

# UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, Director General of Railroads.

HOUSTON & TEXAS CENTRAL RAILROAD

DALLAS DIVISION

## EMPLOYEES' TIME TABLE

To Take Effect Sunday, June 8, 1919,

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

For the government and information of employes only, and not intended for the use of the public.

The Railroad reserves the right to vary from this Time Table at pleasure.

**W. B. SCOTT,**  
Federal Manager.

**G. S. WAID,**  
General Manager.

UNITED STATES RAILROAD ADMINISTRATION

**CONDENSED SCHEDULES.**

(CENTRAL TIME.)

No. 21	No. 45	No. 43	No. 31	No. 17	No. 15	No. 5	Distance from Houston	STATIONS	Distance from Denison	No. 6	No. 16	No. 18	No. 32	No. 42	No. 46	No. 22
6.20AM	11.15PM	9.20AM		11.15PM	9.20AM	9.10PM	0	HOUSTON	337	6.25AM	6.30PM	7.10AM	6.30PM	6.30PM	6.25AM	7.30PM
9.45AM	1.00AM	11.15AM		12.35AM	10.55AM	10.50PM	49	HEMPSTEAD	287	4.55AM	5.00PM	5.50AM		5.00PM	4.55AM	3.30PM
	5.45AM	3.50PM		5.45AM	3.50PM	5.45AM	164	AUSTIN	235	11.40PM	12.20PM			12.20PM	11.40PM	
3.30PM				2.50AM	1.20PM 1.40PM	1.25AM	119	HEARNE	217	1.55AM 1.45AM	2.35PM 2.15PM	3.30AM				9.30AM
4.45PM				3.30AM	2.30PM	2.20AM	141	BREMOND	196	1.00AM	1.35PM	2.45AM				6.40AM
				6.00AM	4.15PM	6.00AM	185	WACO	239	10.30PM	11.30AM					
11.00AM			8.00AM	1.15AM	11.39AM	11.32AM	71	NAVASOTA	267	4.05AM	4.18PM	5.10AM	3.05PM			1.40PM
7.05PM			2.55PM	4.55AM	4.05PM	4.05AM	180	MEXIA	157	11.15PM	12.15PM	1.38AM	7.00AM			3.35AM
12.10AM			5.55PM	6.30AM	5.55PM	6.00AM	230	ENNIS	107	9.10PM	10.30AM	12.01AM				12.15AM
3.10AM			7.20PM	8.00AM	7.20PM	8.00AM	264	DALLAS	73	7.30PM	9.10AM	10.45PM				
4.00AM			8.30PM	9.10AM	8.30PM	9.10AM	286	FORT WORTH	157	6.20PM	8.00AM					7.45PM
7.40AM				11.15AM		11.15AM	337	DENISON	0	3.45PM						1.50PM
25.20	6.30	6.30	12.30	12.00	11.10	14.05		THROUGH TIME		14.40	10.30	8.25	11.30	6.10	6.45	29.40
12.0	25.5	25.5	17.0	28.0	26.0	24.0		MILES PER HOUR		23.0	27.0	31.0	12.0	26.8	24.4	11.0

**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
<b>Total Mileage.....</b>	<b>3,552.30</b>

ENGINE RATINGS.	301 to 334	410 to 459	500 to 514	608 to 638	700 to 711	800 to 850	800 Super Heater
Midlothian to Ennis.....	1400	2000	2500	1300	2780	3000	3150
Fort Worth to Midlothian...	1000	1460	1900	925	2110	2275	2389
Ennis to Fort Worth.....	1100	1640	1970	1020	2360	2561	2700
Hockley and Stella.....	4500	5000	6000	3400	6250	7000	7350
Houston to Hempstead.....	2700	3645	4700	2500	4200	5500	5775
Hempstead to Hearne.....	1835	2345	3050	1700	2720	3418	3589
Hearne to Hempstead.....	1690	2150	2795	1560	2340	3400	3570
Hempstead to Houston.....	2470	3550	5000	2280	3760	5500	5775
Hearne to Ennis.....	1850	2270	2951	1710	2440	3405	3575
Ennis to Bremond.....	1650	2175	2827	1520	2540	3260	3423
Bremond to Hearne.....	2100	2750	3500	1940	3300	4000	4200
Ennis to Dallas.....	1550	2020	2626	1430	2290	3335	3501
Dallas to Sherman.....	1340	1800	2340	1240	2100	3000	3150
Sherman and Denison.....	1200	1620	2106	1110	1890	2720	2856
Sherman to Ennis.....	1400	1770	2301	1300	2050	3000	3150
Mexia Jct. and Hempstead...	3000	3750	4500	2700	3760	5500	5775
Bremond to Waco.....	1400	1770		1300			
Waco to Bremond.....	1400	1770		1150			

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.

### 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 DALLAS DIVISION:

- HOME STAFF.**
- Houston.....Dr. R. W. Knox, Chief Surgeon.
  - Houston.....Dr. F. A. Waples, House Surgeon.
  - .....Dr. F. L. Barnes, Consulting Surgeon.
  - Houston.....Dr. M. L. O'Banion, Dr. C. B. Harwood, Local Oculists and Aurists.
  - Houston.....Dr. Chas. C. Green, Dr. H. C. Feagin, Dr. R. H. Harrison, Examining Surgeon.
  - Houston.....Dr. J. L. Taylor, Dr. M. J. Taylor, Local Suregon.

### 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. Cooke, Dr. J. S. Terry, Dr. W. P. McCall, Division Surgeons.
- Ennis.....Dr. C. E. Gray, Oculist.

### 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. 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.
- Groesbeeck.....Dr. J. W. Cox.
- Mexia.....Dr. T. F. Oates, Dr. M. M. Brown.
- Wortham.....Dr. A. W. Sneed.
- 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.
- 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. J. L. Shelley.
- Sherman.....Dr. E. J. Neathery, Dr. H. I. Stout.
- Denison.....Dr. D. Ross, Dr. A. M. Freels, Dr. T. J. Long, Dr. C. H. Carter.
- 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. Philips.
- 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, Texas Baptist Sanitarium.  
 Sherman, Sherman Hospital.

**W. E. COSTELLO,**  
Superintendent.

**R. M. HOOVER,**  
Supt. Passenger Transportation,  
Houston, Texas.

**A. L. KUYKENDALL,**  
Supt. Houston Terminals.

**Assistant Superintendents:**

- W. R. MANN
- J. DOYLE
- L. W. ROWE
- W. C. BORCHERT
- A. T. RAWLINS

**ENNIS**

- E. E. SLAGLE, Chief Dispatcher.
- J. E. RAWLINS, Asst. Chief Dispatcher.
- N. P. WIMBERLY, Dispatcher.
- E. C. MEREDITH, Dispatcher.
- T. L. CUNNINGHAM, Dispatcher.
- M. D. FLEETWOOD, Dispatcher.
- A. E. RAWLINS, Dispatcher.
- W. I. SNODGRASS, Dispatcher.
- W. A. ALFORD, Dispatcher.
- W. L. HESTES, Dispatcher.

WESTWARD—Toward Denison.

HOUSTON—HEARNE SUB-DIVISION.

EASTWARD—Toward Houston.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Houston	Time Table No. 3 June 8, 1919	Distance from Hearne	FIRST CLASS			SECOND CLASS			THIRD CLASS	Telegraph Office hours
	23	31	21	17	15	5	6	16	18				22	32	34	24				
	Way Freight	Mixed	New York Steamer Freight	The Owl	The Hustler	St. Louis Limited	Texas Limited	The Hustler	The Owl				Packing House Express	Mixed	Mixed	Way Freight				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Daily							
WFTYO	6.30AM		6.20AM				0.00	124.00	ENGLEWOOD YARD (Off e)					7.30PM			5.15PM	P		
							3.65	120.31	DNP HOUSTON (Hardy St.)									P 24 hours		
							6.05	117.95	CHANEY JUNCTION											
							0.00	119.43	HOUSTON (H. & T. C. Depot)	Double Track		6.25AM	6.30PM	7.10AM				P 24 hours		
							1.48	117.95	CHANEY JUNCTION											
							4.51	114.92	M. K. & T. CROSSING											
							5.06	114.37	EUREKA			6.10	6.15	6.55			4.30	P 24 hours		
4,166 Y	7.30		7.15				5.06	108.09	FAIRBANKS			6.01	6.06	6.43			4.10			
4,002 W	7.55		7.32				11.34	102.18	SATSUMA			5.50	5.55	6.36			3.45			
3,986	8.20		7.55				17.25	94.73	CYPRESS			5.37	5.42	6.26			3.20	See note		
4,030 W	8.50		8.20				24.70	90.32	SWANSON			5.29	5.34	6.19			2.55			
2,832	9.15		8.35				29.11	85.03	HOCKLEY			5.21	5.26	6.12			2.35	See note		
7,225 Y	9.35		8.51				34.40	79.69	WALLER			5.11	5.16	6.05			2.15	See note		
6,092	10.00		9.07				39.74	74.58	PRAIRIE VIEW			5.03	5.08	5.58			1.55	See note		
4,023	10.20		9.23				44.75	69.99	HEMPSTEAD			4.55	5.00	5.50			1.30	24 hours		
WFTYO Yard	10.55		9.45				49.44	65.23	HOWTH			4.35	4.45	5.37			12.45			
3,554	11.15		10.00				54.20	58.29	COURTNEY			4.20	4.32	5.24			12.20PM	See note		
7,344	11.35		10.20				61.14	54.25	CHAILLE			4.13	4.25	5.17			11.55AM			
2,951	11.55AM		10.32				65.18	49.98	G. C. & S. F. CROSSING											
							69.45	49.92	NAVASOTA	Autom. Block		4.05	4.18	5.10			11.39	P 24 hours		
5,000 W	12.15PM		8.00AM	11.00			69.51	49.57	I. & G. N. CROSSING								11.00			
							69.86	46.20	NELLEVA JUNCTION											
							73.23	44.78	NELLEVA											
3,619	12.35		11.20				74.65	40.18	MILLICAN			3.50	4.04	4.59			10.25	See note		
7,103 Y	12.55		11.59AM				79.25	32.03	WELLBORN			3.40	3.55	4.51			10.00	See note		
5,536 W	1.30		12.30PM				87.40	26.32	I. & G. N. CROSSING			3.20	3.40	4.38			9.30	See note		
							93.11	25.84	COLLEGE STATION											
5,981	2.00		12.55				93.59	21.41	I. & G. N. CROSSING			3.01	3.25	4.25			9.00	See note		
							98.02	20.99	BRYAN			2.50	3.15	4.15			8.30	24 hours		
9,952	2.30		1.10				98.44	13.56	BENCHLEY			2.25	3.01	3.55			8.00	See note		
2,418 W	3.01		1.35				106.27	9.49	RUFINCH			2.15	2.54	3.49			7.45			
2,465	3.20		1.50				109.94	5.85	SUTTON			2.07	2.47	3.42			7.30			
3,500	3.35		2.05				113.58	0.00	HEARNE			1.55AM	2.35PM	3.30AM			7.00AM	P 24 hours		
WFTYO Yard	4.00PM		2.25PM				119.43	217.29	DENISON			3.45PM								
			7.40AM				336.72													
	Arrive Daily		Arrive Daily									Leave Daily	Leave Daily	Leave Daily			Leave Daily			
	23		31									6	16	18			22	32		
	(9.30) 12		(0.15) 15									(4.30) 26	(3.55) 30	(3.40) 32			(10.00) 12	(0.15) 15		
			(8.05) 14														(0.15) 15	(10.15) 11		

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.

NOTE—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 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, 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. 3 June 8, 1919.	Distance from Ennis	FIRST CLASS			SECOND CLASS		THIRD CLASS		Telegraph Office hours
	25	23		33	31	21		17	15	5		6	16				18		22	32		24	26	
	Way Freight	Way Freight		Mixed	Mixed	New York Steamer Freight		The Owl	The Hustler	St. Louis Limited		Texas Limited	The Hustler				The Owl		Packing House Express	Mixed		Way Freight	Way Freight	
Leave Mon. Wed. Friday	Leave Tues. Thur. Saturday		Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily		Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily		Arrive Mon. Wed. Friday	Arrive Tues. Thur. Saturday					
					6.20AM		11.15PM	9.20AM	9.10PM	119.43	<b>HOUSTON</b>	229.67	6.25AM	6.30PM	7.10AM		7.30PM	6.30PM						
WFTYO Yard	7.20AM				3.30PM		2.50AM	1.40PM	1.25AM	0.00	119.3 HEARNE	110.24	s 1.45AM	s 2.15PM	s 3.30AM		8.05AM				1.15PM			
3.025	7.50				3.45		2.58	1.48	1.35	3.33	I. & G. N. CROSSING	110.22												
12.831	8.30				4.00		s 3.10	s 2.00	s 1.45	7.85	SEGER	106.91	1.35	2.08	3.18		7.50				1.00			
2.992	9.00				4.25		3.25	f 2.15	f 2.00	16.33	CALVERT	102.39	s 1.25	s 2.00	s 3.10		7.30				12.40			
Yard WY	9.45				4.50		s 3.40	s 2.30	s 2.20	22.05	HAMMOND	93.91	f 1.10	f 1.45	2.55		7.00				12.10PM			
3.500	10.05				5.10		3.50	f 2.40	2.35	27.52	BREMOND	88.19	s 1.00	s 1.35	s 2.45		6.40				11.45AM			
6.211	11.00				5.30		s 4.00	s 2.52	s 2.50	32.54	DENNY	82.72	12.35	f 1.20	2.35		6.10				10.25			
4.391 W	11.45AM				5.55		s 4.15	s 3.10	s 3.10	40.58	KOSSE	77.70	s 12.25	s 1.10	2.26		5.45				10.00			
7.495 W	12.35PM				6.25		s 4.35	s 3.35	s 3.35	48.81	THORNTON	69.66	s 12.01AM	s 12.53	2.13		5.10				9.30			
3.812	1.00				6.45		f 4.43	f 3.45	3.45	53.06	GROESBEECK	61.43	s 11.40PM	s 12.35	s 1.58		4.35				9.00			
Y					1.40PM	2.40PM				57.58	DOYLE	57.18	11.28	f 12.26	1.49		4.15				8.20			
Yard WFTO	1.20PM	7.30AM			1.50	2.50	7.00	4.51	3.55	58.91	MEXIA JUNCTION	52.66					7.15AM							
Yard W		8.15			1.55PM	2.55PM	7.05	s 4.55	s 4.05	60.35	MEXIA YARD		11.18	12.18	1.41		3.55	7.05		11.45AM	8.00AM			
7.170	9.00				7.30		5.07	s 4.20	s 4.20	67.76	T. & B. V. CROSSING	51.33												
4.000	9.20				7.50		5.16	f 4.31	f 4.31	73.41	MEXIA	49.89	s 11.15	s 12.15PM	s 1.38		3.35	7.00AM		11.30				
3.500 W	9.50				8.05		s 5.24	s 4.40	s 4.40	77.65	WORTHAM	42.48	s 10.55	s 11.55AM	1.23		3.10				10.35			
4.000	10.15				8.25		f 5.33	f 4.50	f 4.50	83.21	CURRIE	36.83	f 10.40	f 11.45	1.14		2.45				10.10			
Yard WFTO	11.15				8.50		s 5.45	s 5.05	s 5.05	89.52	RICHLAND	32.59	s 10.30	s 11.37	1.07		2.25				9.55			
1.618	11.40AM				9.05		5.55	5.15	5.15	96.01	ANGUS	27.03	f 10.15	f 11.27	12.58		2.00				9.25			
3.764	12.05PM				9.30		6.05	s 5.25	f 5.25	100.40	ST. L. S. W. CROSSING	20.72												
4.266	12.30				9.50		f 6.13	f 5.35	f 5.35	104.60	CORSICANA	20.71	s 10.00	s 11.15	s 12.45		1.40				9.00			
Yard WFTYO	1.00PM				10.20PM		s 6.25AM	s 5.50PM	s 5.50AM	110.24	CARL	14.23	9.38	10.56	12.28		1.10				8.20			
					7.40AM		11.15AM		11.15AM	217.29	RICE	9.84	f 9.30	10.48	12.19		12.55				8.05			
											ALMA	5.64	f 9.22	f 10.40	12.11		12.40				7.50			
											ENNIS	0.00	9.10PM	10.30AM	12.01AM		12.15AM				7.30AM			
											<b>DENISON</b>	107.05	3.45PM											

5.00	(5.30)	(0.15)	(0.15)	(6.50)	(3.35)	(4.10)	(4.25)	..... Time Over District.....	(4.35)	(3.45)	(3.29)	(7.50)	(0.15)	(4.15)	(5.15)
12	9	12	12	16	30	27	25	..... Average Speed per Hour.....	24	30	31-	14	12	12	11

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.  
 Mexia register station for trains Nos. 31, 32 and 33

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS			FIRST CLASS										Distance from Ennis	Time Table No. 3.					
	93	165	27	23			95	91	21				155	147	85	83	19		11	17	15	5	June 8, 1919	STATIONS
	Way Freight	T. & N. O. Freight	Way Freight	Way Freight			Through Freight	New York Steamer Freight	New York Steamer Freight				T. & N. O. Passenger	T. & N. O. Passenger	Passenger	Motor	Frisco Meteor 118		Frisco Passenger 510	The Owl	The Hustler	St. Louis Limited		
	Leave Monday, Wednesday and Friday	Leave Daily Ex. Sunday	Leave Monday, Wednesday and Friday	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	
							6.20AM	6.20AM							11.15PM	9.20AM			11.15PM	9.20AM	9.10PM	229.67	<b>HOUSTON</b>	
WFTYO Yard	7.20AM		7.30AM				2.30PM	12.30AM	12.10AM						6.40AM	6.10PM			6.30AM	5.55PM	6.00AM	0.00	<b>ENNIS</b>	
5.533	7.30AM		7.40				2.40PM	12.40AM	12.20						6.50AM	6.20PM			6.38	6.03	6.10	2.89	GARRETT	
3.979			8.20						12.40										6.48	6.14	6.22	7.73	PALMER	
3.310			8.40						12.57										6.55	6.22	6.32	11.77	TRUMBULL	
6.910			9.00 10.15						1.10										7.01	6.32	6.40	14.93	FERRIS	
4.008			10.40						1.30										7.10	6.41	6.50	19.05	WILMER	
3.061			11.00AM 12.01PM						1.50										7.20	6.51	7.00	23.58	HUTCHINS	
5.370			12.30						2.20										7.30	7.00	7.10	29.07	MILLER SWITCH	
		3.00PM	12.50						2.40				8.56PM	10.55AM					7.38	7.08	7.18	32.14	T. & N. O. JUNCTION	
																						32.72	D. T. RY. CROSSING	
		3.05	12.55						3.05				9.00	10.57					7.40	7.10	7.20	32.77	EAST DALLAS	
																						32.87	G. C. & S. F. RY. CROSSING	
WFYO Yard		3.30PM	1.00PM	6.10AM					3.10													33.53	DALLAS YARD	
4.444				6.20					3.20													33.97	T. & P. RY. CROSSING	
																						35.17	THOMAS	
													9.15PM	11.10AM					7.50AM	7.20PM	7.30 8.00		DALLAS (Union Station)	
3.152				6.28					3.28													37.59	HILAND	
2.145				6.33					3.38													39.11	M. K. & T. RY. CROSSING	
4.262				7.00					3.59												s 8.35	46.27	OASIS	
																						51.16	RICHARDSON	
12.319				7.50					4.15												s 8.50	51.46	ST. L. S. W. RY. CROSSING	
4.427				8.20					4.35												s 9.05	57.57	PLANO	
9.550				9.30					5.05												s 9.30	65.47	ALLEN	
3.348				10.00					5.30												s 9.45	72.03	McKINNEY	
5.397				10.35					5.50												s 9.57	76.63	MELISSA	
9.767				11.10					6.10												s 10.10	82.17	ANNA	
7.071				11.50AM					6.35												s 10.27	88.17	VAN ALSTYNE	
																						96.80	HOWE	
WFYO Yard				12.50PM					7.10								12.20AM	7.30AM			s 10.52	97.83	ST. L. S. W. RY. CROSSING	
Yard				1.00					7.15								12.23	7.33				97.85	SHERMAN	
																						99.39	T. & P. RY. CROSSING	
WFTO Yard				1.30PM					7.40AM								12.40AM	7.50AM				107.05	N. SHERMAN JCT.	
	Arr. Monday, Wednesday and Friday	Arrive Daily Except Sunday	Ar. Monday, Wednesday and Friday	Arrive Daily Except Sunday			Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			D. & S. E. CROSSING
	93	165	27	23			95	91	21				155	147	85	83	19	11	17	15	5			M. K. & T. CROSSING

(0.10) 17 (0.30) 3 (5.30) 6 (7.20) 10 (0.10) 17 (0.10) 17 (7.30) 14 (0.10) 6 (0.15) 9 (0.10) 17 (0.10) 17 (0.20) 27 (0.20) 27 (1.20) 26 (1.25) 25 (5.15) 20

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; and No. 5 is superior to No. 156.

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 track west of Frisco yard at Sherman.  
Texas Midland passenger trains operate on H. & T. C. main track—Ennis passenger depot to Midland connection west of Ennis Yard Office.

ENNIS-DENISON SUB-DIVISION.

EASTWARD—Toward Houston.

Time Table No. 3. June 8, 1919.	Distance from Denison	FIRST CLASS										SECOND CLASS				THIRD CLASS				Telegraph Office Hours				
		6	16	18	12	14	82	86	148	156					22	92	96				24	28	94	166
		Texas Limited	The Hustler	The Owl	Frisco Passenger 117	Frisco Meteor 511	Motor	Passenger	T. & N. O. Passenger	T. & N. O. Passenger					Through Freight	Packing House Express	Freight				Way Freight	Way Freight	Way Freight	T. & N. O. Freight
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily Ex. Sunday	Arrive Tuesday Thursday and Saturday	Arrive Tuesday Thursday and Saturday	Arrive Daily Ex. Sunday		
<b>HOUSTON</b>	336.72	6.25AM	6.30PM	7.10AM			6.30PM	6.25AM						7.30PM	7.30PM									
<b>ENNIS</b>	107.05	s 9.00PM	s 10.25AM	s 11.55PM			10.20AM	8.50PM						9.55PM	11.15PM	9.30AM					2.15PM	12.40PM		
2.89 GARRETT	104.16	f 8.51	10.19	11.49			10.10AM	8.40PM						9.45	11.05PM	9.15AM					1.45	12.30PM	P	
4.84 PALMER	99.32	s 8.39	f 10.08	11.39										9.25							1.15		See note	
4.04 TRUMBULL	95.28	f 8.29	10.00	11.32										9.10							12.45			
3.16 FERRIS	92.12	s 8.21	s 9.54	11.26										9.00							12.30PM		See note	
4.12 WILMER	88.00	f 8.10	9.45	11.19										8.45							10.10AM			
4.47 HUTCHINS	83.53	f 8.00	9.38	11.12										8.30							9.50 8.50		See Note	
5.55 MILLER SWITCH	77.98	f 7.50	9.29	11.03										8.10							8.25			
3.07 T. & N. O. JUNCTION	74.91	7.42	9.22	10.57																			6.10AM	
0.58 D. T. RY. CROSSING	74.33																							
0.03 EAST DALLAS	74.28	7.40	9.20	10.55																	8.05		6.05	
0.10 G. C. & S. F. RY. CROSSING	74.18																							
0.66 DALLAS YARD	73.52													7.45 7.01						2.00PM	8.00AM		6.00AM	
0.08 T. & P. RY. CROSSING	73.08																							
1.20 THOMAS	71.88													6.45							1.50			
<b>DALLAS (Union Station)</b>		s 7.30 7.00	9.10AM	10.45PM																	Via Santa Fe, Union Terminal		K. & T. 24 hours	
3.30PM 7.00AM																								
HILAND	69.46	6.45												6.30							1.36		24 hours	
M. K. & T. RY. CROSSING																								
1.52 OASIS	67.94	6.42												6.20							1.30			
7.16 RICHARDSON	60.78	s 6.25												5.55							1.00		See note	
4.89 ST. L. S. W. RY. CROSSING	55.89																							
0.30 PLANO	55.59	s 6.10												5.35							12.30		See note	
6.11 ALLEN	49.48	s 5.55												5.05							12.05PM		See note	
7.90 MCKINNEY	41.58	s 5.35												4.30							11.30AM		See note	
6.56 MELISSA	35.02	s 5.15												3.59							11.00		See note	
4.60 ANNA	30.42	s 5.03												3.45							10.35		See note	
5.44 VAN ALSTYNE	24.98	s 4.50												3.25							10.10		See note	
6.10 HOWE	18.88	s 4.35												3.05							9.40		See note	
8.63 ST. L. S. W. RY. CROSSING	10.25																							
1.03 SHERMAN	9.22	s 4.10		3.45AM	5.45PM									2.25							8.55		24 hours	
0.02 T. & P. RY. CROSSING	9.20																							
1.54 N. SHERMAN JCT.	7.66	4.02		3.40	5.40									2.15							8.15		24 hours	
7.66 D. & S. E. CROSSING																								
<b>DENISON</b>	0.00	3.45PM		3.25AM	5.25PM									1.50PM							7.50AM		24 hours	
		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	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Tuesday Thursday and Saturday	Leave Tuesday Thursday and Saturday	Leave Daily Except Sunday
		6	16	18	12	14	82	86	148	156				22	92	96				24	28	94	166	

Time Over District.....	(5.15)	(1.15)	(1.10)	(0.20)	(0.20)	(0.10)	(0.10)	(0.10)	(0.12)	(8.05)	(0.10)	(0.15)	(6.10)	(6.15)	(0.10)	(0.10)
Average Speed per Hour.....	30	28	30	27	27	17	17	9	8	12	17	12	12	7	17	8

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; and No. 5 is superior to No. 156.

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 Ennis Yard Office.

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			FIRST CLASS			Distance from Garrett	Time Table No. 3. June 8, 1919.			Distance from Fort Worth	FIRST CLASS			SECOND CLASS		THIRD CLASS		Telegraph Office hours
	THIRD CLASS	SECOND CLASS	FIRST CLASS	STATIONS				82	86			92	96	94					
	93 Way Freight Leave Mon., Wed. and Friday	95 Through Freight Leave Daily	91 New York Steamer Freight Leave Daily	85 Passenger Leave Daily	83 Motor Leave Daily	82 Motor Arrive Daily		86 Passenger Arrive Daily	92 Packing House Express Arrive Daily	96 Freight Arrive Daily		94 Way Freight Arrive Tues., Thur. and Sat.							
			6.20AM		11.15PM	9.20AM	232.56	HOUSTON 232.56	285.53	6.30PM	6.25AM		7.30PM						
5,355	7.30AM	2.40PM	12.40AM		f 6.50AM	f 8.20PM	0.00	GARRETT 5.20	52.97	f 10.10AM	f 8.40PM		11.05PM	9.15AM	12.30PM			P	
3,346	7.50	2.58	1.00		s 7.03	s 6.32	5.20	BOYCE 6.32	47.77	s 9.55	s 8.30		10.48	8.55	11.55AM				
24,037 WYO	8.30	3.18	1.18		s 7.20	s 6.45	11.52	WAXAHACHIE 1.37	41.45	s 9.42	s 8.18		10.30	8.30	11.30			24 Hours	
							12.84	M. K. & T. CROSSING 3.36	40.13										
1,990	8.50	3.33	1.45		f 7.35	f 7.00	16.20	SARDIS 6.00	36.77	f 9.30	f 8.03		10.10	8.10	10.20				
2,345	9.17	3.52	2.05		7.50	7.12	22.24	DILLARD SIDING 0.89	29.99	9.17	7.50		9.53	7.50	9.55				
7,995	9.25	3.55	2.08		s 7.52	s 7.13	23.09	G. C. & S. F. CROSSING MIDLOTHIAN 6.58	29.88	s 9.15	s 7.48		9.50	7.30	9.50			See Note	
3,000	9.50	4.25	2.32		s 8.10	s 7.28	29.67	BRITTON 4.43	23.30	s 8.55	s 7.28		9.20	6.55	8.55			See Note	
4,070 W	10.10	4.45	2.50		s 8.25	s 7.42	34.10	MANSFIELD 4.31	18.87	s 8.45	s 7.15		9.05	6.35	8.25			24 Hours	
3,000	10.30	5.00	3.07		f 8.35	f 7.52	38.41	BISBEE 3.90	14.56	f 8.35	f 7.00		8.45	6.15	8.00				
3,000	10.50	5.25	3.22		f 8.45	s 8.02	42.31	KENNEDALE 3.45	10.66	s 8.25	f 6.50		8.30	5.55	7.45				
3,000	11.05	5.40	3.35		f 8.54	f 8.10	45.76	BRAMBLETON 4.43	7.21	f 8.18	f 6.40		8.10	5.35	7.30				
							50.19	M. K. & T. CROSSING 1.70	2.78										
							51.89	G. C. & S. F. CROSSING 0.46	1.08										
WFIO Yard	11.30AM	6.10PM	4.00AM		9.08	8.28	52.35	FT. WORTH (Freight Depot) 0.26	0.62	8.03	6.23		7.30PM	5.00AM	7.00AM			See Note	
Yard					9.10AM	8.30PM	52.97	T. & P. CROSSING 0.37	0.36										
	Arrive Mon., Wed., Fri. 93	Arrive Daily 95	Arrive Daily 91		Arrive Daily 85	Arrive Daily 83		FORT WORTH	0.00	8.00AM	6.20PM		Leave Daily 92	Leave Daily 96	Leaves Tues., Thur., Sat. 94				

(4.00) 12 (3.30) 15 (3.20) 16 (2.20) 22 (2.10) 24 (2.10) 24 (2.20) 22 (3.35) 15 (4.15) 12 (5.30) 9

Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72. Except No. 85 is Superior to No. 82.

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			FIRST CLASS			Distance from Bremond	Time Table No. 3. June 8, 1919.			Distance from Ross	FIRST CLASS			THIRD CLASS		Telegraph Office hours
	THIRD CLASS	SECOND CLASS	FIRST CLASS	STATIONS				62	66	72		68					
	67 Way Freight Leave Daily Ex. Sunday		73 Passenger Leave Daily	65 Mixed Leave Daily	63 Passenger Leave Daily	62 Passenger Arrive Daily		66 Mixed Arrive Daily	72 Passenger Arrive Daily	68 Way Freight Arrive Daily Ex. Sunday							
				11.15PM	9.20AM	141.48	HOUSTON 141.48	186.16	6.30PM	6.25AM							
Yard WY	12.15PM			3.50AM	2.35PM	0.00	BREMOND 8.05	54.68	1.15PM	12.45AM				11.40AM			24 hours
3,721	12.53			s 4.10	s 2.52	8.05	REAGAN 9.22	46.63	s 12.53	s 12.18AM				11.15			No train order
9,620	1.30		9.40AM	s 4.35	s 3.15	17.27	MARLIN 0.45	37.41	s 12.35	s 11.55PM	9.10AM			10.50			See Note
						17.72	I. & G. N. CROSSING 7.51	36.96									
1,432 W	2.00			s 10.05	s 5.00	25.23	PERRY 4.16	29.45	s 12.15	s 11.27	s 8.45			10.05			See Note
1,363	2.20			s 10.15	s 5.12	29.39	RIESEL 6.03	25.29	s 12.05PM	s 11.15	s 8.35			9.30			See Note
1,439	2.45			f 10.30	f 5.35	35.42	HARRISON 7.79	19.26	f 11.50AM	f 10.55	f 8.20			9.00			
						43.23	M. K. & T. CROSSING ST. L. S. W. CROSSING 0.61	11.47									
WFYO Yard	3.10PM		10.50AM	6.00AM	4.15PM	43.82	WACO 4.70	12.00	11.30AM	10.30PM	8.00AM			8.40AM			24 Hours
						47.30	M. K. & T. CROSSING 7.38	7.38									
						54.68	ROSS	0.00									
	Arrive Daily Except Sunday 67		Arrive Daily 73	Arrive Daily 65	Arrive Daily 63				Leave Daily 62	Leave Daily 66	Leave Daily 72		Leave Daily Except Sunday 68				

(2.55) 15 (1.10) 20 (2.10) 20 (1.40) 26 (1.45) 19 (2.15) 19 (1.10) 20 (3.00) 15

Marlin is register station for Nos. 72 and 73 only. Eastward Trains are Superior to Trains of Same Class in Opposite Direction. See Rule 72.



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. 3. June 8, 1919.	Distance from Mexia Junction	SECOND CLASS		Telegraph Office Hours
	33	31				32	34	
	Mixed	Mixed				Mixed	Mixed	
	Leave Sunday Only	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday Only	
	8.15AM	8.15AM	0.00	NELLEVA JUNCTION	94.06	2.50PM	12.40PM	P
2,886	f 8.30	f 8.35	3.70	3.70 CROWDER	90.36	f 2.30	f 12.20	
	f 8.45	f 8.50	6.79	5.37 PIEDMONT	87.27	f 2.10	f 12.05PM	
2,989 W	f 9.00	f 9.10	12.16	7.35 CARLOS	81.90	f 1.45	f 11.45AM	
2,988	f 9.20	f 9.35	19.51	4.97 MESA	74.55	f 1.15	f 11.20	
3,011	s 9.35	s 9.55	24.48	3.04 IOLA	69.58	s 12.50	s 11.00	See note
2,930	f 9.50	f 10.15	27.52	7.38 CROSS	66.54	f 12.30	f 10.45	
Yard W	s 10.20	s 10.40	34.90	3.87 NORTH ZULCH	59.16	s 12.01PM	s 10.20	See note
	f 10.35	f 11.01	38.77	4.00 GEORGE	55.29	f 11.40AM	f 10.05	
3,000	s 10.50	s 11.20	42.77	8.84 NORMANGEE	51.29	s 11.20	s 9.50	See note
3,000	f 11.15	f 11.50AM	51.61	7.29 FLYNN	42.45	f 10.50	f 9.25	
1,005 W	s 11.40AM	s 12.20PM	58.90	7.02 ROBBINS	35.16	s 10.20	s 9.05	See note
3,000	s 12.05PM	s 12.45	65.92	5.60 JEWETT	28.14	s 9.55	s 8.45	See note
2,711	f 12.25	f 1.10	71.52	5.08 EVANSVILLE	22.54	f 9.30	f 8.25	
3,000 W	s 12.45	s 1.40	76.60	5.08 FARRAR	17.46	s 8.40	s 8.10	
3,004	s 1.00	s 2.00	81.68	6.18 PERSONVILLE	12.38	s 8.15	s 7.55	See note
3,018	s 1.20	s 2.20	87.86	6.20 FALON	6.20	s 7.45	s 7.35	
	1.40PM	2.40PM	94.06	MEXIA JUNCTION	0.00	7.15AM	7.15AM	P
	Arrive Sunday Only	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Sunday Only	
	33	31				32	34	

(5.25) 17 ..... Time Over District ..... (7.40) 12 .....  
 (6.25) 15 ..... Average Speed per Hour ..... (6.45) 17

**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, 33 and 34.  
 All Trains approach Hipps' Spur with Train under control.

WESTWARD. LANCASTER—HUTCHINS SUB-DIVISION. EASTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Hutchins	Time Table No. 3. June 8, 1919.	Distance from Lancaster	SECOND CLASS	
	27	28				28	28
	Mixed	Mixed				Mixed	Mixed
	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Leave Daily Ex. Sunday
3,061	8.50AM		0.00	HUTCHINS	4.70	9.40AM	
			4.50	4.50 M. K. & T. CROSSING	0.20		
3,117	9.10AM		4.70	0.20 LANCASTER	0.00	9.20AM	
	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	
	27					28	

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

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

# 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, Engineer must whistle out Flagman to protect rear of train and will recall Flagman 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 rear of train. Flagman must not wait for signal from either Engineer or Conductor to protect train.

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

(b) At stations where trains meet in block signal territory, when train holding main track is stopped by block signal which has been placed in stop position by the opposing train, it will be permissible for the train holding main track to proceed under control, as soon as the opposing train starts into siding, provided the main track between switches is seen to be clear.

(c) At night when burning fuses are placed by Flagmen at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by trainmen who placed them, that the fuses were placed for following trains.

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, then 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 a distance of one-half mile, after first calling in Flagman. In cases of this kind, it is reasonable to assume that someone has placed the stop signals to protect against broken rail or other track obstructions, and extreme care must be taken in moving train until full flagging distance has been covered.

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

6. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose on freight trains, to be acknowledged by two short blasts of whistle from engine.

Conductors of trains displaying green signals must register in person instead of by slip.

7. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches, and twenty-five (25) miles per hour over drawbridges and railroad crossings at grade.

8. 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 Engineer's side. These signals consist of post, four (4) inches square, extending three (3) feet above ground, with short fish-tail targets painted yellow, face of post painted white, and side 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.

9. The following signs, when placed opposite names of stations in time-tables, indicate:

P—Telephone.	O—Track Scales.
F—Fuel Station.	Y—Wye.
T—Turn Table.	W—Water Station.

Register stations are indicated by bold face type.

## 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, and Denison, Dispatcher's Office at Ennis, and in Yard Office and Union Station at Dallas, and Ennis and Hearne Yard Offices.

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 Dispatcher's Office for passenger trains only. Frisco Yard Office, Sherman, Frisco freight trains only. Waxahachie Tower for T. & B. V. trains. Mexia Yard for Trains 23, 24, 25, 26.

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, Bremond, Hearne, Hempstead, Hardy Street and Houston.

For employes of the Locomotive Department, at Roundhouses at Denison, Dallas, Ennis, Hearne, Bremond, 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 Texas & 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 Missouri, Kansas & Texas Railway Company between East Waco and M. K. & T. 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 Hilland, through Dallas Union Terminal Company.

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.

## SPEED REGULATIONS.

Trains handling oil tanks, loaded, of twelve thousand gallons capacity, or more, will not exceed eighteen (18) miles per hour.

Conductors will advise Enginemen when they have loaded oil tanks in their trains that restrict speed of train to eighteen (18) miles per hour.

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 Navasota and between Mexia and Dallas; twenty-five (25) miles an hour between Bremond and Waco, Ennis and Fort Worth, Navasota to Mexia, Nelleva Junction to Mexia Junction via Cut-off, Dallas and Denison; fifteen (15) miles an hour between 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.

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

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 and 73 only.

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 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 east of Millican indicates position of the east Switch or Main Line just west 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 West Lead Switch Ennis Yard under Positive Block Signals.

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.

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.

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 over-lap; 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. 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 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 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 Hilland.

Conductors of passenger trains must throw off register slip to Towerman at Hilland 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.

## 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
Bear Grass Spur.....	3.28 miles west of Jewett,	1000 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

## TELEGRAPH OFFICE HOURS—SUNDAY ONLY.

Cypress .....	9:00 AM to 10:30 AM, 4:30 PM to 6:00 PM
Hockley .....	9:20 AM to 10:50 AM, 4:30 PM to 5:30 PM
Waller .....	9:30 AM to 11:00 AM, 4:15 PM to 5:30 PM
Prairie View .....	9:40 AM to 11:10 AM, 4:00 PM to 5:30 PM
Courtney .....	10:20 AM to 11:30 AM, 3:45 PM to 5:00 PM
Millican .....	11:00 AM to 12:30 PM, 3:00 PM to 4:15 PM
Wellborn .....	11:15 AM to 12:30 PM, 2:40 PM to 4:00 PM
College Station .....	11:30 AM to 1:00 PM, 2:30 PM to 4:00 PM
Benchley .....	11:50 AM to 1:15 PM, 2:00 PM to 3:15 PM
Eureka .....	24 hours
Hempstead .....	24 hours
Navasota Tower .....	24 hours
Bryan Tower .....	24 hours
Hearne Tower .....	24 hours
Calvert .....	12:01 AM to 3:30 AM
Groesbeeck .....	11:00 PM to 5:00 AM

Richland .....	10:30 AM to 12 Noon, 3:40 PM to 5:00 PM
Rice .....	9:45 AM to 11:15 AM, 4:30 PM to 5:30 PM
Bremond .....	24 hours
Mexia Yard .....	24 hours
Corsicana (Cotton Belt Station).....	24 hours
Ennis .....	24 hours
Hutchins .....	6:30 AM to 10:00 AM
Richardson .....	8:00 AM to 9:00 AM, 5:45 PM to 6:45 PM
Plano Tower .....	4:00 PM to 8:00 AM
Allen .....	8:30 AM to 9:30 AM, 5:15 PM to 6:15 PM
McKinney .....	9:00 AM to 10:00 AM, 4:50 PM to 5:50 PM
Melissa .....	9:00 AM to 10:00 AM, 4:30 PM to 5:30 PM
Anna .....	9:15 AM to 10:15 AM, 4:15 PM to 5:15 PM
Dallas Yard .....	24 hours
Dallas Union Station.....	24 hours
Hiland Tower .....	24 hours

Sherman Tower .....	24 hours
Denison, M. K. & T. Pass. Station.....	24 hours
Waxahachie Tower .....	24 hours
Mansfield .....	24 hours
Midlothian .....	7:00 AM to 9:30 AM
Britton .....	7:30 AM to 9:15 AM
Fort Worth .....	4:00 AM to 12:00 Noon, 5:00 PM to 1:00 AM
Perry .....	8:15 AM to 12:30 PM, 3:00 PM to 4:00 PM
Reisel .....	8:00 AM to 12:15 PM, 3:10 PM to 4:10 PM
Waco, M. K. & T. Station.....	24 hours
Iola .....	9:00 AM to 11:15 AM
North Zulch .....	9:50 AM to 10:50 AM
Normangee .....	9:00 AM to 11:00 AM
Robbins .....	8:30 AM to 12:00 Noon
Jewett .....	8:00 AM to 12:30 PM
Personville .....	7:30 AM to 1:30 PM

## TELEGRAPH OFFICE HOURS—DAILY EXCEPT SUNDAY.

Cypress .....	8:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Hockley .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:30 PM
Waller .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:30 PM
Prairie View .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:30 PM
Courtney .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Millican .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Wellborn .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
College Station .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Benchley .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Eureka .....	24 hours
Hempstead .....	24 hours
Navasota Tower .....	24 hours
Bryan Tower .....	24 hours
Hearne Tower .....	24 hours
Calvert .....	8:00 AM to 4:00 PM, 11:00 PM to 7:00 AM
Kosse .....	8:00 AM to 11:30 AM, 12:30 PM to 5:00 PM
Thornton .....	8:00 AM to 11:30 AM, 12:30 PM to 5:00 PM
Groesbeeck .....	8:00 AM to 4:00 PM, 11:00 PM to 7:00 AM
Wortham .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM

Richland .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Rice .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:30 PM
Bremond .....	24 hours
Mexia Yard .....	24 hours
Corsicana (Cotton Belt Station).....	24 hours
Ennis .....	24 hours
Palmer .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Ferris .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Hutchins .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Richardson .....	8:00 AM to 12:00 Noon, 1:00 PM to 6:30 PM
Plano Tower .....	4:00 PM to 8:00 AM
Allen .....	8:00 AM to 12:00 Noon, 1:00 PM to 6:15 PM
McKinney .....	9:00 AM to 12:00 Noon, 1:00 PM to 6:00 PM
Melissa .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:30 PM
Anna .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:20 PM
Van Alstyne .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Howe .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Dallas Yard .....	24 hours

Dallas Union Station.....	24 hours
Hiland Tower .....	24 hours
Sherman Tower .....	24 hours
Denison, M. K. & T. Pass. Station.....	24 hours
Waxahachie Tower .....	24 hours
Midlothian .....	7:00 AM to 12:00 Noon, 1:00 PM to 4:00 PM
Britton .....	7:30 AM to 12:00 Noon, 1:00 PM to 4:30 PM
Mansfield .....	24 hours
Fort Worth .....	4:00 AM to 12:00 Noon, 5:00 PM to 1:00 AM
Marlin .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Perry .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Reisel .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Waco, M. K. & T. Station.....	24 hours
Iola .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
North Zulch .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Normangee .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Robbins .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Jewett .....	8:00 AM to 12:00 Noon, 1:00 PM to 5:00 PM
Personville .....	7:30 AM to 12:00 Noon, 1:00 PM to 4:30 PM

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

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

