

HOUSTON & TEXAS CENTRAL RAILROAD CO.

FIRST DIVISION.

1500

EMPLOYEES' TIME TABLE

To Take Effect Sunday, March 22nd, 1908,

At 12:01 A. M. "Central" Time.

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 Time Table at pleasure.

THORNWELL FAY,
Vice-President and General Manager.

G. RADETZKI,
Gen'l Superintendent.

NORTHWARD—Toward Denison.

FIRST DIVISION: Houston and Hearne.

SOUTHWARD—Toward Houston.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Houston	Time Table No. 150 March 22nd, 1908.			Distance from Hearne	FIRST CLASS			SECOND CLASS			THIRD CLASS		
	Yard	23	25	21	5	3	DN	STATIONS	2		6	22	24		26	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		Way Freight																				Fruit Express	New York Steamer Freight
WFTO		7.00AM		7.30PM	4.30AM			9.20PM	10.30AM	0.00	DN HOUSTON	120.70	6.55PM	6.10AM			3.30PM		4.15PM	12.20PM			
Yard																							
Yard YO								9.27	10.37	1.00													
Yard																							
4,166 F		7.25		7.45	4.45			9.34	10.43	6.50	N EUREKA	114.20	6.40	5.50			3.05		3.50	11.50AM			
4,002 W		7.45		8.00	5.05			9.43	10.52	13.00	D FAIRBANKS	107.70	6.29	5.39			2.45		3.35	11.30			
3,986		8.00		8.15	5.29			9.53	11.00	18.60	ASHFORD	102.10	6.19	5.29			2.25		3.15	11.00			
4,030		8.25		8.35	5.54			10.05	11.13	26.00	D CYPRESS	94.70	6.05	5.14			2.00		2.50	10.25			
2,832 W		8.45		8.50	6.09			10.13	11.21	30.60	4.60 SWANSON	90.10	5.57	5.05			1.35		2.30	10.00			
7,225 Y		9.05		9.10	6.25			10.23	11.30	36.00	D HOCKLEY	84.70	5.48	4.55			1.15		2.15	9.45			
6,092		9.30		9.25	6.43			10.34	11.39	41.20	D WALLER	79.50	5.38	4.46			12.55		1.55	9.30			
4,023		9.45		9.40	7.00			10.42	11.48AM	46.00	4.80 PRAIRIE VIEW	74.70	5.29	4.37			12.35		1.40	9.05			
WFTYO		10.00		9.55	7.15			10.50	11.00	51.30	DN HEMPSTEAD	69.40	5.20	4.25			12.15PM		1.25	8.45			
Yard		10.20		10.10	7.35			11.00	12.01PM		4.40	65.00	5.15	4.20			11.45AM		1.05	8.10			
3,554		10.40		10.30	7.50			11.09	12.11	55.70	HOWTH	65.00	5.06	4.07			11.30		12.50	7.50			
3,344		11.10		10.48	8.15			11.22	12.24	62.60	D COURTNEY	58.10	4.53	3.57			11.10		12.24PM	7.25			
2,951 W		11.40AM		11.05	8.35			11.30	12.31	67.00	4.40 CHAILLE	53.70	4.45	3.50			10.55		11.40AM	7.10			
Yard																							
Yard		12.15PM		11.42	9.00			11.42	12.41	71.10	DN NAVASOTA	49.60	4.36	3.42			10.40		11.10	6.55			
Yard				11.52PM																			
W																							
3,619		12.30		12.05AM	9.30			11.52PM	12.50	76.10	I. & G. N. CROSSING	45.90											
5,099 Y		1.00		12.25	10.00			12.05AM	1.00	80.60	D NELLEVA JUNCTION	44.60	4.24	3.30			10.25		10.35	6.40			
2,536 W		1.35		12.45	10.30			12.23	1.15	88.70	1.30 NELLEVA	40.10	4.17	3.23			10.00		10.10	6.25			
2,981		2.00		1.00	10.55			12.36	1.27	94.80	4.50 MILLICAN	32.00	4.02	3.08			9.40		9.25	6.00			
10,467		2.40		1.15	11.20			12.46	1.38	99.70	I. & G. N. CROSSING	25.90	3.50	2.57			9.20		9.00	5.35			
2,418 W		3.20		1.45	11.50AM			1.03	1.53	107.70	DN BRYAN	21.00	3.40	2.48			9.05		8.40	5.20			
2,465		3.40		1.52	12.02PM			1.10	2.00	111.00	8.00 BENCHLEY	13.00	3.20	2.33			8.40		7.50	4.50			
2,761		3.55		2.20	12.15			1.18	2.07	115.00	3.30 RUFINCH	9.70	3.12	2.26			8.30		7.35	4.35			
WFTYO		4.15PM		2.45AM	12.45PM			1.30AM	2.20	120.70	DN SUTTON	5.70	3.03	2.20			8.20		7.20	4.20			
Yard				7.15PM	5.40AM			10.45AM	10.55PM	337.80	5.70 HEARNE	0.00	2.50	2.08AM			8.00AM		7.00AM	4.00AM			
		Arrive Daily		Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily				Leave Daily	Leave Daily			Leave Daily		Leave Daily	Leave Daily			

(9.15) 13 (7.15) 17 (8.15) 14 (4.10) 29 (3.50) 31 Time Over District (4.05) 29 (4.02) 30 (7.30) 16 (9.15) 13 (8.30) 14
 Average Speed per Hour.....

South-Bound Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 81.

Terminal Time Table, showing time and governing movement of S. A. & A. P., T. & N. O., G. H. & S. A., H. E. & W. T., G. C. & S. F., 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.
 All trains must be under full control between the Block Signal South of Hempstead Yard and the Station. If the Block Signal shows Yellow or Caution, Engineers will know that main line is occupied and must be able to stop their trains within range of vision. Semaphore Block Signal north of Ruffinch must not be passed while Semaphore arm is at horizontal or "danger" position. The normal position of this signal is at "proceed," or with semaphore arm at an angle of 50 degrees.
 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.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS			Distance from Hearne	Time Table No. 150 March 22, 1908.	Distance from Ennis	FIRST CLASS			SECOND CLASS		THIRD CLASS		
	27 Way Freight Leave Daily Ex. Sunday	23 Way Freight Leave Daily Ex. Sunday	25 Fruit Express Leave Daily	21 New York Steamer Freight Leave Daily	5 Lone Star Leave Daily	3 Passenger Leave Daily	1 Passenger Leave Daily				2 Passenger Arrive Daily	4 Passenger Arrive Daily	6 Lone Star Arrive Daily	22 Packing House Express Arrive Daily	24 Way Freight Arrive Daily Ex. Sunday	26 Freight Arrive Daily	28 Way Freight Arrive Daily Ex. Sunday	
			7.30PM	4.30AM	9.20PM	10.30AM	120.70	DN	HOUSTON	230.90	6.55PM	6.10AM		3.30PM			12.20PM	
Yard WFTO		6.20AM	4.30AM	1.25PM	1.40AM	2.20PM 2.40PM	0.00	DN	120.70 HEARNE	110.20	2.50PM 2.30PM	1.58AM		7.35AM		4.45PM	3.10AM	
Yard									I. & G. N. CROSSING 3.50									
2,025		6.30	4.45	1.35	1.51	2.46	3.50		SEGER 4.30	106.70	2.22	1.51		7.25		4.33	2.55	
12,831 O		7.00 7.30	5.08	2.12	s 1.58 s 2.55		7.80	D	CALVERT 8.60	103.40	s 2.12	s 1.42		7.10		4.20	2.40	
1,196		7.57	5.40	2.35	f 2.14 f 3.11		16.40	D	HAMMOND 2.40	93.80	f 1.52	1.23		6.38		3.47	2.14	
Yard WY		8.15 8.30	6.20	2.50	2.25 2.30	s 3.25	22.00	DN	WOOTAN 3.20	91.40	f 1.47	f 1.17						
1,936		8.52	6.35	3.10	f 2.42 f 3.33		27.30		BREMOND 5.30	88.20	f 1.40 f 1.30	f 1.10 f 1.00		6.20		3.25 2.50	1.40 1.20	
2,333		9.13	6.48	3.30	f 2.53 s 3.43		32.50	D	DENNY 5.20	82.90	f 1.21	12.49		6.05		2.30	1.05	
2,896		9.45	7.15	3.58	f 3.12 s 3.58		40.50	D	KOSSE 8.00	77.70	s 1.10	f 12.40		5.50		2.10	12.40	
6,748 W		10.15 10.55	7.43	4.35	s 3.30 s 4.14		48.80	D	THORNTON 8.30	69.70	s 12.54	s 12.25		5.30		1.40	12.01AM	
11,646		11.25	7.58	4.55	3.40	f 4.25	58.10	N	GROESBEECK 4.30	61.40	s 12.38	s 12.10AM		5.10		1.05	11.30PM	
1,493		11.27	8.00	5.00	3.41	f 4.27	54.10		ROBERTA 1.00	57.10	f 12.25	11.59PM		4.52		12.47	11.12	
Yard FYW		11.45AM 12.15PM	8.15	5.30 5.45	s 3.55 s 4.39		60.30	DN	CANAAN 3.40	56.10	s 12.10PM	s 11.45		4.30		12.20PM 11.00AM	10.45	
8,393		12.45	8.43	6.12	s 4.12 s 4.49		67.70	D	MEXIA JUNCTION 1.30	52.64	s 11.53AM	s 11.31		4.12		10.10	10.20	
2,397		1.00	9.05	6.32	4.23	f 4.57	73.30		T. & B. V. CROSSING 1.44	51.34	f 11.43	11.20		3.45		9.45	9.55	
2,610 W		1.25	9.17	6.48	f 4.33 s 5.05		77.70	D	ROBERTA 4.30	57.10	f 11.33	f 11.12		3.25		9.17	9.40	
2,660		1.45	9.35	7.10	f 4.43 f 5.13		88.20		CANAAN 3.40	56.10	f 11.20	f 11.02		3.00		8.50	9.20	
Yard WFTO		8.45AM	2.00PM	10.00	s 5.00 s 5.30	9.45AM	89.50	DN	ST. L. S. W. CROSSING 6.30	20.70	s 11.07	4.35PM	s 10.48	2.35		8.30AM	8.55	4.15PM
618		9.05	10.20	7.55	5.15	f 5.42 f 9.57	96.00		CORSICANA 6.50	20.70	f 10.55	f 4.20	10.33	2.10		8.30	3.30	
4,063		9.25	10.45	8.15	s 5.25 s 5.51	s 10.06	100.40	D	CARL 4.40	14.20	s 10.45	s 4.10	f 10.23	1.50		8.15	3.00	
2,051		9.45	11.00	8.30	s 5.35 f 5.59	s 10.14	104.50	D	RICE 4.10	9.80	f 10.35	s 4.01	f 10.15	1.30		7.50	2.30	
Yard WFTYO		10.25AM	11.25AM	9.00PM	5.45AM	6.10PM	110.20	DN	ALMA 5.70	5.70	f 10.25AM	3.50PM	10.05PM	1.10AM		7.30PM	2.00PM	
			7.15PM	5.40AM	10.45AM	10.55PM	217.10	DN	ENNIS 5.70	0.00	10.25AM	3.50PM	10.05PM	1.10AM		7.30PM	2.00PM	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily			DENISON	106.90	6.10AM	11.45AM	5.20PM	3.40PM		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday

(1.40)	(7.40)	(6.55)	(7.35)	(4.05)	(3.30)	(0.40)	Time Over District.....		(4.05)	(0.45)	(3.53)	(6.25)	(8.15)	(7.40)	(2.15)
12	12	16	15	27	31	29	Average Speed per Hour.....		26	28	28	17	11	14	8

South-Bound Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 81.

Train No. 6 must stop at all stations south of Dallas to discharge passengers holding tickets issued at stations Denison to Plano, inclusive, and Fort Worth to Garrett, inclusive, or passengers holding tickets from foreign lines. No siding at Wootan.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS						FIRST CLASS						Distance from Ennis	Time Table No. 150. March 22, 1908.					
	165	27	23	163	95	93	91	25	21	155	85	83	11	9	7				5	3	1	
	T. & N. O. Freight	Way Freight	Way Freight	T. & N. O. Mixed	Through Freight	Way Freight	New York Steamer Freight	Fruit Express	New York Steamer Freight	T. & N. O. Passenger	Passenger	Passenger	Frisco Passenger 512	Frisco Meteor 510	Dallas News				Passenger	Passenger	Passenger	
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily
								7.30PM	4.30AM							9.20PM	10.30AM		230.90	DN	HOUSTON	
WFTYO Yard		11.00AM			4.00PM	6.35AM	10.30PM	12.15PM	11.00PM							6.10AM	6.20PM	10.25AM	0.00	DN	ENNIS	
5,355		11.20			4.10PM	6.45AM	10.42PM	12.25	11.15							6.17	6.25	10.37	2.90	D	GARRETT	
3,979		11.50AM						12.43	11.35							6.27	6.35	10.48	7.70		PALMER	
3,310		12.30PM						12.56	11.55PM							6.35	6.42	10.58	11.70		TRUMBULL	
8,451	W	1.07						1.07	12.08AM							6.42	6.49	11.05	14.90	D	FERRIS	
2,386		2.00						1.20	12.25							6.52	6.57	11.15	19.10		WILMER	
3,061	W	2.40						1.30	12.45							7.01	7.05	11.25	23.50		HUTCHINS	
9,701	W	3.55						1.45	1.03							7.13	7.15	11.35	28.90		MILLER	
Yard		4.15														7.20	7.23	11.40			T. & N. O. JUNCTION	
Yard		6.40PM	See No. 164		9.44AM						10.38PM										D. T. RY. CROSSING	
Yard																					G. C. & S. F. RY. CROSSING	
WFTYO Yard		7.00PM	4.40PM	6.20AM	9.55AM			2.05	1.25		10.45PM					3.40AM	7.25	7.30	34.00	DN	DALLAS	
Yard								2.30	1.35							7.45	7.49	11.59AM			T. & P. RY. CROSSING	
1,809				6.30				2.40	1.45							3.50	7.53	7.59	35.20		THOMAS	
																					M. K. & T. RY. CROSSING	
1,745	W			6.45				2.50	2.00							3.56	8.00	8.08	39.10		CARRUTH	
4,262				7.15				3.12	2.21							4.07	8.13	8.26	46.30	D	RICHARDSON	
																					ST. L. S. W. RY. CROSSING	
12,319				7.45				3.26	2.40							4.17	8.30	8.39	51.50		PLANO	
4,427	W			8.40				3.50	3.00							4.27	8.43	8.55	57.60	D	ALLEN	
8,175	WO			9.00				4.25	3.25							4.38	9.03	9.12	65.40	DN	McKINNEY	
3,348				9.30				4.55	3.47							4.49	9.20	9.28	72.10		MELISSA	
5,397				10.00				5.15	4.01							4.58	9.31	9.39	76.60		ANNA	
9,767	W			10.25				5.35	4.19							5.09	9.42	9.52	82.00	D	VAN ALSTYNE	
7,071				11.05				6.01	4.40							5.20	9.58	10.08	88.20		HOWE	
Yard				11.25																	ST. L. S. W. RY. CROSSING	
WFTYO Yard				11.50AM				6.40	5.15				5.30AM	12.20PM	5.40	10.25	10.35	2.15	97.90	DN	SHERMAN	
Yard				12.20PM									See No. 7	See No. 11	See No. 11						T. & P. RY. CROSSING	
Yard								6.43	5.18				5.34	12.23	5.42	10.27	10.37	2.17		DN	N. SHERMAN JCT.	
Yard				12.33																	D. & S. E. CROSSING	
WFTO Yard				12.55PM				7.15PM	5.40AM				5.50AM	12.40PM	6.00AM	10.45AM	10.55PM	2.35PM	106.90	DN	DENISON	
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
		(0.20)	(5.40)	(6.35)	(0.11)	(0.10)	(0.10)	(0.12)	(7.00)	(6.40)	(0.11)	(0.05)	(0.05)	(0.20)	(0.20)	(2.20)	(4.35)	(4.35)	(4.05)			
		6	9	11	11	18	18	15	15	16	11	35	35	27	27	31	23	23	26			
		Time Over District																				
		Average Speed per Hour																				

South-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.

EXCEPT, that No. 5 is superior to T. & N. O. No. 156.
No. 8 must take siding for No. 1.

Night telegraph office Plano is at Interlocking Tower.

Trains Nos. 27 and 28 will loop between Hutchins and Lancaster.

Lakewood, 3.6 miles north of Hutchins, is a flag station for Trains Nos. 1 and 4.

North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main line north of Frisco yards.

FIRST DIVISION: Denison and Ennis.

SOUTHWARD—Toward Houston.

Time Table No. 150. March 22, 1908.	Distance from Denison	FIRST CLASS										SECOND CLASS			THIRD CLASS						
		2	4	6	8	10	12	82	86	156		22	92	164		24	26	28	94	96	166
		Passenger	Passenger	Passenger	Local Passenger	Frisco Meteor 509	Frisco Passenger 507	Passenger	Passenger	T. & N. O. Passenger		Through Freight	Packing House Express	T. & N. O. Mixed		Way Freight	Fast Freight	Way Freight	Way Freight	Freight	T. & N. O. Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday
DN HOUSTON	337.80	6.55PM		6.10AM								3.30PM					12.20PM				
DN ENNIS 2.90	106.90	10.25AM															5.55AM		1.00PM	3.30PM	6.35AM
D GARRETT 4.80	104.00	10.10AM	3.40PM	9.50PM													See No. 5 and 85		3.20PM	6.17AM	
PALMER 4.00	99.20	s 10.00	s 3.33	s 9.34													5.40		12.25PM	See No. 4	
TRUMBULL 3.20	95.20	s 9.49	s 3.22	s 9.23													5.15		11.50AM		
D FERRIS 4.20	92.00	s 9.40	s 3.14	f 9.14													5.01		11.25		
WILMER 4.40	87.80	s 9.33	s 3.05	s 9.05													4.48		11.05		
HUTCHINS 5.40	83.40	s 9.24	s 2.56	f 8.56													4.30		9.33		
MILLER 5.10	78.00	s 9.15	s 2.47	s 8.47													4.15		8.15		
T. & N. O. JUNCTION		9.02	f 2.36	8.36													4.00		6.30		
D. T. RY. CROSSING																					
G. C. & S. F. RY. CROSSING																					
DN DALLAS	72.90	{ 8.52	{ 2.25	{ 8.25	4.45PM							{ 9.45		4.00PM		12.45PM	3.40		6.10AM		7.35AM
T. & P. RY. CROSSING 1.20		{ 8.42	{ 2.15	{ 8.09					7.10AM			{ 9.30									See No. 5
THOMAS	71.70	8.32	2.05	7.59	4.35							9.20				12.35	3.05				
M. K. & T. RY. CROSSING 3.90																					
CARRUTH 7.20	67.80	f 8.25	f 1.58	7.50	f 4.27							9.05				12.15PM	2.50				
D RICHARDSON 5.20	60.60	s 8.13	s 1.48	f 7.35	s 4.13							8.26				11.40AM	2.21				
ST. L. S. W. RY. CROSSING																					
PLANO 6.10	55.40	s 8.03	s 1.39	s 7.23	s 4.03							8.00				11.15	1.40				
D ALLEN 7.80	49.30	s 7.50	s 1.27	s 7.08	s 3.50							7.35				10.45	1.00				
DN MCKINNEY 6.70	41.50	s 7.35	s 1.08	s 6.50	s 3.33							6.50				10.15	12.35				
MELISSA 4.50	34.80	s 7.22	s 12.55	s 6.35	s 3.18							6.20				9.20	12.10AM				
ANNA 5.40	30.30	s 7.13	s 12.46	s 6.25	s 3.08							5.58				8.55	11.45PM				
D VAN ALSTYNE 6.20	24.90	s 7.02	s 12.37	s 6.14	s 2.55							5.35				8.35	11.25				
HOWE 9.70	18.70	s 6.50	s 12.25	s 6.01	s 2.37							5.05				8.10	11.00				
ST. L. S. W. RY. CROSSING																					
DN SHERMAN	9.00	s 6.30	s 12.05	s 5.40	{ 2.15	3.35PM	1.30AM					4.20				7.05	10.35				
T. & P. RY. CROSSING 1.00					{ 2.10																
DN N. SHERMAN JCT. 8.00	8.00	6.25	12.01PM	5.35	2.05	3.30	1.25					4.07				6.45	10.10				
D. & S. E. CROSSING																					
DN DENISON	0.00	6.10AM	11.45AM	5.20PM	1.50PM	3.15PM	1.10AM					3.40PM				6.20AM	9.40PM				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday

Time Over District.....	(4.00)	(3.55)	(4.30)	(2.55)	(0.20)	(0.20)	(0.10)	(0.10)	(0.10)	(8.30)	(0.07)	(0.15)	(6.25)	(8.15)	(6.50)	(0.10)	(0.18)	(0.10)
Average Speed per Hour.....	27	27	24	25	27	27	17	17	12	13	25	7	12	13	6	17	12	12

South-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.

EXCEPT, that No. 5 is superior to T. & N. O. No. 156.
 Night telegraph office Plano is at Interlocking Tower.
 Read foot note on page 3 in regard to Train No. 6 making stops south of Dallas.
 Trains Nos. 27 and 28 will loop between Hutchins and Lancaster.
 Train No. 2 must stop on flag at Lakewood, 3.6 miles north of Hutchins, to discharge or pick up passengers.
 North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main line north of Frisco yard.

WESTWARD—Towards Fort Worth.

FIRST DIVISION: Garrett and Fort Worth.

EASTWARD—Towards Garrett.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			FIRST CLASS		Distance from Garrett	Time Table No. 150. March 22, 1908.			Distance from Fort Worth	FIRST CLASS			SECOND CLASS		THIRD CLASS	
	95 Through Freight	93 Way Freight	91 New York Steamer Freight	85 Passenger	83 Passenger		82 Passenger	86 Passenger	92 Packing House Express		94 Way Freight	96 Freight					
	Leave Daily	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily Except Sunday	Arrive Daily					
			4.30AM			233.80	DN	HOUSTON 233.80	286.50	6.55PM	6.10AM			3.30PM			
5,355	4.10PM	6.45AM	10.42PM			0.00	D	GARRETT 5.20	52.70	9.50AM	9.30PM			12.43AM		3.20PM 6.05AM See No. 5	
1,504	4.30	7.05	11.03			5.20		JEFFRIES 6.40	47.50	s 9.37	s 9.18			12.25		2.55 5.40	
24,037 WYO	4.50	7.25	11.21			11.60	D	WAXAHACHIE 4.60	41.10	s 9.24	s 9.06			12.01AM		2.10 5.22	
								M. K. & T. CROSSING 6.90									
1,990	5.15	7.45	11.40PM			16.20		SARDIS 6.90	36.50	f 9.11	f 8.54			11.40PM		1.45 5.07	
								G. C. & S. F. CROSSING									
5,495	5.40	8.10	12.15AM			23.10	N	MIDLOTHIAN 6.60	29.60	s 8.55	s 8.41			11.15		1.15 4.45	
3,998	6.00	8.40	12.32			29.70		BRITTON 4.50	23.00	s 8.40	s 8.27			10.45		12.45 4.25	
4,070 W	6.15	9.00	12.48			34.20	D	MANSFIELD 4.20	18.50	s 8.28	s 8.19			10.25		12.25 4.13	
2,053	6.30	9.20	1.03			38.40		BISBEE 4.00	14.30	f 8.18	f 8.11			10.05		12.01PM 4.00	
3,824	6.45	9.40	1.18			42.40		KENNEDALE 3.50	10.30	s 8.10	s 8.04			9.45		11.45AM 3.41	
1,576	6.55	9.55	1.30			45.90		FERMOY 6.60	6.80	f 8.03	f 7.57			9.30		11.25 3.27	
								M. K. & T. CROSSING									
Yard								G. C. & S. F. CROSSING									
Yard WFT	7.20PM	10.30AM	2.00AM			52.50	DN	FT. WORTH (Freight Depot) 0.20	0.20	7.50	7.43			9.00PM		11.00AM 3.00AM	
Yard								T. & P. CROSSING									
Yard						52.70		FORT WORTH	0.00	7.40AM	7.40PM						
	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily							Leave Daily	Leave Daily			Leave Daily		Leave Daily Except Sunday	
	(3.10) 17	(3.50) 14	(3.18) 16			(1.55) 27		Time Over District.....		(2.10) 25	(1.50) 29			(3.43) 14	(4.20) 12	(3.05) 17	
								Average Speed per Hour.....									

No. 82 must take siding for No. 85.

WESTWARD—Toward Ross.

FIRST DIVISION: Bremond and Ross.

EASTWARD—Toward Bremond.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Bremond	Time Table No. 150. March 22, 1908.			Distance from Ross	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	67 Local Freight	69 Mixed	63 Passenger	62 Passenger	70 Mixed	68 Local Freight											
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday											
				10.30AM			142.70	DN	HOUSTON 142.70	197.30	6.55PM						
Yard W	3.00PM			3.35PM			0.00	DN	BREMOND 9.10	54.60	1.25PM					1.15PM	
1,111 W	3.35			s 3.55			9.10		REAGAN 8.10	45.50	s 1.05					12.40	
9,620	4.18			s 4.18			17.20	D	MARLIN 8.10	37.40	s 12.40					12.01PM	
									I. & G. N. CROSSING 8.10								
1,432 W	5.00			s 4.39			25.30		PERRY 4.00	29.30	s 12.17					11.20AM	
1,363	5.20			s 4.49			29.30		RIESEL 6.10	25.30	s 12.05PM					11.00	
1,439	5.50			f 5.05			35.40		HARRISON 8.00	19.20	f 11.50AM					10.35	
Yard									M. K. & T. CROSSING								
Yard									ST. L. S. W. CROSSING								
Yard WFTO	6.30PM			5.25PM			43.40		WACO 11.20	11.20	11.25AM			11.10AM		10.00AM	
Yard				10.30AM			54.60		ROSS	0.00				10.40AM			
	Arrive Daily Except Sunday			Arrive Daily							Leave Daily			Leave Daily Except Sunday		Leave Daily Except Sunday	
	(3.30) 12			(1.50) 23				Time Over District.....		(2.00) 21	(0.30) 19			(3.15) 14			
								Average Speed per Hour.....									

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81. EXCEPT, that No. 69 is superior to No. 70.

FIRST DIVISION—BRANCHES.

MEXIA-NELLEVA CUT-OFF.
NORTHWARD.—Nelleva Junction and Mexia Junction—SOUTHWARD.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Nelleva Junction	Time Table No. 150. March 22, 1908.	Distance from Mexia Junction	SECOND CLASS	
	31	Mixed				32	Mixed
	7.15 AM	0.00	D	NELLEVA JUNCTION	94.06	2.45 PM	
				3.70			
2,886	7.40	3.70		CROWDER	90.36	2.15	
				8.46			
2,989 W	8.25	12.16		CARLOS	81.90	1.50	
				7.35			
2,988	8.55	19.51		MESA	74.55	1.15	
				4.97			
3,011	9.15	24.48	D	IOLA	69.58	1.00	
				3.04			
2,930	9.40	27.52		CROSS	66.54	12.40	
				7.38			
Yard W	10.30	34.90	D	NORTH ZULCH	59.16	12.01 PM	
				3.87			
	10.45	38.77		GEORGE	55.29	11.40 AM	
				4.00			
3,100	11.20	42.77	D	NORMANGEE	51.29	11.20	
				8.84			
3,000	11.50 AM	51.61		LEON	42.45	10.30	
				7.29			
3,000	12.15 PM	58.90	D	ROBBINS	35.16	10.05	
				7.02			
3,000	12.45	65.92	D	JEWETT	28.14	9.30	
				5.60			
2,711	1.10	71.52		EVANSVILLE	22.54	9.05	
				5.08			
3,000 W	1.50	76.60	D	FARRAR	17.46	8.30	
				5.20			
3,004	2.20	81.80		PERSONVILLE	12.26	8.10	
				6.06			
3,018	2.50	87.86	D	VARELA	6.20	7.40	
				6.20			
	3.10 PM	94.06		MEXIA JUNCTION	0.00	7.15 AM	
	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	

(7.55) Time Over District (7.30)
 12 Average Speed per Hour 13

South-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction.
See Rule 81.

NORTHWARD **SOUTHWARD**
LANCASTER BRANCH: Hutchins and Lancaster.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Hutchins	Time Table No. 150. March 22, 1908.	Distance from Lancaster	SECOND CLASS		
	27	Mixed				28	Mixed	
								Leave Daily Ex. Sunday
3,061		2.50 PM	0.00	D	HUTCHINS	4.70	8.15 AM	
			4.50		4.50	M. K. & T. CROSSING	0.20	
					0.20			
3,117		3.10 PM	4.70		LANCASTER	0.00	7.45 AM	
		3.25 PM			0.20		7.30 AM	
			4.50		M. K. & T. CROSSING	0.20		
					4.50			
3,061		3.45 PM	0.00	D	HUTCHINS	4.70	7.10 AM	
		Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		

(0.55) Time Over District (1.05)
 10 Average Speed per Hour 8

South-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction.
See Rule 81.

NOTE. Figures shown between Lancaster and Hutchins will govern the round trip for Trains Nos. 27 and 28.

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.
- Flewellen's Spur..... 0.10 miles south of Chaille.
- 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

FORT WORTH BRANCH

- Ft. W. & R. G. Connection..... 2.33 miles east of Fort Worth.

MEXIA-NELLEVA CUT OFF

- Piedmont Spur..... 3.09 miles north of Crander.
- Bear Grass Coal Spur..... 0.56 miles north of Evansville.
- Karners Spur..... 1.80 miles north of Farrar.
- Shilo Spur..... 2.42 miles south of Mexia Jct.

SPECIAL INSTRUCTIONS.

All trains must obtain a Clearance Card before leaving Houston, Ennis, Denison, Waco and Ft. Worth. 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 enginemen 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.

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 offices at Houston and Denison, in Dispatcher's office at Ennis, and in yard offices at Hearne, Ennis and Dallas.

Bulletin orders for trainmen must be kept in Bulletin Books or on Bulletin Boards in office of Trainmaster 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.

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

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.

At stations printed in full-face type 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, Sherman and Ennis 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. Operator must immediately "O. S." the train **FROM THE TRAIN REGISTER** and show signals carried, or no signals, as shown on register, and dispatchers must see that this is done, and pay special attention to operator's report on signals registered. Trains must be registered and reported under date they are due where report is made.

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.

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.

SIGNS AND CHARACTERS.

The following signs, when placed before the figures of the schedule, indicate:

f—Flag stop to receive or discharge passengers or freight.
s—Regular stop.
‡—Stop for Meals.

DN—Day and Night Telegraph Office.
D—Day Telegraph Office.
N—Night Telegraph Office.

P—Telegraphphone.
W—Water Station.
F—Fuel Station.

T—Turntable.
Y—Wye.
O—Track Scales.

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 at 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 green 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.

M. SHEEHAN,
Superintendent.

J. F. SUGRUE,
Ass't Superintendent.

W. E. LANGLEY,
Train Master.

RATING OF LOCOMOTIVES. FIRST DIVISION.

CLASS	ENGINE NUMBERS	BOILER PRESSURE ALLOWED	HOUSTON TO HEMPSTEAD	HEMPSTEAD TO HEARNE	HEARNE TO HEMPSTEAD	HEMPSTEAD TO HOUSTON	HEARNE TO ENNIS	ENNIS TO DALLAS	DALLAS TO DENISON	DENISON TO SHERMAN	SHERMAN TO CORSICANA	CORSICANA TO HEARNE	ENNIS TO FORT WORTH	FORT WORTH TO ENNIS	WACO AND BREMOND	WACO AND 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 $\frac{12}{4}$ 40	11 to 21, inclusive.....	135	1275	805	735	1030	835	625	625	625	575	635	635	535	535	500	
E. 56 $\frac{12}{4}$ 42	10 }	135	1440	935	855	1220	900	695	695	695	695	760	760	660	660	560	
E. 63 $\frac{12}{4}$ 42	22 }	140	1570	1020	935	1330	980	760	760	760	825	825	725	725	625		
E. 63 $\frac{12}{4}$ 53	73 to 83, inclusive.....	145	2190	1430	1310	1825	1425	1200	1090	1000	1060	1410	1000	900	1100	800	
T. 58 $\frac{12}{4}$ 65	201 to 208, inclusive.....	145	2350	1530	1400	1955	1525	1200	1090	1000	1130	1410	1000	900	1100	800	
T. 58 $\frac{12}{4}$ 76	209, 210.....	150	2345	1525	1395	1950	1520	1200	1090	1000	1125	1410	1000	900	1100	800	
T. 58 $\frac{12}{4}$ 83	211 to 220, inclusive.....	145	2395	1560	1455	1995	1560	1200	1090	1000	1155	1410	1000	900	1100	800	
T. 58 $\frac{12}{4}$ 74	221.....	145	2140	1455	1455	1780	1410	1200	1090	1000	1025	1410	1000	900	1100	800	
T. 58 $\frac{12}{4}$ 72	222.....	145	2250	1475	1455	1915	1420	1200	1090	1000	1110	1410	1000	900	1100	800	
T. 63 $\frac{12}{4}$ 80	223.....	145	2140	1455	1455	1780	1400	1200	1090	1000	1025	1410	1000	900	1100	800	
T. 58 $\frac{12}{4}$ 62	224.....	160	2700	1750	1700	2245	1750	1340	1250	1100	1300	1550	1100	1000	1200	950	
T. 58 $\frac{12}{4}$ 96	{ 301, 304, 307, 308, 311, 315, 316, } { 318 to 327 inc. 329 and 332... }	160	2700	1750	1700	2245	1750	1340	1250	1100	1300	1550	1100	1000	1200	950	
T. 58 $\frac{12}{4}$ 95	{ 302, 303, 305, 306, 309, 310, 312, } { 313, 314, 317, 328, 330 and 331... }	160	2700	1750	1700	2245	1750	1340	1250	1100	1300	1550	1100	1000	1200	950	
T. 58 $\frac{12}{4}$ 102	333, 334.....	160	2870	1860	1710	2390	1860	1425	1300	1150	1375	1600	1100	1000	1200	950	
E. 69 $\frac{12}{4}$ 78	401 to 410, inclusive.....	170	2460	1640	1600	2165	1425	1205	1100	1000	1295	1410	1000	900	1100	800	

NOTE.—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.

Houston.....Drs. Stuart, Red & Stuart,
Chief Surgeons.
Houston.....Dr. F. J. Slataper,
Division Surgeon.
Houston.....Dr. W. W. Ralston,
Oculist and Aurist.
Houston.....{ Dr. Geo. P. Hall,
Dr. Wm. L. Rogers,
Consulting Oculists.
Houston.....Dr. J. W. Scott,
Consulting Surgeon.
Houston.....Dr. Sidney J. Smith,
Consulting Surgeon.
Houston.....Dr. F. B. Smith,
Consulting Surgeon.
Houston.....Dr. Geo. W. Larendon,
Consulting Surgeon.

CONSULTING SURGEON, OCULISTS AND AURISTS

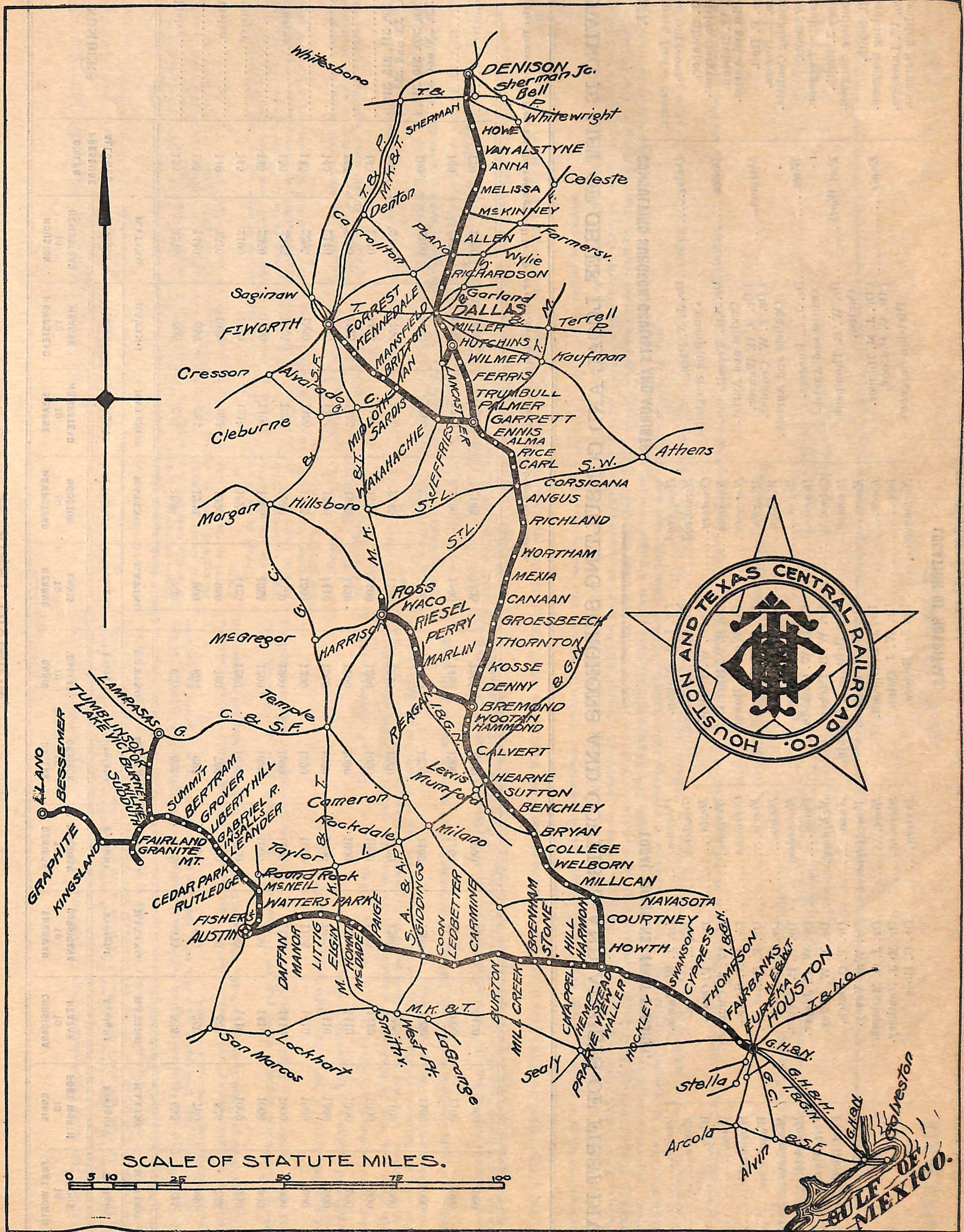
Dallas.....Dr. J. N. Pace,
Consulting Surgeon.
Dallas.....Dr. S. L. Terrell,
Oculist and Aurist.
Sherman.....{ Dr. S. R. Weaver,
Dr. T. W. Crowder,
Oculists and Aurists.
Waco.....Dr. J. L. Burgess,
Oculist and Aurist.
Fort Worth.....Dr. W. R. Thompson,
Oculist.
Ennis.....{ Dr. J. M. Hooper,
Dr. C. P. Cook,
Division Surgeons.

LOCAL SURGEONS—FIRST DIVISION.

Thornton.....Dr. J. W. Rawls.
Groesbeeck.....Dr. J. W. Cox.
Mexia.....Dr. T. F. Oates.
Wortham.....Dr. W. T. Chumney.
Corsicana.....Dr. I. N. Suttle.
Ferris.....Dr. E. House.
Dallas.....Dr. E. Dunlap.
Richardson.....Dr. R. P. Harbin.
Plano.....Dr. W. C. Jasper.
McKinney.....Dr. T. W. Wiley.
Anna.....Dr. T. C. Bates.
Van Alstyne.....Dr. Wm. Veasy.
Howe.....Dr. J. O. Mathews.
Sherman.....Dr. E. J. Neathery.
Denison.....Dr. D. Ross.
Denison.....Dr. J. W. Ousley.
Marlin.....Dr. S. P. Rice.
Waco.....Dr. G. B. Foscue.
Waco.....Dr. J. M. McCutcheon.
Waxahachie.....Dr. W. D. Boyd.
Waxahachie.....Dr. G. W. Stone.
Midlothian.....Dr. T. L. Barnett.
Mansfield.....Dr. W. B. McKnight.
Fort Worth.....Dr. W. A. Durringer.
Fort Worth.....Dr. W. B. West.
Lancaster.....Dr. B. F. Lyons.

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.



RATING OF LOCOMOTIVES

GULF OF MEXICO