

SOUTHERN PACIFIC LINES

IN TEXAS

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

FIRST DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, July 8th, 1917,

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

For the Government and Information of Employees only, and not intended for the use of the public.
The Company reserves the right to vary from this Time Table at pleasure.

G. S. WAID,

Vice-President and General Manager.

CONDENSED SCHEDULES.

(CENTRAL TIME.)

No. 317	No. 315	No. 25	No. 21	No. 45	No. 43	No. 33	No. 17	No. 15	No. 5	Distance from Houston	STATIONS	Distance from Denison	No. 6	No. 16	No. 18	No. 34	No. 42	No. 46	No. 22	No. 26	No. 316	No. 318	
		9.00PM	6.20AM	11.30PM	10.40AM		11.30PM	10.40AM	9.10PM	0	HOUSTON	337	6.30AM	7.30PM	7.10AM	7.30PM	7.30PM	6.30AM	4.30PM	11.30PM			
		1.00AM	9.35AM	1.25AM	12.30PM	6.00AM	12.45AM	12.10PM 12.30PM	10.50PM	49	HEMPSTEAD	287	4.55AM	6.00PM 5.40PM	5.45AM	4.45PM	6.00PM	4.55AM	12.30PM	7.45PM			
No. 5 and 17 Connection Via Dallas and T. & P.	No. 15 Connection Via Dallas and T. & P.	9.40AM		6.10AM	4.40PM			4.40PM		164	AUSTIN	335					1.20PM	11.30PM					
		5.40AM	3.30PM					2.50AM	2.45PM	1.25AM	119	HEARNE	217	2.15AM	3.20PM	3.30AM				8.30AM	2.00PM		
		7.10AM	4.45PM					3.37AM	3.40PM	2.20AM	141	BREMOND	195	1.20AM	2.40PM	2.45AM				5.40AM	11.00AM		
		4.30PM						5.55AM	5.20PM	5.55AM	185	WACO	239	11.00PM	12.40PM	11.00AM							
		9.30AM	6.55PM			2.45PM	4.45AM	4.47PM	3.55AM	180	MEXIA	157	11.35PM	1.25PM	1.40AM	7.00AM				3.10AM	8.30AM		
		1.15PM	12.10AM			6.40PM	6.10AM	6.20PM 6.40PM	5.50AM	230	ENNIS	107	9.45PM 9.30PM	11.55AM 11.35AM	12.10AM					12.15AM	5.00AM		
7.30AM	8.00PM	3.15PM	3.10AM			7.50PM	7.20AM 7.45AM	7.50PM	7.10AM 7.45AM	264	DALLAS	73	8.15PM 7.30PM	10.30AM	11.00PM							10.20AM	10.45PM
8.25AM	8.55PM	6.10PM	4.00AM			8.55PM	9.35AM	9.00PM	9.35AM	286	FORT WORTH	157	5.30PM	8.55AM	9.50PM					7.45PM	2.00AM	9.25AM	9.50PM
		8.00PM	7.55AM				10.25AM		10.25AM	337	DENISON	0	4.50PM							1.50PM	8.00PM		
0.55	0.55	23.00	25.35	6.40	6.00	14.55	11.05	10.15	13.15		THROUGH TIME		13.40	10.35	8.10	12.30	6.10	7.00	26.40	27.30	0.55	0.55	
32.0	32.0	14.6	13.0	25.0	27.0	14.0	30.0	29.0	25.0		MILES PER HOUR		25.0	27.0	32.0	14.0	26.0	23.0	13.0	12.0	32.0	32.0	

MILEAGE SOUTHERN PACIFIC LINES (TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company.....	1,348.92
Texas & New Orleans Railroad Company.....	474.82
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co.....	640.17
Houston & Texas Central Railroad Company.....	857.67
The Houston East & West Texas Railway Company.....	190.94
Houston & Shreveport Railroad Company.....	39.78
Total Mileage.....	3,552.30

ENGINE RATINGS.	301 to 334	410 to 459	500 to 514	800 to 850	800 Super Heater
Midlothian to Ennis.....	1400	2000	2500	3000	3150
Fort Worth to Midlothian..	1000	1460	1900	2275	2389
Ennis to Fort Worth.....	1100	1640	1970	2561	2700
Hockley and Stella.....	4500	5000	6000	7000	7350
Houston to Hempstead.....	2700	3645	4700	5500	5775
Hempstead to Hearne.....	1835	2345	3050	3418	3589
Hearne to Hempstead.....	1690	2150	2795	3400	3570
Hempstead to Houston.....	2470	3550	5000	5500	5775
Hearne to Ennis.....	1850	2270	2951	3405	3575
Ennis to Bremond.....	1650	2175	2827	3260	3423
Bremond to Hearne.....	2100	2750	3500	4000	4200
Ennis to Dallas.....	1550	2020	2626	3335	3501
Dallas to Sherman.....	1340	1800	2340	3000	3150
Sherman and Denison.....	1200	1620	2106	2720	2856
Sherman to Ennis.....	1400	1770	2301	3000	3150
Mexia Jct. and Hempstead..	3000	3750	4500	5500	5775
Bremond to Waco.....	1400	1770			
Waco to Bremond.....	1400	1770			

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS { Less than 40 Ms.....3
More than 40 Ms.....0

Engine Rating East Bound Sutton to Hempstead 25% and Corsicana to Bremond 10% more than rating shown above.
Engine 817 handles 10% above the rating given saturated 800 class engines.

SPEED TABLE

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

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in Seconds
	Min.	Sec.		Min.	Sec.		Min.	Sec.		
6	10		31	1	56	51	1	10	71	51
8	7	30	32	1	52	52	1	9	72	50
10	6		33	1	49	53	1	7	73	49
12	5		34	1	45	54	1	6	74	49
15	4		35	1	42	55	1	5	75	48
16	3	45	36	1	40	56	1	4	76	47
17	3	31	37	1	37	57	1	3	77	47
18	3	20	38	1	34	58	1	2	78	46
19	3	9	39	1	33	59	1	1	79	45
20	3		40	1	30	60	1		80	45
21	2	51	41	1	27	61		59	81	44
22	2	43	42	1	25	62		58	82	44
23	2	36	43	1	23	63		57	83	43
24	2	30	44	1	21	64		56	84	43
25	2	24	45	1	20	65		55	85	42
26	2	18	46	1	18	66		54	86	42
27	2	13	47	1	16	67		54	87	41
28	2	8	48	1	15	68		53	88	41
29	2	4	49	1	13	69		52	89	40
30	2		50	1	12	70		51	90	40

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

- HOME STAFF.**
- Houston.....Dr. R. W. Knox, Chief Surgeon.
 - Houston.....Dr. E. J. Hamilton, House Surgeon.
 - Houston..... { Drs. Ralston, Foster & Logue, Dr. C. B. Harwood, Local Oculists and Aurists.
 - Houston..... { Dr. F. R. Lummis, Dr. H. C. Feagin, Examining Surgeons.
 - Houston.....Dr. Chas. C. Green, Local Surgeon.
 - Houston.....Dr. C. C. Cody, Examining Surgeon.

- LOCAL SURGEONS—FIRST DIVISION.**
- Hockley.....Dr. J. E. Batte.
 - Hempstead..... { Dr. L. L. Mahan, Dr. C. A. Searcy, Dr. C. W. Legrand.
 - Courtney.....Dr. G. C. Harris.
 - Navasota..... { Dr. E. A. Harris, Dr. W. T. Wilson.
 - Millican.....Dr. W. A. Smith.
 - Wellborn.....Dr. G. F. Lee.
 - Bryan.....Dr. P. M. Raysor.
 - Hearne.....Dr. H. W. Cummings.
 - Calvert.....Dr. F. J. Gilson.
 - Bremond.....Dr. Edgar Brittain.
 - Kosse..... { Dr. W. C. Blalock, Dr. A. T. Ezell.
 - Jewett..... { Dr. V. L. Smith, Dr. Z. J. Spruell.
 - Iola.....Dr. W. J. Quinn.
 - Normangee.....Dr. Joe Rogers.
 - North Zulch.....Dr. W. G. Williams.
 - Fallon.....Dr. A. A. Jackson.
 - Flynn.....Dr. M. J. Kuykendall.
 - Riesel.....Dr. Lee R. Herrington.
 - Thornton..... { Dr. W. A. Bedford, Dr. J. J. Seale.
 - Groesbeeck.....Dr. J. W. Cox.
 - Mexia..... { Dr. T. F. Oates, Dr. M. M. Brown.
 - Wortham.....Dr. T. P. McLendon.
 - Richland.....Dr. J. H. Edgar.
 - Corsicana..... { Dr. I. N. Suttle, Dr. T. A. Miller.

- Rice.....Dr. J. T. Carter.
- Alma.....Dr. J. T. Carter.
- Ferris.....Dr. E. House.
- Wilmer.....Dr. Don Price.
- Hutchins.....Dr. A. W. Carnes.
- Dallas..... { Dr. E. Dunlap, Dr. L. M. Nance, Dr. Martin E. Taber.
- Richardson.....Dr. J. G. Jones.
- Plano.....Dr. W. G. Harris.
- McKinney.....Dr. W. E. Rucker.
- Van Alstyne.....Dr. Wm. Veazey.
- Howe..... { Dr. D. C. L. Shelley, Dr. J. L. Shelley.
- Sherman..... { Dr. E. J. Neathery, Dr. E. D. Neer.
- Denison..... { Dr. D. Ross, Dr. A. M. Freels, Dr. T. J. Long.
- Reagan.....Dr. H. P. Curry.
- Marlin..... { Dr. S. P. Rice, Dr. J. W. Cook.
- Waco..... { Dr. G. B. Foscoe, Dr. C. H. Brooks.
- Waxahachie..... { Dr. W. D. Boyd, Dr. W. C. Tenery.
- Midlothian.....Dr. T. L. Barnett.
- Britton.....Dr. Harry D. Nifong.
- Mansfield.....Dr. W. B. McKnight.
- Fort Worth..... { Dr. W. A. Durringer, Dr. W. C. Durringer, Dr. S. J. Wilson.
- Lancaster.....Dr. B. F. Lyons.

DIVISION SURGEONS, CONSULTING SURGEONS, OCULISTS AND AURISTS

- Dallas.....Dr. E. H. Cary, Oculist and Aurist.
- Sherman.....Dr. W. T. Crowder, Oculist.
- Waco..... { Dr. J. L. Burgess, Dr. N. T. Aynesworth, Oculists and Aurists.
- Fort Worth.....Dr. W. R. Thompson, Oculist and Aurist.
- Ennis..... { Dr. C. P. Cook, Dr. W. P. McCall, Division Surgeons.
- Ennis.....Dr. T. W. White, Oculist.

LOCATION OF HOSPITALS.

GENERAL HOSPITAL—Southern Pacific Hospital, James and Paschal Streets, Houston.
 DIVISION HOSPITAL—Ennis.
 EMERGENCY HOSPITALS—Waco, Providence Sanitarium; Fort Worth, St. Joseph's Infirmary; Dallas, St. Paul's Sanitarium; Sherman, Sherman Hospital.

W. E. COSTELLO,
Superintendent.

T. C. WORTHINGTON,
Supt. Houston Terminals.

Assistant Superintendents:
W. R. MANN
J. DOYLE
T. F. SULLIVAN
W. C. BOCHERT, Acting

ENNIS {
E. E. SLAGLE, Day Chief Dispatcher.
R. M. LEA, Night Chief Dispatcher.
E. C. MEREDITH, Dispatcher.
T. L. CUNNINGHAM, Dispatcher.
J. CONNORS, Dispatcher.
A. E. RAWLINS, Dispatcher.
J. E. RAWLINS, Dispatcher.
W. I. SNODGRASS, Extra Dispatcher.
A. A. PORTER, Extra Dispatcher

HEARNE {
A. T. RAWLINS, Chief Dispatcher.
N. P. WIMBERLY, Dispatcher.
W. B. HUGHES, Dispatcher.
R. H. CHAPMAN, Dispatcher.
M. D. FLEETWOOD, Extra Dispatcher.
M. O. MURPHY, Extra Dispatcher.

WESTWARD—Toward Denison.

HOUSTON—HEARNE SUB-DIVISION.

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. 178			
											17	15	5	305	301	203	201	9		7	101	July 8th, 1917.	
											The Owl	The Hustler	St. Louis Limited	Victoria Division Passenger	Victoria Division Passenger	S.A. & A.P. Passenger	S.A. & A.P. Passenger	Sunset Express		Sunset Mall	Sunset Limited	STATIONS	
	23	33	31	25	21																		
	Way Freight	Mixed	Mixed	Fruit Express	New York Steamer Freight																		
	Leave Daily	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily																		
WFTOY	6.30AM			9.00PM	6.20AM																	0.00	ENGLEWOOD YARD OFFICE
WFTOY	6.55			9.25	6.45																	3.65	HOUSTON (Hardy St.)
Yard	7.12			9.37	7.02																	6.05	CHANEY JUNCTION
WFTOY Yard										11.30PM	10.40AM	9.10PM	5.00PM	9.15AM	8.05PM	9.05AM	11.00AM	11.50PM	10.10PM			0.00	HOUSTON (H. & T. C. Depot)
Yard Y	7.12 See 18			9.37	7.02					11.38	10.48	9.18	5.08	9.23	8.12	9.13	11.08	11.58PM	10.16			1.48	CHANEY JUNCTION
																						4.51	M. K. & T. CROSSING
4,166 FY	7.25			9.55	7.15					11.45	10.55	9.27	5.15PM	9.30AM	8.20PM	9.20AM	11.15AM	12.05AM	10.25PM			5.06	EUREKA
4,002 W	7.45			10.15	7.30					11.54PM	11.06	9.36										11.34	FAIRBANKS
3,986	8.00			10.35	7.50					12.01AM	11.16	9.47										17.25	SATSUMA
4,030 W	8.25			11.00	8.10					12.10	11.26	9.59										24.70	CYPRESS
2,832	8.45			11.20	8.30					12.15	11.34	10.08										29.11	SWANSON
7,225 Y	9.05			11.40	8.45					12.22	11.44	10.18										34.40	HOCKLEY
6,092	9.30			11.55PM	9.00					12.28	11.53AM	10.27										39.74	WALLER
4,023	9.43			12.15AM	9.15					12.34	12.01PM	10.35										44.75	PRAIRIE VIEW
WFTYO Yard	10.00 10.30	6.00AM	6.15AM	12.35 1.00	9.35					12.45	12.10 12.30	10.45 10.50										49.44	HEMPSTEAD
3,554	10.50	6.15	6.30	1.35	9.55					12.53	12.39	11.00										54.20	HOWTH
7,344	11.20	6.30	6.45	2.00	10.20					1.04	12.53	11.15										61.14	COURTNEY
2,951	11.40	6.42	7.00	2.15	10.35					1.10	1.01	11.23										65.18	CHAILLE
																						69.45	G. C. & S. F. CROSSING
Yard W	11.55AM	7.15	7.15	2.30	10.50					s 1.19	s 1.10	s 11.32										69.51	NAVASOTA
																						69.86	I. & G. N. CROSSING
		7.25AM	7.25AM																			73.23	NELLEVA JUNCTION
3,619	12.15PM			2.45	11.05					1.28	1.19	11.42										74.65	NELLEVA
7,103 Y	12.35			3.01	11.30					1.36	1.28	11.51PM										79.25	MILLICAN
5,536 W	1.05			3.31	11.55AM					1.49	1.44	12.07AM										87.40	WELLBORN
																						93.11	I. & G. N. CROSSING
5,981	1.30			3.50	12.20PM					f 2.01	s 1.57	s 12.20										93.59	COLLEGE STATION
																						98.02	I. & G. N. CROSSING
9,952	1.50			4.10	12.40					s 2.11	s 2.07	s 12.30										98.44	BRYAN
2,418 W	2.20			4.35	1.05					2.22	2.20	12.45										106.27	BENCHLEY
2,465	2.37			4.45	1.20					2.29	2.27	12.53										109.94	RUFINCH
3,500	2.50			4.55	1.30					2.35	2.33	1.00										113.58	SUTTON
WFTYO Yard	3.20PM			5.15AM	1.50PM					s 2.50AM	s 2.45PM	s 1.15AM										119.43	HEARNE
				8.00PM	7.55AM					10.25AM		10.25AM										336.72	DENISON
	Arrive Daily	Arrive Daily Except Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	23	33	31	25	21					17	15	5	305	301	203	201	9	7	101				
	(8.50) 14	(1.25) 15	(1.10) 18	(8.15) 16	(7.30) 16					(3.20) 37	(4.05) 30	(4.05) 30	(0.15) 30	(0.15) 30	(0.15) 30	(0.15) 30	(0.15) 30	(0.15) 30	(0.15) 30	(0.15) 30			

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.

EXCEPT, That No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains. Nos. 15 and 17 are Superior to all Eastward Trains except Nos. 102, 16 and 18. No. 9 is Superior to No. 306 and No. 8.

NOTE—HOCKLEY, PRAIRIE VIEW, WALLER, CYPRESS and BENCHLEY Telegraph Office Hours: 7:00 a. m. to 12 noon; 1:00 p. m. to 7:00 p. m. Telegraph Office Bryan and Navasota is at Interlocking Tower.

Second Division trains operate between passenger depot and Second Division switch in Hearne yard, with same rights as Semaphore Signal west of Rufinch indicates the position of switch. Horizontal indicating STOP, "switch set for siding." The normal position of this signal is "proceed," with arm at an angle of 45 degrees.

B. & C. T. trains will operate between depot and B. & C. T. switch, east of depot at Bryan, under protection of flagman.

HOUSTON-HEARNE SUB-DIVISION.

EASTWARD—Toward Houston.

Time Table No. 178 July 8th, 1917.	Distance from Hearne	FIRST CLASS										SECOND CLASS				THIRD CLASS			Telegraph Office hours
		102	8	10	202	204	302	306	6	16	18	22	26	32	34	24			
		Sunset Limited	Sunset Mail	Sunset Express	S.A.&A.P. Passenger	S.A.&A.P. Passenger	Victoria Division Passenger	Victoria Division Passenger	Texas Limited	The Hustler	The Owl	Packing House Express	Fast Freight	Mixed	Mixed	Way 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	Arrive Daily	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily			
ENGLEWOOD YARD (Office) 3.65	124.00											4.30 PM	11.30 PM			5.15 PM	P		
DNP HOUSTON (Hardy St.) 2.4	120.31											4.10	11.05			5.00	P 24 hours		
CHANNEY JUNCTION	117.95											3.55	10.50			4.46			
HOUSTON (H. & T. C. Depot) 1.48	119.43	10.00 AM	7.40 PM	7.00 AM	7.10 PM	6.50 AM	6.10 PM	1.35 PM	6.30 AM	7.30 PM	7.10 AM						P 24 hours		
CHANNEY JUNCTION 3.03	117.95	9.52	7.32	6.52	7.02	6.42	6.02	1.27	6.22	7.22	7.02					4.46			
M. K. & T. CROSSING 0.55	114.92																		
EUREKA 6.28	114.37	9.45 AM	7.25 PM	6.45 AM	6.55 PM	6.35 AM	5.55 PM	1.20 PM	6.15	7.15	6.55					4.15	P		
FAIRBANKS 5.91	108.09								f 6.03	f 7.03	6.43					3.55			
SATSUMA 7.45	102.18								5.53	f 6.52	6.35					3.35			
CYPRESS 4.41	94.73								f 5.40	s 6.40	6.23					3.15	See note		
SWANSON 5.29	90.32								5.32	6.33	6.15					3.00			
HOCKLEY 5.34	85.03								f 5.23	s 6.25	6.08					2.45	See note		
WALLER 5.01	79.69								f 5.13	s 6.16	6.01					2.30	See note		
PRAIRIE VIEW 4.69	74.58								f 5.05	f 6.08	5.54					2.15	See note		
HEMPSTEAD 4.76	69.99								s 4.55	s 6.00 f 5.40	s 5.45					2.00	24 hours		
HOWTH 6.94	65.23								f 4.40	f 5.30	5.32					1.30			
COURTNEY 4.04	58.29								f 4.28	f 5.16	5.19					12.53	7.00 AM to 7.00 PM		
CHAILLE 4.27	54.25								4.19	f 5.09	5.12					12.20 PM			
G. C. & S. F. CROSSING 0.06	49.98																		
NAVASOTA 0.35	49.92								s 4.10	s 5.01	s 5.03					11.55 AM 10.50	P 24 hours		
I. & G. N. CROSSING 3.37	49.57																		
NELLEVA JUNCTION 1.42	46.20													12.50 PM	3.00 PM		P		
NELLEVA 4.60	44.78								3.58	f 4.50	4.53					10.20			
MILLICAN 8.15	40.18								f 3.48	s 4.40	4.44					10.00	7.00 AM to 7.00 PM		
WELLBORN 5.71	32.03								f 3.31	s 4.25	4.30					9.30	7.00 AM to 7.00 PM		
I. & G. N. CROSSING 0.48	26.32																		
COLLEGE STATION 4.43	25.84								s 3.18	s 4.11	f 4.18					9.00	No Train Order		
I. & G. N. CROSSING 0.42	21.41																		
BRYAN 7.83	20.99								s 3.08	s 4.03	s 4.10					8.30	24 hours		
BENCHLEY 3.67	13.56								f 2.51	f 3.48	3.55					7.47	See note		
RUFINCH 3.64	9.49								2.43	3.40	3.49					7.33			
SUTTON 5.85	5.85								2.35	f 3.33	3.42					7.20			
HEARNE	0.00								2.10 AM	3.20 PM	3.30 AM					7.00 AM	P 24 hours		
DENISON	217.29								4.50 PM										
		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 Sunday Only	Leave Daily Except Sunday	Leave Daily			
		102	8	10	202	204	302	306	6	16	18	22	26	32	34	24			

Time Over District (0.15) (0.15) (0.15) (0.15) (0.15) (0.15) (0.15) (4.20) (4.10) (3.40)
Average Speed per Hour 30 30 30 30 30 30 30 28 29 33

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Second Division trains operate between passenger depot and Second Division switch in Hearne yard, with same rights as siding. Semaphore Signal west of Rufinch indicates the position of switch. Horizontal indicating STOP, "switch set for switch engine." The normal position of this signal is "proceed," with arm at an angle of 45 degrees.

B. & C. T. trains will operate between depot and B. & C. T. switch, east of depot at Bryan, under protection of flagman.

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. 178 July 8th, 1917.	Distance from Ennis	FIRST CLASS			SECOND CLASS			THIRD CLASS		Telegraph Office hours
	23	33	31	25	21	17	15	5	6	16	18	22	26				34	24							
	Way Freight	Mixed	Mixed	Fruit Express	New York Steamer Freight	The Owl	The Hustler	St. Louis Limited	Texas Limited	The Hustler	The Owl	Packing House Express	Fast Freight				Mixed	Way Freight							
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday											
				9.00PM	6.20AM		11.30PM	10.40AM	9.10PM	119.43	HOUSTON	229.67	6.30AM	7.30PM	7.10AM		4.30PM	11.30PM	7.30PM						
WFTYO Yard	6.10AM			5.40AM	3.20PM		2.50AM	2.45PM	1.25AM	0.00	119.43 HEARNE	110.24	2.05AM	3.20PM	3.30AM		6.50AM	12.30PM				P 24 hours			
3.025	6.35			5.55	3.35		2.59	2.53	1.33	3.33	I. & G. N. CROSSING	110.22													
12.831	7.10			6.20	3.50		3.10	3.05	1.45	7.85	3.31 SEGER	106.91	1.55	3.13	3.19		6.35	12.08PM				3.35			
2.992	7.30			6.48	4.20		3.25	3.21	2.00	16.33	4.52 CALVERT	102.39	1.45	3.05	3.10		6.20	11.55AM				3.05			
Yard WY	8.30			7.10	4.40		3.37	3.35	2.11	22.05	8.48 HAMMOND	93.91	1.30	2.52	2.54		5.55	11.22				2.30			
3.500	8.52			7.30	5.00		3.47	3.45	2.35	27.52	5.70 BREMONT	88.19	1.20	2.40	2.45		5.40	11.00				2.05			
6.211	9.13			7.50	5.15		3.57	3.54	2.47	32.54	5.47 DENNY	82.72	12.55	2.26	2.35		5.25	10.35				1.40			
4.391 W	9.55			8.15	5.45		4.10	4.08	3.05	40.58	5.02 KOSSE	77.70	12.43	2.16	2.27		5.10	10.20				1.15			
7.495 W	10.20			8.40	6.10		4.25	4.26	3.25	48.81	8.04 THORNTON	69.66	12.25	2.02	2.15		4.50	9.55				12.40			
3.812	10.45			9.07	6.30		4.33	4.33	3.35	53.06	8.23 GROESBEECK	61.43	12.05AM	1.48	2.02		4.25	9.25				12.10PM			
Y		2.45PM	12.35PM							57.58	4.25 DOYLE	57.18	11.54PM	1.37	1.52		3.35	9.07				11.50AM			
Yard WFTO	11.10	2.55	12.45	9.25	6.50		4.42	4.42	3.45		4.52 MEXIA JUNCTION	52.66										7.15AM			
											1.33 MEXIA YARD		11.38	1.28	1.43		3.15	8.40	7.05	11.25					
Yard W	11.15	3.00PM	12.50PM	9.30	6.55		4.45	4.47	3.55	58.91	T. & B. V. CROSSING	51.33													
7.170	11.40AM			9.50	7.20		4.56	4.59	4.11	60.35	1.44 MEXIA	49.89	11.35	1.25	1.40		3.10	8.30	7.00AM	11.15					
4.000	12.01PM			10.10	7.40		5.05	5.07	4.22	67.76	7.41 WORTHAM	42.48	11.18	1.10	1.27		2.45	7.55				10.35			
3.500 W	12.20			10.30	7.55		5.13	5.16	4.31	73.41	5.65 CURRIE	36.83	11.04	1.02	1.17		2.28	7.38				10.10			
4.000	12.45			10.50	8.15		5.22	5.25	4.42	77.65	4.24 RICHLAND	32.59	10.53	12.54	1.08		2.12	7.25				9.52			
Yard WFTO	1.10			11.10	8.40		5.33	5.36	5.00	83.21	5.66 ANGUS	27.03	10.41	12.45	12.59		1.52	7.05				9.35			
1.618	1.30			11.25AM	9.00		5.44	5.48	5.15	89.52	6.31 ST. L. S. W. CROSSING	20.72													
3.764	1.50			12.13PM	9.13		5.51	5.58	5.25	89.53	0.01 CORNICANA	20.71	10.25	12.35	12.48		1.32	6.45				9.00			
4.266	2.05			12.30	9.25		5.58	6.07	5.33	96.01	6.48 CARL	14.23	10.11	12.20	12.36		1.08	6.25				8.20			
WFTYO Yard	2.30PM			12.50PM	9.45PM		6.10AM	6.20PM	5.45AM	100.40	4.39 RICE	9.84	10.03	12.13	12.28		12.50	5.51				8.05			
				8.00PM	7.55AM		10.25AM		10.25AM	104.60	4.20 ALMA	5.64	9.55	12.05PM	12.20		12.35	5.33				7.50			
										110.24	5.64 ENNIS	0.00	9.45PM	11.55AM	12.10AM		12.15AM	5.00AM				7.30AM			
										217.29	DENISON	107.05	4.50PM				1.50PM	8.00PM							
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday					
	23	33	31	25	21		17	15	5				6	16	18		22	26	34	24					

(8.20)	(0.15)	(0.15)	(7.10)	(6.25)		(3.20)	(3.35)	(4.20)Time Over District.....	(0.40)	(3.25)	(3.20)		(6.35)	(7.30)	(0.15)	(8.30)
13	12	12	16	17		33	31	25Average Speed per Hour.....	33	31	33		17	15	12	13

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.
EXCEPT, Nos. 15 and 17 are superior to all Eastward Trains except Nos. 16 and 18.

NOTE.—Calvert Telegraph Office Hours: 7:00 a. m. to 12:00 noon; 1:00 p. m. to 5:00 p. m.; 8:00 p. m. to 12:00 midnight; 1:00 a. m. to 6:00 a. m.
Groesbeeck Telegraph Office Hours: 8:00 a. m. to 12:00 noon; 1:00 p. m. to 6:00 p. m.; 9:00 p. m. to 6:00 a. m.
Mexia Yard register station for trains Nos. 31, 34 and 33 and cut-off freights only.
Mexia register station for trains Nos. 34, 33 and 31.

WESTWARD. MEXIA JUNCTION—NELLEVA JUNCTION SUB-DIVISION. EASTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Nelleva Junction	Time Table No. 178. July 8, 1917.		Distance from Mexia Junction	SECOND CLASS		Telegraph Office Hours
	31	33		34	32				
	Mixed	Mixed		Mixed	Mixed				
	Leave Sunday Only	Leave Daily Except Sunday				Arrive Daily Except Sunday	Arrive Sunday Only		
	7.25AM	7.25AM	0.00	NELLEVA JUNCTION	94.06	3.00PM	12.50PM	P	
2,886	f 7.35	f 7.40	3.70	3.70 CROWDER	90.36	f 2.45	f 12.35		
	f 7.45	f 7.55	6.79	3.09 PIEDMONT	87.27	f 2.30	f 12.25		
2,989 W	f 8.00	f 8.20	12.16	5.37 CARLOS	81.90	f 2.15	f 12.05PM		
2,988	f 8.15	f 8.40	19.51	7.35 MESA	74.55	f 1.55	f 11.40AM		
3,011	s 8.30	s 9.05	24.48	4.97 IOLA	69.58	s 1.35	s 11.25	7.00AM to 7.00PM	
2,930	f 8.40	f 9.25	27.52	3.04 CROSS	66.54	f 1.15	f 11.15		
Yard W	s 9.00	s 9.55	34.90	7.38 NORTH ZULCH	59.16	s 12.45	s 10.50	7.00AM to 7.00PM	
	f 9.15	f 10.15	38.77	3.87 GEORGE	55.29	f 12.15PM	f 10.35		
3,000	s 9.30	s 10.50	42.77	4.00 NORMANGEE	51.29	s 11.55AM	s 10.20	7.00AM to 7.00PM	
3,000	s 9.55	f 11.20AM	51.61	8.84 FLYNN	42.45	f 11.20	s 9.55		
1,005 W	s 10.25	s 12.01PM	58.90	7.29 ROBBINS	35.16	s 10.45	s 9.20	7.00AM to 7.00PM	
3,000	s 10.50	s 12.30	65.92	7.02 JEWETT	28.14	s 10.10	s 8.50	7.00AM to 7.00PM	
2,711	f 11.15	f 1.00	71.52	5.60 EVANSVILLE	22.54	f 9.45	f 8.25		
3,000 W	s 11.35	s 1.25	76.60	5.08 FARRAR	17.46	s 8.35	s 8.05		
3,004	s 11.55AM	s 1.50	81.68	5.08 PERSONVILLE	12.38	s 8.10	s 7.50	7.00AM to 7.00PM	
3,018	s 12.15PM	s 2.20	87.86	6.18 FALLON	6.20	s 7.40	s 7.30		
	12.35PM	2.45PM	94.06	6.20 MEXIA JUNCTION	0.00	7.15AM	7.15AM	P	
	Arrive Sunday Only	Arrive Daily Except Sunday				Leave Daily Except Sunday	Leave Sunday Only		
	31	33				34	32		

(5.10) (7.30) Time Over District (7.45) (5.35)
17 12 Average Speed per Hour 12 18

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.
Cuthrells' Spur (Mile Post 14.15) and Brown Spur (Mile Post 57) are flag stops for Nos. 31, 32, 34 and 33.
All Trains approach Hipps' Spur with Train under control.

WESTWARD. LANCASTER—HUTCHINS SUB-DIVISION. EASTWARD. 7

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Hutchins	Time Table No. 178. July 8, 1917.		Distance from Lancaster	SECOND CLASS	
		27		28				
		Mixed		Mixed				
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday				
3,061		8.30AM	0.00	HUTCHINS	4.70	9.20AM		
			4.50	4.50 M. K. & T. CROSSING	0.20			
3,117		8.50AM	4.70	0.20 LANCASTER	0.00	9.00AM		
		Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
		27				28		

(0.20) (0.20) Time Over District (0.20) (0.20)
15 15 Average Speed per Hour 15 15

Eastward Trains are Superior to Trains of Same Class in Opposite Direction, See Rule 72, except No. 27 is Superior to No. 28.

LOCATIONS OF SIDINGS OR SPURS.
MAIN LINE

NAME OF SPUR	NEAREST STATION	Length of Spur
Mile Post 39 Siding.....	2.50 miles east of Waller.	813 feet
Section 8 Siding.....	1.86 miles east of Howth.	1653 feet
Hanney Spur.....	1.04 miles east of Howth.	604 feet
Sand Spur.....	3.12 miles west of Howth.	950 feet
Flewellen's Spur.....	0.10 miles east of Chaille.	558 feet
Cut-off Spur.....	At Nelleva Junction.	566 feet
Mexia Junction Wye.....	At Mexia Junction.	1152 feet
Trinity Tank Spur.....	2.43 miles west of Hutchins.	2800 feet
S. M. U. Spur (Soumethum).....	0.71 miles east of Oasis	3900 feet
Cotton Mill Spur.....	2.02 miles east of Denison.	2750 feet
MEXIA-NELLEVA CUT OFF		
Sand Spur.....	2.02 miles west of Personville.	650 feet
Evansville Coal Spur No. 3.....	0.75 miles west of Evansville.	1800 feet
Karners Spur.....	1.92 miles west of Farrar.	525 feet
Shilo Spur.....	2.42 miles east of Mexia Jct.	912 feet
Sand Spur.....	1.93 miles east of Robbins.	985 feet
Brown Spur.....	2.04 miles east of Robbins.	403 feet
Cuthrells Spur.....	2.00 miles west of Carlos.	473 feet
Hipp's Spur.....	1.13 miles west of Piedmont.	7000 feet
FORT WORTH BRANCH		
Katy Crossing ..	2.78 miles east of Fort Worth.	105 feet
WACO BRANCH		
Neal Spur.....	5.58 miles east of Waco.	332 feet

WESTWARD—Toward East and West Junctions.

EUREKA—STELLA SUB-DIVISION.

EASTWARD—Toward Houston.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS							Distance from Eureka	Time Table No. 178 July 8th, 1917		Distance from East Junction	FIRST CLASS							Telegraph Office Hours.
	305	301	203	201	9	7	101		102	8		10	202	204	302	306			
	Victoria Division Passenger	Victoria Division Passenger	S. A. & A. P. Passenger	S. A. & A. P. Passenger	Sunset Express	Sunset Mail	Sunset Limited		Sunset Limited	Sunset Mail		Sunset Express	S. A. & A. P. Passenger	S. A. & A. P. Passenger	Victoria Division Passenger	Victoria Division Passenger			
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
4166 FY	5.15PM	9.30AM	8.20PM	9.20AM	11.15AM	12.05AM	10.25PM	0.00	EUREKA	9.51	9.45AM	7.25PM	6.45AM	6.55PM	6.35AM	5.55PM	1.20PM	P	
								0.16	0.16 M. K. & T. CROSSING	9.35									
3000	5.21	9.37	8.30PM	9.30AM	11.21	12.11	10.31	4.25	4.09 S. A. & A. P. CRSSG. BELLAIRE	5.26	9.37	7.19	6.39	6.45PM	6.25AM	5.49	1.14	24 hours	
				See 301 & 102				5.70	1.45 WESTMORELAND St. Ry.	3.81									
	5.28	9.43			11.28	12.18	10.38	8.23	2.53 NORTH JUNCTION	1.28	9.32	7.12	6.32			5.42	1.07		
								9.51	1.28 EAST JUNCTION	0.00								P	
	5.30PM	9.45AM			11.30AM	12.20AM	10.40PM	9.41	1.18 WEST JUNCTION	1.18	9.30AM	7.10PM	6.30AM			15.40PM	1.05PM	P	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	24 hours	
	305	301	203	201	9	7	101			102	8	10	202	204	302	306			

(0.15) (0.15) (0.10) (0.10) (0.15) (0.15) (0.15) Time Over District (0.15) (0.15) (0.15) (0.10) (0.10) (0.15) (0.15)
36 36 26 26 36 36 36 Average Speed per Hour 36 36 36 26 26 36 36

EXCEPT, That No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains. No. 9 is Superior to Nos. 306 and 8.

Length of sidings in feet of scales, fuel, water and turning Stations.	THIRD CLASS				SECOND CLASS					FIRST CLASS									Distance from Ennis	STATIONS						
	93	165	27	23	163	95	91	25	21	155	147	85	83	19	11	17	15	5								
	Way Freight	T. & N. O. Freight	Way Freight	Way Freight	T. & N. O. Freight	Through Freight	New York Steamer Freight	Fruit Express	New York Steamer Freight	T. & N. O. Passenger	T. & N. O. Passenger	Passenger	Motor	Frisco Meteor 512	Frisco Passenger 510	The Owl	The Hustler	St. Louis Limited								
	Leave Monday, Wednesday and Friday	Leave Daily Ex. Sunday	Leave Tuesday, Thursday and Saturday	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	Leave Daily			Leave Daily					
	7.25 AM		7.05 AM				6.20 AM	9.00 PM	6.20 AM							11.30 PM	10.40 AM			11.30 PM	10.40 AM	9.10 PM	229.67	HOUSTON		
WFTYO Yard	7.25 AM		7.05 AM				6.20 AM	9.00 PM	6.20 AM							7.15 AM	6.50 PM			6.10 AM	6.40 PM	5.50 AM	0.00	ENNIS		
5,533	7.33 AM		7.15				2.30 PM	12.30 AM	1.15 PM	12.10 AM <small>Sec. No. 18</small>						7.23 AM	6.58 PM			6.16	6.46	5.58	2.89	GARRETT		
3,979			7.50				2.40 PM	12.40 AM	1.25	12.20										6.24	6.54	6.08	7.73	PALMER		
3,310			8.05						1.40	12.40										6.30	7.00	6.15	11.77	TRUMBULL		
6,910			8.25 11.10						1.50	12.57										6.35	7.05	6.22	14.93	FERRIS		
4,008			11.25						1.58	1.10										6.42	7.12	6.30	19.05	WILMER		
3,061			11.50 AM 12.50 PM						2.10	1.30										6.50	7.20	6.39	23.58	HUTCHINS		
5,370 W-F			1.10						2.25	1.50										6.58	7.28	6.48	29.07	MILLER SWITCH		
		3.10 PM	1.25				9.53 PM		2.45	2.25										7.05	7.35	6.55	32.14	T. & N. O. JUNCTION		
		3.25	1.35						3.00	2.40										8.48 PM	8.59 AM		32.72	D. T. RY. CROSSING		
									3.10	3.05										8.53	9.04		32.77	EAST DALLAS		
WFYO Yard		3.30 PM	1.40 PM	6.10 AM			10.00		3.15	3.10													32.87	G. C. & S. F. RY. CROSSING		
4,444			6.20				10.05 PM		3.25	3.20													33.53	DALLAS YARD		
Via Santa Fe, and Union Terminal Co. and M. K. & T.																				9.10 PM	9.20 AM		33.97	T. & P. RY. CROSSING		
Via Union Terminal and T. & P.																					7.20 AM	7.50 PM	7.10 7.45	35.17	THOMAS	
3,152			6.28						3.33	3.28											8.25 AM	8.55 PM			DALLAS (Union Station)	
2,145 W			6.35						3.42	3.38															FORT WORTH	
4,262			7.05						4.05	3.55															HILAND	
12,319			8.05						4.22	4.15															M. K. & T. RY. CROSSING	
4,427 W			8.40						4.35	4.35															OASIS	
9,550 WO			9.27						5.40	5.05															7.16	RICHARDSON
3,348			10.05						6.10	5.25															4.89	ST. L. S. W. RY. CROSSING
5,397			10.35						6.25	5.42															0.30	PLANO
9,707 W			11.10						6.45	6.02															6.11	ALLEN
7,071			11.50 AM						7.05	6.27															7.90	McKINNEY
WFYO Yard			12.50 PM						7.30	7.20															6.55	MELISSA
Yard			1.05						7.35	7.25															4.60	ANNA
WFYO Yard			1.50 PM						8.00 PM	7.55 AM															5.44	VAN ALSTYNE
Leave Monday, Wednesday and Friday	93	165	27	23	163	95	91	25	21	155	147	85	83	19	11	17	15	5		1.15 PM	8.10 AM			10.25 AM	107.05	DENISON
Ar. Tuesday, Thursday and Saturday					Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily							

Time Table No. 178.
July 8th, 1917

STATIONS

- HOUSTON
- ENNIS
- GARRETT
- PALMER
- TRUMBULL
- FERRIS
- WILMER
- HUTCHINS
- MILLER SWITCH
- T. & N. O. JUNCTION
- D. T. RY. CROSSING
- EAST DALLAS
- G. C. & S. F. RY. CROSSING
- DALLAS YARD
- T. & P. RY. CROSSING
- THOMAS
- DALLAS (Union Station)
- FORT WORTH
- HILAND
- M. K. & T. RY. CROSSING
- OASIS
- RICHARDSON
- ST. L. S. W. RY. CROSSING
- PLANO
- ALLEN
- McKINNEY
- MELISSA
- ANNA
- VAN ALSTYNE
- HOWE
- ST. L. S. W. RY. CROSSING
- SHERMAN
- T. & P. RY. CROSSING
- N. SHERMAN JCT.
- D. & S. E. CROSSING
- M. K. & T. CROSSING
- DENISON

Time Over District
Average Speed per Hour

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.

EXCEPT, That Nos. 15 and 17 are superior to all Eastward Trains except Nos. 16 and 18. No. 15 makes stop between Ennis and Dallas to discharge passengers with tickets sold east of Ennis. Semaphore signal west of Palmer indicates position of the switch; horizontal indicating stop, switch set for siding. The normal position of this signal is proceed, with arm at angle of 45 degrees. North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main line west of Frisco yard at Sherman. Texas Midland passenger trains operate on H. & T. C. Main Line—Ennis passenger depot to Midland connection west of Dispatcher's office. NOTE.—Telegraph office hours at Ferris, Palmer, Hutchins, McKinney, Richardson, Allen, Melissa, Anna, Van Alstyne and Howe: 7:00 a. m. to 12:00 noon; 1:00 p. m. to 7:00 p. m.

WESTWARD—Toward Fort Worth.

GARRETT—FORT WORTH SUB-DIVISION.

EASTWARD—Toward Garrett.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	WESTWARD							Distance from Garrett	Time Table No. 178.	Distance from Fort Worth	EASTWARD				Telegraph Office hours		
	THIRD CLASS		SECOND CLASS		FIRST CLASS				FIRST CLASS				SECOND CLASS			THIRD CLASS	
	93 Way Freight Leave Mon., Wed. and Friday	95 Through Freight Leave Daily	91 New York Steamer Freight Leave Daily	317 Passenger Leave Daily	315 Passenger Leave Daily	85 Passenger Leave Daily	83 Motor Leave Daily		Time Table No. 178. July 8th, 1917.		82 Motor Arrive Daily	86 Passenger Arrive Daily	316 Passenger Arrive Daily	318 Passenger Arrive Daily		92 Packing House Express Arrive Daily	96 Freight Arrive Daily
		9.00PM	6.20AM			11.30PM	10.40AM	232.56	HOUSTON	285.53	f 7.30PM	6.30AM		4.30PM			
5.355	7.33AM	2.40PM	12.40AM			f 7.23AM	f 6.58PM	0.00	232.56 GARRETT	52.97	f 11.05AM	f 7.45PM		11.05AM	9.15AM	11.55AM	
3.346	7.50	2.58	1.00			f 7.33	f 7.08	5.20	5.20 BOYCE	47.77	s 10.53	f 7.35		10.48	8.55	11.25	
24.037 WYO	8.20	3.18	1.18			s 7.48	s 7.22	11.52	6.32 WAXAHACHIE	41.45	s 10.40	s 7.22		10.32	8.20	11.00 10.30	
								12.84	1.37 M. K. & T. CROSSING	40.13							
1.990	8.45	3.33	1.40			f 8.01	f 7.35	16.20	3.36 SARDIS	36.77	f 10.25	f 7.05		10.15	8.01	10.10	
2.345	9.10	3.52	2.02				8.13	7.47	6.00 DILLARD SIDING	29.99	10.12	6.53		9.58	7.27	9.45	
7.995	9.20	3.55	2.05			s 8.16	s 7.50	23.09	0.89 G. C. & S. F. CROSSING	29.88	s 10.10	s 6.50		9.55	7.20	9.40	
3.000	9.50	4.25	2.32			s 8.30	s 8.05	29.67	6.58 MIDLOTHIAN	23.30	s 9.50	s 6.30		9.27	6.50	9.05	
4.070 W	10.10	4.45	2.50			s 8.40	s 8.15	34.10	4.43 BRITTON	18.87	s 9.38	s 6.17		9.12	6.35	8.40	
3.000	10.30	5.00	3.07			f 8.50	f 8.25	38.41	4.31 MANSFIELD	14.56	f 9.28	f 6.05		8.50	6.15	8.05	
3.000	10.50	5.26	3.22			f 9.00	f 8.35	42.31	3.90 BISBEE	10.66	s 9.20	f 5.56		8.35	5.55	7.50	
3.000	11.05	5.48	3.35			f 9.12	f 8.43	45.76	3.45 KENNEDALE	7.21	f 9.12	f 5.48		8.15	5.35	7.30	
								50.19	4.43 BRAMBLETON	2.78							
								51.89	1.70 M. K. & T. CROSSING	1.08							
WFYO Yard	11.30AM	6.10PM	4.00AM	8.22AM	8.52PM	9.28	8.58	52.35	0.46 G. C. & S. F. CROSSING	0.62	8.57	5.33	9.28AM	9.53PM	7.45PM	5.00AM	7.00AM
Yard				8.25AM	8.55PM	9.30AM	9.00PM	52.61	0.26 FT. WORTH (Freight Depot)	0.36							
								52.97	0.37 T. & P. CROSSING	0.00	8.55AM	5.30PM	9.25AM	9.50PM			
	Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		0.00 FORT WORTH		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leaves Tues., Thur., Sat.
	93	95	91	317	315	85	83				82	86	316	318	92	96	94
	(3.57) 13	(3.30) 15	(3.20) 16	(0.03) 10	(0.03) 10	(2.07) 25	(2.02) 27				(2.10) 24	(2.15) 24	(0.03) 10	(0.03) 10	(3.20) 16	(4.15) 12	(3.25) 13

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.

NOTE—Midlothian Office Hours—7:00 a. m. to 12:00 noon; 1:00 p. m. to 7:00 p. m. Waxahachie Office Hours—7:30 a. m. to 12:00 noon; 1:00 p. m. to 5:30 p. m.; 9:00 p. m. to 12:00 midnight; 1:00 a. m. to 7:00 a. m.

M. K. & T. trains operate on Main Line under protection of Flagman between M. K. & T. connection East Ft. Worth and Ft. Worth Freight Depot. H. & T. C. Trains proceed between these points under control, expecting to find Main Line occupied.

WESTWARD—Toward Ross.

BREMOND—ROSS SUB-DIVISION.

EASTWARD—Toward Bremond.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	WESTWARD						Distance from Bremond	Time Table No. 178.	Distance from Ross	EASTWARD				Telegraph Office hours		
	THIRD CLASS		SECOND CLASS		FIRST CLASS			FIRST CLASS				SECOND CLASS			THIRD CLASS	
	67 Local Freight Leave Daily Ex. Sunday	69 Mixed Leave Daily Ex. Sunday	75 Motor Leave Daily	73 Motor Leave Daily	65 Passenger Leave Daily	63 Passenger Leave Daily		62 Passenger Arrive Daily		66 Passenger Arrive Daily	72 Motor Arrive Daily	74 Motor Arrive Daily	70 Mixed Arrive Daily Ex. Sunday		68 Local Freight Arrive Daily Ex. Sunday	
Yard WY	12.45PM				11.30PM	10.40AM	141.48	HOUSTON	186.16	7.30PM	6.30AM					
3.721 W	1.15				10.10AM	3.45AM	0.00	141.48 BREMOND	54.68	2.30PM	1.00AM	10.00AM				11.55AM
9.620	1.53				s 10.30	s 4.08	8.05	8.05 REAGAN	46.63	s 2.12	s 12.38	s 9.37				11.30
					s 10.50	s 4.35	17.27	9.22 MARLIN	37.41	s 1.53	s 12.15AM	s 9.15	5.00PM			10.50
							17.72	0.45 I. & G. N. CROSSING	36.96							
1.432 W	2.30				s 5.40	s 11.12	25.23	7.51 PERRY	29.45	s 1.30	s 11.52PM	s 8.52	s 4.30			10.00
1.363	2.50				s 5.52	s 11.25	29.39	4.16 RIESEL	25.29	s 1.20	s 11.40	s 8.40	s 4.20			9.40
1.439	3.15				f 6.10	f 11.43AM	35.42	6.03 HARRISON	19.26	f 1.00	f 11.25	f 8.22	f 4.05			9.10
							43.23	7.79 M. K. & T. CROSSING	11.47							
WFYO Yard	3.45PM	10.00AM	6.30PM	12.05PM	5.55AM	5.10PM	43.82	0.61 ST. L. S. W. CROSSING	12.00	12.40PM	11.00PM	8.00AM	3.45PM	11.30AM	8.40AM	7.00AM to 7.00PM
							47.30	4.70 WACO	7.38							
							54.68	7.38 M. K. & T. CROSSING	0.00							
								ROSS		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
	67	69	75	73	65	63				62	66	72	74	70	68	
	(3.00) 15	(0.40) 17	(1.15) 21	(1.55) 24	(2.10) 20	(1.30) 29				(1.50) 26	(2.00) 23	(3.00) 22	(1.15) 21	(0.45) 15	(3.15) 13	

Marlin is register station for Nos. 74 and 75 only

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.

EXCEPT, that No. 69 is superior to No. 70.

SPECIAL RULES AND REGULATIONS.

GENERAL

1. With trains of more than twenty (20) cars engine must be detached before spotting for fuel or water.

2. Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of caboose.

3. In conformity with Rule 14-C, Enginemen must whistle out Flagman to protect the rear of their trains, and will recall them with engine whistle as per Rule 14-D, or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from the rear of train. Flagman must not wait for signal from either Enginemen or Conductor to protect train.

(a) When a train is stopped by a block signal it may proceed when the signal is cleared. On single track send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, and then proceed under control to the next clear signal; or if the signal next in advance is in plain view and the track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in the Flagman from the rear.

4. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineer will whistle out a flagman, after which he should call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for distance of one-half mile after first calling in flagman. In cases of this kind it is reasonable to assume that some one has placed the stop signal to protect against broken rail or other track obstruction, and extreme care must be taken in moving train until full flagging distance has been covered.

5. Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on the Enginemen's side. These signals consist of posts four (4) inches square extending three (3) feet above ground, with short fish-tail targets painted yellow, face of posts painted white, and sides and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals.

6. All trains carrying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose of freight trains, to be acknowledged by two short blasts of whistle from engine and proceed signal from Conductor.

SIGNS AND CHARACTERS.

The following signs when placed opposite names of stations in Time Table indicate:

P—Telegraph Office.
W—Water Station.
F—Fuel Station.

T—Turntable.
O—Track Scales.
Y—Wye.

LOCAL

Standard Clocks are located in Telegraph Offices at Central Depot, T. & N. O. and H. & T. C. Roundhouse and Hardy Street, Houston; Hempstead, Bremond, Mexia and Denison, Dispatcher's Office at Hearne and Ennis, and in Yard Office and Union Station at Dallas.

Train Register Books are located at the following stations: Denison, Sherman, Dallas, Yard Office, Ennis Yard, Hearne, Hempstead, Houston, Waco, Fort Worth and Marlin. (Mexia Yards and Bremond for branch trains only). Frisco Yard Union Depot, Ennis Passenger Station for passenger trains only. Frisco Yard Office, Sherman, Frisco freight trains only.

Special orders issued by the heads of departments will be kept for Trainmen and Yardmen, in a book or on a bulletin board, at Denison, Dallas, Yard, Dallas Union Station, Ennis, Mexia, Waco, Hearne, Hempstead, Hardy Street and Houston.

For employees of the Locomotive Department, at Roundhouses at Denison, Dallas, Ennis, Hearne, Waco, Hempstead and Houston.

Train and Enginemen of the St. Louis & San Francisco Railroad Company will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of, the Houston & Texas Central Railroad Company between Denison and Sherman.

Train and Enginemen of the Texas Midland Railroad Company between T. M. Connection and Ennis Passenger Station are subject to foregoing regulations. Train and Enginemen of the Missouri, Kansas & Texas Railway Company between M. K. & T. Connection and Fort Worth Freight Depot are subject to foregoing regulations.

Train and Enginemen of Dallas & New Orleans Company between T. & N. O. Junction Connection and Dallas are subject to foregoing regulations. Train and Enginemen of Trinity & Brazos Valley Railway between Waxahachie and Fort Worth are subject to foregoing regulations.

Train and Enginemen of Houston & Texas Central Railroad Company will be governed by the current Time Table, Rules and Regulations of, and are subject to orders of the officers of, the St. Louis Southwestern Railway Company between East Waco and Cotton Belt Passenger Depot.

Train and Enginemen of Houston & Texas Central Railroad Company will be governed by the current Time Table, Rules and Regulations of, and are subject to orders of the officers of, the Galveston, Harrisburg & San Antonio and Texas & New Orleans Railway Companies between East Junction and Englewood.

Train and Enginemen Houston & Texas Central Railroad Company will be governed by the Current Time Table, Rules and Regulations of, and are subject to orders of the officers of the Dallas Union Terminal Company, Gulf, Colorado & Santa Fe Railway Company, Missouri, Kansas & Texas Railway Company, between East Dallas and Hiland, through Dallas Union Terminal Company.

Train and Enginemen Houston & Texas Central Railroad Company will be governed by the Current Time Table, Rules and Regulations of, and are subject to orders of the officers of the Texas & Pacific R. R. Co. between Dallas and Fort Worth.

All road crews, yard crews and hostlers using T. & P. South Wye at Fort Worth and fouling tracks of the M. K. & T., Santa Fe or H. & T. C. must first obtain written authority from Towerman that this may be done.

SPEED REGULATIONS.

Freight train, in pulling away from stations and water tanks, will not exceed a speed limit of ten (10) miles per hour until train has moved its length, for purpose of allowing Trainmen to thoroughly inspect the train for defective equipment.

Trains handling oil tanks, loaded, of twelve thousand gallons capacity, or more, will not exceed eighteen (18) miles per hour through cross-overs. Trains must not exceed fifteen (15) miles per hour over junction and other diverging switches, and twenty-five (25) miles per hour over draw-bridges and railroad crossings at grade.

Engines backing up must not exceed fifteen (15) miles per hour. While running through the Corporation Limits of cities and towns named below, trains must not exceed speed shown and engine bell must be kept ringing within such limits:

Through Kosse, Thornton, Goesbeeck, Wortham, Rice, Palmer, Howe and Waxahachie, not to exceed eight (8) miles an hour.

Through Houston, Navasota, Bryan, Hearne, Calvert, Mexia, Corsicana, Ferris, Dallas, Plano, McKinney and Van Alstyne, not to exceed six (6) miles an hour.

Passenger trains must not exceed forty-five (45) miles per hour, except there are no speed restrictions on passenger trains between Hempstead and Eureka. All trains reduce speed to fifteen (15) miles an hour between Waco and Ross.

Freight trains must not exceed thirty-five (35) miles an hour between Eureka and Hempstead; thirty (30) miles an hour between Hempstead and Denison and Nelleva Junction and Mexia Junction; twenty-five (25) miles an hour between Bremond and Waco, Ennis and Fort Worth, Hutchins and Lancaster.

Trains using quarry track Millican not exceed a speed of six (6) miles an hour over any part and if necessary double out with loads.

All Main Line trains westward will approach Mexia Junction and North Sherman Junction, and eastward Main Line trains will approach Garrett, Bremond and Nelleva Junction with trains under control expecting to find Branch and Foreign Line trains occupying Main Line.

Trains Nos. 31, 32, 33 and 34 will register at Nelleva Junction. Cut-off trains will get check Main Line first-class trains from Dispatcher for movement between Nelleva Junction and Navasota.

Third Class and extra trains may run ahead of Second Class trains between Garrett and Ennis without special instructions.

Passenger Extra may run ahead second and third class trains without special instructions.

H. & T. C. westward trains will approach T. & N. O. Junction expecting to find Main Track occupied. This does not relieve T. & N. O. crews from complying with Rule 99.

Extra trains may run ahead third class trains without special instructions. All trains approach Waxahachie expecting to find T. & B. V. trains using Main Line.

Lenoir (Mile Post 10.8), Hander (Mile Post 24.2), Harmony Hill (Mile Post 21.5), Neuman's Crossing (Mile Post 26.8), Mt. Moriar (Mile Post 33), Neil (Mile Post 37), and Mile Post 40 are Flag Stops for Nos. 72, 73, 74 and 75.

Flag over all important crossings between Eureka and Englewood. (This applies to Freight trains only.)

Local Watch Inspectors at Denison, Sherman, Dallas, Fort Worth, Ennis, Corsicana, Mexia, Hearne, Waco and Houston.

SPECIAL RULES GOVERNING AUTOMATIC BLOCK SIGNALS

Automatic Semaphore Signal west of Hammond indicates position of the West Switch or Main Line just east of the switch; horizontal indicates Stop—switch set for siding or Main Line near switch occupied; the normal position of this Signal is proceed, with arm at 45 degrees.

Automatic Semaphore Signal east of Millican indicates position of the east Switch or Main Line just west of the switch; horizontal indicates Stop—switch set for siding or Main Line near switch occupied; the normal position of this Signal is proceed, with arm at 45 degrees.

Following Special Rules governing movements of trains between Garrett and West Lead Switch Ennis Yard under Positive Block Signals, effective 12:00 Noon, Tuesday, April 17, 1917.

Block Limits, Signal 2325, opposite west lead switch west end Ennis Yard; Signal 2336 East Switch Garrett.

Normal position Main Line Signals proceed. Normal position Signal 2327, on West Leg Texas Midland Wye, stop.

First-class trains will operate under Time Table authority and Automatic Block Signal protection.

Second-class and inferior trains will respect Time Table authority of first-class trains and will not enter block if unable to clear their time.

Second-class and inferior trains will be governed entirely by Automatic Block Signal indications as against trains of same or inferior class.

Trains or engines on West Leg Texas Midland Wye must stop clear of Signal 2327. When desiring to enter block must send man to consult indicator at switch; if clear, switch may be thrown and train may enter block as soon as Signal has cleared; if Indicator is at stop switch may be used only under flag protection.

Overlap extends from Texas Midland cross-over to Signal 2325. Train and Enginemen are reminded that when occupying overlap or west lead switch is left open will hold Signals 2327 and 2336 at stop.

Following Special Rules cover movement trains between Mexia Junction and East Switch Mexia Yard, effective 12:00 Noon, Thursday, April 12, 1917:

Trains between these points will operate under Positive Automatic Block Signal instead of by Time Table or train orders.

Block Limits: Signal 1779 at East Wye Switch, Signal 1783 at West Wye Switch, and Signal 1786 at East Yard Switch.

Main Line trains finding Signal clear may proceed through block.

Westward cut-off trains will stop in clear of Signal 1783, send man to consult Indicator at switch; if clear, switch may be thrown and train may enter block as soon as Signal has cleared; if Indicator is at stop, switch may be used only under flag protection.

Train and Enginemen are reminded that an overlap extends from Signal 1779 three thousand feet east, and when on this overlap Signals 1786 and 1783 are held at stop.

Following Special Rules cover movement trains between Navasota and Nelleva Junction under Positive Block Signals, effective Tuesday Noon, March 27, 1917:

Block Limits: Signal No. 713, Navasota, Signal No. 746, Mexia Cut-off, and Signal No. 750, Main Line Mile Post 75.

Normal Position Signals governing westward movement Navasota to Nelleva Junction, clear or proceed position.

Normal Position Signal 750 at stop.

First-class trains will operate under Time Table authority and Block Signal protection.

Second-class and inferior trains will respect Time Table authority of first-class trains and will not enter block if unable to clear their time. Second-class and inferior trains will be governed entirely by Block Signal indications as against trains of same or inferior class.

Eastward Main Line trains approaching Positive Block Limits at Mile Post 75 will be governed by Signal 750 which, if block is not occupied, will go to proceed position when train reaches overlap; train may then proceed to Navasota for opposing trains.

Westward trains from Navasota will be governed by Signal No. 713, west end of Navasota Yard, which will remain at proceed position if block is not occupied.

Eastward trains from Mexia Cut-off will stop clear of Signal No. 746. Train-

men will proceed to Junction switch; if Switch Indicator is at proceed, will line switch for Cut-off, and after 40 seconds interval, if Signal No. 746 goes to proceed position, train may proceed to Navasota for opposing trains.

Switch Indicators have been placed at Nelleva Junction and I. & G. N. Transfer Switches. If Indicator is at stop position switch must not be used except under flag protection.

Indicator in Tower No. 41 at G. C. & S. F. crossing indicates whether or not Block is occupied. Westward second-class or inferior trains at Navasota, not in view of Signal 713, will call for Signal from Operator, who will pass them a hand or lamp signal to proceed if Indicator shows block not occupied. Operator will immediately open time relay when westward trains start to leave, keeping it open until trains enter block.

Automatic Block Signals in service between Cypress and Hempstead are not a positive block, as Automatic Signals at other points on First Division, and when Signals found in horizontal position, trains must comply with Rule 3-A, Special Instructions Time Table.

Normal position of switch located on H. & T. C. Main Line at East Dallas will be for G. C. & S. F. Transfer; green light at night when lined for H. & T. C. Main Line shows red. Switch must be left in normal position.

Use one long and one short blast of whistle when calling for M. K. & T. track to Union Terminal at Hiland.

Conductors of passenger trains must throw off register slip to Towerman at Hiland and East Dallas, who will paste in book provided for that purpose.

Trains moving from East Dallas on G. C. & S. F. tracks to Union Terminal will blow one long and one short for terminal tracks near Armstrong Plant. Lower arm of Interlocker for Terminal track.

Trains operating over M. K. & T. tracks between Hiland and Dallas finding signals against them first wait ten minutes for Signal clear up; then, if Signal does not clear up, start a flagman; then wait ten minutes and follow flagman. Long wait is made for purpose of giving trains that might be occupying the track between Hiland and Dallas an opportunity to clear the circuit.

HOUSTON TERMINAL LOCAL SPECIAL RULES AND REGULATIONS.

All trains must obtain proper signal from Switch Tender with green flag by day and green light by night at Tenth Street, Houston, before proceeding into station.

Houston Terminal Limits:

To 4,500 feet west of west leg of wye, Eureka-Stella connection Houston Division G. H. & S. A.

To M. P. 3, H. E. & W. T.

To M. P. 9, Galveston Division.

To 4,500 feet east of switching lead switch, Englewood.

To M. P. 7 on H. & T. C.

The double track extends from north end of passenger and freight yard, at Tenth Street, to Bellaire, from east or south end of H. & T. C. Passenger Yard to Tower 68 at west end of Englewood Yard. Between these points engine and train movements must be made on the right hand track in the direction they are moving. Trains east or south must take the eastward (south) main track, and trains moving in the opposite direction must take the westward (north) main track. Movements contrary to the above must be made by train order or under proper protection.

Trains and engines will be handled at depot in accordance with signals of Depot Master or his assistants. All trains must clear or cut main entrance to depot promptly before engines are detached.

Freight trains via Hardy Street use T. & N. O. transfer and enter and leave H. & T. C. single main line track at Chaney Junction.

Blow three short and one long for transfer.

All trains will get clearance and leave train registering ticket at West Junction.

After getting check of Eureka Register from Dispatcher at West Junction or Houston first-class trains between Houston and West Junction will not require clearance card.

H. & T. C. Main Line first-class trains leave register ticket at Eureka.

WHISTLE CODES.

For guidance of Switch Tenders, Enginemen must use the following whistle signals:

Southward at Hickory Street—

H. & T. C. Nos. 6, 16 and 18, o — — —

G. H. & S. A., Nos. 8, 10 and 102, — — — o.

G. H. & S. A. Nos. 302 and 306, o o — — —

S. A. & A. P. Nos. 202 and 204, — — — o o.

TOWER 13, EUREKA.

Whistle code at Eureka Interlocking Plant as follows:

From H. & T. C. Main Line east or west, — — —

From Eureka cut-off:

To H. & T. C. Main Line east, o — — —

To H. & T. C. Main west, — — — o.

To Eureka cut-off, from any point, — — — o.

To Oil and Stock Pen Track, from any point, — — — o o.

Revised Whistle Code for Tower No. 68—Englewood:

Main Line, East or West, for passenger trains, — — —

To Water Tank, from any point, — — —

To Baer Junction, from any point, — — —

To Tank Track, from any point, — — —

To Creosote No. 1, from any point, — — — o.

To Creosote No. 2, from any point, o o — — —

To North Main East, from any point, — — — o o.

To South Main West, from any point, o — — —

To South Lead, from any point, o — — —

To North Lead, from any point, — — — o.

To East Leg Wye, from any point, o o — — —

Revised Whistle Code for Towers Nos. 25 and 26:

To South Main East, from any point, — — —

To Old Head, from any point, o — — —

To Roundhouse, from any point, — — —

To New H. E. & W. T. Transfer, from any point, — — — o.

To Westward freight main, from any point, — — — o o.

To Icing Plant, from any point, o o — — —

To H. E. & W. T. Connection, from any point, — — — o.

To Old Main East, from any point, — — — o.

To Westward passenger Main Line, from any point, — — —

Except, passenger trains will blow

To Eastward passenger Main, from any point, — — —

To H. B. & T., from any point, o o — — —

To I. & G. N., from any point, o o o — — —

From H. E. & W. T., Main Line, for H. E. & W. T. connection, — — —

H. E. & W. T., Main Line, — — —

H. B. & T., Main Line, — — —

I. & G. N., Main Line, — — —

MAP of the RAILROAD LINES of the H. & T. C. R. R.

SCALE OF STATUTE MILES
0 10 20 30 40 50
June, 1908

