

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS DIVISION

To Take Effect Sunday June 17, 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

K&O
my
9/27/18
10a

No. 258	No. 344	No. 46	No. 42	No. 38 21	No. 20	No. 18	No. 16	No. 14	Distance from Denison	STATIONS	Distance from Houston	No. 13	No. 15	No. 17	No. 19	No. 37 22	No. 43	No. 45	No. 343	No. 257	No. 259	
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					10.40PM	8.10AM		167	Lv. FORT WORTH Ar.	286	7.20PM	7.20PM	7.50AM	7.50AM				5.15AM	6.45PM	5.15AM	
5.30PM	5.30PM			5.15PM	5.15PM	5.15PM			280	Lv. PARIS Ar.	355			11.25AM	11.25AM	11.25AM			7.35AM	7.35AM	7.35AM	
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			11.51PM 11.53PM	10.00PM 10.05PM	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		2.00PM	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	1.50PM 2.15PM		217	Ar. HEARNE Lv. Lv. HEARNE Ar.	121		1.15PM 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				11.30PM	2.55PM	7.00AM					
	7.00PM	4.30AM	4.45PM 4.48PM		4.50AM		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		6.15AM	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			
6.15PM					11.30AM	11.30AM			340	Ar. YOAKUM Lv.	120			3.45PM	3.45PM						9.00AM	
7.25AM					5.00PM	5.00PM	5.00PM	5.00AM	490	Ar. CORPUS CHRISTI Lv.	240		11.45PM	9.30AM	9.30AM	9.30AM						8.40PM
11.00PM					7.45AM				404	Ar. SAN ANTONIO Lv.	210					11.00PM				10.20PM	5.50AM	
20.35	29.05	6.03	5.30	14.45	13.15	8.20	9.50	6.30		THROUGH TIME		7.19	10.00	11.35	13.50	12.05	6.05	7.20	15.30	33.30	25.40	
13.7	11.1	25.2	29.8	27.4	25.5	33.3	29.0	40.7		MILES PER HOUR		39.2	28.6	29.2	24.4	33.5	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	682.12
Austin Division	523.91
Total System	4736.38

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
Belt Junction 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
Ennis to Paris	124.80
Total Branches	240.70
Total Dallas Division	682.12

Reg departure 9pm but will hold till 11pm on Parish

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			FIRST CLASS			Distance From Garret	TIME TABLE No. 204 June 17, 1928	Distance From Houston	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	94 Local Freight	92 Packing House Express		96 Denver Manifest Freight		86 Passenger				82 Passenger	85 Passenger	83 Passenger	91 Sunset Manifest Freight	95 Through Freight	93 Local Freight	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only	
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily													Leave Daily
Yard						10.40PM	8.10AM	52.7	FORT WORTH (Union Depot)	286.2	7.50AM	7.20PM						
Yard I								52.5	TOWER 55 (T. & P. Crossing)	286.0							Continuous	Continuous
Yard BKWFTP	1.00PM	8.55PM	6.15PM			10.42	8.12	52.2	TO-R FT. WORTH (Frt. Yard) TOWER 126 (G.C.&S.F. Crossing)	285.7	7.42	7.14	5.15AM	6.45PM	12.05PM		Continuous	Continuous
Yard I								50.0	TOWER 53 (M-K-T Crossing)	283.5							Continuous	Continuous
60 P	1.25	9.22	6.45			10.52	8.24	45.6	BRAMBLETON	279.1	7.29	7.01	4.50	6.17	11.48AM			
60 P	1.40	9.32	6.55			10.57	8.30	42.3	KENNEDALE	275.8	7.24	6.56	4.35	6.03	11.33			
60 P	2.00	9.43	7.18			11.03	8.36	38.3	BISBEE	271.8	7.18	6.50	4.20	5.47	11.20			
22 WP	2.25	9.54	7.30			11.12	8.44	34.0	TO MANSFIELD	267.5	7.10	6.42	4.05	5.30	10.55		7.30-11.59AM 1.00-4.30PM	7.30-11.59AM 1.00-4.30PM
60 P	2.45	10.06	7.47			11.21	8.52	29.5	BRITTON	263.0	7.00	6.32	3.50	5.12	10.40			
18 IP	3.10	10.20	8.15			11.33	9.05	23.0	MIDLOTHIAN TO TOWER 94 (G.C.&S.F. Cr.)	256.5	6.48	6.20	3.33	4.46	10.20		Continuous	Continuous
48 P	3.13	10.23	8.18			11.35	9.07	22.2	DILLARD	255.7	6.45	6.18	3.30	4.42	10.15			
35 P	3.33	10.38	8.31			11.45	9.17	16.2	SARDIS	249.7	6.36	6.09	3.10	4.18	10.00			
IP	3.43	10.46	8.41			11.50	9.22	12.8	TO TOWER 67 (M-K-T. Cr.)	246.3	6.31	6.04	2.55	4.00	9.50		Continuous	Continuous
Yd80WYP	3.55	10.51	8.46			11.55PM	9.26	11.5	WAXAHACHIE	245.0	6.28	6.01	2.50	3.55	9.45 8.10			
45 P	4.20	11.09	9.05			12.09AM	9.38	5.2	BOYCE	238.7	6.15	5.48	2.30	3.28	7.50			
26 P	4.40PM	11.23PM	9.25AM			12.19AM	9.46AM	0.0	GARRETT	233.5	6.07AM	5.40PM	2.10AM	3.10PM	7.30AM			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday			
	94	92	96			86	82				85	83	91	95	93			
	(3.40) 14.2	(2.28) 21.1	(3.10) 16.6			(1.39) 31.9	(1.36) 32.9		...Time Over Subdivision... ...Average Speed per Hour...		(1.40) 31.6	(1.40) 31.6	(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.

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. 204 June 17, 1928	Distance From Houston	FIRST CLASS			THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
	68 Local Frt.	66 Mixed		62 Passenger		65 Mixed				63 Passenger	67 Local Frt.	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only				
		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily									Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	
Yard BKWYP	8.30AM	11.00PM	11.20AM			43.9	55.2	197.9	ROSS (M-K-T. Crossing)							Continuous	Continuous
1 Yard	8.35AM	11.02PM	11.22AM			43.7	43.7	186.4	Tower 21 (St. L. S. W. Cross.) (M-K-T. Cross.)	6.40AM	3.36PM			3.05PM		Continuous	Continuous
30	8.55	11.25	11.38			35.9	35.9	178.6	HARRISON	6.20	3.21			2.45			
25	9.15	11.40	11.49			29.9	29.9	172.6	TO RIESEL	6.02	3.09			2.20		8.00AM to 11.59AM 1.00PM to 5.00PM	Closed
35	9.35	11.50PM	11.59AM			25.8	25.8	168.5	PERRY	5.50	2.59			2.00			
Yard 24 W	10.30	12.10AM	12.15PM			17.7	17.7	160.4	(I-G. N. Crossing) MARLIN	5.25	2.41			1.30			
38	10.55	12.32	12.35			8.5	8.5	151.2	REAGAN	4.55	2.18			12.35			
Yd. BKWY	11.20AM	12.55AM	12.50PM			0.0	0.0	142.7	TO-R BREMOND	4.35AM	2.05PM			12.01PM		Continuous	Continuous
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily			Leave Daily	Leave Daily			Leave Daily Ex. Sunday			
	68	66	62			66	62			65	63			67			
	(1.55) 15.5	(1.55) 22.9	(1.30) 29.3			(1.55) 22.9	(1.30) 29.3		...Time Over Subdivision... ...Average Speed per Hour...		(2.15) 19.5	(1.40) 2.64	(3.29) 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. 204 June 17, 1928
	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 511	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		
	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		

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										5.01PM	3.41PM								0.3	TOWER 93
YARD																			0.5	M-K-T CROSSING
YARD BP		7.55						5.50		5.13	3.55								7.6	NORTH SHERMAN
YARD BFIWPY		8.15						6.15		5.23	4.00PM								9.1	TO-R JUNCTION
YARD																			10.2	TO-R TOWER 16 (T.&P. Cross.)
50 P		9.30						6.45		5.40									18.3	SHERMAN
75 P		10.13						7.00		5.50									25.0	ST. L. S. W. CROSSING
48 P		10.56						7.15		6.00									30.3	TO HOWE
35 P		11.12						7.28		6.08									34.9	TO VAN ALSTYNE
YARD 22 WP		11.40AM						7.45		6.17									41.6	TO ANNA
48 P		12.40						8.05		6.37									49.4	TO ANNA
YARD 25 IP		1.30						8.21		6.50									55.5	MELISSA
48 P		1.52						8.36		7.00									60.7	TO MCKINNEY
90 P		2.12						9.02											64.9	ALLEN
IP		2.40						9.15											69.3	PLANO
YARD P		3.10PM	2.43					9.18											73.8	TO TOWER 49 (St.L.S.W. Cross.)
YARD 90 P		3.15	2.46					9.21											74.5	TO RICHARDSON
YARD IP		3.20PM	2.50PM					9.25PM											76.6	GIFFORD
P																			64.9	RAWLINS
YARD IP																			69.4	TOWER 119 (T. & P. Cross.)
55 YARD																			69.8	TO T. & P. JUNCTION
YARD BWFYP																			73.4	BRIGGS
YARD I																			74.1	TO T. & P. JUNCTION
YARD																			74.3	FOX
YARD IP																			76.7	TO TOWER 118 (T. & N. O. Cross.)

165	58	169	53	67	167	344	205	155	20	78	201	215	147	203	223	76
(0.20)	(7.30)	(0.45)	(0.30)	(0.45)	(1.09)	(6.15)	(0.20)	(0.15)	(3.45)	(0.20)	(0.18)	(0.18)	(0.15)	(0.22)	(0.20)	(0.25)
12.3	10.5	6.8	14.4	9.5	5.6	17.0	21.3	24.0	28.5	27.5	23.8	23.8	24.0	21.5	18.5	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.
 Form 7:30 p. m. to 8:30 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

WESTWARD

5

*Quote steel only when have
Purch - tried fruit on nuts via Katy
Union*

TIME TABLE No. 204 June 17, 1928	Distance From Houston	FIRST CLASS										SECOND CLASS						THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
		75 Frisco Meteor 118	19 Central Express	77 Frisco Passenger 510	156 Beaumont Division Passenger	206 T. & P. Passenger 6	216 T. & P. Passenger 16	202 T. & P. Passenger 2	148 Beaumont Division Passenger	204 T. & P. Passenger 4	224 T. & P. Passenger 24	343 Sunset Manifest Freight	168 Beaumont Division Freight	66 T & P Freight 66	170 Beaumont Division Freight	60 T & P Freight 60	54 T & P Freight 54	59 Loca / Freight	166 Beaumont Division Local Frt.		
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	Arrive Daily Except Sunday	Arrive Daily			
DENISON (Passenger Station)	337.9	1.25 AM	11.05 AM	11.15 AM																	

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).

TO-R DENISON (Freight Yard)	337.9																							
TOWER 93 M-K-T CROSSING	337.6	1.22 AM	11.00 AM	11.10 AM																				
TO-R TOWER 16 (T.&P. Cross.) SHERMAN	328.8	1.05 AM	10.45	10.55 AM																				
TO HOWE	319.6		10.23																					
TO VAN ALSTYNE	312.9		10.13																					
TO ANNA	307.6		10.04																					
TO MELISSA	303.0		9.56																					
TO McKINNEY	296.3		9.46																					
TO ALLEN	288.5		9.32																					
TO TOWER 49 (St.L.S.W. Cross.) PLANO	282.4		9.20																					
TO RICHARDSON	277.2		9.10																					
TO GIFFORD	272.9																							
TO RAWLINS	268.5																							
TO TOWER 119 (T. & P. Cross.) T. & P. JUNCTION	264.0				9.15 AM	2.15 PM	5.25 PM		8.50 PM	11.20 PM	3.15		8.00 AM		8.00 PM	11.35 PM	6.15							
TO BRIGGS	263.3				8.15 AM	9.11	2.13	5.23	8.35 PM	8.47	11.18	3.10	2.10 AM	7.32	1.45 PM	7.45	11.32	6.12	7.00 AM					
TO FOX	261.9				8.13	9.08	2.10	5.20	8.33	8.43	11.16	3.06	2.00	7.28	1.30	7.40	11.28	6.08	6.55					
TO TOWER 118 (T. & N. O. Cross.) BELT JUNCTION	261.2				8.11 AM	9.04 AM	2.08 PM	5.18 PM	8.31 PM	8.41 PM	11.14 PM	2.56 AM	1.45 AM	7.20 AM	1.15 PM	7.35 PM	11.25 PM	6.05 AM	6.50 AM					
TO GIFFORD	273.0		8.57																					
TO-R TOWER 35 (M-K-T Cross.) HILAND	268.5		8.50 AM																					
TO DALLAS YARD	264.5																							
TO D. T. CROSSING	263.8																							
TO BELT JUNCTION	261.2																							
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily						
		75	19	77	156	206	216	202	148	204	224	343	168	66	170	60	54	59	166					

Time Over Subdivision.....	(0.20)	(4.05)	(0.20)	(0.15)	(0.20)	(0.15)	(0.15)	(0.15)	(0.15)	(0.20)	(0.15)	(0.00)	(0.50)	(1.00)	(0.55)	(0.55)	(0.25)	(7.30)	(0.20)
Average Speed per Hour....	27.5	26.1	27.5	24.0	21.5	28.4	28.4	24.0	21.5	24.0	17.8	7.7	7.5	7.0	7.7	17.0	10.5	12.3	

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

also valley right off with loading of 11/2/24

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.
 A train must not leave Tower 35 or Gifford, until it has been ascertained by a check of the register or train order check of trains, Form "R," whether Nos. 19 and 20, if due, have arrived or left.
 Between Denison and Sherman St. L. & S. F. 1500 series passenger engines must not exceed thirty-five (35) miles an hour and 4100 series freight engines eighteen (18) miles an hour.
 From 7:30 p. m. to 8:30 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

Table with columns for train numbers (18, 224, 38, 20, 40, 204, 148, 202, 216, 14, 82, 16, 206, 156, 86) and rows for stations (BKP, YARD, YARD IYP, YARD 180 BKWP, 28 P, 48 P, 35 Yard P, 34 P, 35 Yard P, 36 P, YARD BKWFTYP, Yard BKP). Includes arrival and departure times and distance from Forest Avenue.

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.

TIME TABLE No. 204 June 17, 1928. STATIONS: TO-R DALLAS (Union Station), TOWER 19 (G. C. & S. F. Crossing), FOREST AVENUE, TOWER 118 BELT JUNCTION, TO-R MILLER, HUTCHINS, WILMER, TO FERRIS, TRUMBULL, TO PALMER, GARRETT, TO-R ENNIS (Freight Yard), TO-R ENNIS (Passenger Station).

THIRD CLASS

Table with columns for train numbers (165, 58, 94, 56) and rows for stations (BKP, YARD, YARD IYP, YARD 180 BKWT, 28 P, 48 P, 35 Yard P, 34 P, 35 Yard P, 36 P, YARD BKWFTYP, BKP Yard). Includes arrival and departure times and distance from Forest Avenue.

SECOND CLASS

Table with columns for train numbers (92, 54, 344, 60, 170, 96, 66, 168) and rows for stations (BKP, YARD, YARD IYP, YARD 180 BKWT, 28 P, 48 P, 35 Yard P, 34 P, 35 Yard P, 36 P, YARD BKWFTYP, BKP Yard). Includes arrival and departure times and distance from Forest Avenue.

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.

TIME TABLE No. 204 June 17, 1928. STATIONS: TO-R DALLAS (Union Station), TOWER 19 (G. C. & S. F. Crossing), FOREST AVENUE, TOWER 118 BELT JUNCTION, TO-R MILLER, HUTCHINS, WILMER, TO FERRIS, TRUMBULL, TO PALMER, GARRETT, TO-R ENNIS (Freight Yard), 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. Signals used by trackmen will be placed to the left of track in the direction of movement.

DENISON SUBDIVISION

WESTWARD

TIME TABLE No. 204
June 17, 1928

STATIONS	Distance from Houston	FIRST CLASS															Train Order Office Hours and Hours of Signalmen at Interlocking Stations											
		19	17	85	37	39	223	203	147	215	201	15	13	83	155	205	Daily except Sundays and Legal Holiday	Sundays and Legal Holidays Only										
		Central Express	The Owl	Ft. Worth Passenger	The Lark	Paris Passenger	T. & P. Passenger 23	T. & P. Passenger 3	Beaumont Division Passenger	T. & P. Passenger 15	T. & P. Passenger 1	The Hustler	The Sunbeam	Ft. Worth Passenger	Beaumont Division Passenger	T. & P. Passenger 5	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
TO-R DALLAS (Union Station)	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.																												
TOWER 19 (G. C. & S. F. Crossing)	263.4															Continuous	Continuous											
FOREST AVENUE	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												
TOWER 118 BELT JUNCTION	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										
TO-R MILLER	258.8	f 6.31	6.53		7.29							f 6.02	6.17				Continuous	Continuous										
HUTCHINS	254.3	f 6.23	6.44		7.23							f 5.54	6.11															
WILMER	250.0	f 6.16	6.37		7.18							5.46	6.05															
TO FERRIS	245.9	s 6.09	6.29		7.12							s 5.39	5.58				8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	8.30 AM to 11.59 AM 1.00 PM to 5.30 PM										
TRUMBULL	242.7	f 6.02	6.23		7.07							5.32	5.53				7.30 AM to 11.59 AM 1.00 PM to 4.30 PM	Closed										
TO PALMER	238.7	f 5.54	6.15		7.00							f 5.25	5.46															
GARRETT	233.7	f 5.45	6.05	6.07AM	6.52							5.15	5.38	5.40PM														
TO-R ENNIS (Freight Yard)	231.8	5.42	6.02	6.04	6.49	7.05AM						5.12	5.35	5.37			Continuous	Continuous										
TO-R ENNIS (Passenger Station)	230.9	5.40AM	6.00AM	6.01AM	6.47AM	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	Leave Daily	Leave Daily									
		19	17	85	37	39	223	203	147	215	201	15	13	83	155	205												
..... Time Over Subdivision.....		(3.55)	(1.20)	(0.05)	(0.58)	(0.05)	(0.20)	(0.22)	(0.20)	(0.18)	(0.18)	(1.10)	(0.57)	(0.05)	(0.20)	(0.20)												
..... Average Speed per Hour.....		27.3	25.7	28.0	35.3	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. 204
June 17, 1928

STATIONS	Distance from Houston	SECOND CLASS								THIRD CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations					
		343	91	167	67	95	53	169	59	166	93	57	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only					
		Sunset Manifest Freight	Sunset Manifest Freight	Beaumont Division Freight	T. & P. Freight 67	Ft. Worth Through Freight	T. & P. Freight 53	Beaumont Division Freight	Local Freight	Beaumont Division Local Frt.	Local Freight	Local Freight	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
TO-R DALLAS (Union Station)	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.																			
FOREST AVENUE	263.1			2.40AM	3.25AM		4.05PM	5.20PM									Continuous	Continuous	
TOWER 118 BELT JUNCTION	260.8	2.56AM		2.30AM	3.15AM		3.55PM	5.10PM				6.05AM	6.50AM				Continuous	Continuous	
TO-R MILLER	258.8	2.51										6.00AM	6.40AM		1.00PM		Continuous	Continuous	
HUTCHINS	254.3	2.40													12.18PM				
WILMER	250.0	2.32													10.55AM				
TO FERRIS	245.9	2.20													10.30 9.00		8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	8.30 AM to 11.59 AM 1.00 PM to 5.30 PM	
TRUMBULL	242.7	2.10													8.42		7.30 AM to 11.59 AM 1.00 PM to 4.30 PM	Closed	
TO PALMER	238.7	1.55													8.01				
GARRETT	233.7	1.40	2.10AM				3.10PM								7.30AM	7.40			
TO-R ENNIS (Freight Yard)	231.8	1.30AM	2.00AM				3.00PM								7.20AM	7.30AM		Continuous	Continuous
TO-R ENNIS (Passenger Station)	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	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	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)	(1.00)	(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

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.

Shipments for Victoria & vicinity & valley
Pents should be handled on Hearne & yo in street
of trying to make comm with # 350 at Hearne
Instructions 8/18 + 9/17/28

8/13/28
the will have
of present schedule

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 Ennis				
	54					260					38 20 14 16 18									
	Local Freight	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Freight	Packing House Express	Sunset Manifest Freight	Mixed	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	The Lark		Central Express	The Sunbeam	The Hustler	The Owl
Yard BKWFYTP		7.30 AM				1.10 PM	7.05 AM	3.30 AM							11.53 PM	10.05 PM	12.55 PM	10.10 AM	12.35 AM	0.9
BKP Yard																				0.0
40 P		7.45				1.25	7.20	3.45							12.01 AM	10.13	1.03	10.20	12.43	5.6
88 P		8.00				1.35	7.30	3.55							12.07	10.19	1.09	10.27	12.49	9.8
28 P		8.10				1.45	7.40	4.05							12.13	10.25	1.15	10.33	12.55	14.2
Yard 60 WP		8.40				2.05	8.00	4.30 5.25							12.26	10.40	1.24	10.50	1.10	20.7
80 P		9.00				2.25	8.15	6.05							12.36	10.58	1.33	11.03	1.20	27.0
75 Yard WP		9.30				2.45	8.30	6.23							12.45	11.11	1.41	11.16	1.29	32.5
80 P		9.50				3.00	8.43	6.36							12.52	11.20	1.47	11.25	1.35	36.9
75 Yard P		10.20				3.15	8.57	6.50							1.00	11.31	1.54	11.36	1.42	42.4
88 P		10.40				3.33	9.01	6.55							1.03	11.34	1.57	11.39	1.45	44.4
Yard 90 P		11.00				3.55	9.17	7.10	7.00 AM						1.14	11.48	2.06	11.50	1.58	49.9
Yard BKWFITP		11.15				4.17	9.22	7.15	7.05						1.17	11.52 PM	2.08	11.54 AM	2.01	51.3
Yard YP									7.15 AM											52.6
40 P		11.35 AM				4.32	9.37	7.30							1.25	12.01 AM	2.16	12.04 PM	2.08	57.1
50 Yard WP		12.15 PM				4.50	9.50	7.45							1.34	12.13	2.22	12.15	2.18	61.4
80 WP		12.45				5.15	10.15	8.05							1.46	12.27	2.34	12.29	2.31	69.6
50 P		1.10				5.40	10.40	8.25							1.58	12.42	2.45	12.43	2.44	77.7
75 P		1.30				5.55	10.52	8.50							2.05	12.50	2.52	12.51	2.53	82.5
Yd. W29 E45 BKWYP		2.00				6.35	11.10	9.30							2.14	1.15	3.02	1.01	3.10	88.2
80 P		2.30				7.00	11.25	9.45							2.22	1.25	3.12	1.09	3.20	93.8
95 Yard P		2.57 3.25				7.25	11.50 AM	10.10							2.35	1.40	3.25	1.30	3.35	102.3
55 P		3.50				7.40	12.05 PM	10.25							2.42	1.50	3.31	1.38	3.42	106.9
Yard BKWFITYP		4.10 PM				7.55 PM	12.30 PM	11.00 AM							2.50 AM	2.05 AM	3.39 PM	1.50 PM	3.50 AM	110.2

TIME TABLE No. 204
June 17, 1928

STATIONS

TO-R ENNIS (Freight Yard)	0.9
TO-R ENNIS (Passenger Stat)	5.6
ALMA	4.2
TO RICE	4.4
CARL	6.5
TO CORSICANA (St. L. S. W. Crossing)	6.3
ANGUS	5.5
TO RICHLAND	4.4
CURRIE	5.5
TO WORTHAM	2.0
GUDE	5.5
MEXIA	1.4
Tower 63 (T.&B.V. Cross.)	1.3
TO-R MEXIA YARD	1.3
MEXIA JUNCTION	4.5
DOYLE	4.3
TO GROESBEECK	8.2
TO THORNTON	8.1
TO KOSSE	4.8
DENNY	5.7
TO BREMOND	5.6
HAMMOND	8.5
TO CALVERT	4.6
SEGER	3.3
Tower 15 (I.-G.N. Cross.)	3.3
TO-R HEARNE	3.3

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

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.
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 Groesbeeck for passengers for Austin or San Antonio.

ENNIS SUBDIVISION

WESTWARD

TIME TABLE No. 204

June 17, 1928

S T A T I O N S

Distance From Houston

FIRST CLASS

SECOND CLASS

THIRD CLASS

Train Order Office Hours and Hours of Signalmen at Interlocking Stations

S T A T I O N S	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	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
TO-R ENNIS (Freight Yard) 0.9	231.8														Continuous	Continuous
TO-R ENNIS (Pgr. Station) 5.6	230.9	5.30AM	5.55AM	6.45AM	5.05PM	5.30PM			11.10PM	9.30PM	11.30PM			4.00PM	Continuous	Continuous
ALMA 4.2	225.3	f 5.15	5.46	6.36	f 4.51	5.22			12.55						Continuous	Continuous
TO RICE 4.4	221.1	f 5.07	5.40	6.30	s 4.44	5.16			12.35	9.10	10.45			3.30		
CARL 6.5	216.7	5.00	5.34	6.24	4.35	5.09			12.27	8.55	10.19			3.15	8.10 AM to 11.59 AM 1.00 PM to 5.10 PM	Closed
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			12.18	8.41	10.05			3.00		
ANGUS 5.5	203.9	f 4.21	5.15	6.05	f 4.06	4.50			12.01PM	8.20	9.50			2.45	Continuous	Continuous
TO RICHLAND 4.4	198.4	f 4.09	5.05	5.55	s 3.53	4.43			11.38AM	7.20	9.22			2.25	8.30 AM to 11.30 AM 12.30 PM to 5.30 PM	8.30 AM to 11.30 AM 12.30 PM to 5.30 PM
CURRIE 5.5	194.0	f 4.03	4.59	5.49	f 3.47	4.37			11.16	7.07	9.06			1.41		
TO WORTHAM 2.0	188.5	s 3.55	4.52	5.42	s 3.38	4.30			10.55	6.57	8.56			1.10	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			10.44	6.45	8.44			12.40		
MEXIA 1.4	181.0	s 3.40	s 4.40	s 5.30	s 3.21	4.19			10.40	6.41	8.40			12.10PM		
Tower 63 (T.&B.V. Cross.)									1.10PM	3.55PM	10.25			11.50AM		
TO-R MEXIA YARD 1.3	179.6	3.32	4.34	5.27	3.11	4.17			1.05	3.50	10.20			11.15	Continuous	Continuous
MEXIA JUNCTION 4.5	178.3								12.55PM	3.40PM						
DOYLE 4.3	173.8	f 3.24	4.26	5.19	f 3.02	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 2.55	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 2.34	3.52			9.25	5.15	7.22			10.15	8.30 AM to 4.30 PM 8.30 PM to 4.30 AM	8.30 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 2.18	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 2.08	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 2.00	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 1.45	3.12			8.20	3.50	6.20			7.55		
TO CALVERT 4.6	128.6	s 1.40	s 3.04	4.12	s 1.30	2.57			8.00	3.25	5.55			7.30	8.30 AM to 4.30 PM 8.30 PM to 4.30 AM	8 30 PM to 4.30 AM
SEGER 3.3	124.0	1.27	2.56	4.06	1.20	2.51			7.40	3.05	5.42			6.55		
Tower 15 (I.-G.N. Cross.)									5.15a	2.50PM	5.30PM			6.45AM		
TO-R HEARNE	120.7	1.20AM	2.50AM	4.00AM	1.15PM	2.45PM			7.30AM						Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily			Leave Daily Ex. Sunday		
		19	17	37	15	13			347	345	257			53		

Time Over Subdivision... (4.10) (3.05) (2.45) (3.45) (2.45) (0.15) (0.15) (5.40) (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.
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 any point to discharge passengers from Austin or San Antonio.

also Valley Regts off with loading of 1/7/29

Eff 11/20/28 Ennis discount as regular pricing station on north bound shipments routed via Mexia. Decision except when specifically W.R.'d to reverse Ennis. 11/20/28 figure continues to affect so far as CB Staff

HEARNE SUBDIVISION

WESTWARD

TIME TABLE No. 204 June 17, 1928	Distance From Houston	FIRST CLASS														SECOND CLASS					THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Station		
		22	307	301	11	43	15	103	13	303	101	19	17	7	45	345	347	343	239	243	389	51			
		The Lark	Passenger	Victoria Division Passenger	Texas Limited	Austin Division Passenger	The Hustler	The Argonaut	The Sunbeam	Victoria Division Passenger	Sunset Limited	Centra Express	The Owl	Sunset Mail	Austin Division Passenger	Mixed	Mixed	New York Steamer Freight	Austin Division Fast Mds	Sunset Manifest 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 Ex. Sunday	Arrive Sunday Only	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Daily Ex. Sundays and Legal Holidays	Sundays and Legal Holidays Only		
TO-R HEARNE	120.7	3.55 AM				12.50 PM		2.41 PM				1.10 AM	2.40 AM									4.45 PM	Continuous	Continuous	
HEARNE JUNCTION	119.7	3.52 AM				12.42		2.39				1.02	2.37									4.30			
SUTTON	114.8					12.36		2.33				12.56	2.30					11.55 AM				4.18			
RUFINCH	111.2					12.29		2.28				12.50	2.23					11.44				4.00			
BENCHLEY	107.5					12.22		2.23				12.43	2.18					11.33				3.05	Continuous	Continuous	
TO BRYAN	99.7					12.04 PM		2.11				12.19	2.01					11.15				2.30	Continuous	Continuous	
TOWER 36 (I.-G.N. Cross.)																						1.59	See Note	Closed	
COLLEGE STATION	94.9					11.57 AM		2.06				12.13 AM	1.55					10.55				1.25			
TOWER 7 (I.-G. N. Cross.)	88.7					11.45		1.59				11.59 PM	1.44					10.40				1.00			
TO WELLBORN	80.5					11.31		1.49				11.45	1.32					10.20							
MILLICAN	76.1					11.21		1.43				11.37	1.25					10.05							
NELLEVA	74.5																9.40 AM	7.45 AM							
NELLEVA JUNCTION	71.1																						Continuous	Continuous	
TOWER 9 (I.-G.N. Cross.)	70.8					11.11		1.34				11.17	1.12				9.30	7.30	9.50			12.38	Continuous	Continuous	
NAVASOTA	66.5					11.04		1.28				11.10	1.05				7.24	7.20	9.33			12.05 PM			
TO Tower 41 (G.C.&S.F. Cross.)	62.4					10.56		1.22				11.01	12.58				7.12	7.10	9.23			11.50 AM			
CHAILLE	55.5					10.45		1.12				10.51	12.48				6.55	6.55	9.05			11.30			
COURTNEY	50.7					10.36		1.05				10.42	12.41		1.05 AM		6.45 AM	6.45 AM	8.50	11.50 PM		11.00	Continuous	Continuous	
HOWTH	46.1					10.15		10.36				10.42	12.41						8.50			10.05			
TO-R HEMPSTEAD	45.1					10.04		10.27				10.30	12.35		12.54				8.31	11.35		9.50			
PRAIRIE SIDING	41.0					10.02						10.28			12.52										
PRAIRIE VIEW	35.7					9.56		10.20				10.22	12.27		12.46				8.18	11.20		9.35	See Note	Closed	
TO WALLER	30.4					9.48		10.13				10.14	12.20		12.38				8.07	11.05		9.15	See Note	Closed	
TO HOCKLEY	26.0					9.40		10.06				10.07	12.13		12.30				7.57	10.53		8.50			
GANO	18.5					9.34		10.00				10.00	12.08 AM		12.24				7.48	10.43		8.37	See Note	Closed	
TO CYPRESS	12.6					9.23		9.50				9.49	11.58 PM		12.13				7.33	10.28		8.10			
SATSUMA	6.0					9.13		9.42				9.40	11.51		12.03 AM				7.20	10.15		7.50			
FAIRBANKS	2.7																		7.05	9.58	11.25 PM	7.10 AM	7.30	Continuous	Continuous
TO-R EUREKA	2.7																		6.50	9.36	11.16	7.00	7.15		
(Tower 13 M-K-T. Cross.)	1.3																								
BOULEVARD JCT.																									
TO-R HOUSTON																									
(Grand Central Station)																									
BOULEVARD JCT.																									
CHANEY SIDING																									
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

TO-R ENGLEWOOD	8.7	22	307	301	11	43	15	103	13	303	101	19	17	7	45	345	347	343	239	243	389	51	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 Ex. Sunday	Leave Sunday Only	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily		
		11 PM																						

Time Over Subdivision	(0.03)	(0.12)	(0.12)	(0.12)	(1.25)	(3.30)	(0.12)	(2.40)	(0.12)	(0.12)	(3.55)	(3.10)	(0.12)	(1.25)	(2.55)	(1.00)	(5.35)	(2.35)	(0.20)	(0.20)	(9.50)
Average Speed per Hour	20.0	22.5	22.5	22.5	34.9	34.1	22.5	44.8	22.5	22.5	30.5	37.7	22.5	34.9	8.2	23.8	21.6	17.7	17.1	17.1	11.8

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)

Regular trains originating at Tower 26 must obtain clearance card at Englewood for movement from Tower 26. 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.

NOTE: Train Order Office Hours—Daily except Sunday and Legal Holidays, Cypress, Hockley and Waller, 8:30 A. M. to 12:00 M., 1:00 P. M. to 5:30 P. M.; Wellborn, 8:30 A. M. to 12:15 P. M., 1:15 P. M. to 5:30 P. M. Whistle Code for switch tender Boulevard Junction; Main Track eastward or westward ———; Route to Tower 26 o ———; Chaney Siding o ———

MEXIA SUBDIVISION

EASTWARD

WESTWARD

Table for Mexia Subdivision, June 17, 1928. Columns include Class (348, 346), Distance From Nelleva Junction, Stations (Mexia Junction to Nelleva Junction), and Arrival/Departure times. Includes handwritten notes and 'Closed' status for certain days.

(5.10) 18.2 (7.35) 12.3

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

(6.00) 15.7 (5.10) 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.

LANCASTER SUBDIVISION

EASTWARD

WESTWARD

Table for Lancaster Subdivision, June 17, 1928. Columns include Class (456, 457), Distance From Hutchins, Stations (Lancaster to Hutchins), and Arrival/Departure times.

(0.20) 14.4

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

(0.20) 14.4

Trains must stop clear of home signal at Interlocking Plant at M-K-T. Crossing Lancaster and a member of the train crew must operate the Interlocking Plant in accordance with instructions on the inside of the Interlocking Tower.

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

PARIS SUBDIVISION

EASTWARD

WESTWARD

Table for Paris Subdivision, June 17, 1928. Columns include Class (70, 262, 40), Distance From Houston, Stations (Paris to Ennis), and Arrival/Departure times. Includes handwritten notes and 'Closed' status for certain days.

(10.00) 12.3 (7.10) 17.1 (4.25) 27.8

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

(4.20) 28.4 (6.55) 17.8 (9.45) 12.6

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

No.s. 39 and 40 will stop on flag at Sand Lake, Parvin Park, Tona, Ellard, Neyland and Hurt and will make regular stop at Interurban Depot, Terrell.

Dallas Division trains use Beaumont Division Main Track at Kaufman and will be governed by Beaumont Division Current Time Table while occupying the tracks of that Division.

NOTE: Train order office hours, Rosser, daily 7.00 a. m. to 11.00 a. m., 2.00 p. m. to 5.00 p. m., 8.30 p. m. to 9.30 p. m.

Handwritten note: Cars picked up by local train to Greenville, move on #26 from Greenville

INTERLOCKING WHISTLE CODES

TOWER 7, COLLEGE STATION
 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
 Siding from any point _____ o
 Team 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

TOWER 10, G. C. & S. F. CROSSING, DALLAS YARD
 Main track eastward or westward from main track _____

TOWER 13, EUREKA
 Main track for movement with the current of traffic, from main track, (except Houston Division main track westward) _____
 Houston Division main track, westward _____ o
 Eastward main track, eastward, from any other point _____ o
 Westward main track westward, from any other point _____ o
 Eastward main track westward, from any other point _____ o
 Westward main track eastward, from any point _____ o
 To wye track, from any point _____ o

TOWER 15, HEARNE
 Main track eastward or westward from main track _____
 Main track eastward from any other point _____ o
 Main track westward from any other 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
 T. & P. transfer from any point _____ 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
 Coal track from any point _____ o
 Siding from any point _____ o

TOWER 26, HOUSTON
 Main track for movement with the current of traffic, from main track _____
 Eastward main track eastward, from any other point _____ o
 Westward main track westward, from any other point _____ o
 Eastward main track westward, from any other point _____ o
 Westward main track eastward, from any other point _____ o
 Shreveport Line Transfer, from any point _____ o
 Shreveport Line connection, from any point _____ o
 Roundhouse lead, from any point _____ o
 Old Head, from any point _____ o
 H. B. & T. interchange, from any point _____ o
 Icing Plant, from any point _____ o
 I. G. N. interchange, from any point _____ o
 Freight main track westward, 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 _____
 Siding from any point _____ o

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 any point _____ o

TOWER 53, M-K-T CROSSING, FT. WORTH
 Main track eastward or westward from main track _____

TOWER 55, FT. WORTH
 Rock Island from T. & N. O. _____
 F. W. & D. from T. & N. O. _____ o
 G. C. & S. F. Freight yards from T. & N. O. _____ o
 T. & P. South Wye from T. & N. O. _____ o
 Ft. Worth Union Depot from T. & N. O. _____ 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 79, PARIS
 Main Track eastward or westward from main track _____

TOWER 93, DENISON
 Main track eastward or westward from main track _____
 To and from K. O. & G. transfer from any point _____ o
 To T. & N. O. from M-K-T _____ o
 To M-K-T from T. & N. 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 other point _____ o
 House track from any point _____ o

TOWER 126, G. C. & S. F. CROSSING, FT. WORTH
 Main track eastward or westward from any point _____
 Bitulithic Spur from any point _____ o
 Track No. 1 from any point _____ o
 Track No. 2 from any point _____ o
 G. C. & S. F. connection from any point _____ o

TOWER 131, TERRELL
 Main Track eastward or westward from main track _____

TOWERS 118 AND 119 (See Page 17)

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from Houston	NAME	Car Capacity & Direction Opening if Spur
20.21	Humble Oil Spur.....	4 E
38.50	Mile Post 39.....	11
53.68	Section 8.....	30
54.50	Hanneys Spur.....	9 E
58.66	Sand Spur.....	16 W
84.74	Naomi.....	3 W
118.02	Humble Oil Spur.....	15 E
171.01	Humble Pipe Line.....	14 E
183.86	Atlantic Oil Co.....	36 E
192.07	Humphreys.....	44
267.80	Armo.....	12 W
269.49	S.M U.Spur (Soumethun).....	73 W
270.20	Oasis.....	33
271.50	Vickery.....	5
271.89	Lawther.....	3 W
335.91	Cotton Mill Spur.....	52 W

Mexia Subdivision

Distance from Nolleva Jet.	NAME	Car Capacity and Direction Opening if Spur
14.23	Cuthrell's Spur.....	6 E
56.86	Brown's Spur.....	7 W
72.27	Evansville Coal Mine.....	33
78.52	Karners Spur.....	7 W
83.61	Sand Spur.....	10 W
91.66	Shilo.....	15 W

Waco Subdivision

Distance from Bremond	NAME	Car Capacity and Direction Opening if Spur
20.34	Stallworth.....	2 W
38.35	Neale.....	4

PARIS SUBDIVISION

Distance from Paris	NAME	Car Capacity & direction opening if Spur
42.38	Hurt.....	7W
46.40	Neyland.....	
65.50	Ellard.....	5E
70.19	Roberts.....	25E
71.63	Fisher.....	4E
76.20	Tona.....	14E
83.16	Eula.....	25
97.73	Nash.....	4W
104.00	Mile 104.....	4E
104.83	Parvin Park.....	14W
105.53	Old Switch.....	8E
108.66	Trinity Switch.....	16E
111.25	Sand Lake.....	14E
112.93	Schley.....	20W

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.

SIGNAL MAINTAINERS

LOCATION	From Mile Post	To Mile Post	Numbers of Signals and Interlocking Towers maintained.
Fairbanks.....	6.7	33.4	67 to 334 inclusive except Signal 327.
Hempstead.....	33.4	57.8	327 to 578 inclusive except Signals 334 & 571.
Navasota.....	57.8	75.0	571 to 750 inclusive except Signals 578 & 749.
Wellborn.....	75.0	98.4	749 to 984 inclusive except Signals 750 & 983.
Bryan.....	98.4	114.3	983 to 1144 inclusive except Signals 984 & 1143.
Hearne.....	114.3	137.5	1143 to 1376 inclusive except Signals 1144 & 1375.
Bremond.....	137.5	161.7	1375 to 1616 inclusive except Signal 1376.
Mexia.....	161.7	181.7	1617 to 1818 inclusive except Signal 1817.
Richland.....	181.7	204.5	1817 to 2034 inclusive except Signal 1818. & 2033
Corsicana.....	204.5	225.6	2033 to 2256 inclusive except Signal 2255. & 2034
Ennis.....	225.6	234.0	Ft. Worth Subdivision and Signals 2255 & 2340 inclusive except 2256 & 2339.
Ferris.....	234.0	258.0	2339 to 2580 inclusive except Signal 2340.
Belt Jct.....	258.0	Forest Ave. and T&P Jct.	Towers 10, 35, 118 and Signals 2581 to 2604 inclusive and 2 to 17.
Sherman.....			Towers 16 and 49 and Signals 3299 to 3314 inclusive.
Waco.....			Waco Subdivision and Tower 21.

TIME INSPECTORS

Sidney F. Ball, General Time Inspector.....Chicago
 Houston Watch Company, Souther 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
 Armstrong Jewelry Co.....Waco
 A. M. Wesson.....Mexia
 C. T. Moore.....Ennis
 Hafner Watch & Optical Company, Interurban Bldg.....Dallas
 J. B. Rockwall.....Denison
 L. F. Ely & Son.....Sherman
 Rhoads Brothers.....Corsicana
 Taylor Brothers.....Terrell
 Guy S. Caldwell.....Paris

PASSENGER LOCOMOTIVE RATINGS

TRAINS		NUMBER OF CARS AND TONS PER TRAIN											
		610 TO 621	600 TO 609	738 TO 794	700 TO 711	289 TO 292	273 TO 278	261 TO 272	240 TO 258	225 TO 236	220 TO 223	212 TO 219	205 TO 209
Houston & Denison	CARS	13	11	14	12	8	8	7					6
13-14-15-16-17-18-19-20-37-38	TONS	845	715	910	780	520	520	455					
Ennis & Ft. Worth	CARS					8	8	7	7	6	7	6	
82-83-85-86-87-88-37-38	TONS					520	520	455	455	390	455	390	39

Average weight per car 65 tons.

RATINGS OF LOCOMOTIVES

CLASS		ENGINE NUMBERS	Houston	Hempstead	Hearne	Ennis	Dallas	Paris
Nominal	Designation		to Hempstead	to Hearne	to Ennis	to Dallas	to Ennis	
T-41	T56-18/24-76	380 to 384	2418	1449	1647	1444	1271	1400
T-24	T57-19/24-96	301, 303, to 312, 314 to 316, 318, 319, 322 to 324	2700	1620	1640	1580	1550	1500
T	T63-19/24-103	377-378	2720	1630	1650	1590	1550	1500
M-4	M63-20/28-128S	410 to 432, 434 to 459	3720	2260	2280	2210	2140	2070
M-8	M63-21/28-151S	460 to 469	4320	2610	2640	2540	2470	2400
M-10	M63-21/28-152S	500 to 514	4320	2610	2640	2540	2470	2400
T-28	T63-22/28-163S	700, 702, 705, 707, 708	4950	3000	3040	2930	2860	2790
T-28	T69-22/28-163S	701, 703, 704, 706, 709 to 711	4500	2740	2770	2680	2610	2540
MK-5	MK63-26/28-210S	738 to 794	6900	4200	4250	4100	4030	3960
C-8	C57-22/30-187S	800 to 807	5900	3610	3650	3510	3440	3370
C-9	C57-22/30-190S	808 to 850	5900	3610	3650	3510	3440	3370
C	C56-22/28-170S	895-896	4800	2920	2940	2860	2790	2720

NOTE: These ratings represent maximum loading of locomotives being pressed in units of 1,000 lbs. (ms).

WESTWARD

DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE
Houston to Hempstead	.44	0	.44
Hempstead to Hearne	.83	0	.83
Hearne to Ennis	.82	0	.82
Ennis to Dallas	.85	0	.85
Dallas to Sherman	.95	0	.95
Sherman to Denison	1.03	0	1.03
Ennis to Midlothian	1.20	0	1.20
Midlothian to Ft. Worth	1.12	0	1.12
Hempstead to Mexia	.56	0	.56
Bremond to Waco	.88	0	.88
Ennis to Paris	1.00	0	1.00

To find maximum load that can be hauled between any two stations, at an average in the following table. Symbol "F" opposite any station indicates a descending grade.

STATIONS	WESTWARD	EASTWARD	STATIONS
HOUSTON AND DENISON			
Houston and Eureka	1.23	1.23	Currie and Richland
Eureka and Fairbanks	1.23	1.23	Richland and Angus
Fairbanks and Satsuma	1.23	1.23	Angus and Corsicana
Satsuma and Cypress	1.23	1.23	Corsicana and Carl
Cypress and Gano	1.19	1.23	Carl and Rice
Gano and Hockley	1.22	1.23	Rice and Alma
Hockley and Waller	1.09	1.03	Alma and Ennis
Waller and Prairie View	1.02	1.00	Ennis and Garrett
Prairie View and Hempstead	1.00	1.00	Garrett and Palmer
Hempstead and Howth	1.90	1.97	Palmer and Trumbull
Howth and Courtney	1.67	1.36	Trumbull and Ferris
Courtney and Chaille	1.79	1.24	Ferris and Wilmer
Chaille and Navasota	1.90	1.97	Wilmer and Hutchins
Navasota and Nelleva	1.43	1.60	Hutchins and Miller
Nelleva and Millican	1.14	1.48	Miller and Belt Jct.
Millican and Wellborn	1.24	1.48	Belt Jct. and Dallas Yard
Wellborn and College Station	1.19	1.43	Dallas Yard and Hiland
College Station and Bryan	1.19	1.88	Hiland and Oasis
Bryan and Benchley	1.07	1.00	Oasis and Richardson
Benchley and Rufinch	1.00	1.48	Richardson and Plano
Rufinch and Sutton	1.00	1.21	Plano and Allen
Sutton and Hearne	1.19	1.00	Allen and McKinney
Hearne and Seger	1.00	1.65	McKinney and Melissa
Seger and Calvert	1.17	1.00	Melissa and Anna
Calvert and Hammond	1.17	1.00	Anna and Van Alstyne
Hammond and Bremond	1.46	1.85	Van Alstyne and Howe
Bremond and Denny	1.00	1.65	Howe and Sherman
Denny and Kosse	1.03	1.15	Sherman and N. Sherman
Kosse and Thornton	1.06	1.41	N. Sherman Jct. and D
Thornton and Groesbeeck	1.00	1.27	
Groesbeeck and Doyle	1.46	1.00	BREMOND AND DENISON
Doyle and Mexia Yard	1.46	1.35	Bremond and Reagan
Mexia Yard and Mexia	1.03	F	Reagan and Marlin
Mexia and Gude	1.76	1.00	Marlin and Perry
Gude and Wortham	1.17	1.48	Perry and Riesel
Wortham and Currie	1.41	1.10	Riesel and Harrison
			Harrison and Waco

Houston, Texas, December 4, 1928.
X-54-2

Effective with the Grand Valley loading January 7th we will inaugurate service through Houston and Denison in connection with the N. & W. of Houston on the following schedule:
Mr. J. J. Foy:-
Due to the fact that bulk of the business being received from F&W train No. 50 at Fort Worth is being handled either via the Segment Division or via the Dallas line, effective December 1st, Houston business delivered from this train will be handled out Fort Worth at 9:30am, as at present, and will arrive Houston on train 344 10:30pm following day.

T. E. Beard
Nat Parks
C. G. Webb
L. B. McDonald
H. H. Norris
C. W. Hiles

CLASS	Rating
T-41	1271
T-24	1400
T	1500
M-4	1550
M-8	2150
M-10	2150
T-28	2520
T-28	2520
MK-5	2520
C-8	2520
C-9	2520
C	2520

copy

SOUTHERN PACIFIC LINES

Dallas Texas, June 6, 1928.

0-2

Mr. G. L. Oliver,
T. M., Frisco,
Ft. Worth, Tex.

Dear Sir:-

Following is approximate train line up as now arranged on Jacksonville tomatoes and LR&N fruit and vegetables via T&NO, Paris and Frisco, subject to usual operating conditions:

<u>Terminals</u>	<u>Less than 15 cars</u>	<u>15 cars or more</u>
Lv Jacksonville	9:00 PM	9:00 PM
Ar Keufman	12:30 AM	12:30 AM
Ar Greenville	4:00 AM	2:30 AM
Ar Paris	7:35 AM	5:30 AM
Lv Paris	8:00 AM	6:00 AM
Ar Monett	6:00 AM-2nd day-33 hours	11:00 PM-1st day-26 hours
Ar Kansas City	7:00 PM-2nd day-46 hours	1:00 PM-2nd day-40 hours
Ar St. Louis	4:50 AM-3rd day-56 hours	3:00 PM-2nd day-42 hours

Shipments moving under ice will be initially reiced at Jacksonville or Sulphur Springs and at Hugo, Ft. Smith or Springfield as may be necessary.

On LR&N onions, etc. via McKinney, T&NO local north (except Sundays) will be held until 1:30 PM, if necessary, for LR&N arriving McKinney about 1:00 PM for connection with your manifest train leaving Sherman 3:30 PM or later, arriving Kansas City 7:00 PM 2nd day and St. Louis 4:50 AM third day.

Supply of P.F.Es will be quickly available at Greenville or McKinney for LR&N loading.

Yours truly,

F. B. McKay, A. G. P. A.

to the CB outlined
can't line up
and Richards
could be
any of points

train 221 for
from points on
on train 170. In
is handled through
lead of being set

lots in principally
ains 222 and 223.
for Houston will
to. 221 for Colves-

able to take care
are suggested.

ore will be handled
an will be handled
skas will move on
rate night service
20M and arrive
vice in the opposite
merchandise car-
s daily basis in
21 and 222, between

will start
dition
this busi-
on the
ific System
a effect for
water, as

schedule

to give
down in the
volume

SPECIAL INSTRUCTIONS

SPEED

50 The following speed restrictions must be observed between the points indicated:

BETWEEN	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.		
	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
Houston and Mile Post 52	55	50	35	35	30	24	25	18	18	25	18	18	15	15	15
Mile Post 52 and Mile Post 83	45	40	35	30	25	24	25	18	18	25	18	18	15	15	15
Mile Post 83 and Mile Post 148	55	50	35	35	30	24	25	18	18	25	18	18	15	15	15
Mile Post 148 and Mile Post 179	45	40	35	30	25	24	25	18	18	25	18	18	15	15	15
Mile Post 179 and Belt Junction	55	50	35	35	30	24	25	18	18	25	18	18	15	15	15
Belt Junction and Allen via Dallas Yard	45	40	35	25	25	24	20	18	18	18	12	12	15	15	15
Allen and Howe	50	45	35	30	25	24	25	18	18	25	18	18	15	15	15
Howe and Denison	45	40	35	25	25	24	20	18	18	18	12	12	15	15	15
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
T. & P. Junction and Gifford	45	40	35	25	20	20	20	18	18	18	12	12	15	15	15
On Mexia Subdivision	45	40	35	25	25	24	20	18	18	18	18	18	15	15	15
On Waco Subdivision	45	40	35	25	25	24	20	18	18	18	18	18	15	15	15
On Ft. Worth Subdivision	Garrett to M.P. 15	45	40	35	25	25	24	25	18	18	18	15	15	15	15
		M.P. 15 to Ft. W.	50	45	35	35	30	24	25	18	18	18	15	15	15
On Lancaster Subdivision	15	15	15	15	15	15	12	12	12	12	12	12	15	15	15
Paris Subdivision	45	40	35	25	25	24	20	18	18	18	12	12	15	15	15

50. (a). Through corporate limits of the cities and towns named trains and engines must not exceed the speed indicated.

STATIONS	Miles Per Hour	
	Passenger Trains	Freight and Mixed Trains
Houston.....	18	18
Navasota.....	6	6
Bryan.....	6	6
Hearne.....	6	6
Calvert.....	15	15
Kosse.....	8	8
Thornton.....	18	12
Groesbeeck.....	20	20
Mexia.....	6	6
Wortham.....	8	8
Richland.....	20	20
Corsicana.....	6	6
Rice.....	8	8
Ennis.....	20	20
Palmer.....	18	12
Ferris.....	6	6
Dallas.....	12	12
Plano.....	6	6
McKinney.....	6	6
Van Alstyne.....	6	6
Howe.....	8	8
Sherman.....	8	8
Denison.....	12	12
Waco.....	18	12
Waxahachie.....	20	20
Ft. Worth.....	18	18
Terrell.....	15	15
Commerce.....	15	15
Cooper.....	15	15

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

	SPEED	
	Passenger Trains	Freight & Mixed Trains
HEARNE SUBDIVISION		
Between 61A and Mile Post 63.....	35	20
" 66D and 67B	35	20
" 106 C and 107A	35	20
DENISON SUBDIVISION		
" 235 and 249	40	25
" 239 and 240½	30	15
FT. WORTH SUBDIVISION		
" 25½ and 26-4/5	30	18
" 47¾ 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 (a) 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.

72 (b) East switch Garrett connecting Ft. Worth and Denison sub-division main tracks is electrically controlled and operated from Train Order Office, Ennis yard.

When signals 2334, 2335, 2336 or 2338 at east end Garrett are inoperative, train or enginemen will communicate with signalman at Train Order Office, Ennis yard by means of telephone located in box on signal 2335.

Telephonic authority from signalman will be accepted in lieu of hand signals provided in rules 628 and 663 for movement over this switch only, and will not dispense with the use or the observance of signals in connection with positive block operation.

Instructions for operating switch, when so authorized by signalman, are located on inside of instrument case in iron box on post behind switch machine.

Telephone is also located in box on signal 2325 Ennis Yard, and signalman must be notified when the trains do not move in their turn as ordered.

Eastward trains using siding at Garrett will stop clear of signal 2334 and will not enter main track until authorized by signalman at Train Order Office, Ennis yard, by telephone. Signal 2334 will not clear until both switch and derail have been operated.

Trains required to do switching at Garrett using east Ft. Worth subdivision switch will notify signalman by telephone, to operate switch for each move.

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

Signal 713, Navasota.
Signal 746 on Mexia Subdivision Nolleve Jct.
Signal 750 at Mile Post 75 Hearne Subdivision.
Signal 1206, west lead switch Hearne
Signal 1199 Austin Division connection, Hearne Junction.
Signal 1197 on Dallas Division main track east of Hearne Junction.
Signal 1779 East Wye switch Mexia Junction.
Signal 1783 on Mexia Subdivision Mexia Junction.
Signal 1786 east lead switch Mexia Yard.
Signal 2307 East switch long track extension, Ennis.
Signal 2327 on west leg wye Ennis.
Signal 2338 east switch Garrett-Denison subdivision.
Signal 2336 east switch Garrett-Ft. Worth subdivision.
Signal 2334 on North Siding, Garrett.

LOCATION SWITCH INDICATORS

Nolleve Jct. Switch Tower 41, Navasota (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.)
All switches between Hearne Jct. and Signal 1206.
East Wye Switch, Mexia Jct.
Oil Spur near Mexia Jct.
Mexia Subdivision connection, Mexia Junction.
West leg wye, Ennis.
East leg wye, Ennis.
Compress track, Ennis.
Oil Mill track, Ennis.

LOCATION OVERLAPS

From Mile Post 75 three thousand (3000) feet westward.
From Signal 1197 two thousand six hundred forty (2640) feet eastward.
From Signal 1206 two hundred fifty (250) feet westward. (Overlap at Signal 1206 affects switch indicators only.)
From Signal 1779 three thousand (3000) feet eastward.
Signal 2301 to 2307
Signal 2325 eastward to east wye switch, Ennis.

**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	Dallas —Dr. Dexter Hardin.....Examining Surgeon	Jewett —Dr. Z. J. Spruell.....Local Surgeon	Plano —Dr. W. G. Harris.....Local Surgeon
Dr. C. C. Green.....Assistant Chief Surgeon	Dr. E. H. Cary.....Div. Oculist and Aurist	Kaufman —Dr. Guy F. Shaw.....Local Surgeon	Quinlan —Dr. S. W. Lytal.....Local Surgeon
Dr. F. A. Waples.....Division Surgeon	Dr. E. Dunlap.....Division Surgeon	Dr. R. J. Row.....Local Surgeon	Riesel —Dr. J. D. Foster.....Local Surgeon
Dr. H. C. Feagan.....Examining Surgeon	Ennis —Dr. C. P. Cook.....Division Surgeon	Klondike —Dr. W. H. Forrester.....Local Surgeon	Richland —Dr. J. H. Edgar.....Local Surgeon
Dr. R. H. Harrison.....Examining Surgeon	Dr. J. S. Terry.....Local Surgeon	Kosse —Dr. A. T. Ezell.....Local Surgeon	Rice —Dr. J. T. Carter.....Local Surgeon
Dr. Allan Collette.....Local Surgeon	Dr. W. P. McCall.....Examining Surgeon	Dr. J. C. Baker.....Local Surgeon	Richardson —Dr. W. N. Manning.....Local Surgeon
Dr. C. M. Warner.....Local Surgeon	Dr. C. E. Gray.....Local Oculist and Aurist	Lancaster —Dr. B. F. Lyons.....Local Surgeon	Reagan —Dr. H. P. Curry.....Local Surgeon
Dr. Neal Davis.....Local Surgeon	Fort Worth —Dr. W. R. Thompson.....Div. Oculist and Aurist	Mexia —Dr. T. F. Oates.....Local Surgeon	Sherman —Dr. T. W. Crowder.....Local Oculist and Aurist
Dr. J. L. Taylor.....Local Surgeon	Dr. W. A. Durringer.....Division Surgeon	Dr. M. M. Brown.....Local Surgeon	Dr. E. J. Neathery.....Examining Surgeon
Dr. M. L. O'Banion.....Local Oculist and Aurist	Dr. W. C. Durringer.....Division Surgeon	Dr. E. F. Hamm.....Local Surgeon	Dr. H. I. Stout.....Examining Surgeon
Dr. T. A. Dickson.....Local Oculist and Aurist	Dr. S. J. Wilson.....Local Surgeon	Midlothian —Dr. J. P. Harris.....Local Surgeon	Terrell —Dr. E. D. Lane.....Local Surgeon
Dr. A. M. Parsons.....Local Surgeon	Ferris —Dr. E. House.....Local Surgeon	McKinney —Dr. B. F. Largent.....Local Surgeon	Dr. W. H. Neely.....Local Surgeon
Dr. J. T. Carter.....Local Surgeon	Dr. A. T. Hampton.....Local Surgeon	Marlin —Dr. S. P. Rice.....Local Surgeon	Thornton —Dr. W. A. Bedford.....Local Surgeon
Alma —Dr. C. A. Searcy.....Local Surgeon	Groesbeeck —Dr. J. W. Cox.....Local Surgeon	Dr. M. A. Davison.....Local Surgeon	Van Alstyne —Dr. Wm. Veazey.....Local Surgeon
Bryan —Dr. R. B. Ehlinger.....Local Surgeon	Greenville —Dr. Will Cantrell.....Local Surgeon	Mansfield —Dr. W. B. McKnight.....Local Surgeon	Waco —Dr. H. T. Aynesworth.....Oculist and Aurist
Bremond —Dr. Edgar Brittain.....Local Surgeon	Dr. W. C. Morrow.....Local Surgeon	Navasota —Dr. E. A. Harris.....Local Surgeon	Dr. G. B. Foscoe.....Examining Surgeon
Courtney —Dr. G. C. Harris.....Local Surgeon	Dr. E. F. Wright.....Oculist & Aurist	Dr. W. W. Greenwood.....Local Surgeon	Dr. C. H. Brooks.....Examining Surgeon
College Station —Dr. J. E. Marsh.....Local Surgeon	Hempstead —Dr. Malcolm A. Jones.....Local Surgeon	Normangee —Dr. Joe Rogers.....Local Surgeon	Dr. M. W. Colgin.....Local Surgeon
Calvert —Dr. W. C. Taylor.....Local Surgeon	Dr. Fred K. Laurentz.....Local Surgeon	North Zulch —Dr. J. E. Burney.....Local Surgeon	Dr. I. E. Colgin.....Local Surgeon
Dr. I. N. Suttle.....Local Surgeon	Hearne —Dr. H. W. Cummings.....Examining Surgeon	Paris —Dr. L. P. McCuiston.....Local Surgeon	Waxahachie —Dr. M. E. Hastings.....Local Surgeon
Dr. T. A. Miller.....Local Surgeon	Dr. S. J. Alexander.....Examining Surgeon	Dr. W. W. McCuiston.....Local Surgeon	Dr. W. C. Tenery.....Local Surgeon
Cooper —Dr. C. C. Taylor.....Local Surgeon	Hutchins —Dr. A. W. Carnes.....Local Surgeon	Dr. J. L. Hammond.....Local Surgeon	Wortham —Dr. K. W. Sneed.....Local Surgeon
Commerce —Dr. C. T. Bradford.....Local Surgeon	Dr. A. C. Carnes.....Local Surgeon	Dr. Leslie Lewis.....Local Surgeon	Waller —Dr. H. A. Berry.....Local Surgeon
W. B. DeJernett.....Local Surgeon	Howe —Dr. J. L. Shelley.....Local Surgeon	Dr. T. F. Roberts.....Oculist and Aurist	
Denison —Dr. A. G. Sneed.....Local Surgeon	Iola —Dr. George F. Lee.....Local Surgeon		
Dr. T. J. Long.....Examining 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. L. COX,
Terminal Trainmaster, Dallas

K. C. MARSHALL,
Superintendent, Terminals Division, Houston

J. E. RAWLINS,
Chief Train Dispatcher, Ennis

M. D. FLEETWOOD,
Chief Train Dispatcher, Ennis

F. E. HOEFER,
Chief Train Dispatcher, Ennis

Traveling Engineer will exercise duties of Trainmaster when on line

T. M. SPENCE,
Assistant Superintendent, Terminals Division, Houston

THOS. SCOTT,
Assistant Superintendent, Ennis

L. W. WELLS,
Assistant Superintendent, Ennis

W. F. RENTZEL,
Traveling Engineer, Ennis

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

SCALE OF MILES.
APRIL-1928.

