

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

**TIME TABLE**

FOR THE

**DALLAS DIVISION**

To Take Effect Sunday, September 6, 1925, at 12:01 A. M.

CENTRAL TIME

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

G. S. WAID,  
*Vice President and General Manager.*

L. B. McDONALD,  
*Assistant General Manager.*

O. C. CASTLE,  
*Superintendent of Transportation.*

195-

# CONDENSED SCHEDULES.

(CENTRAL TIME)

WESTWARD

EASTWARD

No. 257 248	No. 343	No. 45	No. 43	No. 37 22	No. 19	No. 17	No. 15 24	No. 13	Distance from Houston	STATIONS	Distance from Denison	No. 14	No. 16 23	No. 18	No. 20	No. 38 21	No. 42	No. 46	No. 344	No. 258 247
4.30AM				10.00PM			8.00AM		210	SAN ANTONIO	404		7.15PM			7.30AM				11.00PM
	6.00AM	11.20PM	9.05AM		9.10PM	11.15PM	9.35AM	12.01PM	0	HOUSTON	337	6.30PM	5.50PM	7.20AM	6.55AM		6.05PM	6.40AM	2.30AM	
	8.50AM	1.05AM 1.20AM	10.35AM 10.40AM		10.39PM	12.27AM	10.48AM		50	HEMPSTEAD	287		4.35PM	6.05AM	5.28AM		4.40PM 4.25PM	4.45AM 4.40AM	11.15PM	
		6.40AM	3.15PM	10.45PM			3.15PM		164	AUSTIN	335					6.40AM	12.20PM	10.45PM		
	9.50AM				11.24PM	1.02AM	11.25AM		71	NAVASOTA	267		3.55PM	5.30AM	4.49AM					9.58PM
2.45PM 4.00PM	12.15PM 3.00PM			3.15AM	{ 1.05AM 1.20AM	{ 2.30AM 2.35AM	{ 1.00PM 1.30PM		121	HEARNE	217	{ 2.15PM 1.52PM	{ 3.55AM 3.50AM	{ 3.05AM 2.55AM		2.00AM			7.45PM 6.15PM	12.05PM 11.00AM
5.00PM	4.20PM			3.54AM	{ 2.10AM 2.20AM	3.30AM	2.25PM		143	BREMOND	195		1.10PM	3.05AM	{ 2.10AM 1.55AM	1.21AM			5.00PM	9.50AM
6.20AM				6.20AM	6.20AM	6.20AM	3.50PM		186	WACO	239		11.20AM		10.45PM	10.45PM				
7.07PM	6.25PM			4.59AM	3.55AM	4.35AM	3.32PM		181	MEXIA	157		11.50AM	2.02AM	12.43AM	12.21AM			2.35PM	7.50AM
10.10PM 1.30AM	9.30PM 1.30AM			{ 6.20AM 6.25AM	{ 5.30AM 5.45AM	{ 5.55AM 6.00AM	{ 5.05PM 5.10PM		231	ENNIS	107		10.15AM 10.05AM	12.40AM 12.30AM	11.10PM 10.45PM	11.00PM 10.55PM			12.15PM 11.55PM	3.30AM 11.55PM
3.45AM	3.45AM			7.30AM	{ 6.55AM 8.10AM	7.10AM	6.20PM	6.30PM	265	DALLAS	73	12.01PM	9.00AM	11.30PM	{ 9.30PM 6.50PM	10.00PM			10.00PM	10.00PM
5.15AM	5.15AM			8.20AM	7.40AM	7.40AM	7.30PM	7.30PM	286	FORT WORTH	157	11.00AM	8.10AM	9.00PM	9.00PM	9.00PM			6.45AM	8.30PM
7.30AM	7.30AM			10.40AM	10.40AM	10.40AM			337	DENISON	0				4.30PM	4.30PM			4.40PM	4.40PM
27.0	25.30	7.20	6.35	12.40	13.30	11.25	11.30	7.29		THROUGH TIME		7.30	11.05	10.20	14.25	15.00	5.45	7.55	33.50	30.20
14.9	13.2	22.2	24.7	31.8	24.9	29.5	24.8	37.8		MILES PER HOUR		37.8	31.8	27.6	23.4	26.9	23.5	20.4	9.6	13.2

### MILEAGE SOUTHERN PACIFIC LINES (TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Co. (includes 31.53 - 2nd track).....	2,133.75
Texas & New Orleans Railroad Company (includes 8.19 - 2nd track).....	474.31
Texas State Railroad.....	32.68
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co., I. & V. R. R. Co. and F. & A. Ry. Co. (includes 40.97 - 2nd track).....	679.68
Houston & Texas Central Railroad Company (includes 4.69 - 2nd track).....	868.45
The Houston East & West Texas Railway Company.....	190.59
Houston & Shreveport Railroad Company.....	39.80
<b>Total Mileage.....</b>	<b>4,419.26</b>

### MAIN LINE

Eureka (M. P. 7) to Denison...H. & T. C. R. R. Co.....330.98

### BRANCHES

Mexia Subdivision.....H. & T. C. R. R. Co.....Mexia Jct. to Nelleva Jct.....	94.08
Ft. Worth Subdiv.....H. & T. C. R. R. Co.....Garrett to Fort Worth.....	52.84
Waco Subdivision.....H. & T. C. R. R. Co.....Bremond to Ross.....	55.14
Lancaster Subdiv.....H. & T. C. R. R. Co.....Hutchins to Lancaster.....	4.74
Dallas Belt Subdiv.....H. & T. C. R. R. Co.....Forest Ave. to T. & P. Jct. and Belt Jct. ....	7.35

Total Branches .....214.15  
Total Dallas Division.....545.13

# COMPANY SURGEONS

Dr. R. W. Knox, Chief Surgeon, Houston, Texas.

Dr. C. C. Green, Assistant Chief Surgeon, Houston, Texas.

<b>Alma</b> .....Dr. J. T. Carter.....Local Surgeon	<b>Jewett</b> .....Dr. Z. J. Spruell.....Local Surgeon
<b>Bryan</b> .....Dr. P. M. Raysor.....Local Surgeon Dr. C. A. Searcy.....Local Surgeon	<b>Kosse</b> .....Dr. A. T. Ezell.....Local Surgeon Dr. J. C. Baker.....Local Surgeon
<b>Bremond</b> .....Dr. Edgar Brittain.....Local Surgeon	<b>Lancaster</b> .....Dr. B. F. Lyons.....Local Surgeon
<b>Courtney</b> .....Dr. G. C. Harris.....Local Surgeon	<b>Millican</b> .....Dr. Henry Bradbrook.....Local Surgeon
<b>College Station</b> Dr. J. E. Marsh.....Local Surgeon	<b>Mexia</b> .....Dr. T. F. Oates.....Local Surgeon Dr. M. M. Brown.....Local Surgeon Dr. E. F. Hamm.....Local Surgeon
<b>Calvert</b> .....Dr. F. J. Gilson.....Local Surgeon	<b>McKinney</b> .....Dr. B. F. Largent.....Local Surgeon
<b>Corsicana</b> .....Dr. I. N. Suttle.....Local Surgeon Dr. T. A. Miller.....Local Surgeon	<b>Marlin</b> .....Dr. S. P. Rice.....Local Surgeon
<b>Dallas</b> .....Dr. E. H. Cary.....Oculist and Aurist Dr. E. Dunlap.....Division Surgeon Dr. H. M. Winans.....Local Surgeon	<b>Midlothian</b> .....Dr. T. L. Barnett.....Local Surgeon
<b>Denison</b> .....Dr. A. M. Freels.....Local Surgeon Dr. T. J. Long.....Local Surgeon	<b>Mansfield</b> .....Dr. W. B. McKnight.....Local Surgeon
<b>Ennis</b> .....Dr. C. P. Cook.....Division Surgeon Dr. J. S. Terry.....Local Surgeon Dr. W. P. McCall.....Local Surgeon Dr. C. E. Gray.....Oculist	<b>Navasota</b> .....Dr. E. A. Harris.....Local Surgeon Dr. W. T. Wilson.....Local Surgeon
<b>Fort Worth</b> .....Dr. W. R. Thompson.....Oculist and Aurist Dr. W. A. Durringer.....Division Surgeon Dr. W. C. Durringer.....Division Surgeon Dr. S. J. Wilson.....Local Surgeon	<b>Normangee</b> .....Dr. Joe Rogers.....Local Surgeon
<b>Ferris</b> .....Dr. E. House.....Local Surgeon Dr. A. T. Hampton.....Local Surgeon	<b>North Zulch</b> .....Dr. J. E. Burney.....Local Surgeon
<b>Houston</b> .....Dr. F. A. Waples.....Division Surgeon Dr. H. C. Feagan.....Division Surgeon Dr. R. H. Harrison.....Examining Surgeon Dr. R. H. McMeans.....Local Surgeon Dr. J. L. Taylor.....Local Surgeon Dr. C. M. Warner.....Local Surgeon Dr. M. L. O'Banion.....Local Oculist and Aurist Dr. T. A. Dickson.....Local Oculist and Aurist	<b>Plano</b> .....Dr. W. G. Harris.....Local Surgeon
<b>Hempstead</b> .....Dr. Malcolm A. Jones.....Local Surgeon	<b>Riesel</b> .....Dr. J. D. Foster.....Local Surgeon
<b>Hearne</b> .....Dr. H. W. Cummings.....Local Surgeon Dr. S. J. Alexander.....Local Surgeon	<b>Richland</b> .....Dr. J. H. Edgar.....Local Surgeon
<b>Hutchins</b> .....Dr. A. W. Carnes.....Local Surgeon Dr. A. C. Carnes.....Local Surgeon	<b>Rice</b> .....Dr. J. T. Carter.....Local Surgeon
<b>Howe</b> .....Dr. J. L. Shelley.....Local Surgeon	<b>Richardson</b> .....Dr. W. N. Manning.....Local Surgeon
<b>Iola</b> .....Dr. W. J. Quinn.....Local Surgeon	<b>Reagan</b> .....Dr. H. P. Curry.....Local Surgeon
	<b>Sherman</b> .....Dr. T. W. Crowder.....Oculist Dr. E. J. Neathery.....Local Surgeon Dr. H. I. Stout.....Local Surgeon
	<b>Thornton</b> .....Dr. W. A. Bedford.....Local Surgeon
	<b>Van Alstyne</b> .....Dr. Wm. Veazey.....Local Surgeon
	<b>Waco</b> .....Dr. H. T. Aynesworth.....Oculist and Aurist Dr. G. B. Foscoe.....Local Surgeon Dr. C. H. Brooks.....Local Surgeon
	<b>Waxahachie</b> .....Dr. W. D. Boyd.....Local Surgeon Dr. W. C. Tenery.....Local Surgeon
	<b>Wortham</b> .....Dr. K. W. Sneed.....Local Surgeon
	<b>Waller</b> .....Dr. H. A. Berry.....Local Surgeon
	<b>Wellborn</b> .....Dr. W. J. Gullledge.....Local Surgeon

### LOCATION OF HOSPITALS

**General Hospital—**

Southern Pacific Hospital, Thomas Street, between James and Paschal, Houston.

**Emergency Hospital—**

Providence Sanitarium, Waco. St. Joseph Infirmary, Ft. Worth. Baylor Hospital, Dallas. Sherman Hospital, Sherman.

**First Aid Hospital—**

T.&N.O. General Shops, Houston.

### Legal Holidays

New Year's Day.....	January 1st.
Washington's Birthday.....	February 22nd.
Decoration Day.....	May 30th.
Independence Day.....	July 4th.
Labor Day.....	First Monday in September.
Thanksgiving Day.....	Last Thursday in November.
Christmas.....	December 25th.

### TIME INSPECTORS

Sidney F. Ball, General Time Inspector.....	Chicago
Houston Watch Company, Southern Pacific Building.....	Houston
W. E. Conners, 1801 Hardy St.....	Houston
A. H. Frederick.....	Hempstead
Thomas & Meyers.....	Hearne
Mitchell-Greer Company.....	Fort Worth
F. Studer.....	Waco
A. M. Wesson.....	Mexia
C. T. Moore.....	Ennis
Hafner Watch & Optical Company, Interurban Bldg.....	Dallas
J. B. Rockwall.....	Denison
Strange Jewelry Company.....	Sherman
Rhoads Brothers.....	Corsicana

### STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from Houston	NAME	Car Capacity and Direction Opening if Spur	Mexia Subdivision		
			Distance from Nolleva Jet.	NAME	Car Capacity and Direction Opening if Spur
20.21	Humble Oil Spur.....	15 E			
38.50	Mile Post 39.....	16			
53.68	Section 8.....	30	14.23	Cuthrell's Spur.....	6 E
54.50	Hanneys Spur.....	9 E	56.86	Brown's Spur.....	7 W
58.66	Sand Spur.....	16 W	72.27	Evansville Coal Mine.....	33
118.02	Humble Oil Spur.....	15 E	78.52	Karners Spur.....	7 W
171.01	Humble Pipe Line.....	14 E	83.61	Sand Spur.....	10 W
173.00	Spradley.....	15 E	91.66	Shilo.....	15 W
177.07	Prairie Pipe Line.....	12 E			
183.35	Gulf Pipe Line Co.....	30 E			
183.86	Atlantic Oil Co.....	36 E			
196.07	Humphreys.....	44			
255.58	List & Gifford Gravel Pit	70			
267.80	Armo.....	12 W			
269.49	S. M. U. Spur (Soumethun)	73 W			
271.89	Lawther.....	3 W			
292.46	Murray.....	15 W	20.34	Stallworth.....	2 W
335.91	Cotton Mill Spur.....	52 W	38.35	Neale.....	3 W

WESTWARD

HEARNE SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	THIRD CLASS			SECOND CLASS			FIRST CLASS								Distance From Houston	TIME TABLE No. 194 Sept. 6, 1925						
			51 Local Freight				239 Austin Division Fast Mds.	343 New York Steamer Freight	345 Mixed				45 Austin Division Passenger	17 The Owl		19 Central Express	13 The Sunbeam	24 The Hustler	15 The Hustler	43 Austin Division Passenger	22 Dallas Ft. Worth Limited	STATIONS
			Leave Daily				Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
BKWFYP			6.30AM				7.00PM	6.00AM													0.0	TO-R ENGLEWOOD
BWFTP																					3.7	HOUSTON (Hardy St.)
																					6.1	BOULEVARD JUNCTION
P BK													11.20PM	11.15PM	9.10PM	12.01PM			9.35AM	9.05AM	1.3	TO-R HOUSTON (Grand Central Station)
																					2.7	BOULEVARD JUNCT.

TIME AT HOUSTON (GRAND CENTRAL STATION) AND ENGLEWOOD FOR INFORMATION ONLY. SEE HOUSTON TERMINALS CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND EUREKA.

65 PI Y			7.30AM				7.45PM	7.05AM					11.38PM	11.28PM	9.23PM	12.13PM			9.48AM	9.18AM		6.0	TO-R TOWER 13 M-K-T. Cross. EUREKA
45 P W			7.50				8.03	7.20					11.51PM	11.36	f 9.33	12.21			9.56	f 9.28		12.6	FAIRBANKS
45 P			8.10				8.17	7.33					12.03AM	11.43	f 9.42	12.28			10.03	f 9.38		18.5	SATSUMA
100 P W			8.37				8.31	7.48					12.18	11.54	f 9.54	12.37			10.13	s 9.51		26.0	TO . CYPRESS
55 P			8.50				8.41	7.57					12.27	11.59PM	10.00	12.43			10.19	9.58		30.4	GANO
75 P Y			9.15				8.52	8.07					12.38	12.07AM	f 10.08	12.49			10.26	s 10.06		35.7	TO HOCKLEY
48 P			9.35				9.03	8.18					12.49	12.14	f 10.16	12.55			10.33	s 10.16		41.0	TO WALLER
8 P SPUR			9.52				9.13						f 12.57		f 10.23					s 10.25		45.1	TO PRAIRIE VIEW
60 P			9.55				9.15	8.31					12.59	12.21	10.25	1.01			10.40	10.27		46.1	PRAIRIE SIDING
PBKWFY			10.10 11.00				9.30PM	8.50	6.45AM				1.05AM	12.27	s 10.39	1.07			s 10.48	10.35AM		60.7	TO-R HEMPSTEAD
48 P			11.30					9.05	f 6.55					12.34	f 10.48	1.14			f 10.55			55.5	HOWTH
82 P			11.50AM					9.23	f 7.12					12.44	f 10.59	1.24			f 11.06			62.4	COURTNEY
55 P			12.05PM					9.33	f 7.24					12.50	11.06	1.30			f 11.12			66.5	CHAILLE
P I																						70.7	TO TOWER 41 (GC&SF Cross.)
90 W			12.40					9.50	s 7.50					s 1.02	s 11.24	1.37			s 11.25			70.8	TO NAVASOTA
I																						71.1	TOWER 9 (I. -G. N. Cross.)
P									8.00AM													74.5	NELLEVA JUNCTION
75 P			1.00					10.05						1.11	f 11.34	1.45			f 11.36			76.1	NELLEVA
50 P Y			1.25					10.20						1.19	f 11.43	1.52			s 11.45			80.5	MILLIOAN
80 P W			2.04					10.40						1.31	f 11.56PM	2.04			s 11.59AM			88.7	TO WELLBORN
80 P I			2.30					10.55						s 1.41	s 12.10AM	2.11			s 12.10PM			94.9	TOWER 7 (I. -G. N. Cross.) COLLEGE STATION
80 P I			3.00					11.15						s 1.50	s 12.25	2.17			s 12.22			99.7	TO TOWER 36 (I.-G. N. Cross.) BRYAN
46 P W			3.56					11.33						2.04	f 12.40	2.29			s 12.36			107.5	BENCHLEY
50 P			4.17					11.44						2.11	12.46	2.35			12.41			111.2	RUFINCH
70 P			4.30					11.55AM						2.19	12.53	2.40			f 12.47			114.8	SUTTON
BKWFITY			4.45PM					12.15PM						2.25	12.59				1.05PM	12.53		119.7	HEARNE JUNCTION
			Arrive Daily 51				Arrive Daily 239	Arrive Daily 343	Arrive Daily 345				Arrive Daily 45	Arrive Daily 17	Arrive Daily 19	Arrive Daily 13	Arrive Daily 24	Arrive Daily 15	Arrive Daily 43	Arrive Daily 22		120.7	TO-R HEARNE

(9.15)  
12.4

(1.45) 25.5 (6.15) 19.8 (1.15) 19.0

(1.27) 30.6 (3.02) 37.8 (3.42) 30.9 (2.36) 43.8 (0.05) 12.0 (3.12) 35.8 (1.17) 34.8 (0.07) 8.5

.....Time Over Subdivision.....  
.....Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)

EXCEPT: No. 13 is superior to all trains except No. 14.

HEARNE SUBDIVISION

EASTWARD

TIME TABLE No. 194 Sept. 6, 1925	Distance From Hearne	FIRST CLASS								SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
		21	46	20	18	23	16	42	14	240	348	346	344	50			
		San Antonio Limited	Austin Division Passenger	Central Express	The Owl	The Hustler	The Hustler	Austin Division Passenger	The Sunbeam	Austin Div. Fast Freight	Mixed	Mixed	Packing House Express	Local Freight			
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				
TO-R ENGLEWOOD	124.0															Continuous	Continuous
HOUSTON (Hardy St.)	120.4																
BOULEVARD JUNCTION	118.0																
TO-R HOUSTON (Grand Central Station)	119.4		6.40AM	6.55AM	7.20AM			5.50PM	6.05PM	6.30PM						Continuous	Continuous
BLVD. JUNCTION	118.0																

TIME AT HOUSTON (GRAND CENTRAL STATION) AND ENGLEWOOD FOR INFORMATION ONLY. SEE HOUSTON TERMINALS CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND EUREKA.

STATIONS	Distance From Hearne	FIRST CLASS								SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
		21	46	20	18	23	16	42	14	240	348	346	344	50				
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					
TO-R Tower 13 M-K-T. Cross. EUREKA	114.7		6.25AM	6.40AM	7.05AM			5.35PM	5.50PM	6.17PM		5.00AM		1.50AM		3.35PM	Continuous	Continuous
FAIRBANKS	108.1		f 6.12	6.25	6.56			5.26	f 5.39	6.09		4.40		1.30		3.10		
SATSUMA	102.2		f 6.00	6.15	6.49			5.19	f 5.29	6.02		4.25		1.15		2.45		
TO CYPRESS	94.7		f 5.43	6.04	6.39			5.09	s 5.19	5.53		4.05		12.55		2.15	9.01AM to 12.01PM 10.1PM to 6.01PM	Closed
GANO	90.3		5.32	5.58	6.33			5.03	5.13	5.47		3.50		12.27		1.58		
TO HOCKLEY	85.0		f 5.20	5.51	6.26			4.56	s 5.05	5.41		3.35		12.07AM		1.37	9.00AM to 11.59AM 2.00PM to 6.00PM	Closed
TO WALLER	79.7		f 5.08	5.44	6.19			4.49	s 4.57	5.35		3.20		11.50PM		1.25	9.00AM to 11.59AM 1.00PM to 6.00PM	Closed
PRAIRIE VIEW	75.6		f 4.58	f 5.38					f 4.50							1.05		
PRAIRIE SIDING	74.6		4.56	5.36	6.12			4.42	4.48	5.29		3.00		11.33		1.01		
TO-R HEMPSTEAD	70.0		4.45AM	s 5.28	6.05			s 4.35	4.40PM	5.23		2.45AM	2.25PM	4.05PM	11.15	12.45PM	Continuous	Continuous
HOWTH	65.2			f 5.18	5.58			f 4.25		5.15			f 2.15	f 3.52	10.48	11.30AM		
COURTNEY	58.3			f 5.06	5.45			f 4.12		5.05			f 2.00	f 3.33	10.23	11.06		
CHAILLE	54.2			4.58	5.38			f 4.04		4.59			f 1.49	f 3.20	10.10	10.30		
TO TOWER 41 (G.O. & S.F. Cross.)	50.0																Continuous	Continuous
NAVASOTA	49.9			s 4.49	s 5.30			s 3.55		4.52			s 1.37	s 3.10	9.58	9.50		
TOWER 9 (I.-G.N. Cross.)	49.6												1.10PM	2.50PM			7.00AM to 11.00PM	7.00AM to 11.00PM
NELLEVA JUNCTION	46.2																	
NELLEVA	44.6			4.34	5.15			f 3.42		4.43				9.38		9.25		
MILLICAN	40.2			f 4.26	5.07			s 3.35		4.36				9.25		9.10		
TO WELLBORN	32.0			f 4.10	4.54			s 3.20		4.23				9.10		8.40	8.00AM to 12.30PM 1.30PM to 5.00PM	Closed
TOWER 7 (I.-G. N. Cross.)	25.8			s 3.58	s 4.43			s 3.10		4.16				8.55		8.15	Continuous	Continuous
COLLEGE STATION	21.0			s 3.47	s 4.33			s 3.00		4.08				8.40		7.50	Continuous	Continuous
TO TOWER 36 (I.-G.N. Cross.)	21.0			s 3.47	s 4.33			s 3.00		4.08				8.40		7.50	Continuous	Continuous
BRYAN	18.2			f 3.27	4.18			s 2.43		3.56				8.20		6.50		
BENOHLEY	13.2													8.10		6.30		
RUFINCH	9.5													8.00		6.20		
SUTTON	5.9							f 2.25		3.46								
HEARNE JUNCTION	1.0		2.07AM	3.08				2.17PM										
TO-R HEARNE	0.0		2.00AM	3.05AM	3.55AM	2.10PM	2.15PM			3.38PM				7.45PM		6.00AM	Continuous	Continuous
			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
			21	46	20	18	23	16	42	14	240	348	346	344		50		

Time Over Subdivision..... (0.07) (1.25) (3.35) (3.10) (0.07) (3.20) (1.10) (2.39) (2.15) (1.15) (1.15) (6.05) (9.35)  
Average Speed per Hour..... 8.5 31.5 31.8 36.0 8.5 31.8 37.8 42.2 15.9 19.0 19.0 18.6 11.9

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)

EXCEPT: No. 13 is superior to all trains except No. 14.

Nos. 16 and 20 will stop at stations between Hempstead and Houston to discharge passengers from points west of Hempstead.  
No. 18 will stop at stations between Hearne and Houston to discharge passengers off No. 22.

WESTWARD

ENNIS SUBDIVISION

Length of Sidings in Cars,  
Location of Bulletin, Water  
and Fuel Stations, Standard  
Clocks, Interlocking Plants,  
Turn tables, Ways and Tele-  
phones.

BKWFTYPI	THIRD CLASS				SECOND CLASS			FIRST CLASS								Distance From Houston	TIME TABLE NO. 194 Sept. 6, 1925 STATIONS			
	55 Local Freight Leave Daily Ex. Sunday		53 Local Freight Leave Daily Ex. Sunday		257 Sunset Manifest Freight Leave Daily	343 New York Steamer Freight Leave Daily	345 Mixed Leave Daily	13 The Sunbeam Leave Daily	83 Passenger Leave Daily	15 The Hustler Leave Daily	73 Texas Midland Passenger Leave Daily	85 Passenger Leave Daily	37 Dallas Ft. Worth Limited Leave Daily	87 Passenger Leave Daily	17 The Owl Leave Daily			19 Central Express Leave Daily		
			6.45AM				4.00PM	3.00PM		2.49PM			1.30PM		3.15AM		2.35AM	1.20AM	120.7	HEARNE TO-R Tower 15 (I.-G.N. Cross.) 3.3
55 P			7.00				4.12	3.12		2.54			1.43		3.22		2.45	1.28	124.0	SEGER 4.6
95 P			7.45				4.25	3.27		3.01			1.53		3.30		2.55	1.43	128.6	TO CALVERT 8.5
55 P			8.20				4.50	3.50		3.14			2.08		3.45		3.15	2.00	137.1	HAMMOND 5.6
45 PBKWY			9.50				5.00	4.20		3.22			2.25		3.54		3.30	2.10 2.20	142.7	Block Signals TO BREMOND 5.7
75 P			10.22				5.39	4.35		3.30			2.35		4.04		3.39	2.35	148.4	DENNY 4.9
50 P			10.55				5.51	4.47		3.37			2.47		4.13		3.47	2.48	153.2	TO KOSSE 8.0
55 P W			11.35AM				6.12	5.15		3.49			3.00		4.26		4.00	3.04	161.3	TO THORNTON 8.2
50 P W			12.15PM				6.33	5.40		4.01			3.14		4.40		4.14	3.22	169.5	TO GROESBEEK 4.3
40 P			12.50				6.45	5.55		4.07			3.20		4.47		4.22	3.31	173.8	DOYLE 4.5
P Y										1.27PM									178.3	Block Signals TO MEXIA JUNCTION 1.3
BKWFTPI			8.00AM	1.20PM			7.02	6.20	1.37	4.16			3.29		4.56		4.31	3.40	179.6	MEXIA YARD TO-R Tower 63 (T. & B.V. Cross.) 1.4
W			8.05				7.07	6.25	1.47PM	4.18			3.32		4.59		4.35	3.55	181.0	MEXIA 5.4
88 P			8.24				7.23	6.41		4.26			3.42		5.09		4.45	4.05	186.5	GUDE 2.0
75 P			8.35				7.27	6.45		4.29			3.47		5.12		4.48	4.09	188.5	TO WORTHAM 5.6
80 P			9.00				7.39	6.57		4.37			3.57		5.20		4.58	4.19	194.0	CURRIE 4.3
75 P W			9.25				7.50	7.07		4.43			4.05		5.27		5.05	4.28	198.4	TO RICHLAND 5.6
80 P			10.00				8.03	7.20		4.51			4.15		5.35		5.13	4.38	203.9	ANGUS 6.3
60 P W			10.55				9.00	8.20		5.02			4.30		5.45		5.23	4.50	210.2	TO ST. L. S. W. CROSSING COORSICANA 6.5
28 P			11.40AM				9.20	8.41		5.11			4.40		5.55		5.32	5.00	216.7	CARL 4.4
90 P			12.42PM				9.34	8.55		5.17			4.48		6.02		5.38	5.07	221.1	TO RICE 4.2
40 P			1.03				9.49	9.10		5.23			4.55		6.09		5.44	5.15	225.3	ALMA 5.7
BKP										5.31PM	5.20PM	5.05PM 5.10PM	7.00AM	6.30AM	6.20AM 6.25AM	6.05AM	5.55AM 6.00AM	5.30AM 5.45AM	230.9	TO-R ENNIS (Passenger Station) 0.9
BKWFTYP			1.20PM				10.10PM	9.30PM		5.35PM	5.22PM	5.12PM	7.05AM	6.32AM	6.27AM	6.07AM	6.02AM	5.47AM	231.8	TO-R ENNIS (Freight Yard)

(5.20) 9.6 (6.35) 8.9 (6.10) 1.74 (6.30) 16.9 (0.20) 8.0 (2.48) 39.6 (0.02) 27.0 (3.45) 29.4 (0.05) 10.8 (0.02) 27.0 (3.05) 35.4 (0.02) 27.0 (3.20) 33.0 (4.10) 26.2  
 .....Time Over Subdivision.....  
 .....Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)  
 EXCEPT: No. 13 is superior to all trains except No. 14.  
 No. 37 will stop at stations between Hearne and Dallas to discharge passengers from Austin, Caldwell and points beyond.  
 No. 38 will stop at Calvert for passengers destined to stations between Hearne and Austin also for San Antonio and points beyond.  
 Ennis (Passenger Station) Train Order office for all extra trains that originate or terminate there and for all first class trains except No. 13.  
 Ennis (Freight Yard) Train Order office for all extra trains that originate or terminate there, and for No. 13 and all second or inferior class trains.

## ENNIS SUBDIVISION

## EASTWARD

TIME TABLE NO. 194 Sept. 6, 1925	Distance From Ennis	FIRST CLASS									SECOND CLASS				THIRD CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations.		
		18	82	16	88	14	74	20	86	38	346	258	344				54	52			
		The Owl Arrive Daily	Passenger Arrive Daily	The Hustler Arrive Daily	Passenger Arrive Daily	The Sunbeam Arrive Daily	Texas Midland Passenger Arrive Daily	Central Express Arrive Daily	Passenger Arrive Daily	San Antonio Limited Arrive Daily	Mixed Arrive Daily	Sunset Manifest Freight Arrive Daily	Packing House Express Arrive Daily				Local Freight Arrive Daily Ex. Sunday	Local Freight Arrive Daily Ex. Sunday			
TO-R HEARNE Tower 15 (I.-G.N.Cross.) 3.3	110.2	3.50AM		1.52PM		3.38PM		2.55AM		2.00AM										Continuous	Continuous
SEGER 4.6	106.9	3.38		1.43		3.33		2.45		1.50											
TO CALVERT 8.5	102.4	<sup>s</sup> 3.30		<sup>s</sup> 1.35		<sup>s</sup> 3.27		<sup>s</sup> 2.30		<sup>s</sup> 1.43										12.01AM to 4.00PM	1.00AM to 3.30AM
Block Signals } TO HAMMOND 5.6	93.9	3.15		f 1.18		3.14		f 2.18		1.30											
Block Signals } TO BREMOND 5.7	88.2	<sup>s</sup> 3.05		<sup>s</sup> 1.10		3.05		<sup>s</sup> 2.10 1.55		<sup>s</sup> 1.21										Continuous	Continuous
DENNY 4.9	82.6	2.56		f 12.54		2.56		f 1.44		1.12											
TO KOSSE 8.0	77.7	2.48		<sup>s</sup> 12.45		2.47		<sup>s</sup> 1.35		1.05										8.00AM to 11.30AM 12.30PM to 5.00PM	12.15PM to 2.45PM
TO THORNTON 8.2	69.7	2.36		<sup>s</sup> 12.30		2.35		<sup>s</sup> 1.20		12.54										Continuous	Continuous
TO GROESBEECK 4.3	61.4	<sup>s</sup> 2.21		<sup>s</sup> 12.15		2.24		<sup>s</sup> 1.05		<sup>s</sup> 12.40										8.00AM to 12.30PM 1.30PM to 5.00PM	Closed
DOYLE 4.5	57.2	2.13		f 12.04PM		2.18		f 12.53		12.31											
Block Signals } MEXIA JUNCTION 1.3	52.7											7.15AM									
Block Signals } TO-R MEXIA YARD Tower 63 (T.&B.V.Cross.) 1.4	51.3	2.05		11.54AM		2.09		12.45		12.23		7.05	8.00	2.40		2.25PM	7.00AM			Continuous	Continuous
MEXIA 5.4	49.9	<sup>s</sup> 2.02		<sup>s</sup> 11.50		2.07		<sup>s</sup> 12.34		<sup>s</sup> 12.21		7.00AM	7.50	2.35		2.20					
GUDE 2.0	44.5	1.53		11.39		1.59		12.32		12.12			7.35	2.20		1.59					
TO WORTHAM 5.6	42.5	1.50		<sup>s</sup> 11.36		1.56		<sup>s</sup> 12.29		12.09			7.30	2.16		1.10PM				8.00AM to 12.01PM 1.01PM to 5.00PM	8.00AM to 12.01PM 1.01PM to 5.00PM
CURRIE 4.3	36.9	1.40		f 11.25		1.48		f 12.18		12.01AM			7.15	2.04		11.55AM					
TO RICHLAND 5.6	32.6	1.34		<sup>s</sup> 11.17		1.42		<sup>s</sup> 12.10AM		11.54PM			7.00	1.54		11.17				Continuous	Continuous
ANGUS 6.3	27.0	1.25		f 11.05		1.34		f 11.59PM		11.46			6.45	1.34		10.00					
TO ST. L.S.W. CROSSING CORSIANA 6.5	20.7	<sup>s</sup> 1.15		<sup>s</sup> 10.55		1.25		<sup>s</sup> 11.50		<sup>s</sup> 11.35			6.30 4.30	1.08		9.30				Continuous	Continuous
CARL 4.4	14.2	1.03		10.39		1.15		11.34		11.24			4.10	12.53		8.15					
TO RICE 4.2	9.9	12.56		<sup>s</sup> 10.32		1.09		f 11.26		11.16			3.58	12.42		8.00				8.10AM to 11.59AM 1.00PM to 5.10PM	Closed
ALMA 5.7	5.7	12.48		f 10.25		1.03		f 11.18		11.08			3.45	12.30		7.45					
TO-R ENNIS (Passenger Station) 0.9	0.0	12.40AM 12.30AM	10.00AM	10.15AM 10.05AM	12.45PM	12.55PM 12.50PM	9.15PM	11.10PM 10.45PM	10.50PM	11.00PM 10.55PM										Continuous	Continuous
TO-R ENNIS (Freight Yard)	0.9	12.28AM	9.54AM	9.59AM	12.40PM	12.48PM	9.10PM	10.38PM	10.43PM	10.54PM			3.30AM	12.15PM		7.30AM				Continuous	Continuous
		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 Ex. Sunday	Leave Daily Ex. Sunday				
		18	82	16	88	14	74	20	86	38			346	258	344	54	52				

Time Over Subdivision	(3.10)	(0.06)	(3.37)	(0.05)	(2.43)	(0.05)	(3.45)	(0.07)	(3.00)	(0.15)	(7.30)	(6.00)	(6.55)	(7.30)
Average Speed per Hour	34.8	9.0	30.4	12.8	41.4	12.8	29.3	9.0	36.7	10.9	14.6	18.3	7.4	7.8

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)

EXCEPT: No. 13 is superior to all trains except No. 14.

No. 37 will stop at stations between Hearne and Dallas to discharge passengers from Austin, Caldwell and points beyond.  
 No. 38 will stop at Calvert for passengers destined to stations between Hearne and Austin also for San Antonio and points beyond.  
 Ennis (Passenger Station) Train Order office for all extra trains that originate or terminate there and for all first class trains except No. 13.  
 Ennis (Freight Yard) Train Order office for all extra trains that originate or terminate there, and for No. 13 and all second or inferior class trains.

Length of sidings in cars, location of buildings, water and fuel stations, stand 'rd clocks, interlocking plants, turn tables, wyes & phones	THIRD CLASS				SECOND CLASS			FIRST CLASS										Distance From Houston	TIME TABLE No. 194			
	165	57	93	59		95	91	343	13	83	15	73	85	37	87	17	19		77	75	Sept. 6, 1925	
	Local Freight	Local Freight	Local Freight	Local Freight		Through Freight	Sunset Manifest Freight	Sunset Manifest Freight	The Sunbeam	Passenger	The Hustler	Texas Midland Passenger	Passenger	Dallas-Ft. Worth Limited	Passenger	The Owl	Central Express		Frisco Passenger 510	Frisco Meteor 118	STATIONS	
	Leave Daily	Leave Mon. Wednesday and Friday	Leave Mon. Wednesday and Friday	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Passenger	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	
BKWFTYP		7.30AM	7.20AM			3.00PM	2.00AM	1.30AM		5.31PM	5.20PM	5.10PM	7.00AM	6.30AM	6.25AM	6.05AM	6.00AM	5.45AM		230.9	TO-R ENNIS (Passenger Station)	
										5.35	5.22	5.12	7.05AM	6.32	6.27	6.07	6.02	5.47		231.8	TO-R ENNIS (Freight Yard)	
36 P		7.40	7.30AM			3.10PM	2.10AM	1.40		5.43	5.52PM	5.15		6.37AM	6.30	6.10AM	6.05	5.50		233.7	GARRETT	
35 P		8.01						1.55		5.53		5.25			6.39		6.14	5.59		238.7	PALMER	
34 P		8.42						2.10		5.59		5.32			6.46		6.21	6.07		242.7	TRUMBULL	
35 P		9.00						2.20		6.03		5.39			6.52		6.27	6.13		245.9	FERRIS	
48 P		10.30						2.32		6.09		5.46			7.00		6.35	6.20		250.0	WILMER	
28 P		11.15AM						2.40		6.14		5.54			7.06		6.41	6.27		254.3	HUTCHINS	
35 P		1.00						2.51		6.21		6.04			7.15		6.50	6.36		259.9	MILLER	
P		1.05						2.56		6.22PM		6.06PM			7.17AM		6.53AM	6.38AM		260.8	BELT JUNCTION	
																				261.2	H. & T. C. CROSSING	
P	3.20PM	1.15						3.03												263.1	T. & N. O. JUNCTION	
																				263.6	D. T. CROSSING	
I																				263.8	TOWER 10 (G.C.&S.F. CROSS)	
BKWFYP	3.30PM	1.30PM		6.00AM				3.45												264.5	DALLAS YARD	
				6.15				4.00												268.1	T. & P. CROSSING	
55									6.30PM		6.20PM			7.30AM		7.10AM	6.55AM	8.10AM			HILAND	

TIME AT DALLAS (UNION STATION) FOR INFORMATION ONLY. SEE M-K-T RAILWAY COMPANY'S CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN M-K-T CONNECTION WITH DALLAS UNION TERMINAL COMPANY'S TRACK AND TOWER 35. SEE PAGES 10 AND 11 DALLAS BELT SUBDIVISION FOR TRAIN MOVEMENTS BETWEEN BELT JUNCTION AND DALLAS (UNION STATION).

IP			6.16					4.01												8.25AM		268.5	TO-R TOWER 35 (M-K-T CROSS)	
60 P			6.21					4.06												8.28		270.2	OASIS	
			6.27					4.12												8.32		273.0	GIFFORD JCT.	
48 P			6.45					4.27												8.42		277.2	RICHARDSON	
25 P I			7.50					4.43												8.51		282.4	TOWER 49 (St.L.S.W. Cross.)	
48 P			8.20					5.01												9.02		288.5	ALLEN	
22 WP			8.47					5.23												9.15		296.3	McKINNEY	
35 P			11.12					5.41												9.29		303.0	MELISSA	
48 P			11.25					5.54												9.37		307.6	ANNA	
75 P			11.45AM					6.09												9.46		312.9	VAN ALSTYNE	
			12.10PM					6.29												9.57		319.6	HOWE	
50 P																						327.7	ST. L. S. W. CROSSING	
WFYBPI			12.50					6.59												10.17	8.55AM	12.35AM	328.8	SHERMAN
B P			12.55					7.03												10.21	8.58	12.38	330.3	TOWER 16 (T. & P. Cross.)
I																							337.4	TO-R N. SHERMAN JCT.
I																				10.37AM	9.12AM	12.52AM	337.6	M-K-T CROSSING
BKWFTYP			1.30PM					7.30AM															337.9	M-K-T CROSSING

TIME AT DENISON (PASSENGER STATION) FOR INFORMATION ONLY. SEE M-K-T CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN TOWER 93 AND DENISON (PASSENGER STATION)

Arrive Daily	Arr. Monday Wednesday and Friday	Arr. Monday Wednesday and Friday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	337.9	DENISON (Passenger Station)
165	57	93	59	95	91	343	13	83	15	73	85	37	87	17	19	77	75				
(0.10) 8.4	(6.00) 5.4	(0.10) 11.7	(7.30) 9.7	(0.10) 11.7	(0.10) 11.7	(6.00) 17.8	(0.50) 40.8	(0.07) 24.0	(1.10) 28.4	(0.05) 12.8	(0.07) 24.0	(1.05) 31.5	(0.05) 33.6	(1.05) 30.7	(3.40) 28.8	(0.20) 27.5	(0.20) 27.5				

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72) EXCEPT: No. 13 is superior to all trains except No. 14.

No. 15 will stop at stations between Ennis and Dallas to discharge passengers from points east of Ennis. No. 37 will stop at stations between Hearne and Dallas to discharge passengers from Austin, Caldwell and points beyond. North Sherman Junction is the switch connecting Frisco Tracks with H. & T. C. main Track west of Frisco yard at Sherman. North Sherman Jct. Train Order Office and Register Station for trains that originate or terminate there. Ennis (Passenger Station) Train Order office for all extra trains that originate or terminate there, and for all first class trains except No. 13. Ennis (Freight Yard) Train Order office for all extra trains that originate or terminate there, and for No. 13 and all second or inferior class trains.



DENISON SUBDIVISION

EASTWARD

TIME TABLE No. 194 Sept. 6, 1925	Distance From Denison	FIRST CLASS											SECOND CLASS			THIRD CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
		76	82	16	88	14	78	74	20	86	38	18	96	92	344	166	94	56	58			
		Frisco Passenger 117	Passenger	The Hustler	Passenger	The Sunbeam	Frisco Meteor 511	Texas Midland Passenger	Central Express	Passenger	San Antonio Limited	The Owl	Freight	Packing House Express	Sunset Manifest Freight	Local Freight	Local Freight	Local Freight	Local Freight			
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arr. Tues. Thurs. and Saturday	Arr. Tues. Thurs. and Saturday	Arrive Daily Ex. Sunday				
TO-R ENNIS (Passenger Station)	106.9		10.00AM	10.05AM	12.45PM	12.50PM			9.15PM	10.45PM	10.50PM	10.55PM	12.30AM								Continuous	Continuous
Block Signals TO-R ENNIS (Freight Yard)	106.0		9.54	9.59	12.40	12.48			9.10PM	10.38	10.43	10.54	12.28								Continuous	Continuous
GARRETT	104.1		9.50AM	9.55	12.35PM	12.45				f 10.35	10.40PM	10.51	12.25									
TO PALMER	99.2			f 9.46		12.38				f 10.23		10.43	12.15								6.00AM to 11.59AM 1.00PM to 3.00PM	6.00AM to 10.00AM
TRUMBULL	95.1			9.40		12.32				f 10.16		10.37	12.08									
TO FERRIS	92.0			s 9.35		12.28				s 10.09		10.32	12.02AM								8.00AM to 11.59AM 1.00PM to 5.00PM	Closed
WILMER	87.8			9.29		12.22				f 10.00		10.26	11.56PM									
TO HUTCHINS	83.5			f 9.21		12.17				f 9.53		10.20	11.50								6.00AM to 10.00PM	Closed
MILLER	78.0			9.11		12.10				f 9.43		10.11	11.41									
BELT JUNCTION	77.2			9.09AM		12.09PM				9.41PM		10.09PM	11.39PM									
H. & T. C. CROSSING	76.7																					
T. & N. O. JUNCTION	74.9																6.40AM		7.40			
D. T. CROSSING	74.1																					
TOWER 10 (G.C. & S.F. CROSS.)	74.2																				Continuous	Continuous
TO-R DALLAS YARD	73.4																6.30AM		7.30AM	2.40PM	Continuous	Continuous
T. & P. CROSSING																						
HILAND	69.8																				2.28	
DALLAS (Union Station)				9.00AM		12.01PM				9.30PM		10.00PM	11.30PM									

TIME AT DALLAS (UNION STATION) FOR INFORMATION ONLY. SEE M-K-T RAILWAY COMPANY'S CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN M-K-T CONNECTION WITH DALLAS UNION TERMINAL COMPANY'S TRACK AND TOWER 35. SEE PAGES 10 AND 11 DALLAS BELT SUBDIVISION FOR TRAIN MOVEMENTS BETWEEN BELT JCT. AND DALLAS (UNION STATION)

TO-R TOWER 35 (M-K-T CROSS)	69.4																					2.27	Continuous	Continuous	
OASIS	67.7																					2.22			
GIFFORD JCT.	64.9																								
TO RICHARDSON	60.7																					1.52	8.00AM to 11.59AM 1.00PM to 5.00PM	Closed	
TO TOWER 49 (ST. L. S. W. Cross.)	55.6																					1.30	Continuous	Continuous	
PLANO																									
TO ALLEN	49.4																					12.40	8.50AM to 11.59AM 1.00PM to 6.00PM	Closed	
TO MCKINNEY	41.6																					11.40AM	9.00AM to 11.59AM 1.00PM to 6.00PM	Closed	
TO MELISSA	34.9																					11.12	9.00AM to 11.59AM 1.00PM to 6.00PM	Closed	
TO ANNA	30.4																					10.56	9.00AM to 11.59AM 1.00PM to 6.00PM	Closed	
TO VAN ALSTYNE	25.0																					9.46	9.00AM to 11.59AM 1.00PM to 6.00PM	Closed	
TO HOWE	18.3																					9.15	8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
ST. L. S. W. CROSSING	10.2																								
SHERMAN																									
TO-R TOWER 16 (T. & P. Cross.)	9.2		3.50AM					4.00PM														5.30	8.40	Continuous	Continuous
TO-R N. SHERMAN JCT.	7.6		3.40					3.55														5.05	8.20	Continuous	Continuous
TOWER 93																									
M-K-T CROSSING	0.5																								
M-K-T CROSSING	0.3		3.26AM					3.41PM																	
TO-R DENISON (Freight Yard)	0.0																					4.40PM	7.55AM	Continuous	Continuous

TIME AT DENISON (PASSENGER STATION) FOR INFORMATION ONLY. SEE M-K-T RAILWAY COMPANY'S CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN TOWER 93 AND DENISON (PASSENGER STATION)

DENISON (Passenger Station)	3.25AM						3.40PM	4.30PM																
	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	Lv. Tuesday Thurs. and Saturday	Lv. Tuesday Thurs. and Saturday	Leave Daily Ex. Sunday			
	76	82	16	88	14	78	74	20	86	38	18	96	92	344	166	94	56	58						
Time Over Subdivision	(0.25)	(0.10)	(1.05)	(0.10)	(0.49)	(0.20)	(0.05)	(3.45)	(0.10)	(0.55)	(1.00)	(0.15)	(0.12)	(7.15)	(0.10)	(0.15)	(6.45)	(6.45)						
Average Speed per Hour	22.0	16.8	31.5	16.8	41.4	27.5	12.8	28.5	16.8	37.0	34.2	12.5	9.7	14.7	9.0	7.8	4.9	15.8						

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72) EXCEPT: No. 13 is superior to all trains except No. 14.

No. 15 will stop at stations between Ennis and Dallas to discharge passengers from stations east of Ennis. No. 38 will stop at Ferris on flag for passengers destined Giddings and points beyond. North Sherman Junction is the switch connecting Frisco tracks with H. & T. C. main track west of Frisco yard at Sherman. North Sherman Jct. Train Order Office and Register Station for trains that originate or terminate there. Ennis (Passenger Station) Train Order office for all extra trains that originate or terminate there, and for all first class trains except No. 13. Ennis (Freight Yard) Train Order office for all extra trains that originate or terminate there, and for No. 13 and all second or inferior class trains.

DALLAS BELT SUBDIVISION

EASTWARD

TIME TABLE NO. 194 Sept. 6, 1925	Distance From Houston	FIRST CLASS											Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
		156	206	16	14	202	148	204	20	224	38	18		
		Passenger	T. & P. Passenger	The Hustler	The Sunbeam	T. & P. Passenger	Passenger	T. & P. Passenger	Central Express	T. & P. Passenger	San Antonio Limited	The Owl		
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
TO-R T. & P. JUNCTION 1.0	264.4		9.15AM			5.25PM		8.35PM		10.13PM			Continuous	Continuous
T. & N. O. CROSSING	263.4													
TO BRIGGS 0.1	263.3	8.02AM	9.11			5.23	8.00PM	8.32		10.10			Continuous	Continuous
FOX 1.4	261.8	7.56	9.08			5.20	7.56	8.28		10.07				
H. & T. C. CROSSING 0.6	261.1			9.09AM	12.09PM									
BELT JUNCTION 0.3	260.8							9.41PM		10.09PM	11.39PM			
TO METZGER 1.8	261.3	7.53	9.04	9.08	12.08	5.17	7.53	8.25	9.40	10.03	10.08	11.38	Continuous	Continuous
FOREST AVE. 0.3	263.1	7.50AM	9.01AM	9.05AM	12.06PM	5.15PM	7.50PM	8.20PM	9.37PM	10.00PM	10.05PM	11.35PM		
TOWER 57 (G. C. & S. F. CROSSING) 1.7	263.4	TIME AT DALLAS (UNION STATION) FOR INFORMATION ONLY. TOWER 57 CONTROLS MOVEMENT OF TRAINS BETWEEN FOREST AVENUE AND EAST LIMITS OF DALLAS UNION TERMINAL COMPANY TRACKS, NEAR GC&SF CROSSING. SEE DALLAS UNION TERMINAL COMPANY'S CURRENT TIME TABLE FOR TRAIN MOVEMENTS THROUGH LIMITS OF DALLAS UNION TERMINAL.											Continuous	Continuous
TO-R DALLAS (Union Station)	265.1	7.45AM	8.55AM	9.00AM	12.01PM	5.10PM	7.45PM	8.15PM	9.30PM 6.50PM	9.55PM	10.00PM	11.30PM	Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
		156	206	16	14	202	148	204	20	224	38	18		
.....Time Over Subdivision.....		(0.17)	(0.20)	(0.09)	(0.08)	(0.15)	(0.15)	(0.20)	(0.11)	(0.18)	(0.09)	(0.09)		
.....Average Speed per Hour.....		21.5	21.5	26.0	32.4	28.7	24.0	21.5	25.5	23.9	26.0	26.0		

Between points on Dallas Belt Subdivision trains must keep at least five minutes apart.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)  
EXCEPT: No. 201 is Superior to Nos. 148, 156, 204, 206 and 224. No. 13 is Superior to all trains except No. 14.

WESTWARD

WACO SUBDIVISION

EASTWARD

Length of sidings in cars, location of ballast, water and fuel stations, stand rd clocks, inter ck plans, turn tables, wyes & phones	THIRD CLASS		FIRST CLASS		Distance from Bremond	TIME TABLE NO. 194 Sept. 6, 1925	Distance from Houston	FIRST CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations			
	67 Local Frt. Leave Daily Ex. Sunday		63 Passenger Leave Daily					65 Mixed Leave Daily		62 Passenger Arrive Daily		66 Mixed Arrive Daily		68 Local Frt. Arrive Daily Ex. Sunday	
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
BKQY	12.10PM			2.10PM	4.05AM	0.0	TO-R BREMOND 8.5	142.7	12.55PM	1.00AM			11.20AM	Continuous	
38	12.43			s 2.27	s 4.25	8.5	REAGAN 9.2	151.2	s 12.43	s 12.33			10.55		
24	1.30			s 2.50	s 4.55	17.7	TO MARLIN 0.5	160.4	s 12.20	s 12.10AM			10.30	8.00AM to 12.30PM 1.30PM to 5.00PM	
W						18.2	I-G. N. CROSSING 7.6	160.9							
35	2.00			s 3.08	s 5.20	25.8	PERRY 4.1	168.5	s 12.02PM	s 11.42PM			9.35		
25	2.20			s 3.18	s 5.32	29.9	TO RIESEL 6.0	172.6	s 11.52AM	s 11.30			9.15	8.00AM to 11.59AM 1.00PM to 5.00PM	
30	2.45			f 3.30	f 5.50	35.9	HARRISON 7.8	178.6	f 11.40	f 11.10			8.55		
I	3.05PM			3.45PM	6.10AM	43.7	Tower 21 ( M-K-T. Cross. S. L. S. W. Cross. 0.3	186.4	11.22AM	10.47PM			8.35AM		

TIME AT WACO FOR INFORMATION ONLY. SEE ST. LOUIS SOUTHWESTERN CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN ST. LOUIS SOUTHWESTERN CONNECTION AND ST. LOUIS SOUTHWESTERN PASSENGER STATION. SEE AUSTIN DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN ST. LOUIS SOUTHWESTERN CONNECTION AND AUSTIN DIVISION FREIGHT YARD.

BKQFY	3.30PM			3.50PM	6.20AM	43.9	TO-R WACO 3.8	186.6	11.20AM	10.45PM			8.30AM	Continuous
						47.7	M-K-T CROSSING 7.4	190.4						
						55.1	ROSS	197.9						
	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily				Leave Daily	Leave Daily			Leave Daily Ex. Sunday	
	67			63	65				62	66			68	
	(3.00) 14.6			(1.40) 26.4	(2.15) 19.5				(1.35) 27.6	(2.15) 19.5			(2.50) 15.5	

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)  
Neale is flag stop for trains Nos. 62 and 63.

Cars or Engines, gross weight over 169,000 pounds, must not be handled over Tehuacana Creek Span, just west of Neale

# RATINGS OF LOCOMOTIVES IN FREIGHT TRAIN SERVICE

CLASS	ENGINE NUMBERS	Houston to Hempstead	Hempstead to Hearne	Hearne to Ennis	Ennis to Dallas	Dallas to Sherman	Sherman to Denison	Denison to Sherman	Sherman to Ennis	Ennis to Bremond	Bremond to Hearne	Hearne to Hempstead	Hempstead to Houston	Ennis to Midlothian	Midlothian to Ft. Worth	Ft. Worth to Midlothian	Midlothian to Ennis	Hempstead to Mexia	Mexia to Hempstead	Bremond to Waco	Waco to Bremond	
T-24	T57-19/24-96	301, 303 to 316, 318 to 320, 322, 323, 325 to 334	2700	1620	1640	1580	1430	1310	1270	1390	1780	1870	1560	2850	1160	1230	1160	1350	2250	2450	1550	1620
M-4	M63-20/28-126	416, 419, 421, 424, 427, 429, 434, 440, 442 to 445, 450, 454 and 458	3670	2220	2240	2160	1950	1800	1750	1910	2430	2560	2140	3870	1590	1690	1590	1850	3070	3320	2110	2220
M-4	M-63-20/28-128S	410 to 415, 417, 418, 420, 422, 423, 425, 426, 430 to 432, 435 to 439, 441, 446 to 449, 451 to 453, 455 to 457, 459	3720	2260	2280	2210	1990	1830	1770	1950	2480	2610	2180	3950	1610	1720	1610	1880	3120	3370	2150	2260
M-8	M63-21/28-151S	460 to 469	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510	4570	1850	1980	1850	2170	3620	3900		
M-10	M63-21/28-152S	500 to 514	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510	4570	1850	1980	1850	2170	3620	3900		
T-28	T63-22/28-163S	700, 702, 705, 707, 708	4950	3000	3040	2930	2650	2430	2360	2570	3290	3470	2900	5220	2140	2290	2140	2500	4150	4470		
T-28	T69-22/28-163S	701, 703, 704, 706, 709 to 711	4500	2740	2770	2680	2420	2220	2150	2350	3000	3170	2640	4770	1960	2090	1960	2280	3800	4070		
MK-5	MK63-26/28-210S	738 to 794	6900	4200	4250	4100	3700	3400	3300	3600	4600	4850	4050	7300	3000	3200	3000	3500	5800	6250		
C-8	C57-22/30-187S	800 to 807	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	6250	2590	2760	2590	3010	4950	5350		
C-9	C57-22/30-190S	808 to 850	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	6250	2590	2760	2590	3010	4950	5350		

NOTE: These ratings represent maximum loading of locomotives behind tender, expressed in units of 1,000 lbs. (ms).

Allowance for empty and underloaded cars: Less than 40 ms 6 ms; 40 to 50 ms 3 ms; more than 50 ms 0.

## RULING GRADES AND CURVES

WESTWARD					EASTWARD				
DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	MILES PER HOUR	DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	MILES PER HOUR
Houston to Hempstead	.44	0	.44	10	Denison to Sherman	1.08	0	1.08	10
Hempstead to Hearne	.83	0	.83	10	Sherman to Ennis	.99	0	.99	10
Hearne to Ennis	.82	0	.82	10	Ennis to Bremond	.75	0	.75	10
Ennis to Dallas	.85	0	.85	10	Bremond to Hearne	.70	0	.70	10
Dallas to Sherman	.95	0	.95	10	Hearne to Hempstead	.87	0	.87	10
Sherman to Denison	1.03	0	1.03	10	Hempstead to Houston	.40	0	.40	10
Ennis to Midlothian	1.20	0	1.20	10	Ft. Worth to Midlothian	1.20	0	1.20	10
Midlothian to Ft. Worth	1.12	0	1.12	10	Midlothian to Ennis	1.02	0	1.02	10
Hempstead to Mexia	.56	0	.56	10	Mexia to Hempstead	.50	0	.50	10
Bremond to Waco	.88	0	.88	10	Waco to Bremond	.83	0	.83	10

To find maximum load that can be hauled between any two stations, at an average speed of 12 1/2 miles per hour, multiply rating by the figures shown opposite the various stations in the following table. Symbol "F" opposite any station indicates a descending grade on which the loading limit is the car maximum for the district.

STATIONS	WESTWARD	EASTWARD	STATIONS	WESTWARD	EASTWARD	STATIONS	WESTWARD	EASTWARD
<b>HOUSTON AND DENISON</b>			<b>HOUSTON AND DENISON</b>			<b>BREMOND AND WACO</b>		
Houston and Eureka	1.23	1.23	Currie and Richland	2.12	1.29	Riesel and Harrison	1.05	1.00
Eureka and Fairbanks	1.23	1.23	Richland and Angus	1.00	1.17	Harrison and Waco	2.25	1.14
Fairbanks and Satsuma	1.23	1.23	Angus and Corsicana	1.29	1.48	<b>ENNIS AND FORT WORTH</b>		
Satsuma and Cypress	1.23	1.23	Corsicana and Carl	1.17	1.00	Ennis and Garrett	2.83	2.43
Cypress and Swanson	1.19	1.23	Carl and Rice	1.13	F	Garrett and Boyce	2.16	1.51
Swanson and Hockley	1.22	1.23	Rice and Alma	1.52	1.52	Boyce and Waxahachie	1.67	1.00
Hockley and Waller	1.09	1.03	Alma and Ennis	1.29	2.12	Waxahachie and Sardis	1.00	1.71
Waller and Prairie View	1.02	1.00	Ennis and Garrett	2.07	2.36	Sardis and Dillard	1.33	1.00
Prairie View and Hempstead	1.00	1.00	Garrett and Palmer	1.27	1.00	Dillard and Midlothian	1.53	1.00
Hempstead and Howth	1.90	1.97	Palmer and Trumbull	1.00	1.00	Midlothian and Britton	1.53	1.00
Howth and Courtney	1.67	1.36	Trumbull and Ferris	1.32	1.00	Britton and Mansfield	1.17	1.00
Courtney and Chaillé	1.79	1.24	Ferris and Wilmer	1.17	1.17	Mansfield and Bisbee	1.00	2.67
Chaillé and Navasota	1.90	1.97	Wilmer and Hutchins	1.34	1.00	Bisbee and Kennedale	2.50	1.00
Navasota and Nelleva	1.43	1.60	Hutchins and Miller	2.19	1.61	Kennedale and Brambleton	1.25	1.42
Nelleva and Millican	1.14	1.48	Miller and Belt Jct.	2.19	1.94	Brambleton and Fort Worth	1.00	1.07
Millican and Wellborn	1.24	1.48	Belt Jct. and Dallas Yard	1.83	2.50	<b>NELLEVA JCT. AND MEXIA</b>		
Wellborn and College Station	1.19	1.43	Dallas Yard and Hiland	1.32	F	Nelleva Jct. and Crowder	1.06	1.44
College Station and Bryan	1.19	1.88	Hiland and Oasis	1.03	1.42	Crowder and Piedmont	1.29	1.00
Bryan and Benchley	1.07	1.00	Oasis and Richardson	1.03	1.22	Piedmont and Carlos	1.04	1.28
Benchley and Rufinch	1.00	1.48	Richardson and Plano	1.14	1.33	Carlos and Mesa	1.04	1.00
Rufinch and Sutton	1.00	1.21	Plano and Allen	1.05	1.28	Mesa and Iola	1.04	1.04
Sutton and Hearne	1.19	1.00	Allen and McKinney	1.00	1.03	Iola and Cross	1.25	1.04
Hearne and Seger	1.00	1.65	McKinney and Melissa	1.03	1.39	Cross and North Zulch	1.25	1.04
Seger and Calvert	1.17	1.00	Melissa and Anna	1.05	2.22	North Zulch and George	1.06	1.00
Calvert and Hammond	1.17	1.00	Anna and Van Alstyne	1.35	2.22	George and Normangee	1.00	1.00
Hammond and Bremond	1.46	1.85	Van Alstyne and Howe	1.38	1.03	Normangee and Flynn	1.00	1.00
Bremond and Denny	1.00	1.65	Howe and Sherman	1.08	1.00	Flynn and Robbins	1.00	1.06
Denny and Kosse	1.03	1.15	Sherman and N. Sherman Jct.	1.27	2.73	Robbins and Jewett	1.21	1.00
Kosse and Thornton	1.06	1.41	N. Sherman Jct. and Denison	1.00	1.00	Jewett and Evansville	1.21	1.00
Thornton and Groesbeeck	1.00	1.27	<b>BREMOND AND WACO</b>			Evansville and Farrar	1.00	1.00
Groesbeeck and Doyle	1.46	1.00	Bremond and Reagan	1.25	1.00	Farrar and Personville	1.04	1.00
Doyle and Mexia Yard	1.46	1.35	Reagan and Marlin	1.75	1.74	Personville and Fallon	1.00	1.00
Mexia Yard and Mexia	1.03	F	Marlin and Perry	1.00	1.43	Fallon and Mexia Jct.	1.04	1.00
Mexia and Gude	1.76	1.00	Perry and Riesel	1.10	1.05			
Gude and Wortham	1.17	1.48						
Wortham and Currie	1.41	1.10						

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car. See A. R. A. (M. C. B.) rule 86.

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "

WESTWARD

DALLAS BELT SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.

FIRST CLASS

TIME TABLE No. 194  
Sept. 6, 1925

Table with columns for stations (TO-R T. & P. JUNCTION, T. & N. O. CROSSING, BRIGGS, FOX, H. & T. O. CROSSING, BELT JUNCTION, METZGER, FOREST AVE., TOWER 57, G. C. & S. F. CROSSING, DALLAS (Union Station)), train numbers (205, 155, 13, 15, 201, 203, 37, 147, 17, 223, 19), and departure/arrival times.

THE TIME AT DALLAS (UNION STATION) FOR INFORMATION ONLY. TOWER 57 CONTROLS MOVEMENT OF TRAINS BETWEEN FOREST AVENUE AND EAST LIMITS OF DALLAS UNION TERMINAL COMPANY TRACKS, NEAR G. C. & S. F. CROSSING. SEE DALLAS UNION TERMINAL COMPANY'S CURRENT TIME TABLE FOR TRAIN MOVEMENT THROUGH LIMITS OF DALLAS UNION TERMINAL.

Between points on Dallas Belt Subdivision trains must keep at least five minutes apart. Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72) EXCEPT, That No. 201 is Superior to Nos. 143, 156, 204, 206 and 224. No. 13 is Superior to all trains except No. 14.

WESTWARD

FORT WORTH SUBDIVISION

EASTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.

Large table with columns for Third Class (93), Second Class (95, 91), First Class (83, 85, 87), and Eastward First Class (82, 88, 86), Second Class (96, 92), and Third Class (94). Includes stations like GARRETT, BOYCE, WAXAHACHIE, TOWER 67, SARDIS, DILLARD, MIDLOTHIAN, BRITTON, MANSFIELD, BISBEE, KENNEDALE, BRAMBLETON, EL TORO, TOWER 53, G. C. & S. F. CROSSING, TOWER 55, and FORT WORTH.

Train Order Office Hours and Hours of Signalmen at Interlocking Stations. Daily Ex. Sundays and Legal Holidays. Sundays and Legal Holidays Only.

Note: M-K-T trains operate on H. & T. C. main track under protection of flagman between M-K-T connection and H. & T. C. freight yard at Ft. Worth. All Main track movements must be made with caution, expecting to find main track occupied.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)

12  
WESTWARD

MEXIA SUBDIVISION

EASTWARD

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plants, Turn tables, Wyes and Tele-phones.	SECOND CLASS	Distance From Neller Junction	TIME TABLE No. 194 Sept. 6, 1925	Distance From Houston	SECOND CLASS		Train Order Office Hours		
	345				346	348			
	Mixed				Mixed	Mixed			
Leave Daily	STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday Only	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only			
P	8.00AM	0.0	NELLEVA JUNCTION 3.7	74.5	2.50PM	1.10PM			
55	f 8.12	3.7	CROWDER 3.1	78.2	f 2.30	f 12.55			
	f 8.27	6.8	PIEDMONT 5.4	81.3	f 2.10	f 12.43			
60 W	f 8.42	12.2	CARLOS 7.3	86.7	f 1.50	f 12.25PM			
60	f 9.02	19.5	MESA 5.0	94.0	f 1.30	f 11.55AM			
75	s 9.17	24.5	TO IOLA 3.1	99.0	s 1.10	s 11.35	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed	
60	f 9.32	27.5	CROSS 7.4	102.0	f 12.30	f 11.20			
70 KBW	s 10.02	34.9	TO NORTH ZULCH 3.8	109.4	s 12.01PM	s 10.55	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed	
	f 10.10	38.7	GEORGE 4.1	113.2	f 11.40AM	f 10.35			
70	s 10.22	42.8	TO NORMANGEE 8.5	117.3	s 11.20	s 10.22	8.00AM to 11.30AM 12.30PM to 5.00PM	Closed	
60 W	f 10.47	51.3	FLYNN 7.6	125.8	s 10.47	s 9.45			
18	s 11.22	58.9	ROBBINS 7.0	133.4	s 9.55	s 9.20			
70	s 11.48AM	65.9	TO JEWETT 5.6	140.4	s 9.25	s 8.55	8.00AM to 11.59AM 1.00PM to 5.00PM	Closed	
55	f 12.20PM	71.5	EVANSVILLE 5.1	146.0	s 8.45	s 8.33			
60 W	s 12.32	76.6	FARRAR 5.0	151.1	s 8.08	s 8.13			
60	s 12.47	81.6	PERSONVILLE 6.3	156.1	s 7.53	s 7.57			
60	s 1.07	87.9	FALLON 6.2	162.4	s 7.33	s 7.35			
P	1.27PM	94.1	MEXIA JUNCTION	168.6	7.15AM	7.15AM			
	Arrive Daily				Leave Daily Ex. Sunday	Leave Sunday Only			
	345				346	348			

(5.27) ..... Time Over Subdivision ..... (7.35) (5.55)  
17.2 ..... Average Speed per Hour ..... 12.3 15.9

Cuthrell's Spur (Mile Post 14.15) and Brown Spur (Mile Post 57) flag stop for regular trains.  
Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)

LANCASTER SUBDIVISION  
WESTWARD EASTWARD

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plants, Turn tables, Wyes and Tele-phones.	SECOND CLASS	Distance from Hutchins	TIME TABLE No. 194 Sept. 6, 1925	Distance from Houston	SECOND CLASS		Train Order Office Hours		
	57				56				
	Mixed				Mixed				
Leave Daily Ex. Sunday	STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday Only	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only			
P 76	8.10AM	0.0	TO-R HUTCHINS 4.5	254.3	9.00AM	6.00AM to 10.00PM	Closed		
		4.4	M-K-T CROSSING 0.2	258.8					
P 77	8.30AM	4.7	R LANCASTER	259.0	8.40AM				
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday				
	57				56				

(0.20) ..... Time Over Subdivision ..... (0.20)  
14.4 ..... Average Speed per Hour ..... 14.4

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)

INTERLOCKING WHISTLE CODES

TOWER 7, COLLEGE STATION

Main track eastward or westward from main track \_\_\_\_\_  
Main track eastward from any point \_\_\_\_\_ o  
Main track westward from any point o \_\_\_\_\_  
House track from any point \_\_\_\_\_ o \_\_\_\_\_

TOWER 9, I-G. N. CROSSING, NAVASOTA

Main track eastward or westward from main track \_\_\_\_\_  
Main track eastward from any other point \_\_\_\_\_ o  
Main track westward from any other point o \_\_\_\_\_  
House track from any point \_\_\_\_\_ o \_\_\_\_\_  
Oil Mill track from any point o \_\_\_\_\_ o

TOWER 10, G. C. & S. F. CROSSING, DALLAS YARD

Main track eastward or westward from main track \_\_\_\_\_

TOWER 15, HEARNE

Main track eastward or westward from main track \_\_\_\_\_  
Main track eastward from any point \_\_\_\_\_ o  
Main track westward from any point o \_\_\_\_\_  
New No. 1 track from any point o \_\_\_\_\_  
West siding from any point \_\_\_\_\_ o \_\_\_\_\_

TOWER 16, SHERMAN

Main track eastward or westward from main track \_\_\_\_\_  
Main track eastward from any other point \_\_\_\_\_ o  
Main track westward from any other point o \_\_\_\_\_  
St. L. S. F. Main track from any point \_\_\_\_\_ o \_\_\_\_\_  
St. L. S. F. Yard from any point o \_\_\_\_\_ o  
T. & P. transfer from any point o \_\_\_\_\_ o o

TOWER 21, WACO

Main track eastward or westward from main track \_\_\_\_\_  
Main track eastward from any other point \_\_\_\_\_ o  
Main track westward from any other point o \_\_\_\_\_  
St. L. S. W. transfer from any point \_\_\_\_\_ o \_\_\_\_\_  
House track from any point o \_\_\_\_\_ o o  
Coal track from any point o \_\_\_\_\_  
Siding from any point o \_\_\_\_\_

TOWER 35, Near HILAND

Main track eastward or westward from main track \_\_\_\_\_  
M-K-T connection from any point \_\_\_\_\_ o \_\_\_\_\_

TOWER 36, BRYAN

Main track eastward or westward from main track \_\_\_\_\_

TOWER 41, G. C. & S. F. CROSSING, NAVASOTA

Main track eastward or westward from main track \_\_\_\_\_  
Main track eastward from any other point \_\_\_\_\_ o  
Main track westward from any other point o \_\_\_\_\_  
Siding from any point o \_\_\_\_\_

TOWER 49, PLANO

Main track eastward or westward from main track \_\_\_\_\_  
Main track eastward from any other point \_\_\_\_\_ o  
Main track westward from any other point o \_\_\_\_\_  
Siding from any point o \_\_\_\_\_  
Oil Mill track from ad point \_\_\_\_\_ o \_\_\_\_\_ o

TOWER 53, M-K-T CROSSING, FT. WORTH

Main track eastward or westward from main track \_\_\_\_\_

TOWER 55, FT. WORTH

Rock Island from H. & T. C. \_\_\_\_\_  
F. W. & D. from H. & T. C. \_\_\_\_\_ o \_\_\_\_\_  
G. C. S. F. Freight yards from H. & T. C. \_\_\_\_\_ o  
T. & P. South Wye from H. & T. C. \_\_\_\_\_ o  
Ft. Worth Union Depot from H. & T. C. o \_\_\_\_\_

TOWER 63, MEXIA YARD

Main track eastward or westward from main track \_\_\_\_\_

TOWER 67, WAXAHACHIE

Main track eastward or westward from main track \_\_\_\_\_  
Main track eastward from any other point \_\_\_\_\_ o  
Main track westward from any other point o \_\_\_\_\_  
M-K-T transfer from any point \_\_\_\_\_ o \_\_\_\_\_

TOWER 93, DENISON

Main track eastward or westward from main track \_\_\_\_\_  
To and from K. O. & G. transfer from any point o o o o  
To H. & T. C. from M-K-T \_\_\_\_\_ o \_\_\_\_\_  
To M-K-T from H. & T. C. \_\_\_\_\_ o \_\_\_\_\_ o

TOWER 94, MIDLOTHIAN

Main track eastward or westward from main track \_\_\_\_\_  
Main track eastward from any other point \_\_\_\_\_ o  
Main track westward from any other point o \_\_\_\_\_  
Siding from any point o \_\_\_\_\_  
House track from any point \_\_\_\_\_ o \_\_\_\_\_ o

## GENERAL

1. When a train is stopped by a red signal, burning fusee, explosion of one torpedo, block signal or interlocking signal, engineman, before proceeding in accordance with provisions of rules 10 (G), 11, 15, 509 or 663, as the case may be, must whistle out flagman to protect train. Flagman must be recalled as per rule 14 (d) or 14 (e), and train will not start until proceed signal is given from the rear. Flagman must not wait for signal from either engineman or conductor to protect train.

2. Operators having a "19" train order for delivery, which does not restrict the superiority of the train addressed at that station, will, when the approaching train calls for signal, lower the semaphore arm twice, returning it to STOP position, as a signal that a "19" order is to be delivered. Operator will then go out and deliver the Order with clearance card to engineman and conductor. No answer will be made by engineman to a "19" train order signal. Trains receiving such signal will approach and pass train order office slowly and not increase speed until the order has been received.

3. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.

Conductors of trains displaying green signals must register in person.

4. A train may arrive at a station in advance of its schedule arriving time.

5. Third-class trains may pass and run ahead of second-class trains without train order authority.

6. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.

7. Open top cars loaded with rail, pipe, structural steel, poles and mounted wheels, must not be placed in trains next to cabooses, occupied outfit cars, cars loaded with high explosives or inflammables, or tenders of oil burning locomotives.

8. Running switches of cars loaded with piling or live stock must not be made. Cars so loaded must not be detached while in motion, and other cars must not be kicked or dropped against them.

9. Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.

10. Green signals displayed to the right of track in the direction of movement, in connection with yellow signals as prescribed by Rule 10-H, define the limits of restricted movement.

11. Rule 17 (C) of Rules and Regulations of Transportation Department is amended as follows: When the rules require headlight to be displayed, electric headlights on engines will be dimmed as follows:

- When standing in yards, where yard engines are employed.
- When standing on main track at meeting points clear of siding and switch has been set for the opposing train, or when approaching or passing trains on two or more tracks.
- When other trains are receiving or discharging passengers.
- When approaching and passing train order offices at which "19" train orders are to be received.

12. Rule 875 of Rules and Regulations of Transportation Department is amended as follows: Enginemen of passenger trains having attained a speed of approximately 10 miles per hour after leaving initial or inspection stations, or any point where air brake pipe has been separated, must, without shutting off steam, apply air brakes to ascertain if they are working properly. Brakeman of train must station himself on platform of rear car where there is a retaining valve and when hearing escaping air after air brakes are released must give enginemen proceed signal. When hand signals can not be seen by enginemen communicating signal (16-H) must be used.

If enginemen fail to receive proceed signal in prescribed manner after running test has been made, or if brakeman fails to hear escaping air from retaining valve, steps must be taken to stop the train and ascertain cause of failure.

Enginemen on passenger trains, when at least one mile from railroad crossings at grade, draw bridges, junctions or end of double track, and before descending heavy grades must, without shutting off steam, apply air brakes and assure themselves that air brakes are working properly.

13. Rule S-19 Rules and Regulations of the Transportation Department is amended as follows:

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, marker lamps (not lighted); By night, green lights to the front and side and red lights to the rear; except when the train is clear of the main track TO BE PASSED BY ANOTHER TRAIN, green lights must be displayed to front, side and rear.

14. All trains and engines must be brought to a full stop before crossing another railway at grade unless protected by an interlocking plant.

## LOCAL

15. Hempstead, Tower 35 and Tower 63 are register stations only for trains that originate or terminate there.

Dallas (Union Station) and Ennis (Passenger Station) are register stations only for first class trains and trains that originate or terminate there.

No. 13 when not displaying green signals may register at Ennis (Passenger Station) by register ticket (Form 2642).

Train register for second and third class trains located in Yardmaster's office, and for first class trains in Tower 15 at Hearne. First class trains, when not displaying green signals may register by register ticket (Form 2642).

Conductors of first class trains originating or terminating at Hearne will register in person.

16. First class trains not displaying green signals may register at Hearne; Tower 35, near Hiland and Tower 13 near Eureka by register ticket (Form 2642) and secure train order check of trains (Form R) from Dispatcher and may if there are no train orders for such trains, leave Hearne; Tower 35, near Hiland and Tower 13, near Eureka without a clearance card if train order signal is changed to indicate "Proceed" after engineman calls for it. Second, Third Class and Extra trains may register at Tower 35, near Hiland and Tower 13, near Eureka by register ticket (Form 2642) and secure train order check of trains (Form R) from Dispatcher.

17. On arrival at Hearne Passenger Station Enginemen trains Nos. 15 and 16 will apply brakes, and leave them applied until switching of train has been completed.

18. The following tracks must not be used by MK5 locomotives:

- Spur at Gano.
- Siding at Section 8.
- Gin Spur at Courtney.
- Wye at McKinney.
- Siding at Oasis.
- East and West Cotton Mill Track, Waxahachie.
- Transfer Track, Midlothian.
- Oil Mill Track at Mansfield.

In using sidings on Mexia Subdivision with MK5 engines trains will pull by and back in, under the provisions of rule S-88.

19. It will not be necessary for trains to stop for T. & P. crossing on Pacific Avenue, Dallas, when the crossing gate is in normal position against T. & P. track.

Trains using M-K-T track at Lancaster will do so under flag protection, leaving crossing gate against H. & T. C. track immediately after clearing crossing.

20. When engines are double headed on Waco Subdivision one engine must be detached and run ahead when crossing Tehuacana Creek span. If engine in tow there must be at least five cars between the engines when crossing this bridge.

21. Westward trains, not displaying green signals, approaching T. & P. Jct. on Dallas Belt Subdivision will be given a proceed signal with a green flag by day and a green light by night if movement of such train has been authorized and operator holds no orders restricting the superiority of westward trains at T. & P. Jct. Trains receiving such signal will approach slowly but not pass train order office until Rules 83, 83A, 83B and 83D are known to have been complied with, by the receipt and delivery of prescribed forms necessary under rules mentioned.

22. Track No. 4, through Hempstead Yard, is designated as Austin Division main track and switches must be lined and locked accordingly and track left clear. Austin Division trains 42, 43, 45 and 46 will enter and leave the Dallas Division main track at East end of track No. 4.

23. Beaumont Division Trains using Dallas Division Main Track between T. & N. O. Junction and Dallas Yard will move under provisions of Rule 93 and other Rules relating to movements within Yard limits.

24. Texas Midland crews handling passenger equipment between Ennis (passenger station) and Ennis (freight yard) will move under provisions of Rule 93 and other rules relating to movements within yard limits.

25. Yards located at following stations are designated by Yard Limit signs:

DENISON  
PLANO  
ENNIS  
HEMPSTEAD  
BRYAN  
NAVASOTA  
CORSICANA

(Corsicana yard limit extends to a point 1000 feet east of east oil track switch Angus.)

SHERMAN  
FERRIS  
GROESBEECK  
WACO  
WAXAHACHIE  
MARLIN  
DALLAS

(Dallas Yard limit extends from point 1000 feet west of Soumethun to mile post 257.8; and from Forest Avenue to a point 1000 feet east of T. & N. O. Crossing at Briggs and from Metzger to Belt Junction.)

MCKINNEY  
PALMER  
HEARNE  
BREMOND  
CALVERT  
MEXIA

(Mexia yard limit extends to a point 1000 feet EAST of EAST wye switch Mexia Jct.)  
WORTHAM  
(Wortham yard limits extend from a point 1000 feet west of Mile Post 190 to a point 1000 feet east of Gude.)

26. If crew of No. 65 is present to take charge, Waco sleeper may be cut off No. 17 at Bremond on main track immediately east of Waco Subdivision connection east of station, where it will be picked up by No. 65.

27. On double track between Metzger and Forest Avenue trains will keep to the left. Signals used by trackmen will be placed on the left of the track in direction of movement.

28. Normal position of the two switches on eastward track Dallas Belt Subdivision just west of Metzger is for eastward movement toward Belt Junction.

Normal position of the one switch at east end of double track just east of Metzger is for Eastward movement toward Belt Junction.

Movements through these switches are under control of the Operators at Metzger. Trains that are to move from or toward the direction of Belt Junction will sound one short and one long blast of the whistle, and when route is properly lined, proceed signal will be given by Operator with green flag by day and green light by night.

Trains that are to move from or toward the direction of T. & P. Junction will sound one long and one short blast of the whistle, and when properly lined, proceed signal will be given by the Operator with yellow flag by day and yellow light by night.

Trains must approach Metzger with caution and must stop unless proceed signal is given by Operator in the manner prescribed above.

29. Use of engine whistle in Fort Worth Union Station is forbidden except in cases of emergency. Crews will use telephone which is located at south end of East Train Shed to obtain route through Interlocking Plant.

30. The short siding directly in front of the passenger station at Bremond is designated as the SIDING to be used by first-class trains and extra passenger trains in meeting or passing other trains at that station.

Yard Track No. 1, which is the first track adjoining main track on south (or west) side, is designated as the SIDING to be used by freight trains to meet or pass other trains at Bremond.

31. San Jacinto Street and Ross Avenue, Dallas, are not protected by a crossing watchman. Enginemen are cautioned to keep a sharp lookout for vehicular traffic, making necessary reduction in speed, to avoid possibility of accident.

32. Telegraph operators at Briggs and T. & P. Jct. will handle switches at their stations to avoid necessity of stopping trains to open and close switch.

## SPEED

50. The yellow fish-tail signal is set 500 feet in advance of point where speed restriction is to apply. The oval slow board is set one-fourth mile in advance of point where speed restriction is to apply.

(a) Freight trains must not exceed twenty-four (24) miles per hour and passenger trains thirty-five (35) miles per hour around curves protected by yellow fish-tail signals.

(b) The maximum speed of trains on track protected by oval slow boards is shown on the face of slow board, the first figures indicating maximum speed of passenger trains and second figures indicating maximum speed of all other trains.

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

52. Yard engines, and road engines backing up, with or without cars, must not exceed fifteen (15) miles per hour.

53. When cars are being shoved ahead of engine, speed of fifteen (15) miles per hour must not be exceeded. Cars must not be shoved ahead of engines between stations when it can be avoided.

54. Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale test cars and machines of similar kind on own wheels must not exceed twenty-five (25) miles per hour on main line east of Dallas and on Fort Worth Subdivision; and twenty (20) miles per hour on all other Subdivisions, but must not exceed eighteen (18) miles per hour around any curve on the Division.

Booms of wrecking derricks must trail while being handled in trains.

55. Trains handling loaded oil tanks of 12,000 gallons capacity, or over, must not exceed twenty-five (25) miles per hour on straight track and eighteen (18) miles per hour around curves on Hearne, Ennis and Fort Worth Subdivisions, and must not exceed eighteen (18) miles per hour on other Subdivisions. Conductors must advise Enginemen when they have cars of this kind in their train.

56. Through the corporate limits of stations and towns named below, trains must not exceed speed indicated, and engine bell must be kept ringing:

- Waxahachie: Twenty (20) miles per hour.
- Waco, Thornton, Palmer: Passenger trains eighteen (18), Freight trains twelve (12) miles per hour.
- Calvert: Fifteen (15) miles per hour.
- Dallas, Denison: Twelve (12) miles per hour.
- Kosse, Sherman, Groesbeeck, Wortham, Rice, Howe: Eight (8) miles per hour.
- Navasota, Bryan, Hearne, Mexia, Corsicana, Ferris, Plano, McKinney and Van Alstyne: Six (6) miles per hour.

57. Passenger trains must not exceed fifty (50) miles per hour between Eureka and Hempstead; Wellborn and Hearne; Corsicana and Garrett; Wilmer and Forest Avenue and on Dallas Belt Subdivision; forty-five (45) miles per hour between Hempstead and Wellborn; Hearne and Corsicana; Garrett and Wilmer; Tower 35 and Denison; Garrett and Ft. Worth; Nelleva Junction and Mexia Junction via Mexia Subdivision and between Bremond and Waco.

58. Freight trains must not exceed thirty-five (35) miles per hour between Eureka and Hempstead, Wellborn and Hearne, Corsicana and Garrett, Wilmer and Forest Avenue, and on Dallas Belt Subdivision; thirty (30) miles per hour between Hempstead and Wellborn, Hearne and Corsicana, and between Garrett and Ft. Worth; twenty-five (25) miles per hour between Bremond and Waco, Nelleva Junction and Mexia Junction via Mexia Subdivision; Garrett and Wilmer; and between Belt Junction and Denison via Denison Subdivision; and fifteen (15) miles per hour on Lancaster Subdivision.

59. Trains must approach North Sherman Junction, Belt Junction, T. & N. O. Junction and Bremond with caution, expecting to find main track occupied.

60. Trains must reduce to fifteen (15) miles per hour over steel span of Trinity River Bridge (260-a) on Denison Subdivision.

61. Between Denison and Sherman St. L. & S. F. 1500 class passenger engines must not exceed thirty-five (35) miles per hour and 4100 class freight engines eighteen (18) miles per hour.

**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	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60	1	
27	2	13	44	1	21			

**AUTOMATIC BLOCK SYSTEM**

70. Station protect set located at Corsicana.  
71. When leaving continuously block signalled track, a fusee will be left near the last signal, when it is possible a train is following less than ten minutes. This applies at Cypress for eastward trains when no operator on duty.

**SWITCH INDICATOR SIGNALS**

72. Semaphore Signal west of Rufinch and Palmer indicates the position of switch; horizontal indicates CAUTION—switch set for siding; the normal position of signal indicates PROCEED with arm at an angle of 45 degrees.  
73. Automatic Semaphore Signal east of Millican indicates position of the east Switch or Main Track just west of the switch; horizontal indicates Caution—switch set for siding or Main Track near switch occupied; the normal position of this Signal indicates, proceed, with the arm at 45 degrees.

**POSITIVE BLOCK**

74. The signal arms on a positive block semaphore are painted the same as those on an Interlocking Home Signal (See Rule 601).

**Garrett and West Lead Switch Ennis Yard**

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

Normal position main track Signals indicates PROCEED. Normal position Signal 2327, on west leg Texas Midland Wye indicates STOP.

ALL trains will be governed entirely by Positive Block signal indications, but second-class and inferior trains will respect time table schedule of first-class trains and will not enter positive block if unable to clear their time.

Trains finding positive block home signal indicating STOP will communicate with Train Dispatcher immediately on telephone and if no train authorized to use the positive block will proceed with CAUTION on Time Table or train order authority, looking out for broken rails, open switches, etc. If unable to communicate with Dispatcher, after waiting five (5) minutes, train will proceed when preceded by flagman through positive block.

Trains or engines on west leg Texas Midland Wye must stop clear of Signal 2327. When desiring to enter positive block must send man to examine switch indicator; if clear, switch may be thrown and train may enter positive block as soon as Signal has cleared; if switch indicator indicates stop, switch may be used only under protection of flagman.

Overlap extends from Texas Midland cross-over to Signal 2325. Trainmen and enginemen are reminded that when occupying overlap or if west lead switch is left open Signals 2327 and 2336 will be held at stop position.

**Mexia Junction and East Switch Mexia Yard**

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

Trains on Ennis Subdivision finding signal indicating stop may proceed through positive block only under protection of flagman.

Westward trains from Mexia Subdivision will stop in clear of Signal 1783, send man to examine switch indicator; if clear, switch may be thrown and train may enter positive block as soon as Signal has cleared. If switch indicator indicates stop, switch may be used only under protection of flagman.

Trainmen and enginemen are reminded that an overlap extends from Signal 1779, three thousand feet eastward, and when on this overlap, Signals 1786 and 1783 are held in stop position.

**Navasota and Nelleva Junction**

77. Positive Block Limits: Signal No. 713, Navasota, Signal No. 746, Mexia Subdivision, and Signal No. 750 Hearne Subdivision, Mile Post 75.

Normal position of Signals governing westward movement Navasota to Nelleva Junction indicates proceed.

Normal position of Signal 750 indicates stop. All trains will be governed entirely by Positive Block Signal indications, but second-class and inferior trains will respect Time Table schedule of first-class trains and will not enter positive block if unable to clear their time.

Trains finding positive block home signal indicating STOP will communicate with Train Dispatcher immediately, on telephone, and if no train authorized to use positive block, will proceed with CAUTION, on Time Table or train order authority, looking out for broken rails, open switches, etc. If unable to communicate with Dispatcher, after waiting twenty (20) minutes, train will proceed after being preceded by flagman, to next signal displaying a proceed indication.

Eastward trains on Hearne Subdivision approaching Positive Block Limits at Mile Post 75 will be governed by Signal 750 which, if positive block is not occupied, will go to proceed position when train reaches over-lap; train may then proceed to Navasota against 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 positive block is not occupied.

Eastward trains from Mexia Subdivision will stop clear of Signal No. 746. Trainmen will proceed to Junction switch; if switch indicator indicates proceed, will line switch for Mexia Subdivision, if Signal No. 746 goes to proceed position, train may proceed to Navasota against opposing trains.

Switch indicator in Tower No. 41 at G. C. & S. F. crossing indicates whether or not positive block is occupied. Westward second-class or inferior

trains at Navasota, not in view of Signal 713, will call for Signal from signalman, who will signal them by hand or lamp to proceed if Indicator shows positive block not occupied. Signalman will IMMEDIATELY open time release when westward trains start to leave, keeping it open until trains enter positive block.

**INTERLOCKING**

101. Interlocking Signal Masts, unless otherwise provided, are placed over or upon the right of and adjoining the track they govern as seen when approaching them. (See Rule 600).

102. An Interlocking Home Signal is a fixed signal located at a point at which trains are required to stop when the route is not clear. The signal arm is square at the end and is painted red. This signal indicates "STOP" when the signal arm is in horizontal position or when a red light is displayed. The signal indicates "PROCEED" when the arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed.

When more than one arm is placed on the same mast, the top arm governs movements on the main or high speed route through the plant, while the lower arm or arms govern movements from main track to diverging or low speed routes.

103. An Interlocking Distant Signal is a fixed signal located in advance of an Interlocking Home Signal. The signal arm is forked at the end and is painted yellow with a black stripe. When the signal arm is in horizontal position or displays a yellow light, train must reduce speed immediately upon passing signal and proceed with caution until the home signal is reached. When the signal arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed, it indicates "PROCEED."

104. An Interlocking Dwarf Signal is a low home or distant signal of fixed location and governs slow speed movements through an interlocking plant, with or against current of traffic or on or from a siding or diverging route. A dwarf signal, similarly placed, has the same meaning as a high signal.

105. When a white light is displayed by an interlocking semaphore signal, it is an indication that the lens is broken. Trains will approach such signal with caution and be governed by position of the signal arm.

106. When approaching interlocking plants enginemen will indicate to the signalman the route they desire to use by sounding the proper whistle signals CLEARLY and DISTINCTLY. Such whistle signals must be sounded sufficiently in advance of the interlocking station to enable the signalman to set up the route desired without delay. Signals must not be called for until train is ready to move immediately into or through the interlocking limits.

107. When it is necessary to operate trains against the current of traffic through interlocking limits, enginemen, trainmen, signalmen and all other employes concerned must remember that such movements are unusual, necessitating extreme care and precaution, and they must have proper understanding of signals, in order to avoid accidents.

108. Trains using interlocking plant making stop at passenger station Hearne will be governed by the following instructions:

(a) Eastward trains on main track pull rear end to clear of derail and signal located fifty (50) feet east of I.-G.N. Crossing, before stopping.

(b) Eastward trains using New No. 1 Track will pull rear end to clear dwarf signal located one hundred and fifty (150) feet east of I.-G.N. Crossing.

(c) Westward trains on main track will stop with engine clear of derail and signal located fifty (50) feet east of I.-G.N. Crossing.

(d) Westward trains using New No. 1 Track will stop with engine clear of the dwarf signal located one hundred and fifty (150) feet east of I.-G.N. Crossing.

(e) Freight trains entering Hearne Yard between the hours of 12:01 AM and 3:45 AM will stop clear of Fourth Street foot crossing to facilitate movements at Passenger Station.

109. During hours 11:00 p. m. to 7:00 a. m. no towerman on duty at Tower 9. The route will be lined for the H. & T. C. and may be accepted for movement through when signal is at clear position.

**B. S. HOLLIMON,**  
Superintendent, Ennis

**A. T. RAWLINS,**  
Trainmaster, Ennis  
**E. E. SLAGLE,**  
Trainmaster, Hearne  
**W. F. RENTZEL,**  
Traveling Engineer, Ennis

**W. L. COX,**  
Terminal Trainmaster, Dallas  
**W. C. FIFE,**  
Terminal Trainmaster, Ft. Worth

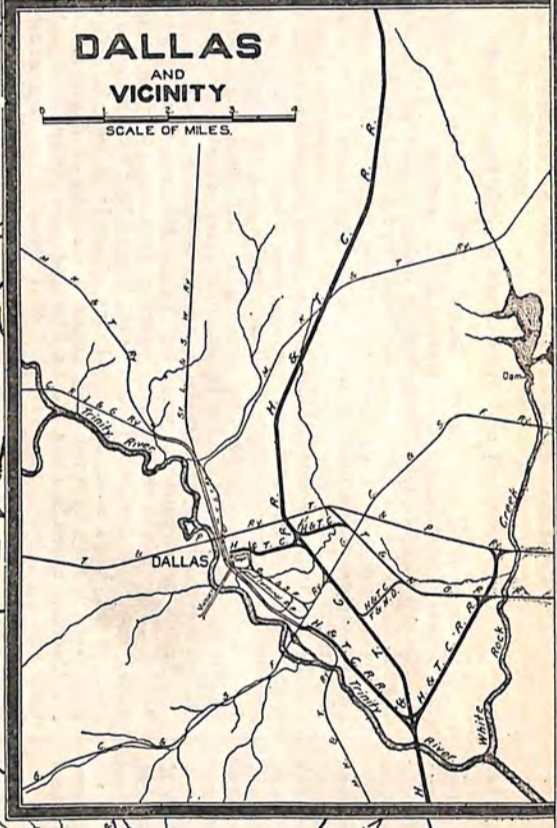
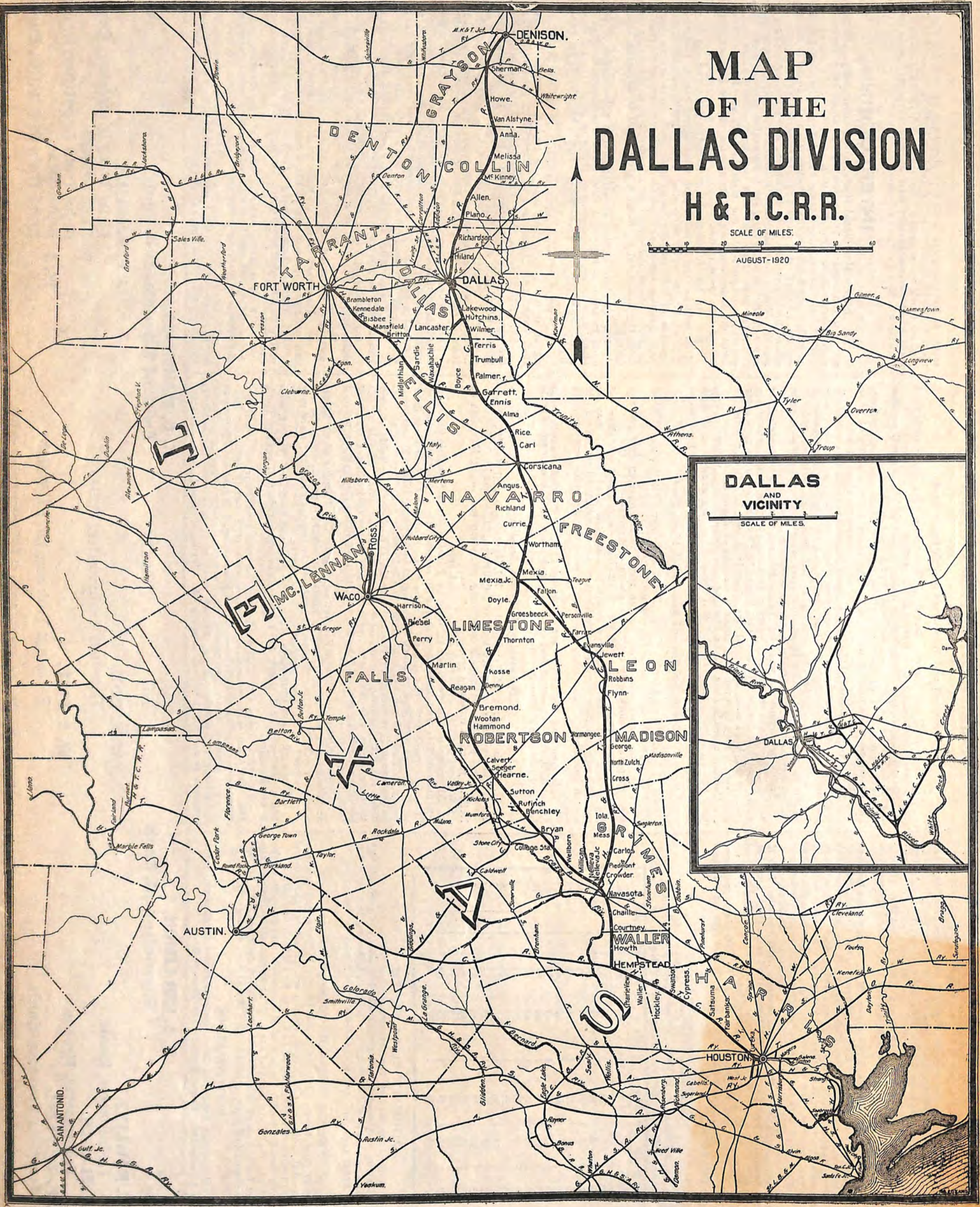
**K. C. MARSHALL,**  
Assistant Superintendent, Ennis

**J. E. RAWLINS,**  
Chief Train Dispatcher, Ennis  
**M. D. FLEETWOOD,**  
Chief Train Dispatcher, Ennis  
**W. I. SNODGRASS,**  
Chief Train Dispatcher, Ennis

Traveling Engineer will exercise duties of Trainmaster when on line

# MAP OF THE DALLAS DIVISION H & T. C. R. R.

SCALE OF MILES.  
0 5 10 20 30 40 50 60  
AUGUST-1920



01