

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

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TEXAS AND NEW ORLEANS RAILROAD COMPANY

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## TIME TABLE

FOR THE

# DALLAS AND AUSTIN DIVISIONS

# 9

To Take Effect Sunday, June 7, 1936, at 12:01 A. M

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CENTRAL STANDARD TIME

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For the government and information of employes only.

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L. B. McDONALD,  
*General Manager*

A. D. MIMS,  
*Assistant General Manager*

O. C. CASTLE,  
*Superintendent of Transportation*

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, ways and tele-phones.	SECOND CLASS				FIRST CLASS				Distance From Denison	TIME TABLE No. 9 June 7, 1936 STATIONS	Distance From Houston	FIRST CLASS				SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	344	342	18	20	14	76	75	19				17	13	257	263	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
	Freight	Freight	The Owl	Central Express	The Sunbeam	Frisco Passenger 117	Frisco Passenger 118	Central Express				The Owl	The Sunbeam	Freight	Freight				
Yard BEWOTP	12.50PM	2.00AM				3.40AM	0.0	TO-R DENISON	337.9	12.55AM				6.00AM	3.40PM	Continuous	Continuous		
Yard I						3.41	0.3	TOWER 93 { M-K-T CROSS.	337.6	12.54						Continuous	Continuous		
Yard BP	1.08	2.20				3.55	0.5	M-K-T CROSS.	337.4							Continuous	Continuous		
Yard 37 BOIWPY	1.30	2.45				4.00AM	7.6	A.E.S. { TO NORTH SHERMAN JUNCTION	330.3	12.43				5.25	3.10	Continuous	Continuous		
Yard P							9.1	TO-R TOWER 16 (T.&P. Cross.) SHERMAN	328.8	12.40AM				5.20	3.05	Continuous	Continuous		
50 P	1.50	3.05					10.2	St. L. S. W. CROSSING	327.7							8.30AM to 11.59AM 1.00PM to 5.30PM	Closed		
75 P	2.02	3.17					18.3	TO HOWE	319.6					4.25	2.14	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed		
48 P	2.14	3.30					25.0	TO VAN ALSTYNE	312.9					4.10	2.02	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed		
35 P	2.24	3.45					30.3	TO ANNA	307.6					3.57	1.41	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed		
Yd. 22 WP	2.41	4.00					34.9	MELISSA	303.0					3.45	1.30				
48 P	3.01	4.25					41.6	TO MCKINNEY	296.3					3.27	1.05	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed		
25 IP	3.16	4.45					49.4	ALLEN	288.5					3.07	12.40				
48 P	3.28	5.00					55.5	PLANO	282.4					2.52	12.25	Continuous	Continuous		
P	3.40	5.13					60.7	TO TOWER 49 (St.L.S.W. Cross)	277.2					2.37	12.10PM				
90 P	3.52	5.26					64.9	RICHARDSON	272.9					2.27	11.58AM				
IP	4.10PM	5.40AM					69.3	GIFFORD	268.5					2.17	11.46				
P							73.8	RAWLINS	264.0					2.07AM	11.35AM	Continuous	Continuous		
Yard IP							64.9	TO TOWER 119 (T.&P. Cross.) T. & P. JUNCTION	264.0										
BKP			11.45PM	9.30PM	12.35PM		69.4	GIFFORD	273.0							8.00AM to 5.00PM	Closed		
I							79.0	TO HILAND (Tower 35.) M-K-T CROSSING	268.5							6.30AM to 12.30AM	5.30AM to 12.30AM		
Yard							78.7	(TO-R DALLAS (Union Sta) Tower 19 (G.O. & S.F. Cross.)	265.1		6.55AM	7.00AM	5.55PM			Continuous	Continuous		
Yd. 90 P							78.0	FOREST AVENUE	263.4							Continuous	Continuous		
Yard P							74.6	BELT JOT. (Tower 118)	261.2							Continuous	Continuous		
IP							73.9	FOX	261.9							Continuous	Continuous		
Yard IPY							76.7	BRIGGS	263.3							Continuous	Continuous		
Yard 180 BEWOTP	7.00PM	7.10AM	11.57PM	9.44PM	12.47PM		79.1	TO Tower 119 (T.&P. Cross.) T. & P. JUNCTION	264.0							Continuous	Continuous		
28 P	7.10	7.20	12.03AM	9.51	12.52		83.6	BELT JOT. (Tower 118)	261.2					1.56AM	11.15AM				
48 P	7.19	7.29	12.09	9.57	12.57		87.9	MILLER	258.8		f 6.25AM	6.40AM	5.36PM						
35 P	7.28	7.38	12.16	10.04	1.03		92.0	HUTCHINS	254.3		f 6.16	6.30	5.31		1.47	11.01			
34	7.38	7.48	12.22	10.10	1.08		95.2	WILMER	250.0		f 6.08	6.22	5.26		1.39	10.50			
35 P	7.50	8.00	12.30	10.16	1.14		99.2	TO FERRIS	245.9		s 6.00	6.14	5.20		1.27	10.40	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed	
30 P	8.05	8.15	12.39	10.23	1.21		104.2	TRUMBULL	242.7		f 5.53	6.08	5.14		1.17	10.31			
Yard BEWOTYP	8.30PM	8.40AM	12.45AM	10.30PM	1.26PM		107.0	TO PALMER	238.7		f 5.45	6.00	5.08		1.05	10.18	7.30AM to 11.59AM 1.00PM to 4.30PM	Closed	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		GARRETT	233.7		f 5.35	5.50	5.00		12.50	10.04			
	344	342	18	20	14	76		TO-R ENNIS	230.9		5.30AM	5.45AM	4.55PM		12.45AM	10.00AM	Continuous	Continuous	

(8.40) 12.3 (6.40) 15.5 (1.00) 34.2 (1.00) 84.2 (0.51) 37.9 (0.20) 27.5 ...Time Over Subdivision... (0.15) 36.0 (1.25) 24.0 (1.15) 27.3 (1.00) 34.2 (5.15) 20.3 (6.40) 18.7 ...Average Speed per Hour...

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

First Class Trains operate between Denison and Tower 93 via M-K-T R. R. and will be governed by M-K-T Current Time Table while on their tracks. Eastward First Class Trains must obtain clearance at Denison for movement from Tower 93. The main track between Ennis and Garrett is used jointly by trains of the Denison and Ft. Worth Subdivisions. All trains and engines will move with caution within yard limits, Denison, expecting to find main track occupied and will not exceed ten (10) miles per hour between St.L.&S.F. of T. connection and west Interlocking Home Signal.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS				SECOND CLASS				FIRST CLASS			Distance From Ennis	TIME TABLE No. 9 June 7, 1936	Distance From Houston	FIRST CLASS			SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	54	344	342	258	20	14	18	19	17	13	343				263	257	53	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only				
	Local Freight	Freight	Freight	Freight	Central Express	The Sunbeam	The Owl	Central Express	The Owl	The Sunbeam	Freight				Freight	Freight	Local Freight						
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday									
Yard BEWOTYP	6.00AM	9.45PM	11.30AM	3.00AM	10.35PM	1.30PM	12.50AM	0.0	TO-R ENNIS 5.6	230.9	5.20AM	5.40AM	4.50PM	5.00AM	8.10AM	4.45PM	11.20AM	Continuous	Continuous				
40 P	6.10	9.57	11.45	3.15	f10.45	1.37	12.58	5.6	ALMA 4.2	225.3	f 5.10	5.29	4.42	4.40	7.50	4.24	11.05						
88 P	6.18	10.06	11.55AM	3.23	f10.52	1.42	1.03	9.8	RICE 4.4	221.1	f 5.00	5.23	4.37	4.32	7.40	4.15	10.55						
29 P	6.26	10.15	12.03PM	3.30	10.59	1.47	1.08	14.2	CARL 6.5	216.7	4.50	5.16	4.31	4.24	7.25	4.00	10.45						
Yard 180 WP	7.10	10.30	12.16	4.10 5.33	s11.14	s 1.58	s 1.22	20.7	TO CORSIANA (St. L. S. W. Crossing) 6.3	210.2	s 4.35	s 5.04	s 4.22	4.10	7.10	3.35	10.30	Continuous	Continuous				
80 P	7.30	10.43	12.29	6.06	f11.24	2.08	1.32	27.0	ANGUS 5.5	208.9	f 4.19	4.52	4.10	3.40	6.50	3.04	9.55						
75 P	7.45	10.54	12.40	6.20	f11.34	2.15	1.40	32.5	RICHLAND 4.4	198.4	f 4.08	4.41	4.03	3.29	6.40	2.53	9.40						
80 P	7.55	11.03	12.49	6.30	f11.43	2.21	1.46	36.9	CURRIE 5.5	194.0	f 3.58	4.36	3.57	3.21	6.30	2.42	9.30						
75 P	8.10	11.14	1.01	6.44	s11.54	f 2.29	1.53	42.4	TO WORTHAM 2.0	188.5	s 3.47	4.27	f 3.50	3.11	6.14	2.29	9.20	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed				
88 P	8.15	11.18	1.05	6.49	11.58PM	2.32	1.56	44.4	GUDE 5.5	186.5	3.42	4.24	3.47	3.08	6.10	2.19	9.15						
90 P	9.00	11.29	1.15	7.01	s12.08AM	s 2.40	s 2.08	49.9	TO MEXIA 1.4	181.0	s 3.30	s 4.15	s 3.39	2.56	6.00	2.08	9.00	Continuous	Continuous				
90 WIP	9.15	11.32	1.20	7.06	12.11	2.43	2.11	51.3	Tower 63 (B. R. I. Cross.) SPRINGFIELD 5.8	179.6	3.22	4.11	3.35	2.52	5.50	2.05	8.40	See Note					
40 P	9.30	11.44	1.31	7.21	f12.20	2.50	2.18	57.1	DOYLE 4.3	173.8	3.10	4.02	3.28	2.40	5.35	1.53	8.30						
50 WP	10.00	11.53PM	1.41	7.33	s12.28	s 2.57	s 2.26	61.4	TO GROESBEECK 8.2	169.5	s 3.00	s 3.54	s 3.21	2.26	5.20	1.41	8.20	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed				
80 P	10.20	12.09AM	2.00	7.55	s12.41	f 3.09	2.38	69.6	TO THORNTON 8.1	161.3	s 2.38	3.39	f 3.09	2.11	4.55	1.23	7.55	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed				
84 P	10.40	12.25	2.22	8.14	s12.54	f 3.20	2.49	77.7	TO KOSSE 4.8	153.2	s 2.24	3.27	f 2.54	1.58	4.30	1.08	7.25	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed				
72 P	10.50	12.34	2.47	8.25	f 1.02	3.27	2.56	82.5	DENNY 5.7	148.4	f 2.16	3.19	2.47	1.49	4.15	12.59	7.15						
Yard 100 BWYP	11.15	12.50	3.08	8.45	s 1.15	s 3.40	3.09	88.2	TO BREMOND 5.6	142.7	s 2.08	3.09	s 2.34	1.37	4.00	12.49	7.00	8.30PM to 11.30PM 12.30AM to 5.30AM	8.30PM to 11.30PM 12.30AM to 5.30AM				
79 P	11.30AM	1.05	3.20	8.58	f 1.25	3.48	3.17	93.8	HAMMOND 8.5	137.1	f 1.55	2.59	2.28	1.25 1.05	3.45	12.39	6.40						
95 P	12.24PM	1.19	3.40	9.18	s 1.40	s 4.01	f 3.29	102.3	TO CALVERT 4.6	128.6	s 1.40	f 2.47	s 2.16	12.50	3.29	12.24	6.20	See Note	See Note				
59 P	12.40	1.28	3.48	9.33	1.48	4.08	3.36	106.9	SEGER 3.3	124.0	1.28	2.41	2.10	12.42	3.07	12.15	6.10						
Yard BEWOTYP	1.00PM	1.45AM	4.00PM	10.00AM	2.00AM	4.16PM	3.45AM	110.2	(I.-G. N. Crossing) TO-R HEARNE	120.7	1.20AM	2.35AM	2.03PM	12.35AM	3.00AM	12.05PM	6.00AM	Continuous	Continuous				
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday						
	54	344	342	258	20	14	18				19	17	13	343	263	257	53						
	(7.00) 15.9	(4.00) 27.7	(4.30) 24.4	(7.00) 15.9	(3.25) 32.7	(2.46) 39.6	(2.55) 37.7		... Time Over Subdivision ... ... Average Speed per Hour ...		(4.00) 27.7	(3.05) 35.7	(2.47) 39.6	(4.25) 24.8	(5.10) 21.3	(4.40) 23.6	(5.20) 20.7						

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

Nos. 17 and 18 will stop at Bremond to exchange U. S. Mail.  
 No. 18 will stop at stations east of Ennis to discharge passengers from points on Ft. Worth Subdivision.  
 Nos. 13 and 14 will stop on flag at Kosse, Thornton and Wortham for revenue passengers only.  
 Route through interlocking plant, Tower 63, will normally be set for through movement of T. & N. O. Trains, signals indicating proceed. An eastward train finding Signal 1802 in stop position will proceed to Interlocking Home Signal in accordance with Rule 509 and upon arrival at Interlocking Home Signal indicating stop will be governed by Rule 663. A westward train finding Interlocking Home Signal indicating stop will be governed by Rule 663. Overlap extends westward from Interlocking Home Signal to Signal 1802, and eastward from Interlocking Home Signal to Signal 1791.  
 First Class trains must move with caution within yard limits, Hearne.  
 Connection to and from Waco will be made at Bremond by Bus with trains Nos. 13 and 14.

Train Order Office Hours Calvert:  
 DAILY EXCEPT SUNDAYS, MONDAYS and LEGAL HOLIDAYS  
 12:01 A.M. to 7:00 A.M.  
 8:30 A.M. to 4:30 P.M.  
 11:00 P.M. to 12:01 A.M.  
 MONDAYS ONLY  
 8:30 A.M. to 4:30 P.M.  
 11:00 P.M. to 12:01 A.M.  
 SUNDAYS AND LEGAL HOLIDAYS  
 12:01 A.M. to 7:00 A.M.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants turn tables, wyes and tele. phones.

Main table with columns for Second Class (342, 344, 240, 242), First Class (14, 42, 18, 20), Stations (TO-R HEARNE, HEARNE JUNCTION, SUTTON, RUFINCH, BENCHLEY, BRYAN, COLLEGE STATION, TOWER 7, WELLBORN, MILLICAN, NELLEVA, TOWER 9, TO NAVASOTA, NAVASOTA SIDING, CHAILLE, COURTNEY, HOWTH, TO-R HEMPSTEAD, PRAIRIE SIDING, PRAIRIE VIEW, WALLER, HOOKLEY, OYPRESS, SATSUMA, FAIRBANKS, TO EUREKA, M-K-T, BOULEVARD JCT., TO-R HOUSTON, BOULEVARD JCT., END OF DOUBLE TRACK, TOWER 68, TO-R ENGLEWOOD), and Second Class (257, 343, 239). Includes 'Distance From Hearne' and 'Distance From Houston' columns.

(5.30) 22.5 (4.40) 26.5 (2.10) 24.9 (0.59) 6.1 (2.49) 42.4 (1.23) 35.7 (3.15) 36.4 (3.55) 31.0 ... Time Over Subdivision ... Average Speed per Hour ... (1.21) 36.5 (2.38) 45.9 (3.45) 31.8 (3.00) 39.8 (5.25) 22.9 (4.20) 28.8 (2.10) 24.9

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

Second Class and inferior trains operating between Englewood and Eureka will move via freight route between Tower 26 and Boulevard Junction unless otherwise directed by train order. Schedule time and train orders at Eureka apply at the end of double track. Whistle Code for switch tender Boulevard Junction; Main Track eastward or westward; Route to Tower 26 o. The main tracks between Tower 26 and Englewood will be used jointly by trains of the Hearne Subdivision and Houston Division. The main tracks between Eureka and Houston (Passenger Station) will be used jointly by trains of the Hearne Subdivision and San Antonio Division. The main track between Hearne and Hearne Junction will be used jointly by trains of the Hearne and Giddings Subdivisions. Hempstead and Prairie View are flag stops for Nos. 13 and 14 for revenue passengers to or from Navasota and points west of Navasota that are flag or regular stops for Nos. 13 and 14. No. 18 will stop at any stations to discharge passengers from points on the Ft. Worth Subdivision. First Class trains must move with caution within yard limits, Hearne.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS				FIRST CLASS		Distance From Garrett (Mile post location)	TIME TABLE No. 9 June 7, 1936	Distance From Houston (Mile post location)	FIRST CLASS		SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations			
	92		96		86					82		85	83	91	95	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Freight	Freight	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Freight	Freight	Freight	Freight		
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
Yard					11.00PM	11.25AM	53.0	FORT WORTH (Union Station)	286.8	7.30AM	6.45PM						
Yard I							52.6	TOWER 55 (T. & P. Crossing)	286.4					Continuous	Continuous		
Yard BEWOTP							52.2	TO-R FORT WORTH (Frt. Yard)	286.0	7.23	6.38			Continuous	Continuous		
Yard I		6.40PM	4.05AM		11.03	11.28	51.9	TOWER 126 (G. C. & S. F. Crossing)	285.7					Continuous	Continuous		
Yard I							50.2	TOWER 53 (M.-K.-T. Crossing)	284.0					Continuous	Continuous		
60 P		7.05	4.28		11.15	f11.40	45.9	BRAMBLETON	279.7	7.10	f 6.23		3.10	1.25			
60 P		7.13	4.38		11.20	f11.46	42.5	KENNEDALE	276.3	7.05	f 6.18		2.57	1.15			
60 P		7.20	4.49		11.26	f11.52AM	38.6	BISBEE	272.4	6.59	f 6.12		2.45	1.05			
WP		7.30	4.59		f11.34	s12.01PM	34.1	TO MANSFIELD	267.9	f 6.51	s 6.04		2.31	12.55	7.00 AM to 12.30 PM 1.30 PM to 4.00 PM	Closed	
60 P		7.40	5.09		11.41	f12.08	29.7	BRITTON	263.5	6.44	f 5.56		2.18	12.45			
IP							23.1	MIDLOTHIAN (G. C. & S. F. Crossing)	256.9	f 6.33	f 5.44				Automatic	See Page 14	
48 P		8.02	5.25		11.55PM	12.22	22.3	DILLARD	256.1	6.31	5.42		1.58	12.22PM			
35 P		8.15	5.37		12.03AM	f12.31	16.2	SARDIS	250.0	6.23	f 5.33		1.38	11.59AM			
Yard IP							12.8	TO TOWER 67 (M.-K.-T. Crossing)	246.6						Continuous	Continuous	
Yard 80 YP		8.28	6.15		s12.12	s12.40	11.5	WAXAHACHIE	245.3	s 6.15	s 5.25		1.24	11.44			
45 P		8.43	6.35		12.24	f12.54	5.2	BOYCE	239.0	6.02	f 5.12		1.08	11.28			
36 P		8.58	6.50		12.33	f 1.03	0.0	GARRETT	233.8	5.55	f 5.05		12.57	11.17			
Yard BEWOTPY		9.10PM	7.10AM		12.40AM	1.10PM	2.9	TO-R ENNIS	230.9	5.50AM	5.00PM		12.50AM	11.10AM	Continuous	Continuous	
		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily	Leave Daily			
		92	96		86	82				85	83		91	95			
		(2.30) 21.6	(3.05) 16.2		(1.40) 33.5	(1.45) 31.7		..... Time Over Subdivision .....		(1.40) 33.5	(1.45) 31.7		(2.45) 20.0	(2.40) 23.8			
								..... Average Speed per Hour .....									

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

Eastward first class trains must obtain a clearance before leaving Fort Worth (Freight Yard).  
 M-K-T trains and engines operate over main track between M-K-T connection mile 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, expecting to find main track occupied.  
 MK-5 or heavier engines must not move from Fort Worth west yard lead to enginehouse lead or vice versa, but first move to main track, clear main track switch and enter the yard lead or enginehouse lead as may be the case from main track.  
 The main track between Ennis and Garrett is used jointly by trains of the Denison and Fort Worth Subdivisions.  
 Engines heavier than class M-4 are restricted from use of East Cotton Mill track and Electric Light track Waxahachie.

**6 EASTWARD PARIS SUBDIVISION WESTWARD**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		FIRST CLASS	Distance From Ennis	TIME TABLE No. 9 June 7, 1936	Distance From Houston	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	262		40				39	261		
	Freight		Passenger				Passenger	Freight		
	Leave Daily	Ex. Sunday	Leave Daily		Arrive Daily	Arrive Daily	Ex. Sunday	Sundays and Legal Holidays		
Yard KWOZPI	5.00PM		4.30PM	124.3	TO-R PARIS (St. L. S. F. & T. CROSSING) (T. & P. CROSSING)	353.6	11.30AM	5.30AM	8.00AM-11.30AM 12.30PM-5.00PM Automatic	Closed See Page 14
28 P	5.25	f	4.45	116.9	7.4 ATLAS	346.2	f	11.11		
28 P	5.33	s	4.50	114.4	2.5 HOWLAND	343.7	s	11.06		
26 P	5.55	s	5.05	107.1	7.3 ENLOE	336.4	s	10.51		
25 WP	6.45	s	5.14	102.1	5.0 TO COOPER	331.4	s	10.42	8.30AM-11.50AM 12.55PM-5.30PM	Closed
23 P	7.05	f	5.23	97.4	4.7 KLONDIKE	326.7	s	10.31		
34 P	7.25	f	5.34	91.7	5.7 HORTON	321.0	f	10.20		
Yard 32 P	8.10PM	s	5.44PM	86.8	4.9 TO COMMERCE (St. L. S. W. of T. CROSSING)	316.1	s	10.12AM	Continuous	Continuous

All trains operate between Greenville and Commerce via St. L. S. W. Ry. of T. and will be governed by St. L. S. W. Ry. of T. Current Time Table while on their tracks. Westward trains must receive clearance at Commerce and Eastward trains must receive clearance at Greenville before leaving.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		FIRST CLASS	Distance From Ennis	TIME TABLE No. 9 June 7, 1936	Distance From Houston	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	262		40				39	261		
	Freight		Passenger				Passenger	Freight		
	Leave Daily	Ex. Sunday	Leave Daily		Arrive Daily	Arrive Daily	Ex. Sunday	Sundays and Legal Holidays		
Yard WP	9.40PM	s	6.10PM	73.0	TO GREENVILLE	302.3	s	9.44AM	12.40AM	Continuous See Note
Yard				72.6	0.4 L. A. & T. CROSSING	301.9				
				71.2	1.4 M.-K.-T. CROSSING	300.5				
33 P	10.05	f	6.27	66.4	4.8 HARLOW	295.7	f	9.24	12.05AM	
25 P	10.20	f	6.37	61.8	4.6 CASH	291.1	f	9.15	11.52PM	
39 P	10.40	s	6.47	56.2	5.6 QUINLAN	285.5	s	9.04	11.38	
18 P	10.55	f	6.55	51.7	4.5 HETTY	281.0	f	8.56	11.25	
29 P	11.10PM	f	7.06	46.2	5.5 BRIN	275.5	f	8.46	11.10	
WP I		s	7.18	41.0	5.2 TO TERRELL (T. & P. CROSSING)	270.3	s	8.38	10.50	Continuous Continuous
55	12.20AM		7.20	40.4	0.6 TERRELL SIDING	269.7		8.31	10.20	
25 P	12.35	f	7.30	35.5	4.9 CARTWRIGHT	264.8	f	8.22	10.05	
Yd. WPY		s	7.43	30.3	5.2 TO KAUFMAN	259.6	s	8.10	9.40	6.00AM-3.00PM 6.00AM-9.00AM
Yard 33	1.00		7.46	29.8	0.5 KAUFMAN SIDING	259.1		8.04	8.52	
35 P	1.25	s	7.59	22.6	7.2 SCURRY	251.9	s	7.50	8.32	
28 P	1.45	s	8.12	16.9	5.7 ROSSER	246.2	s	7.37	8.12	
25 P	2.10	f	8.25	10.5	6.4 ALSDORF	239.8	f	7.23	7.50	
16 P	2.30	f	8.32	7.6	2.9 CRISP	236.9	f	7.15	7.40	
Yard BKWOPTY	3.00AM		9.00PM	0.0	6.0 Positive Block TO-R ENNIS	230.9		7.00AM	7.20PM	Continuous Continuous
	Arrive Daily Except Monday		Arrive Daily				Leave Daily	Leave Daily Except Saturday		
	262		40				39	261		
	(10.00) 12.4		(4.30) 27.6		... Time Over Subdivision ...		(4.30) 27.6	(10.10) 12.2		

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

Nos. 39 and 40 will stop on flag at Sand Lake, Parvin Park, Tona and Ellard.  
 Paris Subdivision trains use Houston Division main track at Kaufman and will be governed by Houston Division Current Time Table while occupying the tracks of that division. Trains must stop before reaching the fouling points of the Houston Division main track, Kaufman, and St. L. S. W. of T. main track at Greenville and Commerce, and will not proceed until proceed signal is received from a member of the train crew. Before operating the switch or giving proceed signal, trainmen must observe and know that there is not an approaching train on the Houston Division or St. L. S. W. of T.  
 Train order office hours at Greenville on Sundays and Legal Holidays are as follows:  
 12:00 MN to 7:00 AM      9:00 AM to 11:00 AM      3:00 PM to 12:00 MN

**EASTWARD CAMERON SUBDIVISION WESTWARD**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS		FIRST CLASS	Distance From Yoakum	TIME TABLE No. 9 June 7, 1936	Distance From Waco (Freight Yard)	FIRST CLASS	THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	268		52				51	267			
	Local Freight		Passenger				Passenger	Local Freight			
	Leave Daily	Ex. Sunday	Leave Daily		Arrive Daily	Arrive Daily	Ex. Sunday	Sundays and Legal Holidays			
Yard KOPWY	4.00AM		7.10PM	67.4	TO-R GIDDINGS	103.2	s	11.00AM	11.30PM	Continuous Continuous	
37	4.20	f	7.26	75.3	7.9 LINCORN	95.3	f	10.40	11.03		
37	4.36	f	7.35	81.6	6.3 LEO	89.0	f	10.28	10.45		
25 Spur	4.54	s	7.42	85.5	3.9 LEXINGTON	85.1	s	10.21	10.34		
26 Spur	5.10	f	7.52	91.7	6.2 TANGLEWOOD	78.9	f	10.09	10.14		
24	5.19	f	7.57	94.7	3.0 HICKS	75.9	f	10.03	10.04		
I				103.1	8.4 TO TOWER 54 (I.-G.N. Cross.)	67.5				Continuous Continuous	
46 W	6.10	s	8.13	103.3	0.2 ROCKDALE	67.3	s	9.48	9.39		
28	6.35	f	8.27	110.9	7.6 MINERVA	59.7	f	9.33	9.04		
I				117.6	6.7 TOWER 52 (G.C. & S.F. Cross.)	53.0				Continuous Continuous	
49 W	7.25	s	8.42	118.0	0.4 TO CAMERON	52.6	s	9.17	8.42	8.00AM-12.01PM 1.01PM-5.00PM	Closed
19	7.38	f	8.51	122.7	4.7 SPLAWN	47.9	f	9.05	7.31		
28	7.47	f	8.57	125.8	3.1 BEN ARNOLD	44.8	f	9.00	7.21		
25	8.10	f	9.04	129.4	3.6 BURLINGTON	41.2	f	8.53	7.10		
25	8.45	s	9.12	133.5	4.1 TO ROSEBUD	37.1	s	8.45	6.58	8.00AM-5.00PM 8.00AM-10.00AM	
20	9.06	f	9.21	138.1	4.6 TRAVIS	32.5	f	8.35	6.38		
25	9.34	s	9.31	143.1	5.0 TO LOTT	27.5	s	8.25	6.23	8.00AM-5.00PM 7.55AM-9.55AM	
30	9.59	s	9.45	149.0	5.9 CHILTON	21.6	s	8.12	6.06		
28	10.17	f	9.57	154.8	5.8 SATIN	15.8	f	8.01	5.49		
5 W				155.7	0.9 GUDA	14.9					
25	10.33	f	10.01	156.8	1.1 GURLEY	13.8	f	7.56	5.43		
30	10.55	f	10.12	162.8	6.0 DOWNS	7.8	f	7.47	5.25		
32 Yard	11.10			167.0	4.2 TEXAND	3.6		7.40	5.10		
Yard OWY	11.30AM		10.26PM	170.6	3.6 WACO (Freight Yard)	0.0		7.34AM	5.00PM		
I				170.9	0.3 TOWER 21 (M.-K.-T. Cross.)					Continuous Continuous	
				171.0	0.1 ST. L.S.W. Connection						

Time at Waco (Union Station) for information only. Trains between Waco (Union Station) and St. L. S. W. Connection will be governed by Rules and Current Time Table of the St. L. S. W. Ry. Co.

BK	Arrive Daily Ex. Sunday	Arrive Daily	Distance From Waco (Freight Yard)	TO-R WACO (Union Station)	Leave Daily	Leave Daily Ex. Sunday	Distance From Waco (Freight Yard)
	268	52	171.2	7.30AM	51	267	0.0
	(7.30) 13.7	(3.30) 29.0		... Time Over Subdivision ...	(3.30) 29.0	(6.30) 15.9	
				... Average Speed per Hour ...			

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

Trains must obtain clearance at Waco (Union Station) for movement from Waco (Freight Yard).  
 Home Interlocking signals east and west of G. C. & S. F. crossing at Cameron are located to the left of main track in direction of movement.  
 Nos. 51 and 52 will stop on flag at Asa.

EASTWARD

FLATONIA SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS			FIRST CLASS		Distance From Yoakum	TIME TABLE No. 9 June 7, 1936	Distance From Waco (Freight Yard)	FIRST CLASS		SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
		250	266	248					52	51		249	265	247	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Freight	Freight	Freight					Passenger	Passenger		Freight	Freight	Freight		
		Leave Daily	Leave Daily	Leave Daily					Leave Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily		
Yard BOKTWYP					4.50PM	0.0	TO-R YOAKUM	170.5	1.30PM				6.00 AM to 2.00 PM 4.00 PM to 11.59 PM	6.00 AM to 2.00 PM 4.00 PM to 11.59 PM		
24 P		8.00PM			5.00	4.2	4.2 ADEL	166.8	1.16							
55 P		8.11			5.15	10.8	6.6 SHINER	159.7	1.04				8.00 AM to 5.00 PM	Closed		
29 WP		8.37			5.35	21.2	10.4 MOULTON	149.3	12.47				7.00 AM to 4.00 PM	Closed		
Yard I 34 PY		9.09			5.58	29.3	8.1 (TO-R TOWER 3 (T. & N. O. Crossing) FLATONIA	141.2	12.30		6.10AM	6.29	3.00PM	Continuous		
72 P		10.00PM	9.39	9.20PM	6.03	34.5	5.2 KERR	136.0	12.25		5.57	6.13	2.46			
55 P		10.13	9.50	9.31	6.11	39.3	4.8 MULDOON	131.2	12.04PM		5.47	6.02	2.35			
55 P		10.25	9.59	9.40	6.20	44.5	5.2 LENA	126.0	11.52AM		5.36	5.49	2.21			
55 P		10.37	10.09	9.50	6.28	49.3	4.8 WEST POINT	121.2	11.43		5.25	5.38	2.06	Continuous		
55 Y IP		10.48	10.19	10.00	6.36	53.7	4.4 (TO-R TOWER 91 (M.-K.-T. Crossing) WINCHESTER	116.8	11.35		5.12	5.23	1.51	Continuous		
57 W P		11.07	10.28	10.09	6.44	60.9	7.2 NORTHROP	109.6	11.25		4.58	5.08	1.33			
83 P		11.28	10.43	10.22	6.56	67.3	6.4 (TO-R (T. & N. O. CROSSING) GIDDINGS	103.2	11.15AM		4.45AM	4.55AM	1.20PM	Continuous		
Yard KOPWY		11.42PM	11.00PM	10.35PM	7.10PM									Continuous		
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily		Leave Daily	Leave Daily	Leave Daily			
		250	266	248	52				51		249	265	247			
		(1.42) 22.4	(3.00) 22.4	(1.15) 30.0	(2.20) 28.8		.....Time Over Subdivision.....		(2.15) 29.9		(1.25) 26.8	(3.20) 20.2	(1.40) 22.8			

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)  
Trains using San Antonio Division tracks at Flatonia will be governed by current time table and special instructions of that division.

EASTWARD

GIDDINGS SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS			Distance From Giddings	TIME TABLE No. 9 June 7, 1936	Distance From Hearne	SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations			
		250	266				248		249	247	265	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Freight	Freight				Freight		Freight	Freight	Freight		
		Leave Daily	Leave Daily				Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily		
Yard KOPWY		11.45PM	11.00PM	10.35PM	0.0	59.0	A.B.S.   TO-R GIDDINGS	4.45AM	1.20PM	1.30AM	Continuous	Continuous	
56 P		12.01AM	11.15	10.48	6.6	52.4	6.6 LOEBAU	4.23	12.55	1.08			
54 P		12.19	11.32	11.02	13.8	45.2	7.2 DIME BOX	4.09	12.35	12.51			
54 W P		12.35	11.48PM	11.15	20.5	38.5	6.7 DEANVILLE	3.57	12.15PM	12.35			
73 WP		12.55	12.14AM	11.30	28.3	30.7	7.8 (TO CALDWELL	3.43	11.58AM	12.14AM	8.30 PM to 5.30 AM	8.30 PM to 5.30 AM	
55 P		1.13	12.27	11.43	34.9	24.1	6.6 COOK'S POINT	3.30	11.43	11.43PM			
56 P		1.27	12.39	11.55PM	40.4	18.6	5.5 LAW	3.19	11.30	11.23			
73 P		1.40	12.51	12.08AM	46.9	12.1	6.5 MUMFORD	3.07	11.15	11.10			
55 IP		1.52	1.04	12.20	52.1	6.9	5.2 TATSIE (I.-G. N. Crossing)	2.57	11.00	10.58	Automatic	See Page 14	
Yard Y		2.20AM	1.20AM	12.35AM	58.1	0.9	6.0 HEARNE JUNCTION	2.45AM	10.45AM	10.45PM			
Yard BOKPTWYI					59.0	0.0	0.9 (TO-R HEARNE				Continuous	Continuous	
		Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily			
		250	266	248				249	247	265			
		(2.35) 22.8	(2.20) 24.9	(2.00) 29.5			.....Time Over Subdivision.....		(2.00) 29.5		(2.35) 22.8	(2.45) 21.2	

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)  
Main track between Hearne and Hearne Junction is used jointly by trains of the Hearne and Giddings Subdivisions.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS			SECOND CLASS	FIRST CLASS					Distance From Austin	TIME TABLE No. 9 June 7, 1936	Distance From Hempstead	FIRST CLASS					SECOND CLASS	THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations Daily 7.00AM-3.00PM 5.30PM-1.30AM
	92 M-K-T Local Freight	253 Mixed		240 Freight	46 Passenger	4 M-K-T Passenger	42 Passenger	2 M-K-T Passenger	6 M-K-T Passenger				5 M-K-T Passenger	45 Passenger	43 Passenger	1 M-K-T Passenger	3 M-K-T Passenger	239 Freight	254 Mixed	93 M-K-T Local Freight	
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
Yard BKP		7.00AM			11.30PM	3.15PM	1.40PM	10.55AM	1.20AM	0.0	TO-R AUSTIN 0.8	115.0	4.30AM	5.15AM	1.10PM	2.28PM	6.58PM			5.30PM	
Yd. BKP	7.15PM	7.20		7.45PM	11.35	3.20	1.44	11.00	1.25	0.8	R YARD OFFICE 0.6	114.2	4.25	5.07	1.00	2.23	6.53	6.00AM		5.20	4.15AM
Yard OTWY	7.25	7.30AM		7.50	11.38	3.23	1.46	11.03	1.28	1.4	AUSTIN JUNCTION 0.4	113.6	4.22	5.02	12.57	2.20	6.51	5.55		5.15PM	4.05
P	7.30PM			7.51	11.39	3.25PM	1.47	11.05AM	1.30AM	1.8	PERSHING 3.1	113.2	4.20AM	5.00	12.52	2.18PM	6.48PM	5.54			4.00AM
39 P				8.15	11.56PM		f 2.01			9.9	DAFFAN 5.1	105.1		f 4.45	f 12.39			5.32			
18 P				8.30	s 12.08AM		s 2.10			15.0	MANOR 6.8	100.0		s 4.35	s 12.30			5.17			
21				8.49	f 12.22		f 2.21			21.8	LITIG 5.4	93.2		f 4.21	f 12.16			4.57			
26 WY PI				9.05	s 12.35		s 2.36			27.2	ELGIN TO Tower 100 (M-K-T- Cross.) 5.6	87.8		s 4.10	s 12.06PM			4.40			Continuous
P				9.21	12.46		f 2.47			32.8	BUTLER 4.5	82.2			3.56	f 11.56AM		4.25			
26 P				9.35	s 12.56		s 2.57			37.3	McDADE 6.5	77.7		s 3.46	s 11.48			4.10			
37 P				9.54	1.10		3.07			43.8	MIDSPRINGS 3.9	71.2			3.32	11.37		3.48			
26 P				10.06	s 1.20		s 3.14			47.7	PAIGE 5.1	67.3		s 3.22	s 11.31			3.38			
28 P				10.21	1.30		f 3.23			52.8	HILLS 6.4	62.2			3.10	f 11.23		3.26			
Yard KOPWY				10.48PM 12.44AM	s 1.55		s 3.36			59.2	(T. & N. O. CROSSING) TO-R GIDDINGS 5.0	55.8		s 2.55	s 11.11			2.55 1.55			Continuous
37 P				12.58	2.10		3.45			64.2	KRUSE 4.2	50.8			2.40	11.02		1.21			
32 P				1.09	s 2.30		s 3.52			68.4	LEDBETTER 6.4	46.6		s 2.30	s 10.56			1.09			
42 P				1.30	s 2.45		s 4.02			74.8	CARMINE 6.3	40.2		s 2.17	s 10.45			12.44			
41 P				2.04	s 2.59		s 4.13			81.1	TO BURTON 6.5	33.9		s 2.04	s 10.34			12.26			See Note
22 P				2.22	f 4.23		f 4.23			87.6	MILL OREEK 6.1	27.4			1.49	f 10.22		12.08AM			
Yard PI 27 WY				2.45	s 3.30		s 4.35			93.7	(G. O. & S. F. Crossing) TO BRENHAM 5.5	21.3		s 1.31	s 10.09			11.48PM			Continuous
14				3.00	3.42		4.46			99.2	PAOKERY 4.7	15.8			1.21	9.59		11.32			
32 P				3.15	s 3.53		s 4.55			103.9	CHAPEL HILL 11.1	11.1		s 1.12	s 9.50			11.20			
Yard BOEPWY				3.45AM	4.15AM		s 5.15PM			115.0	TO-R HEMPSTEAD	0.0			12.50AM	9.30AM		10.50PM			Continuous
	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	92	253		240	46	4	42	2	6				5	45	43	1	3	239	254	93	

(8.00) 14.4      (4.45) 24.0      (3.35) 32.0      ...Time Over Subdivision...      (4.25) 25.7      (3.40) 31.3      (7.10) 16.0  
 ...Average Speed per Hour...

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 45 is Superior to M-K-T No. 6; No. 43 is Superior to No. 42 and M-K-T Nos. 6, 2 and 4.

Trains originating at Yard Office must obtain clearance at Austin.  
 Eastward M-K-T trains must report to T&NO dispatcher by telephone from Pershing the time of their arrival.  
 Westward M-K-T trains must obtain clearance from T&NO dispatcher by telephone before occupying T&NO main track at Pershing.  
 Westward T&NO trains, except first class, must obtain check of overdue trains from dispatcher by telephone before passing Pershing.  
 Main track switch at Pershing must be left set and locked for T&NO main track.  
 Trains must obtain clearance before leaving Giddings.  
 Westward trains may pass west switch to siding at Brenham against opposing trains to perform station work subject to the provisions of Rule 605. Eastward trains must approach Brenham with caution expecting to find the main track occupied.  
 Home interlocking signal west of M-K-T crossing at Elgin and home interlocking signal east of GC&SF crossing at Brenham are located to the left of main track in direction of movement.  
 Nos. 42 and 43 will stop on flag at Butler for revenue passengers only.  
 Train order office hours at Burton 8:00 am to 5:00 pm daily except Sundays and legal holidays; Sundays and legal holidays: 10:00 am to 12:00 m; 3:30 pm to 5:30 pm.



**EASTWARD WACO SUBDIVISION WESTWARD**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance From Bremont	TIME TABLE No. 9 June 7, 1936		Distance From Houston	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	66 Mixed	Leave Daily		65 Mixed	Arrive Daily		Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	STATIONS	
									TO-R WACO (Union Sta.) 0.2	7.00AM
Yard K B	9.00PM	43.9	186.6	7.00AM						
Time at Waco (Union Station) for information only. See St. L. & S. W. Current time table for train movement between Tower 21 and Waco (Union Station).										
I Yard	9.03PM	43.7	Tower 21 { (St.L.S.W. Cross.) 7.8 (M-K-T Cross.)	186.4	5.45AM		Continuous	Continuous		
30	f 9.26	35.9	HARRISON 6.0	178.6	f 4.55					
25	f 9.44	29.9	RIESEL 4.1	172.6	f 4.35					
35	f 9.56	25.8	PERRY 8.1	168.5	f 4.20					
24 W	s 10.50	17.7	(I-G. N. Crossing) MARLIN	160.4	s 3.55		8.00AM-11.30AM 12.30PM-5.00PM	Closed		
38	f 11.25PM	8.5	REAGAN 9.2	151.2	f 2.55					
Yd BWY	12.30AM	0.0	TO-R BREMOND 8.5	142.7	2.30AM		8.30PM-11.30PM 12.30AM-5.30AM	8.30PM-11.30PM 12.30AM-5.30AM		
	Arrive Daily 66				Leave Daily 65					

(3.30) ..... Time Over Subdivision... (4.30)  
12.4 ..... Average Speed per Hour... 9.7

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

All trains must obtain a clearance at Waco (Union Station) for movement from Tower 21.  
Nos. 65 and 66 will stop on flag at Neale.

**EASTWARD LLANO SUBDIVISION WESTWARD 9**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance From Llano	TIME TABLE No. 9 June 7, 1936		Distance From Austin	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	254 Mixed	Leave Daily Ex. Sunday		253 Mixed	Arrive Daily Ex. Sunday		Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	STATIONS	
									TO-R	1.15PM
Yard WY	6.00AM	0.0	98.7	1.15PM						
25 W	s 6.50	19.6	79.1	s 12.01PM						
27	7.20	29.0	70.0							
20 Spur Y	s 8.05	34.9	75.9					8.00AM to 5.00PM	Closed	
29 Y	s 8.30	29.0	69.7	s 11.35AM						
17 W	f 8.45	31.6	67.1	f 11.25						
Y		38.8	59.9							
Yard 41 OWY	s 9.15AM 1.45PM	39.4	60.5	s 11.00				8.00AM to 5.00PM	Closed	
12 Spur Y		38.8	59.9	10.24						
32	2.07	42.6	56.1	10.14						
21	s 2.30	49.4	49.3	s 9.54						
28	2.41	54.9	48.8	9.33						
15 W	s 3.10	59.5	39.2	s 9.23				8.00AM to 5.00PM	See Note	
19	s 3.40	67.1	31.6	s 9.00				8.00AM to 5.00PM	See Note	
18	f 3.51	72.7	26.0	f 8.35						
21	4.00	77.0	21.7	8.26						
27 I	s 4.35	82.2	16.5	s 8.15				8.15AM to 5.15PM See Special instructions page 14	See Note	
22	f 4.43	85.9	12.8	f 7.56						
10	4.50	88.3	10.4	7.48						
Yard 0TWY	5.15PM	97.3	1.4	7.30AM						
	Arrive Daily Ex. Sunday 254			Leave Daily Ex. Sunday 253						

(6.45) ..... Time Over Subdivision... (5.45)  
16.2 ..... Average Speed per Hour... 16.9

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

Time at Tuggle governs No. 254 enroute to Marble Falls.  
Before leaving Burnet and Marble Falls trains must obtain clearance during train order office hours.  
West wye switch Wilkie is register station only for No. 253.  
Extra trains will not operate via Burnet or Marble Falls unless so directed by train order.  
Nos. 253 and 254 will stop on flag at Gabriel River, Granite Mountain, Sandstone, Beverly and Graphite.  
Cars, gross weight over 169,000 pounds, and engines heavier than C-24 class must not be handled on this subdivision between Fairland and Marble Falls, and Fairland and Llano.

- Llano: Sundays, closed; legal holidays, 12:01 p.m. to 2:01 p.m.
- Liberty Hill: Sundays, closed; legal holidays, 8:00 a.m. to 10:00 a.m.
- Leander: Sundays, closed; legal holidays, 7:30 a.m. to 9:30 a.m.
- McNeil, Sundays, closed; legal holidays, 8:15 a.m. to 10:15 a.m.

**EASTWARD LAMPASAS SUBDIVISION WESTWARD**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	SECOND CLASS		Distance From Lampasas	TIME TABLE No. 9 June 7, 1936		Distance From Burnet	SECOND CLASS		Train Order Office Hours	
	253 Mixed	Leave Daily Ex. Sunday		254 Mixed	Arrive Daily Ex. Sunday		Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	STATIONS	
									R	11.55AM
23 Y	12.25PM	0.0	23.0	11.55AM						
18 W	f 12.55	11.6	11.4	f 11.10						
Yard 41 OKWY	1.40PM	23.0	0.0	10.40AM						
	Arrive Daily Ex. Sunday 253			Leave Daily Ex. Sunday 254						

(1.15) ..... Time Over Subdivision... (1.15)  
18.4 ..... Average Speed per Hour... 18.4

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

Cars, gross weight over 169,000 pounds and engines heavier than C-24 class must not be handled on this subdivision.



**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, 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 \_\_\_\_\_  
 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, EUREKA**

Main track for movement with the 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 \_\_\_\_\_

**INTERLOCKING STATION 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 \_\_\_\_\_  
 House track from any point \_\_\_\_\_ o \_\_\_\_\_  
 Oil Mill track from any point o \_\_\_\_\_ o \_\_\_\_\_

**TOWER 7, 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, BRYAN**

Main track eastward or westward from main track \_\_\_\_\_  
 Siding from any point o \_\_\_\_\_

**INTERLOCKING STATION 15, HEARNE**

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

**TOWER 118 AND 119 (See Page 14)**

**TOWER 10, G. C. & S. F. CROSSING, DALLAS YARD**

Main track eastward or westward from main track \_\_\_\_\_

**TOWER 35, HILAND**

Main track eastward or westward from main track \_\_\_\_\_  
 M-K-T connection from any point \_\_\_\_\_ o \_\_\_\_\_

**TOWER 49, PLANO**

Main track eastward or westward \_\_\_\_\_  
 Storage track from any point o \_\_\_\_\_  
 Oil Mill track from any point \_\_\_\_\_ o \_\_\_\_\_ o \_\_\_\_\_

**TOWER 16, 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, 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-K-T \_\_\_\_\_ o \_\_\_\_\_  
 To M-K-T from T. & N. O. \_\_\_\_\_ o \_\_\_\_\_ o \_\_\_\_\_

**TOWER 21, WACO**

To T. & N. O. main track from coal or house track \_\_\_\_\_  
 To T. & N. O. main track from StL&SW main track \_\_\_\_\_  
 To StL&SW main track from T&NO main track \_\_\_\_\_ o \_\_\_\_\_  
 House track from any point \_\_\_\_\_ o \_\_\_\_\_  
 Coal track from any point \_\_\_\_\_ o o \_\_\_\_\_

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

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

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 STATION 131, TERRELL**

Main track eastward or westward from main track \_\_\_\_\_

**INTERLOCKING STATION 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 \_\_\_\_\_

**INTERLOCKING STATION 132, I.-G. N. CROSSING, McNEIL**

(Cabin Interlocking Plant)

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 tower who will handle levers in accordance with instructions on manipulation chart located directly above the interlocking machine.

**TOWER 67, 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 Bitulithic Spur o \_\_\_\_\_  
 To or from Track No. 1 \_\_\_\_\_ o \_\_\_\_\_  
 To or from G. C. & S. F. connection o o \_\_\_\_\_ o \_\_\_\_\_

**TOWER 55, 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. \_\_\_\_\_  
 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 signal bridge.

**SPECIAL INSTRUCTIONS**

**GENERAL**

1. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.
2. A train may arrive at a station in advance of its schedule arriving time.
3. When trains, or engines with or without cars, meet in vicinity of high-way crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.
4. Employees are forbidden to ride front foot board of yard engines in direction of movement or on pilot of road engines.
5. Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.

**LOCAL**

24. Roadmasters, B & B and signal supervisors, signal foremen, linemen, traveling motor car repairers, water service repairers and other employes who operate motor cars must use watches as prescribed by Rule 2.
25. Hempstead and Sherman (Tower 16) are register stations only for trains that originate or terminate there.

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

26. (a) First class trains may register at Hearne by register ticket (Form 2642) and obtain train order check of trains (Form R) from Dispatcher.

(b) First class trains may register at Yard Office (Austin) by register ticket (Form 2642).

(c) First and second class trains may register at Flatonia by register ticket (Form 2642).

(d) First class trains may register at Giddings by register ticket (Form 2642).

(e) Nos. 42 and 43 may register at Hempstead by register ticket (Form 2642).

(f) St. L. & S. F. Ry. of T. Trains Nos. 530 and 532 may register at Denison by register ticket (Form 2642) left with St. L. & S. F. Ry. of T. Operator for delivery to T. & N. O. R. R. Operator.

27. Nos. 14, 18 and 20 must obtain a clearance authorized by Chief Dispatcher, Ennis, before leaving Dallas (Union Station) and No. 156 must obtain a clearance authorized by Houston Division Chief Dispatcher before leaving Dallas (Union Station) and Tower 118, Belt Junction.

28. On double track between Eureka and Houston (Passenger Station) and between Tower 26 and Englewood trains may run extra, moving with current of traffic, without train order authority. Second class and inferior trains and engines may run ahead of first class trains between the points named without train order authority, but must not occupy main track when it is known a first class train will thereby be delayed.

Trains must run with caution between these points.

29. Following whistle code will be sounded at Hickory Street, Houston, for guidance of switch tender in handling switches at entrance to passenger station yard:

- San Antonio Division Trains \_\_\_\_\_ o \_\_\_\_\_
- Dallas and Austin Divisions Trains o \_\_\_\_\_
- Victoria Division Trains o o \_\_\_\_\_ o \_\_\_\_\_

(a) 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 or green light by night before entering passenger yard; proceed signal with yellow flag by day or yellow light by night before leaving passenger yard.

## SPECIAL INSTRUCTIONS

30. Use of the various classes of engines is restricted as follows:

(a) MK-5 and F-1 engines must move with caution over turnouts and inside tracks in yards at Hempstead, Hearne, Mexia, Giddings, Ennis, Denison, Fort Worth and right hand track at Butler on account of No. 7 frogs.

(b) M-21 class or heavier engines must not use Gin spur at Courtney east of gate, and Oil Mill track, Navasota.

(c) Engines heavier than M-4 must not be used on Chapel Hill Gin spur.

(d) Class M-21, MK-5, P-13 and F-1 engines must not be used on Waco Subdivision beyond Bremond yard limits.

(e) Class M-21, MK-5, P-6, P-13 and F-1 engines must not be used on Paris Subdivision.

(f) Engines heavier than F-1 class must not be operated over White Oak Bayou, West end Hardy Street Yard, Houston.

(g) All engines are restricted from that portion of spur tracks laid with forty pound rail at Woods, Nicholas, Watts, Steels, Sims, Tatsie, Varisco and Mumford stock pen track, and must not go beyond restriction sign in Glass gravel pit.

(h) C-8-9 and heavier class engines must not use the Fehrenkamp spur at Moulton.

31. Use of road engines heavier than Class C-8-9 is restricted over the following tracks and structures:

**Ennis Subdivision:**

Calvert: Oil Mill track.  
Hammond: House track.  
Bremond: Short leg of Wye.  
Doyle: Spur track.  
Mexia: BRI interchange track.

**Denison Subdivision:**

Palmer: House track, beyond a point 300 feet from switch.  
Ferris: Globe Brick Yard track.  
Wilmer: Texas Electric interchange track.  
Plano: West Transfer track, 6 car lengths beyond road crossing. East Transfer track beyond east end of laborers' quarters.  
Anna: Elevator track.  
McKinney: Compress tracks, and Wye, except that portion leading to Collin Co. Mill & Elevator track.  
Van Alstyne: Elevator track.  
Denison: Cotton Mill track.

**Giddings and Flatonia Subdivisions:**

Flatonia: Old SA&AP house track.  
Lena: Spur.  
Winchester: Spur.  
Giddings: SA&AP compress track.  
Varisco: Gin spur.  
Mumford: Stock pen track.  
Tatsie: Spur.

**Austin Subdivision:**

Brenham: Schleider's spur.  
32. Location of Bulletin Books.

At Houston: Passenger Station; Passenger and Freight Enginehouse; General Yardmaster's office, Hardy Street.

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

34. Track No. 4 through Hempstead Yard is designated as Austin Subdivision main track and must be kept clear, except No. 19 will leave baggage car on No. 4 track just east of crossover from track No. 4 to No. 5 to be moved by No. 45.

Trains No. 42 and No. 43 and No. 239 and No. 240 will enter and leave Hearne subdivision main track at east end of track No. 4.

35. Trains and engines using StLSW of T main track, Sherman, at crossing with T&NO and crossing with StL&SFofT will leave gate across StLSWofT track except when crossings are occupied. Trains should not occupy crossings when a train or engine is approaching on intersecting track.

36. St. L. S. W. of T. trains and engines will operate on main track between St. L. S. W. of T. crossing and passenger Station Sherman, under the provisions of Rule 93. Main track movements approaching and between these points must be made with caution expecting to find main track occupied.

37. Trains or engines using tail track to wye at Sherman, will leave gate at StL&SFofT crossing across T&NO track except when crossing is occupied.

38. The scale track serving Elgin Cotton Oil Company at Elgin must not be used in switch movements. The west switch on oil mill track must be left lined for the spur track.

39. In using the West leg of Wye at Llano engines must back over instead of heading over it.

40. Within yard limits Giddings the main track may be used by trains and engines protecting only against first class trains. Second and inferior class trains, extra trains and engines must move with caution within such defined limits expecting to find main and wye tracks occupied without protection.

41. The maximum distance a freight train may run without stopping for inspection is forty (40) miles, except, when additional stops can thereby be avoided the distance may be increased to fifty (50) miles, and train may run between:

Ennis and Ft. Worth  
Groesbeeck and Ennis  
Ennis and McKinney  
Hearne and Giddings

for inspection. Except freight trains operating between Hempstead and Englewood will stop at Cypress for inspection unless a stop is made for other purposes at some station between Fairbanks and Waller, in which case train inspection may be made at that stop in order to avoid additional stop at Cypress.

Trainmen are not relieved from making inspection as prescribed by Rule 827 where stops are made at a lesser distance.

42. Eastward through trains must not take water at Navasota tank except in emergency.

Trains take water at Terrell only in emergency.

Through trains shall not take water at Moulton except in emergency, and then only enough to reach the next water station.

43. If the crew of No. 65 is present to take charge, Waco cars may be cut off Nos. 17 and 19 at Bremond on main track at passenger station, where they will be picked up by No. 65.

If the crew of No. 45 is present to take charge, Austin cars may be cut off No. 17 at Hempstead on main track at passenger station where they will be picked up by No. 45.

44. Use of engine whistle in Fort Worth Union Station is forbidden except in cases of emergency. Crews will use telephone which is located at east end of East Train Shed to obtain route through Interlocking Plant, Tower 55.

45. Oil buffer spring switches are located at west and east end of double track, Freight Route Boulevard Junction and Tower 26; at west lead main track, Hearne; west end of siding, Springfield; east end of siding at Corsicana and west lead main track, Ennis. These switches are designated by two targets: One, hexagon shape painted white bearing the letters "SS"; the other standard red target. Trains and engines may trail through oil buffer switches, but the switch

must be operated by hand if a reverse movement is to be attempted before the entire engine, train or all cars have passed over the switch points. Running switch movements over oil buffer switches are forbidden. Blowoff cocks, sanders, or injectors must not be operated nor must boosters be started while locomotives are passing over such switches.

Dwarf light signals displaying indications shown under Rules 601 and 604-A have been provided to safeguard the facing point movement of trains and engines over spring switches at east and west end of double track, Freight Route Boulevard Junction and Tower 26.

The normal indication displayed by these signals will be proceed. Train or engine crew finding these signals displaying a stop indication must stop and examine the switch points to determine if switch is in proper position, locked and points fitting against stock rail properly. If necessary to proceed against stop indication, do not exceed speed of six (6) miles per hour until entire train has passed over switch.

**46. STRUCTURES LESS THAN STANDARD CLEARANCE.**

Mile	Location	Description
0.1	East of Forest Avenue	Overhead Signal Bridge Overhead
49.0	East of Tower 53	I.-G. N. Bridge Overhead
52.0	Ft. Worth Yard	Hattie Street Overhead

47. Yards located at following stations are designated by Yard Limit boards:

(a) Austin	Ennis	Kaufman
Bremond	Flatonia	McKinney
Bryan	Fort Worth	(c) Waco
(b) Burnet	Giddings	Waxahachie
Corsicana	(d) Hearne	Yoakum
(c) Dallas	Hempstead	Sherman
Denison	Houston	

(a) Austin Yard Limit extends to yard limit board east of Austin Junction on Austin Subdivision and to yard limit board west of Austin Junction on Llano Subdivision.

(b) Burnet Yard Limit extends to yard limit board on Lampasas Subdivision and on Llano Subdivision to yard limit board one mile east of Burnet to yard limit board one mile west of Burnet.

(c) Dallas Yard Limit extends from a point 1000 feet west of Lawther to a point 1000 feet east of siding switch Miller, and from Forest Avenue to a point 1000 feet west of Briggs.

(d) Hearne Yard Limit extends to yard limit board 4.7 miles west on Giddings Subdivision.

(e) Waco Yard limit extends to yard limit board west of Texand on Cameron Subdivision.

48. A trainman is required to ride on rear platform of trains while crossing the following bridges and to watch for fires on or about these structures:

**Flatonia Subdivision:**  
Colorado River Bridge near West Point.

**Cameron Subdivision:**  
Little River Bridge near Cameron.

**Fort Worth Subdivision:**  
28-F, Mountain Creek, east of Britton.

**Waco Subdivision:**  
4-D, Little Brazos River, east of Reagan.  
13-D and 14-A, Big Creek, east of Marlin.

**Paris Subdivision:**  
12-A and 14-B, Trinity River Bottom, east of Rosser.  
25-B, Kings Creek, east of Kaufman.  
42-B, Kings Creek, west of Terrell.  
52-E, Sabine River, west of Hetty.  
58-B to 58-D, Caddo River Bottom, west of Quinlan.  
110-B, North Sulphur River Bottom, west of Enloe.  
112-J, Honey Creek, east of Howland.  
119-B, Auds Creek, west of Atlas.



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

**POSITIVE BLOCK SIGNAL LIMITS**

Signal No. 2597—At west crossover, Miller.  
Signal No. 2603—SA West Drill track switch, Miller.  
Signal No. 48—Main track east of Tower 119, T. & P. Junction.  
Signal No. 24—SA, East Switch Fox.  
Signal No. 3149—SA, Houston Division main track at Briggs.  
Signal No. 42—Industry yard track at Briggs.  
Positive Block Signal arms are painted the same as Interlocking Signal arms.

**INTERLOCKING PLANTS**

**TOWER 119, T. & P. JUNCTION**      **TOWER 118, BELT JUNCTION**  
(Limits of Control.)

Signals and switches at Belt Junction, signals and switches at each end of Fox siding and signals and switches at west end Drill Track Miller, are controlled by interlocking plant, Tower 118.

Signals and switches at T. & P. Junction and signals and switches at Briggs (except Signal No. 42, and switch to Industry yard track) are controlled by interlocking plant, Tower 119.

**OPERATION**

Tracks between Miller and Belt Junction will be used jointly by T. & N. O.—Houston Division and T. & N. O.—Denison Subdivision trains.

Tracks between Forest Avenue and Briggs will be used jointly by T. & N. O.—Denison Subdivision, T. & N. O.—Houston Division, and T. & P. Ft. Worth Division trains.

Tracks between Briggs and T. & P. Junction will be used jointly by T. & N. O.—Denison Subdivision, and T. & P.—Ft. Worth Division trains.

Extra trains between Belt Junction and Gifford will run via T. & P. Junction unless otherwise directed by train order.

Trains and engines will operate within interlocking and positive block limits in accordance with interlocking and positive block signal indication, and trains may run extra within such limits without train order authority. The position of train order signals must be respected in accordance with Rule 221.

On double track, between Belt Junction and Forest Avenue, trains may run

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

Yard engines may move with the current of traffic on double track between Belt Junction and Forest Avenue and will operate within interlocking and positive block limits in accordance with interlocking and positive block signal indications.

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

Yard engines from Industry yard track at Briggs will be governed by position of switch indicator and Signal No. 42, and will stop clear of Signal No. 42, and will not enter main track unless so authorized by telephone by signal operator at Tower 118, when wire communication is possible.

Trains and engines must not pass a signal indicating "stop" except as authorized by Rules 509 or 663 and when delayed by an interlocking positive block signal indicating "stop," should immediately communicate with signal operator at Tower 118 for instructions.

Trains and engines must not enter main track from any adjoining track within limits of Interlocking Plants unless so authorized by telephone by signal operator at Tower 118 or Tower 119 when telephone communication is possible.

**LOCATION OF LOCAL TELEPHONES**

Tower 118, Belt Junction.      Tower 119, T. & P. Junction.  
Relay post Houston Division main track at Briggs.  
Signal case, Signal No. 34-SA, at west switch at Fox. Cable pole at Signal No. 3149-SA.

Signal case, Signal No. 2597 at west crossover at Miller.  
Signal bridge, Signal No. 18-SA, at east end double track.  
Signal case, Signal Nos. 2603-SA and 2604-SA, west Drill track switch Miller.  
Signal No. 2605-SA, located at west end Trinity River Bridge.

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

Trains to or from the T. & P. Railway, Houston Division or Denison Subdivision of this division authorized to use a schedule on the tracks mentioned may move with the current of traffic on double track between Forest Avenue

and Belt Junction and operate within interlocking and positive block limits in accordance with interlocking and positive block indication without train order authority or change of identification.

**INTERLOCKING 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 \_\_\_\_\_

**INTERLOCKING 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.

Houston Division trains that move from Dallas yard or Miller must obtain a clearance at Belt Junction authorized by Houston Division Dispatcher.

Trains moving from Forest Avenue or intermediate points toward T. & P. Junction will be considered an eastward train from Forest Avenue to end of double track and a westward train from end of double track to T. & P. Junction.

Trains moving from T. & P. Junction or intermediate points toward Forest Avenue will be considered an eastward train from T. & P. Junction to double track at Belt Junction and a westward train from end of double track to Forest Avenue.

**AUTOMATIC BLOCK SYSTEM**

71. Automatic Block Signals located at North Sherman Junction. (Trains from Frisco Yard North Sherman Junction will observe position of Signals 3303 and 3304. If these signals indicate block unoccupied switch may be thrown, and train proceed after Signal 3301 goes to "Proceed" position. If Signals 3303 and 3304 indicate "block occupied" switch may be used only under flag protection.) An overlap extends from Signal 3299 two thousand four hundred and seventy-five (2475) feet eastward and from Signal 3314 two thousand six hundred and forty (2640) feet westward. Signals at North Sherman Jct. will go to proceed position as soon as the rear end of an eastward train passes Signal 3299.

**AUTOMATIC INTERLOCKING PLANTS**

*Tatsie, on Giddings Subdivision.*

*Midlothian, on Ft. Worth Subdivision.*

*Paris, on Paris Subdivision.*

Normal position of home signals governing routes is "stop." Trains entering approach circuits will cause home and distant signals to assume proceed position if routes are unoccupied. Trains finding home signal displaying stop indication will stop.

**TATSIE:** If signal does not assume proceed indication, after train has entered approach circuit, and if no train approaching on intersecting route, unlock box marked "T&NO RELEASE" turn the knob on the release to the right as far as it will go and permit it to run down, after which signal should assume proceed indication, if it fails to do so train should proceed as prescribed by Rule 663.

Eastward trains using siding at Tatsie will stop clear of dwarf signal and send a member of the crew to switch who will, after observing the switch indicator displaying proceed indication, operate the switch after which the dwarf signal should assume proceed indication. If dwarf signal does not assume proceed indication be governed by the foregoing paragraph with respect to operation of release and procedure.

**MIDLOTHIAN:** Releasing section marker, marked "RELEASE SECTION" is located one hundred sixty-five (165) feet in advance of eastward home signal. The track section between marker and signal governing eastward trains on main track must be occupied while waiting for the signal to clear. If after waiting

six (6) minutes and signal fails to indicate "PROCEED" and no approaching movement on intersecting route train may proceed as prescribed by Rule 663.

If route be not used before the expiration of six (6) minutes and a Santa Fe train enters the approach circuit, signal on the T&NO will go to stop and the Santa Fe train will receive a proceed indication; if no Santa Fe train enters approach circuit, signals on the T&NO will remain clear until the route is used.

If a T&NO train enters the approach circuit and does not use the route before six (6) minutes have elapsed, and a Santa Fe train enters their approach circuit, the route will immediately be taken away from the T&NO and held for six (6) minutes after which time a T&NO train will again receive a clear indication.

If a T&NO train enters approach circuit and receives proceed indication and enters the home circuit, then backs out of it while a Santa Fe train is on approach circuit, the Santa Fe signal will immediately clear. When a move of this kind is made T&NO trains must not, under any circumstances, pass the home signal in stop position without waiting six (6) minutes then observing Rule 663 Paragraph (c). When a move is made through plant with part of train left in the approach circuit, a movement back over crossing must not be made except as provided in paragraph (c) of Rule 663.

Signals will clear up behind a train if opposing route is not occupied. If a Santa Fe train enters approach circuit after signal has cleared behind a train on T&NO track, T&NO signal will immediately go to stop but the Santa Fe signal will not clear for one and one-half minutes thereafter.

Engines or cars occupying routes between home signals on either railroad will set all signals to indicate stop.

Eastward trains using industry track (old siding), will stop clear of dwarf signal and send member of the crew to the switch who will operate it after which the dwarf signal should assume proceed indication. Should the dwarf signal fail to clear after waiting six (6) minutes and no train approaching on intersecting route, proceed as prescribed by Rule 663.

**PARIS:** If signal does not assume proceed indication, after train has entered approach circuit, and if no train approaching on either intersecting route, unlock box marked "T&NO and G. C. & S. F. Release" located at the southwest corner of tower building, if T&P crossing is to be obstructed; or the box marked "T&NO," located at the southwest intersection with the Frisco, if Frisco cross-

ing is to be obstructed, and push button which should cause signal to assume proceed indication. If it fails to do so, train should proceed as prescribed by Rule 663.

Trains must not exceed twenty-five (25) miles per hour between the home signals of these automatic interlocking plants.

**REMOTE SIGNAL AND SWITCH CONTROL****DALLAS, GARRETT AND WEST POINT**

Home signals governing GC&SF crossing, Tower 10, Dallas, are electrically operated from Tower 19, Dallas. Telephone is located in box on the mast of Eastward home signal and on iron post at StLSWofT crossing just East of Westward home signal. If signal be not cleared for route over GC&SF crossing member of crew should immediately communicate, by telephone, with signal operator at Tower 19 for instructions, being governed by Rule 663.

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

The east switch of siding at West Point is electrically operated from Tower 91.

Interlocking signals and interlocking rules will govern movements over these switches.

When the signal is not cleared or the switch is not set for the route required, train or enginemen will communicate with the signal operator by telephone located in box on signal near switch, but inferior westward trains approaching the east switch at West Point and finding the switch set for main-track movement, and the governing signal clear, are authorized to proceed with caution on the main track to the next signal governing in the direction of movement.

Instructions for operating electrically-operated switches by hand, when so authorized by the signal operator, are located inside of instrument case in iron box on post behind switch machine.

Before moving over an electrically-operated switch with the signal indicating "stop," it must be known the switch is properly set, and a speed of twelve



# MAP OF THE DALLAS AND AUSTIN DIVISIONS SOUTHERN PACIFIC LINES IN TEXAS AND LOUISIANA

