

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS DIVISION

To Take Effect Sunday January 15, 1928, 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.

CONDENSED SCHEDULES

(CENTRAL TIME)

EASTWARD

WESTWARD

No. 258 247	No. 344	No. 46	No. 42	No. 38 21	No. 20	No. 18	No. 16 23	No. 14	Distance from Denison	STATIONS	Distance from Houston	No. 13	No. 15 24	No. 17	No. 19	No. 37 22	No. 43	No. 45	No. 343	No. 257 248	No. 259 250
5.25PM	5.25PM			5.00PM	5.00PM				0	Lv. DENISON Ar.	338			11.05AM	11.05AM	11.05AM			7.30AM	7.30AM	7.30AM
8.55PM	8.55PM			8.10PM	8.10PM	10.45PM	8.10AM		157	Lv. FORT WORTH Ar.	286	7.30PM	7.30PM	7.40AM	7.40AM	8.45AM			5.15AM	5.15AM	5.15AM
10.00PM	10.00PM			11.00PM	7.45PM 9.00PM	11.30PM	9.00AM	12.01PM	73	Ar. DALLAS Lv. Lv. DALLAS Ar.	265	6.30PM	6.20PM	7.20AM	8.35AM 6.55AM	7.45AM			2.51AM	2.51AM	2.51AM
11.40PM 3.30AM	11.40PM 7.05AM			11.55PM 11.59PM	10.00PM 10.10PM	12.30AM 12.35AM	10.00AM 10.10AM	12.55PM	107	Ar. ENNIS Lv. Lv. ENNIS Ar.	231	5.33PM 5.30PM	5.10PM 5.05PM	6.00AM 5.55AM	5.40AM 5.30AM	6.47AM 6.45AM			1.30AM 9.30PM	1.30AM 1.10PM	1.30AM 11.30PM
				11.00PM	11.00PM		11.20AM		239	Lv. WACO Ar.	186		3.45PM	6.50AM	6.50AM	6.50AM			6.50AM	3.30PM	6.50AM
9.30AM	11.10AM			2.14AM	1.15AM	3.10AM	1.01PM		195	Lv. BREMOND Lv.	143		2.04PM	3.35AM	2.14AM	4.32AM			4.05PM	8.35AM	6.35PM
11.00AM 12.05PM	12.30PM 3.50PM			2.50AM	2.05AM 2.15AM	3.50AM 3.55AM	1.55PM 2.20PM		217	Ar. HEARNE Lv. Lv. HEARNE Ar.	121		1.20PM 12.50PM	2.50AM 2.40AM	1.20AM 1.10AM	4.00AM			2.50PM 12.15PM	7.30AM 7.00AM	5.30PM 4.15PM
		11.30PM	12.45PM	7.00AM					335	Ar. AUSTIN Lv. Lv. AUSTIN Ar.	164		2.55PM		11.30PM	2.55PM	7.00AM				
	7.00PM	4.30AM	4.45PM 4.48PM		5.05AM		4.40PM		287	Ar. HEMPSTEAD Lv. Lv. HEMPSTEAD Ar.	50		10.36AM		10.42PM		10.20AM 10.15AM	1.20AM 1.05AM	8.50AM		
	10.30PM	6.00AM	6.15PM		6.40AM	7.10AM	6.00PM	6.30PM	337	Ar. HOUSTON Lv.	0	12.01PM	9.20AM	11.30PM	9.15PM		8.50AM	11.40PM	6.20AM		
6.25PM					11.50AM	11.50AM	10.45PM	10.45PM	340	Ar. YOAKUM Lv.	120		4.45AM	4.00PM	4.00PM						9.00AM
7.25AM				5.15PM	5.15PM	5.15PM	5.00AM	5.00AM	490	Ar. CORPUS CHRISTI Lv.	240		11.00PM	10.45AM	10.45AM	10.45AM					8.40PM
11.00PM				7.55AM			7.30PM		404	Ar. SAN ANTONIO Lv.	210		7.40AM			11.00PM			10.00PM	5.50AM	
20.35	29.05	6.03	5.30	14.40	13.40	8.25	11.20	6.30		THROUGH TIME		7.29	11.50	11.25	13.35	11.55	6.05	7.20	15.30	33.30	25.40
13.7	11.1	25.2	29.8	27.5	24.3	33.3	31.1	40.7		MILES PER HOUR		37.8	29.7	29.5	25.1	33.9	26.5	22.2	13.2	12.1	15.7

MILEAGE SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

New Orleans Terminals	17.87
Lafayette Division	706.40
Beaumont Division	722.81
Terminals Division (includes 4.26) Causeway.....	148.62
Houston Division	607.77
El Paso Division.....	659.97
Victoria Division	666.91
Dallas Division	557.32
Austin Division	523.91
Total System	4611.58

DALLAS DIVISION

MAIN LINE

Eureka (Mile Post 7) to Denison	330.98
Nelleva Junction to Mexia Junction	94.06
Forest Avenue to Gifford (Dallas Belt)	14.57
Metzger to Forest Avenue, 2nd Track (Dallas Belt).....	1.81
Total Main Line	441.42

BRANCHES

Hempstead, Austin Division	0.67
Bremond to Ross	55.30
Garrett to Fort Worth	52.83
Hutchins to Lancaster.....	4.75
Briggs to T. & N. O. Junction	2.35

Total Branches	115.90
Total Dallas Division	557.32

EASTWARD

FORT WORTH SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance From Garret	TIME TABLE No. 203 January 15, 1928	Distance From Houston	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	94	92	96	88	86	82	87	85	83				91	95	93	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only				
	Local Freight	Packing House Express	Denver Manifest Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Sunset Manifest Freight	Through Freight	Local Freight						
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday									
Yard				10.45 ^{PM}	8.10 ^{PM}	8.10 ^{AM}	52.7	FORT WORTH (Union Depot)	286.2	7.40 ^{AM}	8.45 ^{AM}	7.30 ^{PM}									
Yard I							52.5	TOWER 55 (T. & P. Crossing)	286.0									Continuous	Continuous		
Yard BKWFTP	1.00 ^{PM}	8.55 ^{PM}	6.15 ^{AM}	10.47	8.12	8.12	52.2	TO-R FT. WORTH (Frt. Yard) TOWER 126 (G.C.&S.F. Crossing)	285.7	7.34	8.38	7.19	5.15 ^{AM}	6.45 ^{PM}	12.05 ^{PM}			Continuous	Continuous		
Yard I							50.0	TOWER 53 (M-K-T Crossing)	283.5									Continuous	Continuous		
60 P	1.25	9.22	6.45	10.57	8.26	8.24	45.6	BRAMBLETON	279.1	7.24	8.24	7.06	4.50	6.17	11.48 ^{AM}						
60 P	1.40	9.32	6.55	11.03	8.32	8.30	42.3	KENNEDALE	275.8	7.19	8.17	7.01	4.35	6.03	11.38						
60 P	2.00	9.43	7.13	11.10	8.38	8.36	38.3	BISBEE	271.8	7.13	8.10	6.54	4.20	5.47	11.26						
22 WP	2.25	9.54	7.35	11.18	8.47	8.44	34.0	TO MANSFIELD	267.5	7.04	8.02	6.46	4.05	5.30	11.00			Continuous	Continuous		
60 P	2.45	10.06	7.51	11.26	8.55	8.52	29.5	BRITTON	263.0	6.57	7.51	6.36	3.50	5.12	10.40						
18 IP	3.10	10.20	8.15	11.37	9.07	9.05	23.0	MIDLOTHIAN	256.5	6.46	7.36	6.21	3.33	4.46	10.20			Continuous	Continuous		
48 P	3.13	10.23	8.18	11.40	9.09	9.07	22.2	TO TOWER 94 (G.C.&S.F. Cr.)	255.7	6.44	7.33	6.18	3.30	4.42	10.15						
85 P	3.33	10.38	8.31	11.49	9.19	9.17	16.2	DILLARD	249.7	6.35	7.24	6.09	3.10	4.18	10.00						
IP	3.43	10.46	8.41	11.55	9.24	9.22	12.8	SARDIS	246.3	6.30	7.19	6.04	2.55	4.00	9.50			Continuous	Continuous		
Yd. 80 WYP	3.55	10.51	8.46	11.59	9.29	9.26	11.5	TO TOWER 67 (M-K-T. Cr.)	245.0	6.26	7.16	6.01	2.50	3.55	9.45						
45 P	4.20	11.09	9.05	12.11	9.42	9.38	5.2	WAXAHACHIE	238.7	6.14	7.03	5.48	2.30	3.28	7.50						
36 P	4.40 ^{PM}	11.23 ^{PM}	9.25 ^{AM}	12.19	9.50 ^{PM}	9.46 ^{AM}	0.0	BOYCE	233.5	6.07 ^{AM}	6.54 ^{AM}	5.40 ^{PM}	2.10 ^{AM}	3.10 ^{PM}	7.30 ^{AM}						
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		GARRETT		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday						
	94	92	96	88	86	82				87	85	83	91	95	93						
	(3.40) 14.2	(2.28) 21.1	(3.10) 16.5	(1.34) 33.6	(1.40) 31.7	(1.36) 31.8		...Time Over Subdivision... ...Average Speed per Hour...		(1.33) 34.0	(1.51) 28.4	(1.50) 28.7	(3.15) 16.1	(3.35) 14.6	(4.35) 11.4						

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

Eastward first class trains must obtain a clearance card before leaving Ft. Worth (Freight Yard). M-K-T trains and engines operate on main track between M-K-T connection, Mile Post 51.2, and Ft. Worth (Freight Yard) under provisions of rule 93. Main track movements approaching and between these points must be made with caution expecting to find main track occupied. No. 87 will stop at Waxahachie to discharge passengers from Houston and beyond, and to pick up passengers destined Fort Worth and beyond.

EASTWARD

WACO SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS		FIRST CLASS		Distance From Bremond	TIME TABLE No. 203 January 15, 1928	Distance From Houston	FIRST CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	68	66	62	65				63	67				
	Local Frt.	Mixed	Passenger	Mixed				Passenger	Local Frt.				
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only					
Yard BKWYP	8.30 ^{AM}	11.00 ^{PM}	11.20 ^{AM}	43.9	TO-R WACO	186.6	6.50 ^{AM}	3.45 ^{PM}	3.30 ^{PM}			Continuous	Continuous
I Yard	8.35 ^{AM}	11.02 ^{PM}	11.22 ^{AM}	43.7	Tower 21 (St. L. S. W. Cross.)	186.4	6.40 ^{AM}	3.36 ^{PM}	3.05 ^{PM}			Continuous	Continuous
30	8.55	11.25	11.38	35.9	HARRISON	178.6	6.20	3.21	2.45				
25	9.15	11.40	11.49	29.9	TO RIESEL	172.6	6.02	3.09	2.20			8.00 AM to 11.59 AM 1.00 PM to 5.00 PM	Closed
35	9.35	11.50 ^{PM}	11.59 ^{AM}	25.8	PERRY	168.5	5.50	2.59	2.00			8.00 AM to 12.30 PM 1.30 PM to 5.00 PM	Closed
Yard 24 W	10.30	12.10 ^{AM}	12.15 ^{PM}	17.7	(I-G. N. Crossing) MARLIN	160.4	5.25	2.41	1.30				
88	10.55	12.32	12.35	8.5	REAGAN	151.2	4.55	2.18	12.35				
Yd. BKWY	11.20 ^{AM}	12.55 ^{AM}	12.50 ^{PM}	0.0	TO-R BREMOND	142.7	4.35 ^{AM}	2.05 ^{PM}	12.01 ^{PM}			Continuous	Continuous
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily Ex. Sunday				
	68	66	62				65	63	67				
	(1.55) 15.5	(1.30) 22.9	(1.30) 29.3		...Time Over Subdivision... ...Average Speed per Hour...		(2.15) 19.5	(1.40) 2.64	(3.20) 12.6				

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

Regular trains originating at Tower 21 must obtain clearance card at Waco for movement from Tower 21.

Neale is a flag stop for Nos. 62 and 63.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS		SECOND CLASS					FIRST CLASS										Distance From Denison	TIME TABLE No. 203	
	165 Beaumont Division Local Frt.	58 Local Freight	169 Beaumont Division Freight	53 T. & P. Freight 53	67 T. & P. Freight 67	167 Beaumont Division Freight	344 Sunset Manifest Freight	205 T. & P. Passenger 5	155 Beaumont Division Passenger	20 Central Express	78 Frisco Meteor 611	201 T. & P. Passenger 1	215 T. & P. Passenger 15	147 Beaumont Division Passenger	203 T. & P. Passenger 3	223 T. & P. Passenger 23	76 Frisco Passenger 117		January 15, 1928	STATIONS
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			DENISON (Passenger Station)
										5.00PM	3.40PM						4.08AM			
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)																				
YARD BKWFTP		7.30AM					5.25PM											0.0	TO-R DENISON (Freight Yard)	
YARD I YARD										5.01PM	3.41PM						4.09AM	0.3	TOWER 93	
YARD BP		7.55					5.50			5.13	3.55						4.27	7.6	NORTH SHERMAN TO-R JUNCTION	
YARD BFIWY		8.15					6.15			5.23	4.00PM						4.35AM	9.1	TO-R TOWER 16 (T.&P. Cross.) SHERMAN	
YARD 50 P		9.30					6.45			5.40								10.2	ST. L. S. W. CROSSING	
YARD 75 P		10.13					7.00			5.50								18.3	TO HOWE	
YARD 48 P		10.56					7.15			6.00								25.0	TO VAN ALSTYNE	
YARD 35 P		11.12					7.28			6.08								30.3	TO ANNA	
YARD 22 WP		11.40AM 12.10PM					7.45			6.17								34.9	TO MELISSA	
YARD 48 P		12.40					8.05			6.37								41.6	TO MCKINNEY	
YARD 25 IP		1.30					8.21			6.50								49.4	TO ALLEN	
YARD 48 P		1.52					8.36			7.00								55.5	TO TOWER 49 (St.L.S.W. Cross.)	
YARD 90 P		2.12					8.50											60.7	TO RICHARDSON	
YARD IP		2.27					9.02											64.9	GIFFORD	
YARD 90 P		2.40					9.15											69.3	RAWLINS	
YARD 90 P		3.10PM	2.43				9.18											73.8	TO TOWER 119 (T. & P. Cross.) TO T. & P. JUNCTION	
YARD 90 P		3.15	2.46				9.21											74.5	BRIGGS	
YARD IP		3.20PM	2.50PM				9.25PM											75.9	FOX	
YARD IP																		76.6	TO TOWER 118 (T. & N. O. Cross.) TO BELT JUNCTION	
YARD 55 YARD										7.19								64.9	R GIFFORD	
YARD BWFYP										7.30PM								69.4	TO-R TOWER 85 (M-K-T Cross.)	
YARD I																		69.8	HILAND	
YARD																		73.4	(T. & P. Crossing) DALLAS YARD	
YARD .P																		74.1	TOWER 10 (G.C. & S.F. Cross.)	
																		74.3	D. T. CROSSING	
																		76.7	(T. & N. O. Cross.) BELT JUNCTION	
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	165	58	169	53	67	167	344	205	155	20	78	201	215	147	203	223	76			

(0.20) 12.3 (7.30) 10.5 (0.45) 6.8 (0.30) 14.4 (0.45) 9.5 (1.00) 5.6 (6.15) 17.0 (0.20) 21.3 (0.15) 24.0 (3.45) 28.5 (0.20) 27.5 (0.18) 23.8 (0.18) 23.8 (0.15) 24.0 (0.22) 21.5 (0.20) 18.5 (0.25) 22.0

.....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)

Extra trains between Belt Junction and Gifford will run via T. & P. Junction unless otherwise directed by train order.
 North Sherman Junction is the switch connecting St. L. & S. F. tracks with Dallas Division main track west of St. L. & S. F. yard at Sherman.
 North Sherman Junction is a Train Order Office only for trains that originate there, and a Register Station only for trains that originate or terminate there.
 First class trains operating from Denison (Passenger Station) must obtain clearance card at Denison (Freight Yard) for movement from Tower 93.
 A train must not leave Positive Block Limits, Belt Junction, until it has been ascertained by train order check of trains, Form "R," whether Nos. 19 and 20, if due, have arrived or left.
 From 7:00 p. m. to 8:00 a. m. Interlocker route, Tower 35, will be lined for movement of M-K-T trains.
 Gifford is a register station for trains Nos. 19 and 20 only.
 Trains or engines using tail track to wye at Sherman will leave gate at St. L. & S. F. crossing across T. & N. O. track except when crossing is being used.

DENISON SUBDIVISION

FIRST CLASS

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	FIRST CLASS																	Distance From Forest Avenue	TIME TABLE No. 203 January 15, 1928
	18	224	38	86	20	74	204	148	202	216	14	82	16	206	156	88			
	The Owl	T & P Passenger 24	The Lark	Ft Worth Passenger	Central Express	Texas Midland Passenger	T. & P. Passenger 4	Beaumont Division Passenger	T. & P. Passenger 2	T. & P. Passenger 16	The Sunbeam	Ft Worth Passenger	The Hustler	T. & P. Passenger 6	Beaumont Division Passenger	Ft. Worth Passenger			
	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			
BKP	11.30 PM	11.05 PM	11.00 PM		7.45 PM 9.00 PM		8.30 PM	8.20 PM	5.10 PM	2.00 PM	12.01 PM		9.00 AM	8.55 AM	8.00 AM	2.0			
I	TIME AT DALLAS (UNION STATION) FOR INFORMATION ONLY. TOWER 19 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.																	0.3	
YARD	11.35 PM	11.10 PM	11.05 PM		9.05 PM		8.35 PM	8.27 PM	5.15 PM	2.05 PM	12.06 PM		9.05 AM	9.00 AM	8.07 AM	0.0			
Yard IYP	11.39	11.14 PM	11.09		9.09		8.41 PM	8.31 PM	5.18 PM	2.08 PM	12.10		9.09	9.04 AM	8.11 AM	2.3			
YARD 180 BKWP	11.42		11.12		f 9.11						12.13		f 9.11			4.3			
28 P	11.48		11.18		f 9.19						12.18		f 9.19			8.8			
48 P	11.54 PM		11.23		f 9.25						12.23		9.25			13.1			
35 Yard P	12.01 AM		11.30		f 9.31						12.29		s 9.31			17.2			
34 P	12.07		11.35		f 9.38						12.34		9.38			20.4			
35 Yard P	12.15		11.42		f 9.46						12.40		f 9.46			24.4			
36 P	12.24		11.50	9.50 PM	f 9.55						12.47	9.46 AM	9.55			29.4			
YARD BKWFTYP	12.27		11.53	9.53	9.58	9.40 PM					12.50	9.50	9.58			31.3			
Yard BKP	12.30 AM		11.55 PM	9.55 PM	10.00 PM	9.45 PM					s 12.52 PM	9.55 AM	10.00 AM			32.2			
	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			
	18	224	38	86	20	74	204	148	202	216	14	82	16	206	156	88			
	(1.00)	(0.15)	(0.55)	(0.05)	(3.45)	(0.05)	(0.20)	(0.15)	(0.15)	(0.15)	(0.51)	(0.09)	(1.00)	(0.20)	(0.15)	(0.06)			
	34.2	28.7	37.0	33.6	28.5	12.8	21.5	24.0	23.7	23.7	37.9	18.6	34.2	21.5	24.0	28.0			

TIME TABLE No. 203 January 15, 1928	
STATIONS	
TO-R DALLAS (Union Station)	1.7
TOWER 19 (G. C. & S. F. Crossing)	0.3
FOREST AVENUE	2.3
TOWER 118 BELT JUNCTION	2.0
TO-R MILLER	4.5
TO HUTCHINS	4.3
WILMER	4.1
TO FERRIS	3.2
TRUMBULL	4.0
TO PALMER	5.0
GARRETT	1.9
TO-R ENNIS (Freight Yard)	0.9
TO-R ENNIS (Passenger Station)	

THIRD CLASS

SECOND CLASS

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS				SECOND CLASS										Distance From Forest Avenue	TIME TABLE No. 203 January 15, 1928
	165	58	94	56	92	54	344	60	170	96	66	168				
	Beaumont Division Local Frt.	Local Freight	Local Freight	Local Freight	Packing House Express	T. & P. Freight 54	Sunset Manifest Freight	T. & P. Freight 60	Beaumont Division Freight	Denver Manifest Freight	T. & P. Freight 66	Beaumont Division Freight				
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
BKP							11.10 PM		7.05 PM	12.50 PM		7.00 AM	1.20 AM	2.0		
I	TIME AT DALLAS (UNION STATION) FOR INFORMATION ONLY. TOWER 19 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.													0.3		
YARD							11.20 PM		7.20 PM	1.10 PM		7.10 AM	1.40 AM	0.0		
YARD IYP		3.20 PM	2.50 PM				11.25 PM	9.25 PM	7.35 PM	1.15 PM		7.20 AM	1.45 AM	2.3		
YARD 180 BKWT		3.30 PM	3.00 PM					10.00						4.3		
28 P								10.30						8.8		
48 P								10.40						13.1		
35 Yard P								10.52						17.2		
34 P								11.02						20.4		
35 Yard P								11.13						24.4		
36 P				4.40 PM	9.25		11.23 PM	11.30		9.25 AM				29.4		
YARD BKWFTYP				4.55 PM	9.45 PM		11.35 PM	11.40 PM		9.40 AM				31.3		
BKP Yard														32.2		
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	165	58	94	56	92	54	344	60	170	96	66	168				
	(0.20)	(7.30)	(0.15)	(1.45)	(0.12)	(0.25)	(6.15)	(0.55)	(0.55)	(0.15)	(1.00)	(0.50)				
	12.3	10.5	7.6	15.9	9.5	17.0	17.0	7.7	7.0	7.6	7.5	7.7				

TIME TABLE No. 203 January 15, 1928	
STATIONS	
TO-R DALLAS (Union Station)	1.7
TOWER 19 (G. C. & S. F. Crossing)	0.3
FOREST AVENUE	2.3
TOWER 118 BELT JUNCTION	2.0
TO-R MILLER	4.5
TO HUTCHINS	4.3
WILMER	4.1
TO FERRIS	3.2
TRUMBULL	4.0
TO PALMER	5.0
GARRETT	1.9
TO-R ENNIS (Freight Yard)	0.9
TO-R ENNIS (Passenger Station)	

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

On double track between Belt Junction and Forest Avenue trains will keep to the left and must keep at least five minutes apart. Extra trains with running orders to Ennis terminate at Ennis (Freight Yard) unless orders otherwise specify. Ennis (Freight Yard) and Ennis (Passenger Station) are register stations only for trains that originate or terminate there and train order offices only for trains that originate there. Miller is register station only for second class and inferior trains.

DENISON SUBDIVISION

WESTWARD

TIME TABLE No. 203

January 15, 1928

FIRST CLASS

Distance From Houston	FIRST CLASS																Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	19 Central Express	17 The Owl	87 Ft. Worth Passenger	37 The Lark	85 Ft. Worth Passenger	73 Texas Midland	223 T. & P. Passenger 23	203 T. & P. Passenger 3	147 Beaumont Division Passenger	215 T. & P. Passenger 15	201 T. & P. Passenger 1	15 The Hustler	13 The Sunbeam	83 Ft. Worth Passenger	155 Beaumont Division Passenger	205 T. & P. Passenger 5	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only
265.1	8.35AM 6.55AM	7.20AM		7.45AM			7.00AM	7.35AM	7.50AM	8.35AM	1.10PM	6.20PM	6.30PM		6.35PM	7.45PM	Continuous	Continuous
TIME AT DALLAS (UNION STATION) FOR INFORMATION ONLY. TOWER 19 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.																		
263.4																	Continuous	Continuous
263.1	6.39AM	7.03AM		7.35AM			6.48AM	7.21AM	7.42AM	8.25AM	1.00PM	6.10PM	6.23PM		6.28PM	7.33PM		
260.8	6.34	6.58		7.32			6.44AM	7.17AM	7.38AM	8.21AM	12.56PM	6.06	6.20		6.25PM	7.29PM	Continuous	Continuous
258.8	f 6.31	6.53		7.29								f 6.02	6.17				Continuous	Continuous
254.3	f 6.23	6.44		7.23								f 5.54	6.11				6.00AM to 11.59AM 1.00PM to 3.00PM	Closed
250.0	f 6.16	6.37		7.18								5.46	6.05				8.30AM to 11.59AM 1.00PM to 5.30PM	8.30AM to 11.59AM 1.00PM to 5.30PM
245.9	s 6.09	6.29		7.12								s 5.39	5.58					
242.7	f 6.02	6.23		7.07								5.32	5.53				7.30AM to 11.59AM 1.00PM to 4.30PM	Closed
238.7	f 5.54	6.15		7.00								f 5.25	5.46					
233.7	f 5.45	6.05	6.07AM	6.52	6.54AM							5.15	5.38	5.40PM				
231.8	5.42	6.02	6.04	6.49	6.51	7.05AM						5.12	5.35	5.37			Continuous	Continuous
230.9	5.40AM	6.00AM	6.01AM	6.47AM	6.49AM	7.00AM						5.10PM	5.33PM	5.35PM			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		
	19	17	87	37	85	73	223	203	147	215	201	15	13	83	155	205		
Time Over Subdivision	(3.55)	(1.20)	(0.06)	(0.58)	(0.05)	(0.05)	(0.20)	(0.22)	(0.20)	(0.18)	(0.18)	(1.10)	(0.57)	(0.05)	(0.20)	(0.27)		
Average Speed per Hour	27.3	25.7	28.0	35.3	33.6	12.8	21.5	19.8	18.3	23.8	23.8	28.4	36.0	33.6	18.3	21.5		

TIME TABLE No. 203

January 15, 1928

SECOND CLASS

THIRD CLASS

Distance from Houston	SECOND CLASS							THIRD CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	343 Sunset Manifest Freight	91 Sunset Manifest Freight	167 Beaumont Division Freight	67 T. & P. Freight 67	95 Ft. Worth Through Freight	53 T. & P. Freight 53	169 Beaumont Division Freight	59 Local Freight	166 Beaumont Division Local Frt.	93 Local Freight	57 Local Freight	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only
265.1			2.59AM	3.45AM		4.30PM	5.30PM					Continuous	Continuous
TIME AT DALLAS (UNION STATION) FOR INFORMATION ONLY. TOWER 19 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.													
263.4												Continuous	Continuous
263.1			2.40AM	3.25AM		4.05PM	5.20PM						
260.8	2.56AM		2.30AM	3.15AM		3.55PM	5.10PM	6.05AM	6.50AM			Continuous	Continuous
258.8	2.51							6.00AM	6.40AM		1.00PM	Continuous	Continuous
254.3	2.40										12.18PM	6.00AM to 11.59AM 1.00PM to 3.00PM	Closed
250.0	2.32										10.55AM	8.30AM to 11.59AM 1.00PM to 5.30PM	8.30AM to 11.59AM 1.00PM to 5.30PM
245.9	2.20										9.00		
242.7	2.10										8.42	7.30AM to 11.59AM 1.00PM to 4.30PM	Closed
238.7	1.55										8.01		
233.7	1.40	2.10AM			3.10PM					7.30AM	7.40		
231.8	1.30AM	2.00AM			3.00PM					7.20AM	7.30AM	Continuous	Continuous
230.9												Continuous	Continuous
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
	343	91	167	67	95	53	169	59	166	93	57		
Time Over Subdivision	(6.00)	(0.10)	(1.09)	(0.45)	(0.10)	(0.45)	(0.30)	(0.20)	(0.20)	(0.10)	(5.30)		
Average Speed per Hour	17.8	11.7	5.6	9.5	11.7	9.5	12.8	14.2	12.3	11.7	4.9		

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

On double track between Belt Junction and Forest Avenue trains will keep to the left and must keep at least five minutes apart. Ennis (Freight Yard) and Ennis (Passenger Station) are register stations only for trains that originate or terminate there and train order offices only for trains that originate there. Miller is register station only for second class and inferior trains. No. 15 will stop at stations between Ennis and Dallas to discharge passengers from stations east of Ennis.

Signals used by trackmen will be placed to the left of track in the direction of movement.

Length of sidings in cars, and fuel stations, standard clocks, interlocking plants, telephones, wyes and tele-phones.	THIRD CLASS					SECOND CLASS				FIRST CLASS					Distance From Ennis	TIME TABLE No. 203 January 15, 1928	STATIONS
					54 Local Freight	260 Freight	344 Packing House Express	258 Sunset Manifest Freight	346 Mixed	38 The Lark	20 Central Express	14 The Sunbeam	16 The Hustler	18 The Owl			
					Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard BKWFTYP					7.30 AM	1.10 PM	7.05 AM	3.30 AM							0.9	TO-R ENNIS (Freight Yard)	
BKP Yard										11.59 PM	10.10 PM	12.55 PM	10.10 AM	12.35 AM	0.0	TO-R ENNIS (Passenger Stat)	
40 P					7.45	1.25	7.20	3.45		12.06 AM	10.18	1.03	10.20	12.43	5.6	ALMA	
88 P					8.00	1.35	7.30	3.55		12.12	10.24	1.09	10.27	12.49	9.8	TO RICE	
28 P					8.10	1.45	7.40	4.05		12.18	10.30	1.15	10.33	12.55	14.2	CARL	
Yard 60 WP					8.40	2.05	8.00	4.30 5.25		12.31	10.45	1.24	10.50	1.10	20.7	TO CORSICANA (St. L. S. W. Crossing)	
80 P					9.00	2.25	8.15	6.05		12.41	11.00	1.33	11.03	1.20	27.0	ANGUS	
75 Yard WP					9.30	2.45	8.30	6.23		12.50	11.13	1.41	11.16	1.29	32.5	TO RICHLAND	
80 P					9.50	3.00	8.43	6.36		12.56	11.22	1.48	11.25	1.35	36.9	CURRIE	
75 Yard P					10.20	3.15	8.57	6.50		1.03	11.34	1.56	11.36	1.42	42.4	TO WORTHAM	
88 P					10.40	3.33	9.01	6.55		1.06	11.37	1.59	11.39	1.45	44.4	GUDE	
Yard 90 P					11.00	3.55	9.17	7.10	7.00 AM	1.15	11.50	2.08	11.50	1.58	49.9	MEXIA	
Yard BKWFITP					11.15	4.17	9.22	7.15	7.05	1.18	11.54 PM	2.10	11.54 AM	2.01	51.3	Tower 63 (T.&B.V. Cross.)	
Yard YP									7.15 AM						52.6	TO-R MEXIA YARD	
40 P					11.35 AM	4.32	9.37	7.30		1.26	12.02 AM	2.18	12.04 PM	2.08	57.1	MEXIA JUNCTION	
50 Yard WP					12.15 PM	4.50	9.50	7.45		1.34	12.13	2.25	12.15	2.18	61.4	DOYLE	
80 WP					12.45	5.15	10.15	8.05		1.46	12.27	2.37	12.29	2.31	69.6	TO GROESBEECK	
50 P					1.10	5.40	10.40	8.25		1.58	12.42	2.48	12.43	2.44	77.7	TO THORNTON	
75 P					1.30	5.55	10.52	8.50		2.05	12.50	2.55	12.51	2.53	82.5	TO KOSSE	
Yd. W20 E45 BKWYP					2.04	6.35	11.10	9.30		2.14	1.15	3.07	1.01	3.10	88.2	DENNY	
80 P					2.30	7.00	11.25	9.45		2.22	1.25	3.14	1.09	3.20	93.8	TO BREMOND	
95 Yard P					2.58 3.27	7.25	11.50 AM	10.10		2.35	1.40	3.27	1.35	3.35	102.3	HAMMOND	
55 P					3.50	7.40	12.05 PM	10.25		2.42	1.50	3.33	1.47	3.42	106.9	TO CALVERT	
Yard BKWFITYP					4.10 PM	7.55 PM	12.30 PM	11.00 AM		2.50 AM	2.05 AM	3.39 PM	1.55 PM	3.50 AM	110.2	SEGER	
					Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Tower 15 (I.-G.N. Cross.)	
					54	260	344	258	346	38	20	14	16	18		TO-R HEARNE	
					(8.40) 12.7	(6.45) 16.3	(5.25) 19.8	(7.30) 14.6	(0.15) 10.9	(2.51) 38.7	(3.55) 28.1	(2.44) 40.3	(3.45) 29.4	(3.15) 33.9			

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

Ennis (Freight Yard) is initial station for Nos. 54, 258, 260 and 344 and for extra trains originating there.
 Ennis (Passenger Station) is initial station for Nos. 14, 16, 18, 20 and 38 and for extra trains originating there.
 Second class and inferior trains of the Ennis Subdivision must respect the schedules of Denison Subdivision first class trains between Ennis (Passenger Station) and Ennis (Freight Yard) as shown on pages 6 and 7.
 Ennis (Freight Yard) and Ennis (Passenger Station) are register stations only for trains that originate or terminate there and train order offices only for trains that originate there.
 No. 38 will stop at Bremond for passengers for points beyond Hearne that are authorized stops for Train No. 21, and will stop at Wortham and Groesbeek for passengers for Austin or San Antonio.

ENNIS SUBDIVISION

WESTWARD

TIME TABLE No. 203

January 15, 1928

STATIONS

Distance From Houston

FIRST CLASS

SECOND CLASS

THIRD CLASS

Train Order Office Hours and Hours of Signalmen at Interlocking Stations

Block Signals

STATIONS	Distance From Houston	FIRST CLASS					SECOND CLASS					THIRD CLASS			Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
		19 Central Express Arrive Daily	17 The Owl Arrive Daily	37 The Lark Arrive Daily	15 The Hustler Arrive Daily	13 The Sunbeam Arrive Daily	347 Mixed Arrive Sunday Only	345 Mixed Arrive Daily Ex. Sunday	257 Sunset Manifest Freight Arrive Daily	343 New York Steamer Freight Arrive Daily	259 Valley Manifest Freight Arrive Daily	53 Local Freight Arrive Daily Ex. Sunday	53 T.T.S.	53 T.T.S.			Daily except Sundays and Legal Holidays
TO-R ENNIS (Freight Yard) 0.9	231.8									1.10 PM	9.30 PM	11.30 PM	4.00 PM			Continuous	Continuous
TO-R ENNIS (Psg. Station) 5.6	230.9	5.30 AM	5.55 AM	6.45 AM	5.05 PM	5.30 PM				12.55						Continuous	Continuous
ALMA 4.2	225.3	f 5.15	5.46	6.36	f 4.51	5.22				12.35	9.10	10.45	3.30		8.10 AM to 11.59 AM 1.00 PM to 5.10 PM	Closed	
TO RICE 4.4	221.1	f 5.07	5.40	6.30	s 4.44	5.16				12.27	8.55	10.24	3.15				
CARL 6.5	216.7	5.00	5.34	6.24	4.35	5.09				12.18	8.41	10.05	3.00				
TO CORSICANA (St. L. S. W. Crossing) 6.3	210.2	s 4.50	s 5.25	s 6.15	s 4.25	5.00				12.01 PM	8.20	9.50	2.45			Continuous	Continuous
ANGUS 5.5	203.9	f 4.21	5.15	6.05	f 4.06	4.50				11.38 AM	7.20	9.22	2.25				
TO RICHLAND 4.4	198.4	s 4.09	5.05	5.55	s 3.53	4.43				11.16	7.07	9.06	1.41			Continuous	Continuous
CURRIE 5.5	194.0	f 4.03	4.59	5.49	f 3.47	4.37				10.55	6.57	8.56	1.10				
TO WORTHAM 2.0	188.5	s 3.55	4.52	5.42	s 3.38	4.30				10.44	6.45	8.44	12.40		8.00 AM to 12.01 PM 1.01 PM to 5.00 PM	8.00 AM to 12.01 PM 1.01 PM to 5.00 PM	
GUDE 5.5	186.5	3.50	4.49	5.39	3.33	4.27				10.40	6.41	8.40	12.10 PM				
MEXIA 1.4	181.0	s 3.40	s 4.40	s 5.30	s 3.23	4.19		1.10 PM	3.55 PM	10.25	6.25	8.25	11.50 AM				
Tower 63 (T.&B.V. Cross.)																	
TO-R MEXIA YARD 1.3	179.6	3.32	4.34	5.27	3.16	4.17		1.05	3.50	10.20	6.20	8.20	11.15			Continuous	Continuous
MEXIA JUNCTION 4.5	178.3							12.55 PM	3.40 PM								
DOYLE 4.3	173.8	f 3.24	4.26	5.19	f 3.07	4.09				10.05	5.55	7.58	10.55				
TO GROESBEECK 8.2	169.5	s 3.15	s 4.19	5.12	s 3.00	4.03				9.50	5.40	7.42	10.35		8.00 AM to 12.30 PM 1.30 PM to 5.00 PM	Closed	
TO THORNTON 8.1	161.3	s 3.00	4.05	5.00	s 2.37	3.52				9.25	5.15	7.22	10.15		8.30 AM to 4.30 PM 8.30 PM to 4.30 AM	3.30 AM to 4.30 PM 8.30 PM to 4.30 AM	
TO KOSSE 4.8	153.2	s 2.44	3.52	4.48	s 2.22	3.41				9.05	4.52	7.02	9.15		8.00 AM to 11.30 AM 12.30 PM to 5.00 PM	12.15 PM to 3.00 PM	
DENNY 5.7	148.4	f 2.28	3.44	4.41	f 2.12	3.34				8.50	4.27	6.50	8.50				
TO BREMOND 5.6	142.7	s 2.14	s 3.35	4.32	s 2.04	3.26				8.35	4.05	6.35	8.25			Continuous	Continuous
HAMMOND 8.5	137.1	f 1.55	3.20	4.24	f 1.50	3.14				8.20	3.50	6.20	7.55		8.30 AM to 4.30 PM 8.30 PM to 4.30 AM	8.30 PM to 4.30 AM	
TO CALVERT 4.6	128.6	s 1.40	s 3.04	4.12	s 1.35	2.58				8.00	3.27	5.55	7.30				
SEGER 8.3	124.0	1.27	2.56	4.06	1.25	2.51				7.40	3.05	5.42	6.55				
Tower 15 (I.-G.-N. Cross.)																	
TO-R HEARNE	120.7	1.20 AM	2.50 AM	4.00 AM	1.20 PM	2.45 PM				7.30 AM	2.50 PM	5.30 PM	6.45 AM			Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday				
		19	17	37	15	13		347	345	257	343	259	53				

Time Over Subdivision	(4.10)	(3.05)	(2.45)	(3.45)	(2.45)	(0.15)	(0.15)	(6.40)	(6.40)	(6.00)	(9.15)
Average Speed per Hour	26.4	35.4	40.1	29.4	40.1	10.4	10.4	19.4	16.7	18.4	11.9

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

Ennis (Freight Yard) is terminal station for Nos. 53, 257, 259 and 343.
 Ennis (Passenger Station) is terminal station for Nos. 13, 15, 17, 19 and 37.
 Extra trains with running orders to Ennis terminate at Ennis (Freight Yard) unless orders otherwise specify.
 Second class and inferior trains of the Ennis Subdivision must respect the schedules of Denison Subdivision first class trains between Ennis (Passenger Station) and Ennis (Freight Yard) as shown on pages 6 and 7.
 Ennis (Freight Yard) and Ennis (Passenger Station) are register stations only for trains that originate or terminate there and train order offices only for trains that originate there.
 No. 37 will stop at Bremond to discharge passengers holding tickets purchased for train No. 22 beyond Hearne and destined to points via Waco Subdivision, and will stop at Groesbeck and Wortham to discharge passengers from Austin or San Antonio.

4/1/28 - Texas midland
 Comm 887 #735
 #11 7 PM to Paris at 7P-9 AM #12
 #11 11 P at Terrell for connect #12
 #13 connect for Terrell at 12m-2 PM
 #13 — at Ennis to 1000-2300
 Turn around between Terrell + Ennis

see Page 12 for schedules effective 4/1/28

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-phones.	THIRD CLASS		SECOND CLASS				FIRST CLASS														Distance From Hearne	TIME TABLE No. 203 January 15, 1923	STATIONS	
	390	50	344	240	348	346	104	310	302	14	42	16	23	102	308	304	8	18	20	46				21
	Local Freight	Local Freight	Packing House Express	Austin Div. Fast Freight	Mixed	Mixed	The Argonaut	Passenger	Victoria Division Passenger	The Sunbeam	Austin Division Passenger	The Hustler	The Hustler	Sunset Limited	Passenger	Victoria Division Passenger	Sunset Mail	The Owl	Central Express	Austin Division Passenger				The Lark
Leave Daily except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Yard BKWFTYP		6.00 AM	3.50 PM						3.39 PM		2.20 PM	2.17 PM						3.55 AM	2.15 AM		2.50 AM	0.0	TOWER 15 (I.-G.N. Cross.)	
YARD P												2.20 PM						3.57	2.17		2.57 AM	1.0	TO-R HEARNE	
70 P		6.15	4.10						3.50		f 2.37							4.04	2.30			5.9	HEARNE JUNCTION	
50 P		6.23	4.18						3.55		2.44							4.09	2.40			9.5	SUTTON	
46 P		6.31	4.26						4.00		f 2.50							4.14	f 2.46			13.2	RUFINCH	
YARD 80 IP		7.50	4.50						4.12		s 3.05							s 4.29	s 3.07			21.0	BENCHLEY	
YardWIPY 80		8.15	5.02						4.18		s 3.14							s 4.39	s 3.22			25.8	BRYAN	
80 P		8.40	5.17						4.26		s 3.24							4.49	f 3.34			32.0	TO(TOWER 36 I.-G.N. Cross.)	
50 P		9.10	5.37						4.37		s 3.38							5.00	f 3.49			40.2	COLLEGE STATION	
75 P		9.25	5.47						4.43		f 3.45							5.07	3.58			44.6	(TOWER 7 I.-G. N. Cross)	
P		9.40			12.25 PM	2.50 PM																46.2	TO WELLBORN	
YARD I																						49.6	MILLICAN	
90 IPW YARD		9.50	6.02		s 12.38	s 3.10			4.51		s 3.58							s 5.19	s 4.18			49.9	NELLEVA	
55 P		10.30	6.12		f 12.47	f 3.18			4.57		f 4.06							5.27	4.27			54.2	NELLEVA JUNCTION	
82 P		10.56	6.22		f 12.56	f 3.27			5.03		f 4.15							5.35	f 4.37			58.3	TOWER 9 (I.-G.N. Cross.)	
48 P		11.30 AM	6.40		f 1.14	f 3.41			5.13		f 4.28							5.46	f 4.50			65.2	NAVASOTA	
Yard PHKWFY		12.35 PM	7.00	2.45 AM	1.40 PM	3.55 PM			5.20	4.48 PM	s 4.40							5.54	s 5.05	4.30 AM		70.0	TO Tower 41(G.C.&S.F.Cross.)	
60 P		1.01	7.10	3.01					5.26	4.56	4.48							6.01	5.13	4.40		74.6	CHAILLE	
8 SPUR P											f 4.58											75.6	COURTNEY	
48 P		1.25	7.25	3.15					5.33	s 5.06	4.56							6.09	5.24	f 4.50		79.7	HOWTH	
75 YP		1.37	7.40	3.28					5.40	f 5.14	5.03							6.16	5.33	f 4.58		85.0	TO-R HEMPSTEAD	
55 P		1.58	7.52	3.40					5.47	5.21	5.10							6.23	5.41	5.05		90.8	PRAIRIE SIDING	
100 WP		2.15	8.02	3.50					5.53	f 5.27	5.16							6.29	5.48	f 5.11		94.7	PRAIRIE VIEW	
70 P		2.45	8.30	4.16					6.02	f 5.38	5.26							6.39	6.00	f 5.22		102.2	TO WALLER	
45 WP		3.10	8.45	4.30					6.09	f 5.49	5.34							6.46	6.10	f 5.33		108.1	TO HOCKLEY	
YARD 65 YIP	3.15 PM	3.35	9.10	4.50			8.15 PM	8.08 PM	7.00 PM	6.17	6.00	5.45		9.03 AM	8.47 AM	7.15 AM	6.35 AM	6.55	6.25	5.45		114.7	GANO	
87 YARD	3.25	3.45	9.34	5.05																		118.0	TO CYPRESS	
Yard BKP	Via Single Track Route Boulevard Junction to Tower 26.							8.35 PM	8.20 PM	7.15 PM	6.30 PM	6.15 PM	6.00 PM		9.15 AM	9.00 AM	7.30 AM	6.50 AM	7.10 AM	6.40 AM	6.00 AM		119.4	SATSUMA
YARD	3.25	3.45	9.34	5.05																		118.0	FAIRBANKS	
87 YARD	3.26	3.46	9.35	5.06																		118.1	TO-R EUREKA	
YARD I	3.40 PM	4.00 PM	9.50 PM	5.20 AM																		120.4	(Tower 13 M.-K.-T. Cross.)	

TIME TABLE No. 203
January 15, 1923

STATIONS

0.0	TOWER 15 (I.-G.N. Cross.)
1.0	TO-R HEARNE
4.9	HEARNE JUNCTION
3.6	SUTTON
3.7	RUFINCH
7.8	BENCHLEY
21.0	BRYAN
4.8	TO(TOWER 36 I.-G.N. Cross.)
25.8	COLLEGE STATION
6.2	(TOWER 7 I.-G. N. Cross)
32.0	TO WELLBORN
40.2	MILLICAN
44.6	NELLEVA
46.2	NELLEVA JUNCTION
49.6	TOWER 9 (I.-G.N. Cross.)
0.3	NAVASOTA
49.9	TO Tower 41(G.C.&S.F.Cross.)
54.2	CHAILLE
58.3	COURTNEY
65.2	HOWTH
70.0	TO-R HEMPSTEAD
74.6	PRAIRIE SIDING
75.6	PRAIRIE VIEW
79.7	TO WALLER
85.0	TO HOCKLEY
90.8	GANO
94.7	TO CYPRESS
102.2	SATSUMA
108.1	FAIRBANKS
114.7	TO-R EUREKA
118.0	(Tower 13 M.-K.-T. Cross.)
119.4	BOULEVARD JCT.
118.0	TO-R HOUSTON
118.1	(Grand Central Station)
118.1	BOULEVARD JCT.
118.1	CHANEY SIDING
120.4	Tower 26 (T. & N. O. Cross.)

TIME AT ENGLEWOOD FOR INFORMATION ONLY. BE GOVERNED BY BEAUMONT DIVISION CURRENT TIME TABLE BETWEEN TOWER 26 AND ENGLEWOOD

Yard BKP	4.00 PM	4.20 PM	10.30 PM	7.00 AM																		124.0	TO-R ENGLEWOOD
Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Sun. Only	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		
390	50	344	240	348	346	104	310	302	14	42	16	23	102	308	304	8	18	20	46	21			
(0.25)	(10.00)	(8.00)	(2.35)	(1.15)	(1.05)	(0.20)	(0.12)	(0.15)	(2.51)	(1.27)	(3.40)	(0.03)	(0.12)	(0.13)	(0.15)	(0.15)	(3.15)	(4.25)	(1.30)	(0.07)			
13.7	12.2	20.1	17.7	19.0	22.0	14.1	22.5	18.8	41.9	34.0	32.6	20.0	22.5	21.7	18.8	18.8	36.7	22.0	32.9	8.5			

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

Second class and inferior trains operating between Englewood and Eureka will move via single track route between Tower 26 and Boulevard Junction unless otherwise directed by train order. No's. 20 and 16 will stop at points east of Hempstead to discharge passengers holding tickets from points west of Hempstead.

MEXIA SUBDIVISION

EASTWARD

WESTWARD

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 NELLEVA Junction	TIME TABLE No. 203 January 15, 1928	Distance From Houston	SECOND CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	348	346				345	347		
	Mixed	Mixed				Mixed	Mixed		
	Leave Sunday Only	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday Only	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only
P	7.15AM	7.15AM	94.2	MEXIA JUNCTION	168.7	3.40PM	12.55PM		
60	f 7.33	f 7.33	88.0	FALLON	162.5	f 3.15	f 12.35		
60	s 7.53	s 7.53	81.7	PERSONVILLE	156.2	s 2.55	s 12.15PM		
60	W s 8.08	s 8.08	76.7	FARRAR	151.2	s 2.35	s 11.55AM		
55	s 8.28	s 8.45	71.6	EVANSVILLE	146.1	s 2.15	s 11.40		
70	s 8.48	s 9.25	66.0	TO JEWETT	140.5	s 1.53	s 11.20	8.00AM to 12.00M 1.00PM to 5.00PM	Closed
18	s 9.13	s 9.55	59.0	ROBBINS	133.5	s 1.25	s 10.55		
60	W s 9.38	s 10.47	51.4	FLYNN	125.9	f 12.55	f 10.30		
70	s 10.05	s 11.20	42.9	TO NORMANGEE	117.4	s 12.22	s 10.05	8.30AM to 11.30AM 12.30PM to 5.30PM	Closed
	f 10.20	f 11.40	38.8	GEORGE	113.3	f 12.06PM	f 9.50		
70	KBW s 10.31	s 11.55AM	35.0	TO NORTH ZULCH	109.5	s 11.55AM	s 9.39	8.30AM to 11.30AM 12.30PM to 5.30PM	Closed
60	f 10.55	f 12.30PM	27.6	CROSS	102.1	f 11.20	f 9.15		
75	s 11.05	s 1.10	24.5	TO IOLA	99.0	s 11.10	s 9.05	8.30AM to 11.30AM 12.30PM to 5.30PM	Closed
60	f 11.20	f 1.30	19.5	MESA	94.0	f 10.50	f 8.50		
60	W s 11.45AM	s 1.50	12.2	CARLOS	86.7	s 10.25	s 8.25		
	s 12.03PM	s 2.10	6.8	PIEDMONT	81.3	s 10.04	s 8.07		
55	f 12.13	f 2.30	3.7	CROWDER	78.2	f 9.52	f 7.57		
P	12.25PM	2.50PM	0.0	NELLEVA JUNCTION	74.5	9.40AM	7.45AM		
	Arrive Sunday Only	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Sunday Only		
	348	346				345	347		

(5.10) (7.35)Time Over Subdivision..... (6.00) (5.10)
18.2 12.3Average Speed per Hour..... 15.7 18.2

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

Cuthrell's Spur (Mile Post 14.15) and Brown Spur (Mile Post 57) flag stops for regular trains.

*4-14-28
Hold up trains for Frisco*

LANCASTER SUBDIVISION

EASTWARD

WESTWARD

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. 203 January 15, 1928	Distance From Houston	SECOND CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	456	457				457	457		
	Mixed	Mixed				Mixed	Mixed		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday	Arrive Sunday Only	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	2.30PM	2.30PM	4.7	LANCASTER	259.0	2.20PM			
				M-K-T. CROSSING	258.8				
28	P 2.50PM	2.50PM	0.0	TO HUTCHINS	254.3	2.00PM		6.00AM to 11.59AM 1.00PM to 3.00PM	Closed
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday	Leave Sunday Only		
	456	456				457	457		

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

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

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

COPY
Houston, Texas, April 6, 1928.

Mr. C. S. Fay:-

Effective 4/18

Referring to conference last night in regard to changes in freight service on the Paris Sub-division. The following schedules are suggested:

THROUGH FREIGHT: (Daily)

Eastward
Lv Paris 5:30pm-Conn. SLSF #735
Lv Kaufman 10:55pm
Ar Ennis 12:40am-Conn. #344-258
eastbound and #343-95 westbound. Ar Paris 7:35am

Westward
Lv Ennis 12:30am connecting with Nos. 259-343-locals and mdse from Dallas.
Lv Kaufman 2:30am
Ar Paris 7:35am

This gives us connection with our important trains both eastward and westward at Ennis and should afford ideal service to all points on the Paris Sub-division and with the Frisco at Paris, if we can get them to hold their No. 734 for it now due to leave Paris at 12:01am.

LOCAL SERVICE: (Daily except Sunday)

Eastward
Lv Paris 7:00am
Ar Ennis 4:30pm

Westward
Lv Ennis 7:15am
Ar Paris 5:00pm

etc
Grand

Southern Pacific Lines
In Texas and Louisiana
Texas and New Orleans Railroad Company

DALLAS DIVISION

Circular No. 205.

Houston, Texas, Jan. 28, 1928.

Ennis, Texas, April 6th, 1928.

- L. W. Wells, Ass't. Sup't., Terrell,
- W. M. Paul, Master Mechanic, Terrell,
- Chief Dispatchers, Ennis,
- M. R. Mann, Ennis,
- T. F. Sullivan, Ennis,

- All Agents,
- Roundhouse Foreman, Paris
- W. E. Briggs, Dallas,
- F. B. McKay, Dallas,
- Trainmen & Enginemen,

Effective Sunday, April 8th, Ennis is home terminal of all engineers, firemen, conductors and brakemen operating on the Midland Sub-Division.

Present local train service will be operated with two crews assigned to work daily except Sunday, leaving Ennis and Paris each morning, except Sunday, and operating thru to the end of the sub-division, each crew do all switching up to the meeting point, the northward local will perform the switching work at the meeting point. Beyond the meeting point crews will pick up and set out and spot cars to proper tracks or as instructed by the agent.

Merchandise will be delivered from peddler cars thru to the end of the run.

Thru freight service will be established operating leaving Ennis as early as possible in connection with trains Nos. 343 and 259, and be held as late as possible to connect up with any business moving from the Ft. Worth or Denison Sub-Divisions for that route. Special effort must be made to get this run out of Ennis early so that it can reach Paris as near 7:30 AM each morning as possible.

A thru freight train will be operated out of Paris to leave as near 5:30 PM as possible, but connecting with Frisco No. 735. It will be necessary to keep in close touch with the Frisco and place call to the best advantage. This run will handle thru business and freight for any station on the sub-division. Thru trains will spot and deliver short loads when directed so to do by the Chief Dispatcher.

It is important that southbound thru train from Paris reach Ennis in time to connect with trains Nos. 258, 344, 91 and 343, when business in sight for any of these connections. It will be necessary for the Chief Dispatcher to work closely with connections and Agents in order to work this out to best advantage, the idea being to, if possible, connect with Frisco No. 735, to pick up and set out at stations and reach Ennis as indicated.

B. S. HOLLIMON,
SUPERINTENDENT.

Texas, June 3, 1928.

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259. Freight
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- 40 hours
- 42 hours

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- 34 & 571.
- 78 & 749.
- 80 & 983.
- 984 & 1143.
- 1144 & 1375.
- 1376.
- 1817.
- 1818.
- 2255.
- 2255 & 2340

2340.

to 2604 inclu-

3314 inclusive.

per
ber

RATINGS OF LOCOMOTIVES IN FREIGHT TRAIN SERVICE

CLASS		ENGINE NUMBERS	Houston to	Hempstead to	Hearne to	Ennis to	Dallas to	Sherman to	Denison to	Sherman to	Ennis to	Bremond to	Hearne to	Hempstead to	Ennis to	Midlothian to	Ft. Worth to	Midlothian to	Hempstead to	Mexia to	Bremond to	Waco to
Nominal	Designation		Hempstead	Hearne	Ennis	Dallas	Sherman	Denison	Sherman	Ennis	Bremond	Hearne	Hempstead	Houston	Midlothian	Ft. Worth	Midlothian	Ennis	Mexia	Hempstead	Waco	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	M63-20/28-128S	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 12½ 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						
	WESTWARD	EASTWARD	WESTWARD	EASTWARD		WESTWARD	EASTWARD							
HOUSTON AND DENISON					HOUSTON AND DENISON					BREMOND AND WACO				
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	ENNIS AND FORT WORTH								
Satsuma and Cypress	1.23	1.23	Corsicana and Carl	1.17	1.00	Ennis and Garrett	2.83	2.43						
Cypress and Gano	1.19	1.23	Carl and Rice	1.13	F	Garrett and Boyce	2.16	1.51						
Gano 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	1.00	2.57						
Prairie View and Hempstead	1.00	1.00	Garrett and Palmer	1.00	1.00	Dillard and Midlothian	1.33	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	1.53	1.00						
Courtney and Chaille	1.79	1.24	Ferris and Wilmer	1.17	1.17	Mansfield and Bisbee	1.00	2.67						
Chaille 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	NELLEVA JCT. AND MEXIA								
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	1.04	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	1.83	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	BREMOND AND WACO					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.	33x7	66,000 lbs.
60,000 "	41x8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5½x10	169,000 "
140,000 "	6 x11	210,000 "

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 high-way 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, when such lading projects above sides and end walls of the car, 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. Employes 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. Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.

LOCAL

25. Eureka, Hempstead and Mexia Yard (Tower 63) are register stations only for trains that originate or terminate there.

26. First class trains not displaying green signals may register at Hearne, Tower 35, and Eureka by register ticket (Form 2642) and obtain train order check of trains (Form R) from Dispatcher and may, if there are no train orders for such trains, leave Hearne and Eureka, without a clearance card if train order signal is changed to indicate "PROCEED" after engineman calls for it. Trains Nos. 37 and 38 when not displaying green signals may register at Ennis (Passenger Station) by register ticket (Form 2642) and obtain train order check of trains (Form R.)

(a) Second class and inferior trains may register at Tower 35 and Eureka by register ticket (Form 2642) and obtain train order check of trains (Form R) from Dispatcher.

(b) Ft. Worth Subdivision trains may check register at Ennis, or receive a train order check of trains (Form R) from Dispatcher covering superior trains or trains of the same class, which are due at Garrett; and after checking the register at Ennis or receiving a train order check of trains (Form R) or after meeting a train at Ennis fulfilling a schedule, it will not be necessary to secure an additional check against the same schedule before leaving Garrett.

(c) Mexia Subdivision trains may obtain train order check of trains, (Form R) at Mexia Yard (Tower 63) or Navasota (Tower 41) covering superior trains or trains of the same class, which are due at Mexia Junction or Nelleva Junction.

(d) Denison Subdivision trains may obtain train order check of trains, (Form R) at Dallas (Union Station) covering superior trains, or trains of the same class, which are due at Tower 35 or Forest Avenue.

(e) Hearne Subdivision trains may obtain train order check of trains (Form R) at Englewood covering superior trains or trains of the same class which are due at Tower 26.

(f) T. & B. V. Ry. Trains not displaying green signals may register at Fort Worth (Freight Yard) by register ticket (Form 2642).

27. On double track between Eureka and Houston (Grand Central Station) trains may run extra, moving with the current of traffic, without running orders but must obtain clearance card before commencement of trip, if an Operator is on duty.

(a) Second class and inferior trains and engines may run ahead of first class trains between these points without train order authority, but must not occupy main track when it is known a first class train will thereby be delayed.

(b) Movements against the current of traffic, or on single track between these points must be made only under flag protection.

(c) Trains and engines must approach passenger yard at Houston (Grand Central Station) with caution and obtain proper signal, from switch tender, with green flag by day and green light by night before proceeding into passenger yard.

(d) Trains and engines must obtain proper signal from switch tender, Houston (Grand Central Station) with yellow flag by day and yellow light by night before leaving passenger yard, Houston.

28. Following tracks must not be used by MK-5 engines:

Spur, Gano.	Transfer, Calvert (beyond T.&N.O. tracks.)	Wye, McKinney.
West Leg of Wye Hockley		Oasis.
East Leg of Wye Hockley beyond stock pen chute.	East end Compress track Calvert, toward cotton platform).	House Track, Trumbull.
Caboose and Coach Track Hempstead.	Oil Mill Tracks, Calvert	House Track, Palmer (beyond a point 300 feet from switch).
Melon Track Section 8.	Mexia Yard, Track 6, 7, 8 and 9 and caboose Track.	
Gin Spur Courtney.		
Sand Spur (M. P. 58.66.		
	East and West Cotton Mill Tracks, Waxahachie.	
	Transfer Track, Midlothian.	
	Oil Mill Track, Mansfield.	

Ft. Worth (Freight Yard) do not move from west yard lead to roundhouse lead or vice-versa, but move, first to main track then clear lead switch and enter lead with engine entirely on straight track.

(a) In using sidings on Mexia Subdivision (except North Zulch, Normangee and Flynn) with MK-5, C-8 and C-9 class engines, trains will pull by and back into siding under protection of flagman sent in advance.

(b) Track No. 2 North Zulch must not be used by MK-5 class engines.

(c) C-8 and C-9 class engines must not use Gin Spur, Courtney, east of bridge, or caboose and coach track Hempstead.

29. On arrival at Hearne Passenger Station, Enginemen, trains Nos. 15, 16, 23 and 24 will apply brakes, and leave them applied until switching of train has been completed.

(a) On arrival at Ennis (Passenger Station) all passenger trains will apply brakes, and leave them applied until switching of train has been completed.

30. Location of Bulletin books.

At Houston: Grand Central Station; Passenger and Freight Roundhouses; General Yardmaster's office, Hardy Street.

31. At stations where there are two sidings, eastward trains must take most westerly siding and westward trains must take the most easterly siding for trains having authority to hold main track, unless otherwise directed by train order, or the movement made under flag protection.

32. Track No. 4 through Hempstead Yard, is designated as Austin Division main track and must be left clear.

Austin Division trains Nos. 42, 43, 45, 46, 239 and 240 will enter and leave the Dallas Division main track at east end of track No. 4.

33. The short siding opposite Passenger Depot Bremond will be designated as the WEST SIDING and the long siding (Yard track No. 1) east of Passenger Depot Bremond will be designated as the EAST SIDING.

34. Cars must not be stored on tracks not protected with derails, facing point switches, or ascending grade toward main track of one-half of one per cent or over. In emergency this may be done on instructions of Chief Train Dispatcher, or other proper authority. In all such cases hand brakes must be securely set and where necessary wheels blocked.

35. 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.

36. If the crew of No. 65 is present to take charge, Waco cars may be cut off No. 17 at Bremond on main track at passenger station, where they will be picked up by No. 65.

37. Use of engine whistle in Fort Worth Union Station is forbidden except in cases of emergency. Crews will use telephone which is located at east end of East Train Shed to obtain route through Interlocking Plant, Tower 55.

38. The normal position of switches at Junctions will be as follows:
Gifford: T. & P. Junction Line.

39. In accordance with rule 887 water may be taken without detaching engine except at following points:

EASTWARD TRAINS	WESTWARD TRAINS
Mexia Yard	White Rock
White Rock	
Carlos	

40. Train movements between Belt Junction and Tower 35, Denison Subdivision, will be made under the provisions of rule 93 instead of schedule or train order authority.

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

HOUSTON	ENNIS	MCKINNEY
BRYAN	FERRIS	NAVASOTA
BREMOND	GROESBEECK	PLANO
*CORSIANA	HEARNE	PALMER
CALVERT	HEMPSTEAD	RICHLAND
COLLEGE STATION	MARLIN	SHERMAN
DENISON	★MEXIA	‡WORTHAM
†DALLAS		

*Corsicana Yard Limit extends to a point 1000 feet east of east oil track switch Angus.

†Dallas Yard Limit extends from a point 1000 feet west of Lawther to a point 1000 feet east of East siding switch Miller, and from Forest Avenue to a point 1000 feet west of Briggs.

★Mexia Yard Limit extends to a point 1000 feet east of East wye switch Mexia Junction.

‡Wortham Yard Limit extends from a point 1000 feet west of Mile Post 190 to a point 1000 Feet west of west switch Gude.

SPECIAL INSTRUCTIONS

SPEED

50 The following speed restrictions must be observed between the points indicated:	Passenger Trains			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels.			Trains handling yard engines, with side rods up, or loaded oil tanks of 12,000 gallons capacity or over.			Yard engines, and road engines backing up, with or without cars, or when cars are being shoved ahead of engine.			50. (a). Through corporate limits of the cities and towns named trains and engines must not exceed the speed indicated.			
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour						
	STRAIGHT TRACK	UNPROTECTED CURVES	PROTECTED CURVES	STRAIGHT TRACK	UNPROTECTED CURVES	PROTECTED CURVES	STRAIGHT TRACK	UNPROTECTED CURVES	PROTECTED CURVES	STRAIGHT TRACK	UNPROTECTED CURVES	PROTECTED CURVES	STRAIGHT TRACK	UNPROTECTED CURVES	PROTECTED CURVES				
BETWEEN																STATIONS	Passenger Trains	Freight and Mixed Trains	
Houston and Mile Post 52	55	50	35	35	30	24	25	18	18	25	18	18	15	15	15	Houston	18	18	
Mile Post 52 and Mile Post 83	45	40	35	30	25	24	25	18	18	25	18	18	15	15	15	Navasota	6	6	
Mile Post 83 and Mile Post 148	55	50	35	35	30	24	25	18	18	25	18	18	15	15	15	Bryan	6	6	
Mile Post 148 and Mile Post 179	45	40	35	30	25	24	25	18	18	25	18	18	15	15	15	Hearne	6	6	
Mile Post 179 and Belt Junction	55	50	35	35	30	24	25	18	18	25	18	18	15	15	15	Calvert	15	15	
Belt Junction and Allen via Dallas Yard	45	40	35	25	25	24	20	18	18	18	12	12	15	15	15	Kosse	8	8	
Allen and Howe	50	45	35	30	25	24	25	18	18	25	18	18	15	15	15	Thornton	18	12	
Howe and Denison	45	40	35	25	25	24	20	18	18	18	12	12	15	15	15	Groesbeck	8	8	
Forest Avenue and Belt Junction and Belt Junction and T. & P. Jct.	55	50	35	35	30	24	20	18	18	18	12	12	15	15	15	Mexia	6	6	
T. & P. Junction and Gifford	45	40	35	25	20	20	20	18	18	18	12	12	15	15	15	Wortham	8	8	
On Mexia Subdivision	45	40	35	25	25	24	20	18	18	18	18	18	15	15	15	Corsicana	6	6	
On Waco Subdivision	45	40	35	25	25	24	20	18	18	18	18	18	15	15	15	Rice	8	8	
On Ft. Worth Subdivision	Garrett to M.P. 15	45	40	35	25	25	24	25	18	18	25	18	18	15	15	15	Ennis	20	20
	M.P. 15 to Ft. W.	50	45	35	35	30	24	25	18	18	25	18	18	15	15	15	Palmer	18	12
On Lancaster Subdivision	15	15	15	15	15	15	12	12	12	12	12	12	15	15	15	Ferris	6	6	

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			

50 (b). Protected curves are designated by low forked signal painted yellow and placed 500 feet in advance of point where speed restriction is to apply.

50 (c). Cars must not be shoved ahead of engines between stations when it can be avoided.

50 (d). Yard engines moving in trains must be placed with tank ahead. Conductors will advise their enginemen and the Chief Train Dispatcher when they have such engines, loaded oil tanks of 12,000 gallons capacity or over, derricks, steam shovels, drag lines, pile drivers, scale test cars, or machines of similar kind on own wheels.

51. Passenger trains handled by class MK-5 engines must not exceed forty (40) miles per hour on straight track and thirty (30) miles per hour on all curves.

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

52 (a) LOCATION

Between	SPEED	
	Passenger Trains	Freight & Mixed Trains
HEARNE SUBDIVISION		
61A and 61C	25	15
63 and 65C	35	20
66D and 67B	35	20
106 C and 107A	35	20
DENISON SUBDIVISION		
235 and 249	40	25
239 and 240 1/2	30	15
FT. WORTH SUBDIVISION		
25 1/2 and 26-4/5	30	18
47 3/4 and 49	30	18

53. Trains must approach Gifford and Sherman Wye with caution, expecting to find main track occupied.

54. 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 draw bridges and railroad crossings at grade.

AUTOMATIC BLOCK SYSTEM

71. Automatic Block Signals located at North Sherman Junction. (Trains from Frisco Yard North Sherman Junction will observe position of Signals 3303 and 3304. If these signals indicate block unoccupied switch may be thrown, and train proceed after Signal 3301 goes to "Proceed" position. If Signals 3303 and 3304 indicate "block occupied" switch may be used only under flag protection.) An overlap extends from Signal 3299 two thousand four hundred and seventy-five (2475) feet eastward and from Signal 3314 two thousand six hundred and forty (2640) feet westward.

REMOTE SWITCH CONTROL

72. Switch at east end of siding at Bryan is electrically controlled and operated from Tower 36. When fixed signals at east end of siding are inoperative, train or enginemen will communicate with signalman at Tower 36 by means of telephone located in box on Signal 984. Telephonic authority from signalman will be accepted in lieu of hand signals provided in rules 628 and 663. Instructions for operating switch, when so authorized by signalman, are located on inside of instrument case in iron box on post behind switch machine.

POSITIVE BLOCK

75. Positive Block Signals have arms painted the same as interlocking signals. Trains (and engines, within yard limits) will operate under positive block signal indication instead of time table or train order authority. Second class and inferior trains and engines must not enter positive block when it is known a first class train will thereby be delayed.

POSITIVE BLOCK LIMITS	LOCATION SWITCH INDICATORS	LOCATION OVERLAPS
Signal 713, Navasota.	Nelleve Jct. Switch Tower 41, Navasota	From Mile Post 75 three thousand (3000) feet westward.
Signal 746 on Mexia Subdivision Nelleve Jct.	(Before clearing a westward train with train order signal, or clearance card, signalman Tower 41 will open time release, keeping it open until such train enters positive block.)	
Signal 750 at Mile Post 75 Hearne Subdivision.		
Signal 1206, west lead switch Hearne	All switches between Hearne Jct. and Signal 1206.	From Signal 1197 two thousand six hundred forty (2640) feet eastward.
Signal 1199 Austin Division connection, Hearne Junction.		From Signal 1206 two hundred fifty (250) feet westward. (Overlap at Signal 1206 affects switch indicators only.)
Signal 1197 on Dallas Division main track east of Hearne Junction.		
Signal 1779 East Wye switch Mexia Junction.	East Wye Switch, Mexia Jct.	From Signal 1779 three thousand (3000) feet eastward.
Signal 1783 on Mexia Subdivision Mexia Junction.	Oil Spur near Mexia Jct.	
Signal 1786 east lead switch Mexia Yard.	Mexia Subdivision connection, Mexia Junction.	
Signal 2325 west lead switch Ennis Freight Yard.	T. M. Connection west leg of wye, Ennis Freight Yard	Signal 2325 eastward to Texas Midland connection east leg of wye, Ennis Freight Yard.
Signal 2327 T. M. connection west leg wye, Ennis Freight Yard.	East switch, Ft. Worth Subdivision, Garrett.	
Signal 2336 east switch Garrett Ft. Worth Subdivision.		
Signal 2338 east switch Garrett Denison Subdivision.		

**SPECIAL INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS AND ENGINES BETWEEN T. & P. JUNCTION AND BELT JUNCTION,
AND BETWEEN FOREST AVENUE AND MILLER**

POSITIVE BLOCK SIGNAL LIMITS

Signal No. 2597—At west crossover, Miller.
Signal No. 18—Located on signal bridge near east end of double track, Belt Junction.
Signal No. 48—Main track east of Tower 119, T. & P. Junction.
Signal No. 2614—Dallas Division old main track Tower 118, Belt Junction.
Signal No. 3149—Beaumont Division main track at Briggs.
Signal No. 42—Beaumont Division yard track at Briggs.
Positive Block Signal arms are painted the same as Interlocking Signal arms.

**INTERLOCKING PLANTS
TOWER 118, BELT JUNCTION.
TOWER 119, T. & P. JUNCTION.
(Limits of control)**

Signals and switches at Belt Junction and signals and switches at each end of Fox siding are controlled by interlocking plant, Tower 118.
Signals and switches at T. & P. Junction and signals and switches at Briggs (except Signal No. 42, and switch to Beaumont Division yard track) are controlled by interlocking plant, Tower 119.

OPERATION

Trains and engines will operate within interlocking and positive block limits in accordance with interlocking and positive block signal indication, instead of time table or train order authority, and trains may run extra within such limits without running orders. The position of train order signals must be respected in accordance with Rule 221.

Second class and inferior trains and engines must not enter positive block when it is known a first class train will thereby be delayed.

On double track, between Belt Junction and Forest Avenue, trains may run extra, moving with the current of traffic, without running orders and may run ahead of first class trains without train order authority; but must not occupy main track when it is known a first class train will thereby be delayed.

Yard engines may move with the current of traffic on double track between Belt Junction and Forest Avenue and will operate within interlocking and positive block limits in accordance with interlocking and positive block signal indications, but must not enter positive block when it is known a first class train will thereby be delayed.

Signalman at Tower 119 will not clear signals authorizing train and engine movements from T. & P. Junction or Briggs, until he has communicated with signalman at Tower 118, and received authority for such movements, when wire communication is possible.

Yard engines from Beaumont Division yard track at Briggs will be governed by position of switch indicator and Signal No. 42, and will stop clear of Signal No. 42, and will not enter main track unless so authorized by telephone by signalman at Tower 118, when wire communication is possible.

Trains and engines must not pass a signal indicating "stop," except as authorized by Rules 509 or 663; and when delayed by an interlocking or positive block signal indicating "stop," should immediately communicate with signalman at Tower 118 for instructions.

LOCATION OF LOCAL TELEPHONES

Tower 118, Belt Junction.
Tower 119, T. & P. Junction.
Relay post Beaumont Division main track at Briggs.
Signal case at west switch at Fox.
Signal case, Signal No. 2597, at west crossover at Miller.
Signal bridge, Signal No. 18, at east end double track.
Interlocking signal mast located at west end Trinity River bridge.
Belt Junction is a train order office for all trains except trains moving via the direct route between the switch at west end of Trinity River bridge, and the east end of double track, and via the direct route between the west end of Trinity River bridge and Dallas Yard.
Trains may leave T. & P. Junction and Belt Junction without a clearance card, if train order signal is changed to indicate "proceed" after the engineman calls for it.

Nos. 14, 16, 18, 20 and 38 must obtain a clearance card authorized by Dallas Division dispatcher, and Nos. 148 and 156 must obtain a clearance card authorized by Beaumont Division dispatcher before leaving Dallas (Union Station).

Trains to or from Beaumont Division at Briggs, authorized to use a schedule, or to run as a section of a schedule, on the Beaumont Division tracks, may assume the corresponding schedule or section of a corresponding schedule, on the Denison Subdivision, displaying green signals when required.

Trains from the T. & P., authorized to use a schedule, or to run as a section of a schedule, on the T. & P. tracks, may assume the corresponding schedule, or section of the corresponding schedule, on the Denison Subdivision, displaying green signals when required.

- Schedule No. 201 corresponds with T. & P. Schedule No. 1.
- Schedule No. 203 corresponds with T. & P. Schedule No. 3.
- Schedule No. 205 corresponds with T. & P. Schedule No. 5.
- Schedule No. 215 corresponds with T. & P. Schedule No. 15.
- Schedule No. 223 corresponds with T. & P. Schedule No. 23.

- Schedule No. 202 corresponds with T. & P. Schedule No. 2.
- Schedule No. 204 corresponds with T. & P. Schedule No. 4.
- Schedule No. 206 corresponds with T. & P. Schedule No. 6.
- Schedule No. 216 corresponds with T. & P. Schedule No. 16.
- Schedule No. 224 corresponds with T. & P. Schedule No. 24.
- Schedule No. 53 corresponds with T. & P. Schedule No. 53.
- Schedule No. 67 corresponds with T. & P. Schedule No. 67.
- Schedule No. 54 corresponds with T. & P. Schedule No. 54.
- Schedule No. 60 corresponds with T. & P. Schedule No. 60.
- Schedule No. 66 corresponds with T. & P. Schedule No. 66.

INTERLOCKING WHISTLE CODE, TOWER 119, T. & P. JUNCTION

To or from direction of Gifford _____
To or from T. & P. main track connection _____ o
To or from T. & P. Yard _____ o _____ o

INTERLOCKING WHISTLE CODE, TOWER 118, BELT JUNCTION

Toward Forest Avenue with current of traffic from any point _____ o _____
Toward T. & P. Junction from any point _____ o
Toward Miller from any point o _____ o
Toward Dallas Yard (Old Main Track) from any point _____ o _____ o
Toward Beaumont Division main track at Briggs o _____ o o
Eastward main track against the current of traffic from any point _____ o o
Siding at Fox from any point o _____

Beaumont Division trains approaching Briggs and Belt Junction will call for route in accordance with destination, either toward Forest Avenue, toward Miller, or toward Beaumont Division main track at Briggs, as the case may be, using at Briggs the same whistle code as at Tower 118, Belt Junction.

Beaumont Division dispatcher's telephone is located in car inspector's office at Fox.

Beaumont Division trains that move from Dallas Yard or Miller must obtain a clearance card authorized by Beaumont Division dispatcher before leaving Miller.

Trains of the Dallas and Beaumont Divisions operating over the Rock Island Track from Dallas will receive train orders for operation over the Rock Island at Belt Junction.

Conductors will leave report at Belt Junction addressed to Chief Dispatcher Rock Island Ft. Worth and Chief Dispatcher Ennis advising time their train passed North Junction on trains moving toward Dallas, and for trains moving from Dallas leave similar report at Irving for Rock Island Dispatcher and at Fort Worth for Chief Dispatcher Ennis.

COMPANY SURGEONS

Houston—Dr. R. W. Knox.....Chief Surgeon
Dr. C. C. Green.....Assistant Chief Surgeon
Dr. F. A. Waples.....Division Surgeon
Dr. H. C. Feagan.....Examining Surgeon
Dr. R. H. Harrison.....Examining Surgeon
Dr. Allan Collette.....Local Surgeon
Dr. C. M. Warner.....Local Surgeon
Dr. Neal Davis.....Local Surgeon
Dr. J. L. Taylor.....Local Surgeon
Dr. M. L. O'Banion.....Local Oculist and Aurist
Dr. T. A. Dickson.....Local Oculist and Aurist
Dr. A. M. Parsons.....Local Surgeon
Dr. J. T. Carter.....Local Surgeon
Alma—Dr. P. M. Raysor.....Local Surgeon
Bryan—Dr. C. A. Searcy.....Local Surgeon
Bremond—Dr. Edgar Brittain.....Local Surgeon
Courtney—Dr. G. C. Harris.....Local Surgeon
College Station—Dr. J. E. Marsh.....Local Surgeon
Calvert—Dr. W. C. Taylor.....Local Surgeon
Corsicana—Dr. I. N. Suttle.....Local Surgeon
Dr. T. A. Miller.....Local Surgeon

Dallas—Dr. E. H. Cary.....Div. Oculist and Aurist
Dr. E. Dunlap.....Division Surgeon
Dr. Dexter Hardin.....Local Surgeon
Denison—Dr. A. G. Sneed.....Local Surgeon
Dr. T. J. Long.....Examining Surgeon
Ennis—Dr. C. P. Cook.....Division Surgeon
Dr. J. S. Terry.....Local Surgeon
Dr. W. P. McCall.....Examining Surgeon
Dr. C. E. Gray.....Local Oculist and Aurist
Fort Worth—Dr. W. R. Thompson.....Div. Oculist and Aurist
Dr. W. A. Durringer.....Division Surgeon
Dr. W. C. Durringer.....Division Surgeon
Dr. S. J. Wilson.....Local Surgeon
Ferris—Dr. E. House.....Local Surgeon
Dr. A. T. Hampton.....Local Surgeon
Groesbeek—Dr. J. W. Cox.....Local Surgeon
Hempstead—Dr. Malcolm A. Jones.....Local Surgeon
Dr. Fred K. Laurentz.....Local Surgeon
Hearne—Dr. H. W. Cummings.....Examining Surgeon
Dr. S. J. Alexander.....Examining Surgeon

Hutchins—Dr. A. W. Carnes.....Local Surgeon
Dr. A. C. Carnes.....Local Surgeon
Howe—Dr. J. L. Shelley.....Local Surgeon
Jewett—Dr. Z. J. Spruell.....Local Surgeon
Kosse—Dr. A. T. Ezell.....Local Surgeon
Dr. J. C. Baker.....Local Surgeon
Lancaster—Dr. B. F. Lyons.....Local Surgeon
Millican—Dr. Henry Bradbrook.....Local Surgeon
Mexia—Dr. T. F. Oates.....Local Surgeon
Dr. M. M. Brown.....Local Surgeon
Dr. E. F. Hamm.....Local Surgeon
McKinney—Dr. B. F. Largent.....Local Surgeon
Marlin—Dr. S. P. Rice.....Local Surgeon
Dr. M. A. Davisson.....Local Surgeon
Mansfield—Dr. W. B. McKnight.....Local Surgeon
Navasota—Dr. E. A. Harris.....Local Surgeon
Dr. W. W. Greenwood.....Local Surgeon
Normangee—Dr. Joe Rogers.....Local Surgeon
North Zulch—Dr. J. E. Burney.....Local Surgeon
Plano—Dr. W. G. Harris.....Local Surgeon

Riesel—Dr. J. D. Foster.....Local Surgeon
Richland—Dr. J. H. Edgar.....Local Surgeon
Rice—Dr. J. T. Carter.....Local Surgeon
Richardson—Dr. W. N. Manning.....Local Surgeon
Reagan—Dr. H. P. Curry.....Local Surgeon
Sherman—Dr. T. W. Crowder.....Local Oculist and Aurist
Dr. E. J. Neathery.....Examining Surgeon
Dr. H. I. Stout.....Examining Surgeon
Thornton—Dr. W. A. Bedford.....Local Surgeon
Van Alstyne—Dr. Wm. Veazey.....Local Surgeon
Waco—Dr. H. T. Aynesworth.....Oculist and Aurist
Dr. G. B. Foscoe.....Examining Surgeon
Dr. C. H. Brooks.....Examining Surgeon
Dr. M. W. Colgin.....Local Surgeon
Dr. I. E. Colgin.....Local Surgeon
Waxahachie—Dr. M. E. Hastings.....Local Surgeon
Dr. W. C. Tenery.....Local Surgeon
Wortham—Dr. K. W. Sneed.....Local Surgeon
Waller—Dr. H. A. Berry.....Local Surgeon

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.

B. S. HOLLIMON,
Superintendent, Ennis.

A. T. RAWLINS,
Trainmaster, Ennis

E. E. SLAGLE,
Trainmaster, Hearne

W. F. RENTZEL,
Traveling Engineer, Ennis

E. A. O'DONNELL,
Superintendent, Terminals Division, Houston

W. L. COX,
Terminal Trainmaster, Dallas

Traveling Engineer will exercise duties of Trainmaster when on line.

T. M. SPENCE,
Assistant Superintendent, Ennis

J. E. RAWLINS,
Chief Train Dispatcher, Ennis

M. D. FLEETWOOD,
Chief Train Dispatcher, Ennis

F. E. HOEFER,
Chief Train Dispatcher, Ennis

MAP OF THE DALLAS DIVISION SOUTHERN PACIFIC LINES IN TEXAS AND LOUISIANA

SCALE OF MILES.



JANUARY - 1928

