

# UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

HOUSTON & TEXAS CENTRAL

DALLAS DIVISION

## EMPLOYEES TIME TABLE No. 1

Effective Sunday, November 17, 1918

AT 12:01 O'CLOCK A. M. CENTRAL STANDARD TIME

Superseding Previous Time Table and Supplements

This Time Table is for the GOVERNMENT AND INFORMATION OF EMPLOYEES Only.

**J. S. PYEATT,**  
Federal Manager

**W. A. WEBB,**  
General Manager

**H. E. McGEE,**  
General Superintendent

**W. E. COSTELLO,**  
Superintendent

# DENISON DISTRICT

## SOUTHWARD TRAINS

THIRD CLASS				SECOND CLASS			Time Table No. 1 Effective 12:01 A. M. November 17, 1918	Distance from Denison	FIRST CLASS							
165 T. & N. O. Freight	193 Way Freight	127 Way Freight	123 Way Freight	191 Packing House Express	195 Freight	121 Through Freight			129 Houston Limited	117 Passenger	105 The Owl	185 Passenger	119 Frisco Meteor 511	111 Frisco Passenger 507	155 T. & N. O. Passenger	147 T. & N. O. Passenger
Daily Except Sunday	Tuesday Thursday Saturday only	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
			7.50AM 112			1.50PM	<b>DENISON</b> Leave	0.00	5.50AM							
							M. K. & T. CROSSING									
							D. & S. E. CROSSING 7.66									
			8.15			2.15	N. SHERMAN JCT. 1.54	7.66	6.05			5.42	10.45			
							T. & P. RY. CROSSING 0.02	9.20								
			8.55			2.25	SHERMAN 1.03	9.22s	6.15			5.45PM	10.50PM			
							ST.L.S.W.RY. CROSSING 8.63	10.25								
			9.42			3.05	HOWE 6.10	18.88s	6.35 122							
			10.00			3.25	VAN ALSTYNE 5.44	24.98s	6.50							
			10.35 124			3.45	ANNA 4.60	30.42s	7.03							
			10.55			3.59	MELISSA 6.56	35.02s	7.15							
			11.30			4.30	MCKINNEY 7.90	41.58s	7.35							
			12.05PM			5.05	ALLEN 6.11	49.48s	7.55							
			12.30			5.35	PLANO 0.30	55.59s	8.13 124							
							ST.L.S.W.RY. CROSSING 4.89	55.89								
			1.00			5.55	RICHARDSON 7.16	60.78s	8.26							
			1.30			6.20	OASIS 1.52	67.94	8.44							
			1.36			6.30	M.K. & T. RY. CROSSING HILAND 4.88	69.46	8.47							
Via Santa Fe, Union Terminal Co. and M. K. & T.							DALLAS (Union Station)	71.88	9.00 9.30	7.30PM 130	10.10PM		7.00AM	3.30PM		
			1.50			6.45	THOMAS 1.20	73.08								
	6.00AM		2.00PM			7.01 7.45	T. & P. RY. CROSSING 0.08	73.52								
							DALLAS YARD 0.66	74.18								
	6.05		2.05			7.50	G.C. & S.F. RY. CROSSING 0.10	74.28	9.40	7.40	10.20			7.10		
							EAST DALLAS 0.03	74.33						3.38		
	6.10AM		2.10				D. T. RY. CROSSING 0.58	74.91	9.42	7.42	10.22			7.12AM		
			2.30			8.10	T. & N. O. JUNCTION 3.07	77.98	9.48	f 7.50	10.28			3.40PM		
			2.55			8.30	MILLER SWITCH 5.55	83.53	10.01	f 8.04	10.37					
			3.15			8.45	HUTCHINS 4.47	88.00	10.10	f 8.15	10.44					
			3.45			9.00	WILMER 4.12	92.12s	10.22 128	s 8.25	10.51					
			4.05			9.10	FERRIS 3.16	95.28	10.30	f 8.33	10.57					
			4.30			9.25	TRUMBULL 4.04	99.32f	10.38	s 8.42	11.05					
	11.55AM		4.55		11.05PM	9.45	PALMER 4.84	104.16	10.50	f 8.53	11.17	8.40PM				
	12.10PM		5.10PM		11.15PM	9.55PM	GARRETT 2.89	107.05s	11.00AM	f 9.00PM	s 11.25PM	8.50PM				
							ENNIS Arrive	107.05s								
<b>165</b>	<b>193</b>	<b>127</b>	<b>123</b>			<b>121</b>			<b>129</b>	<b>117</b>	<b>105</b>	<b>185</b>	<b>119</b>	<b>111</b>	<b>155</b>	<b>147</b>

Northward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72. Except No. 105 Superior to All Trains Except No. 106. No. 106 Superior to All Trains.

No. 117 Superior to No. 156. No. 129 Superior to No. 143.  
 Semaphore signal north 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 track north of Frisco yard at Sherman.  
 Texas Midland passenger trains operate on H. & T. C. Main Track—Ennis passenger depot to Midland connection north of Dispatcher's office.  
 NOTE—Denison, North Sherman Jct., Sherman, Dallas Yard, Dallas Union Terminal and Ennis, 24 hours. 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. No. 130 makes stop between Ennis and Dallas to discharge passengers with tickets sold south of Ennis.

NORTHWARD TRAINS

DENISON DISTRICT

FIRST CLASS								Passing Track, Capacity in Cars and location of Scales, Fuel, Water and Turning Stations.	Distance from Ennis	TimeTable No. 1 Effective 12:01 A. M. November 17, 1918	SECOND CLASS			THIRD CLASS			
156 T. & N. O. Passenger	148 T. & N. O. Passenger	114 Frisco Meteor 512	112 Frisco Passenger 510	186 Passenger	106 The Owl	118 Passenger	130 St. Louis Limited				122 Steamer Freight	192 Steamer Freight	196 Through Freight	128 Way Freight	194 Way Freight	124 Way Freight	166 T. & N. O. Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily Except Sunday	Monday Wednesday Friday only	Daily Except Sunday	Daily Except Sunday			
		1.00PM	7.50AM <sup>123</sup>				11.25PM	WFTO Yard	107.05	Arrive DENISON	7.40AM			1.30PM			
										M. K. & T. CROSSING							
										D. & S. E. CROSSING 7.66							
		12.43	7.33				11.03	Yard	99.39	N. SHERMAN JCT. 1.54	7.15			1.05			
									97.85	T. & P. RY. CROSSING 0.02							
		12.40PM	7.30AM				11.00	WFYO 28	97.83	SHERMAN 1.03	7.10			12.50PM			
									96.80	ST. L. S. W. RY. CROSSING 8.63							
							10.35	55	88.17	HOWE 6.10	6.35 <sup>129</sup>			11.50			
							10.18	80 W	82.17	VAN ALSTYNE 5.44	6.02			11.10			
							10.04	51	76.63	ANNA 4.60	5.42			10.35 <sup>123</sup>			
							9.50	38	72.03	MELISSA 6.55	5.25			10.05			
							9.32	20 WO	65.47	MCKINNEY 7.90	5.05			9.30			
							9.10	52 W	57.57	ALLEN 6.11	4.35			8.50			
							8.55	20	51.46	PLANO <sup>1</sup> 0.30	4.15			8.13 <sup>129</sup>			
									51.16	ST. L. S. W. RY. CROSSING 4.89							
							8.42	51 W	46.27	RICHARDSON 7.16	3.55			7.05			
							8.25	68	39.11	OASIS 1.52	3.38			6.40			
							8.22	70	37.59	M. K. & T. RY. CROSSING HILAND 4.88	3.28			6.28			
9.15PM	11.10AM	Via Santa Fe.	Union Ter. Co.	and M. K. & T.	7.40AM	7.55AM	8.10 7.30	WFTYO 117		DALLAS (Union Station)				6.20			
									35.17	THOMAS 1.20	3.20						
									33.97	T. & P. RY. CROSSING 0.08							
									33.53	DALLAS YARD 0.66	3.10		12.50PM	6.10AM	3.30PM		
									32.87	G. C. & S. F. RY. CROSSING 0.12							
9.00	10.57				7.30	7.45	7.20		32.77	EAST DALLAS 0.05	3.05		12.45		3.05		
									32.72	D. T. RY. CROSSING 0.58							
8.56PM	10.55AM				7.28	7.43	7.18		32.14	T. & N. O. JUNCTION 3.07	2.40		12.40		3.00PM		
					7.20	7.35	7.06	36	29.07	MILLER SWITCH 5.55	2.25		12.25				
					7.10	7.25	6.57	28 W	23.58	HUTCHINS 4.47	1.50		12.01PM 11.00				
					7.00	7.15	6.47	51	19.05	WILMER 4.12	1.30		10.40				
					6.50	7.05	6.37	56	14.93	FERRIS 3.16	1.10		10.22 <sup>129</sup> 8.25				
					6.43	6.57	6.27	33	11.77	TRUMBULL 4.04	12.57		8.05				
					6.35	6.47	6.19	48	7.73	PALMER 4.84	12.40		7.50				
			6.50AM		6.25	6.35	6.08	50	2.89	GARRETT 2.89	12.20	12.40AM	2.40PM	7.15	7.35AM		
			6.40AM		6.20AM <sup>118</sup>	6.25AM <sup>106</sup>	6.00PM	WFTYO Yard	0.00	Automatic Block Signals Leave ENNIS	12.10AM	12.30AM	2.30PM	7.05AM	7.25AM		
156	148	114	112	186	106	118	130				122	192	196	128	194	124	166

Northward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72. Except No. 105 Superior to All Trains Except No. 106. No. 106 Superior to All Trains.

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 Semaphore signal north 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 track north of Frisco yard at Sherman.  
 Texas Midland passenger trains operate on H. & T. C. Main Track—Ennis passenger depot to Midland connection north of Dispatcher's office.  
 NOTE—Denison, North Sherman Jct., Sherman, Dallas Yard, Dallas Union Terminal and Ennis, 24 hours. 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. No. 130 makes stop between Ennis and Dallas to discharge passengers with tickets sold south of Ennis.

SOUTHWARD TRAINS

ENNIS DISTRICT

NORTHWARD TRAINS

THIRD CLASS			SECOND CLASS		FIRST CLASS			TimeTable.No 1 Effective 12:01 A. M. November 17, 1918	FIRST CLASS			SECOND CLASS			THIRD CLASS					
125	123	131	121	105	117	129	130		118	106	122	134	132	124	126					
Way Freight	Way Freight	Mixed	Packing House Express	The Owl	Passenger	Houston Limited	St. Louis Limited		Passenger	The Owl	Steamer Freight	Mixed	Mixed	Way Freight	Way Freight					
Tuesday Thursday Saturday only	Monday Wednesday Friday only	Daily	Daily	Daily	Leave Daily	Daily				Daily	Daily	Daily	Daily	Sunday Only	Daily Ex. Sunday	Monday Wednesday Friday only	Tuesday Thursday Saturday only			
	7.30AM		12.15AM	11.35PM	9.15PM	11.15AM	Yard	0.00	Leave	ENNIS	Arrive	110.24s	5.50PM	s 6.10AM	s 6.20AM	10.20PM		1.30PM		
	7.50		12.35	11.45	f 9.28	f 11.25	49	5.64		ALMA		104.60f	5.35	f 5.50	6.05	9.55		1.00		
	8.05		12.50	11.53	f 9.38 <sup>122</sup>	f 11.33	42	9.84		RICE		100.40f	5.25	f 5.40	5.58	9.38 <sup>117</sup>		12.40		
	8.20		1.08	12.01AM	9.46	11.41	28	14.23		CARL		96.01	5.13	5.30	5.51	9.10		12.20PM		
	9.00		1.30	s 12.15	s 10.05	s 11.58 <sup>126</sup>	220	20.71		CORSICANA		89.53s	5.01	s 5.20	s 5.41	8.50		11.58 <sup>129</sup>		
								20.72		ST.L.S.W.CROSSING		89.52								
	9.25		2.05	12.28	f 10.20	f 12.11PM	85	27.03		ANGUS		83.21f	4.40	f 4.57	5.31	8.25		10.40		
	9.52		2.25	12.40	s 10.33	s 12.25	78	32.59	W	RICHLAND		77.65s	4.25	s 4.45	5.21	8.05		10.15		
	10.10		2.45	12.49	f 10.43	f 12.35	88	36.83		CURRIE		73.41f	4.13	f 4.35	5.13	7.50		9.35		
	10.35		3.05	1.01	s 11.00	s 12.47	85	42.48		WORTHAM		67.76s	4.00	s 4.23	5.03	7.30		9.15		
	11.00	7.00AM	3.30	s 1.18	s 11.20	s 1.05	182	49.89	W	MEXIA		60.35s	3.42	s 4.05	4.50	7.05	1.25PM	2.55PM	8.30	
								51.33		T. & B. V. CROSSING										
7.15AM	11.10AM	7.05	3.58 <sup>118</sup>	1.20	11.23	1.07	89	52.66	WPTO	MEXIA YARD		58.91	3.37	3.58 <sup>121</sup>	4.43	7.00	1.20	2.50	11.45AM	8.00AM
	7.15AM		1.25AM			1.10 <sup>134</sup>	Y	52.66	Automatic Block Signal	MEXIA JUNCTION		57.58		4.40AM		1.10PM <sup>129</sup>	2.40PM			
7.35			4.15		11.35	f 1.18	44	57.18		DOYLE		53.06f	3.25	3.48	6.45			11.25		
8.10			4.30		s 11.50	s 1.30	78	61.43	W	GROESBEEK		48.81s	3.15	s 3.40	6.25			11.05		
9.00			4.55		s 12.15AM	s 1.50	49	69.66	W	THORNTON		40.58s	2.55	s 3.20	5.55			10.20		
9.45			5.25		s 12.35	s 2.08	56	77.70		KOSSE		32.54s	2.35	s 3.02	5.30			9.30		
10.05			5.45		12.48	f 2.20 <sup>130</sup>	69	82.72		DENNY		27.52f	2.20 <sup>129</sup>	2.50	5.10			8.52		
11.05			6.05		s 1.00 1.10	s 2.40	75	88.19	WY	BREMOND		22.05s	2.00	s 2.40	4.50			8.30		
11.25			6.25		f 1.23	f 2.53	40	93.91		HAMMOND		16.33f	1.43	f 2.20	4.30			7.30		
11.55			7.00 <sup>124</sup>		s 1.45	s 3.08	108	102.89		CALVERT		7.85s	1.25	s 2.05	4.00			7.00 <sup>121</sup>		
12.10PM			7.15		1.55 <sup>118</sup>	3.16	60	106.91		SEGER		3.33	1.12	1.55 <sup>117</sup>	3.45			6.30		
								110.22		I. & G. N. CROSSING		0.02								
12.30PM			7.30AM		s 2.05AM	s 3.30PM <sup>122</sup>	Yard	110.24	WFTYO	HEARNE	Leave	0.00	1.05PM	1.45AM		3.30PM <sup>129</sup>		6.10AM		
125	123	131	121	105	117	129						130	118	106	122	134	132	124	126	

Northward Trains Are Superior to Trains of the Same C lass in Opposite Direction. See Rule 72. Except No. 105 Superior to All Trains Except No. 106. No. 106 Superior to All Trains.

NOTE.—Telegraph Office Hours: Calvert, 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.

Groesbeck: 8:00 a. m. to 5:00 p. m.; 9:00 p. m. to 6:00 a. m.

Thornton and Kosse: 7:00 a. m. to 11:30 a. m.; 12:30 p. m. to 7:00 p. m.

Rice, Richland and Wortham: 7:00 a. m. to 12:00 noon; 1:00 p. m. to 7 p. m.

Ennis, Corsicana, Mexia Yard, Bremond and Hearne—24 hours.

Mexia Register Station for trains Nos. 131, 132, 134.

Mexia Yard for trains Nos. 123, 124, 125, 126.

SOUTHWARD TRAINS

FORT WORTH DISTRICT

NORTHWARD TRAINS

THIRD CLASS			SECOND CLASS		FIRST CLASS		Passing track capacity in cars and location of scales, fuel, water and turning Stations.	Distance from Fort Worth	Time Table No. 1 Effective 12:01 A. M. November 17, 1918		Distance from Garrett	FIRST CLASS		SECOND CLASS		THIRD CLASS	
193 Way Freight			191 Paking House Express	195 Freight	185 Passenger				STATIONS	186 Passenger			192 Steamer Freight	196 Through Freight		194 Way Freight	
Tues., Thur., Sat. only			Daily	Daily	Daily												Mon., Wed., Fri. only
					6.20PM		Yard	0.00	Leave FORT WORTH	Arrive	52.97	9.10AM					
								0.36	T. & P. CROSSING		52.61						
	7.00AM		7.30PM	5.00AM	6.22		Yard WFTO	0.62	FT. WORTH (Freight Depot)		52.35	9.08	4.00AM	6.10PM			11.45AM
								1.08	G. C. & S. F. CROSSING		51.89						
	7.30		7.50	5.25	f 6.38		64	7.21	M. K. & T. CROSSING		50.19						
	8.00		8.05	5.50	s 6.45		67	10.66	BRAMBLETON		45.76	f 8.51	3.35	5.48			11.20
	8.33 <sup>186</sup>		8.20	6.10	f 6.55		64	14.56	KENNEDALE		42.31	s 8.43	3.22	5.26			11.00
	8.55		8.40	6.40	s 7.10		19 W	18.87	BISBEE		38.41	f 8.33 <sup>193</sup>	3.07	5.00			10.40
	9.20		8.55	7.05	s 7.22		66	23.30	MANSFIELD		34.10	s 8.23	2.50	4.45			10.25
	9.55		9.25	7.40	s 7.40		18	29.88	BRITTON		29.67	s 8.10	2.32	4.25			10.00
	10.00		9.27	7.50 <sup>186</sup>	7.42		48	29.99	MIDLOTHIAN G. C. & S. F. CROSSING		23.09	s 7.52	2.05	3.55			9.30
	10.30		9.55	8.10	f 7.55		38	36.77	DILLARD SIDING		22.24	f 7.50 <sup>195</sup>	2.02	3.52			9.25
								40.13	SARDIS		16.20	f 7.33	1.40	3.33			8.55
	11.00		10.20	8.30 <sup>194</sup>	s 8.10		25 WYO	41.45	M. K. & T. CROSSING		12.84						
	11.25		10.40	8.55	s 8.25		48	47.77	WAXAHACHIE		11.52	s 7.18	1.18	3.18			8.30 <sup>195</sup>
	11.55AM		11.05PM	9.15AM	f 8.40PM		50	52.97	BOYCE		5.20	s 7.03	1.00	2.58			8.00
									ARRIVE GARRETT	Leave	0.00	f 6.50AM	12.40AM	2.40PM			7.35AM
	<b>193</b>		<b>191</b>	<b>195</b>	<b>185</b>							<b>186</b>	<b>192</b>	<b>196</b>			<b>194</b>

NORTHWARD 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. Ft. Worth and Mansfield, 24 hours. M. K. & T. trains operate on Main Line under protection of Flagman between M. K. & T. connection South Ft. Worth and Ft. Worth Freight Depot. H. & T. C. Trains proceed between these points under control, expecting to find Main Line occupied.

SOUTHWARD TRAINS

WACO DISTRICT

NORTHWARD TRAINS

THIRD CLASS		FIRST CLASS			Passing track capacity in cars and location of scales, fuel, water and turning Stations.	Distance from Ross	Time Table No. 1 Effective 12:01 A. M. November 17, 1918		Distance from Bremond	FIRST CLASS			THIRD CLASS	
167 Way Freight		165 Mixed	163 Motor	161 Motor			STATIONS	166 Mixed		162 Motor	164 Motor	168 Way Freight		
Daily Ex. Sunday		Daily	Daily	Daily						Daily	Daily	Daily	Daily Except Sunday	
	8.40AM		10.30PM	11.40AM	8.00AM	Yard WFTO	0.00	Leave ROSS	Arrive	54.68				
							7.38	M. K. & T. CROSSING		47.30				
							12.00	WACO		43.82	5.15AM	10.50AM	4.45PM	3.30PM
							11.47	ST. L. S. W. CROSSING M. K. & T. CROSSING		43.23				
	9.00		f 10.55	f 12.01PM	f 8.20	25	19.26	HARRISON		35.42	f 4.50	f 10.30	f 4.25	3.00
	9.30		s 11.15	s 12.15	s 8.35	25	25.29	RIESEL		29.39	s 4.25	s 10.15	s 4.10	2.35
	10.05 <sup>162</sup>		s 11.30	s 12.25	s 8.45	25 W	29.45	PERRY		25.23	s 4.10	s 10.05 <sup>167</sup>	s 4.00	2.20
							36.96	I. & G. N. CROSSING		17.72				
	10.50		s 12.01AM	s 12.50	9.10AM	18	37.41	MARLIN		17.27	s 3.40	s 9.40AM	s 3.35	1.50
	11.15		s 12.30	s 1.15 <sup>168</sup>		39	46.63	REAGAN		8.05	s 3.10	s 3.10		1.15 <sup>163</sup>
	11.40AM		12.50AM	1.40PM		75 WY	54.68	ARRIVE BREMOND	Leave	0.00	2.45AM		2.45PM	12.30PM
	<b>167</b>		<b>165</b>	<b>163</b>	<b>161</b>						<b>166</b>	<b>162</b>	<b>164</b>	<b>168</b>

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF SAME CLASS IN OPPOSITE DIRECTION. SEE RULE 72.

EXCEPT NO. 165 IS SUPERIOR TO No. 166.

# HOUSTON DISTRICT

## SOUTHWARD TRAINS

THIRD CLASS			SECOND CLASS			Distance from Hearne	TimeTable No. 1 Effective 12:01 A. M. November 17, 1918	FIRST CLASS									
123 Way Freight			131 Mixed	133 Mixed	121 Packing House Express			129 Houston Limited	117 Passenger	105 The Owl	109 Sunset Express	203 S. A. & A. P. Passenger	303 Victoria Division Passenger	107 Sunset Mail	101 Sunset Limited	301 Victoria Division Passenger	201 S. A. & A. P. Passenger
Daily			Daily Ex. Sunday	Sunday Only	Daily		STATIONS	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
7.00AM					8.30AM	0.00	HEARNE Leave	3.30PM 124	2.10AM								
7.20					8.55	5.85	5.85 SUTTON	f 3.42	2.25								
7.33					9.10	9.49	3.64 RUFINCH	3.49	2.33								
7.47					9.25	13.56	3.67 BENCHLEY	s 3.59	f 2.43								
8.30					9.45	20.99	7.83 BRYAN	s 4.15	s 3.02								
						21.41	0.42 I. & G. N. CROSSING										
9.00					10.00	25.84	4.43 COLLEGE STATION	s 4.25	s 3.15								
						26.32	0.48 I. & G. N. CROSSING										
9.30					10.20	32.03	5.71 WELLBORN	s 4.39	f 3.31								
10.00					10.45	40.18	8.15 MILLICAN	s 4.57	f 3.53								
10.20					11.05 130	44.78	4.60 NELLEVA	f 5.07	4.03								
						46.20	1.42 NELLEVA JUNCTION			4.35AM							
			3.20PM	12.55PM	11.15 122	49.57	3.37 I. & G. N. CROSSING										
10.45 130			3.40PM	1.15PM	11.30	49.92	0.35 NAVASOTA	s 5.20	s 4.18	s 4.50							
11.15 122						49.98	0.06 G. C. & S. F. CROSSING										
						54.25	4.27 CHAILLE	5.28	4.28	5.00							
11.35					11.45	58.29	4.04 COURTNEY	f 5.36	f 4.38	5.10							
12.01PM 124 121					12.01PM 123 124	65.23	6.94 HOWTH	f 5.50	4.55	5.25							
12.35					12.25	69.99	4.76 HEMPSTEAD	s 6.00	s 5.10	s 5.40							
1.30					12.45	74.58	4.69 PRAIRIE VIEW	f 6.20	f 5.19	5.48							
1.50					1.05	79.69	5.01 WALLER	s 6.30	f 5.28	5.56							
2.10					1.23	85.03	5.34 HOCKLEY	s 6.41	f 5.38	6.05							
2.35					1.45	90.32	5.29 SWANSON	6.49	5.46	6.13							
2.55					2.05	94.73	4.41 CYPRESS	s 7.03	f 5.56	6.20							
3.15					2.20	102.18	7.45 SATSUMA	f 7.17	6.08	6.32							
3.35					2.40	108.09	5.91 FAIRBANKS	f 7.30	f 6.20	6.43							
3.55					3.05	114.37	6.28 EUREKA	7.45	6.35	6.55 102 122	6.45AM 102	8.50AM	1.20PM	2.45PM	5.25PM	5.55PM	6.55PM
4.15					3.35	114.92	0.55 M. K. & T. CROSSING										
						117.95	3.03 CHANEY JUNCTION	7.52	6.42	7.02 122	6.52	8.58	1.27	2.52	5.32	6.02	7.03
4.46					3.55	119.43	1.48 HOUSTON	8.00PM	6.50AM 102	7.10AM 102	7.00AM 102	9.05AM 202	1.35PM	3.00PM	5.40PM	6.10PM	7.10PM
						117.95	2.4 CHANEY JUNCTION										
4.46					3.55	120.31	HOUSTON (Hardy St.)										
5.00					4.10	124.00	3.65 ENGLEWOOD Arrive										
5.15PM					4.30PM												
123			131	133	121			129	117	105	109	203	303	107	101	301	201

Northward Trains Are Superior to Trains of the Same Class in Opposite Direction. See Rule 72. Except No. 105 Superior to All Trains Except No. 106. No. 106 Superior to All Trains.  
 NOTE—Wellborn, Millican, Courtney, Benchley, Hockley, Prairie View, Waller, Cypress Telegraph Office Hours: 7:00 a. m. to 12:00 noon; 1:00 p. m. to 7:00 p. m. Hearne, Bryan, Navasota, Hempstead, Houston—24 hours.  
 Austin Division trains operate between passenger depot and Austin Division switch in Hearne yard, with same right as switch engine.  
 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. I. trains will operate between depot and B. & C. T. I. Switch, south of depot at Bryan, under protection of flagman.

NORTHWARD TRAINS

HOUSTON DISTRICT

FIRST CLASS										Passing Track Capacity in cars and location of scales, fuel, Water and Turning Stations.	Distance from Houston	Time Table No. 1 Effective 12:01 A. M. November 17, 1918	SECOND CLASS			THIRD CLASS	
108 Sunset Mail	204 S. A. & A. P. Passenger	304 Victoria Division Passenger	110 Sunset Express	302 Victoria Division Passenger	202 S. A. & A. P. Passenger	102 Sunset Limited	106 The Owl	118 Passenger	130 St. Louis Limited				122 Steamer Freight	132 Mixed	124 Way Freight		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Arrive	Daily	Daily	Daily				
								s 1.40AM	s12.50PM	Yard WFTYO	119.43	HEARNE	1.50PM		3.30PM 129		
								1.25	f12.31	74	113.58	5.85 SUTTON	1.30		3.10		
								1.18	12.25	54	109.94	3.64 RUFINCH	1.20		2.55		
								f 1.10	s12.18	25 W	106.27	3.67 BENCHLEY	1.05		2.40		
								s12.50	s12.01PM	89	98.44	7.83 BRYAN	12.38		2.20		
											98.02	0.42 I. & G. N. CROSSING					
								s12.35	s11.50	89	93.59	4.43 COLLEGE STATION	12.20PM		2.01		
											93.11	0.48 I. & G. N. CROSSING					
								f12.20	s11.35	89 W	87.40	5.71 WELLBORN	11.58		1.40		
								f12.01AM	s11.17	55 Y	79.25	8.15 MILLICAN	11.35		1.10		
								11.45	f11 05 121	62	74.65	4.60 NELLEVA	11.20		12.50		
							1.35AM				73.23	1.42 NELLEVA JUNCTION	11.15 121	7.30AM			
											69.86	3.37 I. & G. N. CROSSING					
							s 1.25	s11.35	s10.52 122 123	101 W	69.51	0.35 NAVASOTA	10.52 130 123	7.15AM	12.31		
											69.45	0.06 G. C. & S. F. CROSSING					
							1.18	11.23	10.43	63	65.18	4.27 OHAILLE	10.30		12.15		
							1.10	f11.15	f10.35	89	61.14	4.04 COURTNEY	10.18		12.01PM 121 123		
							12.55	f11.00	f10.21	52	54.20	6.94 HOWTH	10.00		11.35		
							s12.45	s10.50 10.40	s10.10	Yard WFTYO	49.44	4.76 HEMPSTEAD	9.45		11.15 10.45		
							12.30	f10.31	f 9.56	66	44.75	4.69 PRAIRIE VIEW	9.23		10.20		
							12.22	f10.23	s 9.47	81	39.74	5.01 WALLER	9.07		10.00		
							12.13	f10.13	s 9.35 124	74 Y	34.40	5.34 HOCKLEY	8.51		9.35 130		
							12.05AM	10.03	9.25	60	29.11	5.29 SWANSON	8.35		9.10		
							11.58	f 9.54	s 9.17	50 W	24.70	4.41 CYPRESS	8.20		8.50		
							11.46	f 9.40	f 9.05	41	17.25	7.45 SATSUMA	7.55		8.10		
							11.37	f 9.28	f 8.57	50 W	11.34	5.91 FAIRBANKS	7.32		7.50		
11.45PM	6.45PM	5.15PM	11.15AM	9.30AM	9.20AM	7.00AM 109 117-105	11.25	9.15	8.45	50 FY	5.06	6.28 EUREKA	7.15 105		7.30		
											4.51	0.55 M. K. & T. CROSSING					
11.38	6.37	5.08	11.08	9.23	9.13	6.53	11.18	9.08	8.38	Yard Y	1.48	3.03 OHANEY JUNCTION	7.03 105		7.15		
11.30PM	6.30PM	5.00PM	11.00AM	9.15AM	9.05AM 203	6.45AM 109 117 105	11.10PM	9.00PM	8.30AM	Yard WFTOY	0.00	1.48 HOUSTON H. & T. C. Depot					
										Yard	6.05	0.24 OHANEY JUNCTION	7.03 105		7.15		
										WFTOY	3.65	HOUSTON Hardy St.	6.45		6.55		
										WFTOY		8.65 ENGLEWOOD	6.20AM		6.30AM		
108	204	304	110	302	202	102	106	118	130				122	132	124		

Northward Trains Are Superior to Trains of the Same Class in Opposite Direction. See Rule 72. Except No. 105 Superior to All Trains Except No. 106. No. 106 Superior to All Trains  
 NOTE—Wellborn, Millican, Courtney, Hockley, Prairie View, Waller, Cypress and Benchley Telegraph Office hours: 7:00 a. m. to 12:00 noon; 1:00 p. m. to 7:00 p. m. Hearne, Bryan, Navasota, Hempstead, Houston—24 hours.  
 Telegraph Office Hearne, Bryan and Navasota is at Interlocking Tower.  
 Austin Division trains operate between passenger depot and Austin Division switch in Hearne yard, with same rights as switch engine.  
 Semaphore signal north of Rufinch indicates the position of switch. Horizontal indicating STOP, "switchset for siding." The normal position of this signal is "proceed," with arm at an angle of 45 degrees.  
 B. & C. T. I. trains will operate between depot and B. & C. T. I. switch south of depot at Bryan, under protection of flagman.

SOUTHWARD TRAINS

MEXIA DISTRICT

NORTHWARD TRAINS

Table with columns for Second Class (131, 133), First Class (105), and Stations (MEXIA JUNCTION, FALLON, PERSONVILLE, FARRAR, EVANSVILLE, JEWETT, ROBBINS, FLYNN, NORMANGEE, GEORGE, NORTH ZULCH, CROSS, IOLA, MESA, CARLOS, PIEDMONT, CROWDER, NELLEVA JUNCTION). Includes departure and arrival times and distances.

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF SAME CLASS IN OPPOSITE DIRECTION. Except No. 105 Superior to All Trains Except No. 106. No. 106 Superior to All Trains. Cuthrell's Spur (Mile Post 14.15) and Brown Spur (Mile Post 57) are flag stops for Nos. 131, 132, 133 and 134. All Trains approach Hipp's Spur under control.

SOUTHWARD TRAINS

LANCASTER BRANCH

NORTHWARD TRAINS

Table with columns for Second Class (127), Stations (LANCASTER, M. & K T. CROSSING, HUTCHINS), and Second Class (128). Includes departure and arrival times and distances.

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF SAME CLASS IN OPPOSITE DIRECTION. Except No. 127 Superior to No. 128.

LOCATIONS OF SIDINGS OR SPURS

Table listing locations of sidings or spurs across three districts: MAIN LINE, MEXIA DISTRICT, and FORT WORTH DISTRICT. Includes names of spurs, distances from stations, and lengths of spurs.

SOUTHWARD TRAINS

EUREKA DISTRICT

NORTHWARD TRAINS

Table with columns for First Class (201, 301, 101, 107, 303, 203, 109) and Stations (WEST JUNCTION, EAST JUNCTION, NORTH JUNCTION, WESTMOREL'D Ry., BELLAIRE, S. A. & A. P. CROSSING, M. K. & T. CROSSING, EUREKA). Includes departure and arrival times and distances.

NORTHWARD TRAINS ARE SUPERIOR TO TRAINS OF SAME CLASS IN OPPOSITE DIRECTION. SEE RULE 72.



# 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.
7. Should an Interlocking Home Signal be found with light not burning or spectacle glass broken, showing white light, train should stop in advance of signal and proceed according to Interlocking Rules 630 and 663.

## SIGNS AND CHARACTERS.

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

P—Telegraphone.  
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, Waco and Denison, Dispatcher's office at Ennis, and in Yard Office and Union Station at Dallas, and in Interlocking Tower and Roundhouse office, Hearne; M. K. & T. Roundhouse, Denison.

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). Dallas Union Depot, Ennis Passenger Station for passenger trains only. Frisco Yard Office, Sherman, Frisco freight trains only. Waxahachie for T. & B. V. 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, 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 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 between Denison and Sherman.

Train and Enginemen of the Texas Midland Railroad between T. M. Connection and Ennis Passenger Station are subject to foregoing regulations.

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

Train and Enginemen of Texas & New Orleans Railroad between T. & N. O. Junction Connection and Dallas are subject to foregoing regulations.

Train and Enginemen of Trinity & Brazos Valley Railroad between Waxahachie and Fort Worth are subject to foregoing regulations.

Train and Enginemen of Houston & Texas Central Railroad will be governed by the current Time Table, Rules and Regulations of, and are subject to orders of the Missouri, Kansas & Texas Railroad between East Waco and M. K. & T. Passenger Depot.

Train and Enginemen of Houston & Texas Central Railroad will be governed by 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 Railroads between East Junction and Englewood.

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

Do not exceed twenty-five (25) miles an hour over Main Line, and twenty (20) miles an hour over Branches while handling wrecker.

Boom of wrecker must trail while being handled in train; blocks of boom must rest on tender car.

Telegraph Office Hours—Mexia District, Iola, North Zulu, Normangee, Robbins, Jewett, Personville, 7:00 a. m. to 12:00 p. m.; 1:00 p. m. to 7:00 p. m. Eureka District—West Junction, 24 hours. Waco District—Waco and Marlin, 7:00 a. m. to 12 m.; 1:00 p. m. to 7:00 p. m. Bremond: 24 hours. Bellmead for H. & T. C. freights and M. K. & T. passenger station, Waco, 24 hours.

## 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.

Trains must not exceed fifteen (15) miles per hour through cross-overs, 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, Groesbeck, 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 may increase speed to sixty (60) miles per hour between Hempstead and Eureka. All trains reduce speed to fifteen (15) miles an hour between Waco and Ross.

Freight trains must not exceed twenty-five (25) miles an hour.

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 northward will approach Mexia Junction and North Sherman Junction, and southward Main Line trains will approach Garrett and Bremond with trains under control expecting to find Branch and Foreign Line trains occupying Main Line.

Cut-off trains will get check Main Line first-class trains from Dispatcher for movement between Nelleve Junction and Navasota.

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

H. & T. C. northward 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.

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 north of Hammond indicates position of the North Switch or Main Line just south of the switch; horizontal indicates Caution—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 south of Millican indicates position of the south Switch or Main Line just north of the switch; horizontal indicates Caution—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 North Lead Switch Ennis Yard under Positive Block Signal.

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

Normal position Main Line Signals proceed. Normal position Signal 2327, on North 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 North 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 north lead switch is left open will hold Signals 2327 and 2336 at stop.

Following Special Rules cover movement trains between Mexia Junction and South Switch, Mexia Yards.

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

Block Limits: Signal 1779 at South Wye Switch, Signal 1783 at North Wye Switch, and Signal 1786 at South Yard Switch.

Main Line trains finding Signal clear may proceed through block.

Northward 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 south, and when on this overlap Signals 1786 and 1783 are held at stop.

Following Special Rules cover movement trains between Navasota and Nelleve Junction under Positive Block Signals.

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 northward movement Navasota to Nelleve 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.

Southward 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 over-lap; train may then proceed to Navasota for opposing trains.

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

Southward trains from Mexia Cut-off will stop clear of Signal No. 746. Trainmen 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 Nelleve 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. Northward 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 northward trains start to leave, keeping it open until trains enter block.

Automatic Block Signals in service between Cypress and Courtney are not a positive Block, as Automatic Signals at other points on Dallas 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.

Route through new south wye south T. & P. Yard, Ft. Worth as follows:  
H. & T. C. to T. & P. indicated by lower arm No. 7, Signal Whistle Code one long and two shorts.

T. & P. to H. & T. C. indicated by lower arm No. 3, Signal Whistle Code one long and one short.

## 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 West Jct., from east or south 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.

Freight trains via Hardy Street use T. & N. O. transfer and enter and leave H. & T. C. 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 and leave registering ticket at Houston Heights Boulevard.

## WHISTLE CODES.

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

Southward at Hickory Street—  
South bound H. & T. C., o — o — —  
Southbound G. H. & S. A., — o — — o — —  
Victoria Division, 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 south or north.

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

ENGINE RATINGS TONS	301 to 334	410 to 459	500 to 514	608 to 638	700 to 711	800 to 850	800 Super Heater
Midlothian to Ennis.....	700	1000	1250	650	1400	1500	1575
Fort Worth to Midlothian.....	500	730	950	465	1055	1150	1200
Ennis to Fort Worth.....	550	820	1000	510	1200	1300	1350
Hockley, Stella and Houston...	2250	2500	3000	1700	3150	3600	4000
Hempstead to Hearne.....	950	1200	1550	850	1350	1750	1850
Hearne to Hempstead.....	850	1100	1400	800	1200	1700	1800
Hempstead and Hockley.....	1250	1800	2500	1150	1900	2750	2900
Hearne to Ennis.....	925	1150	1500	850	1220	1700	1800
Ennis to Bremond.....	825	1100	1400	750	1300	1650	1700
Bremond to He. rne.....	1050	1400	1750	1000	1650	2000	2100
Ennis to Dallas.....	750	1000	1300	700	1150	1700	1750
Dallas to Sherman.....	650	900	1200	600	1050	1500	1600
Sherman and Denison.....	600	800	1050	550	950	1400	1500
Sherman to Ennis.....	700	900	1150	650	1050	1500	1600
Mexia Jct. aud Hockley.....	1500	1900	2250	1350	1900	2750	3000
Bremond to Waco.....	700	900		650			
Waco to Bremond.....	700	900		600			

Engine Rating South Bound Sutton to Hempstead 25% and Corsicana to Bremond 10% more than rating shown above.

### SPEED TABLE

This table is for information in determining speed per mile and in no way effects 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 OCUList AND AURISTS OF DALLAS DIVISION:

HOME STAFF		LOCAL SURGEONS—DALLAS DIVISION	
Houston	Dr. R. W. Knox Chief Surgeon.	Hockley	Dr. J. E. Batte.
Houston	Dr. E. J. Hamilton, House Surgeon.	Hempstead	Dr. L. L. Mahan. Dr. C. A. Searcy. Dr. C. W. Legrand.
Houston	Dr. J. C. Ellis Dr. C. B. Harwood, Local Oculists and Aurists.	Courtney	Dr. G. C. Harris.
Houston	Dr. Chas. C. Green, Examining Surgeon.	Navasota	Dr. E. A. Harris. Dr. W. T. Wilson.
Houston	H. C. Feagin, Dr. G. H. Spurlock, J. L. Taylor, Local Surgeon.	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.
		Flynn	Dr. E. O. Boggs.
		Riesel	Dr. J. B. Foster.
		Thornton	Dr. W. A. Bedford. Dr. J. J. Seale.
		Groesbeck	Dr. J. W. Cox.
		Mexia	Dr. T. F. Oates. Dr. B. B. Jackson.
		Wortham	Dr. H. L. Waid.
		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. C. Carnes.
		Dallas	Dr. E. Dunlap. Dr. L. M. Nance.
		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. Foscue. Dr. C. H. Brooks.
		Waxahachie	Dr. W. D. Boyd. Dr. W. C. Tenery.
		Midlothian	Dr. T. L. Barnett.
		Britton	Dr. W. G. Phillips.
		Mansfield	Dr. W. B. McKnight.
		Fort Worth	Dr. W. A. Durringer. Dr. W. C. Durringer.
		Lancaster	Dr. B. F. Lyons.

### LOCATION OF HOSPITALS

General Hospital—Southern Pacific Hospital, James and Paschal Streets, Houston.  
Emergency Hospitals—Waco, Providence Sanitarium; Fort Worth, St. Joseph's Infirmary; Dallas, St. Paul's Sanitarium; Sherman, Sherman Hospital.

W. R. MANN,  
Trainmaster.

A. T. RAWLINS,  
Trainmaster.

J. DOYLE,  
Road Foreman Engines.

E. E. SLAGLE,  
Chief Train Dispatcher.

**DALLAS  
DIVISION**

**TIME TABLE  
No. 1**

**Effective  
November 17, 1918**