

**ST. LOUIS SOUTHWESTERN RAILWAY LINES
HOSPITAL TRUST**

Texarkana, Arkansas, Dr. Wm. Hibbitts, Chief Surgeon, The St. Louis Southwestern Hospital. (Patients should register at the hospital before consulting any member of the staff, or any specialist in the city.)

DISTRICT SURGEONS

Mt. Pleasant, Texas.....Drs. T. S. Grissom and J. M. Ellis.
Commerco, Texas.....Drs. C. G. Allen, G. W. Holderness,
.....L. T. Waller
Greenville, Texas.....Drs. Joe Becton, Jr. and W. C. Morrow
Dallas, Texas.....Drs. J. H. Dorman, Chas. F. Carter, Pathologist
North Ft. Worth, Texas.....Dr. Abe Greines
Ft. Worth, Texas.....Drs. Jack Daly and Wm. S. Webb, Specialist
.....and T. M. Jeter
Tyler, Texas.....Drs. Clayton Shirley, Irving Brown,
.....and R. L. Page, Specialist
Lufkin, Texas.....Dr. L. H. Denman
Corsicana, Texas.....Drs. Shell & Shell
Waco, Texas.....Drs. H. F. Connally, J. E. Lattimore,
.....Cleveland T. Brooks, Specialist and F. F. Kirby, Urologist

Local Surgeons (Treat Injury Cases Only)

Naples, Texas.....Dr. Wm. Smith
Winfield, Texas.....Dr. F. O. Taylor
Mt. Vernon, Texas.....Dr. E. C. Fuquay
Weaver, Texas.....Dr. W. W. Manning
Sulphur Springs, Texas.....Dr. Earl Stirling
Nevada, Texas.....Dr. T. A. Summers
Flano, Texas.....Dr. S. B. Wyatt
Grapevine, Texas.....Dr. J. A. Allison
Dallas, Texas.....Drs. Elbert Dunlap, Albert
.....D'Errico, S. E. Milliken, R. S. Yancey, E. H. Cary
.....and Maxwell Thomas, Eye, Ear, Nose and Throat
Ft. Worth, Texas.....Drs. Alden Coffey, M. E. Tadlock
.....Porter Brown and Chas. E. Ball, Specialist
Wolfe City, Texas.....Dr. S. E. Cooper
Bailey, Texas.....Dr. C. C. Adair
Randolph, Texas.....Dr. T. B. Stephens
Whitewright, Texas.....Dr. Ross R. May
Tom Bean, Texas.....Dr. A. R. Littrell
Sherman, Texas.....Dr. A. M. McElhannon
Pittsburg, Texas.....Dr. J. K. Bates
Bettie, Texas.....Dr. Geo. A. Taylor
Gilmer, Texas.....Drs. H. M. and Madison Ragland, J. G. Daniels
Big Sandy, Texas.....Dr. P. D. Reynolds
Winona, Texas.....Dr. J. C. Smith
Flint, Texas.....Dr. G. M. Walker
Jacksonville, Texas.....Drs. Travis & Travis
Eusk, Texas.....Dr. T. H. Cobble
Forest, Texas.....Dr. J. P. Ramsey
Wells, Texas.....Dr. J. L. DuBose
Lufkin, Texas.....Dr. T. A. Taylor
Chandler, Texas.....Drs. C. F. Moon and J. F. Baugh
Brownshoro, Texas.....Dr. A. C. Horton
Athens, Texas.....Dr. R. H. Hodge
Malakoff, Texas.....Dr. P. T. Killman
Trinidad, Texas.....Dr. J. F. Searis
Korens, Texas.....Dr. J. C. Blair
Corsicana, Texas.....Drs. L. E. Kelton, Jr., and E. P. Norwood, Specialist
Furdon, Texas.....Dr. W. R. Russell
Dawson, Texas.....Dr. A. B. Worsham
Hubbard, Texas.....Dr. Livingston Barnes
Mt. Calm, Texas.....Dr. T. M. Morris
Waco, Texas.....Dr. S. C. Spencer
McGregor, Texas.....Dr. T. J. Edwards
Gatesville, Texas.....Dr. T. M. Hall

DENTISTS

(Examination of teeth, advice, cleaning, treatments and extractions only)

Texarkana.....Dr. A. H. A. Jones (Col.)
Tyler, Texas.....Drs. A. L. DeWitt; J. E. Warren (Col.)
.....E. L. Francis (Col.)
Waco, Texas.....Drs. Davis Sallee; W. G. Sorelle (Col.)
Commerco, Texas.....Dr. Claud Smith
Lufkin, Texas.....Dr. B. L. Mann
Ft. Worth, Texas.....Dr. R. F. Calkins, Dr. O. K. Weaver
Dallas, Texas.....Dr. H. R. Beachum

L. E. HOFFMAN, Inspector of Operation.....Tyler, Texas
S. V. DOWNS, Transportation Inspector.....Pine Bluff, Ark.
E. RHONE, Assistant Superintendent.....Tyler, Texas
District—Tyler to Texarkana, Mt. Pleasant to Dallas, Ft. Worth and Sherman.
R. D. ALLEN, Assistant Superintendent.....Tyler, Texas
District—Tyler to Waco and Lufkin, including Tyler and Waco Yard.
J. F. MONTGOMERY, Assistant Superintendent.....Waco, Texas
District—Waco to Gatesville.
C. J. CRAIG, Trainmaster.....Texarkana, Texas
District—Texas Division.
E. H. WALTERS, Trainmaster.....Tyler, Texas
District—Texas Division
E. F. HAKALSON, Road Foreman of Engines.....Tyler, Texas
District—Mt. Pleasant to Gatesville and Lufkin Branch
R. S. WHAM, Road Foreman of Engines.....Tyler, Texas
District—Texarkana to Dallas, Ft. Worth and Sherman Branch
W. S. PEESTRIDGE, Chief Train Dispatcher.....Tyler, Texas
J. R. GASSAWAY, Night Chief Dispatcher.....Tyler, Texas
J. C. THARPE, Night Chief Dispatcher.....Tyler, Texas
H. B. BROWN, Asst. Chief Dispatcher.....Tyler, Texas

BERRYMAN HENWOOD, Trustee

**St. Louis Southwestern
Railway Company**

OF TEXAS, Debtor

**TEXAS DIVISION
TIME TABLE No.**



Effective 12:01 A. M.

SUNDAY, JULY 30, 1944

Supersedes previous time table and all rules in conflict with those herein.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

The Railway Reserves the Right to Vary Therefrom as Circumstances May Require

CENTRAL STANDARD TIME

**F. W. GREEN, Chief Operating Officer,
St. Louis, Mo.**

**K. M. POST, General Superintendent,
Tyler, Texas.**

**G. R. MATTHEWS, Superintendent Transportation,
Tyler, Texas.**

**W. G. HAZLEWOOD, Superintendent,
Tyler, Texas.**

Employees in Train, Engine, Yard and Telegraph Service must have a copy of Special Instructions No. 6, effective 12:01 a. m. April 9, 1944, in their possession, with copy of current Time Table while on duty.

TO ALL EMPLOYEES:

With few exceptions, the railroad transportation industry has done a fine job in the movement of men and munitions required in the war effort. The Office of Defense Transportation and the military authorities have repeatedly stressed the vital part which railroad transportation has had in the success of the war effort up to this time. The war is not yet won, but the prospects are encouraging. Until it is won, railroad transportation must continue to function, not only as well as it has done but even better than heretofore.

While our railroad has just cause for pride in its accomplishments of the past, any failure or let down now would be disastrous. We must not yield to the temptation that we are tired and are entitled to relax our efforts. Our boys and girls in the armed services are cheerfully undergoing risks and hardships, compared with which our own are trivial.

Let us one and all dedicate ourselves wholeheartedly to the job of seeing this thing through until final victory has been won!

Since the above was written, the following telegram has been received:

“Washington, D. C., July 19, 1944.

To the Men and Women of St. Louis Southwestern Ry. Co.
Attention Daniel Upthegrove, Chief Executive Officer, St. Louis.

The success of the Allied landings on Western Europe—in fact, the success of every campaign undertaken by American ships and men in every war theater—has depended heavily upon the efficient transportation facilities which the railroads of the United States have made available to the armed forces and to the war plants producing for them. Materials must arrive at factories and shipyards on time if production schedules are to be met. Men and equipment must arrive at embarkation docks on time if invasion schedules are to be met. It is to the lasting credit of the men and women who staff and operate our railroads that they have never failed to meet these grave responsibilities. Every one of you may be proud of your individual part in helping the Navy to gain command of the seas and carry the fight relentlessly toward the inner citadels of the enemy.

W. B. Young, Rear Admiral, Supply Corps.
United States Navy,
Chief of the Bureau of Supplies and Accounts.”



Chief Operating Officer

TEXARKANA INTERLOCKING WHISTLE SIGNALS

Main track over KCS crossing and T&P crossing	—
Main track to the Union Station	00
Union Station to main track	00
Main track through crossover No. 6 to B-Lead	000
B-Lead through crossover No. 6 to main track	000
Main track through Crossover No. 5 to A-Lead	000 —
A-Lead through Crossover No. 5 to main track	000 —
A-Lead to Wye Siding	00000
Wye Siding to A-Lead	00000
B-Lead to Wye Siding	— 00 —
Wye Siding to B-Lead	— 00 —
Main track through Crossover No. 6 to A-Lead	— 000 —
A-Lead through Crossover No. 6 to main track	— 000 —
Union Station to Post Pipe track	000 — 0
Post Pipe track to main track	0000 — 0
K C S Transfer	— —
From KCS Transfer to Cotton Belt main track	— — —
T&P Crossing only from A Lead	— 0
T&P Crossing only from B Lead	— — 0

Engines with or without cars crossing from one lead to the other
lead must whistle 0 — 0 before starting such move.

**SAFETY IS OF THE FIRST IMPORTANCE IN THE DISCHARGE OF DUTY.
OBEDIENCE TO THE RULES IS ESSENTIAL TO SAFETY.**

Transportation employes will comply with instructions of Road Foremen of Engines in connection
with train and engine movements.

TRAIN DISPATCHERS TYLER, TEXAS

B. B. Corban

G. J. Satterfield

H. T. Cope

R. L. Whitener, Jr.

C. E. Prestridge

G. G. McGee

F. L. Maxwell

B. O. Irons

E. M. Graybill

C. L. Ellis

O. H. Knight

E. L. Hart

Capacity of Tracks in Cars		Distance from Miles Point	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	FIRST CLASS								
Salage	Others			1 Lone Star Daily	101 Passenger Daily	5 Morning Star Daily	105 Passenger Daily					
	Yrd	419.56	DN... TEXARKANA T. & P. 0.41 Crossing	L 6.30 AM		L 5.45 PM						
	Yrd	419.15	DN... TEXARKANA YARD K. C. B. 4.10 Crossing	6.32		5.47						
	97	423.25	DN... EYLAU 3.11	6.38		5.53						
	28	426.36	HARTMAN 5.42	6.42		5.57						
	97	431.78	D... REDWATER 5.46	6.49		6.05						
	97	437.24	DN... MAUD 2.39	6.57		6.13 28						
	85	440.23	CORLEY 2.38	7.01		6.17						
	22	443.11	CARBONDALE 3.35									
	97	446.46	SILMS 4.15	7.09		6.25						
	97	450.61	DN... BASSETTS 8.55	7.14		6.31						
	97	454.17	DARDEN 3.05	7.18		6.35						
	25	457.22	JENNINGS LAKE 4.29									
120	111	461.51	DN... NAPLES 4.34	s 7.30		s 6.48						
	97	465.25	D... OMAHA 6.48	s 7.39		s 6.57						
	92	472.33	COCKVILLE 7.20	7.49		7.07						
	Yrd	479.53	DN... MT. PLEASANT 0.05	A 8.01 AM	L 8.15 AM	A 7.20 PM	L 7.30 PM					
	Yrd	479.58	DALLAS JCT. 3.42		8.16		7.31					
	82	483.00	KILFOYLE 3.68		8.21		7.36 116					
	53	486.69	HARVARD 3.32		f 8.26		f 7.41					
	85	490.00	NORTH PITTSBURG L. & A. 1.17 Crossing		8.30		7.49 102					
27	139	491.17	DN... PITTSBURG 5.87	s 8.35 154		s 7.54						
	83	497.04	PINE 4.79		f 8.42		f 8.01					
	88	501.83	SMITH 2.68		f 8.48		f 8.07					
	15	504.51	BETTIE 1.46		f 8.52		f 8.11					
	88	505.97	DELROSE 4.09		8.54		8.13					
105	154	510.06	DN... GILMER 4.23	s 9.00		s 8.19						
	82	514.29	SUFFOLK 2.45		9.10		8.30 118					
	27	516.74	PRITCHETT 2.27		s 9.14		f 8.35					
	82	519.01	MONTY 1.81		9.18		8.39					
	13	520.82	PINNAOLE T. & P. 4.25 Crossing		9.22 106		8.42					
	85	525.07	DN... BIG SANDY 8.13	s 9.31		s 8.52						
	83	532.20	D... WINONA 3.60		s 9.44		s 9.05					
	81	536.80	D... CAMP FANNIN 3.76		s 9.49		s 9.15					
	71	540.58	AKRON L. G. N. 6.00 Crossing		9.59		9.21					
	Yrd	548.56	DN... TYLER	A 10.10 126 AM		A 9.35 PM						
			127.41	Daily	Daily	Daily	Daily					
				1	101	5	105					

Northward Trains are Superior to Southward Trains of the Same Class.

See Pages 3 and 17 for Special Instructions pertaining to Tyler Sub-Division.

TYLER SUB-DIVISION

SOUTHWARD—Concluded

Station Numbers	Telegraph Code	Fuel, Water, Wyes, etc.	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	SECOND CLASS					THIRD CLASS			
				119	43	117	317	121	27	153		
				Motor Special Daily	Blue-Streak Daily	Fast Freight Daily	Fast Freight Daily	Freight Daily	Local Daily Except Sunday	Local Daily Except Monday		
419	RN		DN... TEXARKANA.....									
			T. & P. 0.41 Crossing									
419	X	WOY TX	DN... TEXARKANA YARD.....	L 12.10 PM	L 1.30 PM	L 7.45 PM	L 8.25 PM		L 10.30 AM			
			K.C.S. 4.10 Crossing									
423	SY		DN... EYLAU.....	12.30	1.42	7.55	8.36		10.45			
			3.11									
426			HARTMAN.....	12.45	1.48	8.01	8.41		10.50			
			5.42									
432	FS	WY	D... REDWATER.....	12.56	1.67	8.10	8.50		11.05			
			5.46									
437	MD		DN... MAUD.....	1.07	2.06	8.19	9.01		11.25			
			2.99									
440			CORLEY.....	1.12	2.12 ¹²⁶	8.24	9.08 ¹¹⁶		11.33			
			2.88									
443			CARBONDALE.....	1.17	2.17	8.29	9.14		11.40			
			3.35									
447			SIMMS.....	1.23	2.23	8.34	9.28 ²		11.58 ⁶			
			4.15									
451	BA	W	DN... BASSETTS.....	1.31	2.30	8.40 ¹¹⁶	9.40		12.13 PM			
			3.56									
454			DARDEN.....	1.39 ¹²⁶	2.36	8.46	9.47		12.20			
			3.05									
457			JENNINGS LAKE.....	1.45	2.41	8.51	9.53		12.27			
			4.29									
462	NF		DN... NAPLES.....	1.53	2.49	9.08 ²	10.03		12.55			
			4.34									
468	ME		D... OMAHA.....	2.01	2.56	9.21	10.12		1.13 ¹²⁶			
			6.48									
472			COOKVILLE.....	2.12	3.06	9.34	10.25		1.35			
			7.20									
480	SA	WOY YX	DN... MT. PLEASANT.....	2.27	A 3.21 PM	9.54 ¹¹⁸	A 10.40 PM	L 3.00 AM	A 1.55 PM	L 5.00 AM		
			0.05									
			DALLAS JOT.....	2.30		9.56		3.02		5.02		
			3.42									
483			KILFOYLE.....	2.41		10.20		3.08		5.10		
			3.68									
487			HARVARD.....	2.48		10.27		3.15		5.18		
			3.32									
490			NORTH PITTSBURG.....	2.55		10.34		3.21		5.25		
			L. & A. 1.17 Crossing									
491	UR		DN... PITTSBURG.....	2.58		10.37		3.24		5.40		
			5.87									
497			PINE.....	3.07		10.48		3.35		5.50		
			4.79									
502			SMITH.....	3.16		10.57		3.44		5.59		
			2.68									
505			BETTIE.....	3.21		11.02		3.49		6.05		
			1.46									
508			DELROSE.....	3.24		11.05		3.52		6.08		
			4.09									
510	GI	WY	DN... GILMER.....	3.31		11.13		4.01		7.05		
			4.23									
515			SUFFOLK.....	3.40		11.22		4.09		7.15 ¹⁵⁴		
			2.45									
517			PRITCHETT.....	3.44		11.27		4.14		7.18		
			2.27									
519			MONTY.....	3.48		11.32		4.18		7.23		
			1.81									
521			PINNAACLE.....	3.51		11.35		4.22		7.26		
			T. & P. 4.25 Crossing									
525	BY	W	DN... BIG SANDY.....	4.01		12.01 AM		4.45		7.50		
			8.13									
533	WG		D... WINONA.....	4.15		12.16		5.03		8.12		
			3.60									
537	CF		D... OAMP FANNIN.....	4.21		12.24		5.09		8.25		
			8.76									
541			AKRON.....	4.28		12.32		5.17		8.43 ¹⁰⁶		
			I. G. N. 6.00 Crossing									
547	QN	WOY TX	DN... TYLER.....	A 4.40 PM		A 12.45 AM		A 5.30 AM		A 9.00 AM		
			127.41	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Monday		
				119	43	117	317	121	27	153		

Northward Trains are Superior to Southward Trains of the Same Class.

See Pages 3 and 17 for Special Instructions pertaining to Tyler Sub-Division.

Capacity of Tracks In Cars		Distance from Birds Point	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	FIRST CLASS									
Sidings	Others			106 Passenger Daily	6 Morning Star Daily	102 Passenger Daily	2 Lone Star Daily						
Yrd	419.66		DN... TEXARKANA.....		A12.40 PM		A10.10 PM						
			T. & P. 0.41 Crossing										
Yrd	419.15		DN... TEXARKANA YARD.....		12.38		10.08						
			K. O. S. 4.10 Crossing										
97	19	423.25	DN... EYLAU.....		12.30 119		10.00						
			3.11										
28		426.86	HARTMAN.....		12.26		9.56						
			5.42										
97	88	431.78	D... REDWATER.....*		12.18		9.48						
			5.46										
97	62	437.24	DN... MAUD.....*		12.10		9.40						
			2.99										
85	12	440.23	CORLEY.....*		12.06 PM		9.36						
			2.88										
22		449.11	CARBONDALE.....*										
			3.35										
97	5	446.46	SIMMS.....		11.58 27		9.28 317						
			4.15										
97	16	450.61	DN... BASSETTS.....*		11.53		9.23						
			3.56										
97	12	454.17	DARDEN.....*		11.48		9.18						
			3.05										
25		457.22	JENNINGS LAKE.....										
			4.29										
120	111	461.51	DN... NAPLES.....*		s11.38		s 9.08 117						
			4.34										
97	33	465.85	D... OMAHA.....*		s11.29		s 8.59						
			6.48										
92	32	472.33	COOKVILLE.....*		11.20		8.50						
			7.20										
Yrd	479.53		DN... MT. PLEASANT.....	A10.40 AM	L11.10 AM	A 8.10 PM	L 8.40 PM						
			0.05										
Yrd	479.58		DALLAS JCT.....	10.39		8.09							
			3.42										
82		483.00	KILFOYLE.....	10.33		8.01							
			3.68										
53	23	488.88	HARVARD.....	f10.28		f 7.55							
			3.32										
83		490.00	NORTH PITTSBURG... L. & A. 1.17 Crossing	10.23		7.49 105							
27	139	491.17	DN... PITTSBURG.....	s10.20		s 7.46							
			5.87										
83	8	497.04	PINE.....*	f10.10		f 7.36							
			4.79										
83	19	501.83	SMITH.....	f10.02		f 7.29							
			2.68										
15		504.51	BETTIE.....*	f 9.56		f 7.24							
			1.46										
83	7	505.97	DELROSE.....	9.53		7.21							
			4.09										
105	154	510.06	DN... GILMER.....	s 9.46		s 7.15							
			4.23										
82	30	514.29	SUFFOLK.....	9.34		7.02							
			2.45										
27	6	516.74	PRITCHETT.....	f 9.29		s 6.58							
			2.27										
82		519.01	MONTY.....	9.25		6.54							
			1.81										
13		520.82	PINNACLE.....	9.22 101		6.51							
			T. & P. 4.25 Crossing										
85	114	525.07	DN... BIG SANDY.....	s 9.15		s 6.45							
			8.18										
83	39	533.20	D... WINONA.....	s 8.59		s 6.28							
			3.60										
31	109	536.80	D... CAMP FANNIN.....	s 8.53		s 6.22							
			3.76										
71		540.56	AKRON.....	8.43 153		6.12							
			I. G. N. 6.00 Crossing										
Yrd	546.56		DN... TYLER.....	L 8.30 AM		L 6.00 PM							
		127.41		Daily	Daily	Daily	Daily						
				106	6	102	2						

Northward Trains are Superior to Southward Trains of the Same Class.

See Pages 3 and 17 for Special Instructions pertaining to Tyler Sub-Division.

TYLER SUB-DIVISION

NORTHWARD—Concluded

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	SECOND CLASS		THIRD CLASS					
				18 Fast Freight Daily	154 Local Daily Except Sunday	126 Freight Daily	116 Fast Freight Daily	118 Freight Daily	28 Local Daily Except Sunday		
419	RN		DN... TEXARKANA								
419	X	WOY TX	T. & P. 0.41 Crossing DN... TEXARKANA YARD	A 4.30 AM		A 3.00 PM	A 9.55 PM		A 7.00 PM		
423	SY		K. O. S. 4.10 Crossing DN... EYLAU	4.18		2.46	9.43		6.47		
426			HARTMAN	4.12		2.40	9.37		6.41		
432	FS	WY	D... REDWATER	4.02		2.30	9.27		6.30		
437	MD		MAUD	3.51		2.20	9.16		6.13	5	
440			CORLEY	3.45		2.12	9.08 ³¹⁷		5.47		
443			CARBONDALE	3.40		2.06	8.58		5.41		
447			SIMMS	3.34		1.59	8.50		5.35		
451	BA	W	DN... BASSETTS	3.26		1.50	8.40 ¹¹⁷		5.25		
454			DARDEN	3.20		1.39 ¹¹⁹	8.29		5.15		
457			JENNINGS LAKE	3.14		1.30	8.24		5.05		
462	NF		DN... NAPLES	3.06		1.21	8.18		4.55		
466	ME		D... OMAHA	2.58		1.13 ²⁷	8.12		4.40		
472			COOKVILLE	2.45		1.01	8.03		4.15		
480	SA	WO YX	DN... MT. PLEASANT	L 2.30 AM	A 9.40 AM	12.45	7.48	A 9.54 ^{PM 117}	L 4.00 PM		
			DALLAS JOT		9.32	12.40	7.44	9.49			
483			KILFOYLE		9.22	12.20	7.36 ¹⁰⁵	9.43			
487			HARVARD		9.15	12.13	7.21	9.37			
490			NORTH PITTSBURG		9.05	12.07	7.15	9.31			
491	UR		L. & A. 1.17 Crossing DN... PITTSBURG		8.35 ¹⁰¹	12.04 ^{PM}	7.12	9.28			
497			PINE		8.15	11.54	7.02	9.19			
502			SMITH		8.05	11.46	6.54	9.11			
505			BETTIE		7.59	11.40	6.49	9.07			
506			DELOSE		7.56	11.37	6.46	9.04			
510	GI	WY	DN... GILMER		7.48	11.29	6.38	8.55			
515			SUFFOLK		7.15 ¹⁵³	11.20	6.29	8.30 ¹⁰⁵			
517			PRITCHETT		7.07	11.15	6.24	8.12			
519			MONTY		7.02	11.10	6.19	8.07			
521			PINNAACLE		6.58	11.06	6.16	8.03			
525	BY	W	T. & P. 4.25 Crossing DN... BIG SANDY		6.50	10.56	6.07	7.55			
533	WG		D... WINONA		6.30	10.35	5.49	7.34			
537	CF		D... CAMP FANNIN		6.18	10.29	5.43	7.28			
541			AKRON		6.12	10.22	5.37	7.22			
547	QN	WOY TX	L. G. N. 6.00 Crossing DN... TYLER	L 6.00 AM	L 10.10 ^{101 AM}	L 5.25 PM	L 7.10 PM				
			127.41	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday		
				18	154	126	116	118	28		

Northward Trains are Superior to Southward Trains of the Same Class.

See Pages 3 and 17 for Special Instructions pertaining to Tyler Sub-Division.

8 COMMERCE SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
Sidings	Others			1 Lone Star Daily	5 Morning Star Daily	317 Fast Freight Daily	43 Blue-Streak Daily	25 Local Daily Except Sunday	
	Yard	479.53	DN... MT. PLEASANT 0.05	L 8.10 AM	L 7.30 PM	L 11.20 PM	L 3.23 PM	L 7.00 AM	
	Yard	479.58	DALLAS JOT 3.79	8.11	7.31	11.22	3.25	7.05	
102		483.37	ADORA 5.17	8.21	7.41	11.40	3.35	7.15	
87	42	488.54	D... WINFIELD 6.79	f 8.28	f 7.48	11.50	3.44	7.25	
59	64	495.33	DN... MT. VERNON 6.89	s 8.39	s 7.58 ²	12.03 AM	3.55	7.55	
86	37	501.72	D... SALTILLO 4.82	8.48	f 8.09	12.15	4.07	8.05	
84	27	506.54	WEAVER 3.83	8.54	f 8.15	12.23	4.16	8.15	
59		510.37	WHITE OAK 7.47	8.59	8.20	12.30	4.22	8.21	
63	283	517.84	DN... SULPHUR SPRINGS 4.63	s 9.11 ²⁵ ₂₆	s 8.33	12.52 ¹⁸	4.36	9.11 ¹ ₂₆	
83		522.47	TENRAG 5.44	9.18	8.40	1.01	4.46	9.33	
89	23	527.91	RIDGEWAY 4.66	9.25	f 8.47	1.11	4.55	9.50 ⁶	
83		532.57	DUNSMOOR 4.42	9.31	8.53	1.20	5.02	10.05	
	Yard	536.99	DN... COMMERCE	A 9.38 ⁶ _{AM}	A 8.59 PM	A 1.30 AM	A 5.10 PM	A 10.15 AM	
			57.46	Daily	Daily	Daily	Daily	Daily Except Sunday	
				1	5	317	43	25	

Northward Trains are Superior to Southward Trains of the Same Class.
See Page 18 for Special Instructions pertaining to Commerce Sub-Division.

DALLAS SUB-DIVISION

SOUTHWARD

Capacity of Tracks, in Cars		Distance from Birds Point	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	FIRST CLASS		SECOND CLASS		THIRD CLASS		
Sidings	Others			1 Lone Star Daily	5 Morning Star Daily	317 Fast Freight Daily	43 Blue-Streak Daily	343 Blue-Streak Daily	261 T.&N.O. 261 Freight Daily Except Sunday	23 Local Daily Except Saturday
	Yard	536.99	DN... COMMERCE 4.81	L 9.43 AM	L 9.03 PM	L 2.10 AM	L 5.40 PM	L 9.53 AM	L 8.10 PM	
60		541.80	GRANBY 4.02	9.50	9.10	2.21	5.48	10.03	8.20 ²⁴	
60	10	545.82	NEYLAND 5.50	9.56	9.16	2.30	5.55	10.12	8.28	
	Yard	551.82	DN... GREENVILLE L & A 3.66	s 10.12	s 9.31 ²³	2.45	6.15	A 10.25 AM	8.38 ⁵ _{1.8}	
54		552.08	M. K. T. FERGUS 6.73	10.18	9.37	2.53	6.31 ²		10.45 ³¹⁸	
53	21	559.71	CLINTON 5.16	f 10.28	f 9.46	3.06	6.46		10.55	
57	70	564.87	D... JOSEPHINE 4.10	s 10.37	f 9.55 ¹⁸	3.17	6.56 ²⁴		11.07	
45	25	568.97	D... NEVADA 3.66	s 10.45	f 10.02 ³¹⁸	3.25	7.04		11.17	
60	27	572.63	N... LAVON G.C. & S.F. 7.16	f 10.51	f 10.08	3.33	7.10		11.25	
108	70	579.81	D... WYLLIE 4.35	f 11.07	f 10.24	3.51	7.30		11.50	
86		584.20	MURPHY 5.33	f 11.14	10.31	4.01	7.38		11.58	
93	109	589.53	DN... PLANO T.&N.O. T.E. 4.06	s 11.25	s 10.41	4.12	7.48		12.15 AM	
26	11	594.49	RENNER 2.85	f 11.32	10.48	4.22	7.57		12.25	
42	77	598.34	DN... ADDISON 5.20	f 11.37	f 10.54	4.35 4.55	A 8.05 PM	L 8.10 PM	A 12.35 AM	
31	28	603.54	MEADERS 2.48	11.47	11.03	5.10		8.25 ³¹⁸		
NS		606.02	UNIVERSITY 0.52	f 11.54	f 11.09					
52	6	606.54	EXALL 3.32	11.57	11.12	5.20	8.35			
		610.86	T. & P. ST. L. S. W. R. R. JOT 0.43	12.05 PM	11.20 ³⁴⁴	5.40	8.45			
		611.28	DN... DALLAS TERMINAL STA. M.K.T. G.C. & S.F. 1.14	A 12.10 PM	A 11.25 PM					
	Yd.	612.42	T.&N.O. DALLAS FREIGHT YARD T.&N.O.			A 6.00 AM		A 9.00 PM		
			75.48	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Saturday	
				1	5	317	43	343	261	23

Northward Trains are Superior to Southward Trains of the Same Class.
See Page 18 for Special Instructions pertaining to Dallas Sub-Division.

COMMERCE SUB-DIVISION

NORTHWARD

9

Station Numbers	Telegraph Calls	Fuel Water, Wyes, etc.	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	FIRST CLASS		SECOND CLASS			THIRD CLASS	
				6 Morning Star Daily	2 Lone Star Daily	18 Fast Freight Daily			26 Local Daily Except Sunday	
480	SA	WOYX	DN... MT. PLEASANT 0.05	A 11.00 AM	A 8.25 PM	A 2.20 AM			A 11.20 AM	
			DALLAS JCT. 3.73	10.59	8.24	2.15			11.15	
C 483			ADORA 5.17	10.50 ²⁶	8.14	2.02			10.50 ⁶	
C 489	WN		D... WINFIELD 6.79	f 10.43	f 8.07	1.52			10.25	
C 495	VR		DN... MT. VERNON 6.39	s 10.35	s 7.58 ⁵	1.39			10.10	
C 502	SH	W	D... SALTILLO 4.82	* 10.25	7.48	1.26			9.45	
C 507			WEAVER 3.83	* 10.19	7.42	1.17			9.35	
C 510			WHITE OAK 7.47		7.37	1.10			9.26	
C 518	SU		DN... SULPHUR SPRINGS 4.68	s 10.02	s 7.25	12.52 ³¹⁷			9.11 ¹ ₂₅	
C 523		W	TENLAG 5.46	9.57	7.20	12.41			8.30	
C 528			RIDGEWAY 4.42	* 9.50 ²⁵	7.14	12.32			8.20 ²⁵	
C 533			DUNSMOOR 4.42	9.44	7.08	12.23			8.10 ²⁵	
C 537	CR	WOTX	DN... COMMERCE	L 9.38 ¹ AM	L 7.03 PM	L 12.15 AM			L 8.00 AM	
			57.46	Daily	Daily	Daily			Daily Except Sunday	
				6	2	18			26	

Northward Trains are Superior to Southward Trains of the Same Class.
See Page 18 for Special Instructions pertaining to Commerce Sub-Division.

DALLAS SUB-DIVISION

NORTHWARD

Station Numbers	Telegraph Calls	Fuel Water, Wyes, etc.	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	FIRST CLASS		SECOND CLASS			THIRD CLASS	
				6 Morning Star Daily	2 Lone Star Daily	18 Fast Freight Daily	318 Fast Freight Daily	24 Local Daily Except Sunday	262 T.&N.O. 262 Freight Daily Except Sunday	344 Freight Daily
C 537	CR	WOTX	DN... COMMERCE 4.81	A 9.34 AM	A 7.00 PM	A 11.05 PM	A 11.25 PM	A 8.30 PM	A 11.40 AM	
C 542			GRANBY 4.02	9.27	6.53	10.53	11.13	8.20 ²³	11.30	
C 546			NEYLAND 5.50	9.21	6.48	10.45	11.05	8.09	11.20	
C 551	GN	W	DN... GREENVILLE L & A. 1.66	s 9.13	s 6.40	10.35 ²³	10.55	7.59	11.10 AM	
C 553			M. K. T. FERGUS 6.73	9.03	6.31 ⁴³	10.25	10.45 ²³	7.25		
C 559	JO		OLINTON 6.16	f 8.55	f 6.23	10.10	10.30	7.10		
C 566	VA		D... JOSEPHINE 4.10	f 8.47	s 6.16	9.55 ⁵	10.18	6.56 ⁴³		
C 569	YO	W	D... NEVADA 3.86	f 8.41	s 6.10	9.40	10.02 ⁵	6.43		
C 573	WY		N. G. & S. F. LAVON 7.18	8.35	f 6.05	9.32	9.45	6.35		
C 580	WY		D... WYLLIE 4.89	8.21	s 5.51	9.12	9.25	6.15		
C 584			MURPHY 5.33	8.14	f 5.44	9.03	9.16	6.05		
C 590	PY	W	DN... PLANO T.&N.O. T.E. 4.96	s 8.06	f 5.37	8.51	9.05	5.55		
C 595			BENNER 3.85	7.57	f 5.28	8.41	8.55	5.45		
C 598	NO	Y	DN... ADDISON 5.20	7.52	s 5.23	L 8.30 PM	8.45	L 5.35 PM		A 11.50 PM
L 604			MEADERS 2.48	7.45	5.15		8.25 ³⁴³			11.38
L 606			UNIVERSITY 0.52	s 7.41	s 5.11		8.15			11.30
L 607			EXALL 4.32	7.38	5.08		8.05			11.20 ⁵
L 612	UT	WY	ST. L. S. W. R. R. JOT 0.42	L 7.30 AM	L 5.00 PM					
L 612	VI	XW	DN... DALLAS TERMINAL STA. T.&N.O. G.C.&S.F. 1.14				L 7.55 PM			L 11.10 PM
			DN... DALLAS FREIGHT YARD T.&N.O.							
			75.43	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily
				6	2	18	318	24	262	344

Northward Trains are Superior to Southward Trains of the Same Class.
See Page 18 for Special Instructions pertaining to Dallas Sub-Division.

SECOND CLASS		Capacity of Tracks, In Cars		Distance from Birde Point	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	Station Numbers	Tele-graph Calls	Fuel, Water Wyes, etc.	SECOND CLASS	
217 Mixed Daily Except Sunday		Sidings	Others							218 Mixed Daily Except Sunday
L 2.01 AM			Yard	536.99	DN..... COMMERCE	C 537	CR	WTXO		A 9.50 PM
f 2.21			24	542.55	T. & N. O. 5.58 FAIRLIE Crossing	D 543				f 9.30
s 3.10		41	80	550.02	D..... WOLFE CITY	D 550	WF	W		s 9.05
f 3.45			28	557.38	G. C. & S. F. 7.36 BAILEY Crossing	D 557				f 8.25
f 4.10		21		564.17	8.79 RANDOLPH	D 564		W		f 8.05
s 4.50		25	36	572.45	M. K. T. 8.28 D..... WHITEWRIGHT Crossing	D 573	W			s 7.35
s 5.10		42		578.04	D..... TOM BEAN	D 578	BN			s 7.07
f 5.30			5	583.37	5.33 LUELLA	D 583				f 6.50
A 6.00 AM			Yard	589.19	S. L. S. F. & T. 5.82 DN..... SHERMAN Crossing	D 589	DO	WTXO		L 6.30 PM
Daily Except Sunday					52.20					Daily Except Sunday
217										218

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class

At Commerce, No. 217 will wait for No. 317, unless otherwise instructed.

See Special Instructions No. 6, for instructions pertaining to operation of Automatic Interlocker Plant at Whitewright M.P. D-572.22.

St. L. S. W. Ry. Co. of Texas employees using joint track with T. & N. O. R. R. in Sherman Yard will be governed by rules and time table of the T. & N. O. R. R.

All trains reduce speed to 10 miles per hour over Bridge 222 M.P. D-571.33. Roadway under this bridge is used as underpass and does not have clearance for high trucks. Keep sharp lookout for bridge being knocked out of line.

RAILROAD CROSSINGS AT GRADE

T. & N. O. R. R. M.P. D537.01

G. C. & S. F. R. R. M.P. D550.33

M. K. T. R. R. of Texas. M.P. D572.22 (Interlocked)

St. L. S. F. & T. Ry. M.P. D589.02

SOUTHWARD

FORT WORTH SUB-DIVISION

NORTHWARD

11

Third Class 23 Mixed Daily Except Sunday	SECOND CLASS		Capacity of Tracks, in Cars		Dis- tance from Birds Point	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS				Station Numbers	Tele- graph Calls	Fuel, Water, Wyes, etc.	SECOND CLASS	
	17 Fast Freight Daily	43 Blue-Streak Daily	Sidings	Others		18 Fast Freight Daily	24 Mixed Daily Except Sunday							
L 12.40 AM	L 4.45 AM	L 8.20 ¹⁸ PM	42	98	598.34	DN.....	ADDISON.....	C 598	NO	Y	A 8.20 ⁴³ PM	A 5.15 PM		
s 12.55	4.55	8.30	44	69	603.20	DN.....	CARROLLTON.....	C 603	HF	W	8.11	s 5.05		
f 1.10	5.05	8.40	67	15	608.93	M.K.T. 5.73	Crossing							
s 1.28	5.15	8.47	67	32	613.40	ST.L.S.F.&T. 4.47	Crossing							
f 1.50	5.35	9.01	67	15	622.31	.....	COPELL.....	C 609			8.02	f 4.50	
2.00	5.45	9.10	67	32	613.40	D.....	GRAPEVINE.....	C 614	VN		7.55	s 4.40		
A 2.05 AM	A 6.00 AM	A 9.15 PM	67	15	622.31	T. & P. 8.91	Crossing				7.42	f 4.20		
			47		627.73	.....	SMITHFIELD.....	C 622			7.34	4.10	
					630.20	.....	SWESTERN.....	C 628			7.30 PM	L 4.00 PM	
				Yard	632.15	DN.....	HODGE.....	C 630	HG	WOYX				
					632.76	.....	TOWER.....	C 633					
					634.41	F.W.D.C.-C.R.I.G. 0.61	Crossings							
					634.84	Ft.W.B.-G.O.&S.F. 1.65	Crossings							
						.....	RIO.....						
						.....	HAMPTON.....						
						.....	5th STREET STATION.....	C 635					
							(Fort Worth)							
Daily Except Sunday	Daily	Daily					36.50				Daily	Daily Except Sunday		
23	17	43									18	24		

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class

St. L. S. W. Ry. of Texas employees using joint track between Tower and Hampton will be governed by rules and time table of the F.W.&D.C.R.R.

All trains and engines will move at restricted speed between Swestern and North Ft. Worth, expecting to find Yard Engines on main track. F. W. & D. C. R. R. Yard Engines and St. L. S. F. & T. R. R. Yard Engines and Trains use Ft. Worth Sub-Division main track between Tower and North Ft. Worth.

No switch locks on switches between Tower and Ft. Worth Freight Yard.

Swestern, Hodge, North Ft. Worth and Ft. Worth comprise one yard.

Switch at Ft. Worth Jct. at Addison will be set for Dallas Sub-Division. Switch Lights and Switch Target will indicate GREEN in this position.

Through freight trains will fill out at Addison.

Nos. 23 and 24 will handle passengers, mail, baggage and express between Hodge and Addison.

RAILROAD CROSSINGS AT GRADE

St. L. S. F. & T. R. R.	} M.P. C603.21 (Interlocked)
M. K. T. R. R. of Texas	
T. & P. Ry.	M.P. C627.73 (Interlocked)
Ft. W. & D. C. R. R.	M.P. C632.08 (Interlocked)
C. R. I. & G. R. R.	M.P. C632.14 (Interlocked)
F. & W. B. R. R.	M.P. C632.15 (Interlocked)
G. C. & S. F. R. R.	M.P. C632.20 (Interlocked)

**LIST OF TRACKS THAT MAY BE USED BY
670, 680 AND 800 CLASS ENGINES**

Carrollton.....	Siding
Coppell.....	Siding
Grapevine.....	1590 ft. North End of Siding
Smithfield.....	Siding
Hodge.....	{ Wye Tracks Roundhouse Lead Yard Tracks Nos. 1, 2 and 3

**BUSINESS TRACKS NOT SHOWN ON TIME
TABLE AS STATIONS**

NONE

See Special Instructions No. 6 for instructions pertaining to operation Automatic Interlocking Plant at Swestern M.P. C627.73.

Capacity of Tracks in Care		Distance from Birth Point	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	FIRST CLASS			SECOND CLASS				THIRD CLASS
Sidings	Others			401 Passenger Daily	101 Passenger Daily	105 Passenger Daily	117 Fast Freight Daily	115 Freight Daily	451 Local Daily Except Sunday	119 Motor Special Daily	151 Local Mon., Wed. Friday
	Yrd.	546.56	I. G. N. DN TYLER ^{Crossing}	L 10.15 AM	L 10.30 AM	L 10.00 PM	L 2.00 AM	L 7.30 ¹²⁶ AM	L 6.15 PM	L 7.40 AM	
		549.59	LUFKIN JUNCTION ^{2.03}	A 10.21 AM	10.35	10.05	2.06	A 7.38 AM	6.21	7.45	
83	5	553.09	GREENBRIER ^{4.50}		10.41	10.11	2.14		6.30	7.57 ¹⁰⁶	
83	40	558.51	D CHANDLER ^{5.42}		s 10.49	s 10.19	2.23		6.40	8.12	
83		561.51	EVELYN ^{3.00}		10.53	10.23	2.28		6.46	8.18	
83	41	566.80	DN BROWNSBORO ^{5.28}		s 11.01	s 10.32	2.38		6.57	8.30	
83	12	570.09	OPLIKA ^{3.89}		f 11.06	f 10.37	2.45		7.04	8.36	
83	27	575.18	D MURKISON ^{4.45}		s 11.13 ¹⁵²	s 10.42	2.53		7.13	8.56	
37		578.15	ASH ^{2.97}		11.17	10.47	2.59		7.18	9.03	
83		581.20	VANALL ^{3.05}		11.21	10.51	3.05		7.24	9.09	
45	129	583.77	T & N. O. DN ATHENS ^{2.57} ^{Crossing}		s 11.31	s 11.05	3.21		7.35	9.40	
83		584.53	SOUTH ATHENS ^{0.73}				3.23		7.38	9.43	
83		587.88	DAUPHIN ^{3.35}		11.36	11.11	3.29		7.45	9.50	
83	82	593.66	D MALAKOFF ^{5.78}		s 11.44	s 11.20	3.38		7.56	10.15	
83	331	598.71	D TRINIDAD ^{5.05}		s 11.52	s 11.28	3.47		8.08	10.30	
83		603.91	HALSEY ^{5.20}		11.58	11.35	3.56		8.16	10.40	
83	107	607.15	DN KERENS ^{3.24}		s 12.03 PM	s 11.42	4.01		8.22	11.01	
83	24	613.04	POWELL ^{5.89}		s 12.10	f 11.50	4.12		8.33	11.15	
83	15	617.31	STRIBLING ^{4.27}		12.16	11.55	4.20		8.42	11.25	
	Yrd.	620.03	HILL YARD ^{2.72}		12.20	11.59				11.30	
	Yrd.	621.28	B.R.L.T.&N.O. DN CORSICANA ^{1.25} ^{Crossing}		s 12.23	s 12.10 AM	A 4.30 AM	L 4.40 AM	A 9.00 PM	A 11.35 AM	
21		628.71	CORBET ^{7.43}		f 12.45	f 12.25	5.01				
NS		631.03	JESTER ^{3.22}		f 12.50	f 12.30					
57	27	634.91	D PURDON ^{2.98}		s 12.56	f 12.36	5.29 ¹⁰⁶				
35	54	642.19	D DAWSON ^{7.28}		s 1.10	s 12.51	5.55				
29	183	648.15	D HUBBARD ^{5.96}		s 1.21	s 1.03	6.15				
24	27	656.11	D MT. CALM ^{7.98}		s 1.35	f 1.18 ¹⁵⁶ ¹²⁸	6.39				
28		664.05	AXTELL ^{8.84}		f 1.49	f 1.33	7.05				
21		671.75	SELBY ^{8.80}		1.58	1.42	7.20				
		673.75	I. G. N. DN EASTCO ^{2.00} ^{Crossing}		2.02	1.46					
	Yrd.	674.05	EAST WACO ^{1.20}		f 2.07 ¹⁰²	f 1.49	A 7.30 AM				
		676.20	M.E.T. INTERNATIONAL JOT. ^{1.25} ^{Crossing}								
		676.28	H. & T. C. JUNCTION. ^{0.08}								
		676.59	G. H. & S. A. JUNCTION. ^{0.31}								
	Yrd.	676.76	DN WACO ^{0.17}		A 2.15 PM	A 1.55 AM					
			130.20	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	
				401	101	105	117	115	451	119	
										Mon., Wed. Friday	
										151	

Northward Trains are Superior to Southward Trains of the Same Class.

See Page 19 For Special Instructions Pertaining to Waco Sub-Division.

WACO SUB-DIVISION

NORTHWARD

Station Numbers	Telegraph Code	Fuel, Water, Wyes, etc.	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS			
				106 Passenger Daily	402 Passenger Daily	102 Passenger Daily	156 Local Daily Except Sunday	128 Freight Sunday Only	126 Freight Daily	152 Local Tues., Thur., Saturday	452 Local Daily Except Monday	116 Fast Freight Daily
547	QN	WYT XO	L. G. N. DN..... TYLER..... 2.03	A 8.10 AM	A 5.30 PM	A 5.40 PM			A 7.30 ⁴⁵¹ AM	A 12.30 PM	A 12.40 PM	A 4.50 PM
			LUFKIN JUNCTION..... 4.50	8.05	L 5.25 PM	5.35			7.25	12.22	L 12.32 PM	4.40
552			GREENBRIER..... 5.42	7.57 ¹⁵¹		5.29			7.15	12.11		4.30
559	CN		D..... CHANDLER..... 3.00	s 7.50		s 5.23			7.04	12.01 PM		4.22
562			EVELYN..... 5.29	7.45		5.18			6.58	11.48		4.17
567	BO	W	DN..... BROWNSBORO..... 3.89	s 7.39		s 5.12			6.49	11.37		4.09
571			OPELIKA..... 4.49	f 7.33		f 5.07			6.43	11.25		4.02
575	F		D..... MURKISON..... 2.97	s 7.27		s 5.01			6.35	11.13 ¹⁰¹		3.55
578			ASH..... 3.05	7.21		4.56			6.29	10.51		3.50
581			VANALL..... 2.57	7.17		4.51			6.23	10.45		3.44
584	AU	WY	T. & N. O. DN..... ATHENS..... 0.76	s 7.10		s 4.45			6.18	10.39		3.40
585			SOUTH ATHENS..... 3.85	7.04		4.40			6.10	9.53		3.37
588			DAUPHIN..... 5.78	7.00		4.36			6.03	9.47		3.31
594	MF	Y	D..... MALAKOFF..... 5.05	s 6.52		s 4.29			5.52	9.36		3.20
599	TD	WY	D..... TRINIDAD..... 5.20	s 6.43		s 4.20			5.44	9.19		3.11
604			HALSEY..... 3.24	6.34		4.11			5.35	8.51		3.01
607	KR		DN..... KERENS..... 5.89	s 6.29		s 4.06			5.29	8.45		2.55
613			POWELL..... 4.27	f 6.19		s 3.58			5.18	8.25		2.45
617			STRIBLING..... 2.72	6.12		3.52			5.10	8.15		2.38
620			HILL YARD..... 1.25	6.08		3.48						
621	C	WY OY	B.R.L. T. & N. O. DN..... CORSIANA..... 7.43	s 6.05		s 3.45	A 2.35 AM	A 2.35 AM	L 5.00 AM	L 8.00 AM		L 2.30 PM
629			CORBET..... 3.22	f 5.40		f 3.28	2.19	2.19				
632			JESTER..... 2.98	f 5.34		f 3.22						
635	DO		D..... PURDON..... 7.28	f 5.29 ¹¹⁵		s 3.17	2.07	2.07				
642	DA		D..... DAWSON..... 5.96	s 5.15		s 3.03	1.52	1.52				
643	CY	W	D..... HUBBARD..... 7.96	s 5.03		s 2.52	1.40	1.40				
656	CA		D..... MT. CALM..... 8.84	f 4.48		s 2.38	1.18 ¹⁰⁵	1.18 ¹⁰⁵				
665			AXTELL..... 6.80	f 4.32		f 2.23	12.45	12.45				
672			SELBY..... 2.00	4.23		2.12	12.30	12.30				
675	JO	WT XO	L. G. N. DN..... EASTCO..... 1.20	4.20		2.09						
			EAST WACO..... 1.25	f 4.18		f 2.07 ¹⁰¹	L 12.20 AM	L 12.20 AM				
			M. K. T. INTERNATIONAL JOT..... 0.08									
			H. & T. C. JUNCTION..... 0.31									
			G. H. & S. A. JUNCTION..... 0.17									
677	WD	W	DN..... WACO.....	L 4.10 AM		L 2.00 PM						
			130.20	Daily	Daily	Daily	Daily Except Sunday	Sunday Only	Daily	Tues., Thur., Saturday	Daily Except Monday	Daily
				106	402	102	156	128	126	152	452	116

Northward Trains are Superior to Southward Trains of the Same Class.

See Page 19 For Special Instructions Pertaining to Waco Sub-Division.

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GATESVILLE SUB-DIVISION

SOUTHWARD

Capacity of Tracks In Care			TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	FIRST CLASS					SECOND CLASS		THIRD CLASS	
Sidings	Others	Distance from Birds Point		605 Passenger Daily	603 Passenger Daily	601 Passenger Daily	607 Passenger Saturday Only	609 Passenger Sunday Only	615 Local Daily	617 Local Daily Except Sunday		619 Local Daily Except Sunday
Yrd.	676.76	DN	WACO	L 12.15 AM	L 6.00 AM	L 4.00 PM	L 11.20 AM	L 8.00 PM	L 8.00 AM	L 9.00 AM		L 1.45 ⁶⁰² PM
			18th ST. VIADUCT	f 12.18	f 6.03	f 4.03	11.24	8.03				
	680.17		WEST WACO	12.25	6.10	4.10	11.31	8.10	8.12	9.15		1.57
			BLACKLAND							10.15		
	680.17		WEST WACO	12.25	6.10	4.10	11.31	8.10	8.12	10.45		1.57
45	684.88		RITCHIE	12.35	6.20	4.20 ⁶¹⁶	11.41	8.20	8.24	11.00		2.09
9 98	685.81		ATCO	12.37	f 6.22	f 4.22	11.43	8.22	8.35	11.05 AM		2.45
17 5	687.97		SOUTH BOSQUE	f 12.42	f 6.27	f 4.27	11.48	8.27	8.41			2.51
34	689.54		NALER	12.45	6.30	4.30	11.51	8.30	8.45			3.01 ⁶⁰⁸
50	695.24		NORTH MCGREGOR	12.55	6.40	4.40	12.01 PM	8.40	8.59			3.15
Yrd.	696.07	DN	G.O. & S.F. Crossing MCGREGOR	s 12.58	s 6.43	s 4.43	s 12.04	s 8.43	9.10			A 3.20 ⁶¹⁶ PM
50 42	702.34	D	OGLESBY	f 1.10	f 6.55	f 4.55	f 12.21	f 8.55	9.30			
36	704.58		LIME CITY	1.14	f 6.59	f 4.59	12.26	8.59	9.37			
4	706.51		CAVITT	1.17	7.02	5.02	12.29	9.02	9.42			
50 2	709.32		BENDALE	1.22	f 7.07	f 5.07	12.36 ⁶⁰²	9.07	9.49			
10	711.66		LEON JUNCTION	f 1.27	f 7.12	f 5.12	f 12.43	f 9.12	9.55			
50 11	714.17	D	MOUND	f 1.32	f 7.17	f 5.17	f 12.48	f 9.17	10.01			
50	715.63		NORTH CAMP HOOD	A 1.35 AM	7.20	A 5.20 PM	A 12.51 PM	A 9.20 PM	10.05			
			CANTONMENT	A 1.45 AM	7.30 7.55	A 5.30 PM	A 1.00 PM	A 9.30 PM	10.25			
50	715.63		NORTH CAMP HOOD		8.00				10.35			
Yrd.	722.83	D	GATESVILLE		A 8.20 AM				A 11.00 ⁶⁰² AM			
			46.07	Daily	Daily	Daily	Saturday Only	Sunday Only	Daily	Daily Except Sunday		Daily Except Sunday
				605	603	601	607	609	615	617		619

Southward Trains are Superior to Northward Trains of the Same Class.

RAILROAD CROSSINGS AT GRADE

G. C. & S. F. R. R.

M.P. 696.06 (Interlocked)

See page 15 for Special Instructions pertaining to Gatesville Sub-Division.

GATESVILLE SUB-DIVISION

NORTHWARD

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Station Numbers	Telegraph Calls	Fuel Water, Wyes, etc.	TIME TABLE No. 11 EFFECTIVE July 30, 1944 STATIONS	FIRST CLASS					SECOND CLASS		THIRD CLASS	
				606	602	604	608	610	616	618		620
				Passenger Daily	Passenger Daily	Passenger Daily	Passenger Saturday Only	Passenger Sunday Only	Local Daily	Local Daily Except Sunday		Local Daily Except Sunday
677	WD	W	DN..... WACO 0.80 18th ST. VIADUCT 2.61 WEST WACO 6.47	A 3.30AM	A 1.45 ⁶¹⁹ PM	A 7.45PM	A 3.30PM	A 11.15PM	A 5.00PM	A 1.00PM		A 7.00PM
			Gov. Tracks									
			BLACKLAND 8.47 WEST WACO 4.71									
685			RITONIE 0.93									
686			ATCO 2.16							L 12.30 PM		
688			SOUTH BOSQUE 1.57									
690			NALER 5.70									
696	WR	YWX	DN..... NORTH MCGREGOR G.O. & S.F. 0.83 Crossing MCGREGOR 6.32	s 2.50	s 1.05	s 7.05	s 2.50 ⁶¹⁶	s 10.35				L 6.00PM
703	GY		D..... OGLESBY 2.19	f 2.34	f 12.49	f 6.49	2.34	10.19				
705			LIME CITY 1.93									
707			CAVITT 2.51									
709			BENDALE 2.84		f 12.36 ⁶⁰⁷	f 6.36	2.21	10.08				
711		W	LEON JUNCTION 2.51									
714	MN		D..... MOUND 1.46 NORTH CAMP HOOD 1.58	L 2.08AM	L 12.23PM	L 6.23PM	L 2.08PM	L 9.53PM				
		Y	Gov. Tracks									
			CANTONMENT 1.58 NORTH CAMP HOOD 7.20	L 2.00AM	L 11.15 11.25	L 6.15PM	L 2.00PM	L 9.45PM				
723	GA	YX	D..... GATESVILLE		L 11.00 ⁶¹³ AM				L 12.30PM			
			46.07	Daily	Daily	Daily	Saturday Only	Sunday Only	Daily	Daily Except Sunday		Daily Except Sunday
				606	602	604	608	610	616	618		620

SPECIAL INSTRUCTIONS

Southward Trains are Superior to Northward Trains of the Same Class.

Atco is register station for trains 617 and 618 only and McGregor is register station for trains 619 and 620 only.

Trains and engines operating over the Government tracks at Blackland and Cantonment and tracks of Blue Bonnet Ordnance Plant at McGregor will proceed at restricted speed and be governed by rules and regulations of the Uniform Code of Operating Rules and Special Instructions No. 6 unless in conflict with Army instructions or regulations issued by Government authorities.

Time shown at Blackland and Cantonment is for convenience only.

Scale track at Atco, serving Universal Atlas Cement Company, is not equipped with dead rail and engines must not operate over this scale.

Crew and engine arriving Atco on No. 617 will assume No. 618's schedule unless otherwise instructed, and leave Atco without obtaining a Clearance (Form 3143). This schedule may be assumed in this manner only, or as authorized by train order.

Crew and engine arriving North Camp Hood on No. 605 will assume No. 606's schedule, crew and engine arriving North Camp Hood on No. 601 will assume No. 604's schedule, crew and engine arriving North Camp Hood on No. 607 will assume No. 608's schedule, crew and engine arriving North Camp Hood on No. 609 will assume No. 610's schedule. Trains on above schedules will retain all train orders and leave North Camp Hood without a clearance (Form 3143). These schedules may be assumed in this manner only or as authorized by train order.

A train order signal will be maintained on ticket office at Cantonment and when this signal displays a stop indication trains must secure a clearance (Form 3143) before departing Cantonment.

All trains and engines will move at restricted speed within yard limits at North Camp Hood.

Third Class	Second Class	First Class	Capacity of Tracks, In Care		Distance from Brds Point	TIME TABLE No. 11			Station Numbers	Tele-graph Calls	Fuel, Water, Wyes, etc.	First Class	Second Class	Third Class
491 T. & N. O. 191 Mixed Daily Except Sunday	451 Local Daily Except Sunday	401 Passenger Daily	Sidings	Others		EFFECTIVE July 30, 1944						402 Passenger Daily	452 Local Daily Except Monday	492 T. & N. O. 192 Mixed Daily Except Sunday
	L 7.30 ^(126 AM)	L10.15 AM		Yard	546.56	I. G. N. TYLER Crossing		547	QN	WOYTX	A 5.30 PM	A12.40 PM		
	L 7.38 AM	L10.21 AM			548.59	DN..... TYLER 2.03					A 5.25 PM	A12.32 PM		
	8.03	f10.30	57		552.53	LUFKIN JUNCTION 4.71					f 5.16	12.17		
	8.15	f10.37		59	556.02	ELKTON 3.49		E 553			f 5.10	12.05 PM		
	8.21	s10.42	19	49	558.28	GRESHAM 2.24		E 556			s 5.05	11.59		
	8.36	s10.51	58	51	563.21	FLINT 4.95		E 558			s 4.55	11.45		
	8.52	s11.03	52	26	568.71	D..... BULLARD 5.50		E 563	BU	W	s 4.45	11.30		
	9.05	f11.11 ⁴⁵²	58	27	572.59	MT. SELMAN 4.18		E 569			f 4.36	11.11 ⁴⁰¹		
	9.58	s11.25	58	90	576.62	I. G. N. POMONA 3.73 Crossing		E 573			s 4.26	10.50		
	L 3.45 AM	10.04 ⁴⁹²			578.07	D..... JACKSONVILLE 1.47		E 577	JC			4.17	10.30	A10.04 ^{AM 451}
	4.01	10.22 ⁴⁵²		24	580.38	JAX JUNCTION 2.29					f 4.12	10.22 ⁴⁵¹	9.52	
	4.14	10.37		54	584.74	CRAFT 4.38		E 581			s 4.04	10.10	9.40	
	4.31	10.52		18	589.80	DIALVILLE 5.12		E 585		W	s 3.52	9.52	9.22	
	A 4.40 AM	11.07		33	592.12	STATE CROSSING 2.26 Crossing		E 590			s 3.46	9.45	L 9.15 AM	
	11.22	f12.08 PM		38	596.64	T. & N. O. RUSK 4.52 Crossing		E 592	RS		f 3.36	9.20		
	11.35	f12.16		36	601.04	D..... BROUGHTON 4.40		E 597			f 3.26	9.05		
	12.01 PM	s12.24		57	604.22	REDLAWN 3.18		E 601		WY	s 3.19	8.50		
	12.31 ⁴⁰¹	f12.31 ⁴⁵¹		57	608.01	D..... ALTO 3.79		E 604	NA		f 3.11	8.30		
	12.40	f12.34		14	608.93	MORRILL 0.82		E 608			f 3.09	8.28		
	12.49	12.39		43	612.08	BRUNSWICK 3.15		E 609			s 3.04	8.16		
	12.54	s12.43		33	614.02	NOBVALL 1.84		E 612			s 3.00	8.12		
	12.58	s12.46		17	614.60	WILDBURST 0.64		E 614		W	s 2.57	8.10		
	1.13	s12.54		99	619.29	FOREST 4.63		E 615			s 2.49	7.58		
	1.30	s 1.04		13	624.29	D..... WELLS 5.00		E 619	WS		s 2.40	7.38		
	1.49	f 1.14		20	630.28	POLLOK 5.99		E 624			f 2.28	7.21		
	1.53	1.18		29	631.26	CLAWSON 1.08		E 630			s 2.25	7.17		
	2.03	s 1.23		18	634.20	DURST 2.84		E 631			f 2.20	7.10		
	A 2.15 ^(402 PM)	A 1.30 PM		Yard	636.10	T. & N. O. KELTYS 1.90 Crossing		E 634			L 2.15 ^(451 PM)	L 7.00 AM		
						DN..... LUFKIN Crossing		E 636	HU	WOYX				
Daily Except Sunday	Daily Except Sunday	Daily				90.31					Daily	Daily Except Monday	Daily Except Sunday	
491	451	401									402	452	492	

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class except No. 401 is Superior to No. 402, and 491 is Superior to No. 492.

Time shown at Tyler is for convenience only.

The schedule time of all first class trains at Tyler applies at the passenger station stop.

All trains and engines will be governed by current instructions pertaining to movement through automatic signal territory between North Bois D' Arc Street, Tyler, and Lufkin Junction. All trains and engines must move at restricted speed between Lufkin Junction and the north yard limit sign, Tyler Yard. Second class and inferior trains and engines must not occupy main track on the time of a first class train without obtaining train order authority or providing proper protection as prescribed by Rule 99.

All first class trains will register and secure Clearance (Form 3143) at dispatchers office Tyler and all trains except first class will register and secure Clearance (Form 3143) at yard office Tyler. No train order signal maintained at either of these points.

All trains daily, except Sundays and Holidays, between hours of 8:00 A. M. and 5:00 P. M., must secure clearance before leaving Jacksonville, and will be governed by position of train order signal during other hours.

Jax Junction and Rusk are register stations for T. & N. O. R. R. trains only.

Employees of T. & N. O. R. R. using joint track between Jax Jct. and Rusk, and employees of T. S. E. R. R. using Joint track through Lufkin Yard, will be governed by Rules, Special Instructions and Current Time Table of St. L. S. W. Ry. Co. of Texas.

Normal position of gate over T. & N. O. R. R. crossing M.P. E635.99 is against the St. L. S. W. Ry. Co. of Texas. Trains and engines must stop and after observing no train approaching on the T. & N. O. R. R. the gate may be lined for movement. Gate must be restored to normal position after movement over crossing completed.

All southward trains handling full trains of oil, and other southward freight trains handling full tonnage, on the Lufkin Subdivision must stop at Pomona, near M.P. E-574, and turn up retaining valves on sufficient number of cars to insure safe handling of train. An understanding must be had between the train and engine men as to the number of retaining valves that will be turned up. After stopping at Jacksonville, the retaining valves must be turned down.

RAILROAD CROSSINGS AT GRADE

I. G. N. R. R. (Gated).....M.P. E576.50
 T. & N. O. R. R.M.P. E589.92
 T. & N. O. R. R. (Gated).....M.P. E635.99
 See Special Instructions No. 6 for instructions pertaining to operation of crossing gate over I. G. N. R. R. M.P. E576.50, Jacksonville.

BUSINESS TRACKS NOT SHOWN AS STATIONS

*Love	M.P. E573.45	No Track	*Kilraven	M.P. E616.24	No Track
*Delmer	M.P. E587.14	6 Cars	*Cornell	M.P. E621.90	No Track
*Ogville	M.P. E590.29	5 Cars	*Durant	M.P. E627.66	11 Cars
Decker	M.P. E602.95	10 Cars			
*Chronister	M.P. E612.33	No Track			

*All passenger trains will handle passengers to and from these stations.

SPECIAL INSTRUCTIONS PERTAINING TO TYLER SUB-DIVISION

Northward Trains are Superior to Southward Trains of the Same Class.

- All trains and engines will move at restricted speed in Texarkana Yard expecting to find main track occupied by trains of other Divisions, except First Class Trains will move at restricted speed between Mile Post 416, pole 5 and Mile Post 420, pole 0. Second Class and inferior trains and engines may proceed against, or ahead of, a First Class Train between Mile Post 416, pole 5 and Mile Post 420, pole 0 without protecting as prescribed by Rule 99, unless a First Class Train is seen or heard approaching.
- All trains and engines using the connection leading to the Texarkana Union Station Trust tracks and using tracks of the Trust will be governed by bulletined instructions of the Trust Station Master. Such trains and Engines must proceed at restricted speed and not exceed a speed of ten miles per hour at any point.
- All trains arriving and/or leaving Union Station, Texarkana will register at Texas and Pacific Yard office which is located just north of Union Passenger Station. Texas Division Trains leaving Union Station will receive Clearance (Form 3143) and train orders at Texas and Pacific Yard Office.
- At Texarkana, trains holding restricting orders at Union Station Junction will not pass clearance point of connection leading to Texarkana Union Station Trust Track, until the orders held by such trains have been fulfilled, or the waits therein, etc., have expired.
- Southward second class and extra trains are authorized to run ahead of overdue first class trains Texarkana Yard to Eylau without train order authority, but must protect against such first class trains as prescribed by rule 99. They will not occupy the main track within these limits when a southward first class train is observed approaching Union Station Junction.
- Southward first class trains must not exceed a speed of 45 miles per hour between Texarkana Yard and Eylau.
- Trains and engines operating over tracks of the Lone Star Ordnance Plant between Redwater and classification yard of the Lone Star Ordnance Plant will proceed at restricted speed and be governed by Railroad Code of Operating Rules of the Lone Star Ordnance Plant, and will comply with the Uniform Code of Operating Rules, Special Instructions No. 6 and Safety Rules unless same are in conflict with the Railroad Code of Operating Rules of the Lone Star Ordnance Plant. Trains and engines operating over the tracks of the U. S. Government to classification yards of the Red River Ordnance Depot will proceed at restricted speed and be governed by Uniform Code of Operating Rules, Special Instructions No. 6, and Safety Rules, except where same are in conflict with rules and regulations issued by Government Authorities.
- At Naples, Northward trains occupying the main track will not pass clearance point of the crossover to siding North of depot until the orders held by such trains have been fulfilled, or the waits therein, etc., have expired.
- Switch at Dallas Junction, Mile Post 479.58, Mt. Pleasant will be set for Tyler Sub-Division. Switch lights and switch target will indicate GREEN in this position.
- Trains Nos. 1, 2, 5 and 6 will register by ticket at Mt. Pleasant.
- No train order signal maintained at Texarkana Yard, Mt. Pleasant or Tyler and all departing trains will secure Clearance (Form 3143) at such stations.
- At Mt. Pleasant No. 101 will wait for No. 1 and No. 105 will wait for No. 5 unless otherwise instructed.
- Through freight trains will fill out at Big Sandy and Mt. Pleasant.
- The time of No. 102 and No. 106 at Big Sandy and the scheduled time of all First Class trains at Tyler applies at the passenger station stop.
- North and south lead switches at each end of Tyler train Yard will be set against main track. Switch target and switch lights will indicate RED in this position.
- Normal position of crossing gate over I-GN crossing, Tyler, Mile Post 546.47, is against the I-G.N.R.R. When the way is seen and known to be clear, trains and engines may proceed over this crossing at restricted speed without stopping.
- All trains and engines must move at restricted speed between Lufkin Junction and north yard limit sign, Tyler Yard. Second class and inferior trains and engines must not occupy main track on the time of first class trains without obtaining train order authority or providing proper protection as prescribed by Rule 99.
- All First Class Trains will register and secure Clearance (Form 3143) at Dispatcher's office Tyler, and all trains except First Class trains will register and secure Clearance (Form 3143) at Yard Office, Tyler. No train order signal maintained at either of these points.
- The time in train orders and/or meet orders for No. 102 and No. 106 at Tyler applies at the North switch, Tyler train yard.
- Trains 1, 2, 5 and 6 will stop on flag at stations designated as flag stops to receive and discharge revenue passengers to or from any regular stop, or to or from any flag stop beyond any regular stop. They will also stop at stations designated as flag stops to receive and discharge passengers using free transportation issued account other lines and for contract transportation held by attendants of live stock and poultry shipments. All trains will stop at any station to discharge passengers holding revenue transportation issued by foreign lines.

LIST OF TRACKS THAT MAY BE USED BY 670, 680 AND 800 CLASS ENGINES

Eylau..... { Siding Team Track	Omaha..... { Siding House Track	Gilmer..... { Siding Compress Track House Track Industrial Track
Hartman..... Team Track	Cookville..... Siding	Suffolk..... { Siding Spur Track
Trexler..... Team Track	Mt. Pleasant..... { All tracks except oil mill track	Pritchett..... { Siding House Track
Redwater..... Siding	Kilfoyle..... Siding	Monty..... Siding
Maud..... { Siding House Track	Harvard..... Siding	Pinnacle..... Siding
Corley..... { Siding Team Track	North Pittsburg..... { Siding Spur	Big Sandy..... { Siding Shed Track Interchange Track Wood Spur Storage Tracks
Carbondale..... Team Track	Pittsburg..... { Siding Team Track Oil Mill House Track	Winona..... { Siding House Track
Simms..... Siding	Pine..... { Siding Team Track	Camp Fannin..... { All Tracks on Right of Way
Bassett..... { Siding Spur Track	Smith..... Siding	Akron..... Siding
Hoffman..... Loading Track	Bettle..... Team Track	
Darden..... { Siding Team Track	Delrose..... { Siding Spur Track	
Jennings Lake..... Siding		
Naples..... { Siding House Track Storage Track		

BUSINESS TRACKS NOT SHOWN AS STATIONS

Trexler..... M.P.	428.62	14 Cars	
Defense..... M.P.	431.00	7.2 miles Gov. Trk.	
Hoffman..... M.P.	463.13	14 Cars	
Sand Pit..... M.P.	603.10	15 Cars	
Shaw..... M.P.	542.74	2 Cars	

*Operated by Lone Star Defense Plant and Red River Ordnance Depot

RAILROAD CROSSINGS AT GRADE

T. & P. Ry., M.P.	418.62 (Union Station Lead)	
T. & P. Ry., M.P.	419.10 (Interlocked)	
K. C. & S. Ry., M.P.	419.19 (Interlocked)	
L. & A. R. R., M.P.	491.04	
T. & P. Ry., M.P.	525.97 (Interlocked)	
I. G. N. R. R., M.P.	546.47 (Gated)	

SPECIAL INSTRUCTIONS PERTAINING TO COMMERCE AND DALLAS SUB-DIVISIONS

Northward Trains are Superior to Southward Trains of the Same Class.

Switch at Dallas Junction (M.P. 479.58), Mt. Pleasant, will be set for Tyler Sub-Division. Switch light and switch target will indicate GREEN in this position.

First Class Trains will register by ticket at Mt. Pleasant and Commerce.

No Train Order Signal maintained at Mt. Pleasant and Commerce and all departing trains will secure Clearance (Form 3143) at such stations.

Telegraph office will be maintained in ticket office at Commerce from 7:00 AM to 9:00 PM; in freight station during other hours.

See Special Instructions No. 6, for instructions pertaining to operation of Automatic Interlocker Plant at Fergus, MP-C-553.17. Greenville is a register station for T. & N. O. trains only.

Nos. 2, 5 and 6 will register by ticket at Addison. No. 1 will not register at Addison unless otherwise instructed but will leave register ticket at Dallas showing time passed Addison.

T. & N. O. R. R. employees using joint track between Commerce and Greenville will be governed by rules, special instructions and current time table of St. L. S. W. Ry. Co. of Texas.

At Commerce, conductors on all southward T. & N. O. R. R. trains will call the operator at the freight station after latter has left the ticket office, on telephone provided for this purpose at the ticket office, and advise the operator the leaving time of their train from T. & N. O. R. R. Junction switch.

Through freight trains will fill out at Addison and Greenville.

Switch at Ft. Worth Jct., Addison will be set for Dallas Sub-Division. Switch Lights and Switch Target will indicate GREEN in this position.

Time of First Class Trains at Addison applies at Ft. Worth Jct. switch.

Nos. 23 and 24 will handle passengers originating at or destined to or from stations south of Addison on Ft. Worth Sub-Division.

St. L. S. W. Ry. Co. of Texas trains will use the tracks of the Union Terminal Co. between St. L. S. W. R. R. Junction and Double Track Junction (Cadiz Street) Dallas and will be governed by the Time Table rules and regulations of Union Terminal Co.

Time shown at Dallas Terminal Station is for convenience only.

Clearance (Form 3143) obtained at Dallas Terminal Station will be authority to leave St. L. S. W. R. R. Jct.

Trains 1, 2, 5 and 6 will stop on flag at stations designated as flag stops to receive and discharge revenue passengers to or from any regular stop, or to or from any flag stop beyond any regular stop. They will also stop at stations designated as flag stops to receive and discharge passengers using free transportation issued account other lines and for contract transportation held by attendants of live stock and poultry shipments. All trains will stop at any station to discharge passengers holding revenue transportation issued by foreign lines.

LIST OF TRACKS THAT MAY BE USED BY 670, 680 and 800 CLASS ENGINES

Adora.....	Siding	Greenville.....	{ Yard tracks 1, 2, 3 and 4
Winfield.....	{ Siding		{ House track
	{ Team Track		{ Water track
Mt. Vernon.....	{ Siding	Fergus.....	Siding
	{ House Track	Clinton.....	{ Siding
	{ Stock Pen Track		{ House track
Saltillo.....	{ Siding	Carver.....	Spur track
	{ Oil Loading Track	Josephine.....	{ Siding
Weaver.....	{ Siding		{ No. 2 track
	{ House Track		{ House track
White Oak.....	Siding	Nevada.....	{ Siding
Hager.....	Team Track		{ House track
Sulphur Springs.....	{ Siding	Lavon.....	{ Siding
	{ Stock Pen Track		{ Shed track
	{ House Track	Wylie.....	{ Siding, House Track
	{ Compress Tracks Nos 1 and 2		{ GC&SF Interchange Track
Tenrag.....	Siding	Murphy.....	Siding
Ridgeway.....	Siding	Plano.....	{ Siding and cross-over
Dunsmoor.....	Siding		{ No. 2 track
Commerce.....	{ Round house track to storeroom and turn table		{ East T&NO transfer track
	{ Yard Tracks	Renner.....	{ Siding
	{ Siding in front of passenger station		{ Spur
	{ Sherman Branch Lead	Addison.....	{ North end house track to deraill and all other tracks
Granby.....	Siding	Highway.....	Team track
Neyland.....	Siding	Exall.....	{ Siding
			{ Spur track

RAILROAD CROSSINGS AT GRADE

L. & A. R. R.....	M.P. C551.62
M. K. T. R. R. of Texas.....	M.P. C553.17 (Interlocked)
G. C. & S. F. R. R.....	M.P. C578.17
T. & N. O. R. R.....	M.P. C589.66 (Interlocked)
Texas Electric Ry.....	M.P. C589.72 (Interlocked)
T. & P. Ry.....	M.P. L610.98 (Interlocked)
G. C. & S. F. R. R.....	M.P. L612.02
T. & N. O. R. R.....	M.P. L613.70
T. & N. O. R. R.....	M.P. L614.50

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Hager.....	M.P. C511.30	16 Cars
Carver.....	M.P. C562.10	14 Cars
Highway.....	M.P. L605.10	21 Cars

SPECIAL INSTRUCTIONS PERTAINING TO WACO SUB-DIVISION

Northward Trains are Superior to Southward Trains of the Same Class

All trains and engines must proceed at restricted speed between Lufkin Junction and the North yard limit sign Tyler Yard. Second Class and Inferior trains and engines must not occupy main track on the time of a First Class Train without obtaining train order authority or provide proper protection as prescribed by Rule 99.

All trains and engines will be governed by Uniform Code of Operating Rules and current instructions pertaining to movement through automatic signal territory between North Bois D'Arc Street, Tyler, and Lufkin Junction.

The schedule time of all first class trains at Tyler and Corsicana applies at the passenger station stop.

All First Class Trains will register and secure Clearance (Form 3143) at Dispatcher's Office, Tyler and all trains except First Class Trains will register and secure Clearance (Form 3143) at Yard Office, Tyler. No train order signal maintained at either of these points.

Normal position of crossing gate I. G. N. RR. crossing at Tyler, Mile Post 546.47 is against I. G. N. RR. When way is seen and known to be clear, trains and engines may proceed over crossing at restricted speed without stopping.

All Trains will register by ticket at Corsicana Interlocker Tower.

See Special Instruction No. 6 for instructions pertaining to operation of Interlocker at T. & N. O. RR. crossing, Corsicana.

All Trains will register by ticket at Eastco.

Second class and inferior trains and engines must move at Restricted Speed in East Waco and Waco Yard, and first class trains must be properly cleared; except between Yard Office at East Waco and south yard limit sign at Waco, first class trains must move at Restricted Speed, and within these prescribed limits, when any first class train is ten (10) minutes or more overdue, second class and inferior trains and engines may then proceed against, or ahead of, a first class train without protecting as prescribed by Rule 99, unless such first class train is seen or heard approaching.

On Waco Sub-Division, Northward trains, except First Class Trains, will report for orders at Eastco, and will move through yard limits under yard rules and be governed by position of home signal South of I. G. N. RR. crossing. If home signal is in Stop position, train or engine must stop to clear North Yard Lead switch and remain until signal placed at proceed position and then proceed to Eastco for orders.

Crossing between St. L. S. W. Ry. of Texas old main track and M. K. T. Ry. of Texas, at East Waco is protected by interlocking device, with normal position of derail against the three tracks of St. L. S. W. Ry. of Texas. St. L. S. W. Ry. of Texas employes will operate the one lever interlocking device before using any of the tracks crossing the M. K. T. Ry. of Texas at this point.

Normal position of crossing gate over G. H. & S. A. R. R. crossing, Waco MP-676.55 is against G. H. & S. A. R. R. When the way is seen and known to be clear, trains and engines may proceed over the crossing at restricted speed without stopping.

Southward Trains and Yard Engines will not proceed south of Peach Street, East Waco until receiving proceed signal from Interlocker.

T. & N. O. RR. Trains Nos. 51 and 52 will use St. L. S. W. Ry. of Texas main track between G. H. & S. A. Junction and passenger station Waco; and T. & N. O. RR. Trains Nos. 65 and 66 will use St. L. S. W. Ry. of Texas main track between H. & T. C. Junction and Waco freight station at Eighth Street. These trains will operate under Yard Limit Rules and be governed by Rules, Special Instructions and current Time Table of the St. L. S. W. Ry. of Texas.

See Special Instructions No. 6 for instructions pertaining to movement over Brazos River Bridge, Waco.

RAILROAD CROSSINGS AT GRADE

I. G. N. R. R.	M.P. 546.47 (Gated)
T. & N. O. R. R.	M.P. 583.38
B. R. I. R. R.	M.P. 620.95 (Interlocked)
T. & N. O. R. R.	M.P. 621.35 (Interlocked)
I. G. N. R. R.	M.P. 673.75 (Interlocked)
M. K. T. R. R. of T.	M.P. 675.20
H. & T. C. R. R.	M.P. 676.21 (Interlocked)
G. H. & S. A. R. R.	M.P. 676.55 (Gated)

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Fair Park	M.P. 548.58	16 Cars
Bellwood	M.P. 550.72	3 Cars

LIST OF TRACKS THAT MAY BE USED BY 670, 680 and 800 CLASS ENGINES

Greenbrier	Siding	Malakoff	House Track
Chandler	Siding		Siding
Evelyn	Team Track	Trinidad	Team Track
Brownboro	Siding		Siding
Opelika	Team Track	Halsey	Team Track
Murchison	Siding		Siding
Ash	Oil Spur	Kerens	Team Track
Vanall	Siding		Siding
Athens	(T&N Interchange Track)	Powell	Team Track
South Athens	Siding		Siding
Dauphin	House Track	Stribling	Team Track
	Siding		Siding
		Hill Yard	All Tracks
			(All Tracks except Oil Mill, Compress, Swanson, Auto Dock and Old Rip Tracks.
		Corsicana	

