

# SOUTHERN PACIFIC LINES

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TEXAS AND NEW ORLEANS RAILROAD COMPANY

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## TIME TABLE

FOR THE

# DALLAS AND AUSTIN DIVISIONS

# 41

Effective Sunday, September 3, 1944, 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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T. M. SPENCE,  
*General Manager*

J. J. MOORE,  
*Assistant General Manager*

T. B. OLLIS,  
*Superintendent of Transportation*

H. L. BELL,  
*Superintendent*

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS				FIRST CLASS				Distance from Denison	TIME TABLE No. 41 September 3, 1944	Mile Post Location	FIRST CLASS				SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	344	342	76	18	14	16	17	15				13	75	257	263	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
	Freight	Freight	Frisco Passenger 507	The Owl	The Sunbeam	The Hustler	The Owl	The Hustler				The Sunbeam	Frisco Passenger 508	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							
Yard BKWOTP	12.50PM	1.40AM	4.30AM				0.0		TO-R DENISON	337.9				5.20AM	3.40PM	Continuous	Continuous		
Yard I			4.31				0.4		TOWER 93 (Two M-K-T Cross.)	337.5						Continuous	Continuous		
Yard BKP	1.08	2.00	4.45				7.6		A.B.S. TO R NORTH SHERMAN JCT.	330.3				4.55	3.15	Continuous	Continuous		
Yard 92BWYIP	1.23	2.15	4.50AM				9.1		TO-R (Tower 16 T. & P. Cross.) SHERMAN	328.8				4.50	3.10	Continuous	Continuous		
75 P	1.43	2.35					18.8		HOWE	319.1				4.10	2.45				
70 P	1.55	2.48					25.0		TO VAN ALSTYNE	312.9				3.50	2.30	Continuous	Continuous		
37 Team P	2.07	3.00					30.3		TO ANNA	307.6				3.30	2.20	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed		
68 P	2.12	3.15					32.7		MIMS	305.2				3.15	2.12				
Yard 66 WYP	2.41	3.40					41.6		TO McKINNEY	296.3				2.47	1.40	Continuous	Continuous		
78 P	3.01	4.00					49.4		ALLEN	288.5				2.25	1.25				
33 IP	3.16	4.15					55.5		TO PLANO (St. L. S. W. Crossing)	282.4				2.10	1.10	Continuous	Continuous		
42 P	3.28	4.28					60.7		RICHARDSON	277.2				1.55	12.55				
P	3.40	4.40					64.9		GIFFORD	273.0				1.43	12.43				
75 W P	3.52	4.53					69.3		RAWLINS	269.4				1.30	12.30				
IP	4.05PM	5.10AM					73.9		TO (Tower 119 T. & P. Cross.) T. & P. JUNCTION	264.8				1.20AM	12.20PM	Continuous	Continuous		
P							64.9		GIFFORD	273.0									
Yard IP							69.4		HILAND (Tower 35, M-K-T Crossing)	268.5							Cabin—See Page 12		
WOTYBKP				11.00PM	5.00PM	8.10AM			TO-R DALLAS (Union Station)	264.9	6.55AM	1.50PM	9.10PM			6.30AM to 5.00AM	6.30AM to 5.00AM		
I	Via T. & P. Junction and Belt Junction								TOWER 19 (G. C. & S. F. Crossing)	263.4						Continuous	Continuous		
Yard								FOREST AVENUE	263.1										
Yard YIP				11.08	5.07	8.17			BELT JUNCTION (Tower 118)	261.2						Continuous	Continuous		
IP							73.9		TO (Tower 119, T. & P. Cross.) T. & P. JUNCTION	261.2						Continuous	Continuous		
Yard P							74.6		BRIGGS	258.8									
Yard 109 P							76.0		FOX	254.4									
Yard YIP							76.7		(Tower 118, T. & N. O. Cross.) BELT JUNCTION	250.0						Continuous	Continuous		
Yard 180 BKWOTP	4.30PM	5.35AM		11.13PM	5.11PM	8.21AM	79.1		TO MILLER	245.9	6.40AM	1.36PM	8.57PM		1.05AM	12.05PM	Continuous	Continuous	
27 P	4.40	5.45		11.18	5.15	8.26	83.6		HUTCHINS	245.9	6.34	1.31	8.52		12.46	11.45AM			
69 P	4.50	5.55		11.23	5.19	8.30	87.9		WILMER	245.9	6.28	1.26	8.48		12.38	11.37			
West 86P East 48P	4.59	6.22		11.28	5.23	8.35	92.0		TO FERRIS	238.7	6.22	1.21	8.44		12.31	11.30	Continuous	Continuous	
35 P	5.14	6.40		11.37	5.30	8.44	99.2		TO PALMER	238.7	6.12	1.11	8.36		12.16	11.15	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed	
	5.24	6.50		11.43	5.35	8.50	104.2		GARRETT	233.7	6.05	1.05	8.31		12.06	11.05			
Yard BKWOTYP	5.30PM	7.00AM		11.50PM	5.40PM	8.55AM	107.0		TO-R ENNIS	230.9	6.00AM	1.00PM	8.27PM		12.01AM	11.00AM	Continuous	Continuous	
	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
	344	342		76	18	14	16				17	15	13	75	257	263			

(4.40) 22.9 (5.20) 20.1 (0.20) 27.3 (0.50) 40.8 (0.40) 51.0 (0.45) 45.3 .....Time Over Subdivision..... (0.55) 37.1 (0.50) 40.8 (0.43) 47.4 (0.20) 27.3 (5.19) 20.1 (4.40) 22.9 .....Average Speed Per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Except: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains. Opposing 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 13, 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. Schedule time and train orders for eastward trains from direction of Dallas (Union Station) at Belt Junction apply at end of double track.

EASTWARD

ENNIS SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	EASTWARD			FIRST CLASS			Distance from Ennis	TIME TABLE No. 41 September 3, 1944	Mile Post Location	FIRST CLASS			SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	THIRD CLASS	SECOND CLASS			FIRST CLASS					17	15	13	SECOND CLASS			53			
	54	344	342	258	14	16				18	The Owl	The Hustler	The Sunbeam	343	263	257			53
Local Freight	Freight	Freight	Freight	The Sunbeam	The Hustler	The Owl	Arrive Daily	Arrive Daily	Arrive Daily	Freight	Freight	Freight	Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only				
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.						
Yard BKWOTYP	6.00AM	9.00PM	11.30AM	3.00AM	5.40PM	9.00AM	12.05AM	0.0	TO-R ENNIS 5.6	230.9	s 5.45AM	s 12.55PM	8.27PM	4.30AM	8.10AM	4.45PM	12.30PM	Continuous	Continuous
74 P	6.10	9.12	11.43	3.12	5.46	9.07	12.12	5.6	ALMA 4.2	225.3	5.31	12.47	8.21	4.14	7.50	4.24	12.15PM		
74 P	6.18	9.20	11.51AM	3.20	5.50	9.11	12.16	9.8	RICE 4.4	221.1	5.26	12.42	8.17	4.06	7.40	4.15	11.51AM		
25 P	6.26	9.29	12.01PM	3.28		9.16	12.20	14.2	CARL 6.5	216.7	5.20	12.37		3.58	7.25	4.00	11.34		
Yard 168 IWP	7.10	9.42	12.28	3.45	6.00	s 9.28	s 12.47	20.7	TO CORSCIANA (St. L. S. W. Crossing) 6.3	210.2	s 5.10	s 12.28	8.06	3.45	7.10	3.35	11.20	Continuous	Continuous
79 P	7.30	9.55	12.40	3.57	6.07	9.35	12.55	27.0	ANGUS 5.5	203.9	4.50	12.17	8.00	3.30	6.45	3.04	10.59		
66 P	7.45	10.06	12.50	4.06	6.12	f 9.41	1.00	32.5	RICHLAND 4.4	198.4	4.43	f 12.10	7.55	3.19	6.30	2.53	10.48		
74 P	7.55	10.15	12.58	4.14	6.16	9.45	1.05	38.9	CURRIE 5.5	194.0	4.38	12.05PM	7.51	3.10	6.20	2.42	10.38		
72 P	8.10	10.26	1.08	4.31	6.21	s 9.52	f 1.13	42.4	TO WORTHAM 2.0	188.5	f 4.31	s 11.59AM		2.59	6.08	2.29	10.25	8.00AM to 12.30PM 1.30PM to 5.00PM	8.00AM to 12.30PM 1.30PM to 5.00PM
74 P	8.15	10.30	1.12	4.46		9.55	1.16	44.4	GUDE 5.5	186.5	4.28	11.56	7.45	2.55	6.04	2.25	10.20		
86 P	9.00	10.42	1.22	4.57	6.28	s 10.03	s 1.30	49.9	TO MEXIA 1.9	181.0	s 4.21	s 11.50	7.40	2.44	5.52	2.13	10.03	Continuous	Continuous
64 81 WIP	9.15	10.45	1.26	5.02	6.30	10.06	1.33	51.8	(Tower 63 B. R. I. Cross.) SPRINGFIELD 9.6	179.1	4.10	11.47	7.38	2.41	5.47	2.10	9.20	Cabin	See Page 12
87 WP	10.00	11.05	1.50	5.22	6.39	s 10.20	s 1.51	61.4	TO GROESBEECK 8.2	169.5	s 3.57	s 11.36	7.29	2.20	5.22	1.50	9.00	8.00AM to 12.15PM 1.15PM to 5.00PM	8.00AM to 12.15PM 1.15PM to 5.00PM
73 P	10.20	11.21	2.06	5.38	6.47	f 10.31	s 2.03	69.6	TO THORNTON 8.1	161.3	s 3.42	f 11.24	7.21	2.03	4.53	1.34	8.30	4.01PM to 8.01AM	4.01PM to 8.01AM
83 P	10.42	11.37	2.22	5.54	6.54	f 10.42	f 2.13	77.7	TO KOSSE 4.8	153.2	f 3.30	f 11.14	7.14	1.46	4.39	1.18	8.11	8.00AM to 12.01PM 1.01PM to 5.00PM	8.00AM to 12.01PM 1.01PM to 5.00PM
84 P	11.08	11.47PM	2.47	6.04	6.58	10.48	2.18	82.5	DENNY 5.7	148.4	3.21	11.08	7.09	1.36	4.30	1.07	7.50		
Yard 147 WYP	11.30	12.01AM	3.08	6.19	7.03	s 11.00	s 2.40	88.2	TO BREMOND 5.6	142.7	s 3.12	s 11.00	7.03	1.26	4.20	12.52	7.30	Continuous	Continuous
94 P	11.43	12.11	3.20	6.30	7.08	11.06	2.50	93.8	HAMMOND 8.5	137.1	2.50	10.45	6.52	1.15	4.10	12.38	7.10		
89 P	11.59AM	12.27	3.40	6.48	7.15	s 11.16	s 3.03	102.3	TO CALVERT 4.6	128.6	s 2.35	s 10.36	6.45	1.01	3.55	12.23	6.48	12.01AM to 4.00PM	12.01AM to 4.00PM
96 P	12.16PM	12.36	3.48	6.54	7.20	11.22	3.10	106.9	SEGER 3.3	124.0	2.26	10.30	6.41	12.53	3.45	12.16	6.10		
Yard BKWOITYP	12.30PM	12.45AM	4.00PM	7.05AM	7.28PM	s 11.30AM	s 3.15AM	110.2	(I.-G. N. Crossing) TO-R HEARNE	120.7	2.20AM	10.25AM	6.37PM	12.45AM	3.35AM	12.10PM	6.00AM	Continuous	Continuous
	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.		
	54	344	342	258	14	16	18				17	15	13	343	263	257	53		

(6.30) 17.0	(3.45) 29.4	(4.30) 24.5	(4.05) 27.0	(1.48) 61.2	(2.30) 44.1	(3.10) 34.8	.....Time Over Subdivision.....	(3.25) 32.3	(2.30) 44.1	(1.50) 60.1	(3.45) 29.4	(4.35) 24.0	(4.35) 24.0	(6.30) 17.0	.....Average Speed Per Hour.....
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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 station building.

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

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, Wortham and Currie to entrain or detrain revenue passengers.

No. 18 stop at any station to detrain passengers from points on Ft. Worth Subdivision.

Bus to and from Waco connects at Bremond with Nos. 15 and 16.

EASTWARD

HEARNE SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS			FIRST CLASS					Distance From Hearne	TIME TABLE No. 41 September 3, 1944	Mile Post Location	FIRST CLASS					SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	342	240	344	14	42	16	18	46				15	43	13	17	45	257	239	343	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Freight	Freight	Freight	The Sunbeam	Passenger	The Hustler	The Owl	Passenger				The Hustler	Passenger	The Sunbeam	The Owl	Passenger	Freight	Freight	Freight		
Leave Daily	Leave Daily	Leave Daily	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					
Yard BKWOITYP	4.30PM		1.30AM	7.28PM		11.30AM	3.20AM		0.0	(I.-G. N. Crossing) TO-R HEARNE	120.7	s 10.25AM		6.37PM	s 2.15AM		11.30AM		12.20AM	Continuous	Continuous
Yard P									1.0	HEARNE JUNCTION	119.7				2.05						
83 P	4.42		2.00	7.35		11.36	3.35		5.9	SUTTON	114.8			6.31	2.00		10.59		11.55PM		
81 P	4.56		2.17	7.41		11.45	3.42		13.2	BENCHLEY	107.5			6.25	1.50		10.45		11.41		
Yard P						s 11.56	s 4.04		21.0	BRYAN	99.7	s 10.00			s 1.40						
Yard 83 IP	5.14		2.30	7.49		11.58AM	4.06		21.8	TO (Tower 36 I.-G. N. Cross.) BRYAN SIDING	98.9	9.55		6.16	1.29		10.30		11.25	Continuous	Continuous
79 WIPY	5.22		2.37	f 7.54		s 12.10PM	s 4.20		25.8	COLLEGE STATION (Tower 7 I.-G. N. Cross.)	94.9	s 9.50		f 6.12	s 1.23		10.22		11.17	Continuous	Continuous
74 P	5.35		2.47	8.00		12.18	4.27		32.0	WELLBORN	88.7	9.38		6.05	1.06		10.10		11.06		
81 P	5.58		3.00	8.07		12.28	4.35		40.2	MILLICAN	80.5	9.29		5.58	12.56		9.54		10.51		
51 P	6.10		3.07	8.11		12.34	4.39		44.6	NELLEVA	76.1	9.24		5.54	12.51		9.45		10.43		
I									49.6	TOWER 9 (I.-G. N. Cross.)	71.1									Continuous	Continuous
Yard TIPW						s 12.43	s 4.55		49.9	TO NAVASOTA (G. C. & S. F. Crossing)	70.8	s 9.17			s 12.43					Continuous	Continuous
Yard 84	6.23		3.20	8.17		12.44	4.56		50.4	NAVASOTA SIDING	70.3	9.15		5.47	12.35		9.30		10.32		
51 P	6.30		3.27	8.21		12.48	5.01		54.2	CHAILLE	66.5	9.11		5.44	12.31		9.22		10.26		
71 P	6.38		3.34	8.25		12.54	5.06		58.3	COURTNEY	62.4	9.07		5.40	12.26		9.07		10.19		
42 P	6.52		3.46			1.01	5.15		65.6	HOWTH	55.1	8.59			12.17		8.43		10.05		
Yard 132 PKWOYB	7.02	2.00AM	3.55	8.35	5.30PM	f 1.08	5.22	3.55AM	70.0	TO-R HEMPSTEAD	50.7	s 8.53	s 9.17AM	5.30	s 12.10	s 12.25AM	8.31	9.30PM	9.56	Continuous	Continuous
52 P	7.12	2.15	4.10	8.40	5.37	1.13	5.28	4.03	74.6	PRAIRIE SIDING	46.1	8.48	9.08	5.26	12.01AM	12.15	8.21	9.00	9.48		
16 Team P					s 5.40			f 4.06	75.6	PRAIRIE VIEW	45.1		f 9.06		f 12.13						
95 P	7.22	2.25	4.18	8.44	s 5.47	1.19	5.35	f 4.13	79.7	WALLER	41.0	8.43	s 9.00	5.22	11.54PM	f 12.07AM	8.11	8.44	9.40		
89 P	7.32	2.35	4.25	8.48	s 5.55	1.24	5.42	f 4.20	85.0	TO HOCKLEY	35.7	8.38	s 8.53	5.18	11.48	f 11.59PM	7.57	8.15	9.32	Continuous	Continuous
84 WP	7.51	2.50	4.39	8.56	f 6.06	1.34	5.52	f 4.32	94.7	CYPRESS	26.0	8.29	f 8.41	5.10	11.37	f 11.46	7.36	7.51	9.17		
74 P	8.06	3.10	4.50	9.02	6.15	1.41	6.00	4.42	102.2	SATSUMA	18.5	8.22	8.32	5.04	11.28	11.35	7.28	7.32	9.02		
74 P	8.18	3.27	4.58	9.07	f 6.23	1.47	6.07	f 4.51	108.1	FAIRBANKS	12.6	8.17	f 8.24	4.59	11.21	f 11.27	7.05	7.20	8.42		
Yard YIP	8.30	3.40	5.10	9.14	6.32	1.54	6.15	5.00	115.0	TO EUREKA (Tower 13 M-K-T Cross.)	5.7	8.10	8.15	4.53	11.13	11.18	6.45	7.00	8.30	Continuous	Continuous
Yard	8.40	3.47	5.20						117.5	BOULEVARD JCT.	3.2						6.37	6.50	8.23		
Yard WBKP	Via Freight Route Boulevard Junction to Tower 26.			9.25PM	6.45PM	2.05PM	6.30AM	5.15AM	119.5	TO-R HOUSTON (Passenger Station)	1.2	8.00AM	8.05AM	4.45PM	11.00PM	11.05PM	Via Freight Route Tower 26 to Boulevard Junction			Continuous	Continuous
Yard D. T. 105 cars each	8.40	3.47	5.20						117.5	BOULEVARD JCT.	3.2						6.37	6.50	8.23		
	8.45	3.51	5.25						118.6	NILES	1.4						6.33	6.45	8.20		
Yard I	8.55	3.56	5.40						120.7	TOWER 26 (T. & N. O. Cross.)	360.5						6.27	6.40	8.12	Continuous	Continuous
Yard I									122.8	TOWER 68	358.4									Continuous	Continuous
Yard BKP	9.30PM	4.10AM	6.00AM						123.1	TO-R ENGLEWOOD	358.1						6.15AM	6.30PM	8.00PM	Continuous	Continuous
	Arrive Daily	Arrive Daily	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	Leave Daily		
	342	240	344	14	42	16	18	46				15	43	13	17	45	257	239	343		

(5.00) 24.6 (2.10) 24.5 (4.30) 27.4 (1.57) 61.2 (1.15) 39.6 (2.35) 46.3 (3.10) 37.7 (1.20) 37.1

.....Time Over Subdivision..... (2.25) 49.4 (1.12) 41.3 (1.52) 64.0 (3.15) 36.8 (1.20) 37.1 (5.15) 23.4 (3.00) 17.7 (4.20) 28.4

.....Average Speed Per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Except: No. 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.  
 No. 18 stop at any station to detrain passengers from points on the Ft. Worth Subdivision; stop on flag at Hempstead to entrain revenue passengers for Houston or to detrain revenue passengers from Navasota and west.  
 Nos. 15 and 16 stop on flag at Fairbanks, Hockley, 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, Millican, Wellborn and Benchley to entrain or detrain revenue passengers.  
 No. 16 stop on flag at Prairie View to entrain revenue passengers for Houston.

EASTWARD

FORT WORTH SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance from Fort Worth	TIME TABLE No. 41 September 3, 1944	Mile Post Location	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations			
		74		92	96		86				85			91	95		73			Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Local Freight		Freight	Freight		Passenger				Passenger			Freight	Freight		Local Freight				
Yard							9.45PM	0.0	R FORT WORTH (Union Station)	53.0											
Yard I								0.4	0.4 TOWER 55 (T. & P. Crossing)	52.6								Continuous	Continuous		
Yard BKWOTP		5.00AM		6.00PM	4.05AM		9.48	0.8	TO-R FORT WORTH (Frt. Yard)	52.2	7.51		3.35AM	1.50PM		4.05AM		Continuous	Continuous		
Yard I								1.1	0.3 TOWER 126 (G. C. & S. F. Crossing)	51.9								Continuous	Continuous		
Yard								1.8	0.7 M-K-T JCT.	51.2											
Yard I								2.8	1.0 TOWER 53 (M-K-T Crossing)	50.2	7.44							Continuous	Continuous		
56 P		5.25		6.25	4.30		10.01	7.1	4.3 BRAMBLETON	45.9	7.36		3.10	1.25		3.27					
54 P		5.45		6.40	4.56		10.14	14.6	7.5 BISBEE	38.4	7.23		2.45	1.05		3.08					
WP		6.00		6.50	5.10		10.22	18.9	4.3 TO MANSFIELD	34.1	f 7.14		2.31	12.55		2.58		7.00AM to 12.30PM 1.30PM to 4.00PM	Closed		
56 P		6.20		7.00	5.25		10.29	28.3	4.4 BRITTON	29.7	f 7.06		2.18	12.45		2.48					
IP							10.42	29.9	6.6 MIDLOTHIAN (G. C. & S. F. Crossing)	23.1	f 6.54							Automatic	See Page 12		
44 P		6.51		7.22	5.55		10.44	30.7	0.8 DILLARD	22.3	6.51		1.58	12.22PM		2.28					
32 P		7.10		7.35	6.10		10.53	36.8	6.1 SARDIS	16.2	6.42		1.38	11.59AM		2.15					
Yard IP								40.2	3.4 TO TOWER 67 (M-K-T Crossing)	12.8								Continuous	Continuous		
Yard 80 YP		8.13		7.48	6.33		11.03	41.5	1.3 WAXAHACHIE	11.5	s 6.33		1.24	11.44		2.05					
40 P		8.40		8.03	6.48		11.15	47.8	6.3 BOYCE	5.2	f 6.19		1.08	11.28		1.50					
		9.00		8.18	7.00		11.25	53.0	5.2 GARRETT	0.0	f 6.11		12.57	11.17		1.37					
Yard BKWOPY		9.15AM		8.20PM	7.10AM		11.35PM	55.8	2.8 TO-R ENNIS	233.7	6.05AM		12.50AM	11.10AM		1.30AM		Continuous	Continuous		
		Arrive Daily Except Sunday		Arrive Daily	Arrive Daily		Arrive Daily				85		91	95		73					
		(4.15) 12.9		(2.20) 23.6	(3.05) 17.8		(1.50) 30.4		Time Over Subdivision.....		(1.55) 29.1		(2.45) 20.0	(2.40) 20.6		(2.35) 21.3					
									Average Speed Per Hour.....												

EASTWARD

WACO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS		Distance from Waco	TIME TABLE No. 41 September 3, 1944	Mile Post Location	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		66					65	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Mixed					Mixed		
Yard K B		9.00PM	0.0	TO-R WACO (Union Sta.)	44.2	6.30AM		Continuous	Continuous
		Leave Daily				Arrive Daily			
I Yard		9.03PM	0.5	TOWER 21 (St. L. S. W. Cross)	43.7	6.05AM		Continuous	Continuous
22	f	9.26	8.3	7.3 HARRISON	35.9	f 5.35			
22	f	9.44	14.3	6.0 RIESEL	29.9	f 5.15			
21	f	9.56	18.5	4.2 PERRY	25.7	f 5.00			
Yard 40 W	s	10.50	26.5	8.0 (I-G. N. Crossing) MARLIN	17.7	s 4.35			
	f	11.25	35.7	9.2 REAGAN	8.5	f 3.45			
Yard WY		11.50PM	44.2	8.5 TO-R BREMOND	0.0	3.20AM		Continuous	Continuous
		Arrive Daily				Leave Daily			
		66				65			
		(2.50) 15.6		Time Over Subdivision.....		(3.10) 13.9			
				Average Speed Per Hour.....					

FORT WORTH SUBDIVISION

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

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

WACO SUBDIVISION

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.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS				SECOND CLASS	FIRST CLASS					Distance from Austin	TIME TABLE No. 41 September 3, 1944	Mile Post Location	FIRST CLASS					SECOND CLASS	THIRD CLASS				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.
	380 M-K-T Local Freight	253 Local Freight	236 Local Freight	240 Freight	46 Passenger	4 M-K-T Passenger	42 Passenger	2 M-K-T Passenger	6 M-K-T Passenger	45 Passenger				5 M-K-T Passenger	43 Passenger	1 M-K-T Passenger	3 M-K-T Passenger	239 Freight	237 Local Freight	254 Local Freight	381 M-K-T Local Freight			
	Leave Daily Except Saturday	Leave Daily Except 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 Except Sunday	Arrive Daily Except Sunday			
Yard BKP											TO-R AUSTIN 0.8	115.0	5.15AM	6.00AM	12.45PM	5.20PM	8.55PM							Continuous
Yard BKP	7.15PM	7.20AM	6.00AM	7.00PM	11.35	2.35	2.09	9.30	12.30	0.8	R YARD OFFICE 0.6	114.2	5.05	5.51	12.37	5.15	8.46		4.45AM	1.20PM	2.05PM	4.15AM		
Yard OTWY	7.25	7.30AM	6.05	7.05	11.38	2.38	2.11	9.33	12.33	1.4	AUSTIN JUNCTION 0.5	113.6	5.02	5.48	12.34	5.12	8.43		4.40	1.17	1.55PM	4.05		
Yard P	7.30PM		6.08	7.07	11.40	2.40PM	2.12	9.35AM	12.35AM	1.9	PERSHING 8.1	113.1	4.55	5.45AM	12.29	5.10PM	8.40PM		4.38	1.15		4.00AM		
37 P			6.30	7.30	f 11.56PM		f 2.25			10.0	DAFFAN 5.0	105.0	f 4.40		f 12.17				4.14	12.55				
37 Team P			6.45	7.45	s 12.07AM		s 2.34			15.0	MANOR 6.9	100.0	s 4.30		s 12.10PM				3.59	12.42				
19 P			7.05	8.05	f 12.21		f 2.45			21.9	LITTIG 5.4	93.1	f 4.16		f 11.59AM				3.41	12.25PM				
25 WY PI			7.45	8.20	s 12.33		s 2.55			27.3	ELGIN (Tower 100 M-K-T Cross.) 5.6	87.7	s 4.05		s 11.50				3.26	11.50AM				Continuous
9 P			8.05	8.37			f 3.04			32.9	BUTLER 4.5	82.1			f 11.39				3.11	11.05				
25 P			8.20	8.51	s 12.54		s 3.13			37.4	McDADE 6.5	77.6	s 3.43		s 11.31				2.59	10.45				
34 P			8.40	9.10			3.23			43.9	MIDSPRINGS 3.9	71.1	3.30		11.21				2.40	10.20				
25 P			8.50	9.22	s 1.15		s 3.30			47.8	PAIGE 5.1	67.2	s 3.21		s 11.15				2.30	10.08				
26 P			9.05	9.37			f 3.38			52.9	HILLS 6.4	62.1	3.10		f 11.07				2.10	9.50				
Yard BKOPWY			10.00	10.45	s 1.40		s 3.50			59.3	(T. & N. O. Crossing) GIDDINGS 5.1	55.7	s 2.55		s 10.58				1.40	9.30				Continuous
34 P			10.15	11.00			3.58			64.4	KRUSE 4.1	50.6	2.41		10.46				12.58	9.10				
34 P			10.40	11.10	s 2.00		s 4.04			68.5	LEDBETTER 6.3	46.5	s 2.33		s 10.40				12.28	8.55				
45 P			10.55	11.25	s 2.15		s 4.15			74.8	CARMINE 6.3	40.2	s 2.15		s 10.30				12.08AM	8.35				
42 P			11.10	11.48PM	s 2.28		s 4.25			81.1	BURTON 6.6	38.9	s 1.55		s 10.19				11.48PM	8.15				
21 P			11.30AM	12.03AM			f 4.35			87.7	MILL CREEK 6.0	27.3	1.40		f 10.08				11.28	7.50				
Yard PI WY			12.30PM	12.20	s 3.00		s 4.47			93.7	(G. C. & S. F. Crossing) BRENHAM 5.5	21.3	s 1.22		s 9.58				11.10	7.30				Continuous
14			12.45	12.35			4.57			99.2	PACKERY 4.7	15.8	1.10		9.47				10.50	6.45				
30 P			1.00	1.00	s 3.22		s 5.05			103.9	CHAPEL HILL 11.1	11.1	s 1.00		s 9.40				10.35	6.30				
Yard BOKPWY			1.30PM	1.35AM	s 3.45AM		s 5.25PM			115.0	TO-R HEMPSTEAD	0.0	12.35AM		9.22AM				10.00PM	6.00AM				Continuous
	Arrive Daily Except Saturday	Arrive Daily Except 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 Daily	Leave Tue., Thur. & Sat.	Leave Daily Except Sunday	Leave Daily Except Sunday		
	380	253	236	240	46	4	42	2	6				45	5	43	1	3		239	237	254	381		

(7.30) 15.2 (6.35) 17.3

(4.15) 27.1 (3.20) 34.5

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

(4.40) 24.7 (3.23) 34.0

(6.45) 16.9 (7.20) 15.6

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.

EASTWARD

FLATONIA SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	EASTWARD				FIRST CLASS		Distance from Yoakum	TIME TABLE No. 41 September 3, 1944	Mile Post Location	WESTWARD				THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	THIRD CLASS	SECOND CLASS			FIRST CLASS					FIRST CLASS	SECOND CLASS			THIRD CLASS				
	232 Local Freight Leave Mon., Wed. & Fri.	250 Freight Leave Daily	248 Freight Leave Daily	266 Freight Leave Daily	52 Passenger Leave Daily					51 Passenger Arrive Daily	249 Freight Arrive Daily	247 Freight Arrive Daily	265 Freight Arrive Daily	233 Local Freight Arrive Tue., Thur. & Sat.				
Yard BOKTWXP	6.00AM			6.00PM		4.30PM	0.0	TO-R YOAKUM	0.0					4.40AM		1.00PM	Continuous	Continuous
26 P	6.10			6.11		4.39	4.0	4.0 ADEL	4.0					4.25		12.45		
55 P	6.40			6.30		4.53	10.6	TO 10.5 SHINER	10.6	s 1.54				4.02		12.30PM	8.00AM to 5.00PM	Closed
32 WP	7.04			6.58		5.10	21.1	TO 8.1 MOULTON	21.1	s 1.37				3.30		11.45AM	8.30AM to 5.30PM	Closed
Yard 35 I PY	8.00	2.55AM	9.35PM	7.20		5.30	29.2	(TO-R Tower 3 T. & N. O. Crossing) 5.2 FLATONIA	29.2	s 1.00		5.25AM	3.00PM	2.55		11.15	Continuous	Continuous
76 P	8.15	3.10	9.46	7.32		5.38	34.4	4.8 KERR	34.4	f 12.51		5.12	2.46	2.40		10.40		
76 WP	8.30	3.28	9.55	7.42		5.46	39.2	TO 5.3 MULDOON	39.2	f 12.44		5.02	2.35	2.29		10.25	8.30AM to 11.30AM 12.30PM to 5.30PM	8.30AM to 11.30AM 12.30PM to 5.30PM
73 P	8.45	3.39	10.05	7.53		5.54	44.5	4.7 LENA	44.5	12.33		4.51	2.21	2.12		10.05		
53 Y IP	9.00	3.49	10.15	8.04		6.02	49.2	TO 4.5 WEST POINT (Tower 91 M-K-T Crossing)	49.2	f 12.25		4.40	2.06	1.58		9.50	Continuous	Continuous
76 P	9.15	3.59	10.24	8.14		6.11	53.7	7.1 WINCHESTER	53.7	f 12.16		4.27	1.51	1.45		9.35		
82 P	9.30	4.13	10.37	8.30		6.22	60.8	6.4 NORTHROP	60.8	f 12.05PM		4.13	1.33	1.28		9.20		
Yard 74 BKOPWY	10.15	4.26	10.50	9.00		6.40PM	67.2	(TO-R T. & N. O. Crossing) 6.5 GIDDINGS	67.2	11.55AM		3.50	1.20	1.15		9.00	Continuous	Continuous
76 P	10.30	4.39	11.03	9.15			73.7	7.3 LOEBAU	73.7			3.28	12.55	12.30		8.10		
54 P	10.45	4.53	11.17	9.32			81.0	6.7 DIME BOX	81.0			3.14	12.35	12.15		7.53		
54 P	11.00	5.06	11.30	9.48			87.7	7.7 DEANVILLE	87.7			3.02	12.15PM	12.01AM		7.35		
73 WP	11.25	5.25	11.45	10.05			95.4	TO 6.6 CALDWELL	95.4			2.48	11.58AM	11.45PM		7.15	Continuous	Continuous
74 P	11.42	5.38	11.58PM	10.20			102.0	5.6 COOK'S POINT	102.0			2.35	11.42	11.32		6.52		
57 P	11.59AM	5.50	12.10AM	10.32			107.6	6.5 LAW	107.6			2.24	11.30	11.22		6.40		
73 P	12.15PM	6.03	12.23	10.46			114.1	5.2 MUMFORD	114.1			2.12	11.15	11.10		6.25		
75 IP	12.30	6.18	12.35	10.58			119.3	5.9 TATSIE (I.-G. N. Crossing)	119.3			2.02	11.00	10.58		6.18	Automatic	See Page 12
Yard Y	1.00PM	6.30AM	12.50AM	11.20PM			125.2	1.0 HEARNE JUNCTION	125.2			1.50AM	10.45AM	10.45PM		6.00AM		
Yard BOKPTWYI							126.2	(TO-R) HEARNE	126.2								Continuous	Continuous
	Arrive Mon., Wed. & Fri. <b>232</b>	Arrive Daily <b>250</b>	Arrive Daily <b>248</b>	Arrive Daily <b>266</b>		Arrive Daily <b>52</b>				Leave Daily <b>51</b>		Leave Daily <b>249</b>	Leave Daily <b>247</b>	Leave Daily <b>265</b>		Leave Tue., Thur. & Sat. <b>233</b>		
	(7.00) 17.9	(3.35) 26.8	(3.15) 29.5	(5.20) 23.5		(2.10) 31.0		Time Over Subdivision.....		(2.20) 28.8		(3.35) 26.8	(4.15) 22.6	(5.55) 21.1		(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).

8 EASTWARD		CAMERON SUBDIVISION				WESTWARD			
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		FIRST CLASS	Distance from Giddings	TIME TABLE No. 41 September 3, 1944	Mile Post Location	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 Except Sunday	Leave Daily		Arrive Daily	Arrive Daily Except Sunday		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	STATIONS			STATIONS					
Yard BKOPWY	6.00AM	6.40PM	0.0	TO-R GIDDINGS	67.2	s11.55AM	11.10AM	Continuous	Continuous
11 Spur East	6.24	s 6.57	7.9	7.9 LINCOLN	75.1	s11.37	10.45		
23	6.55	s 7.20	18.1	TO LEXINGTON	85.3	s11.17	10.14	8.00AM 12.01PM 1.01PM-5.00PM	10.01AM to 12.01PM
13 Spur West	7.14	s 7.34	24.3	6.2 TANGLEWOOD	91.5	s11.04	9.55		
23	7.23	f 7.40	27.3	3.0 HICKS	94.5	f10.58	9.46		
I			35.6	8.3 TO TOWER 54 (I.-G.N. Cross.)	102.8			Continuous	Continuous
24 W	7.48	s 7.58	35.8	0.2 ROCKDALE	103.0	s10.41	9.21		
20	8.11	s 8.14	43.5	7.7 MINERVA	110.7	s10.25	8.58		
I			50.2	6.7 TO TOWER 52 (G.C. & S.F. Crossing)	117.4			Continuous	Continuous
23 W	8.37	s 8.33	50.6	0.4 CAMERON	117.8	s10.08	8.37		
27	9.00	s 8.50	58.4	7.8 BEN ARNOLD	125.6	s 9.50	8.14		
25	9.10	s 8.58	62.0	3.6 BURLINGTON	129.2	s 9.43	8.03		
24	9.35	s 9.08	66.2	4.2 TO ROSEBUD	133.4	s 9.35	7.50	8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM
20	9.50	s 9.17	70.8	4.6 TRAVIS	138.0	s 9.25	7.36		
25 W	10.05	s 9.28	75.7	4.9 TO LOTT	142.9	s 9.15	7.21	8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM
29	10.20	s 9.41	81.7	6.0 TO CHILTON	148.9	s 9.02	7.03	8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM
26	10.35	s 9.53	87.4	5.7 SATIN	154.6	s 8.50	6.46		
7		f	88.3	0.9 PERCH	155.5	f			
24	10.50	f 9.57	89.4	1.1 GURLEY	158.8	f 8.45	6.40		
28	11.05	f10.09	95.4	6.0 DOWNS	162.6	f 8.34	6.22		
30 Yard	11.15	10.17	99.5	4.1 TEXAND	166.7	8.27	6.10		
Yard OWY	11.30AM	10.24PM	103.0	3.5 WACO (Freight Yard)	170.2	8.20AM	6.00AM		
I			103.4	0.4 TOWER 21 (M-K-T Cross.)	170.6			Continuous	Continuous
			103.5	0.1 St. L. S. W. CONNECTION	170.7				

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 Yard		10.30PM	103.7	TO-R WACO (Union Station)	170.9	8.15AM		Continuous	Continuous
	Arrive Daily Except Sunday	Arrive Daily				Leave Daily	Leave Daily Except Sunday		
	268	52				51	267		

(5.30) (3.50) .....Time Over Subdivision..... (3.40) (5.10)  
18.7 27.1 .....Average Speed Per Hour..... 28.3 19.9

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 Leo and Asa.

EASTWARD		LLANO SUBDIVISION				WESTWARD			
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS		Distance from Llano	TIME TABLE No. 41 September 3, 1944	Mile Post Location	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	254					253			
	Local Freight	Passenger				Local Freight	Passenger		
	Leave Daily Except Sunday	Leave Daily		Arrive Daily	Arrive Daily Except Sunday		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	STATIONS			STATIONS					
Yard WY 28 B	6.00AM	0.0	TO-R LLANO	98.8	4.00PM		8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM	Closed
15	6.30	11.8	11.8 GRAPHITE	87.0	3.15				
23 W	6.50	19.7	7.9 KINGSLAND	79.1	2.50				
27 Y	7.20	29.1	9.4 R FAIRLAND	69.7					
19 Spur Y	8.05	35.0	5.9 TO MARBLE FALLS	6.2			8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM	Closed
27 Y	8.30	29.1	6.2 R FAIRLAND	69.7	2.20				
17 Y W	8.45	31.8	2.7 SUDDUTH	67.0	2.10				
12 Spur Y		38.9	7.1 R WILKIE	59.9					
Yard 29 OW	9.15 10.45	39.5	0.6 TO-R BURNET	0.6	1.45PM 10.30AM		8.00AM-5.00PM	8.00AM-5.00PM	Closed
12 Spur Y		38.9	0.6 R WILKIE	59.9	10.24				
14 Spur		41.8	2.9 DOUBLING SPUR	57.0					
30	11.05	42.7	0.9 SUMMIT	56.1	10.14				
20	11.25	49.5	6.8 TO BERTRAM	49.3	9.54		8.30AM 12.01PM 1.01PM-5.30PM	9.25AM 11.25AM	Closed
26	11.40	55.0	5.5 GROVER	43.8	9.33				
15 W	11.53AM	59.6	4.6 LIBERTY HILL	39.2	9.23				
19	12.15PM	67.3	7.7 TO LEANDER	31.5	9.00		8.30AM 12.01PM 1.01PM-5.30PM	8.30AM 10.30AM	Closed
18	12.30	72.8	5.5 CEDAR PARK	26.0	8.35				
44	12.45	77.1	4.3 RUTLEDGE	21.7	8.26				
26 I	1.05	82.3	5.2 TO McNEIL (I.-G.N. Crossing)	16.5	8.15		8.00AM 12.01PM 1.01PM-5.00PM	8.00AM 10.00AM	Closed
12	1.17	86.0	3.7 WATERS PARK	12.8	7.56				Cabin — See Page 12
13	1.30	88.3	2.3 FROMME	10.5	7.48				
Yard OTWY	1.55PM	97.4	9.1 A.B.S. { AUSTIN JUNCTION	1.4	7.30AM				

(7.55) (5.15) .....Time Over Subdivision..... (5.15)  
12.3 .....Average Speed Per Hour..... 18.8

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.

EASTWARD		LAMPASAS SUBDIVISION				WESTWARD			
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS		Distance from Lampasas	TIME TABLE No. 41 September 3, 1944	Mile Post Location	SECOND CLASS		Train Order Office Hours	
	254					253			
	Local Freight	Passenger				Local Freight	Passenger		
	Leave Daily Except Sunday	Leave Daily		Arrive Daily	Arrive Daily Except Sunday		Daily Except Sundays and Legal Holidays	Legal Holidays Only	Sundays Only
	STATIONS			STATIONS					
Y	12.25PM	0.0	R LAMPASAS	23.6	11.55AM				
18	12.55	11.6	11.6 LAKE VICTOR	12.0	11.10				
29 Yard OW	1.40PM	23.0	11.4 TO-R BURNET	0.6	10.40AM		8.00AM-5.00PM	8.00AM-5.00PM	Closed
	Arrive Daily Except Sunday	254			253				

(1.15) (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.



**GENERAL**

1. A train may arrive at a station in advance of its schedule arriving time.
2. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and if necessary to avoid accident, STOP.
3. Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
4. Roadmasters, B. & B. and signal supervisors, signal foremen, traveling track car repairmen, water-service repairmen, operators of roadway machines, and any employees who operate track cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating track cars and roadway machines.
5. At stations where there are two or more sidings, eastward trains must take most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order, time table bulletin, special instructions, or the movement made under flag protection.
6. Absolute-Permissive Block System limits will be indicated by the abbreviations A. P. B. used in conjunction with brackets at the left of station column.
7. Otherwise than as provided by Rule 17, when an engine is standing or running, headlight, or white light if no headlight, must be displayed by night to the front and rear, except when coupled to a car, light next to car may be extinguished.

**LOCAL  
ALL SUBDIVISIONS**

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

BETWEEN	Cars	Class Engine	
		Freight	Passenger
Denison and Ennis.....	210,000	F-1	P-13-14
Fort Worth and Ennis.....	210,000	F-1	P-13-14
Ennis and Hearne.....	210,000	F-1	P-13-14
Hearne and Houston.....	210,000	F-1	P-13-14
Bremond and Waco.....	210,000	C-8-9	P-6
Yoakum and Hearne.....	210,000	F-1	P-13-14
Giddings and Waco.....	210,000	C-8-9	P-6
Hempstead and Austin.....	210,000	MK-5	P-6
Austin and Fairland.....	210,000	C-8-9	T-28
Fairland and Llano.....	169,000	C-24	E-23
Fairland and Marble Falls.....	169,000	C-24	E-23
Burnet and Lampasas.....	169,000	C-24	E-23

Cars having gross weight in excess of 169,000 pounds, but not in excess of 210,000 pounds, may be accepted for movement between Burnet and Lampasas. Trains handling such cars must not exceed 15 miles per hour between Burnet and M. P. 3.94 and between M. P. 7.82 and Lampasas, except over following bridges and trestles speed must be reduced to 10 miles per hour:

4.87	11.66	21.78	
7.74	14.73	23.41	—Sulphur Fork.
8.41	15.10	23.85	—On Transfer Track, Lampasas.
9.98	16.94	23.96	—On Transfer Track, Lampasas.
10.37	17.10	22.40	—On stem of wye, Lampasas.

23. Limits of sidings at stations named are as follows:

Ferris	—West siding, from west switch to cross-over switch.
Waxahachie	—East switch to cross-over switch.
Cypress	—East switch to cross-over switch.
Cameron	—East switch to cross-over switch.

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

25. Freight trains must be inspected at each water stop. When conditions are favorable and, in the judgment of the conductor and engineer, it is safe to do so and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than indicated below:

Manifest Trains: 60 miles, except may run between McKinney and Ennis; Ennis and Groesbeck; Hearne and Hempstead; Navasota and Englewood.

Other Freight Trains: 50 miles, except may run between Sherman and Miller; McKinney and Ennis; Fort Worth and Ennis; Hempstead and Englewood; Hearne and Giddings.

Trainmen are not relieved of making inspection as prescribed by Rules 827 and 828 when stops are made at a lesser distance.

26. Spring switches equipped with facing point locks are located as follows:  
 Ennis —Lead switch, west end of yard; normal position for main track.  
 Corsicana —East switch of siding; normal position for main track.  
 Bremond —West switch of siding; normal position for main track.

Spring switches not equipped with facing point locks are located as follows:  
 North Sherman Jct. —St. L. S. F. & T. yard connecting switch with T. & N. O. main track; normal position for T. & N. O. main track.

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

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

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

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

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

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

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

Signals	Location
3304—North Sherman Jct.	—Spring switch, St. L. S. F. & T. yard connecting switch with T. & N. O. main track.
2091—Corsicana	—Spring switch, east end of siding.
1432—Bremond	—Spring switch, west end of siding.
1208—Hearne	—Spring switch, lead switch west end of yard.
505—Hempstead	—Spring switch, east end of siding.

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

Spring switches so located are as follows:

Ennis	—Lead switch, west end of yard.
Niles	—East end double track (Freight Route).

28. Yards located at the following stations are designated by yard-limit boards:

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

(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 from yard-limit board one mile west of Burnet to yard-limit board one mile east of Burnet on Llano Subdivision.

(c) Dallas yard limit extends from a point 3,100 feet west of Vickery (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 board at M. P. 4.36 on Flatonia Subdivision.

(e) Waco yard limit extends to yard-limit board at M. P. 166 on Cameron Subdivision.

29. 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.

30. When practicable a trainman must ride on rear platform of train while passing over the following bridges and watch for fires on or about these structures:

Fort Worth Subdivision:  
28.31 and 28.94, east of Britton.

Ennis Subdivision:  
214.94 and 215.39, Chambers Creek, East of Carl.

Denison Subdivision:  
299.00, East Fork of Trinity, West of McKinney.

Waco Subdivision:  
4.86, Little Brazos River, east of Reagan.  
13.54 and 14.46, Big Creek, east of Marlin.

Flatonia Subdivision:  
50.86, Colorado River, east of West Point.

Cameron Subdivision:  
114.00, Little River, west of Cameron.

Llano Subdivision:  
78.52, Colorado River, east of Kingsland.  
(See Pages 10, 11, 12 and 13 for additional instructions, information and speed restrictions applicable to all subdivisions.)

**DENISON SUBDIVISION**

41. First-class trains operate between Denison and Interlocking 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 Interlocking 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 Interlocking 93.

45. Automatic Block System, North Sherman Junction—  
Trains entering T. & N. O. main track from St. L. S. F. & T. yard finding signal 3301 indicating STOP and there is no train approaching on intersecting route, unlock box marked RELEASE, turn knob on RELEASE to the right as far as it will go and permit it to run down, after which signal 3301 should assume PROCEED indication. Should signal then fail to clear, train may proceed as prescribed by paragraph (h), Rule 509. Overlap post governing eastward trains is located 2640 feet west of signal 3314 and overlap post governing westward trains is located 2475 feet east of 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 and 76 at Sherman apply at Tower 16.

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

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. Water station located at M. P. 8, east of Rawlins.

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

53. Maximum speed for passenger trains to or from the direction of Dallas (Union Station) is 40 miles per hour through switch at west end of Trinity River Bridge, Belt Junction.

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

55. Take-siding Indicator located on mast of signal 2581 at east end of siding Miller will, when displayed, govern westward trains in accordance with Rules 705 to 709, inclusive, except that provisions of Rule 706 requiring trainman or engineman to call yard office for instructions before proceeding will not apply. When the letter "M" is displayed, train is thereby given superiority over all trains to the fouling point at west end of drill track Miller. Trains given this superiority, and using main track under these conditions must run with caution.

56. The main track between Garrett and Ennis will be used jointly by trains of the Denison and Fort Worth Subdivisions, movement in accordance with C. T. C. signal indications between Garrett and west end of Ennis Yard, and A. P. B. signal indications between west end of Ennis Yard and east end of Long Track. (See Page 13.)

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

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

Denison	—Cotton Mill track; M-K-T transfer west of frog of switch connecting St. L., S. F. & T. and M-K-T transfers.
Van Alstyne	—West elevator track.
Anna	—Elevator track.
McKinney	—Compress tracks and wye, except that portion leading to Collin Co. Mill & Elevator track.
Briggs	—Marshall Grain Co.
Wilmer	—House track.
Ferris	—Kookan, Diamond and Acme Brick yard spurs.

59. Engines must not use the East elevator track west of warehouse, Van Alstyne.

#### FORT WORTH SUBDIVISION

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

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 Interlocking 53 do not afford standard overhead clearance.

67. Engines heavier than M-4 class must not use 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 C. T. C. signal indications between Garrett and west end of Ennis Yard, and A. P. B. signal indications between west end of Ennis Yard and east end of Long Track. (See Page 13.)

#### ENNIS SUBDIVISION

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

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

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

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

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

Corsicana	—Ice Plant track; Fortson Grocery Co. track.
Mexia	—B-RI interchange beyond a point 300 feet from switch.
Bremont	—Short leg of wye.
Hammond	—House track.
Calvert	—Oil-mill track.

#### HEARNE SUBDIVISION

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

86. Main track between Hearne and Hearne Junction will be used jointly by trains of the Hearne and Flatonia Subdivisions, movements in accordance with Absolute-Permissive Block Signal indications. (See Page 13.)

87. 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)

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

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

90. 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.

91. 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.

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

93. Eureka is train order office for westward trains only.

94. 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.

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

96. 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.

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

98. Main tracks between Eureka and Houston Passenger Station and between Boulevard Junction and Interlocking 26 via Niles will be used jointly by trains of the Dallas and Austin Divisions and the San Antonio Division, and between Interlocking 26 and Englewood by trains of the Dallas and Austin Divisions, the San Antonio Division, and the Houston Division. Trains between these points will run with caution, and may run extra without train-order authority, moving with the current of traffic on double track. Second and inferior class trains, extra 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 current of traffic may be made only under flag protection. Movements between Niles and Interlocking 26 will be in accordance with Centralized Traffic Control signal indications. (See Page 13.)

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

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

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

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

Dallas and Austin Divisions trains o —————

100. Location of bulletin books at Houston:

Train-order office, Passenger Station;  
Yardmaster's office, Hardy Street;  
Hardy Street enginehouse;  
Houston Avenue enginehouse.

#### WACO SUBDIVISION

103. Trains must obtain clearance at Waco (Union Station) authorizing movement from Interlocking 21.

#### FLATONIA SUBDIVISION

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

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

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

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

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

Flatonia—Old SA&AP house track; Lena—Spur.

110. Trains must obtain clearance at Giddings.

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

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

113. Engines must not go beyond restriction sign in Glass Gravel Pit, MP 3.9.

114. Main track between Hearne Junction and Hearne will be used jointly by trains of the Flatonia and Hearne Subdivisions, movements in accordance with Absolute-Permissive Block signal indications. (See Page 13.)

115. Trains originating at Hearne Junction must obtain clearance at Hearne.

#### CAMERON SUBDIVISION

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

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

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

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

124. Interlocking home signal, west of M-K-T crossing, Waco, governing eastward movements, is located to the left of main track in direction of approach.

125. 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.

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

#### AUSTIN SUBDIVISION

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

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

132. 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.

133. Trains must obtain clearance at Giddings.

134. 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.

135. 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.

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

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

#### LLANO AND LAMPASAS SUBDIVISIONS

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

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

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

143. Engines using new spur, Granite Mountain, must not go beyond restriction sign. Guy wires over track in quarry at Granite Mountain will not clear man on top of box car. Box cars must not be handled in this track.

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

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

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

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

148. Trains originating at Austin Junction must obtain clearance at Austin.

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

SPEED

160. Unless otherwise further restricted, the following is maximum speed for trains between the points named:	Streamlined Passenger Trains when handled by P-5, P-6 or P-14 Class Engines			Other Steam Passenger Trains			Gas Electric Motor Passenger Trains			Engines with two wheel engine trucks in passenger service			Manifest Freight Trains when handled by MK-5 or F-1 Class engines and when not handling any of the restricted cars shown in Item 165.			Freight and Mixed Trains			Trains handling derricks, ditchers, power shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels.					
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour					
	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves			
BETWEEN																								
Houston and Forest Avenue.....	75	75		65	65		55	55		50	50		50	50		40	40		30	25	25			
Belt Junction and T. & P. Jct. and Denison.....				45	40		50	45		40	35					35	35		25	20	20			
Hiland and Gifford.....				20	20		20	20		15	15					15	15		15	15	15			
Garrett and Fort Worth.....				50	45		55	50		45	35					35	35		25	25	20			
Bremond and Waco.....				35	35		40	40		30	30					25	25		20	15	15			
Austin and Hempstead.....				50	50		50	50		40	40					35	35		25	25	20			
Llano and Austin.....				40	35		45	40		35	30					30	30		20	15	15			
Marble Falls and Fairland.....				35	30		35	35		35	30					25	25		15	10	10			
Lampasas and Burnet.....				30	25		30	25		25	20					20	20		15	10	10			
Yoakum and Flatonia.....				40	40		45	45		35	35					25	25		20	15	15			
Flatonia and Hearne Jct.....				50	45		55	50		40	40					35	35		25	25	20			
Giddings and Waco.....				40	40		45	45		35	35					25	25		20	15	15			

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

STATION Miles per hour

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

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

30 miles per hour	323 to 386
	481
	867 to 894
35 miles per hour	803, 804, 807, 810, 811, 813, 819, 820, 826, 829, 831, 832, 838, 845, 848, 895, 896.
40 miles per hour	800, 801, 802, 805, 806, 808, 809, 812, 814, 815, 816, 817, 818, 821, 822, 823, 824, 825, 827, 828, 830, 833, 834, 835, 836, 837, 839, 840, 841, 842, 843, 844, 846, 847, 849, 850.

MAXIMUM SPEED OF ENGINES

Yard engines in service, running forward or backward with or without cars, and road engines in service, running backward, with or without cars...20 miles per hour

Yard engines, not equipped with engine trucks, in tow in charge of messenger, and under sufficient steam to lubricate, moving forward or backward, rods in place or removed...20 miles per hour

Road engines in tow in charge of messenger and under sufficient steam to lubricate, moving forward, rods in place...freight train speed

Moving backward, rods in place...20 miles per hour

Moving forward or backward, main or side rods, or both, removed...20 miles per hour

Road engines running forward, light, unless otherwise directed...Freight train speed

161. LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO MORE THAN ONE CURVE, STRUCTURE OR EXTENDED SECTIONS OF TRACK.

SPEED OF—

Streamlined Psgr. Trains When Handled By P-5, P-6 or P-14 Class Engines

Other Psgr. Trains

Manifest Frt. & Mixed Trains

BETWEEN	HEARNE SUBDIVISION	Other Psgr. Trains	Manifest Frt. & Mixed Trains
M. P. 60.71 and M. P. 64.....	60	50	40
M. P. 72.02 and M. P. 73.43.. (2 Curves)	60	60	50
M. P. 108.69 and M. P. 109.56 (2 Curves)	60	60	50
BETWEEN	FORT WORTH SUBDIVISION	Other Psgr. Trains	Manifest Frt. & Mixed Trains
M. P. 15.8 and M. P. 16.2 (2 Curves)	40	35	35
M. P. 20.5 and M. P. 21.8 (3 Curves)	35	30	30
M. P. 25.76 and M. P. 26.60 (4 Curves)	35	30	30
M. P. 41.4 and M. P. 43.80 (6 Curves)	40	30	30
M. P. 47.5 and M. P. 49 (5 Curves)	35	30	30
BETWEEN	AUSTIN SUBDIVISION	Other Psgr. Trains	Manifest Frt. & Mixed Trains
M. P. 78.50 and M. P. 82.63 (12 Curves)	40	35	35
M. P. 94.11 and M. P. 94.46 (2 Curves)	40	35	35
M. P. 105.71 and M. P. 106.68 (2 Curves)	40	35	35
BETWEEN	LLANO SUBDIVISION	Other Psgr. Trains	Manifest Frt. & Mixed Trains
M. P. 33.5 and M. P. 34.8 (4 Curves)	30	30	30

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

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

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

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

(d) Maximum speed for M-21 class engines will be that indicated by Item 160 as follows:

Passenger Service

Engines with two wheel engine trucks in passenger service

Freight Service

Freight and Mixed trains

Except must not exceed 45 miles per hour in passenger service between Houston and T. & P. Jct., and Forest Avenue.

M-21 class engines when used in passenger service must, on protected curves, observe freight train speed indicated by slow boards, unless otherwise further restricted.

M-21 class engines must not be operated between Burnet and Llano, Burnet and Lampasas, and Fairland and Marble Falls.

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

164. Unless otherwise authorized trains must not exceed 15 miles per hour through crossovers, junctions and other diverging switches; 25 miles per hour over drawbridges; and 45 miles per hour over railroad crossings at grade.

165. Speed shown under "Manifest Freight Trains," Item 160, may be observed when not handling:

Loaded tank cars;

Any open-top car loaded with transformers, rail, poles or piling, twin or other multiple loads;

Any other open-top cars where lading projects above ends or sides of car, unless car foreman or lead inspector, after careful inspection, certifies load in good condition for fast speed;

Machines on own wheels such as cranes, derricks, ditchers, or any other car restricted by rule or special instructions;

Cars with arch bar type trucks.

166. Between Houston and T&P Junction, maximum speed for trains handling loaded tank cars of ten thousand gallons capacity or less is forty-five (45) miles per hour.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6
17	3	31	36	1	40	55	1	5
18	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

## INTERLOCKING WHISTLE CODES

## INTERLOCKING 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

## INTERLOCKING 26, H. B. &amp; T., I.-G. N., T. &amp; N. O. CROSSINGS, HOUSTON

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

## INTERLOCKING 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 westward, from any other point o \_\_\_\_\_ o o  
 Westward main track eastward, from any point \_\_\_\_\_ o \_\_\_\_\_  
 To wye track, from any point o o \_\_\_\_\_ o

## INTERLOCKING 41, G. C. &amp; S. F. CROSSING, NAVASOTA

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

## INTERLOCKING 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

## INTERLOCKING 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

## INTERLOCKING 36, I.-G. N. CROSSING, BRYAN

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

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

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

## CABIN INTERLOCKING 63, B.-R. I. CROSSING, SPRINGFIELD

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

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

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

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

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

## INTERLOCKING 118 AND 119 (See Page 13)

## INTERLOCKING 10, G. C. &amp; S. F. CROSSING, OLD MAIN TRACK, EAST OF DALLAS YARD

Main track eastward or westward from main track \_\_\_\_\_  
 Interlocking signals governing movements over G. C. & S. F. crossing, Interlocking 10, on old main track, east of Dallas Yard, are operated from Interlock-

ing 19. Telephones are located in box on mast of eastward home signal and on iron post just east of westward home signal.

## CABIN INTERLOCKING 35, M-K-T CROSSING, HILAND

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 interlocking who will handle levers in accordance with instructions on manipulation chart.

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

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

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

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

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

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

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

## INTERLOCKING 16, T. &amp; 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

## INTERLOCKING 93, M-K-T CROSSING, DENISON

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

## INTERLOCKING 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 St. L. S. W. main track \_\_\_\_\_  
 To St. L. S. W. main track from T. & N. O. main track \_\_\_\_\_ o \_\_\_\_\_

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

## INTERLOCKING 52, G. C. &amp; S. F. CROSSING, CAMERON

Main track \_\_\_\_\_

## INTERLOCKING 54, I.-G. N. CROSSING, ROCKDALE

Main track \_\_\_\_\_

## INTERLOCKING 91, M-K-T CROSSING, WEST POINT

Main track \_\_\_\_\_  
 Main track to siding \_\_\_\_\_ o o \_\_\_\_\_  
 Siding to main track \_\_\_\_\_ o o \_\_\_\_\_

## INTERLOCKING 3, T. &amp; N. O. CROSSING, FLATONIA

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

## INTERLOCKING 95, G. C. &amp; S. F. CROSSING, BRENHAM

Main track \_\_\_\_\_

## INTERLOCKING 100, M-K-T CROSSING, ELGIN

Main track \_\_\_\_\_  
 Main track to siding \_\_\_\_\_ o o \_\_\_\_\_  
 Siding to main track \_\_\_\_\_ o o \_\_\_\_\_  
 Main track to house track o \_\_\_\_\_ o  
 House track to main track o \_\_\_\_\_ o  
 Siding to house track o \_\_\_\_\_  
 House track to siding o \_\_\_\_\_  
 Siding to transfer \_\_\_\_\_ o o

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

Normal route will be lined for I.-G. N. showing clear signals.

The agent will handle the signals during his tour of duty, and the whistle code for the main track will be one long (\_\_\_\_\_).

Outside of hours of the agent, it will be necessary for T. & N. O. trains to

stop before reaching home signal and send a member of the train crew to the interlocking who will handle levers in accordance with instructions on manipulation chart located directly above the interlocking machine.

## INTERLOCKING 67, M-K-T CROSSING, WAXAHACHIE

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

## INTERLOCKING 53, M-K-T CROSSING, FT. WORTH

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

## INTERLOCKING 126, G. C. &amp; 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

## INTERLOCKING 55, T. &amp; P. CROSSING, FT. WORTH

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

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

## AUTOMATIC INTERLOCKING

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

Trains must not exceed 25 miles per hour between home signals of automatic interlockings.

## MIDLOTHIAN (GC&amp;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.

## 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.

**REMOTE INTERLOCKING**

**WEST POINT**

The east switch of siding is operated from Interlocking 91.

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

**BOULEVARD JUNCTION**

Both switches of the crossover just east of Heights Boulevard are operated from Interlocking 13, Eureka.

Dwarf light signal X-35-SA, located to the north of Chaney Yard, yard lead track, west of Harvard Street, governs westward movements entering the interlocking limits from any of the Chaney Yard tracks; normal position is stop. The route must be set against conflicting movements by the signal operator at Interlocking 13, Eureka, and the west switch of the lead must be set for the lead by a member of the crew before signal X-35-SA will indicate proceed. Trains or engines must not enter main track from lead, Chaney Yard, unless so authorized by telephone by signal operator at Interlocking 13, Eureka, when telephone communication is possible.

Location of local telephones connected with Interlocking 13, Eureka:

Mechanism case at signal bridge.

Mechanism case east of Harvard Street.

Crossing watchman's booth, Heights Boulevard.

**ABSOLUTE-PERMISSIVE BLOCK SYSTEM LIMITS**

**At Ennis between west end of yard, and east end of Long Track.**

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

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

Overlaps extend from signal at M. P. 230.7 east to signal at M. P. 229.7, and from signal at M. P. 232.7 to east wye switch.

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

**Between Hearne and Hearne Junction**

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

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

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

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

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

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

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

**CENTRALIZED TRAFFIC CONTROL LIMITS**

**Between Ennis and Garrett**

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

Absolute signal at M. P. 232.7, west end, Ennis Yard, governing westward movements.

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

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

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

At west end, Ennis Yard, telephone is located in box on signal at M. P. 232.7, and when westward trains do not move in their turn as ordered, the signal operator must be so informed.

**Between Interlocking 26 and Niles (Freight Route)**

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

Absolute signal located at fouling point on eastward track, and

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

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

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

SA yard crossover, west of Hardy Street.

At signal near old signal shop.

Old freight house lead.

At first signal west of North Main Street underpass.

West end shop lead.

Signal at Houston Avenue.

Niles.

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

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

**CENTRALIZED TRAFFIC CONTROL LIMITS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Location of local telephones:

Interlockings 118, Belt Junction and 119, T&P Junction.

Relay post, Houston Division main track, at Briggs.

Signal case at west switch, Fox.

Cabel pole at signal M. P. 314.9, Houston Division.

Signal case at M. P. 259.7, at west crossover, Miller.

Signal bridge at east end double track.

Signal case, west drill track switch, Miller.

Signal at M. P. 260.5, west end, Trinity River Bridge.

**WHISTLE CODE, INTERLOCKING 119, T. & P. JUNCTION**

To or from direction of Gifford ————

To or from T. & P. main track connection o ————

To or from T. & P. Yard ———— o ———— o

**WHISTLE CODE, INTERLOCKING 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 Interlocking 118, Belt Junction.

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

**On Double Track between Forest Avenue and Belt Junction**

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

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

COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
Houston	Dr. Judson L. Taylor	Chief Surgeon	Fort Worth	Dr. W. C. Durringer	Division Surgeon
Houston	Dr. J. R. Gandy	Asst. Chief Surgeon	Fort Worth	Dr. W. S. Webb	Local Oculist and Aurist
Houston	Dr. E. M. Arnold	Local Oculist and Aurist	Fort Worth	Dr. Chas. E. Ball	Local Oculist and Aurist
Houston	Dr. Frank Cole	Local Surgeon	Fort Worth	Dr. J. H. Brown	Examining Surgeon
Houston	Dr. J. W. Ray	Local Surgeon	Giddings	Dr. S. W. Mantzel	Examining Surgeon
Houston	Dr. E. K. Chunn	Local Surgeon	Giddings	Dr. H. G. Hertel	Examining Surgeon
Houston	Dr. H. C. Feagin	Examining Surgeon	Groesbeck	Dr. W. L. Strode	Local Surgeon
Houston	Dr. Ray Collins	Local Surgeon	Gurley	Dr. H. W. Wills	Local Surgeon
Houston	Dr. D. M. Greedy	Local Surgeon	Hempstead	Dr. S. C. Walker	Local Surgeon
Houston	Dr. Edwin A. Moers	Local Surgeon	Hearne	Dr. W. M. Boguskie	Division Surgeon
Houston	Dr. W. G. Bryan	Local Surgeon	Howe	Dr. J. L. Shelley	Local Surgeon
Houston	Dr. Ed Crocker	Local Surgeon	Lampasas	Dr. W. M. Brook	Local Surgeon
Houston	Dr. Frank Shaw	Local Surgeon	Leander	Dr. C. R. Miller	Local Surgeon
Houston	Dr. R. M. Hargrove	Local Oculist and Aurist	Llano	Dr. H. J. Hoerster	Local Surgeon
Austin	Dr. C. H. Brownlee	Examining Surgeon	Llano	Dr. R. L. Shepperd	Local Surgeon
Austin	Dr. S. J. Clark	Local Oculist and Aurist	Marlin	Dr. N. D. Bule	Local Surgeon
Austin	Dr. M. I. Brown	Examining Surgeon	Marlin	Dr. E. P. Hutchings	Local Surgeon
Austin	Dr. H. L. Klotz	Division Surgeon	Marlin	Dr. T. G. Glass	Local Surgeon
Austin	Dr. John A. Crockett	Local Oculist and Aurist	Marlin	Dr. J. W. Torbett, Sr.	Local Surgeon
Austin	Dr. Harris Williams	Local Surgeon	Marlin	Dr. M. A. Davison	Local Surgeon
Austin	Dr. A. L. Nanney	Local Surgeon	Marlin	Dr. J. I. Collier	Local Oculist and Aurist
Bryan	Dr. R. B. Ehlinger	Local Surgeon	Mansfield	Dr. H. D. Nifong	Local Surgeon
Bryan	Dr. L. O. Wilkerson	Local Surgeon	Melissa	Dr. J. T. Mantooth	Local Surgeon
Bryan	Dr. T. T. Walton	Local Surgeon	Mexia	Dr. M. M. Brown	Local Surgeon
Bryan	Dr. S. B. Slaughter, Jr.	Local Surgeon	Mexia	Dr. R. E. Cromeans	Local Surgeon
Bryan	Dr. James S. Perry	Local Oculist and Aurist	McKinney	Dr. J. C. Erwin, Jr.	Local Surgeon
Bremond	Dr. J. G. Sanders	Local Surgeon	McKinney	Dr. C. M. Shumway	Local Surgeon
Brenham	Dr. O. F. Schoenvogel	Local Surgeon	Navasota	Dr. H. L. Stewart	Local Oculist and Aurist
Brenham	Dr. W. F. Hasskarl	Local Surgeon	Navasota	Dr. S. D. Coleman	Local Surgeon
Brenham	Dr. R. A. Hasskarl	Local Surgeon	Richland	Dr. J. H. Edgar	Local Surgeon
Brenham	Dr. H. L. Steinbach	Local Oculist and Aurist	Richardson	Dr. W. N. Manning	Local Surgeon
Burnet	Dr. J. A. Shepperd	Local Surgeon	Rockdale	Dr. T. S. Barkley	Local Surgeon
Burton	Dr. C. E. Southern	Local Surgeon	Rockdale	Dr. I. P. Sessions	Local Surgeon
Caldwell	Dr. T. L. Goodnight	Local Surgeon	Rockdale	Dr. H. T. Coulter	Local Surgeon
Caldwell	Dr. T. S. Roach	Local Surgeon	Rosebud	Dr. H. J. Swepston	Local Surgeon
Cameron	Dr. T. L. Denson	Local Surgeon	Shiner	Dr. F. M. Wagner	Local Surgeon
Cameron	Dr. Clifford G. Swift	Local Surgeon	Shiner	Dr. J. W. Boyle	Local Surgeon
Cameron	Dr. G. B. Taylor	Local Oculist and Aurist	Sherman	Dr. H. I. Stout	Examining Surgeon
Carmine	Dr. A. C. Miller	Local Surgeon	Sherman	Dr. D. C. Enloe	Examining Surgeon
College Station	Dr. J. E. Marsh	Local Surgeon	Sherman	Dr. I. C. Bates	Local Oculist and Aurist
Corsicana	Dr. T. O. Wills	Local Surgeon	Sherman	Dr. C. D. Strother	Local Surgeon
Corsicana	Dr. Dubart Miller	Local Surgeon	Van Alstyne	Dr. F. M. Sporer	Local Surgeon
Corsicana	Dr. J. W. David	Local Surgeon	Waco	Dr. C. H. Brooks	Examining Oculist and Aurist
Dallas	Dr. Elbert Dunlap	Division Surgeon	Waco	Dr. H. T. Aynesworth	Local Oculist and Aurist
Dallas	Dr. E. H. Cary	Division Oculist and Aurist	Waco	Dr. J. E. Lattimore	Examining Surgeon
Dallas	Dr. Charles R. Finnegan	Examining Surgeon	Waco	Dr. B. D. Alexander	Local Surgeon
Dallas	Dr. Kelly Cox	Local Oculist and Aurist	Waller	Dr. Hamlin K. McWilliams	Local Surgeon
Denison	Dr. W. B. Blassingame	Local Surgeon	Waxahachie	Dr. W. C. Tenery	Local Surgeon
Denison	Dr. A. G. Sneed	Examining Surgeon	Waxahachie	Dr. M. E. Hastings	Local Surgeon
Denison	Dr. E. L. Halley	Local Surgeon	Waxahachie	Dr. S. H. Watson	Local Surgeon
Elgin	Dr. J. V. Fleming, Jr.	Local Surgeon	Waxahachie	Dr. T. G. Estes	Local Oculist and Aurist
Ennis	Dr. J. M. Chapman	Division Surgeon	Waxahachie	Dr. E. F. Gough	Local Oculist and Aurist
Ennis	Dr. Fred L. Story	Local Surgeon	Yoakum	Dr. H. H. Brown, Jr.	Division Surgeon
Ennis	Dr. C. E. Gray	Local Oculist and Aurist	Yoakum	Dr. Robt. M. Milner	Examining Surgeon
Ennis	Dr. A. L. Thomas	Examining Surgeon			

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

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

TIME INSPECTORS

Sidney Y. Ball, General Time Inspector	Chicago
Houston Watch Company, Southern Pacific Building	Houston
W. E. Conner	Houston
A. H. Frederick	Hempstead
Goodman Drug Co.	Hearne
J. M. Eller	Mexia
G. W. Haltom	Fort Worth
F. Studer	Waco
Armstrong Jewelry Co.	Waco
C. T. Moore	Ennis
C. E. Walker, 1110 Main St.	Dallas
A. B. Johnson	Denison
Melrose Tappan	Sherman
Daiches Jewelry Co.	Corsicana
Joe Koen & Son	Austin
D. L. Carl	Llano
Albrecht Jewelry Co.	Yoakum
O. E. Faske	Giddings

PASSENGER LOCOMOTIVE RATINGS

DISTRICTS	Number and Class	Number and Class									
		220 to 233 E-40	262 to 272 E-23	273 to 277 A-1	388 to 399 T-28	600 to 609 P-5	610 to 621 P-6	622 to 630 P-9	631 to 633 P-13	650 to 652 P-14	
Houston and Denison	Cars	5	6	7	11	11	13	16	16	10	
Ennis and Ft. Worth	Cars	5	6	7	10	10	13	15	15	11	
Bremond and Waco	Cars	6	7	8	11	11	14			12	
Houston and Austin	Cars	5	6	7	10	10	13			11	
Hearne and Flatonia	Cars	6	7	8	11	11	14	16	16	12	
Yoakum and Waco	Cars	6	7	8	11	11	14			12	

Engines 274 and 277 are equipped with boosters and can handle one more car than shown in table.

NOTE: The above ratings are based on the kind of cars regularly assigned.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur	Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Humble Oil Spur	Hearne	19.6	3-E	Whites	Flatonia	9.3	7-E
Salt Mine Spur	Hearne	33.0	10	Astin	Flatonia	13.9	9
Humble Oil Spur	Hearne	118.1	8-E	Mooring	Flatonia	15.1	18
Humble Pipe Line	Ennis	170.8	16-E	Steels	Flatonia	15.9	6-E
Trumbull	Denison	242.7	27	Sims	Flatonia	18.2	7-E
Armo	Denison	267.6	11-W	Varisco	Flatonia	18.6	5-E
S. M. U. Spur	Denison	269.3	4-W	Interurban Jct.	Flatonia	19.8	4-E
Oasis	Denison	270.1	27	Floy	Flatonia	35.7	13
Vickery	Denison	271.5	4	Marly	Flatonia	42.4	3-W
Melissa	Denison	303.0	23	Texas Co. Spur	Flatonia	43.6	17-W
Cotton Mill Spur	Denison	335.9	52-W	Leo	Cameron	81.4	
Kennedale	Ft. Worth	42.3		Asa	Cameron	159.7	17-E
Forest Hill	Ft. Worth	47.0	39-W	Stark	Cameron	167.7	40-E
Stallworth	Waco	20.3	2-W	Abercrombie	Llano	7.7	10; 16-W
Neale	Waco	37.4	4	Whitestone	Llano	27.3	16
Glass	Flatonia	3.9	13-W	Granite Mountain	Llano	4.0	26-E
Maguire	Flatonia	4.4	10-E	Sudduth Quarry	Llano	66.4	Wye
Woods	Flatonia	7.9	6-E	Hobart	Llano	84.1	14-E
Nicholas	Flatonia	8.4	2-E	Stolz	Llano	90.5	3-E

LEGAL HOLIDAYS

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

# RATINGS OF ENGINES IN FREIGHT SERVICE

CLASS		ENGINE NUMBERS	Houston to Hempstead	Hempstead to Hearne	Hearne to Ennis	Ennis to Dallas	Dallas to Sherman	Sherman to Denison	Denison to Sherman	Sherman to Ennis	Ennis to Bremond	Bremond to Hearne	Hearne to Bryan	Bryan to Hempstead	Hempstead to Houston	Ennis to Ft. Worth	Ft. Worth to Ennis	Bremond to Waco	Waco to Bremond
Nominal	Designation																		
E-23	E73-20/24-93S	262 to 272	2700	1680	1780	1630	1470	1350	1310	1430	1820	1920	1750	2480	2900	1250	1170	1520	1580
M-4	M63-20/28-128S	412 to 459	3720	2260	2280	2210	1990	1830	1770	1950	2480	2610	2180	3120	3950	1610	1610	2260	
M-11	M63-21/28-151S	560 to 565	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510	3620	4570	1850	1850	2610	
M-10	M63-21/28-152S	500 to 514	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510	3620	4570	1850	1850	2610	
M-21	M63-22/28-185SF	520 to 529	5460	3320	3560	3240	2930	2690	2610	2850	3640	3840	3480	4940	5770	2490	2330	3480	
A-1	A73-20/28-120SF	273 to 277	3350	2040	2190	1990	1800	1650	1600	1750	2240	2360	2140	3040	3550	1530	1430	1870	
P-5	P77-22/28-148-B58SF	600 to 609	4040	2460	2640	2400	2170	1990	1930	2110	2700	2840	2580	3660	4280	1850	1720	2340	
P-6	P77-25/28-178-B59SF	610 to 621	5220	3180	3400	3100	2800	2570	2490	2720	3480	3670	3330	4730	5520	2380	2220	3100	
P-9	P73-25/30-183-B63SF	622 to 630	5890	3590	3840	3500	3160	2900	2820	3070	3930	4140	3760	5340	6230	2690	2510		
P-13	P73-25/30-189-B63SF	631 to 633	5890	3590	3840	3500	3160	2900	2820	3070	3930	4140	3760	5340	6230	2690	2510		
T-28	T69-22/28-163S	388 to 399	4500	2740	2770	2680	2420	2220	2150	2350	3000	3170	2640	4070	4770	1960	1960	2610	
MK-5	MK63-26/28-210S	738 to 794	6900	4200	4500	4100	3700	3400	3300	3600	4600	4850	4400	6250	7300	3150	2940		
C-8	C57-22/30-190S	800 to 807	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3730	5290	6250	2860	2590	3560	
C-9	C57-22/30-190S	808 to 850	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3730	5290	6250	2860	2590	3560	
C-25	C56-22/28-170S	895-896	4800	2920	2940	2860	2560	2360	2280	2510	3200	3360	2810	4790	5100	2070	2070	2915	
F-1	F63-27 1/2/32-273S	955 to 999	8700	5300	5700	5240	4730	4350	4220	4600	5750	6200	5500	8000	9330	4030	3750		

PASSENGER ENGINES	
Numbers	Class
700-710	GS-1
650-652	P-14
631-633	P-13
622-630	P-9
610-621	P-6
600-609	P-5
388-399	T-28
273-277	A-1
262-272	E-23
220-223	E-40
205-209	E-39

CLASS		ENGINE NUMBERS	Hempstead to Chapel Hill	Chapel Hill to Austin	Austin to Summit	Summit to Llano	Llano to Fairland	Fairland to Wilkie	Wilkie to Summit	Summit to Austin	Austin to Paige	Paige to Hempstead	Burnet to Lampasas	Lampasas to Burnet	Hearne and Yoakum	Giddings and Waco
Nominal	Designation															
E-23	E73-20/24-93S	262 to 272	1270	1390	1050	1420	1330	930	690	1310	1160	1650	1120	1090	1600	1600
M-4	M-63 20/28-128S	412 to 459	1510	1570	1330	1800	1680	1180	870	1490	1440	1650	1520	1480	1790	1790
M-6	M-63 21/28-142S	515 to 517	1710	1780	1510	2030	1900	1330	980	1680	1630	1870	1760	1720	2020	2020
M-10	M-63 21/28-152S	500 to 514	1795	1870	1585	2130	1995	1395	1030	1960	1710	1960			2400	2400
M-17	M-56 19/26-118	495	1400	1450	1230	1670	1550	1090	810	1380	1330	1530	1430	1390	1660	1660
M-19	M-56 19/26-133	497, 498	1480	1540	1300	1760	1640	1160	850	1460	1410	1610	1510	1470	1750	1750
M-21	M63-22/28-185SF	520 to 529	2530	2770						2300	2300	3280			3200	3200
A-1	A73-20/28-120SF	273 to 277	1560	1700	1300	1740	1630	1140	840	1610	1410	2020			1970	1970
P-5	P77-22/28-148-B58SF	600 to 609	1880	2050						1700	2430	1660	1620		2370	2370
P-6	P77-25/28-178-B59SF	610 to 621	2420	2650						2200	3140				3060	3060
T-25	T-56-63-19/26-100	361-364	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360
T-27	T-63 20/26-112	383 to 386	1280	1330	1130	1520	1410	1000	740	1260	1220	1400	1336	1300	1510	1510
MK-5	MK-63 26/28-210S	738 to 794	3200	3500						2912	4150				3600	
C-8	C-57 22/30-190S	800 to 807													3200	3200
C-9	C-57 22/30-190S	808 to 850	2850	3090	2100	2840	2650	1850	1380	2340	2470	3700			3200	3200
C-20	C-50 19/26-124S	867 to 869	1500	1560	1320	1780	1670	1170	860	1480	1420	1640	1520	1480	1770	1770
C-21	C-50 20/24-140S	870	1610	1670	1410	1910	1780	1260	930	1590	1530	1760	1640	1600	1900	1900
C-22	C-50 20/26-141S	874	1650	1710	1450	1970	1830	1290	950	1630	1570	1800	1680	1640	1960	1960
C-23	C-50 20/26-144S	877 to 884	1650	1710	1450	1970	1830	1290	950	1630	1570	1800	1680	1640	1960	1960
C-24	C-50 20/26-152S	885 to 894	1760	1820	1550	2100	1960	1370	1020	1730	1680	1910	1780	1730	2080	2080
C-25	C-56 22/28-170S	895-896	2150	2230	1900					2060	2340				2540	2540
F-1	F-63 27 1/2/32-273SF	955 to 999													4400	

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	Total Weight	
	Journal	Car and Contents
40,000 lbs.	3 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "

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

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

- R. deWaal,**  
*Assistant Superintendent, Ennis and Austin.*
- R. E. Buckles,**  
*Trainmaster, Austin.*
- E. P. Evans,**  
*Trainmaster, Hearne.*
- M. R. Mann,**  
*Terminal Trainmaster, Fort Worth.*
- R. Davis,**  
*Terminal Trainmaster, Dallas.*
- J. R. Culberson,**  
*Terminal Trainmaster, Corsicana.*

- V. A. Burkhead,**  
*Trainmaster, Ennis.*
- O. D. Beckman,**  
*Traveling Engineer, Ennis.*
- M. D. Fleetwood,**  
*Chief Dispatcher and Terminal Trainmaster, Hearne.*
- L. Scarborough,**
- S. A. Findley,**  
*Chief Dispatchers, Hearne.*

- A. L. Springfield,**  
*Trainmaster, Ennis.*
- A. D. Williams,**  
*Traveling Engineer, Ennis.*
- A. T. Rawlins,**
- J. E. Rawlins,**
- I. L. Newlin,**  
*Chief Dispatchers, Ennis.*

Traveling Engineers will exercise duties of Trainmaster when on line.

# MAP OF THE DALLAS AND AUSTIN DIVISIONS

SOUTHERN PACIFIC LINES  
TEXAS AND NEW ORLEANS RAILROAD COMPANY

