

# HOUSTON & TEXAS CENTRAL RAILROAD CO.

## TIME TABLE

FOR THE

# FIRST DIVISION

|   |                |
|---|----------------|
| .....STATION.....   | .....1905..... |
| .....SUPT.....  |                |
| Time Table No. 143, in effect Sunday, Sept. 10, 1905, at 12:01 A. M., received this date. |                |
| (NAME).....   |                |
| (POSITION).....   |                |

Effect Sunday, September 10, 1905, at 12:01 A. M.

CENTRAL STANDARD TIME (90th MERIDIAN.)

For the government and information of employes only, and not intended for the use of the public.  
The Company reserves the right to vary from this schedule as circumstances may require.

T. FAY,  
*Vice-President.*  
G. F. HAWKS,  
*General Superintendent.*

O. ROWE,  
*Superintendent.*  
D. BLACK,  
*Asst. Superintendent.*



# FIRST DIVISION: Houston and Hearne.

| NORTH.        |              |               |  |  |                          |  |  |  |  | DISTANCE FROM HOUSTON. | TIME TABLE<br>No. 143,<br>Sept. 10, 1905. | DISTANCE FROM HEARNE. | SOUTH.                             |           |                   |             |       |              |       |                       |       |       |             |         |  |                 |              |  |  |  |  |  |
|---------------|--------------|---------------|--|--|--------------------------|--|--|--|--|------------------------|---|-----------------------|------------------------------------|-----------|-------------------|-------------|-------|--------------|-------|-----------------------|-------|-------|-------------|---------|--|-----------------|--------------|--|--|--|--|--|
| Third Class.  |              | Second Class. |  |  | First Class.             |  |  |  |  |                        |   |                       | First Class.                       |           | Second Class.     |             |       | Third Class. |       |                       |       |       |             |         |  |                 |              |  |  |  |  |  |
| 25            | 23           |               |  |  | 21                       |  |  |  |  |                        |   |                       | 5                                  | 3         | 2                 | 6           |       |              |       | 22                    |       |       | 24          | 26      |  |                 |              |  |  |  |  |  |
| Fruit Express | Way Freight  |               |  |  | New York Steamer Freight |  |  |  |  |                        |   |                       | Lone Star                          | Passenger | Passenger         | Lone Star   |       |              |       | Packing House Express |       |       | Way Freight | Freight |  |                 |              |  |  |  |  |  |
| Daily         | Daily        |               |  |  | Daily                    |  |  |  |  | Daily                  | Daily                                     | Daily                 | Daily                              |           |                   |             | Daily |              |       | Daily                 | Daily |       |             |         |  |                 |              |  |  |  |  |  |
| PM LV         | AM LV        |               |  |  | AM LV                    |  |  |  |  | PM LV                  | AM LV                                     |                       |                                    | PM AR     | AM AR             |             |       |              | PM AR | AM AR                 | PM AR | AM AR |             |         |  |                 |              |  |  |  |  |  |
|               | 7.30         |               |  |  | 4.30                     |  |  |  |  | 9.20                   | 10.30                                     | 0.00                  | DN..... HOUSTON ..... W.           | 120.70    | 6.55              | 6.10        |       |              |       | 3.30                  |       |       |             |         |  | 4.15            | 12.20        |  |  |  |  |  |
|               |              |               |  |  |                          |  |  |  |  |                        |   |                       | ..... G. H. & S. A. Crossing ..... |           |                   |             |       |              |       |                       |       |       |             |         |  |                 |              |  |  |  |  |  |
|               |              |               |  |  |                          |  |  |  |  | 9.27                   | 10.37                                     | 1.00                  | ..... Chaney Junction .....        | 119.70    | 6.48              | 6.00        |       |              |       |                       |       |       |             |         |  |                 |              |  |  |  |  |  |
|               |              |               |  |  |                          |  |  |  |  |                        |   |                       | ..... M. K. & T. Crossing .....    |           |                   |             |       |              |       |                       |       |       |             |         |  |                 |              |  |  |  |  |  |
|               | 7.45         | 7.25          |  |  | 4.45                     |  |  |  |  | 9.34                   | 10.43                                     | 6.50                  | N..... Eureka .....                | 114.20    | f 6.40            | f 5.50      |       |              |       | 3.05                  |       |       |             |         |  | 3.50            | 11.50        |  |  |  |  |  |
|               | 8.02         | 7.45          |  |  | 5.05                     |  |  |  |  | 9.43                   | 10.52                                     | 13.00                 | D..... Fairbanks ..... W.          | 107.70    | f 6.29            | f 5.39      |       |              |       | 2.45                  |       |       |             |         |  | 3.35            | 11.30        |  |  |  |  |  |
|               | 8.18         | 8.00          |  |  | 5.29                     |  |  |  |  | 9.53                   | 11.00                                     | 18.60                 | ..... Ashford .....                | 102.10    | f 6.19            | <b>5.29</b> |       |              |       | 2.25                  |       |       |             |         |  | 3.15            | <b>11.00</b> |  |  |  |  |  |
|               | 8.40         | 8.25          |  |  | 5.54                     |  |  |  |  | 10.05                  | 11.13                                     | 26.00                 | DN..... Cypress .....              | 94.70     | f 6.05            | f 5.14      |       |              |       | 2.00                  |       |       |             |         |  | 2.50            | 10.25        |  |  |  |  |  |
|               | 9.00         | 8.45          |  |  | 6.09                     |  |  |  |  | 10.13                  | 11.21                                     | 30.60                 | ..... Swanson .....                | 90.10     | f 5.57            | 5.05        |       |              |       | 1.35                  |       |       |             |         |  | 2.30            | 10.00        |  |  |  |  |  |
|               | 9.20         | 9.05          |  |  | 6.25                     |  |  |  |  | 10.23                  | 11.30                                     | 36.00                 | D..... Hockley .....               | 84.70     | f 5.48            | f 4.55      |       |              |       | 1.15                  |       |       |             |         |  | 2.15            | 9.45         |  |  |  |  |  |
|               | 9.40         | <b>9.30</b>   |  |  | 6.43                     |  |  |  |  | 10.34                  | 11.39                                     | 41.20                 | D..... Waller .....                | 79.50     | s 5.38            | f 4.46      |       |              |       | 12.55                 |       |       |             |         |  | 1.55            | <b>9.30</b>  |  |  |  |  |  |
|               | 9.58         | 9.45          |  |  | 7.00                     |  |  |  |  | 10.42                  | 11.48                                     | 46.00                 | ..... Prairie View .....           | 74.70     | f 5.29            | 4.37        |       |              |       | 12.35                 |       |       |             |         |  | 1.40            | 9.05         |  |  |  |  |  |
|               | 10.15        | 10.00         |  |  | 7.15                     |  |  |  |  | 10.50                  | 12.01                                     | 51.30                 | DN..... HEMPSTEAD ..... W.         | 69.40     | f 5.20            | f 4.25      |       |              |       | <b>12.15</b> PM       |       |       |             |         |  | 1.25            | 8.45         |  |  |  |  |  |
|               | 10.30        | 10.20         |  |  | 7.35                     |  |  |  |  | 11.00                  |   |                       | ..... Howth .....                  | 65.00     | f 5.15            | f 4.20      |       |              |       | <b>11.45</b> AM       |       |       |             |         |  | 1.05            | 8.10         |  |  |  |  |  |
|               | 10.50        | 10.40         |  |  | <b>7.50</b>              |  |  |  |  | 11.09                  | 12.11                                     | 55.70                 | D..... Courtney .....              | 58.10     | f 5.06            | 4.07        |       |              |       | 11.30                 |       |       |             |         |  | 12.50           | <b>7.50</b>  |  |  |  |  |  |
|               | <b>11.17</b> | <b>11.10</b>  |  |  | 8.15                     |  |  |  |  | 11.22                  | 12.24                                     | 62.60                 | D..... Chaille .....               | 53.70     | s 4.53            | f 3.57      |       |              |       | <b>11.10</b>          |       |       |             |         |  | <b>12.24</b> PM | 7.25         |  |  |  |  |  |
|               | 11.47        | <b>11.40</b>  |  |  | 8.35                     |  |  |  |  | 11.30                  | 12.31                                     | 67.00                 | ..... G. C. & S. F. Crossing ..... |           |                   |             |       |              |       | 10.55                 |       |       |             |         |  | <b>11.40</b>    | 7.10         |  |  |  |  |  |
|               | AM 12.01     | PM 12.15      |  |  | 9.00                     |  |  |  |  | 11.42                  | 12.41                                     | 71.10                 | DN..... Navasota .....             | 49.60     | s 4.36            | s 3.42      |       |              |       | 10.40                 |       |       |             |         |  | 11.10           | 6.55         |  |  |  |  |  |
|               |              |               |  |  |                          |  |  |  |  |                        |   |                       | ..... I. & G. N. Crossing .....    |           |                   |             |       |              |       |                       |       |       |             |         |  |                 |              |  |  |  |  |  |
|               | 12.17        | 12.30         |  |  | 9.30                     |  |  |  |  | 11.52                  | 12.50                                     | 76.10                 | ..... Nelleva .....                | 44.60     | f 4.24            | 3.30        |       |              |       | 10.25                 |       |       |             |         |  | 10.30           | 6.40         |  |  |  |  |  |
|               | 12.37        | <b>1.00</b>   |  |  | <b>10.00</b>             |  |  |  |  | 12.05                  | s <b>1.00</b>                             | 80.60                 | D..... Millican .....              | 40.10     | f 4.17            | f 3.23      |       |              |       | <b>10.00</b>          |       |       |             |         |  | <b>10.10</b>    | 6.25         |  |  |  |  |  |
|               | 1.05         | 1.35          |  |  | 10.30                    |  |  |  |  | 12.23                  | s 1.15                                    | 88.70                 | D..... Wellborn .....              | 32.00     | f 4.02            | f 3.08      |       |              |       | 9.40                  |       |       |             |         |  | 9.25            | 6.00         |  |  |  |  |  |
|               |              |               |  |  |                          |  |  |  |  |                        |   |                       | ..... I. & G. N. Crossing .....    |           |                   |             |       |              |       |                       |       |       |             |         |  |                 |              |  |  |  |  |  |
|               | 1.35         | 2.00          |  |  | 10.55                    |  |  |  |  | 12.36                  | s 1.27                                    | 94.80                 | D..... College .....               | 25.90     | s 3.50            | f 2.57      |       |              |       | 9.20                  |       |       |             |         |  | 9.00            | 5.35         |  |  |  |  |  |
|               |              |               |  |  |                          |  |  |  |  |                        |   |                       | ..... I. & G. N. Crossing .....    |           |                   |             |       |              |       |                       |       |       |             |         |  |                 |              |  |  |  |  |  |
|               | 2.00         | 2.40          |  |  | 11.20                    |  |  |  |  | 12.46                  | s 1.38                                    | 99.70                 | DN..... Bryan .....                | 21.00     | s 3.40            | s 2.48      |       |              |       | 9.05                  |       |       |             |         |  | 8.40            | 5.20         |  |  |  |  |  |
|               | <b>2.33</b>  | <b>3.20</b>   |  |  | 11.50                    |  |  |  |  | 1.03                   | f 1.53                                    | 107.70                | D..... Benchley .....              | 13.00     | f <b>3.20</b>     | <b>2.33</b> |       |              |       | 8.40                  |       |       |             |         |  | 7.50            | 4.50         |  |  |  |  |  |
|               | 2.50         | 3.40          |  |  | 12.02                    |  |  |  |  | 1.10                   | 2.00                                      | 111.00                | ..... Ruffin .....                 | 9.70      | 3.12              | 2.26        |       |              |       | 8.30                  |       |       |             |         |  | 7.35            | 4.35         |  |  |  |  |  |
|               | 3.13         | 3.55          |  |  | 12.15                    |  |  |  |  | 1.18                   | f 2.07                                    | 115.00                | ..... Sutton .....                 | 5.70      | f 3.03            | 2.20        |       |              |       | 8.20                  |       |       |             |         |  | 7.20            | 4.20         |  |  |  |  |  |
|               | <b>3.45</b>  | 4.15          |  |  | 12.45                    |  |  |  |  | 1.30                   | f <b>2.20</b>                             | 120.70                | DN..... HEARNE ..... W.            | 0.00      | PM LV <b>2.50</b> | AM LV 2.08  |       |              |       | 8.00                  |       |       |             |         |  | 7.00            | <b>4.00</b>  |  |  |  |  |  |
|               | 7.15         |               |  |  | 5.45                     |  |  |  |  | 10.45                  | 10.55                                     | 337.80                | DN..... DENISON ..... W.           | 217.10    | AM LV 6.10        | PM LV 5.20  |       |              |       | 3.40                  |       |       |             |         |  |                 | 9.50         |  |  |  |  |  |
|               | Daily        | Daily         |  |  | Daily                    |  |  |  |  | Daily                  | Daily                                     |                       | ..... Time Consumed .....          |           | (4.05)            | (4.02)      |       |              |       | (7.30)                |       |       |             |         |  | Daily           | Daily        |  |  |  |  |  |
|               | (8.15)       | (9.15)        |  |  | (8.15)                   |  |  |  |  | (4.10)                 | (3.50)                                    |                       | ..... Average Speed per Hour ..... |           | 29                | 30          |       |              |       | 16                    |       |       |             |         |  | Daily           | Daily        |  |  |  |  |  |
|               | 15           | 13            |  |  | 14                       |  |  |  |  | 39                     | 31  |                       |                                    |           |                   |             |       |              |       |                       |       |       |             |         |  |                 |              |  |  |  |  |  |

All south-bound trains have absolute right of track over all north-bound trains of the same or inferior class. See Rule 81.

For location of Spurs see page 7.

Read carefully Rules of Operating Department Nos. 99 and 512.

Terminal Time Table, showing time and governing movement of S. A. & A. P. T. & N. O. G. H. & S. A. N. Y. T. & M. H. E. & W. T. G. C. & S. F. G. H. & N. and G. H. & H. regular passenger trains running into and through H. & T. C. yard at Houston, will be issued from time to time as changes occur. Conductors and engineers must provide themselves with and be governed by Terminal Time Table in effect.

Hearne & Brazos Valley trains operate between passenger depot and B. V. switch in Hearne yard, with same rights as switch engine.

Night Telegraph office at Eureka is at Interlocking Tower.

Double track extends from north end of passenger and freight yard, at Tenth Street, Houston, to North Cutoff, 93 yards north of the G. H. & S. A. crossing. Between these points all engine and train movements must be made on the right hand track in direction they are moving. Trains east or south must take the east bound (south) main track, and trains moving in an opposite direction must take the west bound (north) main track. Movements contrary to the above must be made by train order or under proper protection.











# FIRST DIVISION: Denison and Ennis.

## TIME TABLE

No. 143,  
Sept. 10, 1905.

## STATIONS.

### SOUTH.

| DISTANCE FROM DENISON.     | First Class. |               |                |                 |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     | Second Class.       |                     |             |                     | Third Class.   |                     |                     |  |  |  |
|----------------------------|--------------|---------------|----------------|-----------------|---------------|-------------|---------------|------------------|-------------------|---------------|-------------|--------|-----------------|-----------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|-------------|---------------------|----------------|---------------------|---------------------|--|--|--|
|                            | 2            | 4             | 6              | 8               | 82            | 86          | 509           | 511              | 156               |               |             |        | 22              | 92                    | 164                 | 535                 |                     | 24                  | 28                  | 26                  | 94          | 96                  | 541            | 166                 |                     |  |  |  |
|                            | Passenger    | Passenger     | Passenger      | Local Passenger | Passenger     | Passenger   | Frisco Meteor | Frisco Passenger | T.&N.O. Passenger |               |             |        | Through Freight | Packing House Express | T.&N.O. Mixed       | Frisco Fast Freight |                     | Way Freight         | Way Freight         | Fast Freight        | Way Freight | Freight             | Frisco Freight | T.&N.O. Freight     |                     |  |  |  |
| Daily                      | Daily        | Daily         | Daily          | Daily           | Daily         | Daily       | Daily         | Daily            |                   |               |             | Daily  | Daily           | Daily except Sunday   | Daily               |                     | Daily except Sunday | Daily except Sunday | Daily               | Daily except Sunday | Daily       | Daily               | Daily          | Daily except Sunday |                     |  |  |  |
| DN HOUSTON W               | 337.80       |               |                |                 |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
|                            |              | PM AR 6.55    |                | AM AR 6.10      |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| DN ENNIS W                 | 106.90       | AM AR 10.10   | PM AR 3.40     | PM AR 9.50      |               | AM AR 10.03 | PM AR 9.40    |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     | AM AR 9.10          | PM AR 5.45          | PM AR 3.30  | AM AR 6.50          |                |                     |                     |  |  |  |
| DN GARRETT                 | 104.00       | s 10.00       | s 3.33         | s 9.34          |               | AM AR 9.56  | PM AR 9.30    |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     | PM LV 3.20  | AM LV 6.40          |                |                     |                     |  |  |  |
| D Palmer                   | 99.20        | s 9.49        | s 3.22         | s 9.23          |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| D Trumbull                 | 95.20        | s 9.40        | s 3.14         | f 9.14          |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| D Ferris                   | 92.00        | s 9.33        | s 3.05         | s 9.05          |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| D Wilmer                   | 87.80        | s 9.24        | s 2.56         | f 8.56          |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| D Hutchins                 | 83.40        | s 9.15        | s 2.47         | s 8.47          |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| D Miller                   | 78.00        | 9.02          | f 2.36         | 8.36            |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| T. & N. O. Junction        |              |               |                |                 |               |             |               |                  |                   | AM AR 7.10    |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                | AM AR 7.35          |                     |  |  |  |
| D. T. R'y Crossing         |              |               |                |                 |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| G. C. & S. F. R'y Crossing |              |               |                |                 |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| DN DALLAS W                | 72.90        | 8.52<br>8.42  | 2.25           | 8.25<br>8.09    | PM AR 4.45    |             |               |                  |                   | 7.00<br>AM LV |             |        |                 |                       |                     |                     |                     |                     | PM AR 12.45         | AM LV 6.30          | 3.20        |                     |                | 7.25<br>AM LV       |                     |  |  |  |
| T. & P. R'y Crossing       |              |               |                |                 |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| Thomas                     | 71.70        | 8.32          | 2.05           | 7.59            | 4.35          |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| M. K. & T. R'y Crossing    |              |               |                |                 |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| Carruth                    | 67.80        | f 8.25        | f 1.58         | 7.50            | f 4.27        |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| D Richardson               | 60.60        | s 8.13        | s 1.48         | f 7.35          | s 4.13        |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| St. L. S. W. R'y Crossing  |              |               |                |                 |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| DN Plano                   | 55.40        | s 8.03        | s 1.40         | s 7.23          | s 4.03        |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| D Allen                    | 49.30        | s 7.50        | s 1.27         | s 7.08          | s 3.50        |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| DN McKinney W              | 41.50        | s 7.35        | s 1.15         | s 6.50          | s 3.33        |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| Melissa                    | 34.80        | s 7.22        | s 12.59        | s 6.35          | s 3.18        |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| D Anna                     | 30.30        | s 7.13        | s 12.49        | s 6.25          | s 3.08        |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| D Van Alstyne              | 24.90        | s 7.02        | s 12.39        | s 6.14          | s 2.55        |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| D Howe                     | 18.70        | s 6.50        | s 12.25        | s 6.01          | s 2.37        |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| St. L. S. W. R'y Crossing  |              |               |                |                 |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| DN SHERMAN W               | 9.00         | s 6.30        | s 12.05        | s 5.40          | 2.15<br>2.10  |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| T. & P. R'y Crossing       |              |               |                |                 |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| NORTH SHERMAN JCT          |              | 6.25          | 12.01<br>PM    | 5.35            | 2.05          |             |               |                  |                   | 1.16          | 12.15<br>AM |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     | PM AR 4.45          |  |  |  |
| Denison & S. E. Crossing   |              |               |                |                 |               |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     |                     |  |  |  |
| DN DENISON W               | 0.00         | 6.10<br>AM LV | 11.45<br>AM LV | 5.20<br>PM LV   | 1.50<br>PM LV |             |               |                  |                   |               |             |        |                 |                       |                     |                     |                     |                     |                     |                     |             |                     |                |                     | 4.00<br>PM LV       |  |  |  |
|                            |              | Daily         | Daily          | Daily           | Daily         | Daily       | Daily         | Daily            | Daily             | Daily         | Daily       | Daily  | Daily           | Daily                 | Daily except Sunday | Daily               |                     |                     | Daily except Sunday | Daily except Sunday | Daily       | Daily except Sunday | Daily          | Daily               | Daily except Sunday |  |  |  |
| Time Consumed              |              | (4.00)        | (3.55)         | (4.30)          | (2.55)        | (0.07)      | (0.10)        | (0.20)           | (0.21)            | (0.10)        |             | (8.30) | (0.07)          | (0.05)                | (0.45)              |                     |                     |                     | (6.05)              | (2.40)              | (7.55)      | (0.10)              | (0.10)         | (0.45)              | (0.10)              |  |  |  |
| Average Speed per Hour     |              | 27            | 27             | 24              | 25            | 25          | 17            | 27               | 26                | 12            |             | 13     | 25              | 12                    | 11                  |                     |                     |                     | 12                  | 13                  | 13          | 17                  | 17             | 12                  | 6                   |  |  |  |

All south-bound trains have absolute right of track over all north-bound trains of the same or inferior class. See Rule 81.  
 EXCEPTION: No. 5 has absolute right over T. & N. O. No. 156.  
 Read carefully Rules of Operating Department Nos. 99 and 512. Read foot note on page 3 in regard to Train No. 6 making stops south of Dallas.  
 Train No. 2 must stop on flag at Lakewood, 3.6 miles north of Hutchins, to discharge or pick up passengers.  
 No. 4 will approach North Sherman Junction with train under full control and look out for No. 510 pulling by switch to back in at that point.  
 North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main line north of Frisco round house and transfer depot.

Night telegraph office Plano is at Interlocking Tower.  
For location of Spurs see page 7.  
Cotton Mill 2.02 miles south of Denison is a Prepay Freight Station.



**FIRST DIVISION: Bremond and Ross.**

| WEST.               |                     |                     |                     |                     | DISTANCE FROM BREMOND. | TIME TABLE                  |           | DISTANCE FROM ROSS. | EAST.               |                     |               |                     |                     |
|---------------------|---------------------|---------------------|---------------------|---------------------|------------------------|-----------------------------|-----------|---------------------|---------------------|---------------------|---------------|---------------------|---------------------|
| Third Class.        | Second Class.       | First Class.        |                     | No. 143,            |                        | First Class.                |           |                     | Second Class.       | Third Class.        |               |                     |                     |
|                     |                     | 65                  | 63                  | September 10, 1905. |                        | 62                          | 66        |                     |                     | 70                  | 68            |                     |                     |
| 67<br>Local Freight | 69<br>Mixed         | Passenger           | Passenger           | STATIONS            |                        | Passenger                   | Passenger |                     |                     | Mixed               | Local Freight |                     |                     |
| Daily except Sunday | Daily except Sunday | Daily               | Daily               |                     |                        | Daily                       | Daily     |                     | Daily except Sunday | Daily except Sunday |               |                     |                     |
|                     |                     | PM 9.20 LV          | AM 10.30 LV         | 142.70              | DN.....                | HOUSTON.....                | W.        | 197.30              | PM 6.55 AR          | AM 6.10 AR          |               |                     |                     |
|                     |                     | PM 3.45 LV          | AM 2.30 LV          | 0.00                | DN.....                | BREMOND.....                | W.        | 54.60               | PM 1.35 AR          | AM 12.50 AR         |               |                     | PM 2.50 AR          |
|                     |                     | 4.15                | s 2.52              | 9.10                | D.....                 | Reagan.....                 | W.        | 45.50               | s 1.13              | s 12.28             |               |                     | 2.20                |
|                     |                     | 4.45                | s 3.18              | 17.20               | D.....                 | Marlin.....                 |           | 37.40               | s 12.52             | s 12.10 AM          |               |                     | 1.50                |
|                     |                     | 5.05                |                     |                     |                        | I. & G. N. Crossing.....    |           |                     |                     |                     |               |                     | 1.25                |
|                     |                     | 5.35                | s 3.38              | 25.30               | D.....                 | Perry.....                  |           | 29.30               | s 12.32             | s 11.50             |               |                     | 12.50               |
|                     |                     | 5.50                | s 3.50              | 29.30               | D.....                 | Riesel.....                 | W.        | 25.30               | s 12.20             | s 11.40             |               |                     | 12.35               |
|                     |                     | 6.10                | f 4.08              | 35.40               |                        | Harrison.....               |           | 19.20               | f 12.06 PM          | f 11.25             |               |                     | 12.06 PM            |
|                     |                     |                     |                     |                     |                        | M. K. & T. Crossing.....    |           |                     |                     |                     |               |                     |                     |
|                     |                     |                     |                     |                     |                        | St. L. S. W. Crossing.....  |           |                     |                     |                     |               |                     |                     |
|                     |                     | PM 6.35 AR          | AM 4.30 AR          | 43.40               | DN.....                | WACO.....                   | W.        | 11.20               | 11.50               | 11.05               |               | AM 11.35 AR         | 11.30               |
|                     |                     |                     | AM 10.20 LV         | 54.60               |                        | ROSS.....                   |           | 0.00                | AM 11.50 LV         | PM 11.05 LV         |               | AM 11.00 LV         | AM 11.30 LV         |
|                     |                     |                     | AM 10.55 AR         |                     |                        |                             |           |                     | Daily               | Daily               |               | Daily except Sunday | Daily except Sunday |
|                     |                     | Daily except Sunday | Daily except Sunday | Daily               |                        |                             |           |                     | (1.45)              | (1.45)              |               | (0.35)              | (3.20)              |
|                     |                     | (2.50)              | (0.35)              | (2.00)              |                        | Time Consumed.....          |           |                     |                     |                     |               |                     |                     |
|                     |                     | 15                  | 19                  | 22                  |                        | Average Speed per Hour..... |           |                     | 24                  | 25                  |               | 19                  | 13                  |

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. See Rule 81.  
 EXCEPTION: No. 69 has absolute right over No. 70.  
 Read carefully Rules of Operating Department Nos. 99 and 512.

**FIRST DIVISION: Hutchins and Lancaster.**

| WEST.         |  |            |            |             | DISTANCE FROM HUTCHINS. | TIME TABLE          |                             | DISTANCE FROM LANCASTER. | EAST.         |            |            |  |  |
|---------------|--|------------|------------|-------------|-------------------------|---------------------|-----------------------------|--------------------------|---------------|------------|------------|--|--|
| Second Class. |  |            |            |             |                         | No. 143,            |                             |                          | Second Class. |            |            |  |  |
|               |  | 105        | 103        | 101         |                         | September 10, 1905. |                             |                          | 102           | 104        | 106        |  |  |
|               |  | Mixed      | Mixed      | Mixed       |                         | STATIONS            |                             |                          | Mixed         | Mixed      | Mixed      |  |  |
|               |  | Daily      | Daily      | Daily       |                         |                     |                             |                          |               |            |            |  |  |
|               |  | PM 8.50 LV | PM 2.50 LV | AM 11.25 LV | 0.00                    | D.....              | HUTCHINS.....               | 4.20                     | AM 9.00 AR    | PM 2.45 AR | PM 7.10 AR |  |  |
|               |  |            |            |             |                         |                     | M. K. & T. Crossing.....    |                          |               |            |            |  |  |
|               |  | 9.10       | PM 3.10 AR | 11.45       | 4.20                    |                     | LANCASTER.....              | 0.00                     | AM 8.40 LV    | PM 2.25 LV | PM 6.50 LV |  |  |
|               |  | Daily      | Daily      | Daily       |                         |                     |                             |                          | Daily         | Daily      | Daily      |  |  |
|               |  | (0.20)     | (0.20)     | (0.20)      |                         |                     | Time Consumed.....          |                          | (0.20)        | (0.20)     | (0.20)     |  |  |
|               |  | 12         | 12         | 12          |                         |                     | Average Speed per Hour..... |                          | 12            | 12         | 12         |  |  |

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. See Rule 81.  
 Read carefully Rules of Operating Department No. 99 and 512. For location of Spurs see page 7.



# FIRST DIVISION: Garrett and Fort Worth.

| WEST.           |                     |                          |                |               |                |                |               | DISTANCE FROM GARRETT. | TIME TABLE   |                        | DISTANCE FROM FORT WORTH. | EAST.         |               |               |               |                       |                     |               |  |
|-----------------|---------------------|--------------------------|----------------|---------------|----------------|----------------|---------------|------------------------|--------------|------------------------|---------------------------|---------------|---------------|---------------|---------------|-----------------------|---------------------|---------------|--|
| Second Class.   |                     |                          |                | First Class.  |                |                |               |                        | First Class. |                        |                           |               | Second Class. |               | Third Class.  |                       |                     |               |  |
| 95              | 93                  | 91                       | 87             | 89            | 85             | 83             |               |                        |              |                        |                           | 82            | 86            | 88            | 84            | 92                    | 94                  | 96            |  |
| Through Freight | Way Freight         | New York Steamer Freight | Passenger      | Passenger     | Passenger      | Passenger      |               |                        |              |                        |                           | Passenger     | Passenger     | Passenger     | Passenger     | Packing House Express | Way Freight         | Freight       |  |
| Daily           | Daily except Sunday | Daily                    | Daily          | Daily         | Daily          | Daily          |               |                        |              |                        | Daily                     | Daily         | Daily         | Daily         | Daily         | Daily except Sunday   | Daily               |               |  |
|                 |                     | AM LV<br>4.30            |                |               | PM LV<br>9.20  | AM LV<br>10.30 | 233.80        | DN                     | HOUSTON      | W.                     | 286.50                    | PM AR<br>6.55 | AM AR<br>6.10 |               | PM AR<br>3.30 |                       |                     |               |  |
|                 | PM LV<br>4.32       | AM LV<br>6.40            | PM LV<br>10.42 | PM LV<br>3.35 | AM LV<br>10.45 | AM LV<br>6.02  | PM LV<br>6.27 | 0.00                   | DN           | GARRETT                | 233.80                    | AM AR<br>9.56 | PM AR<br>9.30 | AM AR<br>9.50 | PM AR<br>3.30 | AM AR<br>12.43        | PM AR<br>3.20       | AM AR<br>6.40 |  |
|                 | 4.49                | 7.04                     | 11.03          | s 3.50        | s 11.00        | s 6.15         | s 6.40        | 5.20                   | D            | Jeffries               | 5.20                      | s 9.44        | s 9.18        | s 9.35        | s 3.15        | 12.25                 | 2.55                | 6.15          |  |
|                 | 5.10                | 7.35                     | 11.21          | 4.05          | 11.15          | s 6.30         | s 6.57        | 11.60                  | DN           | WAXAHACHIE             | 6.40                      | s 9.30        | s 9.06        | 9.20          | 3.00          | 12.01                 | 2.10                | 5.45          |  |
|                 |                     |                          |                | PM AR         | AM AR          |                |               |                        |              | M. K. & T. Crossing    |                           |               |               |               |               |                       |                     |               |  |
|                 | 5.25                | 7.50                     | 11.40          |               |                | f 6.42         | f 7.07        | 16.20                  |              | Sardis                 | 4.60                      | f 9.15        | f 8.54        |               | 11.40         | 1.45                  | 5.25                |               |  |
|                 |                     |                          |                | AM            |                |                |               |                        |              | G. C. & S. F. Crossing |                           |               |               |               |               |                       |                     |               |  |
|                 | 5.55                | 8.20                     | 12.15          |               |                | s 6.57         | s 7.23        | 23.10                  | D            | Midlothian             | 6.60                      | s 9.02        | s 8.41        |               | 11.15         | 1.15                  | 5.02                |               |  |
|                 | 6.18                | 8.49                     | 12.32          |               |                | s 7.11         | s 7.36        | 29.70                  | D            | Britton                | 4.50                      | s 8.49        | s 8.27        |               | 10.45         | 12.45                 | 4.35                |               |  |
|                 | 6.30                | 9.08                     | 12.48          |               |                | s 7.21         | s 7.45        | 34.20                  | D            | Mansfield              | 4.20                      | s 8.39        | s 8.19        |               | 10.25         | 12.25                 | 4.16                |               |  |
|                 | 6.45                | 9.24                     | 1.03           |               |                | f 7.30         | f 7.54        | 38.40                  |              | Bisbee                 | 4.00                      | f 8.30        | f 8.11        |               | 10.05         | 12.01                 | 4.00                |               |  |
|                 | 7.00                | 9.40                     | 1.18           |               |                | s 7.39         | s 8.04        | 42.40                  | D            | Kennedale              | 3.50                      | s 8.22        | s 8.04        |               | 9.45          | 11.45                 | 3.41                |               |  |
|                 | 7.12                | 9.55                     | 1.30           |               |                | f 7.48         | f 8.12        | 45.90                  |              | Fermoy                 | 6.60                      | f 8.16        | f 7.57        |               | 9.30          | 11.25                 | 3.27                |               |  |
|                 |                     |                          |                |               |                |                |               |                        |              | M. K. & T. Crossing    |                           |               |               |               |               |                       |                     |               |  |
|                 |                     |                          |                |               |                |                |               |                        |              | G. C. & S. F. Crossing |                           |               |               |               |               |                       |                     |               |  |
|                 | 7.35                | 10.30                    | 2.00           |               |                | 8.01           | 8.25          | 52.50                  | DN           | FT. WORTH FR'T DEPOT   | 0.20                      | 8.01          | 7.43          |               | 9.00          | 11.00                 | 3.00                |               |  |
|                 | PM AR               | AM AR                    | AM AR          |               |                |                |               |                        |              | T. & P. Crossing       |                           |               |               |               | PM LV         | AM LV                 | AM LV               |               |  |
|                 |                     |                          |                |               |                | 8.05           | 8.30          | 52.70                  |              | FORT WORTH             | 0.00                      | 7.55          | 7.40          |               |               |                       |                     |               |  |
|                 |                     |                          |                |               |                | AM AR          | PM AR         |                        |              |                        |                           | AM LV         | PM LV         |               |               |                       |                     |               |  |
|                 | Daily               | Daily except Sunday      | Daily          | Daily         | Daily          | Daily          | Daily         |                        |              |                        |                           | Daily         | Daily         | Daily         | Daily         | Daily                 | Daily except Sunday | Daily         |  |
|                 | (3.03)              | (3.50)                   | (3.18)         | (0.30)        | (0.30)         | (2.03)         | (2.03)        |                        |              | Time Consumed          |                           | (3.01)        | (1.50)        | (0.30)        | (0.30)        | (3.43)                | (4.20)              | (3.40)        |  |
|                 | 17                  | 14                       | 16             | 23            | 23             | 26             | 26            |                        |              | Average Speed per Hour |                           | 26            | 29            | 23            | 23            | 14                    | 12                  | 14            |  |

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class. See Rule 81.  
 Read carefully Rules of Operating Department Nos. 99 and 512.  
 Freight trains must not exceed 20 miles per hour between Waxahachie and Fort Worth.  
 Read foot notes on page 3.  
 No. 82 must take siding for No. 85.

| LOCATION OF SIDINGS OR SPURS.   |                                |
|---------------------------------|--------------------------------|
| MAIN LINE                       |                                |
| Mile Post 39 Siding.....        | 2.50 miles south of Waller.    |
| Section 8 Siding.....           | 1.86 miles south of Howth.     |
| Sand Spur.....                  | 3.04 miles north of Howth.     |
| Millican Quarry Wye.....        | 0.49 miles south of Millican.  |
| Whiteselle's Brick Yard Spur... | 1.56 miles south of Corsicana. |
| Trinity Tank Spur.....          | 2.43 miles north of Hutchins.  |
| Cotton Mill Spur.....           | 2.02 miles south of Denison.   |
| Canning Factory Spur.....       | 1.52 miles south of Denison.   |
| FORT WORTH BRANCH               |                                |
| Ft. W. & R. G. Connection.....  | 2.33 miles east of Fort Worth. |



# SPECIAL RULES.

**SUPPLEMENTAL TO RULE 210.—Conductors must deliver in person "31" Train Orders, received by them, to their Engineers, and Engineers must sign the Conductor's copy of such orders as are delivered to them.**

Houston and Hearne are initial or terminal stations for all regular trains between those points.

Hearne and Ennis are initial or terminal stations for all regular trains between those points, excepting that Corsicana and Ennis are initial or terminal stations for trains Nos. 1, 4, 27 and 28, and Hearne and Corsicana are initial or terminal stations for trains Nos. 23 and 24.

Ennis and Denison are initial or terminal stations for all regular trains between those points, excepting that Dallas and Denison are initial or terminal stations for trains Nos. 7, 8, 23 and 24, and Ennis and Dallas are initial or terminal stations for trains Nos. 27 and 28.

Ennis and Garrett are main line initial or terminal stations for all Fort Worth Branch trains; Garrett and Fort Worth are initial or terminal stations for all regular trains between those points, except that Garrett and Waxahachie are Fort Worth Branch initial or terminal stations for Waxahachie short runs.

Sherman and Denison are initial or terminal stations for Frisco passenger trains.

North Sherman Junction and Denison are initial or terminal stations for Frisco freight trains.

Bremond and Waco are initial or terminal stations for all regular trains between those points.

All trains must obtain a Clearance Card before leaving Houston and Ennis. At ALL OTHER STATIONS a Clearance Card must be issued all trains stopped by train order signal, and must show numbers of orders, if any, for that train, if there are no orders for the train the operator must issue Clearance Card, stating there are no orders, no further orders, or plainly state reason why clear signal cannot be given for the train addressed; this clearance will permit the train to pass the signal without requiring it to be changed from the stop position. The signal must be fastened at proceed only when no operator is on duty (that is, when a day office is closed for the night.) If a train is unnecessarily stopped or delayed to receive a clearance, the conductor must forward such clearance, with statement of facts, to the Superintendent.

When first-class trains are late, Foremen and Engineers of switch engines must ascertain from Dispatcher, if practicable, the time the train will arrive; if this cannot be done, they must confer with each other and take such precaution as will guard against accident. In stormy or foggy weather extraordinary care must be used.

When so directed by Dispatcher, Operators having "19" orders for delivery must, when the train approaches, raise and lower the arm of train order signal two or three times and leave it set against train, which will be information to the engine and trainmen that "19" orders await them.

Trains receiving signal for "19" orders must approach slowly and not increase speed until orders have been delivered. The signal for "19" orders will not excuse Conductors or Engineers for failure to use all precautions necessary for safety or compliance with the rules.

Operators must not give a train the signal for "19" orders unless so directed by the Dispatcher.

A clearance card must be delivered with each delivery of "19" orders.

Trains must be kept under control approaching railroad crossings, junctions, meeting points or in limits of established yards.

At stations printed in capital letters Conductors of all trains and enginemen in charge of light engines must personally register their trains and color of signals carried. If no signals carried, register "no signals." At Corsicana, Dallas, Fort Worth and Sherman train registers for passenger trains will be kept at Passenger Stations. Operators at Freight Depots and Yard Offices at these stations MUST BE GIVEN WRITTEN REPORT BY PASSENGER CONDUCTORS AS THEY PASS, showing color of signals carried, or no signals, as the case may be. This report must be registered by the operator on the Freight Train Register for the information of freight trains. Trains must be registered and reported under date they are due where report is made.

Passenger Extras may pass and run ahead of Second and Third Class Trains without special instructions. Freight Extras may pass and run ahead of Third Class Trains without special instructions.

When trains stop at any unusual place, the Engineman will be held to strict account for failure to immediately whistle back the flagman. At regular station stops the Conductor will see that the flagman goes back, if the train is to be detained more than three minutes, and before starting, he must have the Engineman call the flagman in.

Conductor's Register Check, Form 3204, must be filled out by Conductors, before leaving or passing all registering stations on each Division and delivered to Engineman. This will relieve the Engineer from personally checking the train register; but, as the Engineman is jointly responsible with the Conductor for the safety of the train, he must see that each train having right over his train is specified as having arrived or departed (as the case may be.)

Standard Clocks are located in Telegraph office at Houston and in Dispatcher's office at Ennis.

Bulletin orders for trainmen must be kept in Bulletin Books or on Bulletin Boards in office of Superintendent of Terminals at Houston, at office of Superintendent at Ennis, and at Ennis Yard Office and in the telegraph offices at Hempstead, Hearne, Bremond, Fort Worth, Waco and Denison; for Enginemen, in Books or on Bulletin Boards in Roundhouses, at stations named above.

The following signs indicate—

D—Day telegraph office. N—Night telegraph office. DN—Day and night telegraph office.  
 ¶—Meal Station. W—Water Station.

"When a passenger train approaches a station at which it is to stop for an opposing train, the conductor must give one short blast of the air whistle immediately after passing the station whistling post, which the engineman must acknowledge by two short blasts of the steam whistle."

Dispatchers must know that Conductors and Engineers are provided with copy of current time tables or supplements thereto in effect on their Division, and make particular inquiry concerning the subject when crews from other Divisions or foreign lines run on their division. Conductors and Engineers of trains under such circumstances must know by inquiry at initial or starting points that they are provided with the correct time table.

PASSENGERS MUST NOT BE CARRIED ON FREIGHT TRAINS, except on special authority, in cases of extreme emergency. Freight Conductors must report to the General Superintendent, in writing, attaching instructions, when passengers are carried on their trains.

## RULES GOVERNING USE OF INTERLOCKING CROSSINGS.

When the signals are right, trains will proceed over these crossings at a moderate rate of speed without stopping.

Unless otherwise advised, all interlocking signals are placed on right-hand side of track they govern, as seen when approaching them, and are normal at danger.

Home signals (having signal arm painted red, with white stripes, and end cut square) must not be passed when arm is a horizontal or "danger" position, as it indicates that derail, or switch 50 feet in advance of signal, is not closed and locked, and no car or engine must be left standing between home signal and derail, as it prevents towerman from throwing lever in tower. If an engine or car should pass signal at danger, even a few feet, it must be backed out beyond signal at once, and wait until the arm drops to an angle of about 50 degrees, "all clear" indication, or proper hand signals are given from tower. When two home signals are placed on the same post, the top one governs movements on main line only, and the lower one governs movements on all diverging routes.

Dwarf signal is similarly placed and has same meaning as home signals, and night indications are the same. A signal post with one bracket and one Doll pole indicates that signals on main post govern the second track to the left of the post. A signal post with double bracket and two Doll poles with signal arms on the Doll poles indicates that the signals govern first and second parallel tracks to the left of the post. Signals on the right-hand Doll pole govern the first track and signals on the left-hand Doll pole govern the second track. Where switches are handled from tower, trains will blow one long whistle for main line, two for passing tracks and three for transfer track.

Distant or "caution" signals (having arm with forked end) are placed 1200 feet in advance of home signals, and only indicate position of home signal. If arm is in horizontal or "caution" position, train must be gotten under control and stopped before reaching home signal, unless home signal is cleared before reaching it.

Distant signal must not be cleared when lower arm on two-arm post is cleared.

At night a red light indicates that signal is at "danger," a yellow light indicates "caution," a green light indicates signal is clear.

If a signal light is extinguished or glass is broken, showing white light, or signal is out of order and cannot be cleared, train must stop and not proceed until hand signal is given with green lantern or flag by towerman.

**A TRAIN OR ENGINE HAVING ENTERED OR PASSED OVER A ROUTE IN ONE DIRECTION MUST NOT RETURN OVER SAME UNTIL GIVEN PROPER SIGNAL TO DO SO, REGARDLESS OF WHETHER THEY HAVE PASSED OUT OF BLOCK OR NOT.**

Enginemen must not dump ashes, use sand or waste water inside the home signal limits.

The time in all train orders, as well as the numerals indicating the sections of a train, must be spelled out, as per following examples:

FORM C—GIVING A TRAIN THE RIGHT OVER AN OPPOSING TRAIN.

EXAMPLE.

"Work Extra 275 has right over all trains between Manilla and Honolulu from SEVEN 7 p. m. to TWELVE 12 midnight."

FORM E—TIME ORDERS.

EXAMPLE.

"(1) No. 1, Engine 67, will run TWENTY 20 minutes late, Joppa to Mainz.  
 (2) No. 1, Engine 67, will run TWENTY 20 minutes late, Joppa to Mainz and FIFTEEN 15 minutes late Mainz to Muscat, etc.  
 (3) No. 1, Engine 67, will wait at Muscat until TEN 10 a. m. for No. 2, Engine 89."

FORM F—FOR SECTIONS.

EXAMPLE.

"Engines 70, 85 and 90 will run London to Dover as FIRST, SECOND AND THIRD, No. 1, respectively."

FORM G—EXTRA TRAINS.

EXAMPLE.

"Engine 77 will run extra, leaving Turin on Thursday, February 17th, as follows, with right over all trains:  
 Leave Turin ELEVEN THIRTY 11:30 p. m. Leave Pekin TWELVE TWENTY-FIVE 12:25 a. m.  
 Leave Canton ONE FORTY-SEVEN 1:47 a. m. Arrive Rome TWO TWENTY-TWO 2:22 a. m."

FORM H—WORK EXTRA.

EXAMPLE.

"Work extra 292 will work SEVEN 7 a. m. until SIX 6 p. m. between Berne and Turin."



## RATING OF LOCOMOTIVES. FIRST DIVISION.

| CLASS                   | ENGINE NUMBERS   | BOILER<br>PRESSURE<br>ALLOWED | HOUSTON<br>TO<br>HEMPSTEAD | HEMPSTEAD<br>TO<br>HEARNE | HEARNE<br>TO<br>HEMPSTEAD | HEMPSTEAD<br>TO<br>HOUSTON | HEARNE<br>TO<br>ENNIS | ENNIS<br>TO<br>DALLAS | DALLAS<br>TO<br>DENISON | DENISON<br>TO<br>SHERMAN | SHERMAN<br>TO<br>CORNICANA | CORSICANA<br>TO<br>HEARNE | ENNIS<br>TO<br>FORT WORTH | FORT WORTH<br>TO<br>ENNIS | WACO<br>AND<br>BREMOND | WACO<br>AND<br>BREMOND |        |
|-------------------------|--|-------------------------------|----------------------------|---------------------------|---------------------------|----------------------------|-----------------------|-----------------------|-------------------------|--------------------------|----------------------------|---------------------------|---------------------------|---------------------------|------------------------|------------------------|--------|
|                         |  |                               | Freight                    | Freight                   | Freight                   | Freight                    | Freight               | Freight               | Freight                 | Freight                  | Freight                    | Freight                   | Freight                   | Freight                   | Freight                | Freight                | Mixed  |
|                         |  |                               | RATING                     | RATING                    | RATING                    | RATING                     | RATING                | RATING                | RATING                  | RATING                   | RATING                     | RATING                    | RATING                    | RATING                    | RATING                 | RATING                 | RATING |
| E. 55 $\frac{1}{2}$ 40  | 11 to 21, inclusive.....   | 135                           | 1275                       | 805                       | 735                       | 1030                       | 835                   | 625                   | 625                     | 625                      | 575                        | 635                       | 635                       | 535                       | 535                    | 500                    |        |
| E. 56 $\frac{1}{2}$ 42  | 10 }   | 135                           | 1440                       | 935                       | 855                       | 1220                       | 900                   | 695                   | 695                     | 695                      | 695                        | 760                       | 760                       | 660                       | 660                    | 560                    |        |
| E. 63 $\frac{1}{2}$ 42  | 22 }   | 140                           | 1570                       | 1020                      | 935                       | 1330                       | 980                   | 760                   | 760                     | 760                      | 760                        | 825                       | 825                       | 725                       | 725                    | 625                    |        |
| E. 63 $\frac{1}{2}$ 53  | 73 to 83, inclusive.....   | 140                           | 1570                       | 1020                      | 935                       | 1330                       | 980                   | 760                   | 760                     | 760                      | 760                        | 825                       | 825                       | 725                       | 725                    | 625                    |        |
| T. 58 $\frac{1}{2}$ 65  | 201 to 208, inclusive.....   | 145                           | 2190                       | 1430                      | 1310                      | 1825                       | 1425                  | 1200                  | 1090                    | 1000                     | 1060                       | 1410                      | 1000                      | 900                       | 1100                   | 800                    |        |
| T. 58 $\frac{1}{2}$ 76  | 209, 210.....  | 145                           | 2350                       | 1530                      | 1400                      | 1955                       | 1525                  | 1200                  | 1090                    | 1000                     | 1130                       | 1410                      | 1000                      | 900                       | 1100                   | 800                    |        |
| T. 58 $\frac{1}{2}$ 83  | 211 to 220, inclusive.....   | 150                           | 2345                       | 1525                      | 1395                      | 1950                       | 1520                  | 1200                  | 1090                    | 1000                     | 1125                       | 1410                      | 1000                      | 900                       | 1100                   | 800                    |        |
| T. 58 $\frac{1}{2}$ 74  | 221.....   | 145                           | 2395                       | 1560                      | 1455                      | 1995                       | 1560                  | 1200                  | 1090                    | 1000                     | 1155                       | 1410                      | 1000                      | 900                       | 1100                   | 800                    |        |
| T. 58 $\frac{1}{2}$ 72  | 222.....   | 145                           | 2140                       | 1455                      | 1455                      | 1780                       | 1410                  | 1200                  | 1090                    | 1000                     | 1025                       | 1410                      | 1000                      | 900                       | 1100                   | 800                    |        |
| T. 63 $\frac{1}{2}$ 80  | 223.....   | 145                           | 2250                       | 1475                      | 1455                      | 1915                       | 1420                  | 1200                  | 1090                    | 1000                     | 1110                       | 1410                      | 1000                      | 900                       | 1100                   | 800                    |        |
| T. 58 $\frac{1}{2}$ 62  | 224.....   | 145                           | 2140                       | 1455                      | 1455                      | 1780                       | 1400                  | 1200                  | 1090                    | 1000                     | 1025                       | 1410                      | 1000                      | 900                       | 1100                   | 800                    |        |
| T. 58 $\frac{1}{2}$ 96  | { 301, 304, 307, 308, 311, 315, 316, }<br>{ 318 to 327 inc. 329 and 332... }   | 160                           | 2700                       | 1750                      | 1700                      | 2245                       | 1750                  | 1340                  | 1250                    | 1100                     | 1300                       | 1550                      | 1100                      | 1000                      | 1200                   | 950                    |        |
| T. 58 $\frac{1}{2}$ 95  | { 302, 303, 305, 306, 309, 310, 312, }<br>{ 313, 314, 317, 328, 330 and 331. } | 160                           | 2700                       | 1750                      | 1700                      | 2245                       | 1750                  | 1340                  | 1250                    | 1100                     | 1300                       | 1550                      | 1100                      | 1000                      | 1200                   | 950                    |        |
| T. 58 $\frac{1}{2}$ 102 | 333, 334.....  | 160                           | 2870                       | 1860                      | 1710                      | 2390                       | 1860                  | 1425                  | 1300                    | 1150                     | 1375                       | 1600                      | 1100                      | 1000                      | 1200                   | 950                    |        |
| E. 69 $\frac{1}{2}$ 78  | 401 to 410, inclusive.....   | 170                           | 2460                       | 1640                      | 1600                      | 2165                       | 1425                  | 1205                  | 1100                    | 1000                     | 1295                       | 1410                      | 1000                      | 900                       | 1100                   | 800                    |        |

NOTE 1.—Rating for Main Line Local Trains and Nos. 21 and 22 will be 200 Ms. lighter than figures shown.  
NOTE 2.—On District Bremond to Hearne, the ratings will be 30 per cent. in addition to ratings Corsicana to Hearne.

### FOLLOWING IS LIST OF CHIEF, LOCAL AND CONSULTING SURGEONS AND OCULISTS AND AURISTS OF FIRST DIVISION:

| HOME STAFF.  | CONSULTING SURGEON, OCULISTS AND AURISTS                      | LOCAL SURGEONS—FIRST DIVISION.               |
|--|---|--|
| <i>Houston</i> ..... Drs. Stuart, Red & Stuart,<br>Chief Surgeons. | <i>Dallas</i> ..... Dr. J. N. Pace.<br>Consulting Surgeon.    | <i>Groesbeeck</i> ..... Dr. J. W. Cox.       |
| <i>Houston</i> ..... Dr. F. C. Ford,<br>House Surgeon.             | <i>Dallas</i> ..... Dr. S. L. Terrell.<br>Oculist and Aurist. | <i>Mexia</i> ..... Dr. T. F. Oates.          |
| <i>Houston</i> ..... Dr. E. P. Daviss,<br>Oculist and Aurist.      | <i>Sherman</i> ..... Dr. R. F. Miller.<br>Oculist and Aurist. | <i>Wortham</i> ..... Dr. W. T. Chumney.      |
| <i>Houston</i> ..... Dr. J. W. Scott,<br>Consulting Surgeon.       | <i>Waco</i> ..... Dr. J. L. Burgess.<br>Oculist and Aurist.   | <i>Corsicana</i> ..... Dr. I. N. Suttle.     |
| <i>Houston</i> ..... Dr. Sydney J. Smith,<br>Consulting Surgeon.   | <i>Fort Worth</i> ..... Dr. W. R. Thompson.<br>Oculist.       | <i>Ennis</i> ..... Dr. S. C. Gage.           |
| <i>Houston</i> ..... Dr. F. B. Smith,<br>Consulting Surgeon.       | <i>Ennis</i> ..... Dr. J. M. Hooper.<br>Division Surgeon.     | <i>Ferris</i> ..... Dr. E. House.            |
|  |   | <i>Dallas</i> ..... Dr. W. E. Crow.          |
|  |   | <i>Dallas</i> ..... Dr. E. Dunlap.           |
|  |   | <i>Richardson</i> ..... Dr. R. P. Harbin.    |
|  |   | <i>Plano</i> ..... Dr. W. C. Jasper.         |
|  |   | <i>McKinney</i> ..... Dr. T. W. Wiley.       |
|  |   | <i>Van Alstyne</i> ..... Drs. Moore & Moore. |
|  |   | <i>Howe</i> ..... Dr. J. O. Mathews.         |
|  |   | <i>Sherman</i> ..... Dr. J. B. Stinson.      |
|  |   | <i>Sherman</i> ..... Dr. I. P. Gunby.        |
|  |   | <i>Denison</i> ..... Dr. J. C. Field.        |
|  |   | <i>Denison</i> ..... Dr. J. W. Ousley.       |
|  |   | <i>Marlin</i> ..... Dr. F. B. Sewall.        |
|  |   | <i>Waco</i> ..... Dr. G. B. Foscoe.          |
|  |   | <i>Waco</i> ..... Dr. J. W. Haile.           |
|  |   | <i>Wasahachie</i> .... Drs. Gracey & Boyd.   |
|  |   | <i>Midlothian</i> ..... Dr. T. L. Barnett.   |
|  |   | <i>Fort Worth</i> ..... Dr. W. A. Durringer. |
|  |   | <i>Fort Worth</i> ..... Dr. W. B. West.      |

#### LOCATION OF HOSPITALS.

GENERAL HOSPITAL—Houston Infirmary, Washington and Tenth Sts., Houston.  
DIVISION HOSPITAL—Ennis.  
EMERGENCY HOSPITALS—Waco, Providence Sanitarium; Fort Worth, St. Joseph's  
Infirmary; Dallas, St. Paul's Sanitarium.



