

SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS AND AUSTIN DIVISIONS

32

To Take Effect Sunday, June 5, 1938, at 12:01 A. M.

CENTRAL STANDARD TIME

For the government and information of employes only.

A. D. MIMS,
Vice President and General Manager

B. S. HOLLIMON,
Assistant General Manager

O. C. CASTLE,
Superintendent of Transportation

Explanation for change in numbers of Dallas Division

time tables:

Numbers were advanced 21 numbers in order to avoid duplication of numbers and color of the Houston Division time table in effect at the time of the issuance of new Dallas Division, time table.

~~June 1, 1938,~~
June 1, 1938.

Houston Divisions time table #12 (blue)

PACIFIC LINES

LEANS RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS AND AUSTIN DIVISIONS

32

To Take Effect Sunday, June 5, 1938, at 12:01 A. M.

CENTRAL STANDARD TIME

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A. D. MIMS,
Vice President and General Manager

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Assistant General Manager

O. C. CASTLE,
Superintendent of Transportation

EASTWARD

DENISON 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 Denison	TIME TABLE No. 32 June 5, 1938	Distance from Houston	FIRST CLASS					SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	344	342	78	76	18	14	16				17	15	13	75	77	257	263		
	Freight	Freight	Frisco Passenger 505	Frisco Passenger 507	The Owl	The Sunbeam	The Hustler				The Owl	The Hustler	The Sunbeam	Frisco Passenger 504	Frisco Passenger 510	Freight	Freight		
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
Yard BEWOTP	12.50PM	2.00AM	7.35PM	4.40AM				0.0 TO-R DENISON	387.9			12.55AM	12.50PM	6.00AM	3.40PM		Continuous	Continuous	
Yard I	See No. 77		7.36	4.41				0.4 TOWER 93 (Two M-K-T Cross.)	387.5			12.54	12.49				Continuous	Continuous	
Yard BKP	1.08	2.20	7.47	4.55				7.6 TO-NORTH SHERMAN JOT.	380.3			12.43	12.38	5.25	3.10		Continuous	Continuous	
Yard 37 BWYIP	1.30	2.45	7.50PM	5.00AM				9.1 TO-R (Tower 16 T. & P. Cross.) SHERMAN	328.8			12.40AM	12.35PM	5.20	3.05		Continuous	Continuous	
50 P	1.50	3.05						18.3 TO HOWE	319.6					4.25	2.14		8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
75 P	2.02	3.17						25.0 TO VAN ALSTYNE	312.9					4.10	2.02		8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
48 P	2.14	3.30						30.8 TO ANNA	307.6					3.57	1.41		8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
35 P	2.24	3.45						34.9 MELISSA	303.0					3.45	1.30				
Yd. 22 WYYP	2.41	4.00						41.6 TO MCKINNEY	296.3					3.27	1.05		8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
48 P	3.01	4.25						49.4 ALLEN	288.5					3.07	12.40				
25 IP	3.16	4.45						55.5 TO PLANO (Tower 49 St. L. S. W. Cross.)	282.4					2.52	12.25		Continuous	Continuous	
48 P	3.28	5.00						60.7 RICHARDSON	277.2					2.37	12.10PM				
P	3.40	5.13						65.0 GIFFORD	272.9					2.27	11.58AM				
90 P	3.52	5.26						69.4 RAWLINS	268.5					2.17	11.46				
IP	4.10PM	5.40AM						73.9 TO (Tower 119 T. & P. Cross.) T. & P. JUNCTION	264.0					2.07AM	11.35AM		Continuous	Continuous	
P								65.0 GIFFORD	273.0										
Yard IP								69.4 HILAND (Tower 35, M-K-T Crossing)	268.5										
BKP	Via T. & P. Junction and Belt Junction				11.30PM	5.00PM	8.00AM		79.0 TO-R DALLAS (Union Station)	265.1	6.55AM	2.00PM	9.10PM	Via Belt Junction and T. & P. Junction			6.30AM to 12.30AM	6.30AM to 12.30AM	
I									1.7 TOWER 19 (G. O. & S. F. Crossing)	263.4							Continuous	Continuous	
Yard									79.0 0.3 FOREST AVENUE	263.1							Continuous	Continuous	
Yard YIP									76.7 2.3 BELT JUNCTION (Tower 118)	261.2							Continuous	Continuous	
IP					Via Forest Avenue and Belt Junction			73.9 TO (Tower 119, T. & P. Cross.) T. & P. JUNCTION	264.0	Via Belt Junction and Forest Avenue						Continuous	Continuous		
Yard P								0.7 BRIGGS	263.3										
Yd. 90 P								76.0 1.4 FOX	261.9								Continuous	Continuous	
Yard YIP								76.7 (Tower 118 T. & N.O. Cross.) BELT JUNCTION	261.2										
Yard 180 BEWOTP	6.45PM	6.35AM			11.42PM	5.11PM	8.12AM	79.1 MILLER	268.8	6.35AM	1.46PM	8.57PM		1.56AM	11.15AM				
33 P	6.55	7.00			11.47	5.15	8.17	83.6 HUTCHINS	264.3	6.30	1.41	8.52		1.47	11.01				
72 P	7.04	7.10			11.52	5.19	8.22	87.9 WILMER	260.0	6.25	1.36	8.48		1.39	10.50				
West 115 East 51 P	7.14	7.20			11.57PM	5.23	8.28	92.0 TO FERRIS	245.9	6.20	1.31	8.44		1.27	10.41		8.00AM to 12.01PM 1.01PM to 5.00PM	Closed	
31	7.22	7.30			12.01AM	5.26	8.33	95.2 TRUMBULL	242.7	6.16	1.26	8.40		1.17	10.34				
37 P	7.32	7.45			12.06	5.30	8.38	99.2 TO PALMER	238.7	6.11	1.21	8.36		1.05	10.20		8.00AM to 11.30AM 12.30PM to 5.00PM	Closed	
34 P	7.45	8.05			12.12	5.35	8.45	104.2 GARRETT	233.7	6.05	1.15	8.31		12.52	10.08				
Yard BEWOTP	7.55PM	8.40AM			12.20AM	5.40PM	8.50AM	107.0 TO-R ENNIS	230.9	6.00AM	1.10PM	8.27PM		12.45AM	10.00AM		Continuous	Continuous	

(7.05) 15.1 (6.40) 16.0 (0.15) 36.4 (0.20) 27.3 (0.50) 41.0 (0.40) 51.3 (0.50) 41.0

...Time Over Subdivision... (0.55) 37.2 (0.50) 41.0 (0.43) 47.7 (0.15) 36.4 (0.15) 36.4

...Average Speed per Hour... (5.15) 20.4 (5.40) 18.9

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72) Except: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains. Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Time at Dallas (Union Station) for information only. See Dallas Union Terminal Company's current time-table for train movements through the limits of Dallas Union Terminal. Tower 19 controls movement of trains between Forest Avenue and east limits of Dallas Union Terminal Company's tracks, near G. C. & S. F. crossing. See Special Instructions, Page 15, for movement of trains between Miller and Belt Junction; between Belt Junction and T. & P. Junction and between Belt Junction and Forest Avenue. Nos. 15 and 16 stop on flag at Wilmer and Hutchins to entrain or detrain revenue passengers.

EASTWARD

ENNIS 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	SECOND CLASS				FIRST CLASS			Distance from Ennis	TIME TABLE No. 32 June 5, 1938	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	14	16	18				17	15	13	343	263	257	53		
	Local Freight	Freight	Freight	Freight	The Sunbeam	The Hustler	The Owl				The Owl	The Hustler	The Sunbeam	Freight	Freight	Freight	Local Freight		
Leave Mon., Wed. & Fri.	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 Tue., Thur. & Sat.	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only				
Yard BEWOTYP	6.00AM	9.45PM	11.30AM	3.00AM	5.40PM	8.55AM	12.30AM	0.0	TO-R ENNIS	230.9	s 5.45AM	s 1.05PM	8.27PM	4.30AM	8.10AM	4.45PM	11.20AM	Continuous	Continuous
80 P	6.10	9.57	11.43	3.12	5.46	9.02	12.38	5.6	5.6 ALMA	225.3	5.35	12.58	8.21	4.14	7.50	4.24	11.09		
76 P	6.18	10.06	11.51AM	3.20	5.50	9.07	12.43	9.8	4.2 RICE	221.1	5.29	12.53	8.17	4.06	7.40	4.15	10.57		
28 P	6.26	10.15	12.01PM	3.28		9.12	12.48	14.2	4.4 OARL	216.7	5.23	12.48		3.58	7.25	4.00	10.45		
Yard 183 IWP	7.10	10.30	12.13	3.45 5.13	6.00	s 9.23	s 1.08	20.7	6.5 TO OORSICANA (St. L. S. W. Crossing)	210.2	s 5.13	s 12.39	8.06	3.45	7.10	3.35	10.30	Continuous	Continuous
86 P	7.30	10.43	12.29	5.45	6.07	9.31	1.17	27.0	6.3 ANGUS	203.9	4.58	12.29	8.00	3.27	6.50	3.04	10.08		
70 P	7.45	10.54	12.39	5.58	6.12	f 9.37	1.24	32.5	5.5 RICHLAND	198.4	4.50	f 12.22	7.55	3.17	6.40	2.53	9.55		
80 P	7.55	11.03	12.47	6.05	6.16	9.42	1.28	36.9	4.4 CURRIE	194.0	4.45	12.18	7.51	3.08	6.30	2.42	9.42		
77 P	8.10	11.14	12.57	6.20	6.21	f 9.49	f 1.35	42.4	5.5 TO WORTHAM	188.5	f 4.37	f 12.12		2.57	6.20	2.29	9.20	8.00AM to 12.30PM 1.30PM to 5.00PM	Closed
80 P	8.15	11.18	1.02	6.25		9.52	1.38	44.4	2.0 GUDE	186.5	4.34	12.09	7.45	2.53	6.10	2.25	9.15		
92 P	9.00	11.29	1.20	6.40	6.28	s 10.00	s 1.50	49.9	5.5 TO MEXIA	181.0	s 4.26	s 12.03PM	7.40	2.42	6.00	2.13	9.00	Continuous	Continuous
86 WIP	9.15	11.32	1.26	6.44	6.30	10.03	1.53	51.3	1.4 (Tower 63 B. R. I. Cross.)	179.6	4.18	11.59AM	7.38	2.37	5.50	2.10	8.40	Cabin	See Page 14
40 P	9.30	11.44	1.38	6.59	6.35	10.09	2.00	57.1	5.8 SPRINGFIELD	173.8	4.10	11.53	7.33	2.25	5.35	1.59	8.30		
93 WP	10.00	11.53PM	1.50	7.09	6.39	s 10.17	s 2.10	61.4	4.3 DOYLE	169.5	s 4.04	s 11.48	7.29	2.10	5.20	1.50	8.20	8.00AM to 12.15PM 1.15PM to 5.00PM	Closed
80 P	10.20	12.09AM	2.06	7.25	6.47	f 10.28	s 2.21	69.6	8.2 TO GROESBEECK	161.3	s 3.48	f 11.37	7.21	1.51	4.55	1.34	8.01	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
90 P	10.38	12.25	2.22	7.41	6.54	f 10.38	f 2.32	77.7	8.1 TO THORNTON	153.2	f 3.36	f 11.27	7.14	1.39	4.35	1.18	7.41	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
91 P	10.50	12.34	2.47	7.53	6.58	10.44	2.39	82.5	4.8 TO KOSSE	148.4	3.29	11.20	7.09	1.30	4.25	1.07	7.15		
Yard 161 WYP	11.13	12.50	3.08	8.08	7.03	s 10.53	s 2.54	88.2	5.7 TO BREMOND	142.7	s 3.20	s 11.13	7.03	1.20	4.15	12.52	7.00	Continuous	Continuous
103 P	11.30	1.05	3.20	8.20	7.08	11.00	3.03	93.8	5.6 HAMMOND	137.1	3.03	11.00	6.52	1.05	4.05	12.38	6.40		
94 P	11.59AM	1.19	3.40	8.36	7.15	s 11.11	s 3.13	102.3	8.5 TO CALVERT	128.6	s 2.48	s 10.46	6.45	12.50	3.50	12.23	6.20	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
58 P	12.16PM	1.28	3.48	8.46	7.20	11.17	3.20	106.9	4.6 SEGER	124.0	2.40	10.40	6.41	12.42	3.40	12.16	6.10		
Yard BEWOTYP	12.30PM	1.45AM	4.00PM	9.00AM	7.28PM	s 11.25AM	s 3.30AM	110.2	3.3 (I.-G. N. Crossing)	120.7	2.35AM	10.35AM	6.37PM	12.35AM	3.30AM	12.10PM	6.00AM	Continuous	Continuous
Arrive Mon., Wed. & Fri.	54	344	342	258	14	16	18				17	15	13	343	263	257	53		

(6.30) 16.4	(4.00) 27.5	(4.30) 24.5	(6.00) 18.4	(1.48) 61.2	(2.30) 44.1	(3.00) 36.7Time Over Subdivision.... ...Average Speed per Hour...	(3.10) 34.8	(2.30) 44.1	(1.50) 60.1	(3.55) 28.1	(4.40) 23.6	(4.35) 24.0	(5.20) 20.7
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Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes.

When Nos. 13 and 14 meet at Bremond, No. 13 take siding at first crossover east of depot.

- Nos. 15 and 16 stop on flag at Rice and Alma to entrain or detrain revenue passengers.
- Nos. 17 and 18 stop on flag at Hammond and Currie to entrain or detrain revenue passengers.
- No. 18 stop at any station to detrain passengers from points on Ft. Worth and Paris Subdivisions.
- Bus to and from Waco connects at Bremond with Nos. 15 and 16.

Length of sidings in cars, location of bulletin, water and fuel stations, standers, clocks, interlocking plants, turn tables, wyes and tele phones.	SECOND CLASS				FIRST CLASS					Distance from Hearne	TIME TABLE No. 32 June 5, 1938										Distance from Houston	FIRST CLASS			SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations			
	342	344	240	242	14	42	16	18	46		STATIONS											15	43	13	17	45	257	343	239	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Freight	Freight	Freight	Freight	The Sunbeam	Passenger	The Hustler	The Owl	Passenger		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Yard BEWOTYP	4.30PM	2.50AM			7.28PM		11.25AM	3.30AM		0.0	(I.-G.N. Crossing) TO-R HEARNE	120.7	s 10.35AM		6.37PM	s 2.30AM			11.25AM	12.20AM								Continuous	Continuous		
Yard P										1.0	HEARNE JUNCTION	119.7	10.29		2.24																
67 P	4.42	3.02			7.35		11.33	3.39		5.9	SUTTON	114.8	10.24		6.31	2.18			10.59	11.55PM											
50 P	4.49	3.09					11.37	3.44		9.5	RUBINOH	111.2	10.20		2.13				10.52	11.47											
45 P	4.56	3.16			7.41		11.41	3.49		13.2	BENCHLEY	107.5	10.16		6.25	2.08			10.45	11.41											
Yard P							s 11.52	s 4.05		21.0	BRYAN	99.7	s 10.05		s 1.56																
Yard 91 IP	5.14	3.33			7.50		11.54AM	4.07		21.8	TO (Tower 36 I.-G.N. Cross.) BRYAN SIDING	98.9	10.02		6.16	1.48			10.30	11.25							Continuous	Continuous			
87 WIPY	5.22	3.41			7.54		s 12.02PM	s 4.17		25.8	COLLEGE STATION (Tower 7 I.-G.N. Cross.)	94.9	s 9.57		6.12	s 1.42			10.22	11.17							Continuous	Continuous			
80 P	5.35	3.53			8.00		12.10	4.25		32.0	WELLBORN	88.7	9.47		6.07	1.29			10.10	11.06											
49 P	6.00	4.08			8.07		12.20	4.35		40.2	MILLICAN	80.5	9.37		6.00	1.19			9.54	10.51											
56 P	6.10	4.16			8.11		12.25	4.40		44.6	NELLEVA	76.1	9.32		5.56	1.14			9.45	10.43											
I										49.6	TOWER 9 (I.-G.N. Cross.)	71.1															Continuous	Continuous			
Yard TIPW							s 12.34	s 4.51		49.9	TO NAVASOTA (G.O. & S.F. Crossing)	70.8	s 9.24		s 1.05												Continuous	Continuous			
Yard 64	6.23	4.29			8.17		12.35	4.52		50.4	NAVASOTA SIDING	70.3	9.21		5.49	12.57			9.30	10.32											
57 P	6.30	4.36			8.21		12.39	4.57		54.2	OHAILE	66.5	9.17		5.46	12.53			9.22	10.26											
80 P	6.38	4.44			8.25		12.44	5.02		58.3	COURTNEY	62.4	9.12		5.42	12.48			9.12	10.19											
46 P	6.52	4.57					12.52	5.12		65.2	HOWTH	55.5	9.03			12.40			8.50	10.05											
Yard 158 PEWOTB	7.02	5.20	4.00AM		8.35	5.57PM	f 12.58	s 5.20	4.20AM	70.0	TO-R HEMPSTEAD	50.7	f 8.57	s 10.30AM	5.31	s 12.33	s 12.50AM		8.36	9.56	10.30PM					Continuous	Continuous				
58 P	7.12	5.30	4.15		8.40	6.06	1.04	5.26	4.27	74.6	PRAIRIE SIDING	46.1	8.51	10.17	5.26	12.26	12.44		8.21	9.48	10.18										
P						s 6.09			f 4.30	75.6	PRAIRIE VIEW	45.1		f 10.14			f 12.42														
45 P	7.22	5.40	4.25		8.44	f 6.16	1.10	5.32	f 4.37	79.7	WALLER	41.0	8.45	f 10.07	5.22	12.20	f 12.36		8.11	9.40	10.08										
72 P	7.32	5.50	4.35		8.48	f 6.24	1.16	5.38	f 4.46	85.0	TO HOCKLEY	35.7	8.40	f 9.59	5.18	12.14	f 12.28		7.57	9.32	9.58				8.00AM to 12.01PM 1.01PM to 5.00PM		Closed				
91 WP	7.51	6.06	4.59		8.56	f 6.37	1.26	5.50	f 4.59	94.7	OYPRESS	26.0	8.30	f 9.45	5.10	12.04AM	f 12.15		7.36	9.17	9.40										
79 P	8.06	6.20	5.15		9.02	f 6.47	1.34	5.59	5.10	102.2	SATSUMA	18.5	8.23	f 9.36	5.04	11.56PM	12.04AM		7.28	9.02	9.25										
80 P	8.18	6.32	5.27		9.07	f 6.55	1.40	6.07	f 5.20	108.1	FAIRBANKS	12.6	8.17	f 9.27	4.59	11.50	f 11.56PM		7.05	8.42	9.07										
Yard YIP	8.30	6.45	5.40		9.14	7.07	1.48	6.16	5.30	116.0	TO EUREKA (Tower 13 M-K-T. Cross.)	5.7	8.10	9.17	4.53	11.42	11.47		6.45	8.30	8.40					Continuous	Continuous				
Yard	8.40	6.53	5.47							118.0	BOULEVARD JOT.	2.7							6.37	8.23	8.33										
W Yd. BKP	Via Freight Route Boulevard Junction to Tower 26.				9.25PM	7.20PM	2.00PM	6.30AM	5.45AM	119.4	TO-R HOUSTON (Passenger Station)	1.3	8.00AM	9.05AM	4.45PM	11.30PM	11.35PM	Via Freight Route Tower 26 to Boulevard Junction				6.00AM to 2.00PM 4.00PM to 12.00AM	6.00AM to 2.00PM 4.00PM to 12.00AM								
Yard	8.40	6.53	5.47	11.59PM						118.0	BOULEVARD JOT.	2.7							6.37	8.23	8.33										
Yard 87	8.45	6.57	5.51	12.03AM						119.0	(END OF DOUBLE TRACK)	3.7							6.33	8.20	8.30										
Yard I	8.55	7.05	5.56	12.15						120.4	TOWER 26 (T.&N.O. Cross.)	5.1							6.27	8.12	8.22					Continuous	Continuous				
Yard I										123.7	TOWER 68	8.4															Continuous	Continuous			
Yd. BKP	9.30PM	7.30AM	6.10AM	1.00AM						124.0	TO-R ENGLEWOOD	8.7							6.15AM	8.00PM	8.10PM					Continuous	Continuous				

...Time Over Subdivision...
 ...Average Speed per Hour...
 (5.00) 24.8 (4.40) 26.6 (2.10) 25.7 (1.01) 5.9 (1.57) 61.2 (1.23) 35.7 (2.35) 46.2 (3.00) 39.8 (1.25) 34.9 (2.35) 46.2 (1.25) 34.9 (1.52) 64.0 (3.00) 39.8 (1.15) 39.5 (5.10) 24.0 (4.20) 28.6 (2.20) 23.1

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

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes.

Nos. 17 and 18 stop on flag at Prairie View to entrain or detrain revenue passengers to or from Navasota and stations west of Navasota that are regular or flag stops; also stop on flag at Millican and Benchley to entrain or detrain revenue passengers.
 No. 18 stop at any station to detrain passengers from points on the Ft. Worth and Paris Subdivisions.
 Nos. 15 and 16 stop on flag at Fairbanks, Hockley, Waller and Prairie View to entrain or detrain revenue passengers to or from stations west of Hempstead that are regular or flag stops; also stop on flag at Courtney and Wellborn to entrain or detrain revenue passengers.

EASTWARD

FORT WORTH SUBDIVISION

WESTWARD

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

	EASTWARD						Distance from Garrett (Mile post location)	TIME TABLE No. 32 June 5, 1938	Distance from Houston	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	THIRD CLASS		SECOND CLASS		FIRST CLASS					85	83	91	95	93	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only		
	94 Local Freight	94 Leave Daily Ex. Sunday	92 Freight	96 Freight	86 Passenger	82 Passenger				Passenger	Passenger	Freight	Freight	Local Freight				
							STATIONS											
Yard					10.35PM	6.50AM	R FORT WORTH (Union Station)	286.7	7.45AM	3.00PM								
Yard I							TOWER 55 (T. & P. Crossing)	286.8									Continuous	Continuous
Yard BEWOTP	8.00AM		6.40PM	4.05AM	10.38	6.55	TO-R FORT WORTH (Frt. Yard)	286.9	7.38	2.54	3.35AM	1.50PM	7.30AM			Continuous	Continuous	
Yard I							TOWER 126 (G. O. & S. F. Crossing)	286.6								Continuous	Continuous	
Yard							M-K-T Jct.	284.9										
Yard I							TOWER 53 (M-K-T Crossing)	283.9	7.32	2.48						Continuous	Continuous	
60 P	8.20		7.05	4.30	10.50	f 7.08	BRAMBLETON	279.6	7.25	f 2.41	3.10	1.25	7.08					
60 P	8.28		7.13	4.43	10.55	f 7.20	KENNEDALE	276.2	7.20	f 2.35	2.57	1.15	6.50					
58 P	8.37		7.20	4.56	11.01	f 7.27	BISBEE	272.3	7.14	f 2.29	2.45	1.05	6.40					
WP	8.50		7.30	5.10	f 11.08	s 7.34	TO MANSFIELD	267.8	f 7.06	s 2.22	2.31	12.55	6.30	7.00 AM to 12.30 PM 1.30 PM to 4.00 PM		Closed		
60 P	9.05		7.40	5.25	11.14	f 7.41	BRITTON	263.4	6.59	f 2.15	2.18	12.45	6.20					
IP					f 11.26	f 7.53	MIDLOTHIAN (G. O. & S. F. Crossing)	256.8	f 6.48	f 2.03					Automatic	See Page 14		
48 P	9.30		8.02	5.55	11.28	7.55	DILLARD	256.0	6.46	2.01	1.58	12.22PM	5.55					
35 P	9.45		8.15	6.10	11.36	f 8.04	SARDIS	249.9	6.38	f 1.51	1.38	11.59AM	5.35					
Yard IP							TO TOWER 67 (M-K-T Crossing)	246.5							Continuous	Continuous		
Yard 80 YP	11.00		8.28	6.30	s 11.45	s 8.13	WAXAHACHIE	245.2	s 6.30	s 1.43	1.24	11.44	5.25					
45 P	11.28		8.43	6.45	11.56PM	f 8.24	BOYCE	238.9	6.17	f 1.30	1.08	11.28	5.08					
36 P	11.45		8.58	7.00	12.04AM	f 8.33	GARRETT	233.7	6.10	f 1.20	12.57	11.17	4.55					
Yard BEWOTPY	11.55AM		9.10PM	7.10AM	12.15AM	8.40AM	TO-R ENNIS	230.9	6.05AM	1.15PM	12.50AM	11.10AM	4.45AM		Continuous	Continuous		
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday					
	94		92	96	86	82			85	83	91	95	93					
	(3.55) 14.0		(2.30) 22.0	(3.05) 17.9	(1.40) 33.5	(1.50) 30.4Time Over Subdivision.....		(1.40) 33.5	(1.45) 31.9	(2.45) 20.0	(2.40) 20.7	(2.45) 20.4					
						Average Speed per Hour.....											

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

EXCEPT: No. 85 is Superior to No. 82.

No. 85 stop on flag at Boyce and Britton to entrain or detrain revenue passengers.

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. 32 June 5, 1938	Distance from Houston	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	262 Freight	40 Passenger	39 Passenger				261 Freight	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Leave Daily Ex. Sunday	Leave Daily			Arrive Daily	Arrive Daily Ex. Sunday				
Yard EWOTFB I	5.10PM	5.00PM	124.3	TO-R PARIS (St. L. S. F. & T. Crossing) (T. & P. Crossing) 7.4	353.6	11.30AM	5.30AM	8.00AM-11.30AM 12.30PM-5.00PM	Closed	Automatic See Page 14
28 P	5.30	5.15	116.9	ATLAS 2.5	346.2	11.11	4.03			
28 P	5.40	5.20	114.4	HOWLAND 7.3	343.7	11.06	3.58			
26 P	6.00	5.35	107.1	ENLOE 5.0	336.4	10.51	3.40			
25 WP	6.45	5.44	102.1	TO COOPER 4.7	331.4	10.42	3.20	8.30AM-11.59AM 12.59PM-5.30PM	Closed	
23 P	7.05	5.53	97.4	KLONDIKE 5.7	326.7	10.31	2.41			
34 P	7.25	6.04	91.7	HORTON 4.9	321.0	10.20	2.24			
Yard 32 P	8.10PM	6.14PM	86.8	TO (St. L. S. W. Crossing) COMMERCE	316.1	10.12AM	2.10AM	Continuous	Continuous	

Trains operate between Greenville and Commerce via St. L. S. W. Ry. and will be governed by the rules and regulations, current time-table and special instructions of that line while on their tracks.

Yard WP	9.40PM	6.40PM	73.0	TO GREENVILLE 0.4	302.3	9.44AM	12.40AM	Continuous	Continuous
Yard			72.6	L. A. & T. CROSSING 1.4	301.9				
			71.2	M-K-T CROSSING 4.8	300.5				
33 P	10.05	6.57	66.4	HARLOW 4.6	295.7	9.24	12.05AM		
25 P	10.20	7.07	61.8	CASH 5.8	291.1	9.15	11.52PM		
39 P	10.40	7.17	56.2	QUINLAN 4.5	285.5	9.04	11.38		
18 P	10.55	7.25	51.7	HETTY 5.5	281.0	8.56	11.25		
29 P	11.10PM	7.36	46.2	BRIN 5.2	275.5	8.46	11.10		
WP I		7.48	41.0	TO TERRELL (T. & P. Crossing) 0.6	270.3	8.38		Continuous	Continuous
55	12.20AM	7.50	40.4	TERRELL SIDING 4.9	269.7	8.31	10.20		
25 P	12.35	8.00	35.5	CARTWRIGHT 5.2	264.8	8.22	10.05		
Yd. WPY		8.13	30.3	TO KAUFMAN 0.5	259.6	8.10		6.00AM-3.00PM	6.00AM-9.00AM
Yard 33	1.00	8.16	29.8	KAUFMAN SIDING 7.2	259.1	8.04	8.52		
35 P	1.25	8.29	22.6	SOURRY 5.7	251.9	7.50	8.29		
28 P	1.45	8.42	16.9	ROSSER 6.4	246.2	7.37	8.12		
25 P	2.10	8.55	10.5	ALSDORF 2.9	239.8	7.23	7.50		
16 P	2.30	9.02	7.6	ORISP 6.0	236.9	7.15	7.40		
Yard BEWOTTY	3.00AM	9.30PM	0.0	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		

(9.50) (4.30) Time Over Subdivision.... (4.30) (10.10)
12.6 27.6 ...Average Speed per Hour... 27.6 12.2

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

Nos. 39 and 40 stop on flag at Sand Lake, Parvin Park, Tona and Ellard.

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. 32 June 5, 1938	Distance from Waco (Freight Yard)	FIRST CLASS	THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	268 Local Freight	52 Passenger	51 Passenger				267 Local Freight	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Leave Daily Ex. Sunday	Leave Daily			Arrive Daily	Arrive Daily Ex. Sunday				
Yard BKOPWY	4.00AM	7.10PM	67.3	TO-R GIDDINGS 7.9	103.2	11.00AM	11.30PM		Continuous	Continuous
15 Spur East	4.20	7.28	75.2	LINCOLN 6.3	95.3	10.40	11.03			
37	4.36	7.40	81.6	LEO 3.9	89.0	10.28	10.45			
25	4.54	7.48	85.4	LEXINGTON 6.2	85.1	10.21	10.34			
15 Spur East	5.10	8.00	91.6	TANGLEWOOD 3.0	78.9	10.09	10.14			
24	5.19	8.06	94.6	HICKS 8.4	75.9	10.03	10.04			
I			103.0	TO TOWER 54 (I.-G.N. Cross.) 0.2	67.5				Continuous	Continuous
46 W	6.10	8.22	103.2	ROCKDALE 7.6	67.3	9.48	9.40			
	6.35	8.37	110.8	MINERVA 6.7	59.7	9.33	9.15			
I			117.5	TOWER 52 (G.O. & S.F. Cross.) 0.4	53.0				Continuous	Continuous
49 W	7.25	8.52	117.9	TO CAMERON 4.7	52.6	9.17	8.52	8.00AM-12.01PM 1.01PM-5.00PM	Closed	
19	7.38	9.01	122.6	SPLAWN 3.1	47.9	9.05	7.31			
28	7.47	9.07	126.7	BEN ARNOLD 3.6	44.8	9.00	7.21			
25	8.10	9.14	129.3	BURLINGTON 4.1	41.2	8.53	7.10			
25	8.45	9.22	133.4	TO ROSEBUD 4.6	37.1	8.45	6.58	8.00AM-5.00PM	8.00AM-10.00AM	
20	9.06	9.31	138.0	TRAVIS 5.0	32.5	8.35	6.38			
25	9.34	9.41	143.0	TO LOTT 5.9	27.5	8.25	6.23	8.00AM-5.00PM	7.55AM-9.55AM	
30	9.59	9.53	148.9	OHILTON 5.8	21.6	8.12	6.06			
28	10.17	10.04	154.7	SATIN 0.9	15.8	8.01	5.49			
5 W			155.6	GUDA 1.1	14.9					
25	10.33	10.08	166.7	GURLEY 6.0	13.8	7.56	5.43			
30	10.55	10.20	162.7	DOWNS 4.2	7.8	7.47	5.25			
32 Yard	11.10	10.28	166.9	TEXAND 3.6	3.6	7.40	5.10			
Yard OWY	11.30AM	10.35PM	170.5	WACO (Freight Yard) 0.3	0.0	7.34AM	5.00PM			
I			170.8	TOWER 21 (M-K-T Cross.) 0.1	0.3				Continuous	Continuous
			170.9	ST. L. S. W. CONNECTION	0.4					

Time at Waco (Union Station) for information only. Trains operate between Waco (Union Station) and St. L. S. W. Connection via St. L. S. W. Ry. and will be governed by the rules and regulations, current time-table and special instructions of that line while on their tracks.

BK	10.40PM	171.1	TO-R WACO (Union Station)	0.6	7.30AM		7.00AM-11.00PM	7.00AM-11.00PM
	Arrive Daily Ex. Sunday			Leave Daily	Leave Daily Ex. Sunday			
	268	52		51	267			

(7.30) (3.30) Time Over Subdivision.... (3.30) (6.30)
13.8 29.7 ...Average Speed per Hour... 29.7 15.9

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

Nos. 51 and 52 stop on flag at Asa.

EASTWARD

FLATONIA SUBDIVISION

WESTWARD

Length of sidings in car., 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 Yoakum	TIME TABLE No. 32 June 5, 1938		Distance from Hearne	FIRST CLASS			SECOND CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	232	250	266	248				52	STATIONS					51				249	247	265	233	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only			
	Local Freight	Freight	Freight	Freight				Passenger	TO-R	TO	TO	TO-R		Passenger				Freight	Freight	Freight	Local Freight					
	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Arrive Daily				Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.								
Yard BOKTWYP	6.00AM		8.00PM				4.30PM	0.0	TO-R	YOAKUM	126.3	1.30PM					8.15AM	1.00PM		5.00 AM to 1.00 PM 4.00 PM to 11.59 PM	5.00 AM to 1.00 PM 4.00 PM to 11.59 PM					
24 P	6.10		8.11				4.40	4.2		ADEL	122.1	1.16					7.52	12.45								
55 P	6.40		8.37				5.00	10.8	TO	SHINER	116.5	1.04					7.35	12.30PM		8.00 AM to 5.00 PM	Closed					
29 WP	7.04		9.09				5.20	21.2	TO	MOULTON	105.1	12.47					7.04	11.45AM		7.00 AM to 4.00 PM	Closed					
Yard I 34 PY	8.00	10.00PM	9.39	9.20PM			5.40 6.03	29.3	TO-R	(Tower 3 T. & N. O. Crossing) FLATONIA	97.0	12.30 12.15				6.10AM	3.00PM	6.29	11.15		Continuous	Continuous				
72 P	8.15	10.13	9.50	9.31			6.11	34.5		KERR	91.8	12.01PM				5.57	2.46	6.13	10.40							
55 P	8.30	10.25	9.59	9.40			6.20	39.3	TO	MULDOON	87.0	11.52AM				5.47	2.35	6.02	10.25		8.30AM to 12.30PM 1.30PM to 5.30PM	Closed				
55 P	8.45	10.37	10.09	9.50			6.28	44.5		LENA	81.8	11.41				5.36	2.21	5.49	10.05							
55 Y IP W	9.00	10.48	10.19	10.00			6.36	49.3	TO	WEST POINT (Tower 91 M-K-T Crossing)	77.0	11.32				5.25	2.06	5.38	9.50		Continuous	Continuous				
57 P	9.15	11.07	10.28	10.09			6.44	53.7		WINOHESTER	72.6	11.23				5.12	1.51	5.23	9.35							
83 P	9.30	11.28	10.43	10.22			6.56	60.9		NORTHROP	66.4	11.11				4.58	1.33	5.08	9.20							
Yard BKOPWY	10.15	11.42PM	11.00	10.35			7.10PM	67.3	TO-R	(T. & N. O. Crossing) GIDDINGS	59.0	11.00AM				4.45	1.20	4.55 1.30	9.00		Continuous	Continuous				
56 P	10.30	12.01AM	11.15	10.48				73.9		LOEBAU	52.4					4.23	12.55	1.08	8.10							
54 P	10.45	12.19	11.32	11.02				81.1		DIME BOX	45.2					4.09	12.35	12.51	7.53							
54 W P	11.00	12.35	11.48PM	11.15				87.8		DEANVILLE	38.5					3.57	12.15PM	12.35	7.35							
73 WP	11.25	12.55	12.14AM	11.30				95.6	TO	CALDWELL	30.7					3.43	11.58AM	12.14AM	7.15		8.30 PM to 5.30 AM	8.30 PM to 5.30 AM				
55 P	11.42	1.13	12.27	11.43				102.2		COOK'S POINT	24.1					3.30	11.42	11.43PM	6.52							
56 P	11.59AM	1.27	12.39	11.55PM				107.7		LAW	18.6					3.19	11.30	11.23	6.40							
73 P	12.15PM	1.40	12.51	12.08AM				114.2		MUMFORD	12.1					3.07	11.15	11.10	6.25							
55 IP	12.30	1.52	1.04	12.20				119.4		TATSIE (I.-G. N. Crossing)	6.9					2.57	11.00	10.58	6.13		Automatic	See Page 14				
Yard Y	1.00PM	2.20AM	1.20AM	12.35AM				125.4	Pos. Block	HEARNE JUNCTION	0.9					2.45AM	10.45AM	10.45PM	6.00AM							
Yard BOKPTWYI								126.3	TO-R	HEARNE	0.0										Continuous	Continuous				

(7.00) 17.9	(4.20) 22.2	(5.20) 23.5	(8.15) 29.5	(2.40) 25.2	Time Over Subdivision.....	(2.30) 26.8	(3.25) 28.1	(4.15) 22.6	(9.30) 13.2	(7.00) 17.9
					Average Speed per Hour.....					

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

Length of stings 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. 32 June 5, 1938	Distance from Hempstead	FIRST CLASS					SECOND CLASS	THIRD CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Station Daily 7:00AM-9:00PM 5:30PM-1:30AM
	380 M-K-T Local Freight	253 Mixed	236 Local Freight	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	237 Local Freight	254 Mixed	381 M-K-T Local Freight			
	Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Mon., Wed. & Fri.	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 Tue., Thur. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
Yard BKP		7:00AM			11:30PM	3:55PM	2:30PM	10:55AM	1:20AM	0.0	TO-R AUSTIN 0.8	115.0	4:30AM	5:15AM	2:00PM	2:28PM	6:45PM			5:30PM				
Yard BEP	7:15PM	7:20	6:00AM	7:45PM	11:35	4:00	2:34	11:00	1:25	0.8	R YARD OFFICE 0.6	114.2	4:25	5:07	1:53	2:23	6:40	4:45AM	1:30PM	5:20	4:15AM			
Yard OTWY	7:25	7:30AM	6:05	7:50	11:38	4:03	2:36	11:03	1:28	1.4	AUSTIN JUNCTION 0.4	118.6	4:22	5:02	1:50	2:20	6:38	4:40	1:22	5:15PM	4:05			
P	7:30PM		6:08	7:51	11:39	4:05PM	2:37	11:05AM	1:30AM	1.8	PERSHING 8.1	118.2	4:20AM	5:00	1:45	2:18PM	6:35PM	4:38	1:20		4:00AM			
39 P			6:30	8:15	f11:56PM		f 2:50			9.9	DAFFAN 5.1	105.1	f 4:45	f 1:31				4:14	1:00					
18 P			6:45	8:30	s12:08AM		s 2:59			15.0	MANOR 6.8	100.0	s 4:35	s 1:23				3:59	12:45					
21			7:05	8:49	f12:22		f 3:10			21.8	LITIG 5.4	98.2	f 4:21	f 1:11				3:41	12:25					
26 WY PI			7:45	9:05	s12:35		s 3:20			27.2	ELGIN 5.6	87.8	s 4:10	s 1:02				3:26	12:05PM		Continuous			
P			8:05	9:21			f 3:31			32.8	TO (Tower 100 M-K-T Cross.) BUTLER 4.5	82.2		3:56	f12:53			3:11	11:05AM					
26 P			8:20	9:35	s12:56		s 3:40			37.3	McDADE 6.5	77.7	s 3:46	s12:46				2:59	10:45					
37 P			8:40	9:54			1:10	3:50		43.8	MIDSPRINGS 3.9	71.2		3:32	12:35			2:40	10:20					
26 P			8:50	10:06	s 1:20		s 3:57			47.7	PAIGE 5.1	67.3	s 3:22	s12:29				2:30	10:08					
28 P			9:05	10:21			f 4:06			52.8	HILLS 6.4	62.2		3:10	f12:21			2:15	9:50					
Yard BKOPWY			9:45	10:48PM 12:44AM	s 1:55		s 4:20			59.2	(T. & N. O. Crossing) TO GIDDINGS 5.0	55.8	s 2:55	s12:10				1:55	9:30		Continuous			
37 P			10:05	12:58			4:29			64.2	KRUSE 4.2	50.8		2:40	12:01PM			12:58	9:10					
32 P			10:15	1:09	s 2:30		s 4:36			68.4	LEDBETTER 6.4	46.6	s 2:30	s11:55AM				12:46	8:55					
42 P			10:35	1:30	s 2:45		s 4:46			74.8	GARMINE 6.3	40.2	s 2:17	s11:44				12:28	8:35					
41 P			10:55	2:04	s 2:59		s 4:57			81.1	TO BURTON 6.5	38.9	s 2:04	s11:33				12:10AM	8:15		See Note			
22 P			11:21AM	2:22	3:13		f 5:07			87.6	MILL CREEK 6.1	27.4		1:49	f11:21			11:51PM	7:50					
Yard PI 27 WY			12:30PM	2:45	s 3:30		s 5:20			93.7	(G. C. & S. F. Crossing) TO BRENHAM 5.5	21.8	s 1:31	s11:09				11:33	7:30		Continuous			
14			12:45	3:00	3:42		5:31			99.2	PACKERY 4.7	15.8		1:21	10:59			11:15	6:45					
32 P			1:00	3:15	s 3:53		s 5:40			103.9	CHAPEL HILL 11.1	11.1	s 1:12	s10:50				11:00	6:30					
Yard BOBPWY			1:30PM	3:45AM	s 4:15AM		s 5:57PM			115.0	TO-R HEMPSTEAD 0.0	0.0		12:50AM	10:30AM			10:30PM	6:00AM		Continuous			
	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Mon., Wed. & Fri.	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 Tue., Thur. & Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
	380	253	236	240	46	4	42	2	6				5	45	43	1	3	239	237	254	381			

(7.30)
15.2

(8.00)
14.4

(4.45)
24.2

(3.27)
33.3

....Time Over Subdivision....
...Average Speed per Hour...

(4.25)
26.0

(3.30)
32.4

(6.15)
18.2

(7.30)
15.2

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.

Yard Office is register station only for trains that originate or terminate there.
 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.
 Nos. 42 and 43 stop on flag at Butler for revenue passengers only.
 Train order office hours at Burton 8:30 am to 5:30 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 Bremond	TIME TABLE No. 32 June 5, 1938	Distance from Houston	SECOND CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	66 Mixed				65 Mixed	
	Leave Daily				Arrive Daily	
Yard K B	9.00PM	44.2	TO-R WACO (Union Sta.) 0.5	186.9	7.00AM	7.00AM 11.00PM 7.00AM 11.00PM

Time at Waco (Union Station) for information only. Trains operate between Waco (Union Station) and Tower 21 via St. L. S. W. Ry. and will be governed by the rules and regulations, current time-table and special instructions of that line while on their tracks.

I Yard	9.03PM	43.7	TOWER { (St.L.S.W. Cross.) 21 { (M-K-T Cross.)	186.4	6.15AM	Continuous	Continuous
30	f 9.26	35.9	HARRISON 7.8	178.6	f 5.45		
25	f 9.44	29.9	RIESEL 6.0	172.6	f 5.25		
35	f 9.56	25.8	PERRY 4.1	168.5	f 5.10		
Yard 24 W	s 10.50	17.7	(I-G. N. Crossing) TO MARLIN 9.2	160.4	s 4.45	8.00AM 11.30AM 12.30PM 5.00PM	Closed
38	f 11.25PM	8.5	REAGAN 8.5	151.2	f 3.50		
Yd WY	12.30AM	0.0	TO-R BREMOND	142.7	3.25AM	Continuous	Continuous
	Arrive Daily 66				Leave Daily 65		

(3.30) ...Time Over Subdivision... (3.35)
12.6 ..Average Speed per Hour.. 11.9

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

Nos. 65 and 66 stop on flag at Neale.

EASTWARD LLANO 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 Llano	TIME TABLE No. 32 June 5, 1938	Distance from Austin	SECOND CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	254 Mixed				253 Mixed	
	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	
Yard WY 29 B	6.00AM	0.0	TO-R LLANO 19.6	98.7	1.15PM	6.00AM to 3.00PM See Note

25 W	6.50	19.6	KINGSLAND 9.4	79.1	12.01PM	
29 Y	7.20	29.0	FAIRLAND 5.9	69.7		
20 Spur Y	8.05	34.9	MARBLE FALLS 6.2	75.9		8.00AM to 5.00PM Closed
29 Y	8.30	29.0	FAIRLAND 2.6	69.7	11.35AM	
17 W	8.45	31.6	SUDDUTH 7.2	67.1	11.25	
Y		38.8	WILKIE 0.8	59.9		
Yard 41 OW	9.15AM 1.45PM	39.4	TO-R BURNET 0.6	60.5	11.00 10.30	8.00AM to 5.00PM See Note
12 Spur Y		38.8	R WILKIE 2.9	59.9	10.24	
13 Spur		41.7	DOUBLING SPUR 0.9	57.0		
32	2.07	42.6	SUMMIT 6.8	56.1	10.14	
21	2.30	49.4	TO BERTRAM 5.5	49.3	9.54	8.00AM to 5.00PM See Note
28	2.41	54.9	GROVER 4.6	48.8	9.33	
15 W	3.10	59.5	TO LIBERTY HILL 7.6	39.2	9.23	8.00AM to 5.00PM See Note
19	3.40	67.1	TO LEANDER 5.6	31.6	9.00	8.00AM to 5.00PM See Note
18	3.51	72.7	OEDAR PARK 4.3	26.0	8.35	
21	4.00	77.0	RUTLEDGE 5.2	21.7	8.26	
27 I	4.35	82.2	TO McNEIL (I-G. N. Crossing) 3.7	16.5	8.15	8.00AM to 5.00PM See Note Cabin - See Page 14
22	4.43	85.9	WATERS PARK 2.4	12.8	7.56	
10	4.50	88.3	FROMME 9.0	10.4	7.48	
Yard OTWY	5.15PM	97.3	Automatic { AUSTIN JUNCTION Block System	1.4	7.30AM	
	Arrive Daily Ex. Sunday 254				Leave Daily Ex. Sunday 253	

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

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

- Llano: Sundays, closed; legal holidays, 1:00 p.m. to 3:00 p.m.
- Burnet: Sundays, closed; legal holidays, 8:00 a.m. to 5:00 p.m.
- Bertram: Sundays, closed; legal holidays, 9:25 a.m. to 11:25 a.m.
- Liberty Hill: Sundays, closed; legal holidays, 8:45 a.m. to 10:45 a.m.
- Leander: Sundays, closed; legal holidays, 8:30 a.m. to 10:30 a.m.
- McNeil: Sundays, closed; legal holidays, 8:00 a.m. to 10:00 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. 32 June 5, 1938	Distance from Burnet	SECOND CLASS	Train Order Office Hours
	254 Mixed				253 Mixed	
	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday	
23 Y	12.25PM	0.0	R LAMPASAS 11.6	23.0	11.55AM	
18 W	12.55	11.6	LAKE VICTOR 11.4	11.4	11.10	
Yard 41 OW	1.40PM	23.0	TO-R BURNET	0.0	10.40AM	8.00AM-5.00PM See Note
	Arrive Daily Ex. Sunday 254				Leave Daily Ex. Sunday 253	

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

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

EXCEPT: No. 253 is Superior to No. 254.

RATINGS OF ENGINES IN FREIGHT SERVICE

Table with columns: CLASS, Nominal, Designation, ENGINE NUMBERS, and various city-to-city routes (Houston to Hempstead, Hempstead to Hearne, etc.).

Table with columns: CLASS, Nominal, Designation, ENGINE NUMBERS, and various city-to-city routes (Hempstead to Chapel Hill, Chapel Hill to Austin, etc.).

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car.
Nominal Capacity, Journal, Total Weight Car and Contents

NOTE: These ratings represent maximum loading of engines behind tender, expressed in units of 1,000 lbs. (ms).

PASSENGER ENGINE RATINGS—NUMBER OF CARS AND TONS PER TRAIN

Table with columns: Engines, Class, Houston & Dallas, Houston & Dallas, Houston & Dallas, San Antonio & Hearne, Austin, Houston or Hempstead, Ennis & Fort Worth, Average Weight Per Car.

(Note: Engines 274 and 277 are equipped with booster and can handle one more car than number shown in table)

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Table with columns: Station, Subdivision, Distance from, Miles, Car Capacity and Direction, Station, Subdivision, Distance from, Miles, Car Capacity and Direction.

TIME INSPECTORS

- Sidney Y. Ball, General Time Inspector... Chicago
Houston Watch Company, Southern Pacific Building... Houston
W. E. Conner... Houston

LEGAL HOLIDAYS

- New Year's Day... January 1st.
Washington's Birthday... February 22nd.
Decoration Day... May 30th.

REMOTE SIGNAL CONTROL—DALLAS

Home signals governing over GC&SF crossing, Tower 10, Dallas freight yard (old main track), are electrically-operated from Tower 19. Telephones are located in box on the mast of eastward home signal and on iron post at StLSW crossing just east of westward home signal.

REMOTE SWITCH CONTROL

Interlocking signals and interlocking rules govern movements over electrically-operated switches.

When the signal is not cleared or the switch is not set for the route required, trainmen or enginemen will communicate with the signal operator by telephone, located in box on signal near switch.

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 12 miles per hour must not be exceeded until the entire train has passed over the switch.

GARRETT

The switch connecting the Fort Worth Subdivision with the Denison Subdivision is electrically-operated from the train-order office, Ennis yard; the normal position is for the Denison Subdivision.

Eastward trains using the siding at Garrett will stop clear of dwarf signal and will not enter main track until authorized by telephone by the signal operator. Dwarf signal will not clear until both the switch and derail have been operated.

Trains required to do switching at Garrett over the electrically-operated switch will notify signal operator by telephone to operate switch for each movement.

Telephone is also located in box on Signal 2327, Ennis yard, and when westward trains do not move in their turn as ordered, the signal operator must be so advised.

WEST POINT

The east switch of siding is electrically-operated from Tower 91.

Westward inferior trains approaching east switch and finding the switch set for main-track movement, and the governing signal clear, may proceed with caution on main track to the next signal governing in the direction of movement.

POSITIVE BLOCKS

Positive block signals have semaphore arms painted the same as interlocking signals, and their indications are the same as those displayed by interlocking signals.

Trains and engines will operate within positive block limits in accordance with positive block signal indications, which supersede the superiority of trains, but second-class and inferior trains and engines will not occupy a positive block, or overlap in connection therewith, when it is known a first-class train will thereby be delayed.

To enter a positive block when signal indicates STOP, the movement must be made in accordance with the provisions of Paragraph (d) or Paragraph (e), Rule 509, but before applying Paragraph (e), trainmen and enginemen must assure themselves, either by means of vision or telephonic communication, that the block is not occupied by an opposing train.

Through interlocking plants, located within positive block limits, interlocking rules apply; and automatic block signals located within positive block limits will be respected in accordance with automatic block system rules.

BETWEEN GARRETT AND ENNIS

Signal 2307 at east switch long extension, Ennis, governs movements from that point to Garrett.

Signal 2336 governs movements Garrett to Ennis.

Overlaps extend from Signal 2307 east to Signal 2301, and from Signal 2327 to east wye switch, Ennis.

Switch indicators at Ennis are located at east wye switch, compress track and oil-mill track.

Trains entering positive block from Paris Subdivision at east wye switch, Ennis, as per Paragraph (d) or (e), Rule 509, with indicator and Signal 2327 indicating BLOCK OCCUPIED, must protect themselves against eastward trains on Denison Subdivision.

BETWEEN HEARNE AND HEARNE JUNCTION

Signal 1199 on Flatonia Subdivision, Hearne Junction, and Signal 1197 on Hearne Subdivision main track east of Hearne Junction, govern movements from Hearne Junction to Hearne.

Signal 1206 at west lead switch, Hearne, governs movements from that point to Hearne Junction.

Overlaps extend 2,617 feet east of Signal 1197 and 250 feet west of Signal 1206. Overlap at Signal 1206 affects switch indicators only.

Switch indicators are located at all main-track switches between Hearne Junction and Signal 1206.

BETWEEN T&P JUNCTION, BELT JUNCTION AND MILLER

(See Special Instructions on Page 15).

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 highway 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

ALL SUBDIVISIONS

- 21. Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling motor-car repairmen, water-service repairmen and any employees who operate motor cars must use watches as prescribed by Rule 2, and must be provided with current time-table while operating motor cars.
22. Engines 650, 651 and 652 are equipped with air-siren whistle in addition to steam whistle, and when used on trains Nos. 13, 14, 15 and 16, the siren will be used to sound signals as prescribed by Rules 14(l) and 14(p); all other whistle signals to be sounded with steam whistle. This does not prohibit the use of steam whistle to sound signals as prescribed by Rule 14(l) or 14(p) if, and when, in the judgment of the engineer, its use is necessary.
23. On a passenger train when approaching a station where engines are to be changed or train is to be switched, trainman will open steam valve on rear of train one mile in advance and sound Communicating Signal 16(m).
24. At stations where there are two or more sidings, eastward trains must take most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order or special instructions, or the movement made under flag protection.
25. Freight trains must be inspected at each water stop. When conditions are favorable and, in the judgment of the conductor and engineer, it is safe to do so and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than indicated below:
Manifest Trains: 60 miles, except may run between McKinney and Ennis; Ennis and Groesbeek; Hearne and Hempstead; Navasota and Englewood.
Other Freight Trains: 50 miles, except may run between McKinney and Ennis; Fort Worth and Ennis; Hempstead and Englewood; Hearne and Giddings.
Trainmen are not relieved of making inspection as prescribed by Rule 827 when stops are made at a lesser distance.

- 26. Spring Switches are located as follows:
Ennis —Lead switch west end of yard.
Corsicana —East switch of siding.
Bremond —West switch of siding.
Hearne —Lead switch west end of yard.

Freight Route between Boulevard Junction and Tower 26—
West end of double track, normal position for eastward track;
East end of double track, normal position for westward track.
They are designated by two targets, one hexagon shape, painted white, bearing the letters "SS"; the other a standard red target.

Trains and engines may trail through spring switches, but when a stop is made before the entire engine or cars have passed over the points, a reverse movement must not be made until switch has been set by hand. Running switches must not be made over spring switches and blow-off cocks, sanders, or injectors must not be operated and boosters must not be started, while engines are standing on or passing over such switches.

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

27. The following signals, equipped with triangular number plates, have spring switches included in their control limits. When indicating STOP, in addition to complying with provisions of Rule 509, careful inspection must be made of the switches, as indicated below, and it must be known that the route is safe for passage of trains before proceeding:

- Signals Location
2328—Ennis —Spring switch, lead switch west end of yard.
2091—Corsicana —Spring switch, east end of siding.
1432—Bremond —Spring switch, west end of siding.
1208—Hearne —Spring switch, lead switch west end of yard.
7—Freight Route between Boulevard Junction and Tower 26—
Spring switch, east end of double track.

28. On Freight Route between Boulevard Junction and Tower 26, a dwarf light signal, not equipped with number plate, protects eastward movement over spring switch at west end of double track. When signal indicates STOP, spring switch must be inspected and it must be known that the route is safe for passage of trains before proceeding, and a speed of 12 miles per hour must not be exceeded until entire train has passed over the switch.

29. Yards located at the following stations are designated by yard-limit signs:

Table with 3 columns: (a) Austin, Bremond, Bryan, Corsicana, Dallas, Denison; (b) Ennis, Flatonia, Fort Worth, Giddings, Hearne, Hempstead, Houston; (c) Kaufman, Marlin, McKinney, Sherman, Waco, Waxahachie, Yoakum.

(a) Austin yard limit extends to yard-limit sign east of Austin Junction on Austin Subdivision and to yard-limit sign west of Austin Junction on Llano Subdivision.

(b) Burnet yard limit extends to yard-limit sign on Lampasas Subdivision and from yard-limit sign one mile west of Burnet to yard-limit sign one mile east of Burnet on Llano Subdivision.

(c) Dallas yard limit extends from a point 1,000 feet west of Lawther (on old main track) to a point 1,000 feet east of east switch of siding at Miller, and from Forest Avenue to a point 1,000 feet west of Briggs.

(d) Hearne yard limit extends to yard-limit sign 4.7 miles west on Flatonia Subdivision.

(e) Waco yard limit extends to yard-limit sign west of Texand on Cameron Subdivision.

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

31. 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:

- Fort Worth Subdivision: 28.94, Mountain Creek, east of Britton.
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.
Waco Subdivision: 4-D, Little Brazos River, east of Reagan. 13-D and 14-A, Big Creek, east of Marlin.
Flatonia Subdivision: Colorado River bridge, east of West Point.
Cameron Subdivision: Little River bridge, west of Cameron.
Llano Subdivision: 79-B, Colorado River bridge, east of Kingsland.

(See Pages 10, 11, 13, 14 and 15 for additional instructions, information and speed restrictions applicable to all subdivisions).

DENISON SUBDIVISION

41. 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.

42. Eastward first-class trains must obtain clearance at Denison authorizing movement from Tower 93.

43. St. L., S. F. & T. westward trains, except first-class trains, may register at Denison by register ticket, Form 2642.

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

45. Automatic Block System, North Sherman Junction—
Trains entering T. & N. O. main track from St. L., S. F. & T. yard will observe indication of Signals 3303 and 3304. When these signals indicate block unoccupied switch may be operated, after which Signal 3301 should indicate PROCEED. When Signals 3303 and 3304 indicate block occupied, switch may be used only under flag protection. Overlap post governing eastward trains is located 2,640 feet west of Signal 3314 and overlap post governing westward trains is located 2,475 feet east of Signal 3299. Signals at North Sherman Junction should change to PROCEED when rear of an eastward train passes Signal 3299.

46. 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.

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

48. Schedule time and train orders for Nos. 75, 76, 77 and 78 at Sherman apply at passenger station.

49. St. L. S. W. trains and engines operate on main track, Sherman, between east wye switch and passenger station under provisions of Rule 93. Main-track movements approaching and between east wye switch and passenger station must be made expecting to find the main track occupied.

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

51. Gate protecting St. L., S. F. & T. crossing on stem of T. & N. O. wye, Sherman, must, when crossing is not in use, be left across T. & N. O. track.

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

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

SPECIAL INSTRUCTIONS

54. The main track between Garrett and Ennis will be used jointly by trains of the Denison and Fort Worth Subdivisions, movement in accordance with Positive Block Signal indications. (See Page 11).

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

56. Engines heavier than C-8-9 class must not use the following tracks:
Denison —Cotton Mill track; Repair Tracks Nos. 1 and 2; M-K-T transfer west of frog of switch connecting St. L., S. F. & T. and M-K-T transfers.

Van Alstyne —Elevator track; Round Bale Gin spur.

Anna —Elevator track.

McKinney —Old Mill track; Compress tracks and wye, except that portion leading to Collin Co. Mill & Elevator track.

Plano —West transfer 6 car lengths beyond road crossing; East transfer beyond east end of laborers' quarters.

Wilmer —Texas Electric interchange track.

Ferris —All brick-yard tracks.

57. Engines must not use the following tracks or structures:

Denison —Main track beyond first switch west of Sears Street; West turntable lead west of Sears Street; K. O. & G. Track No. 8.

Sherman —Bridge on stem of T. & N. O. wye track.

Van Alstyne —East elevator track west of warehouse.

Palmer —Farmer's spur and round bale gin spur, beyond derail; Old brick-yard track.

58. Interchange track between stem of T. & N. O. wye and M-K-T track, Sherman, must not be used.

FORT WORTH SUBDIVISION

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

62. Eastward first-class trains must obtain clearance at Fort Worth (Freight Yard).

63. First-class trains may register at Fort Worth (Freight Yard) by register ticket, Form 2642.

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

65. MK-5 class or heavier engines must not make a direct movement from west yard lead to enginehouse lead, or from enginehouse lead to yard lead, Fort Worth, but must first move to main track, clear main-track switch, and enter yard lead or enginehouse lead from the main track.

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

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

68. The main track between Garrett and Ennis will be used jointly by trains of the Fort Worth and Denison Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 11).

ENNIS SUBDIVISION

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

82. Engines must not use Sun Oil Tracks Nos. 1 and 2 at Richland.

83. Overlap post located between switches of siding at Springfield governs westward trains.

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

85. First-class trains must run with caution within yard limits, Hearne.

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

Mexia—B-RI interchange beyond a point 300 feet from switch; Bremond —Short leg of wye; Hammond—House track; Calvert—Oil-mill track.

HEARNE SUBDIVISION

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

92. First-class trains must run with caution within yard limits, Hearne.

93. Main track between Hearne and Hearne Junction will be used jointly by trains of the Hearne and Flatonia Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 11).

94. F-1 class engines, coupled, must not exceed 30 miles per hour through the following overhead steel bridges:

Pin Oak Creek	(117.55)	Campbells Creek	(109.73)
Spring Creek	(112.96)	Navasota River	(73.59)

95. Eastward through trains will not take water at Navasota except in emergency.

96. Engines heavier than C-8-9 class will not use oil-mill track, Navasota.

97. Hempstead is a register station only for trains that originate or terminate there. Nos. 42, 43, 45 and 46 may register at Hempstead by register ticket, Form 2642.

98. Track No. 4 through Hempstead yard is designated as Austin Subdivision main track and must be kept clear. Austin Subdivision trains will enter and

leave Hearne Subdivision main track at east end of Track No. 4.

99. Schedule time and train orders at Eureka apply at crossover switch leading to double track.

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

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

102. No. 242 must obtain clearance at Eureka authorizing movement from Boulevard Junction.

103. Engines heavier than F-1 class must not be operated over White Oak Bayou bridge on Freight Route, west end of Hardy Street yard, Houston.

104. Speed of 15 miles per hour must not be exceeded by trains or engines over diamond-shaped crossing at Tower 26, which is the crossing of the westward main track toward Houston Passenger Station and the eastward main track from Hardy Street yard.

105. Main tracks between Eureka and Houston Passenger Station will be used jointly by trains of the Dallas and Austin Divisions and the San Antonio Division, and between Tower 26 and Englewood by trains of the Dallas and Austin Divisions and the Houston Division. Trains between these points will run with caution, expecting to find the main track occupied. Second-class and inferior trains, and engines, may run ahead of first-class trains, but must not occupy the main track when it is known a first-class train will thereby be delayed, and movements against the current of traffic may be made only under flag protection. Trains may run extra, moving with the current of traffic, between the points designated, without train-order authority, but must obtain a clearance before commencement of trip if an operator is on duty.

106. Trains and engines will approach Heights Boulevard crossing, Boulevard Junction, with caution, and receive a proceed signal from the crossing flagman to indicate the crossing gates are set against street traffic, as follows:

Movements to or from direction of Houston Passenger Station, a green flag by day and green light by night, to be given from center of track to be used.

Eastward movements using crossover for movement to Freight Route toward direction of Tower 26, a yellow flag by day and yellow light by night, before proceeding through crossover west of Yale Street underpass.

Westward movements from Freight Route from direction of Tower 26, a yellow flag by day and a yellow light by night before proceeding beyond the fouling point of spring switch located just east of Harvard Street.

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

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

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

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

- Dallas and Austin Division trains o
- 108. Location of bulletin books at Houston: Train-order office, Passenger Station; Yardmaster's office, Hardy Street; Hardy Street enginehouse; Houston Avenue enginehouse.

PARIS SUBDIVISION

111. Trains take water at Terrell only in emergency.

112. Paris Subdivision trains use Houston Division main track at Kaufman and be governed by Houston Division current time-table while occupying tracks of that division. Trains must stop before reaching the fouling point of the Houston Division main track at Kaufman and St. L. S. W. 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 a train approaching on the route to be used.

113. Engines must not use the following tracks or structures:
Terrell—Becknell and lead track No. 3.
Alsford—Bridge on east leg of wye track.

114. M-21, MK-5, P-6, P-9, P-13 and F-1 class engines must not be used on Paris Subdivision.

115. Westward trains must obtain clearance at Commerce. Eastward trains must obtain clearance at Greenville.

WACO SUBDIVISION

116. Trains must obtain clearance at Waco (Union Station) authorizing movement from Tower 21.

117. M-21, MK-5, P-9, P-13 and F-1 class engines must not be used on Waco Subdivision beyond Bremond yard limits.

FLATONIA SUBDIVISION

121. Movements within yard limits, Yoakum, must be made with caution, expecting to find main and wye tracks occupied.

122. C-8-9 class and heavier engines must not use Fehrenkamp spur at Moulton.

123. Through trains will not take water at Moulton except in emergency, and then only sufficient to reach next water station.

124. Trains may register at Flatonia by register ticket, Form 2642.

125. Trains and engines using San Antonio Division tracks at Flatonia will be governed by current time-table and special instructions of that division.

126. Engines heavier than C-8-9 class must not use following tracks: Flatonia—Old SA&AP house track; Lena—Spur; Winchester—Spur.

127. Trains must obtain clearance at Giddings.

128. Giddings is a register station only for trains that originate or terminate there.

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

130. Engines must not go beyond restriction sign in Glass Gravel Pit, MP 3.8.

131. Main track between Hearne Junction and Hearne will be used jointly by trains of the Flatonia and Hearne Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 11).

CAMERON SUBDIVISION

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

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

138. Interlocking home signals east and west of G. C. & S. F. crossing, Cameron, are located to the left of main track in the direction of movement.

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

140. Trains and engines must not exceed 6 miles per hour on curve in track connecting Cameron Subdivision main track with St. L. S. W. main track, Waco.

141. Trains must obtain clearance at Waco (Union Station) authorizing movement from Waco (Freight Yard).

AUSTIN SUBDIVISION

146. Movements within Austin yard limits must be made with caution, expecting to find the main and wye tracks occupied.

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

148. Interlocking home signals west of M-K-T crossing, Elgin, and east of G. C. & S. F. crossing, Brenham, are located to the left of main track in the direction of movement.

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

150. Trains must obtain clearance at Giddings.

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

152. Engines must not go under cottonseed shed of Brenham Cotton Oil and Manufacturing Company, Brenham. C-8-9 class or heavier engines must not use shed track, Brenham. Engines heavier than C-8-9 class must not use Schleider's spur, Brenham.

153. Engines heavier than M-4 class must not use gin spur, Chapel Hill.

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

155. Nos. 42, 43, 45 and 46 may register at Hempstead by register ticket, Form 2642.

LLANO AND LAMPASAS SUBDIVISIONS

161. Cars, gross weight in excess of 169,000 pounds, and engines heavier than C-24 class, must not be handled between Llano and Fairland; Fairland and Marble Falls; Burnet and Lampasas.

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

163. C-8-9 class engines must not exceed 25 miles per hour between Austin and Fairland.

164. Engines using new spur, Granite Mountain, must not go beyond restriction sign.

165. Trains operating via Marble Falls or Burnet must obtain clearance at these stations.

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

167. Fairland and Wilkie are register stations only for No. 254 from Llano, and No. 254 will register time of arrival only.

168. Movements within Burnet and Austin yard limits must be made with caution, expecting to find the main and wye tracks occupied.

169. The engine arriving Lampasas on No. 253 will assume schedule of No. 254.

INTERLOCKING WHISTLE CODES

TOWER 68, ENGLEWOOD

Main track for movement with the current of traffic, from main track _____
 Eastward main track eastward from any other point _____ o o _____
 Westward main track westward from any other point o _____ o 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 _____
 South Switching lead, from any point o _____ o _____
 Middle Switching lead, from any point o _____ o _____
 North Switching lead, from any point _____ o _____ o _____
 Ice House Track from any point o o _____ o o _____

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

Main track for movement with the current of traffic, from main track _____
 Eastward main track eastward, from any other point _____ o o _____
 Westward main track westward, from any other point o _____ o 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 _____
 H. B. & T. interchange, from any point o o _____
 Icing Plant, from any point _____
 I.-G. N. interchange, from any point _____ o _____ o _____
 Freight main track westward, from any point o _____

TOWER 13, M-K-T CROSSING, EUREKA

Main track for movement with 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 eastward, from any other point o _____ o o _____
 Westward main track eastward, from any other point _____ o _____
 To wye track, from any point o 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, I.-G. N. CROSSING, COLLEGE STATION

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

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

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

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

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

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

(Cabin Interlocking Plant)

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

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

Main track eastward or westward _____
 Movements on siding eastward o _____
 Movements on siding westward o _____ o o _____
 To west end of scale track from any point _____ o _____
 West switch of scale track is electrically locked and can not be hand operated until released by signal operator. To operate switch by hand, when indicator in iron box at switch is clear, turn crank to left as far as it will go. After switch has been restored to normal position turn crank to right as far as it will go.
 Signal 2105-SA governing movement out of west end of scale track is located to the left of scale track. Signal will not clear until hand derail in scale track and main-track switch have been operated for the movement.

TOWER 118 AND 119 (See Page 15)

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

Main track eastward or westward from main track _____

TOWER 35, M-K-T CROSSING, HILAND

(Cabin Interlocking Plant)

Normal route will be set for M-K-T showing clear signals.
 T. & N. O. trains and engines must stop before reaching home signal and send a member of train crew to the tower who will handle levers in accordance with instructions on manipulation chart in tower.

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

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

TOWER 16, T. & P. CROSSING, SHERMAN

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

TOWER 93, M-K-T CROSSINGS, 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, M-K-T, ST. L. S. W. CROSSINGS, 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, T. & P. CROSSING, 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, M-K-T CROSSING, WAXAHACHIE

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

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

Main track eastward or westward from main track _____

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

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

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

Rock Island from T. & N. O. _____
 F. W. & D. from T. & N. O. _____
 G. C. & S. F. Freight yards from T. & N. O. _____ o _____
 T. & P. South Wye from T. & N. O. _____ o o _____
 Ft. Worth Union Depot from T. & N. O. o _____
 One long, two short and one long (_____ o o _____) sound of whistle indicates westward main track movement past the two arm signal and most easterly derail up to, but not beyond the signal bridge.

AUTOMATIC INTERLOCKING PLANTS

Normal indication of home signals governing routes is STOP. Trains entering approach circuit will cause home and distant signals to assume PROCEED indication when routes are unoccupied.
 Trains must not exceed 25 miles per hour between the home signals of an automatic interlocking plant.

MIDLOTHIAN (GC&SF CROSSING)

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

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

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

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

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

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

PARIS (T&P AND StLSF&T CROSSINGS)

If signal does not assume PROCEED indication after train has entered the approach circuit, and there is no train approaching on either intersecting route, unlock box marked "T&NO AND GC&SF RELEASE" located at 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 StLSF&T, if StLSF&T crossing is to be obstructed, and push button which should cause signal to assume PROCEED indication. Should the signal fail to clear, train may proceed as prescribed by Paragraph (c), Rule 663.

TATSIE (I-GN CROSSING)

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

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

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 ——— 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.

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 end of double track at Belt Junction and a westward train from end of double track to Forest Avenue.

COMPANY SURGEONS

Table with columns: LOCATION, NAME, TITLE. Lists surgeons across various locations including Houston, Austin, Dallas, Denison, Elgin, Ennis, Ft. Worth, Mansfield, Mexia, Moulton, Navasota, Rockdale, Sherman, Terrell, Waco, Waxahachie, Wortham, Yoakum, and Yocum.

General Hospital— Southern Pacific Hospital, Thomas Street, between James and Paschal, Houston.

Emergency Hospitals— Colgins Hospital & Clinic, Waco; St. Joseph Infirmary, Ft. Worth; Baylor Hospital, Dallas; Sherman Hospital, Sherman; Seton Infirmary and St. Davids Hospital, Austin; John Huth Memorial, Yoakum.

T. M. Spence, Superintendent, Ennis; K. P. Chinn, Assistant Superintendent, Ennis & Austin; A. T. Rawlins, Chief Train Dispatcher, Ennis; J. E. Rawlins, Chief Train Dispatcher, Ennis; J. H. Walsh, Superintendent, Austin; F. E. Hoefler, Trainmaster, Austin; R. F. Williams, Chief Train Dispatcher and Terminal Trainmaster, Hearne; M. D. Fleetwood, Chief Train Dispatcher, Hearne; K. C. Marshall, Superintendent, Houston Division, Houston; W. F. Rentzel, Traveling Engineer, Ennis; W. L. Cox, Terminal Trainmaster, Dallas; M. R. Mann, Terminal Trainmaster, Ft. Worth. Traveling Engineer will exercise duties of Trainmaster when on line.

MAP OF THE DALLAS AND AUSTIN DIVISIONS

SOUTHERN PACIFIC LINES
TEXAS AND NEW ORLEANS RAILROAD COMPANY

SCALE OF MILES

