5	5.00	12.17	8.00	2.41	10.20	6.20	10.59		
198.4	RICHLAND 4.1	4.54	f 12.10	7.55	2.31	10.10	6.12	10.48		
194.0	CURRIE 5.5	4.49	f 12.05PM	7.51	2.23	10.02	5.58	10.38		
188.5	TO WORTHAM 2.0	f 4.42	s 11.59AM		2.14	9.52	5.48	10.25	7.00AM to 12.30PM 1.30PM to 4.00PM	Closed
186.5	GUDE 5.5	4.39	11.56	7.45	2.11	9.42	5.44	10.20		
181.0	TO MEXIA 1.9	s 4.32	s 11.50	7.40	2.02	9.32	5.34	10.03	Continuous	Continuous
179.1	(Tower 63 B. R. I. Cross.) SPRINGFIELD 9.6	4.24	11.45	7.38	1.55	9.28	5.30	9.30	Cabin	See Page 24
169.5	TO GROESBECK 8.2	s 4.12	s 11.35	7.29	1.38	9.00	5.01	9.00	9.00PM to 5.00AM	See Note
161.3	THORNTON 8.1	f 3.57	f 11.22	7.21	1.26	8.45	4.45	8.30		
153.2	TO KOSSE 4.8	f 3.46	f 11.13	7.14	1.14	8.30	4.30	8.11	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
148.4	DENNY 5.7	3.40	11.08	7.09	1.07	8.21	4.21	7.50		
142.7	TO BREMOND 5.6	s 3.30	s 11.00	7.03	12.59	8.12	4.12	7.30	Continuous	Continuous
137.1	HAMMOND 8.5	3.04	10.48	6.52	12.50	8.02	4.02	6.47		
128.6	TO CALVERT 4.6	s 2.49	s 10.39	6.45	12.39	7.46	3.46	6.30	12.01AM to 4.00PM	Closed
124.0	SEGER 3.3	2.41	10.33	6.41	12.32	7.38	3.38	6.10		
120.7	TO-R HEARNE (I.-G. N. Crossing)	2.30AM	10.28AM	6.37PM	12.25AM	7.30AM	3.30PM	6.00AM	Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.		
		17	15	13	343	263	257	53		

Time Over Subdivision.....	(3.15)	(2.27)	(1.50)	(3.05)	(4.00)	(4.00)	(6.30)
Average Speed Per Hour.....	33.9	45.1	60.1	35.7	27.5	27.5	17.0

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

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

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**When Nos. 13 and 14 meet at Bremond, No. 13 take siding at first crossover east of station building.
When Nos. 15 and 16 meet at Bremond, No. 15 take siding at first crossover east of station building.**

Nos. 17 and 18 stop at Kosse each Monday to exchange U. S. mail.
Nos. 17 and 18 stop on flag at Wortham and Thornton to entrain or detrain revenue passengers.
No. 17 stop at Wortham and Thornton each Monday to exchange U. S. mail.
Bus to and from Waco connects at Bremond with Nos. 15 and 16.

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

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

**NOTE—Train Order Office hours, Groesbeck,
Closed 9.00 P.M. on Saturdays, Sundays and Legal Holidays
until 5:00 A.M. following day.**

8 EASTWARD

HEARNE SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS			FIRST CLASS				STATIONS	Distance From Hearne		
	56	342	240	344	14	46	16	18					
	Local Freight	Freight	Freight	Freight	The Sunbeam	Passenger	The Hustler	The Owl					
	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	A.P.B.				
Hearne Yard	BKWOI TYP	6.00AM	4.30PM		1.30AM		7.28PM		11.30AM	3.35AM	(I.-G. N. Crossing) HEARNE	0.0	
	P										1.0 HEARNE JUNCTION	1.0	
88	P	6.12	4.42		1.42		7.35		11.36	3.43	4.9 SUTTON	5.9	
81	P	6.26	4.56		2.10		7.41		11.44	3.51	7.3 BENCHLEY	13.2	
	P										7.8 BRYAN	21.0	
Bryan Yard	88 IP	7.15	5.14		2.30		7.49		11.57AM	4.11	0.8 TO Tower 36 (I.-G. N. Cross.) BRYAN SIDING	21.8	
70	WIPY	7.30	5.22		2.37		7.54		12.09PM	4.22	4.0 COLLEGE STATION Tower 7 (I.-G. N. Cross.)	25.8	
74	P	7.50	5.35		2.47		8.00		12.17	4.30	6.2 WELLBORN	32.0	
81	P	8.10	5.58		3.00		8.07		12.27	4.39	8.2 MILLICAN	40.2	
63	P	8.20	6.10		3.07		8.11		12.33	4.44	4.4 NELLEVA	44.6	
	I										5.0 TOWER 9 (I.-G. N. Cross.)	49.6	
Navasota Yard	IP										0.8 TO NAVASOTA (G. C. & S. F. Crossing)	49.9	
	84	9.20	6.23		3.20		8.17		12.43	5.00	0.5 NAVASOTA SIDING	50.4	
51	P	9.35	6.30		3.27		8.21		12.47	5.04	3.8 CHAILLE	54.2	
71	P	9.43	6.38		3.34		8.25		12.52	5.09	4.1 COURTNEY	58.3	
42	P	9.57	6.52		3.46				12.59	5.17	7.3 HOWTH	65.6	
Yard 132 PKWOYB		10.10	7.02	2.00AM	3.55		8.35	7.50PM	1.04	5.22	4.4 TO-R HEMPSTEAD	70.0	
52	P	10.20	7.11	2.15	4.10		8.40	7.56	1.10	5.27	4.6 PRAIRIE SIDING	74.6	
16 Team P								7.58		5.29	1.0 PRAIRIE VIEW	75.6	
95	P	10.40	7.19	2.25	4.18		8.44	8.03	1.15	5.34	4.1 WALLER	79.7	
64	P	10.50	7.27	2.35	4.25		8.48	8.09	1.20	5.40	5.3 TO HOCKLEY	85.0	
84	WP	11.10	7.46	2.50	4.39		8.56	8.20	1.30	5.50	9.7 CYPRESS	94.7	
74	P	11.25	8.03	3.10	4.50		9.02	8.29	1.37	5.58	7.5 SATSUMA	102.2	
74	P	11.40	8.18	3.27	4.58		9.07	8.36	1.43	6.04	5.9 FAIRBANKS	108.1	
	YIP	11.55AM	8.30	3.40	5.10		9.13	8.45	1.50	6.15	6.9 EUREKA (Tower 13 M-K-T Cross.)	115.0	
		12.05PM	8.40	3.47	5.20						2.5 BOULEVARD JCT.	117.5	
	WBKP	Via Freight Route Boulevard Junction to Tower 26.					9.25PM	9.00PM	2.05PM	6.30AM		2.0 TO-R HOUSTON (Passenger Station)	119.5
	D. T. 95 cars	12.05PM	8.40	3.47	5.20						1.1 BOULEVARD JCT.	117.5	
	I	12.10	8.45	3.51	5.25						2.1 NILES	118.6	
	I	12.20	8.55	3.56	5.40						2.1 TOWER 26 (T. & N. O. Cross.)	120.7	
	.BKP	12.30PM	9.30PM	4.10AM	6.00AM						2.1 TOWER 68	122.8	
											0.3 TO-R ENGLEWOOD	123.1	
	Arrive Mon., Wed. & Fri.	56	342	240	344		Arrive Daily	14	46	16	18		

(6.30) 18.9 (5.00) 24.6 (2.10) 24.5 (4.30) 27.4 (1.57) 61.2 (1.10) 42.5 (2.35) 46.3 (2.55) 40.9 Time Over Subdivision Average Speed Per Hour

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

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

Nos. 15 and 16 stop on flag at Fairbanks, Hockley and Waller to entrain or detrain revenue passengers to or from stations west of Hempstead that are regular or flag stops; also stop on flag at Courtney, Millican, Wellborn and Benchley to entrain or detrain revenue passengers.

NOTE: Train order office hours Hockley: Daily except Saturdays, Sundays and legal holidays, 8:00 A.M. to 11:30 A.M.—12:30 P.M. to 5:00 P.M.; Saturdays, Sundays and legal holidays, closed. Eureka is train order office for westward trains only.

HEARNE SUBDIVISION

WESTWARD 9

Mile Post Location	Timetable No. 50 June 17, 1951 STATIONS	FIRST CLASS				SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
		15	13	45	17	257	239	343	55			
		The Hustler	The Sunbeam	Passenger	The Owl	Freight	Freight	Freight	Local Freight			
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thurs. & Sat.	Daily		
120.7	(I.-G. N. Crossing) TO-R HEARNE	s 10.28AM	6.37PM		s 2.30AM			11.30AM		12.20AM	1.00PM	Continuous
119.7	1.0 HEARNE JUNCTION											
114.8	4.9 SUTTON	10.18	6.31		2.18			10.59		11.55PM	12.35	
107.5	7.3 BENCHLEY	10.11	6.25		2.10			10.45		11.41	12.15PM	
99.7	7.8 BRYAN	s 10.03			s 2.00							
98.9	0.8 TO (Tower 36 I.-G. N. Cross.) BRYAN SIDING	9.58	6.16		1.46			10.31		11.25	11.57AM	Continuous
94.9	4.0 COLLEGE STATION Tower 7 (I.-G. N. Cross.)	s 9.53	f 6.12		s 1.42			10.24		11.17	11.19	Continuous
88.7	8.2 WELLBORN	9.42	6.05		1.30			10.14		11.06	11.00	
80.5	8.2 MILLICAN	9.33	5.58		1.21			10.02		10.51	10.40	
76.1	4.4 NELLEVA	9.29	5.54		1.16			9.55		10.43	10.30	
71.1	5.0 TOWER 9 (I.-G. N. Cross.)											Continuous
70.8	0.3 TO NAVASOTA (G. C. & S. F. Crossing)	s 9.24			s 1.08							Continuous
70.3	0.5 NAVASOTA SIDING	9.20	5.47		1.00			9.41		10.32	9.55	
66.5	3.8 CHAILLE	9.16	5.44		12.56			9.35		10.26	9.45	
62.4	4.1 COURTNEY	9.11	5.40		12.51			9.11		10.19	9.35	
55.1	7.3 HOWTH	9.03			12.42			8.45		10.05	9.15	
50.7	4.4 TO-R HEMPSTEAD	s 8.58	5.30	s 6.10PM	s 12.36			8.33	9.30PM	9.56	8.58	Continuous
46.1	4.6 PRAIRIE SIDING	8.53	5.26	6.01	12.27			8.21	9.00	9.48	8.36	
45.1	1.0 PRAIRIE VIEW			s 5.59	f 12.25							
41.0	4.1 WALLER	8.48	5.22	f 5.54	12.21			8.11	8.44	9.40	8.20	
35.7	5.3 TO HOCKLEY	8.43	5.18	f 5.48	12.16			7.57	8.09	9.30	8.05	(See Note)
26.0	9.7 CYPRESS	8.34	5.10	f 5.37	12.06AM			7.36	7.46	8.56	7.45	
18.5	7.5 SATSUMA	8.27	5.04	5.29	11.59PM			7.28	7.28	8.29	7.30	
12.6	5.9 FAIRBANKS	8.22	4.59	f 5.23	11.53			7.05	7.18	8.18	7.15	
5.7	6.9 TO EUREKA (Tower 13 M-K-T Cross.)	8.15	4.53	5.15	11.45			6.45	7.00	8.00	7.00	Continuous
3.2	2.5 BOULEVARD JCT.							6.37	6.50	7.57	6.50	
1.2	2.0 TO-R HOUSTON (Passenger Station)	8.00AM	4.45PM	5.00PM	11.30PM			Via Freight Route Tower 26 to Boulevard Junction			Continuous	
3.2	1.1 BOULEVARD JCT.							6.37	6.50	7.57	6.50	
1.4	2.1 NILES							6.33	6.45	7.54	6.45	
360.5	2.1 TOWER 26 (T. & N. O. Cross.)							6.27	6.40	7.46	6.40	Continuous
358.4	0.3 TOWER 68											Continuous
358.1	TO-R ENGLEWOOD							6.15AM	6.30PM	7.30PM	6.30AM	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs. & Sat.	
		15	13	45	17			257	239	343	55	

Time Over Subdivision.....	(2.28)	(1.52)	(1.10)	(3.00)	(5.15)	(3.00)	(4.50)	(6.30)
Average Speed Per Hour.....	48.4	64.0	42.5	39.8	23.4	17.7	25.4	18.9

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

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

Opposing first-class and inferior class trains, extra trains and engines must clear the leaving time of Nos. 13 and 14 not less than 5 minutes. First-class and inferior class trains, extra trains and engines in the same direction must clear the time of Nos. 13 and 14 before the time such trains are due to leave the next station in the rear where time is shown but not less than 5 minutes. Nos. 13 and 14 must not be delayed sawing freight trains.

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

NOTE: Train order office hours Hockley: Daily except Saturdays, Sundays and legal holidays, 8.00 A.M. to 11.30 A.M.—1230 P.M. to 5.00 P.M.; Saturdays, Sundays and legal holidays, closed. Eureka is train order office for westward trains only.

10 EASTWARD FORT WORTH SUBDIVISION WESTWARD												
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wires and telephones.	THIRD CLASS	SECOND CLASS		FIRST CLASS	Distance from Fort Worth	Timetable No. 50 June 17, 1951	Mile Post Location	FIRST CLASS	SECOND CLASS		THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	74 Local Freight Leave Daily Except Sunday	92 Freight Leave Daily	96 Freight Leave Daily	86 Passenger Leave Daily				85 Passenger Arrive Daily	91 Freight Arrive Daily	95 Freight Arrive Daily	73 Local Freight Arrive Daily Except Sunday	
STATIONS												
				10.15PM	0.0	R FORT WORTH (Union Station)	58.0	8.00AM				
					0.4	TOWER 55 (T. & P. Crossing)	52.6					Continuous
				10.18	0.8	TO-R FORT WORTH	52.2	7.51	2.50AM	1.30PM	4.05AM	Continuous
					1.1	TOWER 126 (G. C. & S. F. Cross.)	51.9					Continuous
					1.8	M-K-T JCT.	51.2					
					2.8	TOWER 53 (M-K-T Crossing)	50.2	7.44				Continuous
				10.31	7.1	FOREST HILL	45.9	7.36	2.30	1.10	3.27	
				10.44	14.8	BISBEE	38.4	7.23	2.16	12.56	3.08	
				10.52	18.9	TO MANSFIELD	34.1	s 7.14	2.08	12.48	2.58	See Note
				10.59	23.3	BRITTON	29.7	f 7.06	1.59	12.39	2.48	
				11.12	29.9	MIDLOTHIAN (G. C. & S. F. Crossing)	23.1	f 6.54				Automatic See Page 25
				11.14	30.7	DILLARD	22.3	6.51	1.42	12.22	2.28	
				11.23	36.8	SARDIS	16.2	6.42	1.30	12.10PM	2.15	
					40.2	TO TOWER 67 (M-K-T Crossing)	12.8					Continuous
				11.33	41.5	WAXAHACHIE	11.5	s 6.33	1.18	11.58AM	2.05	
				11.45	47.8	BOYCE	5.2	s 6.19	1.05	11.45	1.50	
				11.55PM	53.0	GARRETT	0.0	6.11	12.55	11.35	1.37	
				12.05AM	55.8	TO-R ENNIS	230.9	6.05AM	12.50AM	11.30AM	1.30AM	Continuous
	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	
	74	92	96	86				85	91	95	73	

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

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

Nos. 85 and 86 stop on flag at Garrett and Kennedale, Mile Post 42.3, to entrain or detrain revenue passengers.

Eastward first-class trains must obtain clearance at Fort Worth.

First-class trains may register at Fort Worth by register ticket, Form 2642.

NOTE—Train Order Office hours, Mansfield

Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays
7.00AM to 12.30PM	Closed
1.30PM to 4.00PM	

EASTWARD

CAMERON SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		Distance from Giddings	Timetable No. 50 June 17, 1951	Mile Post Location	THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	268 Local Freight	Leave Daily Except Sunday				267 Local Freight	Arrive Daily Except Saturday	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
				STATIONS					
Yard BKOPWY	6.00AM		0.0	TO-R GIDDINGS	67.2	11.40PM		Continuous	Continuous
11 Spur East	6.24		7.9	7.9 LINCOLN	75.1	11.15			
23	6.55		18.1	10.2 TO LEXINGTON	85.3	10.44	8.00AM 12.01PM 1.01PM-5.00PM		Closed
13 Spur West	7.14		24.3	6.2 TANGLEWOOD	91.5	10.25			
23	7.23		27.3	3.0 HICKS	94.5	10.16			
I			35.6	8.3 TO TOWER 54 (I.-G.N. Cross.)	102.8			Continuous	Continuous
24 W	7.48		35.8	0.2 ROCKDALE	103.0	9.51			
20	8.11		43.5	7.7 MINERVA	110.7	9.28			
I			50.2	6.7 TO TOWER 52 (G.C. & S.F. Crossing)	117.4			Continuous	Continuous
23 W	8.37		50.6	0.4 CAMERON	117.8	9.07			
27	8.59		58.4	7.8 BEN ARNOLD	125.6	8.44			
25	9.22		62.0	3.6 BURLINGTON	129.2	8.33			
24	9.34		66.2	4.2 TO ROSEBUD	133.4	8.20	8.00AM 12.01PM 1.01PM-5.00PM		Closed
20	9.49		70.8	4.6 TRAVIS	138.0	8.06			
25 W	10.04		75.7	4.9 TO LOTT	142.9	7.51	8.00AM 12.01PM 1.01PM-5.00PM		Closed
29	10.19		81.7	6.0 TO CHILTON	148.9	7.33	8.00AM 12.01PM 1.01PM-5.00PM		Closed
26	10.34		87.4	5.7 SATIN	154.6	7.16			
7			88.3	0.9 PERCH	155.5				
24	10.49		89.4	1.1 GURLEY	156.6	7.10			
28	11.04		95.4	6.0 DOWNS	162.6	6.52			
D 30	11.14		99.5	4.1 TEXAND	166.7	6.40			
	11.29		103.0	3.5 WACO SIDING	170.2	6.30			
			103.4	0.4 M.K.T. CROSSING	170.6				
Y I			103.6	0.2 BRAZOS JUNCTION	170.8	6.25			
	11.34		103.6	0.3 TOWER 21				Continuous	Continuous
W I			103.9	0.3 St.L.S.W.-M.K.T. CROSS.	0.0				
			104.2	1.2 PEACH STREET JCT.	0.0				
YARD BKW OTY	12.01PM		105.4	1.2 EAST WACO (St.L.S.W. Ry. YARD)	0.0	6.00PM			
	Arrive Daily Except Sunday					Leave Daily Except Saturday			
	268					267			

(6.01)
17.5

Time Over Subdivision
Average Speed Per Hour

(5.40)
18.6

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

Time at East Waco (St.L.S.W. Ry. yard) for information only.

Movements between East Waco (St.L.S.W. Ry. yard) and Brazos Junction will be governed by rules and regulations, current timetable and Special Instructions of St.L.S.W. Ry.

Movements must not exceed 10 MPH over curves between Brazos Junction and east switch, Waco Siding.

Westward Cameron subdivision trains must obtain clearance at East Waco (St.L.S.W. Ry. yard) authorizing movement from Brazos Junction.

Length of sidings in cars, location of buildings, water and fuel stations, standard clocks, interlocking, turn tables, wyes and telephones.	THIRD CLASS			SECOND CLASS	FIRST CLASS				Distance from Austin			
	380 M-K-T Local Freight	253 Local Freight	236 Local Freight	240 Freight	46 Passenger	8 M-K-T Passenger	2 M-K-T Passenger	6 M-K-T Passenger				
	Leave Daily Except Saturday	Leave Daily Except Saturday	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
Austin Yard	BKP				4.30PM	2.50PM	1.42PM	1.10AM	TO-R AUSTIN 0.8	0.0		
	BKP	9.00PM	7.20AM	6.00AM	7.00PM		2.55	1.45	1.15	R YARD OFFICE 0.6	0.8	
	OTWY		7.30AM	6.05	7.05		2.58	1.47	1.18	AUSTIN JUNCTION 0.5	1.4	
	P	9.10PM		6.08	7.07		4.41	3.00PM	1.48PM	1.20AM	PERSHING 8.1	1.9
37	P			6.30	7.31		4.54			DAFFAN 5.0	10.0	
37 Team	P			6.45	7.47	f	5.03			MANOR 6.9	15.0	
19	P			7.05	8.10		5.14			LITTIG 5.4	21.9	
25	WY PI			7.45	8.39	s	5.24			ELGIN 5.6	27.3	
9	P			8.05	8.56		5.33			TO (Tower 100 M-K-T Cross.) 5.6		
25	P			8.20	9.09	s	5.41			BUTLER 4.5	32.9	
25	P			8.50	9.31	s	5.58			McDADE 10.4	37.4	
26	P			9.05	9.41		6.06			PAIGE 5.1	47.8	
Yard BKOPWY				10.00	10.45	s	6.17			HILLS 6.4	52.9	
34	P			10.15	11.00		6.26			TO (T. & N. O. Crossing) 5.1		
34	P			10.32	11.10	s	6.32			GIDDINGS 4.1	59.3	
45	P			10.55	11.25	f	6.42			KRUSE 4.1	64.4	
42	P			11.10	11.48PM	f	6.52			LEDBETTER 6.3	68.5	
21	P			11.30AM	12.03AM		7.02			CARMINE 6.3	74.8	
Yard PI 23 WY				12.30PM	12.20	s	7.14			TO BURTON 6.6	81.1	
14				12.45	12.35		7.22			MILL CREEK 6.0	87.7	
30	P			1.00	1.30	s	7.30			TO (G. C. & S. F. Crossing) 5.5		
Yard BKOPWY				1.30PM	2.00AM	s	7.50PM			BRENHAM 4.7	93.7	
	Arrive Daily Except Saturday	Arrive Daily Except Saturday	Arrive Mon. Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	PACKERY 4.7	99.2	
	380	253	236	240	46	8	2	6		CHAPEL HILL 11.1	103.9	
	(0.10) 6.6	(0.10) 3.6	(7.30) 15.2	(7.00) 16.3	(3.20) 34.5	(0.10) 11.4	(0.06) 19.0	(0.10) 11.4	Time Over Subdivision.....	HEMPSTEAD 11.1	115.0	
									Average Speed Per Hour.....			

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

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

Trains originating at Yard Office must obtain clearance at Austin.

Trains must obtain clearance at Giddings.

NOTE: Train Order Office hours, Burton

Daily Except
Saturdays, Sundays
and Legal Holidays

8:00AM to 12:01PM
1:01PM to 5:00PM

Saturdays,
Sundays and
Legal Holidays

Closed

AUSTIN SUBDIVISION

WESTWARD 13

Mile Post Location	Timetable No. 50 June 17, 1951 STATIONS	FIRST CLASS				SECOND CLASS	THIRD CLASS				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.
		5	45	1	7	239	237	254	381		
		M-K-T Passenger	Passenger	M-K-T Passenger	M-K-T Passenger	Freight	Local Freight	Local Freight	M-K-T Local Freight		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Daily	
115.0	TO-R AUSTIN 0.8	5.10AM	9.30PM	12.01PM	3.25PM					Continuous	
114.2	R YARD OFFICE 0.6	5.03		11.58AM	3.18	4.15AM	1.20PM	2.05PM	3.45AM		
113.6	AUSTIN JUNCTION 0.5	4.59		11.56	3.14	4.05	1.17	1.55PM	3.35		
113.1	PERSHING 8.1	4.55AM	9.19	11.54AM	3.10PM	4.00	1.15		3.30AM		
105.0	DAFFAN 5.0		9.06			3.45	12.55				
100.0	MANOR 6.9		f 8.58			3.35	12.42				
93.1	LITTIG 5.4		8.47			3.20	12.25PM				
87.7	TO ELGIN (Tower 100 M-K-T Cross.) 5.6		s 8.39			3.07	11.35AM			Continuous	
82.1	BUTLER 4.5		8.29			2.52	11.05				
77.6	McDADE 10.4		s 8.22			2.40	10.45				
67.2	PAIGE 5.1		s 8.06			2.15	10.08				
62.1	HILLS 6.4		7.58			2.00	9.50				
55.7	TO (T. & N. O. Crossing) GIDDINGS 5.1		s 7.48			1.40	9.30			Continuous	
50.6	KRUSE 4.1		7.39			12.36	9.10				
46.5	LEDBETTER 6.3		s 7.33			12.28	8.55				
40.2	CARMINE 6.3		f 7.23			12.08AM	8.35				
33.9	TO BURTON 6.6		f 7.13			11.48PM	8.15			See Note	
27.3	MILL CREEK 6.0		7.02			11.28	7.50				
21.3	TO (G. C. & S. F. Crossing) BRENHAM 5.5		s 6.45			11.10	7.30			Continuous	
15.8	PACKERY 4.7		6.37			10.50	6.45				
11.1	CHAPEL HILL 11.1		s 6.30			10.35	6.30				
0.0	TO-R HEMPSTEAD		s 6.10PM			10.00PM	6.00AM			Continuous	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.	Leave Daily Except Sunday	Leave Daily Except Sunday		
		5	45	1	7	239	237	254	381		

.....Time Over Subdivision.....	(0.15)	(3.20)	(0.7)	(0.15)	(6.15)	(7.20)	(0.10)	(0.15)
.....Average Speed Per Hour.....	7.6	34.5	16.3	7.6	18.4	15.6	3.6	4.4

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

Yard Office is register station only for trains that originate or terminate there.
 Trains originating at Yard Office must obtain clearance at Austin.
 Trains must obtain clearance at Giddings.

NOTE—Train Order Office hours, Burton

Daily Except Saturdays, Sundays and Legal Holidays 8:00AM to 12:01PM 1:01M to 5:00PM	Saturdays, Sundays and Legal Holidays Closed
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Length of sidings in cars, location of switching, water and fuel stations, sec. and stock, interior, sign, turn tables, ways and telephones.	THIRD CLASS		SECOND CLASS				Timetable No. 50 June 17, 1951	Distance from Yoakum
		232	248	266	250	STATIONS		
		Local Freight	Freight	Freight	Freight			
		Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily			
Yard BOKTWYP		6.00AM		6.00PM		TO-R YOAKUM 10.6	0.0	
55 P		6.40		6.30		TO SHINER 10.5	10.6	
32 WP		7.04		6.58		TO MOULTON 8.1	21.1	
Yard IPY D.T. 75 cars		8.00	9.20PM	7.20	9.30AM	(TO-R (Tower 3 T. & N.O. Cross.)) FLATONIA 10.0	29.2	
74 WP		8.30	9.35	7.42	9.45	TO MULDOON 5.3	39.2	
73 P		8.45	9.43	7.53	9.53	LENA 4.7	44.5	
53 Y IP		9.00	9.50	8.04	10.00	WEST POINT TO (Tower 91 M-K-T Cross.) 4.5	49.2	
76 P		9.15	9.57	8.14	10.07	WINCHESTER 7.1	53.7	
82 P		9.30	10.09	8.30	10.19	NORTHROP 6.4	60.8	
Yard 74 BKOPWY		10.40	10.30	9.00	10.40	(T. & N. O. Crossing) TO-R GIDDINGS 6.5	67.2	
76 P		11.16	10.40	9.13	10.50	LOEBAU 7.3	73.7	
54 P		11.35	10.52	9.27	11.02	DIME BOX 6.7	81.0	
54 P		11.55AM	11.03	9.40	11.13	DEANVILLE 7.7	87.7	
73 WP		12.15PM	11.15	9.55	11.25	TO CALDWELL 6.6	95.4	
74 P		12.35	11.25	10.07	11.35	COOK'S POINT 5.7	102.0	
57 P		12.50	11.34	10.20	11.44	VARISCO 6.4	107.7	
73 P		1.10	11.45	10.33	11.59AM	MUMFORD 5.2	114.1	
75 IP		1.30	11.55PM	10.45	12.10PM	TATSIE (I.-G. N. Crossing) 5.9	119.3	
Hearne Yard Y BOKPT WYI		1.50PM	12.15AM	11.00PM	12.25PM	HEARNE JUNCTION 1.0	125.2	
		Arrive Mon., Wed. & Fri. 232	Arrive Daily 248	Arrive Daily 266	Arrive Daily 250	TO-R HEARNE	126.2	

(7.50) 16.0 (2.55) 33.2 (5.00) 25.2 (2.55) 33.2

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

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

Trains originating at Hearne Junction must obtain clearance at Hearne.
 Trains must obtain clearance at Giddings.
 Giddings is a register station only for trains that originate or terminate there.
 Flatonia is a register station only for trains that originate or terminate there.
 Trains may register at Flatonia by register ticket, Form 2642.

NOTE—Train Order Office hours, Caldwell
Daily Except Sundays Continuous
Sundays Only 12:01M to 7:00M
 3:00M to 11:59M

FLATONIA SUBDIVISION

WESTWARD 15

Mile Post Location	Timetable No. 50 June 17, 1951		SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
			249	265	247	233		
	STATIONS		Freight	Freight	Freight	Local Freight	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.			
0.0	TO-R YOAKUM 10.6		5.10AM		1.00PM	8.30AM-2.30PM 6.00PM-2.00AM	8.30AM-2.30PM 6.00PM-2.00AM	
10.6	TO SHINER 10.5		4.45		12.30PM	8.00AM-12.01PM 1.01PM-5.00PM	Closed	
21.1	TO MOULTON 8.1		4.20		11.45AM	8.00AM-12.01PM 1.01PM-5.00PM	Closed	
29.2	TO-R (Tower 3 T. & N. O. Crossing) FLATONIA 10.0	} D.F.	3.25AM	3.57	12.45PM	11.15	Continuous	Continuous
39.2	TO MULDOON 5.3		3.05	3.37	12.22	10.30	8.00AM-12.01PM 1.01PM-5.00PM	Closed
44.6	LENA 4.7		2.55	3.27	12.12	10.15		
49.2	TO WEST POINT (Tower 91 M-K-T Crossing) 4.5		2.47	3.18	12.02PM	10.00	Continuous	Continuous
53.7	WINCHESTER 7.1		2.39	3.09	11.54AM	9.40		
60.8	NORTHRUP 6.4		2.27	2.55	11.40	9.20		
67.2 59.0	TO-R (T. & N. O. Crossing) GIDDINGS 6.5		2.15	2.40	11.28	9.00	Continuous	Continuous
52.5	LOEBAU 7.3		1.55	2.20	11.16	8.10		
45.2	DIME BOX 6.7		1.43	2.04	11.02	7.53		
38.5	DEANVILLE 7.7		1.32	1.51	10.47	7.35		
30.8	TO CALDWELL 6.6		1.20	1.37	10.33	7.15	See Note	See Note
24.2	COOK'S POINT 5.7		1.09	1.25	10.21	6.58		
18.6	VARISCO 6.4		12.59	1.14	10.11	6.47		
12.1	MUMFORD 5.2		12.48	1.01	10.00	6.35		
6.9	TATSIE (I.-G. N. Crossing) 5.9		12.40	12.50	9.50	6.25	Automatic	See Page 25
1.0	HEARNE JUNCTION 1.0		12.30AM	12.40AM	9.40AM	6.15AM		
0.0	TO-R HEARNE						Continuous	Continuous
			Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.		
			249	265	247	233		

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

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

- Trains originating at Hearne Junction must obtain clearance at Hearne.
- Trains must obtain clearance at Giddings.
- Giddings is a register station only for trains that originate or terminate there.
- Flatonia is a register station only for trains that originate or terminate there.
- Trains may register at Flatonia by register ticket, Form 2642.

NOTE—Train Order Office hours, Caldwell,

<u>Daily Except Sundays</u>	<u>Sundays Only</u>
Continuous	12:01AM to 7:00AM 3:00PM to 11:59PM

16 EASTWARD

LLANO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS			Distance from Llano	Timetable No. 50 June 17, 1951	Mile Post Location	THIRD CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	Yard	WY	254				253	Arrive Daily Except Saturday	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only		
			Local Freight								Local Freight	
			Leave Daily Except Sunday		STATIONS							
	28	B	6.00AM	0.0	TO-R LLANO 11.8	98.8	1.15PM		7.30AM-12.01PM 1.01PM-4.30PM	Closed		
	15		6.30	11.8	GRAPHITE 7.9	87.0	12.30					
	23	W	6.50	19.7	KINGSLAND 9.4	79.1	12.05PM					
	27	Y	7.20	29.1	R FAIRLAND 5.9	69.7						
	19	Spur Y	8.05	35.0	TO MARBLE FALLS 6.2	6.2			8.00AM-12.01PM 1.01PM-5.00PM	Closed		
	27	Y	8.30	29.1	R FAIRLAND 2.7	69.7	11.35AM					
	17	Y	8.45	31.8	SUDDUTH 7.1	67.0	11.25					
Burnet Yard	12	Spur Y		38.9	R WILKIE 0.6	59.9						
	29	OW	9.45	39.5	TO BURNET 0.6	0.6	11.00		8.00AM-5.00PM	Closed		
	12	Spur Y		38.9	R WILKIE 2.9	59.9	10.24					
	13	Spur		41.8	DOUBLING SPUR 0.9	57.0						
	30		10.14	42.7	SUMMIT 6.8	56.1	10.14					
	20		10.35	49.5	TO BERTRAM 5.5	49.3	9.54		8.00AM-12.30PM 1.30PM-5.00PM	Closed		
	26		10.50	55.0	GROVER 4.6	43.8	9.33					
	15	W	11.03	59.8	LIBERTY HILL 7.7	39.2	9.23					
	19		11.25	67.3	TO LEANDER 5.5	31.5	9.00		8.00AM-12.01PM 1.01PM-5.00PM	Closed		
	18		11.40	72.8	CEDAR PARK 4.3	26.0	8.35					
	44		11.55AM	77.1	RUTLEDGE 5.2	21.7	8.26					
	26	I	12.15PM	82.3	TO McNEIL (I.-G. N. Crossing) 6.0	16.5	8.15		9.00AM-12.01PM 1.01PM-6.00PM	Closed		
	13		12.40	88.3	FROMME 9.1	10.5	7.48					
	Yard	OTWY	1.05PM	97.4	A.B.S. AUSTIN JUNCTION	1.4	7.30AM					
			Arrive Daily Except Sunday				Leave Daily Except Saturday					
			254				253					

(6.05) -----Time Over Subdivision----- (5.45)
16.0 -----Average Speed Per Hour----- 16.9

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

Trains originating at Austin Junction must obtain clearance at Austin.

Trains operating via Marble Falls or Burnet must obtain clearance at these stations when there is an operator on duty.

Fairland is a register station for No. 254 to register their arrival only.

Extra trains will not operate via Marble Falls or Burnet unless so directed by train order.

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

NOTE: When no operator is on duty, the crew assigned to or ordered for the train may assume the schedule of No. 254 at Llano and leave Llano without a clearance.

EASTWARD

WACO SUBDIVISION

WESTWARD

17

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		Distance from East Waco	Timetable No. 50 June 17, 1951	Mile Post Location	THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	Local Freight	66				65	Local Freight	Arrive Daily	Daily Except Saturdays, Sundays and Legal Holidays	Saturdays, Sundays and Legal Holidays Only
				STATIONS						
Waco Yard	BKWOTY	9.00PM	0.0	R EAST WACO (St. L.S.W. Ry. Yard)	44.9	4.30AM				
		9.03	1.2	1.2 PEACH STREET JCT.	43.7	4.00				
22		9.26	9.0	7.8 HARRISON	36.9	3.30				
22		9.44	15.0	6.0 RIESEL	29.9	3.10				
21		9.56	19.2	4.2 PERRY	25.7	2.55				
IW 40 Yard		10.50	27.2	8.0 (I-G. N. Crossing) MARLIN	17.7	2.30	Automatic	See Page 25		
		11.25	36.4	9.2 REAGAN	8.5	1.50				
	PWY	11.50PM	44.9	8.5 TO-R BREMOND	0.0	1.30AM	Continuous	Continuous		
		Arrive Daily				Leave Daily				
		66				65				

(2.50)
15.6

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

(3.00)
14.7

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

Movements between East Waco (St.L.S.W. Ry. yard) and Peach Street Junction will be governed by rules and regulations, current timetable, and Special Instructions of St.L.S.W. Railway Company of Texas. Do not exceed 10 MPH over curve east of Peach Street Junction.

Time at East Waco (St.L.S.W. Ry. yard) for information only.

Eastward Waco subdivision trains must obtain clearance at East Waco (St.L.S.W. Ry. Yard) authorizing movement from Peach Street Junction.

GENERAL

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

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

When trains are on siding or main track to meet or to allow trains to pass and crossings are cut, opening must be provided as required by Rule 825 and member of crew must, when practicable, protect the open crossing while coupling up and against movement of other trains that are to be met or allowed to pass.

3. Employes are forbidden to ride on pilots of road engines, are forbidden to ride on foot boards of yard engines in direction of movement, and are forbidden to take position, either seated or standing, on handrails of yard or road engines.

4. Roadmasters, B. & B. and signal supervisors, signal foremen, traveling track car repairmen, water-service repairmen, operators of roadway machines, and any employes who operate track cars, must use watches as prescribed by Rule 2, and must be provided with current timetable while operating track cars and roadway machines.

5. At stations where there are two or more sidings, eastward trains must take most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order, timetable bulletin, special instructions, or the movement made under flag protection.

6. Absolute-Permissive Block System limits will be indicated by the abbreviations A. P. B. used in conjunction with brackets at the left of station column.

7. Otherwise than as provided by Rule 17, when an engine is standing or running, headlight, or white light if no headlight, must be displayed by night to front and rear, except when coupled to a car, light next to car may be extinguished.

8. When an automatic block signal number plate is reversed, showing yellow, and signal indicates "stop", train, without stopping, may proceed with caution through the block, not exceeding fifteen miles per hour within yard limits.

9. Emergency air brake valve is located in cab of diesel road engines and in gangway of steam road engines. When necessary, in case of emergency, members of crew must open emergency valve immediately, leaving it open until train or engine comes to a stop.

LOCAL

ALL SUBDIVISIONS

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

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

In emergency following class engines can be handled:

F-4-5, GS-1-2-3 between Garrett and Fort Worth, maximum speed, 35 MPH over bridges.

GS-1-2-3 between Giddings and Flatonina, maximum speed 35 MPH.

F-4-5, GS-1-2-3 between Flatonina and Yoakum, maximum speed 25 MPH.

F-4, F-5, and GS-1 type engines must not be double-headed or coupled together in pairs for operation. When towed or used in trains, engines must be separated by at least two cars.

22. M-21 class engines must not be operated west of Sud-duth.

23. Limits of sidings at stations named are as follows:
Ferris —West siding, from west switch to crossover switch.

Waxahachie —East switch to crossover switch.
Hockley —West switch to crossover switch.
Cypress —East switch to crossover switch.
Cameron —East switch to crossover switch.

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

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

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

Ennis —Lead switch, west end of yard; normal position for main track.

Corsicana —East switch of siding; normal position for main track.

Bremond —West switch of siding; normal position for main track.

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

Bremond —Inside switch, first crossover east of station; normal position for siding.

Hearne —Lead switch, west end of yard; normal position for main track.

Hempstead —East switch of siding; normal position for main track.

Boulevard Jct. —Switch connecting westward main track of Freight Route with westward main track from the direction of passenger station; normal position for through movements from direction of passenger station.

Niles —East end of double track; normal position for westward track.

Flatonina —East end of double track; normal position for westward track.

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

Signals

Location

2091—Corsicana —Spring switch, east end of siding.
1432—Bremond —Spring switch, west end of siding.
1208—Hearne —Spring switch, lead switch west end of yard.

505—Hempstead —Spring switch, east end of siding.
301—Flatonina —Spring switch, east end of double track.

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

Spring switches so located are as follows:

Ennis—Lead switch, west end of yard.

Niles —East end double track (Freight Route).

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

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

30. A trainman must be in position at rear of train while passing over the following bridges to watch for fires on or about these structures.

Fort Worth Subdivision:

28.31 and 28.94, east of Britton.

Ennis Subdivision:

199.76, Richland Creek, west of Richland.

214.94 and 215.39, Chambers Creek, East of Carl.

Denison Subdivision:

- 255.74, Five Mile Creek, west of Hutchins.
- 260.18, Trinity River, West of Miller.
- 298.97, East Fork of Trinity River, West of McKinney.

Waco Subdivision:

- 4.86, Little Brazos River, east of Reagan.
- 13.54 and 14.46, Big Creek, east of Marlin.

Flatonia Subdivision:

- 2.48, Little Brazos River, east of Tatsie.
- 19.48, Brazos River, west of Law.
- 50.86, Colorado River, east of West Point.

Cameron Subdivision:

- 114.00, Little River, west of Cameron.
- 121.37, Elm Creek, east of Cameron.

Llano Subdivision:

- 78.52, Colorado River, east of Kingsland.

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

DENISON SUBDIVISION

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

55. LETTER TYPE INDICATORS located on mast of signal 2581 at east end of siding Miller will, when displayed, gov-

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

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

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

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

- Van Alstyne —West elevator track beyond Taylor Grain Company office building.
- McKinney —Compress tracks and wye, except that portion leading to Collin Co. Mill & Elevator track.
- Ferris —Acme Brick yard spurs.

F-4-5 class engines must not use the following tracks:

- Palmer —175 feet west end of Brick spur.
- Ferris —All three brick spurs
- Hutchins —House track.
- Gifford —To Hiland
- Plano —Lumber spur located south side of siding.
- McKinney —Boren track.
- Rolli track.
- Old L&A main track.
- Cotton Mill track.
- Old L&A compress track.
- 823 feet of east end of West Mill track.
- Old Mill track.

59. Engines heavier than F-1 class must not use Cotton Mill track, Denison.

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

FORT WORTH SUBDIVISION

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

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

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

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

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

F-4-5 class engines must not use the following tracks:

- Boyce —House track.
- Waxahachie —Spur track used by Highway Department springing from lead going to compress near highway crossing.
- Track serving Waxahachie Lumber Company.
- Grain track.
- Old lumber track.
- Electric Light track.
- Coach track and North track.
- Sardis —Team track spur.
- Midlothian —Cotton platform track.
- Team track.
- Majors track east of Santa Fe transfer switch.
- Britton —House track.

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

ENNIS SUBDIVISION

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

Overlap post located between switches of sidings at Wortham and Mexia govern eastward trains.

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

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

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

Corsicana	—Ice Plant track beyond point 235 feet east of switch.
	—Fortson Grocery Co. track.
Mexia	—B-RI interchange beyond a point 300 feet from switch.
Bremond	—Short leg of wye.
	F-4-5 class engines must not use the following tracks:
Calvert	—Compress track.
Hammond	—House track.
Groesbeck	—Brick spur, west of brick kiln, account of small rail.
Springfield	—Tracks 4, 5, and 6.
Mexia	—Compress track.
	—Ice Factory track.
	—Munger tracks Nos. 1 and 2.
	—Central Texas track.
	—Team track.
	—Gauntlet track.
	—Frick-Reid track.
Wortham	—Stock pen track, beyond heel of frog.
Alma	—House track.

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

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

HEARNE SUBDIVISION

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

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

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

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

F-4-5 class engines must not use the following tracks:

Millican —House track.

Wellborn —Clay spur.
Bryan —Back house track.
—Compress track.
—Oil Mill spur.

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

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

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

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

HOUSTON TERMINALS

93. Movements in the Houston Terminals will be made in accordance with the timetables of the various divisions as follows:

Between Englewood and Tower 26—The Houston Division, the Dallas and Austin Divisions and the San Antonio Division.

Between Tower 26 and Boulevard Junction via Freight Route and between Houston Passenger Station and Eureka—The Dallas and Austin Divisions and the San Antonio Division.

Between Eureka and West Junction and between West Junction and Harrisburg—The San Antonio Division.

Between Harrisburg and Englewood the San Antonio Division and Houston Division.

Other movements, Houston Terminals—The Houston Division.

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

95. Schedule time and train orders at Eureka apply at cross-over switch leading to double track.

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

97. Maximum speed for trains and engines between Boulevard Junction and Niles on freight route is 15 MPH.

98. Trains and engines entering, leaving or operating through passenger station yard at Houston must run with caution, not exceeding 12 MPH between San Jacinto Street crossing at Tower 108, east of the station yard; and Houston Avenue underpass, west of the station yard.

99. Main tracks between Eureka and Houston Passenger Station and between Boulevard Junction and Tower 26 via Niles will be used jointly by trains of the Dallas and Austin Divisions and the San Antonio Division, and between Tower 26 and Englewood by trains of the Dallas and Austin Divisions, the San Antonio Division, and the Houston Division.

On double track between Eureka and Houston Passenger Station, and on double track between Tower 26 and Englewood and between Englewood and Tower 86, and on double track between Houston Passenger Station and Tower 87, trains and engines will operate in compliance with Rules Governing the Movement of Trains in the Same Direction by Block Signals (see Rule D-251), except that second and inferior class trains and engines will not occupy the main track when it is known a first-class train will be delayed thereby. Trains moving with the current of traffic may run extra without train order authority. Movements against the current of traffic will be made only under the protection of a flagman. Trains and engines will run with caution between these points.

100. Trains and engines must approach passenger yard, Houston, with caution and be governed by signals from switch tender as follows:

Proceed signal with green flag by day and green light by night before entering passenger yard.

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

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

Dallas and Austin Divisions trains o ———

101. Location of bulletin books at Houston:
 Train-order office, Passenger Station;
 Enginemen's register room, Hardy Street;
 Trainmen's register room, Hardy Street;
 Yardmen's register room, Hardy Street;
 Enginemen's register room, Houston Avenue engine-house;
 Trainmen's register room, west end Englewood;
 Enginemen's register room, west end Englewood;
 Yardmaster's office, Chaney Yard.

102. MK-5 class or heavier type engines must not head through curved side of puzzle switches, located on Middle Buster Lead, tracks middle 10 and 12, Englewood Yard.

WACO SUBDIVISION

103. Within yard limits, Marlin, the main track may be used without flag protection. Trains and engines must move with caution, expecting to find the main track occupied without protection of flagman.

FLATONIA SUBDIVISION

104. C-8-9 class and heavier engines must not use following tracks:
 Moulton —Fehrenkamp spur.
 Lena —Spur.

F-4-5 class engines must not use the following track:
 Flatonia —Oil mill track.

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

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

108. F-4-5 class engines must not exceed 40 MPH between Hearne Junction and Flatonia, and must not exceed 35 MPH over following steel bridges:

- Between Hearne and Giddings**
- 19.48 Brazos River
- Between Giddings and Flatonia**
- 41.49 Buckner Creek
- 50.86 Colorado River
- 64.29 Rabbs Creek

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

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

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

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

CAMERON SUBDIVISION

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

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

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

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

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

125. Maximum allowable speed of trains and engines through following turnouts is ten (10) miles per hour.

- Cameron —West switch, House track.
- Waco —West switch, No. 1 yard track.
- Goldberg (Sunbright) spur.

AUSTIN SUBDIVISION

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

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

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

133. MK-5 and heavier class engines must not use Compress Track, Brenham; and South Transfer Track, Elgin.

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

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

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

LLANO SUBDIVISION

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

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

141. Maximum allowable speed of trains and engines through following turnouts is ten (10) miles per hour:
 Austin—East end Lumber Company spur.
 Arrow Mills spur.

- South Texas Cotton Oil Mill Spur No. 1.
- West leg of wye.

142. MK-5 and C-8-9 class engines must not exceed 25 miles per hour between Austin and Fairland. M-21 class engines must not exceed 25 miles per hour between Austin and Sudduth.

143. Engines must not go beyond restriction signs: New Spur, Shed Track and Mountain Track, Granite Mountain.

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

145. Trains and engines must move with caution within yard limits, Austin, expecting to find main track, wye tracks and other tracks occupied without protection of flagman.

SPEED

150. Locations where speed board restrictions apply to more than one curve, structure or extended section of track.

Speed boards prescribing the speed where restriction applies to more than one curve will display wording "RESTRICTING CURVES" in addition to the numerals. Speed boards which authorize increase of speed at such locations will be located at the end of restriction where higher speed is permissible.

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Speed Board M P	Beginning of Restriction M P	End of Restriction M P	Location of Speed Board M P	Beginning of Restriction M P	End of Restriction M P
HEARNE SUBDIVISION					
64.83	64.08	60.70	59.94	60.70	64.08
74.22	73.47	71.99	71.24	71.99	73.47
110.43	109.69	108.35	107.21	108.35	109.69
FORT WORTH SUBDIVISION					
16.95	16.20	15.80	13.05	15.80	16.20
22.55	21.80	20.50	19.75	20.50	21.80
27.35	26.60	25.78	24.98	25.78	26.60
44.55	43.80	41.40	40.65	41.40	43.80
49.75	49.00	47.50	46.50	47.50	49.00
FLATONIA SUBDIVISION					
65.85	66.60	67.00	67.75	67.00	66.60
CAMERON SUBDIVISION					
112.57	113.32	113.82	114.57	113.82	113.32
115.83	116.58	117.63	118.38	117.63	116.58
148.60	149.35	152.24	152.99	152.24	149.35
AUSTIN SUBDIVISION					
83.38	82.63	78.50	77.75	78.50	82.63
95.21	94.46	94.11	93.36	94.11	94.46
107.43	106.68	105.71	104.96	105.71	106.68
LLANO SUBDIVISION					
35.55	34.80	33.50	32.75	33.50	34.80

SPECIAL INSTRUCTIONS

160. **SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 22 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed boards, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.**

BETWEEN	TRAIN HANDLING											
	Streamlined Passenger Trains, when handled by diesel passenger engines.	Streamlined Passenger Trains, when handled by P-5, P-6, P-14 class engines.	Conventional Passenger Trains, Steam or Diesel	Manifest Freight Trains	Freight and Mixed Trains	Freight Trains Handling Restricted Cars, Item 165	Air dump cars, loaded or empty, derricks, ditchers, power shovels.	Pile Drivers	Seale Test Cars	Locomotive Cranes on Own Wheels		
										Boom disconnected heavy end forward	Boom disconnected light end forward	Boom in place—either end forward
MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH	MPH
Houston and Forest Avenue.....	79	75	70	60	50	40	35	30	25	35	20	25
Belt Jct. and T.&P. Jct. and Denison.....			45	40	35	35	25	25	25	25	20	25
Garrett and Fort Worth.....			50		35	35	25	25	25	25	20	25
Bremond and Waco.....			35		25	25	20	20	20	20	15	20
Austin and Hempstead.....			50		35	35	25	25	25	25	20	25
Llano and Austin.....			40		30	30	20	20	20	20	15	20
Marble Falls and Fairland.....			35		25	25	15	15	15	15	10	15
Yoakum and Flatonia.....			40		25	25	20	20	20	20	15	20
Flatonia and Hearne Jct.....			50	45	35	35	25	25	25	25	20	25
Giddings and Waco.....			40		25	25	20	20	20	20	15	20

**NOTE: Protected Curves—Speed Boards Govern.
Unprotected Curves—Maximum Speed 75 MPH
between Houston and Forest Avenue.**

160(a) Passenger trains handled by DF-1 class engines (300-321) must not exceed maximum speed of sixty-five (65) miles per hour.

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

30 miles per hour 481, 867 to 893.
35 miles per hour 803, 804, 807, 813, 820, 831, 838, 845, 895, 896.
40 miles per hour 482, 484, 485, 486, 487, 488, 489, 490, 800, 801, 806, 808, 809, 810, 815, 817, 821, 822, 823, 826, 829, 830, 833, 834, 835, 836, 837, 839, 840, 841, 842, 843, 846, 847, 848, 849.
50 miles per hour 900 to 939 and 940 to 949.
55 miles per hour 688 to 699

SPEED RESTRICTIONS FOR ENGINES

- 160(b) Steam yard engines..... 20 MPH
- Diesel yard engines in service running forward, or backward, with or without cars, or being handled in train, forward or backward..... 40 MPH
- Diesel road engines, when running forward light, or dead in train..... 50 MPH
- Diesel road engines, when running backward, or with controlling unit trailing, with or without cars..... 30 MPH
- Road engines in tow in charge of messenger and under sufficient steam to lubricate, moving forward, rods in place..... 50 MPH
- Steam road engines running forward, light, unless otherwise directed..... 40 MPH
- Road engines moving backward, in service or in tow, rods in place..... 30 MPH
- Road engines running under own steam or handled in train, when all the weight has been removed from only one pair of drivers, or engine truck removed..... 20 MPH

- Road engines moving forward or backward, side rods only removed..... 30 MPH
- Road engines moving forward or backward, main rods only removed..... 20 MPH
- Road engines moving forward or backward, both main and side rods removed..... 20 MPH

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

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

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

When diesel engines are operated by own power, controller should be in series position.

- 1. Diesel engines 3 Inches
- 2. Streamlined Passenger Equipment..... 6 Inches
- 3. Steam engines and conventional Passenger Equipment 12 Inches

SPEED

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

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

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

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

(d) MK-5 and F-1 class engines when used in passenger service are authorized a maximum speed of 60 miles per hour between Houston and Forest Avenue.

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

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

165. Freight trains may operate at speed authorized for manifest trains, Item 160, when not handling:

- Twin or multiple loads or any loads requiring idler cars.
- Open top cars loaded to excessive height or width; or with weight not properly distributed.
- Arch bar type trucks.
- Transformers on open top, twin or other multiple loads of steel poles or piling.
- Drag lines.
- Equipment shown in last 6 columns of Item 160.

166. The maximum speed for freight trains handling cars loaded with asphalt, sand, gravel, crushed rock, company ballast, and loaded system tank cars, 12,000 gals. or over, fifty (50) MPH.

167. The maximum speed for freight trains handling logs loaded on flat or logging cars, twenty-five (25) MPH.

168. Passenger trains handling box cars equipped for passenger service with steel wheels only, or with ride-control trucks, AB brakes and steel wheels are restricted to 60 MPH between Houston and Forest Avenue.

LEGAL HOLIDAYS

New Year's Day.....	January 1st.
Washington's Birthday.....	February 22nd.
Decoration Day.....	May 30th.
Independence Day.....	July 4th.
Labor Day.....	First Monday in September.
Thanksgiving Day.....	Fourth Thursday in November.
Christmas.....	December 25th.

TIME INSPECTORS

Webb C. Ball II, General Time Inspector.....	Chicago
Houston Watch Company.....	Houston
Steve Reyna, 122 Hardy St.....	Houston
A. H. Frederick.....	Hempstead
Hearne Jewelry Co.....	Hearne
Haltom's.....	Fort Worth
Ben S. Crow, Jr. 205 W. 10th St.....	Fort Worth
F. Studer.....	Waco
Armstrong Jewelry Co.....	Waco
C. T. Moore.....	Ennis
George B. Prentice, 201 Fidelity Bldg.....	Dallas
E. L. Seitzler, 116 W. Jefferson.....	Dallas
Lewis Ely, 2631 Lancaster Road.....	Dallas
A. B. Johnson.....	Denison
Tappan's.....	Sherman
Daiches Jewelry Co.....	Corsicana
Joe Koen & Son.....	Austin
D. L. Carl.....	Llano
Albrecht Jewelry Co.....	Yoakum
O. E. Faske.....	Giddings

INTERLOCKING WHISTLE CODES

TOWER 68, ENGLEWOOD

- Main track for movement with the current of traffic, from main track ———
- Eastward main track eastward from any other point
——— o o ———
- Westward main track westward from any other point o ——— o
- Eastward main track westward from any point o ——— o o
- Westward main track eastward from any point ——— o ———
- West leg of wye, from any point ——— ——— ———
- Tank track, from any point ——— ——— ———
- Creosote No. 1, from any point o ——— ———
- Creosote No. 2, from any point o o ——— o
- South Switching lead, from any point o ——— ——— o
- Middle Switching lead, from any point o ——— o ———
- North Switching lead, from any point ——— o ——— o
- Ice House Track from any point o o ——— o o

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

- Main track for movement with the current of traffic, from main track ———
- Eastward main track eastward, from any other point ———
o o ———
- Westward main track westward, from any other point o ——— o
- Eastward main track westward, from any other point o ——— o o
- Westward main track eastward, from any other point ——— o
- Shreveport Line Transfer, from any point o o ——— o o

SPECIAL INSTRUCTIONS

Shreveport Line Connection, from any point o o ———
 Enginehouse lead, from any point ———
 Old Head, from any point o ——— o
 H. B. & T. interchange, from any point o o ———
 Icing Plant, from any point ———
 I.-G. N. interchange, from any point ——— o ——— o
 Freight main track westward, from any point o ———

TOWER 13, M-K-T CROSSING, EUREKA

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

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

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

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

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

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

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

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

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

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

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

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

TOWER 63, B.-R. I. CROSSING, SPRINGFIELD

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

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

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

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

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

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

Main track eastward or westward from main track ———

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

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

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

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

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

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

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

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

TOWER 16, T. & P. CROSSING, SHERMAN

Main track eastward or westward ———
 St. L., S. F. Main track from any point ——— o ———
 St. L., S. F. Yard from any point o ——— o
 T. & P. transfer from any point o ——— o o

TOWER 93, M-K-T CROSSING, DENISON

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

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

To St. L. S. W. new main track from any point ——— o ———
 To St. L. S. W. old main track from any point ———
 To South connection, Peach Street Jct. from any point ——— o o
 To T. & N. O. Yard, East Waco from any point ——— o
 To T. & N. O. connection, Brazos Junction from any point ———

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

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

Trains and engines must not exceed 20 MPH between home signal limits of interlocking, Tower 52 (G.C.&S.F. Crossing).

Main track ———

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

Main track ———

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

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

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

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

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

Main track ———

TOWER 100, M-K-T CROSSING, ELGIN

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

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

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

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

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

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

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

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

TOWER 67, M-K-T CROSSING, WAXAHACHIE

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

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

Main track eastward or westward from main track —

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

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

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

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

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

AUTOMATIC INTERLOCKING

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

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

MARLIN (I-GN Crossing)

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

Trains and engines must not exceed 20 MPH between home signals, automatic interlocking, I.-G.N. crossing, Marlin.

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

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

MIDLOTHIAN (GC&SF CROSSING)

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

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

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

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

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

Trains and engines must not exceed 20 miles per hour between home signal limits of automatic interlocking, Midlothian (G.C.&S.F. Crossing).

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

TATSIE (I-GN CROSSING)

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

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

Trains and engines must not exceed 35 MPH between home signal limits of automatic interlocking, Tatsie.

REMOTE INTERLOCKING WEST POINT

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

BOULEVARD JUNCTION

Both switches of the cross-over just east of Heights Boulevard and the switch connecting eastward main track of freight route with westward main track from the direction of passenger station are operated from Eureka.

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

Location of local telephones connected with Eureka:
Mechanism case at signal bridge.
Mechanism case east of Harvard Street.
Instrument house, Heights Boulevard.

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

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

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

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

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

Between Hearne and Hearne Junction

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

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

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

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

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

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

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

CENTRALIZED TRAFFIC CONTROL LIMITS**Between Austin and Pershing**

Absolute signals between Austin and Pershing, also Dual Control switch at Pershing, are operated from train order office, Austin.

Absolute signals located at MP 114.8 governing Eastward movements on main track and Red River track.

Absolute signal located at MP 114.6 governing movement from M.K.T. yard track.

Absolute signal located at MP 114.1 governing Westward movements.

Absolute signal located at MP 114.1 governing Eastward movements.

Absolute signal located at MP 113.6 governing Westward movements from Llano Subdivision only.

Absolute signal located at MP 113.1, T.&N.O. main track, governing Westward movements on T.&N.O. main track.

Absolute signal located on M.K.T. main track 400 feet North of switch at Pershing governing movements to T.&N.O. main track.

Absolute signal located at clearance point on East Fifth Street team track governing movements from East Fifth Street team track to T.&N.O. main track.

The two-unit light signal at Pershing governing Eastward movements is an interlocking signal. Rule 663 governs. Top

light governs movement on T.&N.O. main track; lower light governs movement to M.K.T. main track.

Automatic signals 1144 and 1145, West of the West lead track switch, West end Austin yard, Rule 778 governs.

The switch at Pershing is a Dual Control switch equipped with a selector lever. When necessary to operate this switch by hand, Rules 772, 773, 774, 775 and 776 apply.

Trains and/or engines may enter main track from diverging tracks where switch indicators are located when the indicator indicates block clear but will not occupy main track when it is known a first-class train will thereby be delayed. To enter main track when the indicator indicates block occupied or to enter main track where no indicator is located, permission must be obtained from signal operator at train order office, Austin, and movements must be made in accordance with Rule 776.

Telephones for communication with signal operator at train order office, Austin, are located as follows:

Absolute main track signal at MP 114.8.

Post at absolute signal, M.K.T. yard track.

Signal case at automatic block signal 1145.

Instrument case at absolute signal MP 114.1.

Relay post at roundhouse track.

Instrument case at absolute signal, Austin Junction.

Instrument case at MP 113.2.

Between Sherman and Denison

Absolute signals between Sherman and Denison, also power operated switch at North Sherman Junction, are operated from Tower 16, Sherman.

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

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

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

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

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

Cotton Mill and Jaques spurs are equipped with electric switch locks, and before switches can be used trainmen must secure permission from signal operator. When signal operator releases lock, indicator in lock box will show clear. Trainman can then turn crank to the left which will unlock switch. After restoring switch to normal position make sure crank is restored to normal position and box locked.

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

Concrete instrument house, North Sherman Junction.

Relay post Cotton Mill spur switch.

Relay post Jaques spur switch.

Signal case M. P. 337.4.

Interlocking No. 93, Denison.

Freight station, Denison.

Approach signal M. P. 328.1, Sherman yard.

Telegraph office, Frisco yard, Sherman.

Between Ennis and Garrett

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

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

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

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

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

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

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

Between Tower 26 and Niles (Freight Route)

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

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

Absolute signal located at fouling point on eastward track, and

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

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

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

- SA yard crossover, west of Hardy Street.
- At signal near old signal shop.
- Old freight house lead.
- At first signal west of North Main Street underpass.
- West end shop lead.
- Signal at Houston Avenue.
- Niles.

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

CENTRALIZED TRAFFIC CONTROL LIMITS

Between T&P Junction and Belt Junction and between Belt Junction and Miller

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Location of local telephones:

- Towers 118, Belt Junction and 119, T&P Junction.
- Relay post, Houston Division main track, at Briggs.
- Signal case at west switch, Fox.
- Cable pole at signal M. P. 314.9, Houston Division.
- Signal case at M. P. 259.7, at west crossover, Miller.
- Signal bridge at east end double track.
- Signal case, west drill track switch, Miller.
- Signal at M. P. 260.5, west end, Trinity River Bridge.

WHISTLE CODE, TOWER 119, T. & P. JUNCTION

- To or from direction of Gifford ———
- To or from T.&P. main track connection o ———
- To or from T.&P. Yard ——— o ——— o

WHISTLE CODE, TOWER 118, BELT JUNCTION

- Toward Forest Avenue with current of traffic from any point ——— o ———
- Toward T.&P. Junction from any point o o ——— o o
- Toward Miller from any point o ——— o
- Toward Dallas Yard (Old Main Track) from any point ——— o ——— o
- Toward Houston Division main track at Briggs o ——— o o
- Eastward main track against the current of traffic from any point o ——— o ———
- Siding at Fox from any point o ——— ———
- Drill track at Miller from any point o o ——— o

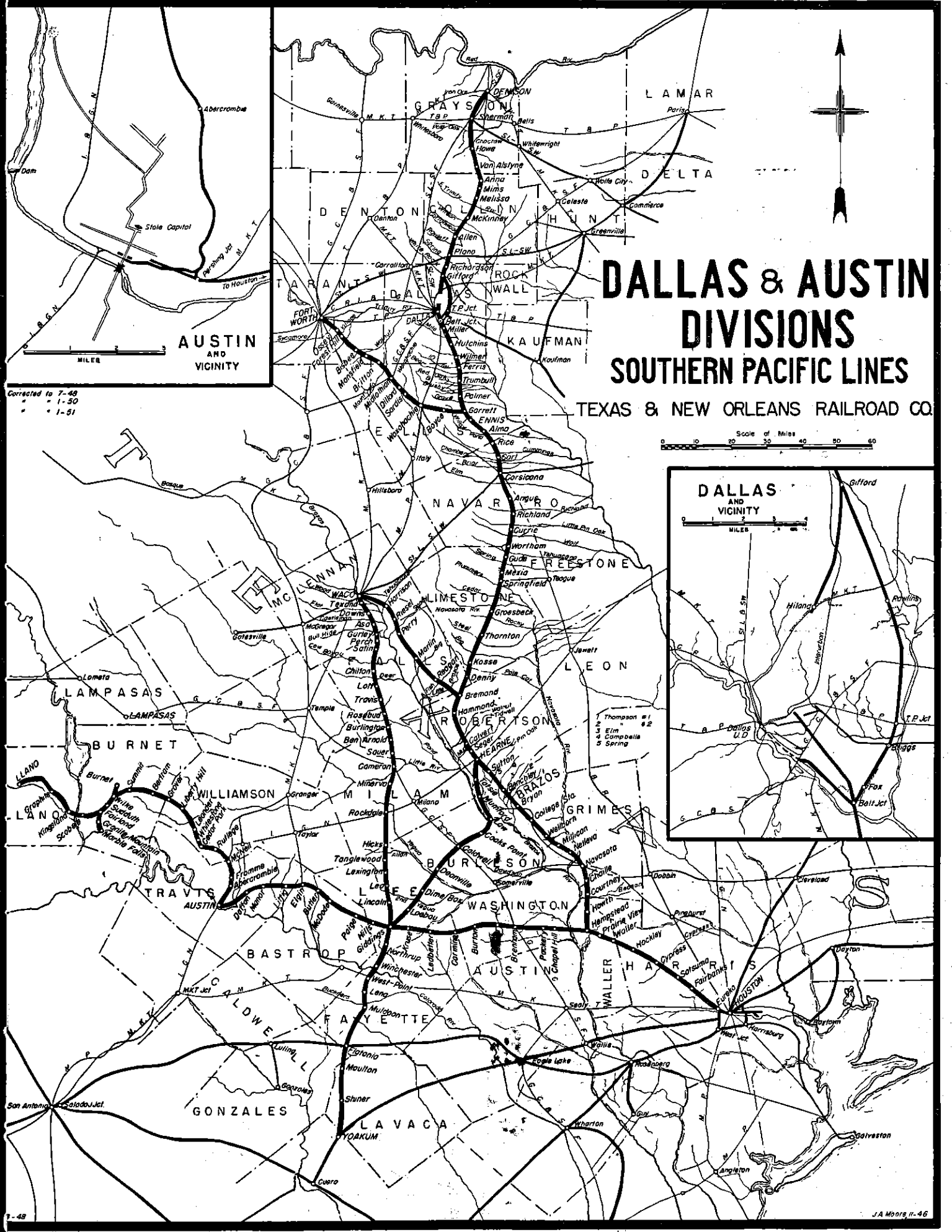
Houston Division trains approaching Briggs and Belt Junction will call for route in accordance with destination, either toward Forest Avenue, toward Miller, or toward Houston Division main track at Briggs, as the case may be, using at Briggs the same whistle code as at Tower 118, Belt Junction.

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

On Double Track between Forest Avenue and Belt Junction

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

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

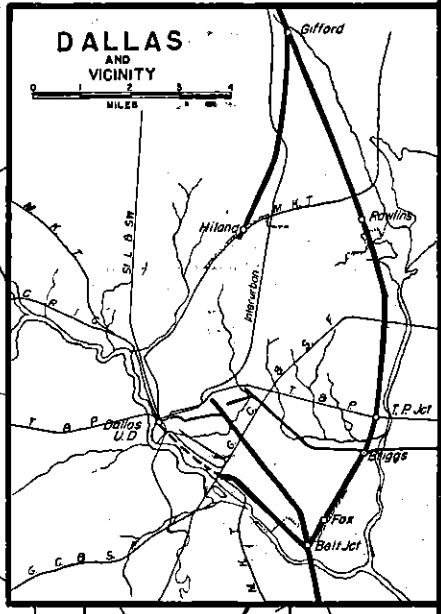


DALLAS & AUSTIN DIVISIONS

SOUTHERN PACIFIC LINES

TEXAS & NEW ORLEANS RAILROAD CO.

Scale of Miles 0 20 40 60



Corrected to 7-48
 - 1-30
 - 1-51