

COMPANY SURGEONS

Dr. A. E. Chace, Chief Surgeon.....
 Dr. M. N. Carlile, House Surgeon.....
 Dr. Glynn Brown, Ass't House Surgeon.....
 Drs. Collom & Kittrell, Consulting Surgeons.....
 Dr. R. H. T. Mann, Eye, Ear, Nose, and Throat.....
 Dr. T. E. Fuller, Consulting Eye, Ear, Nose and Throat.....
 Dr. J. J. Mansfield, Dentist.....
 Dr. H. E. Murry, Internist.....
 Dr. Geo. A. Hays, Dermatologist.....
 Dr. Nettie Klein, Anesthetist.....
 Dr. C. E. Kitchens, Specialist & Internist.....
 Dr. Wm. Hibbitts.....

Hospital
 Staff
 Texarkana,
 Texas,
 Arkansas-
 Texas.

Local Surgeons

Treat Both Injury and Sick Cases

Drs. T. S. Grissom, J. M. Ellis & S. C. Broadstreet, Mt. Pleasant, Texas
 Drs. G. W. Holderness & C. G. Allen, Commerce, Texas
 Dr. W. B. DeJernett, Commerce, Texas
 Dr. C. F. Neuville, Eye, Ear, Nose and Throat, Commerce, Texas
 Dr. W. L. Pippen, Dentist, Commerce, Texas
 Drs. W. M. Cantrell & W. C. Morrow, Greenville, Texas
 Dr. J. H. Dorman, Dallas, Texas
 Dr. A. M. Cleveland, North Ft. Worth, Texas
 Dr. T. M. Jeter, Ft. Worth, Texas
 Dr. Crittenden Joyes, Eye, Ear, Nose and Throat, Ft. Worth, Texas
 Drs. A. P. Baldwin & C. L. Hudson, Tyler, Texas
 Dr. R. L. Page, Eye, Ear, Nose and Throat, Tyler, Texas
 Dr. A. L. DeWitt, Dentist, Tyler, Texas
 Dr. R. T. Canon, Lufkin, Texas
 I. N. Suttle, Corsicana, Texas
 G. B. Foscue & H. F. Connally, Waco, Texas
 N. H. Bowman, Eye, Ear, Nose and Throat, Waco, Texas
 Dr. David Sallee, Dentist, Waco, Texas
 Drs. C. E. Chandler & D. B. Beach, Hamilton, Texas

Treat Injury Cases Only

Dr. W. E. Womack, Redwater, Texas
 Dr. W. H. Evans, Maud, Texas
 Dr. Wm. Smith, Naples, Texas
 Dr. I. Meador, Omaha, Texas
 Dr. F. O. Taylor, Winfield, Texas
 Dr. Z. C. Fuquay, Mt. Vernon, Texas
 J. H. Holbrook, Sulphur Springs, Texas
 J. H. Hicks, Josephine, Texas
 Ervin E. Addy, Nevada, Texas
 S. B. Wyatt, Plano, Texas
 E. W. Burnett, Carrollton, Texas
 Dr. J. C. Bennett, Grapevine, Texas
 Drs. Elbert Dunlap, S. E. Milliken, John S. Turner, Dallas, Texas
 Dr. E. H. Carey, Eye, Ear, Nose and Throat, Dallas, Texas
 Drs. Sam C. Ball and Alden Coffey, Ft. Worth, Texas
 Drs. W. R. Hoard & A. M. McElhannon, Sherman, Texas
 Dr. T. W. Crowder, Specialist, Sherman, Texas
 Dr. J. K. Bates, Pittsburg, Texas
 Drs. F. S. Ragland & J. G. Daniels, Gilmer, Texas
 Dr. J. E. Worren, Dentist, (Col.), Tyler, Texas
 Dr. F. A. Fuller, Jacksonville, Texas
 Dr. T. H. Cobble, Rusk, Texas
 Dr. M. E. McClure, Alto, Texas
 Dr. J. T. Ramsey, Forest, Texas
 Drs. J. C. Van Nuys & L. H. Denman, Lufkin, Texas
 Drs. G. F. Moon & J. F. Baugh, Chandler, Texas
 Dr. M. M. Moss, Brownsboro, Texas
 Dr. Robert Hodge, Athens, Texas
 Dr. L. W. Pulley, Trinidad, Texas
 Dr. David B. Currie, Kerens, Texas
 Dr. John W. Matlock, Frost, Texas
 Drs. J. J. Roberts & Edwin Vaughan, Hillsboro, Texas
 Dr. B. W. D. Hill, Dawson, Texas
 Dr. Livingston Barnes, Hubbard, Texas
 Dr. D. M. Jordan, Oglesby, Texas
 Dr. T. M. Hall, Gatesville, Texas
 Dr. J. J. Mulloy, Stephenville, Texas
 Dr. A. J. Gray, Comanche, Texas

E. M. COOPER, Asst. Superintendent,
 F. L. TAYLOR, Road Foreman of Engines,
 Mt. Pleasant, Texas
 District:—Mt. Pleasant to Dallas, Ft. Worth and Sherman

E. B. WHITHAM, Asst. Superintendent,
 J. D. DYER, Road Foreman of Engines,
 Tyler, Texas
 District:—Tyler to Comanche, Stephenville and Hillsboro

R. H. LOCKHART, Asst. Superintendent,
 E. F. HARALSON, Road Foreman of Engines,
 Tyler, Texas
 District:—Texarkana to White City

C. M. PAYN,
 Chief Train Dispatcher,

E. RHONE,
 Night Chief Dispatcher,

C. E. PRESTRIDGE,
 Asst. Chief Dispatcher
 Tyler, Texas

N. S. ROSEMOND,
 Supervisor of Fuel,
 Tyler, Texas

F. W. FERGUSON,
 Division Agent,
 Tyler, Texas

R. L. GARNER,
 B. B. CORBAN,

A. A. PORTER,
 H. C. CROSS,

J. R. GASSAWAY,
 J. C. THARPE,

R. D. ALLEN,
 W. H. TAYLOR,

Train Dispatchers,
 Tyler, Texas

ST. L. S. W. RY. CO.
 RECEIVED

MAY 3 1955

J. M. Acker, Agt. Tyler, Tex.
 Local Freight Office

St. Louis Southwestern Railway Co. OF TEXAS

TEXAS DIVISION

TIME TABLE No. 1

Effective 12:01 A. M.,

SUNDAY, MARCH 27, 1927

"Supersedes previous time table and all rules
 in conflict with those herein."

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

The Railway Reserves the Right to Vary Therefrom
 as Circumstances May Require.

CENTRAL STANDARD TIME

F. W. GREEN, Vice-President,
 St. Louis, Mo.

W. E. McGRAW, Vice-President and Gen'l Superintendent,
 Tyler, Texas.

W. MOSBY, Superintendent Transportation,
 Tyler, Texas.

K. M. POST, Superintendent,
 Tyler, Texas.

2 COMMERCE SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS		
Sidings	Others			11 Lone Star Limited Daily	3 Passenger Daily	1 Passenger Daily	15 Freight Daily	25 Freight Daily	31 Local Mon. Wed. Friday	33 Local Tues. Thurs. Saturday	
	Yard	419.56	..... TEXARKANA	L 7.30 AM	L 8.30 AM	L 11.00 PM				
	Yard	419.15	T. & P. 0.41 Crossing D N. TEXARKANA YARD	7.31 2	8.32	11.02	L 1.00 PM	L 12.30 PM	L 7.45 AM		
70	10	423.25	K. C. S. 4.10 Crossing EYLAU	7.36	f 8.40	11.11		1.15	12.45	8.01	
26		426.36	..... HARTMAN	7.40	8.44	11.15		1.26	12.59	8.12
60	36	431.78	D..... REDWATER	7.47	s 8.54	f 11.27		1.47	1.20	8.30	
60	27	437.24	D..... MAUD	7.55	s 9.04	f 11.39		2.08	1.40	8.47	
39	14	440.23	..... CORLEY	7.59	s 9.10	11.44		2.19	1.51	8.56
	20	443.11	..... CARBONDALE	8.03	f 9.16	f 11.50		2.30	2.02	9.05
60	12	446.46	..... SIMMS	8.08	f 9.23 31	11.55		2.45 16	2.15	9.23 3
48	13	450.61	D..... BASSETTS	8.13	s 9.29	f 12.01 AM		3.00 26	2.30 16	9.45	
60	13	454.17	..... DARDEN	8.18	f 9.38 32	12.11		3.16	2.45 26	9.58
24		457.22	..... JENNINGS LAKE	8.22	9.42	12.16		3.29	2.56	10.10
60	88	461.51	D N..... NAPLES	8.28 32	s 9.51	s 12.26		3.50	3.18	10.32	
60	32	465.85	D..... OMAHA	8.34	s 10.01	s 12.36		4.06	3.34	10.50	
75	32	472.33	D..... COOKVILLE	8.42	s 10.12	f 12.48		4.30	3.57	11.15	
	Yard	479.53	D N..... MT. PLEASANT	s 8.55	10.23 10.38	12.59 1.23		5.00 5.25 4 A	4.25 PM	A 11.55 16 AM	L 6.30 AM
38		483.37 ADORA	9.01	10.50	1.40		5.43			6.50
58	94	488.54	D..... WINFIELD	9.08	s 11.00 16	f 1.50		6.00			7.10
60	48	495.33	D..... MT. VERNON	s 9.19	s 1.13 34	s 2.04		6.21			7.35
45	37	501.72	D..... SALTILLO	9.28	s 11.26	f 2.22		6.39			7.57
41	28	506.54 WEAVER	9.35 16	s 11.36	f 2.32		6.54			8.20
39		510.37 WHITE OAK	9.40	f 11.43	2.38		7.05			9.00 16
65	255	517.84	D N..... SULPHUR SPRINGS	s 9.52 34	s 11.58	s 2.54		7.25			9.52 11
47		522.47 TENRAG	10.04	f 12.06 PM	3.04 2		7.54 12			10.25
48	24	527.91 RIDGEWAY	10.12	s 12.17	f 3.17		8.15			11.02
39		532.57 DUNSMOOR	10.19	f 12.26	3.25		8.35			11.30
	Yard	536.99	D N..... COMMERCE	A 10.27 AM	A 12.34 PM	A 3.33 AM	A 8.50 PM				A 11.55 AM
			118.25	Daily	Daily	Daily	Daily	Daily	Mon. Wed. Friday	Tues. Thurs. Saturday	
				11	3	1	15	25	31	33	

SPECIAL INSTRUCTIONS

RAILROAD CROSSINGS AT GRADE

T. & P. Ry., M. P. 418.62
T. & P. Ry., M. P. 419.10 (Interlocked)
K. C. S. Ry., M. P. 419.19 (Interlocked)

Northward Trains are Superior to Southward Trains of the same class, except: No. Superior to All Trains. No. 11 is Superior to All Trains except No. 12.

Trexler is flag stop for 3 and 4.

A clearance card will be authority for crews on trains 1, 2, 3 and 4 to leave Mt. Pleasant. The two tracks between water tank and passenger station at Mt. Pleasant between cross overs will be used as double track.

Both ends of double track will be designated by signs.

All movements on double track will be made with the current of traffic using right hand track and under control.

All trains will stop before going on double track, and look out for trains crossing over. Normal position of cross over switches at south end of double track is for the respective main lines and must be left in this position when not in use.

All trains will run under control in Texarkana yard expecting to find main track being used by trains of other Divisions, except First Class Trains will run under control between M. P. 417 just north of the Hospital Station to the south yard limit board Texarkana yard.

First class trains will register by ticket as follows; except when carrying signals All Texarkana Yard No. 11 at Mt. Pleasant and Commerce.

COMMERCE SUB-DIVISION

NORTHWARD

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS			THIRD CLASS			
				2 Passenger Daily	4 Passenger Daily	12 Lone Star Limited Daily	34 Local Mon. Wed. Friday	32 Local Tues. Thurs. Saturday	16 Freight Daily	26 Freight Daily
419			TEXARKANA	A 7.35 AM	A 7.45 PM	A 10.32 PM				
419	X	WOYTS	T.&P. 0.41 Crossing DN. TEXARKANA YARD K.C.S. 4.10 Crossing	7.31 11	7.35	10.30		A 12.25 PM	A 4.50 PM	A 5.00 PM
423			EYLAU	7.23	f 7.25	10.24		11.53	4.25	4.42
426			HARTMAN	7.18	7.17	10.20		11.35	4.10	4.30
432	GR	W	D. REDWATER	f 7.09	s 7.08	10.13		11.13	3.50	4.10
437	MD		D. MAUD	f 6.55	s 6.57	10.05		10.52	3.26	3.53
440			CORLEY	6.46	f 6.49	10.01		10.37	3.14	3.42
443			CARBONDALE	f 6.41	f 6.42	9.57		10.25	3.01	3.30
447			SIMMS	6.33	f 6.34	9.52		10.12	2.45 15	3.15
454	BA	W	D. BASSETTS	f 6.26	s 6.25	9.47		9.55	2.30 25	3.00 15
454			DARDEN	6.14	f 6.16	9.42		9.38 3	2.05	2.45 25
457			JENNINGS LAKE	6.09	6.09	9.38		8.55	1.50	2.18
462	NR		D N. NAPLES	s 6.02	s 6.02	9.32		8.28 11	1.25	1.58
466	MH		D. OMAHA	s 5.52	s 5.51	9.26		7.30	1.05	1.35
472	CO		D. COOKVILLE	f 5.39	s 5.37	9.17		7.00	12.35	1.10
	SA	WOYS	D N. MT. PLEASANT	5.25 5.00	5.22 15 5.10	s 9.07	A 12.30 PM	L 6.30 AM	12.05 PM 11.40 31	L 12.40 PM
			ADORA	4.37	4.55	8.57	12.10 PM		11.20	
C 489	WN		D. WINFIELD	f 4.28	s 4.48	8.50	11.46		11.00 3	
C 495	VR		D. MT. VERNON	s 4.13	s 4.36	s 8.40	11.13 3		10.21	
C 502	SH	W	D. SALTILLO	f 3.53	s 4.24	8.30	10.45		9.55	
C 507			WEAVER	f 3.41	s 4.15	8.23	10.30		9.35 11	
C 510			WHITE OAK	3.31	f 4.07	8.18	10.15		9.00 33	
C 518	SU	W	D N. SULPHUR SPRINGS	s 3.19	s 3.55	s 8.08	9.52 11		8.21	
C 523			TENRAG	3.04 1	f 3.44	7.54 15	8.30		8.00	
C 528			RIDGEWAY	f 2.55	s 3.34	7.46	7.50		7.34	
C 533			DUNSMOOR	2.43	f 3.24	7.39	7.12 16		7.12 34	
C 537	CR	WOTS	D N. COMMERCE	L 2.35 AM	L 3.15 PM	L 7.32 PM	L 6.30 AM		L 6.50 AM	
			118.25	Daily	Daily	Daily	Mon. Wed. Friday	Tues. Thurs. Saturday	Daily	Daily
				2	4	12	34	32	16	26

BUSINESS TRACKS NOT SHOWN AS STATIONS

Sledge	M.P. 425.27	92 Cars
Trexler	M.P. 428.62	14 Cars
Hoffman	M.P. 453.13	3 Cars
Ligwin	M.P. C485.88	24 Cars
Kolvale	M.P. C486.41	39 Cars

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class, except: No. 12 is Superior to All Trains, No. 11 is Superior to All Trains except No. 12.

Trexler is flag stop for 3 and 4.
A clearance card will be authority for crews on trains 1, 2, 3 and 4 to leave Mt. Pleasant.

The two tracks between water tank and passenger station at Mt. Pleasant between cross overs will be used as double track.

Both ends of double track will be designated by signs.
All movements on double track will be made with the current of traffic using right hand track and under control.

All trains will stop before going on double track, and look out for trains crossing over. Normal position of cross over switches at south end of double track is for the respective main lines and must be left in this position when not in use.

All trains will run under control in Texarkana yard expecting to find main track being used by trains of other Divisions, except First Class Trains will run under control between M. P. 417 just north of the Hospital Station to the south yard limit board Texarkana yard.

Time on Trains 2, 4 and 12 at Sulphur Springs applies at north switch stock pen track.

First class trains will register by ticket as follows; except when carrying signals All Texarkana Yard No. 12. at Mt. Pleasant.

4 GREENVILLE SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS	
Sidings	Others			I Passenger Daily	II Lone Star Limited Daily	3 Passenger Daily	315 Freight Daily	15 Freight Daily	35 Local Mon. Wed. Friday	37 Local Tues. Thurs. Saturday
	Yard	536.99	D N. COMMERCE	L 3.45 AM	L 10.29 AM	L 12.54 PM	L 10.01 PM	L 10.30 PM	L 6.10 AM	
60		541.80	4.81 GRANBY	3.54	10.37	f 1.04	10.25	11.01	6.35	
60	5	545.82	4.02 NEYLAND	4.02	10.43	s 1.13	10.47	11.29	6.55	
	Yard	551.32	T.M. 5.50 D N. GREENVILLE	s 4.23	s 10.57	s 1.32	11.17	12.05 AM	7.35	
60		552.98	L.R.&N. 1.66 D N. FERGUS	4.35 16	11.06	1.40	11.24	12.18	7.45	
60	23	559.71	M.K.T. 6.73 CLINTON	4.47	11.16	s 1.53	11.59	12.55 316	8.15	
60	70	564.87	5.16 D JOSEPHINE	f 5.01	11.24	s 2.06 4	12.16 AM	1.25 2	8.45	
47	58	568.97	4.10 D NEVADA	s 5.13	11.30	s 2.16	12.40	1.38	9.05	
60	37	572.63	3.66 LAVON	f 5.23	11.35	s 2.25	1.04 2	1.53	9.25	
35	111	579.81	G.C.&S.F. 7.18 D N. WYLIE	s 5.43	11.49	s 2.43	1.37	2.25 16 A	9.55 AM	L 6.30 AM
38		584.20	4.39 MURPHY	f 5.54	11.56	s 2.53	2.03 16	2.48		6.48
47	139	589.53	5.33 D N. PLANO	s 6.08	12.05 PM	s 3.05	2.35	3.18		7.25
28	26	594.49	H.&T.C. 4.96 RENNER	6.22	12.13	s 3.15	3.10	3.46		7.47
44	75	598.34	3.85 D ADDISON	A 6.30 AM	12.20 1.27	3.21 4.37 12	A 3.35 AM	4.10		8.15
47	69	603.20	4.86 D N. CARROLLTON		1.36	s 4.50	4.32			8.42
70	15	608.93	M.K.T. 5.73 C.R.I.&P.-St.L.S.F.							9.16
59	38	613.40	COPPELL		1.48	f 5.05	5.05			9.41
46		618.27	4.47 D GRAPEVINE		1.54	s 5.15	5.30			10.10
	11	619.01	4.87 BRANSFORD			f				
58	15	622.31	0.74 SMITHFIELD		2.06	s 5.30	6.19			10.31 4
49	11	627.73	3.30 T.&P. SWESTERN		2.13	5.38	6.46 38			10.55
	Yard	630.20	2.47 D N. HODGE		2.17	s 5.43	A 7.00 AM			A 11.10 AM
		632.15	1.95 TOWER		2.20	5.49				
		632.76	F.W.D.C.-C.R.I.G. Ft.W.B.-G.C.&S.F.							
		634.41	.61 NORTH END D.T.		2.23	5.52				
		634.84	1.65 SOUTH END D.T.		2.30	5.59				
	Yard	635.24	.43 D 7TH STREET JCT		2.33	6.03				
			.40 D N. G.C.S.F. FT. WORTH		A 2.35 PM	A 6.05 PM				
		97.81		Daily	Daily	Daily	Daily	Daily	Mon. Wed. Friday	Tues. Thur. Saturday
				I	II	3	315	15	35	37

RAILROAD CROSSINGS AT GRADE

T. M. R. R.	M.P. C561.18
L.R.&N.R.R. of Texas	M.P. C561.62
M. K. T. R. R. of Texas	M.P. C563.17 (Interlocked)
G. C. & S. F. R. R.	M.P. C578.17
H. & T. C. R. R.	M.P. C589.66 (Interlocked)
St. L. S. F. & T. R. R.	M.P. C603.21 (Interlocked)
M. K. T. R. R. of Texas	M.P. C627.73 (Interlocked)
C. R. I. & G. R. R.	M.P. C632.08 (Interlocked)
T. & P. Ry.	M.P. C632.14 (Interlocked)
Ft. W. & D. C. R. R.	M.P. C632.15 (Interlocked)
C. R. I. & G. R. R.	M.P. C632.20 (Interlocked)

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class, except: No. 12 Superior to All Trains. No. 11 is Superior to All Trains except No. 12.

St. L. S. W. Ry. of Texas trains will use joint track between Tower and G. C. & S. F. Passenger Station at Ft. Worth and will be governed by rules and time table of the F.W.&D.C.R.R. between Tower and 7th Street Junction and by rules and time table of the G.C.&S.F.R.R. between 7th Street Junction and G. C. & S. F. R. Passenger Station, Ft. Worth.

Time shown between Tower and G. C. & S. F. R. R. depot, Ft. Worth is for convenience only.

Switches at Addison will be set for Dallas Sub-division.

Switch at tail of wye on Dallas Sub-division at Addison will be set for north leg of wye.

All trains will move under control between Swestern and Tower, expecting to find Switch Engines on main track. F. W. & D. C. R. R. and St. L. S. F. & T. R. R. Switch Engines use Greenville Sub-division main track between Tower and North Ft. Worth. No switch locks on switches between Tower and Ft. Worth Freight Yard.

First class trains will register at G. C. & S. F. Telegraph office and also in depot Masters office at G. C. & S. F. depot, Ft. Worth.

Schedule of No. 37 may be assumed only when authorized by train order. Wylie is register station for trains Nos. 35, 36, 37 and 38 only.

Engine arriving Addison on No. 1 will assume No. 301's schedule on Dallas Sub-division.

First class trains will register by ticket as follows: except when carrying signals Nos. 3 and 11 at Addison and Hodge.

GREENVILLE SUB-DIVISION

NORTHWARD

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS			THIRD CLASS			
				4 Passenger Daily	12 Lone Star Limited Daily	2 Passenger Daily	38 Local Mon. Wed. Friday	36 Local Tues. Thurs. Saturday	16 Freight Daily	316 Freight Daily
C 537	CR	WOTS	D N. COMMERCE 4.81	A 3.10 PM	A 7.30 PM	A 2.23 AM		A 10.15 AM	A 6.00 AM	A 2.55 AM
C 542			..... GRANBY 4.02	f 3.02	7.22	2.15		10.00	5.45	2.36
C 546			..... NEYLAND 5.50 Crossing	s 2.54	7.16	2.09		9.40	5.30	2.22
C 551	GN	W	D N. GREENVILLE L.R.&N. 1.66 Crossing	s 2.43	s 7.07	s 2.00 ³¹⁶		9.15	5.05	2.00 ²
C 553	GE		D N. FERGUS M.K.T. 3.73 Crossing	2.26	6.54	1.43		8.10	4.35 ¹	1.38
C 560			..... CLINTON 5.16	s 2.16	6.44	1.33		7.40	3.56	12.55 ¹⁵
C 565	JO		D JOSEPHINE 4.10	s 2.06 ³	6.36	s 1.25 ¹⁵		7.17	3.35	12.16 ³¹⁵ AM
C 569	VA		D NEVADA 3.66	s 1.55	6.30	s 1.14		6.58	3.15	11.58
C 573		W	G.C.&S.F. LAVON 7.18 Crossing	s 1.46	6.25	f 1.04 ³¹⁵		6.40	2.57	11.41
	WY	Y	D N. WYLIE 4.39	s 1.29	6.12	s 12.46	A 11.10 AM	L 6.15 AM	2.25 ¹⁵	11.12
C 584			..... MURPHY 5.33	s 1.19	6.05	f 12.35	10.47		2.03 ³¹⁵	10.50
C 590	PY	W	D N. PLANO H.&T.C. 4.96 Crossing	s 1.08	5.57	s 12.23	10.20		1.28	10.31
C 595			..... RENNER 3.85	s 12.56	5.49	12.05 AM	9.54		12.53	10.16
C 598	NO	Y	D ADDISON 4.86	12.47 PM 11.22	5.43 4.37 ³	L 11.59 PM	9.33		12.29 AM	L 9.55 PM
C 603	HF	W	D N. CARROLLTON M.K.T. 5.73 Crossing C.R.I.&P.-St.L.S.F. Crossing	s 11.13	4.29		9.05		11.58	
			..... COPPELL 4.47	s 10.57	4.17		8.33		11.28	
C 618	VN		D GRAPEVINE 4.87	s 10.48	4.11		8.05		11.02	
C 618			..... GLENHOPE 0.74	10.38	4.05		7.40		10.38	
C 619		W	..... BRANSFORD 3.30	f						
C 622			T.&P. SMITHFIELD 5.42 Crossing	s 10.31 ³⁷	3.59		7.20		10.16	
C 628			..... SWERNEN 2.47	10.20	3.52		6.46 ¹⁵		9.50	
C 630	CB	WOYS	D N. HODGE 1.95	s 10.15	3.48		L 6.30 AM		L 9.40 PM	
C 633			..... TOWER F.W.D.C.-C.R.I.G. Crossing Ft.W.B.-G.C.&S.F. Crossing	10.10	3.45					
			..... NORTH END D T 1.65	10.07	3.42					
			..... SOUTH END D T ......43	10.00	3.35					
	FD		D 7TH STREET JCT. ..... .40	9.57	3.32					
C 635			D N. G.C.S.F.FT. WORTH. Joint Track	L 9.55 AM	L 3.30 PM					
			97.81	Daily	Daily	Daily	Mon. Wed. Friday	Tues. Thurs. Saturday	Daily	Daily
				4	12	2	38	36	16	316

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Ord..... M.P. C604.43 35 Cars

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class, except: No. 12 is Superior to All Trains. No. 11 is Superior to All Trains except No. 12.

St. L. S. W. Ry. of Texas trains will use joint track between Tower and G. C. & S. F. Passenger Station at Ft. Worth and will be governed by rules and time table of the F.W.&D.C.R.R. between Tower and 7th Street Junction and by rules and time table of the G.C.&S.F.R.R. between 7th Street Junction and G. C. & S. F. R. R. Passenger Station, Ft. Worth.

Time shown between Tower and G. C. & S. F. R. R. depot, Ft. Worth is for convenience only. Switches at Addison will be set for Dallas Sub-division.

Switch at tail of wye on Dallas Sub-division at Addison will be set for north leg of wye.

All trains will move under control between Swestern and Tower, expecting to find Switch Engines on main track. F. W. & D. C. R. R. and St. L. S. F. & T. R. R. Switch Engines use Greenville Sub-division main track between Tower and North Ft. Worth. No switch locks on switches between Tower and Ft. Worth Freight Yard.

First class trains will register at G. C. & S. F. Telegraph office and also in depot Masters office at G. C. & S. F. depot, Ft. Worth.

Schedule of No. 36 may be assumed only when authorized by train order. Wylie is register station for trains Nos. 35, 36, 37 and 38 only.

Schedule of No. 316 may be assumed at Addison only when authorized by train order.

Engine arriving Addison on No. 302 Dallas Sub-division will assume No. 2's schedule. This schedule may be assumed only in this manner or as authorized by train order.

First class trains will register by ticket as follows: except when carrying signals Nos. 4 and 12 at Hodge and Addison and No. 12 at Commerce.

6 DALLAS SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS		SECOND CLASS			Third Class
Sidings	Others			311 Lone Star Limited Daily	309 Lone Star Limited Daily	301 Passenger Daily	307 Passenger Daily	303 Passenger Daily	315 Freight Daily
44	75	598.34	D..... ADDISON	L12.20 PM	L 4.37 PM	L 6.32 AM	L11.23 AM	L 3.22 PM	L 3.40 AM
31	28	603.54	5.20 MEADERS	12.28	4.44	6.41	11.32	3.31	4.00
20	26	606.54	3.00 EXALL	12.32 ³⁰⁴	4.48	6.46	11.37	3.35	4.15
		610.86	4.32 NORTH JUNCTION	12.43	4.57	6.58	11.47	3.45	4.35
		611.28	T.&P. DN..... DALLAS Term. Sta.	A12.45 PM	A 5.10 PM	A 7.00 AM	A11.49 AM	A 3.47 PM	
			MKT-GCSF 1.14 H.&T.C. DN..... DALLAS FRT. YD.						A 5.00 AM
	Yard	612.42	T.&N.O. Crossing						
			14.08	Daily	Daily	Daily	Daily	Daily	Daily
				311	309	301	307	303	315

SPECIAL INSTRUCTIONS

RAILROAD CROSSINGS AT GRADE

T. & P. Ry.M.P. L 610.98 (Interlocked)
 M.K.T.R.R. of Texas.....M.P. L 611.52 (Interlocked)
 G. C. & S. F. R. R.....M.P. L 612.02
 H. & T. C. R. R.....M.P. L 613.70
 T. & N. O. R. R.....M.P. L 614.50

Northward Trains are Superior to Southward Trains of the Same Class, except: No. 309 is Superior to No. 312. No. 303 is Superior to No. 310. No. 311 is Superior to No. 308. No. 307 is Superior to No. 304.

St. L. S. W. Ry. of Texas trains will use the track of the Union Terminal Co., between North Junction and Double Track Junction (Cadiz Street) at Dallas and will be governed by the time table, rules, and regulations of that company.
 Time shown at Dallas (Terminal Station) is for convenience only.
 Passenger trains with 6 cars or less, will turn on Union Terminal Co. wye, Dallas. If more than 6 cars it will be necessary to switch train.
 Switches at Addison will be set for Dallas Sub-division.
 Switch at tail of wye on Dallas Sub-division at Addison will be set for north leg of wye.
 Schedule of No. 315 may be assumed at Addison only when authorized by train order.
 Engine arriving Addison on No. 1 will assume No. 301's schedule. This schedule may be assumed only in this manner or as authorized by train order.
 First class trains other than Nos. 301 and 302 will register by ticket at Addison except when carrying signals; also Nos. 308, 309, 311 and 312 will register by Ticket at Dallas except when carrying signals.

SHERMAN SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	First Class	Second Class				
Sidings	Others			201 Motor Daily	61 Local Daily Except Sunday				
	Yard	536.99	D N..... COMMERCE	L10.40 AM	L 6.00 AM				
	31	542.55	T.M. 5.56 FAIRLIE	10.53	6.25				
41	115	550.02	7.47 D..... WOLFE CITY	11.12 ⁶²	7.10				
19	35	557.38	G.C.&S.F. 7.36 BAILEY	11.31	7.40				
21		564.17	6.79 RANDOLPH	11.49	8.14				
29	45	572.45	M.K.T. 8.28 D..... WHITEWRIGHT	12.11 PM	9.10 ⁶²				
	8	575.13	2.68 KENTUCKEY TOWN	12.18	9.22				
42	8	578.04	D..... TOM BEAN	12.25	9.33				
33		583.37	5.33 LUELLA	12.37	9.58				
	15	585.70	2.33 CULTON	12.42					
	Yard	589.19	H&T.C-St.L.S.F.&T. 3.49 D..... SHERMAN	A12.50 PM	A10.30 AM				
			52.20	Daily	Daily Except Sunday				
				201	61				

RAILROAD CROSSINGS AT GRADE

T. M. R. R.....M.P. D 537.01
 G. C. & S. F. R. R.....M.P. D 550.33
 M.K.T.R.R. of Texas.....M.P. D 572.32 (Interlocked)
 H. & T. C. R. R.....M.P. D 588.50
 St. L. S. F. & T. Ry.....M.P. D 589.03

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class, except: No. 201 is Superior to No. 204.

Time on Train 201 at Commerce applies at the passenger station stop.

DALLAS SUB-DIVISION

NORTHWARD

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS		SECOND CLASS			Third Class
				308 Lone Star Limited Daily	312 Lone Star Limited Daily	304 Passenger Daily	310 Passenger Daily	302 Passenger Daily	316 Freight Daily
C 598	NO	Y	D.....ADDISON..... 5.20	A 1.27 PM	A 5.43 PM	A 12.46 PM	A 4.35 PM	A 11.59 PM	A 9.50 PM
L 604			MEADERS..... 3.00	1.19	5.35	12.38	f 4.26	11.48	9.30
L 607			EXALL..... 4.32	1.15	5.31	12.32 ³¹¹	4.21	11.43	9.18
L 612	UT	WY	T&P.....NORTH JUNCTION..... 0.42 Crossing	1.05	5.21	12.18	4.10	11.31	8.55
L 612	VI	SW	DN.....DALLAS Term. Sta. MKT-GCSF 1.14 Crossing H.&T.C. Crossing DN.....DALLAS FRT. YD. T.&N.O. Crossing	L 12.55 PM	L 5.20 PM	L 12.09 PM	L 4.00 PM	L 11.30 PM	L 8.45 PM
			14.08	Daily	Daily	Daily	Daily	Daily	Daily
				308	312	304	310	302	316

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class, except: No. 309 is Superior to No. 312. No. 303 is Superior to No. 310. No. 311 is Superior to No. 308. No. 307 is Superior to No. 304.

St. L. S. W. Ry. of Texas trains will use the track of the Union Terminal Co., between North Junction and Double Track Junction (Cadiz Street) at Dallas and will be governed by the time table, rules, and regulations of that company.

Time shown at Dallas (Terminal Station) is for convenience only.

Passenger trains with 6 cars or less, will turn on Union Terminal Co. wye, Dallas. If more than 6 cars it will be necessary to switch train.

Switches at Addison will be set for Dallas Sub-division.

Switch at tail of wye on Dallas Sub-division at Addison will be set for north leg of wye.

Engine arriving Addison on No. 302 will assume No. 2's schedule on Greenville Sub-division.

First class trains other than Nos. 301 and 302 will register by ticket at Addison except when carrying signals: Also Nos. 308, 309, 311 and 312 will register by Ticket at Dallas except when carrying signals.

SHERMAN SUB-DIVISION

NORTHWARD

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	First Class	Third Class
				204 Motor Daily	62 Local Daily Except Sunday
C 537	CR	WTSO	D N.....COMMERCE..... T.M. 5.56 Crossing	A 7.15 PM	A 12.05 PM
D 543			FAIRLIE..... 7.47	s 6.59	11.39
D 550	WF	W	D.....WOLFE CITY..... G.C.&S.F. 7.36 Crossing	s 6.41	11.12 ²⁰¹
D 557			BAILEY..... 6.79	s 6.22	10.20
D 564		W	M.K.T.....RANDOLPH..... 8.28 Crossing	s 6.04	9.45
D 573	W		D.....WHITEWRIGHT..... 2.68	s 5.45	9.10 ⁶¹
D 578	BN		KENTUCKEY TOWN..... 2.91	f 5.34	8.48
D 583			D.....TOM BEAN..... 5.33	s 5.27	8.35
D 586			LUELLA..... 2.33	f 5.13	8.11
D 589	SM	WTSO	H&TC-St.L.S.F.&T. 3.49 Crossing D.....SHERMAN.....	L 5.00 PM	L 7.45 AM
			52.20	Daily	Daily Except Sunday
				204	62

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class, except: No. 201 is Superior to No. 204.

8 MT. PLEASANT SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS		Second Class	Third Class							
Sidings	Others			101 Passenger Daily	103 Passenger Daily	25 Freight Daily	23 Local Tues. Thurs. Saturday							
	Yard	479.53	D N..... MT. PLEASANT.....	L 1.16 AM	L 10.33 AM	L 5.10 PM	L 6.30 AM							
24	14	486.68	7.15 L.R.&N. HARVARD.....	1.33	10.49	5.38	7.01							
32	71	491.17	4.49 D N..... PITTSBURG..... Crossing	s 1.49	s 11.02 26	5.57	7.40							
31		497.04	5.87 PINE.....	f 2.02	s 11.15 24	6.20	8.05							
41	21	501.83	4.79 SMITH.....	2.10	11.25	6.40	8.25							
15	18	504.51	D..... 2.68 BETTIE.....	f 2.17	s 11.32	6.52	8.40							
41		505.97	1.46 DELROSE.....	2.20	11.35	6.57	8.46							
54	36	510.06	D N..... 4.09 GILMER.....	s 2.34	s 11.47	7.15	9.22 26							
	5	514.53	4.47 SUFFOLK.....	2.42	11.56									
38	5	517.00	D..... 2.47 PRITOHETT.....	f 2.51	s 12.04 PM	7.40	9.55							
12	8	520.81	3.81 T.&P. PINNAOLE..... Crossing	2.59	12.14	8.00	10.10							
47	29	525.07	D N..... 3.08 BIG SANDY.....	s 3.18 102	s 12.28	8.18	10.50							
	17	528.91	3.84 GUMWOOD.....	f 3.29	12.37	8.33	11.10							
	17	530.66	1.75 PEACHLAND.....											
42	36	533.20	D..... 2.54 WINONA.....	f 3.39	s 12.47	8.50	11.41							
	7	536.80	3.60 AMIGO.....	3.45	12.55									
31	10	540.56	3.76 I.G.N. AKRON.....	3.52	1.01	9.16	12.15 PM							
	Yard	546.56	6.00 D N..... TYLER..... Crossing	A 4.05 AM	A 1.14 PM	A 9.40 PM	A 12.55 PM							
			67.03	Daily	Daily	Daily	Tues. Thurs. Saturday							
				101	103	25	23							

RAILROAD CROSSINGS AT GRADE

L. R. and N. R. R. of Texas.....M.P. 491.04
 T. & P. Ry.....M.P. 525.07
 I. G. N. R. R.....M.P. 546.47

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class.
 Trains 103 and 104 will stop on flag at Lavender M. P. 542.05.
 The two tracks between water tank and passenger station at Mt. Pleasant between cross overs will be used as double track.
 Both ends of double track will be designated by signs.
 All movements on double track will be made with the current of traffic using right hand track and under control.
 All trains will stop before going on double track and look out for trains crossing over. Normal position of cross over switches at south end of double track is for the respective main lines and must be left in this position when not in use.

MT. PLEASANT SUB-DIVISION

NORTHWARD

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS		FIRST CLASS		THIRD CLASS					
					102 Passenger Daily	104 Passenger Daily	26 Freight Daily	24 Local Mon. Wed. Friday				
480	SA	WOYS	D N	MT. PLEASANT	A 5.10 AM	A 5.02 PM	A 11.59 AM	A 12.45 PM				
487				HARVARD	f 4.56	f 4.46	11.20	12.10 PM				
491	UR		L.R.&N.	Crossing	s 4.46	s 4.34	11.02 ¹⁰³	11.42				
497			D N	PITTSBURG	f 4.32	s 4.20	10.27	11.15 ¹⁰³				
502				SMITH	4.21	f 4.09	10.02	10.50				
505	BE		D	BETTIE	f 4.16	s 4.02	9.46	10.38				
506				DELROSE	4.11	f 3.57	9.40	10.32				
510	GI	WY	D N	GILMER	s 4.03	s 3.49	9.22 ²³	10.09				
515				SUFFOLK	3.49	f 3.36						
517	PR		D	PRITCHETT	f 3.44	s 3.29	8.48	9.10				
521			T&P.	Crossing	3.33	f 3.18	8.29	8.50				
525	BY	W	D N	BIG SANDY	3.23 ¹⁰¹	s 3.07	8.10 ²⁴	8.10 ²⁶				
529				GUMWOOD	f 3.11	f 2.52	7.55	7.25				
531				PEACHLAND								
533	WG		D	WINONA	f 3.03	s 2.44	7.40	7.05				
				AMIGO	2.53	f 2.35						
				AKRON	2.46	2.27	7.13	6.40				
547	QN	WOYTS	I.G.N.	Crossing	L 2.35 AM	L 2.16 PM	L 6.45 AM	L 6.15 AM				
			D N	TYLER								
				67.03	Daily	Daily	Daily	Mon. Wed. Friday				
					102	104	26	24				

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Sandpitt	M.P. 522.93	21 Cars
Gulf	M.P. 527.15	12 Cars
McGervey	M.P. 529.68	6 Cars
Sevarg	M.P. 532.29	14 Cars
Bostick	M.P. 544.12	10 Cars

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class.

Trains 103 and 104 will stop on flag at Lavender M. P. 542.05.

The two tracks between water tank and passenger station at Mt. Pleasant between cross overs will be used as double track.

Both ends of double track will be designated by signs.

All movements on double track will be made with the current of traffic using right hand track and under control.

All trains will stop before going on double track and look out for trains crossing over. Normal position of cross over switches at south end of double track is for the respective main lines and must be left in this position when not in use.

Time on Trains 102 and 104 at Big Sandy applies at the passenger station stop.

10 TYLER SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS															
Sidings	Others			101 Passenger Daily	27 I. G. N. Passenger Daily	33 I. G. N. Passenger Daily	65 H. & T. C. Mixed Daily	17 G. H. & S. A. Passenger Daily	35 I. G. N. Passenger Daily	37 I. G. N. Passenger Daily	63 H. & T. C. Passenger Daily								
	Yard	546.56	I.G.N. Crossing D N. TYLER	L 4.20 AM															
		547.20	0.64 LUFKIN JUNCTION	4.23															
60	5	552.15	4.95 GREENBRIER	f 4.34	26														
43		558.51	D. 3.36 CHANDLER	f 4.48															
60		561.83	3.31 EVELYN	4.54															
39		566.80	D. 4.97 BROWNSBORO	f 5.06															
60	17	570.53	3.73 OPELIKA	5.13															
60		575.18	D. 4.65 MURCHISON	f 5.24															
39		578.15	2.97 ASH	5.29															
45	98	583.77	T. & N. O. Crossing D N. ATHENS	s 5.48															
60	5	588.15	4.38 DAUPHIN	5.56															
	15	590.49	2.34 WOLFORD	6.00															
84	274	593.66	D. 3.17 MALAKOFF	s 6.09															
46	107	598.71	D. 5.05 TRINIDAD	f 6.21															
58	11	603.79	5.08 HALSEY	6.31															
	125	607.15	D. 0.82 KERENS	s 6.41															
60		607.97	5.07 SOUTH KERENS																
72	114	613.04	3.65 POWELL	f 6.54	152														
60	15	616.69	3.44 STRIBLING	7.01															
	Yard	620.13	T&BV-H&TC Crossing HILL YARD	7.07															
	Yard	621.28	D N. 1.15 CORSIANA	f 7.11															
		623.02	1.74 CORSIANA JUNCTION	7.26															
21		628.71	5.69 CORBET	f 7.45															
	8	631.93	3.22 JESTER	7.51															
60	28	634.91	D. 2.98 PURDON	f 7.59															
35	41	642.19	D. 7.28 DAWSON	s 8.14	157														
29	183	648.15	T.&B.V. Crossing D N. HUBBARD	s 8.29	156														
24	56	656.11	7.96 MT. CALM	s 8.46															
	NS	664.40	8.29 TEAL	f															
28		664.95	D. 0.55 AXTELL	s 9.09	104														
23		671.75	6.80 SELBY	9.23															
		673.75	2.00 DN. I. G. N. CROSSING			L 1.19 AM						L 11.02 AM							
	Yard	674.95	1.20 EAST WACO	9.30		1.22						11.05							
		676.20	M.K.T. Crossing INTERNAT'L JUNCTION			L 4.49 AM													L 3.37 PM
		676.28	0.08 H. & T. C. JUNCTION			L 6.47 AM													L 3.58 PM
		676.59	0.31 G. H. & S. A. JUNCTION									L 10.29 AM							
	Yard	676.76	0.17 D N. WACO	A 9.40 AM		A 1.32 AM		A 4.52 AM		A 6.50 AM		A 10.30 AM		A 11.15 AM		A 3.40 PM			A 4.00 PM
		130.20		Daily		Daily		Daily		Daily		Daily		Daily		Daily			Daily
				101		27		33		65		17		35		37			63

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Fair Park	M.P. 548.58	16 Cars
Bellwood	M.P. 550.72	3 Cars
Lewiston	M.P. 556.41	5 Cars
Gaut	M.P. 560.55	8 Cars
Wilburn	M.P. 585.39	65 Cars
Tredlow	M.P. 591.08	65 Cars
Smedes	M.P. 592.57	40 Cars
Legg	M.P. 600.66	11 Cars
Bain	M.P. 630.58	4 Cars

The time of all First Class Trains at Corsicana applies at the passenger station Stop.

SPECIAL INSTRUCTIONS

All trains Southward and all First Class Trains Northward will register by ticket at I. G. N. Crossing except when displaying signals.
 All trains will move between Waco and I. G. N. Crossing under control.
 All trains and switch engines may move between East Waco and Waco ahead of first class trains and without train orders.
 All Tyler Sub-Div. Northward trains except first class trains will report for orders at I. G. N. Crossing and will move through yard limits under yard rules to Northbound distant signal and if this signal be in horizontal position will stop south of the signal to clear main track at the North Yard lead or if on main track will stop to clear North Yard lead and remain until signal is placed in vertical position, then proceed to occupy main track to the tower to report for orders.
 St. L. S. W. Ry. of Texas trains will use joint track with M. K. T. R. R. of Texas between connection with M. K. T. at Peach St. and connection with old main line near H. & T. C. R. R. Crossing in East Waco, and will be governed by interlocking signals while using this track.
 Southward trains and switch engines will not proceed south of Peach St. until receiving signal from Interlocker.

TYLER SUB-DIVISION

SOUTHWARD

TIME TABLE No. 1
EFFECTIVE
March 27, 1927
STATIONS

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	Crossing	FIRST CLASS		SECOND CLASS			Third Class
				103 Passenger Daily		25 Freight Daily	157 Local Tues. Thurs. Saturday	153 G. C. & S. F. Mixed Daily	151 Local Mon. Wed. Friday
547	QN	WYTSO	I.G.N. D N	L 1.29 PM		L 1.05 PM			L 6.30 AM
			TYLER 0.64	1.32					
			LUFKIN JUNCTION 4.95	f 1.42 ¹⁰⁴		11.27			6.55
552			GREENBRIER 6.36	s 1.55		11.55			7.22
559	CN		CHANDLER 3.31			12.08 AM			
562			EVELYN 4.97	s 2.11		12.27			7.55
567	BO	W	BROWNSBORO 3.73	f 2.19		12.40			
571			OPELIKA 4.65	s 2.30		12.55			8.30
575	F		MURCHISON 2.97	f 2.37		1.10 ¹⁰²			8.43
578			ASH 5.62	s 2.54		1.40			9.06
584	NH	WY	T. & N. O. D N	3.01		1.55			9.25
			ATHENS 4.38						
			DAUPHIN 2.34	f 3.06					
			WOPFORD 3.17	s 3.14		2.16 ²⁶			10.00
591			MALAKOFF 5.05	s 3.26		2.40			10.20
594	MF	Y	TRINIDAD 5.08	s 3.35		3.05			10.43
599	TD	WY	HALSEY 3.36	s 3.44		3.23			10.55
604			KERENS 0.82						
607	KR		SOUTH KERENS 5.07	s 3.56		3.48			11.19 ¹⁰⁴
608			POWELL 3.65	4.03		4.05			11.35
613			STRIBLING 3.44	4.10					
617			HILL YARD 1.15	4.14		4.30			
620			T&BV-H&TC	4.33		4.50	L 6.25 AM		A 12.05 PM
621	C	WSO	D N	4.39		5.00	6.35		
623			CORSICANA 1.74						
629	Y		CORSICANA JUNCTION 5.69	f 4.51		5.25	7.00		
632			CORBET 3.22	f 4.57					
635	DO		JESTER 2.98	s 5.05		5.55	7.30		
642	DA		PURDON 7.28	s 5.21		6.29	8.14 ¹⁰¹		
648	CY	W	DAWSON 5.96	s 5.35		6.55	8.45		
656	MU		T&BV. HUBBARD 7.96	s 5.52		7.32 ¹⁵⁶	9.32 ¹⁰⁴		
664			MT. CALM 8.29	f					
665	AX	W	TEAL 0.55	s 6.14		8.05	10.20		
672			AXTELL 6.80	f 6.27		8.30	10.50		
			SELBY 2.00						
675	JC	WYTSO	DN	6.35		A 8.50 AM	A 11.10 AM	L 10.45 PM	
			I. G. N. CROSSING 1.20						
			EAST WACO 1.25						
			M.K.T. 0.08						
			INTERNAT'L JUNCTION 0.31						
			H. & T. O. JUNCTION 0.17						
677	WD	S	D N	A 6.45 PM				A 11.00 PM	
			G. H. & S. A. JUNCTION 0.17						
			WACO 0.17						

130.20

Daily

Daily

Tues. Thurs. Saturday

Daily

Mon. Wed. Friday

103

25

157

153

151

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class.
 All trains will move between Lufkin Jct. and Tyler lower yard under control expecting to find main track occupied by trains of other Sub-divisions.
 All trains will move between Corsicana Jct. and Corsicana under control expecting to find main track occupied by trains of other Sub-divisions.
 The time of all first class trains at Corsicana applies at the passenger station stop.
 Normal position of gate at crossing between our old main track and M. K. T. at East Waco is against the St. L. S. W. Ry. of Texas.
 All trains will be governed by Automatic Block Signal covering Brazos River Bridge Waco.
 Signal governing Northbound trains located near G. H. & S. A. crossing with normal position clear will be in stop position only when route is obstructed.
 Signal governing Southbound trains located near H. & T. C. Jct. with normal position at stop and will automatically clear unless route is obstructed.
 G. H. & S. A. transfer switch connected with this circuit and both signals will be in stop position when transfer switch is in use. Employees of The United States Co. using joint track between Malakoff and Trinidad will be governed by Rules and Time Table of S. L. S. W. Ry. Co. of Texas.

RAILROAD CROSSINGS AT GRADE

I. G. N.	M.P. 546.47
T. & N. O.	M.P. 583.38
T. & B. V.	M.P. 620.95 (Interlocked)
H. & T. C.	M.P. 621.25
T. & B. V.	M.P. 647.73 (Interlocked)
I. G. N.	M.P. 673.75 (Interlocked)
M. K. T.	M.P. 675.20
H. & T. C.	M.P. 676.21 (Interlocked)
G. H. & S. A.	M.P. 676.55

Train No. 153 will not be required to obtain clearance at East Waco.

12 TYLER SUB-DIVISION

NORTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS		SECOND CLASS				
Sidings	Others			104 Passenger Daily	102 Passenger Daily	28 I. G. N. Passenger Daily	34 I. G. N. Passenger Daily	38 I. G. N. Passenger Daily	62 H. & T. C. Passenger Daily	36 I. G. N. Passenger Daily
	Yard	546.56	I. G. N. Crossing D N..... TYLER.....	A 1.56 PM	A 2.20 AM					
		547.20	0.64 LUFKIN JUNCTION.....	1.51	2.16					
60	5	552.15	4.95 GREENBRIER.....	f 1.42 ¹⁰³	f 2.07					
43		558.51	6.36 D..... CHANDLER.....	s 1.30	f 1.55					
60		561.83	3.31 EVELYN.....	1.21	1.46					
39		566.80	4.97 D..... BROWNSBORO.....	s 1.13	f 1.37					
60	17	570.53	3.73 OPELIKA.....	f 1.03	1.27					
60		575.18	4.65 D..... MURCHISON.....	s 12.53	f 1.19					
39		578.15	2.97 ASH.....	f 12.45	1.10 ²⁵					
45	98	583.77	T & N. O. 5.62 D N..... ATHENS.....	s 12.27	s 12.54					
60	5	588.15	4.38 D..... DAUPHIN.....	12.15	12.40					
	15	590.49	2.34 WOFFORD.....	f 12.11	12.36					
84	274	593.66	3.17 D..... MALAKOFF.....	s 12.02 PM	s 12.28					
46	107	598.71	5.05 D..... TRINIDAD.....	s 11.53	f 12.19					
58	11	603.79	5.08 HALSEY.....	11.38	12.07					
	125	607.15	3.36 D..... KERENS.....	s 11.32	s 12.01 AM					
60		607.97	0.82 SOUTH KERENS.....	11.28	11.56					
72	114	613.04	5.07 POWELL.....	s 11.19 ¹⁵¹	f 11.48					
60	15	616.69	3.65 STRIBLING.....	11.09	11.39					
	Yard	620.13	3.44 HILL YARD.....	11.03	11.33					
	Yard	621.28	T&BV-H&TC 1.15 D N..... CORSICANA.....	11.00 10.45	11.30 11.20					
		623.02	1.74 CORSICANA JUNCTION.....	10.39	11.09					
21		628.71	5.69 CORBET.....	f 10.30	f 10.59					
	8	631.93	3.22 JESTER.....	f 10.22	10.51					
60	28	634.91	2.98 D..... PURDON.....	s 10.16	f 10.46					
35	41	642.19	7.28 D..... DAWSON.....	s 10.01	s 10.30					
29	183	648.15	T. & B. V. 5.96 D N..... HUBBARD.....	s 9.48	s 10.16 ²⁶					
24	56	656.11	7.96 D..... MT. CALM.....	s 9.32 ¹⁵⁷	s 9.59					
	NS	664.40	8.29 TEAL.....	f						
28		664.95	0.55 D..... AXTELL.....	s 9.09 ¹⁰¹	s 9.36					
23		671.75	6.80 SELBY.....	f 8.53	9.22					
		673.75	2.00 DN..... I. G. N. CROSSING.....			A 5.05 AM	A 3.53 PM			
	Yard	674.95	1.20 EAST WACO.....	8.45	9.15	5.02	3.50			
		676.20	M. K. T. 1.25 INTERNAT'L JUNCTION.....			A 1.35 AM			A 11.18 AM	
		676.28	0.08 H. & T. O. JUNCTION.....					A 11.23 AM		
		676.59	0.31 G. H. & S. A. JUNCTION.....							
	Yard	676.76	0.17 D N..... WACO.....	L 8.35 AM	L 9.05 PM	L 1.32 AM	L 4.52 AM	L 3.40 PM	L 11.20 AM	L 11.15 AM
		130.20		Daily	Daily	Daily	Daily	Daily	Daily	
				104	102	28	34	38	62	36

SPECIAL INSTRUCTIONS

All trains Southward and all First Class Trains Northward will register by ticket at I. G. N. Crossing except when displaying signals.
 All trains will move between Waco and I. G. N. Crossing under control.
 All trains and switch engines may move between East Waco and Waco ahead of first class trains and without train orders.
 All Tyler Sub-Div. Northward trains except first class trains will report for orders at I. G. N. Crossing and will move through yard limits under yard rules to Northbound distant signal and if this signal be in horizontal position will stop south of the signal to clear main track at the North Yard lead or if on main track will stop to clear North Yard lead and remain until signal is placed in vertical position, then proceed to occupy main track to the tower to report for orders.
 St. L. S. W. Ry. of Texas trains will use joint track with M. K. T. R. of Texas between connection with M. K. T. at Peach St. and connection with old main line near H. & T. C. R. R. Crossing in East Waco, and will be governed by interlocking signals while using this track.
 Southward trains and switch engines will not proceed south of Peach St. until receiving signal from Interlocker.

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Fair Park	M.P. 548.58	16 Cars
Bellwood	M.P. 550.72	3 Cars
Lewiston	M.P. 556.41	5 Cars
Gaut	M.P. 560.55	8 Cars
Wilburn	M.P. 585.39	65 Cars
Tredlow	M.P. 591.08	65 Cars
Smedes	M.P. 592.57	40 Cars
Legg	M.P. 600.66	11 Cars
Bain	M.P. 630.53	4 Cars

The time of all First Class Trains at Corsicana applies at the passenger station stop.

TYLER SUB-DIVISION

NORTHWARD

13

Station Numbers	Telegraph Calls	Fuel, Water, Wyss, etc.	TIME TABLE No. 1		SECOND CLASS		THIRD CLASS				
			EFFECTIVE		18	66	154	152	156	26	
			March 27, 1927								G. H. & S. A. Passenger Daily	H. & T. C. Mixed Daily	G. C. & S. F. Mixed Daily	Local Tues. Thurs. Saturday	Local Mon. Wed. Friday	Freight Daily
547	QN	WYTSO	I. G. N. Crossing	TYLER				A 12.10 PM		A 5.00 AM	
			D N.	LUFKIN JUNCTION							
552				GREENBRIER				11.47		4.34 ¹⁰¹	
559	CN		D	OHANDLER				11.20		4.10	
562				EVELYN						3.59	
567	BO	W	D	BROWNSBORO				10.45		3.43	
571				OPELIKA							
575	F		D	MURCHISON				10.10		3.16	
578				ASH				9.55		3.04	
584	NH	WY	T & N. O. Crossing	ATHENS				9.30		2.47	
588			D N.	DAUPHIN				9.10		2.33	
591				WOFFORD							
594	MF	Y	D	MALAKOFF	Joint Track			8.43		2.16 ²⁵	
599	TD	WY	D	TRINIDAD					8.15		1.55
604				HALSEY					7.50		1.36
607	KR		D	KERENS				7.30		1.25	
608				SOUTH KERENS							
613				POWELL				6.54 ¹⁰¹		1.02	
617				STRIBLING				6.30		12.50	
620				HILL YARD							
621	C	WSO	D N.	CORSICANA				L 6.10 AM	A 10.30 AM	12.30 12.12	
623		Y		CORSICANA JUNCTION					10.21	12.05 AM	
629				CORBET					9.55	11.45	
632				JESTER							
635	DO		D	PURDON					9.30	11.18	
642	DA		D	DAWSON					8.56	10.50	
648	CY	W	T & B. V. Crossing	HUBBARD					8.29 ¹⁰¹	10.16 ¹⁰²	
656	MU		D	MT. CALM					7.32 ²⁵	9.33	
664				TEAL							
665	AX	W	D	AXTELL					6.50	9.03	
672				SELBY						8.40	
675	JC	WYTSO	DN	I. G. N. CROSSING	Joint Track						
				EAST WACO					A 5.20 AM	L 6.00 AM	L 8.25 PM
				M. K. T. Crossing							
				INTERNAT'L JUNCTION							
				H. & T. C. JUNCTION					A 11.18 PM		
				G. H. & S. A. JUNCTION					A 4.16 PM		
677	WD	S	D N.	WACO				L 4.15 PM	L 11.15 PM	L 5.00 AM	
								Daily	Daily	Daily	
				130.20				Daily	Tues., Thurs. Saturday	Mon. Wed. Friday	
								18	66	154	
								152	156	26	

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class.
 All trains will move between Lufkin Jct. and Tyler lower yard under control expecting to find main track occupied by trains of other Sub-divisions.
 All trains will move between Corsicana Jct. and Corsicana under control expecting to find main track occupied by trains of other Sub-divisions.
 Normal position of gate at crossing between our old main track and M. K. T. at East Waco is against the St. L. S. W. Ry. of Texas.
 All trains will be governed by Automatic Block Signal covering Brazos River Bridge Waco.
 Signal governing Northbound trains located near G. H. & S. A. crossing with normal position clear will be in stop position only when route is obstructed.
 Signal governing Southbound trains located near H. & T. C. Jct, with normal position at stop and will automatically clear unless route is obstructed.
 G. H. & S. A. transfer switch connected with this circuit and both signals will be in stop position when transfer switch is in use.

RAILROAD CROSSINGS AT GRADE

I. G. N.	M.P. 546.47
T. & N. O.	M.P. 583.38
T. & B. V.	M.P. 620.95 (Interlocked)
H. & T. C.	M.P. 621.25
T. & B. V.	M.P. 647.73 (Interlocked)
I. G. N.	M.P. 673.75 (Interlocked)
M. K. T.	M.P. 675.20
H. & T. C.	M.P. 676.21 (Interlocked)
G. H. & S. A.	M.P. 676.65

14 COMANCHE SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
Sidings	Others			101 Passenger Daily	109 Motor Daily	105 Mixed Daily	153 G. C. & S. F. Mixed Daily	159 Local Daily Except Sunday	161 Local Tues. Thurs. Saturday
	Yard	676.76	D N..... WACO 3.31	L 11.15 AM	L 3.35 PM		L 11.30 PM	L 6.00 AM	
		680.07	OVERLOOK 3.77						
35		683.84	MARGATE 1.04	11.35	3.54		11.58	6.35	
13		684.88	RITCHIE 3.09	f 11.39	f 3.57		12.02 AM	6.40	
18	10	687.97	SOUTH BOSQUE 1.57	f 11.48	f 4.06		12.14	6.55	
35		689.54	NALER 1.57	11.52	4.09		12.20	7.02	
	NS	691.11	HARRIS CREEK G.C.&S.F. Crossing 4.96	f	f				
	Yard	696.07	D N..... MCGREGOR 6.32	12.07 PM	4.25 ¹⁰² PM		A 12.45 AM	7.35	
15	40	702.39	D..... OGLESBY 2.19	s 12.41	s 5.01			8.10	
	47	704.58	LIME CITY 1.93	f 12.49	f 5.06			8.20	
	4	706.51	CAVITT 4.66	f 12.56	f 5.12			8.30	
35	7	711.17	D..... LEON JUNCTION 3.00	s 1.11	s 5.25			8.54	
24	12	714.17	MOUND 4.26	s 1.21	s 5.33			9.19 ¹¹⁰	
	NS	718.43	FT. GATES 4.40		f				
	Yard	722.83	D..... GATESVILLE 0.61	A 1.42 PM	s 5.56	L 2.00 PM		A 10.00 AM	
		723.44	GATESVILLE JUNCTION 3.96						
		Dist. from Gatesville Junction							
35		3.96	FORMIL 1.16		f 6.08	f 2.30 ¹⁰⁶			
	8	5.12	MOCCASIN 3.50		f 6.12	f 2.36			
	NS	8.62	RUSSON 2.55		f				
30	18	11.17	LEVITA 5.66		s 6.27	s 2.59			
39	35	16.83	D..... IRELAND 2.26		s 6.42	s 3.22			
	NS	19.09	ROBTIN 4.91		f				
	17	23.60	ALEMAN 5.05		f 6.59	s 3.47			
	12	28.65	PORFA 3.29		f 7.12	f 4.04			
	Yard	31.94	D..... HAMILTON 5.21		s 7.23	s 4.24		L 12.29 ¹⁰⁶ PM	
	18	37.15	EDSON 5.89		A 7.36 PM	s 4.43		A 1.20 PM	
58		43.04	SHOCKLEY 4.15			f 5.05			
58	27	47.19	LAMKIN 4.79			s 5.23			
59		51.98	MACKSVILLE 3.79			f 5.41			
59	35	55.77	D..... GUSTINE 5.62			s 5.58			
59		61.39	CREAMER 6.93			f 6.18			
	Yard	68.32	D..... COMANCHE			A 6.40 PM			
			115.00	Daily	Daily	Daily	Daily	Daily Except Sunday	Tues. Thurs. Saturday
				101	109	105	153	159	161

RAILROAD CROSSINGS AT GRADE

G. C. & S. F. M.P. 696.06 (Interlocked)

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class, except: No. 159 is Superior to No. 158.

Switches at Edson will be set for Stephenville Sub-division.

Trains 101, 102, 109 and 110 will stop on flag at Colo M. P. 682.76, Latmer M. P. 700.53, Excellent M. P. 707.92 and Bendale M. P. 709.32.

Trains from Stephenville Sub-division will assume corresponding Schedule on Comanche Sub-division at Edson. Schedules may be assumed at Edson in this manner only or as authorized by train order.

COMANCHE SUB-DIVISION

NORTHWARD

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS		Second Class	THIRD CLASS			
				110 Motor Daily	102 Passenger Daily	106 Mixed Daily	154 G. C. & S. F. Mixed Daily	158 Local Daily Except Sunday	160 Local Mon. Wed. Friday	
677	WD	S	D N..... WACO	A 11.00 AM	A 5.40 PM		A 5.00 AM	A 2.10 PM		
680			3.31 OVERLOOK	10.43	5.26					
684			3.77 MARGATE	10.36	5.18		4.34	1.35		
685			1.04 RITCHIE	f 10.33	f 5.14		4.30	1.30		
688			3.09 SOUTH BOSQUE	f 10.23	f 5.01		4.15	1.15		
690			1.57 NALER	10.19	4.58		4.10	1.05		
691			1.57 HARRIS CREEK	f	f					
696	WR	WS	G.C.&S.F. 4.96 Crossing McGREGOR	s 10.06	4.43 4.28 ¹⁰⁹		L 3.45 AM	12.24 ¹⁰¹		
703	GY		6.32 OGLESBY	s 9.50	s 4.08			12.01 PM		
705			2.19 LIME CITY	f 9.43	f 4.00			11.50		
707			1.93 CAVITT	f 9.38	f 3.53			11.40		
711	JN	W	4.66 LEON JUNCTION	s 9.27	s 3.41			11.19		
714			3.00 MOUND	s 9.19 ¹⁵⁹	s 3.31			11.05		
718			4.26 FT. GATES	f						
723	GA	YS	4.40 GATESVILLE	s 9.00	L 3.10 PM	A 2.53 PM		L 10.20 AM		
			0.61 GATESVILLE JUNCTION							
			3.96							
4		W	..... FORMIL	f 8.47		f 2.30 ¹⁰⁵				
5			1.16 MOCCASIN	f 8.44		f 2.27				
9			3.50 RUSSON	f						
11			2.55 LEVITA	s 8.30		s 2.07				
17	RN	D	5.66 IRELAND	s 8.16		s 1.45				
19			2.26 ROBTIN	f		f				
24			4.91 ALEMAN	f 7.59		s 1.19				
29			5.05 PORFA	f 7.45		f 1.01				
32	HY	YOW	3.29 HAMILTON	s 7.34		12.47 12.29 ¹⁶¹		A 10.17 AM		
37		Y	5.21 EDSON	L 7.19 AM		s 12.13 PM		L 9.50 AM		
T 43		W	5.89 SHOCKLEY			f 11.53				
T 47			4.15 LAMKIN			s 11.38				
T 52			4.79 MACKSVILLE			f 11.18				
T 56	GU	D	3.79 GUSTINE			s 11.05				
T 61			5.62 CREAMER			f 10.42				
T 68	CH	WT	6.93 COMANCHE			L 10.20 AM				
			115.00	Daily	Daily	Daily	Daily	Daily Except Sunday	Mon. Wed. Friday	
				110	102	106	154	158	160	

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Excellent	M.P. 707.92	22 Cars
Bendale	M.P. 709.32	2 Cars

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class, except: No. 159 is Superior to No. 158.
 Switches at Edson will be set for Stephenville Sub-division.
 Trains 101, 102, 109 and 110 will stop on flag at Colo M. P. 682.76, Latmer M. P. 700.53, Excellent M. P. 707.92 and Bendale M. P. 709.32.
 Trains from Stephenville Sub-division will assume corresponding Schedule on Comanche Sub-division at Edson. Schedules may be assumed at Edson in this manner only or as authorized by train order.

16 LUFKIN SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS			SECOND CLASS		Third Class
Sidings	Others			453 Mixed Daily Except Sunday	401 Motor Daily	403 Motor Daily	451 Local Daily Except Sunday	461 S. H. & G. Mixed Daily Except Sunday	459 G. L. & N. Log Daily Except Sunday
	Yard	546.56	I. G. N. Crossing D N..... TYLER.....		L 8.15 AM	L 3.15 PM	L 6.30 AM		
		547.20	0.64 LUFKIN JUNCTION.....		8.19	3.19			
58		552.53	5.33 ELKTON.....		f 8.32	f 3.32	6.58		
53	12	556.02	3.49 GRESHAM.....		f 8.40	f 3.40	7.14		
19	49	558.26	D..... 2.24 FLINT.....		s 8.47	s 3.47	7.27		
58	66	563.21	D..... 4.95 BULLARD.....		s 8.58	s 3.58	7.50		
52	26	568.71	5.50 MT. SELAMN.....		s 9.10	s 4.10	8.13		
		572.35	3.64 HOGAN.....						
58	27	572.89	0.54 POMONA.....		f 9.19	f 4.19	8.26		
		573.45	0.56 LOVE.....		f	f			
60	90	576.62	I. G. N. Crossing D..... 3.17 JACKSONVILLE.....		s 9.32	s 4.32	8.49		
24	21	580.38	3.76 CRAFT.....		f 9.41	s 4.41	9.00		
55	20	584.74	D..... 4.36 DIALVILLE.....		s 9.52	s 4.52	9.20		
18	4	589.86	5.12 STATE CROSSING.....		10.03 ⁴⁵¹ ₄₀₄	5.03 ⁴⁰²	10.03 ⁴⁰⁴		
33	76	592.12	State R. R. Crossing D..... 2.26 RUSK.....		s 10.12	s 5.12	10.45 ⁴⁵²		
38	12	596.64	4.52 BROUGHTON.....		f 10.22 ⁴⁵²	f 5.22	11.11		
36	51	601.04	4.40 REDLAWN.....		f 10.33	f 5.33	11.29		
59	93	604.22	D..... 3.18 ALTO.....		s 10.42	s 5.42	11.44		
59	17	608.01	3.79 MORRILL.....		s 10.51	f 5.51	12.03 PM		
		608.93	0.92 BRUNSWICK.....		f 10.54	f 5.54	12.08		
43		612.08	3.15 NORVALL.....		11.00	6.00	12.25		
		614.02	1.94 WILDHURST.....		s 11.06	s 6.06	12.35		
17		614.66	0.64 FOREST.....		s 11.08	s 6.08	12.38		
41	28	619.29	D..... 4.63 WELLS.....		s 11.19	s 6.19	1.00		
13	8	624.29	5.00 POLLOK.....		s 11.31	s 6.31	1.27		
20	11	630.28	5.99 CLAWSON.....		s 11.45	f 6.45	2.00		
60		631.36	1.08 DURST.....		11.47	6.47	2.05		
		634.20	2.84 KELTYS.....		s 11.54	s 6.53	2.20		
	Yard	636.10	H. E. & W. T. Crossing D N..... 1.90 LUFKIN.....		L 6.50 AM	A 12.01 PM	A 7.00 PM	L 3.00 AM	
		636.93	0.83 FABER.....		f 6.54			3.05	
24		646.20	9.27 D..... HUNTINGTON.....		s 7.34		L 7.45 AM	3.47	
		647.70	1.50 PRESTRIDGE.....		s 7.40		A 7.55 AM	A 3.55 AM	
35		649.71	T. & N. O. Crossing D..... 2.01 DONOVAN.....		f 7.50				
8		656.09	6.38 BOYNTON.....		s 8.18				
		658.03	1.94 MONTEREY.....		f 8.27				
22		662.10	4.07 WARSAW.....		s 8.44				
		665.31	3.21 LONGBELL.....		8.59				
25	22	667.63	D..... 2.32 BROADDUS.....		s 9.09				
		675.13	7.50 STURGIS.....		s 9.47				
20		677.78	2.65 WHITE CITY.....		A 10.00 AM				
			131.22	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
				453	401	403	451	461	
							459		

RAILROAD CROSSINGS AT GRADE

I. G. N. M.P. E576.50
 State R. R. M.P. E559.99
 H. E. & W. T. M.P. E635.99
 T. & N. O. M.P. E648.01
 Trains 401, 402, 403 and 404 will stop to receive and discharge passengers opposite General Office Bldg. T. S. E. yard Tyler.

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class.
 All trains will move between Lufkin Jct. and Tyler lower yard under control expecting to find main track occupied by trains of other Sub-divisions.
 All trains will move between Huntington and Prestridge under control expecting to find main track occupied by trains of other lines. Schedule of No. 454 may be assumed at White City only by engine arriving White City as No. 453 or as authorized by train order.
 Schedule of No. 460 may be assumed only when authorized by train order.
 Employees of G. L. & N. Ry. Co. Long Bell Ibr. Co. S. H. & G. R. R. Co. and Kurth Zeagler Lbr. Co. using Joint track between Lufkin and White City will be governed by Rules and Time Table of St. L. S. W. Ry. Co. of Texas.

LUFKIN SUB-DIVISION

NORTHWARD

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Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS		SECOND CLASS			Fourth Class
				404	402	452	462	454	460
				Motor Daily	Motor Daily	Local Daily Except Sunday	S. H. & G. Mixed Daily Except Sunday	Mixed Daily Except Sunday	G. L. & N. Log Daily Except Sunday
547	QN	WOYTS	I. G. N. Crossing D N..... TYLER.....	A 11.55 AM	A 6.55 PM	A 2.05 PM			
			0.64 LUFKIN JUNCTION.....	11.51	6.51				
E 553			5.33 ELKTON.....	f 11.39	f 6.39	1.37			
E 556			3.49 GRESHAM.....	f 11.30	f 6.30	1.22			
E 558	FI		D..... FLINT.....	s 11.23	s 6.23	1.12			
E 563	BU	W	D..... BULLARD.....	s 11.10	s 6.10	12.52			
E 569			5.50 MT. SELAMN.....	s 10.58	s 5.58	12.30			
E 572			3.64 HOGAN.....						
E 573		Y	0.54 POMONA.....	f 10.47	f 5.47	12.10 PM			
E 574			0.56 LOVE.....	f	f				
E 577	JC		I. G. N. Crossing D..... JACKSONVILLE.....	s 10.35	s 5.35	11.50			
E 581			3.76 CRAFT.....	s 10.24	f 5.24	11.35			
E 585	DY	W	D..... DIALVILLE.....	s 10.15	s 5.15	11.22			
E 590			5.12 STATE CROSSING.....	10.03 ⁴⁵¹	5.03 ⁴⁰³	11.00			
E 592	RS		State R. R. Crossing D..... RUSK.....	s 9.56	s 4.56	10.45 ⁴⁵¹			
E 597			4.52 BROUGHTON.....	f 9.45	f 4.45	10.22 ⁴⁰¹			
E 601		WY	4.40 REDLAWN.....	f 9.34	f 4.34	9.54			
E 604	NA		D..... ALTO.....	s 9.27 ⁴⁵²	s 4.27	9.27 ⁴⁰⁴			
E 608			3.79 MORRILL.....	s 9.17	f 4.17	8.45			
E 609			0.92 BRUNSWICK.....	f 9.14	f 4.14	8.40			
E 612			3.15 NORVALL.....	9.06	4.06	8.20			
E 614		W	1.94 WILDHURST.....	s 9.03	s 4.03	8.11			
E 615			0.64 FOREST.....	s 9.00	s 4.00	8.08			
E 619	W		D..... WELLS.....	s 8.50	s 3.50	7.50			
E 624			5.00 POLLOK.....	s 8.38	s 3.38	7.20			
E 630			5.99 CLAWSON.....	s 8.25	s 3.25	6.50			
E 631			1.08 DURST.....	8.22	3.22	6.43			
E 634			2.84 KELTYS.....	s 8.17	s 3.17	6.28			
E 636	HU	WOYTS	H. E. & W. T. Crossing D N..... LUFKIN.....	L 8.10 AM	L 3.10 PM	L 6.15 AM	A 1.40 PM	A 10.20 AM	
E 637			0.83 FABER.....				f 1.30	10.10	
E 646	HN		D..... HUNTINGTON.....			A 7.15 AM	s 12.50	L 9.30 AM	
E 647		Y	1.50 PRESTRIDGE.....			L 7.05 AM	s 12.40		
E 650	DV		T. & N. O. Crossing D..... DONOVAN.....				f 12.30		
E 656			6.38 BOYNTON.....				s 12.01 PM		
E 658			1.94 MONTEREY.....				f 11.50		
E 665			4.07 WARSAW.....				s 11.30		
E 668	BD	W	3.21 LONGBELL.....				11.13		
E 675			2.32 BROADDUS.....				s 11.03		
E 678		Y	7.50 STURGIS.....				s 10.26		
			2.65 WHITE CITY.....				L 10.13 AM		
			131.22	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	
				404	402	452	462	454	460

Joint Track

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Goodson	M.P. E559.57	17 Cars	Durant	M.P. E627.66
Boulder	M.P. E574.53	19 Cars	Kertman	M.P. E643.04
Delmer	M.P. E588.27	6 Cars	Cubana	M.P. E659.80
Tassie Belle	M.P. E594.90	5 Cars	Kindred	M.P. E672.36
Chronister	M.P. E612.33	13 Cars		
Kilraven	M.P. E616.34	5 Cars		
Cornell	M.P. E621.90	5 Cars		

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class.
All passenger trains will stop on signal at the following spurs and sidings not shown as stations:
Goodson

M.P. E559.57	Kilraven	M.P. E616.34	
Delmer	M.P. E588.27	Durant	M.P. E627.66
Chronister	M.P. E612.33		

Nos. 453 and 454 will stop on signal at Kindred M.P. E672.36.

18 HILLSBORO SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS		Third Class					
Sidings	Others			501 Motor Daily	503 Motor Daily	567 Local Mon. Wed. Friday					
	Yard	621.28	D N..... CORSICANA	L 10.30 AM	L 5.15 PM	L 6.20 AM					
		623.02	1.74 CORSICANA JUNCTION	10.37	5.22	6.30					
	14	624.45	1.43 SCHOOL STATION	f	f						
	8	628.69	4.24 PINKSTON	f 10.53	f 5.38	7.00					
26	4	632.24	3.55 D..... BARRY	s 11.04	s 5.49	7.23					
28	41	637.08	4.84 D..... BLOOMING GROVE	s 11.18	s 6.03	7.53					
19	64	642.55	5.47 D..... FROST	s 11.32	s 6.17	8.25 ⁵⁰⁴					
24		647.98	L. G. N. 5.43 D..... MERTENS	s 11.45	s 6.30	8.55					
41	21	652.30	4.32 BRANDON	s 11.56	s 6.41	9.31					
	NS	656.00	3.70 CHENAULT	f 12.04 PM	f 6.49						
	Yard	663.06	M.K.T.-T.&B.V. 7.06 D..... HILLSBORO	A 12.25 PM	A 7.10 PM	A 10.30 AM					
			41.78	Daily	Daily	Mon. Wed. Friday					
				501	503	567					

STEPHENVILLE SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Gatesville Junction	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	First Class	Third Class						
Sidings	Others			109 Motor Daily	161 Local Tues. Thurs. Saturday						
	18	37.15	.....EDSON	L 7.36 PM	L 1.20 PM						
	2	39.47	2.32 LEON RIVER	f 7.42	1.32						
	11	45.27	5.80 SPURLIN	f 7.57	1.58						
	25	50.78	5.51 D..... CARLTON	s 8.11	2.25						
	NS	54.07	3.29 WILHITE	f 8.19	2.40						
	NS	56.39	2.32 MALONEY	f 8.25	2.50						
	30	62.15	5.76 ALEXANDER	s 8.40	3.17						
	7	69.00	M. K. T. 6.85 ALARM CREEK	f 8.55	3.48						
	NS	73.57	4.57 S. N. & S. T. JCT.	9.05	4.10						
	Yard	74.51	D N..... STEPHENVILLE	A 9.10 PM	A 4.20 PM						
			37.36	Daily	Tues. Thurs. Saturday						
				109	161						

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class, except: No. 501 is Superior to No. 502.

Switches at Edson will be set for Stephenville Sub-division.

St. L. S. W. trains occupying track between S. N. & S. T. Junction and Stephenville will be governed by the rules and time table of Ft. W. & R. G. Railroad.

Trains from Comanche Sub-division will assume corresponding Schedule on Stephenville Sub-division at Edson, Schedules can only be assumed at Edson in this manner or as authorized by train order.

The time of all first class trains at Corsicana applies at the passenger station stop.

HILLSBORO SUB-DIVISION

NORTHWARD

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	FIRST CLASS		Fourth Class					
				504 Motor Daily	502 Motor Daily	568 Local Tues. Thurs. Saturday					
621	C	WOS	D N..... CORSICANA	A 9.30 AM	A 5.00 PM	A 10.20 AM					
623		Y	.....1.74 CORSICANA JUNCTION	9.19	4.49	10.10					
F 625			.....1.43 SCHOOL STATION	f	f						
F 629			.....4.24 PINKSTON	f 9.03	f 4.33	9.45					
F 632	BR		.....3.55 BARRY	s 8.54	s 4.24	9.30					
F 637	BG		.....4.84 BLOOMING GROVE	s 8.41	s 4.11	9.10					
F 643	FR	W	.....5.47 FROST	s 8.25 ⁵⁶⁷	s 3.55	8.40					
F 648	MR		I. G. N. 5.43 Crossing D..... MERTENS	s 8.09 ⁵⁶⁸	s 3.39	8.09 ⁵⁰⁴					
F 652			.....4.32 BRANDON	s 7.56	s 3.26	7.33					
56			.....3.70 M.K.T. OHENAULT	f 7.45	f 3.16						
F 663	HB	OTW	T. & B. V. 7.06 Crossing D..... HILLSBORO	L 7.30 AM	L 3.00 PM	L 6.50 AM					
			41.78	Daily	Daily	Tues. Thurs. Saturday					
				504	502	568					

STEPHENVILLE SUB-DIVISION

NORTHWARD

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 1 EFFECTIVE March 27, 1927 STATIONS	First Class	Third Class						
				110 Motor Daily	160 Local Mon. Wed. Friday						
37		Y	.....EDSON	A 7.19 AM	A 9.50 AM						
39		W	.....2.32 LEON RIVER	f 7.13	9.42						
45			.....5.80 SPURLIN	f 6.59	9.16						
51	CA		.....5.51 CARLTON	s 6.46	8.51						
54			.....3.29 WILHITE	f 6.37	8.37						
56			.....2.32 MALONEY	f 6.32	8.27						
62		W	.....5.76 ALEXANDER	s 6.18	8.02						
69			M. K. T. 6.85 Crossing ALARM OREEK	f 6.00	7.32						
			.....4.57 S. N. & S. T. JCT.	5.49	7.10						
75	SV	WOY	D N..... STEPHENVILLE	L 5.45 AM	L 7.00 AM						
			37.36	Daily	Mon. Wed. Friday						
				110	160						

RAILROAD CROSSINGS AT GRADE

Hillsboro Sub-division.

I. G. N.M.P. F647.78
 T. B. V.M.P. F662.64 (Interlocked)
 M. K. T.M.P. F662.65 (Interlocked)

Stephenville Sub-division.

M. K. T.M.P. 62.39

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class, except: No. 501 is Superior to No. 502.
 Switches at Edson will be set for Stephenville Sub-division.
 St. L. S. W. trains occupying track between S. N. & S. T. Junction and Stephenville will be governed by the rules and time table of Ft. W. & R. G. Railroad.
 All trains will move between Corsicana Jct. and Corsicana under control expecting to find main track occupied by trains of other Sub-divisions.
 The time of all first class trains at Corsicana applies at the passenger station stop.

GENERAL INSTRUCTIONS

Except baggage, mail and express cars which are in the service, all passenger cars, including business cars and private cars, in all trains, both freight and passenger, must at all times be kept unlocked so that trainmen can pass through them.

Approaching curves where view is not clear and other obscure places, engineer will sound two long and two short blasts of the whistle (public crossing signal).

At street and highway crossings, in addition to sounding the signal 14-L an additional signal consisting of three short and one long blasts of the whistle will be sounded halfway between road crossing sign 36-G and the crossing, with sufficient interval between such halfway point and the crossing to complete the signal just before reaching the crossing.

Rule No. 106 (a) Current Book of rules is revoked.

When taking oil, locomotives must be detached from train at a distance of not less than 200 feet from oil crane and fire extinguished before taking oil.

Locomotives double-heading must be uncoupled and above instructions complied with.

Under no circumstances must road or switch engines pass over oil unloading troughs at oil stations. If tank cannot be placed over or taken off the trough without engine passing over it, sufficient cars should be coupled into and handled to prevent engine passing over the trough.

Switch lights will not be maintained on Sherman, Hillsboro and Comanche Sub-divisions and between Lufkin and White City.

Capacity of sidings is shown in cars. This information is figured on the basis of 44 feet per car, and is exclusive of engine and caboose.

Trains required to run under control will run so as to stop within half the range of vision.

Trainmen must be on top of train when circumstances make it necessary.

Texas State Law provides that no Street Crossing or Public Highway shall be obstructed by trains or cars for longer period than five minutes at any one time. Employes violating this law are subject to fine.

The following additions are made to Rule 27, current Book of Rules: "In the absence of a light where one should be displayed and where the day indication can be plainly seen to be properly displayed, a train may accept the day indication, reporting the fact to the Chief Train Dispatcher. This does not apply to train order signals.

Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must also, if possible, correct the irregularity."

A train must not leave its initial station on any Sub-division without clearance card on prescribed form unless otherwise authorized by Time Table Rule 31.

Form train order must be used under the following conditions:

1. Where necessary to restrict a train as per last paragraph of Rule 217.
2. When reducing a time order.
3. When receipting for a new time table.
4. When restricting a train that has been cleared or the engine of which has passed the train order signal.
5. When restricting a work extra when such work extra is within the territory where order restricts.

When the word "Extra" (without prefix "work") is used in a train order it does not apply to work extras being operated on train order Form S-H. The designation "work extra" will be used in orders affecting trains that are being operated on train order Form S-H.

A train not scheduled to stop at a register station may be cleared of register by train order. In such cases conductor will register by Ticket (Form 3143) and operator will record same in train register before making "OS" report to dispatcher. This does not apply to trains carrying signals which should be registered by Conductor in charge in every case.

A yellow flag by day and in addition a yellow light by night placed on the engineman's side of the track, indicates that the track one-half mile distant is in condition for a speed of not more than ten miles an hour, unless a lower speed is specified by time table rule or a different speed by train order.

A green flag by day and in addition, a green light by night, placed on the engineman's side of the track one hundred and fifty (150) feet beyond the obstruction, indicates that the slow track has been passed. The entire train must pass over the designated territory at the speed required and a trainman will give proceed signal when the rear of train has passed the green flag or light, this signal to be acknowledged by whistle signal 14-G.

Enginemen of freight trains must get proceed signal from rear end before leaving or passing any station. When engineers are handed up orders or clearance card they should pull train by telegraph office slowly and stop unless they receive proceed signal from rear end.

SPEED INSTRUCTIONS

Maximum Speed which must Not be exceeded

	With Loaded		
	Passenger	Freight	Tank Cars
Texarkana to Sulphur Springs.....	55	25	22
Carrollton to Hodge.....	55	25	22
Except around curves on descending grades	50	25	22
Sulphur Springs to Carrollton.....	50	25	22
Addison to Dallas.....	30	20	18
Commerce to Sherman.....	35	20	15
Mt. Pleasant to Gatesville.....	30	20	15
Gatesville to Comanche & Stephenville.....	35	20	15
Tyler to Lufkin.....	30	15	12
Lufkin to White City.....	30	15	12
Corsicana to Hillsboro.....	15	15	12
Engine backing up in daylight.....	10	10	10
Engine backing up in dark.....	20	15	12
Over railroad crossings protected by interlocker.....	10	10	10
Entering and/or leaving sidings.....	18	12	12
Slow boards of fixed location.....	18	12	12

OVER BRIDGES AND TRESTLES

NAME	No.	Location	Kind of Train	
			Passenger	Freight
Sabine River	312	M.P. 527.55	15	10
Trinity River	586	M.P. 599.43	25	20
Richland Creek	36	M.P. F648.56	10	6

Bridges.....	No.	Location	All	
	294	Over Ange-		
	295	lina and		
	296	Attoyac Rivers	All	6
	297	South of		
	298	Cubana		

Engines double-heading must be separated before passing over the mentioned bridges except Trinity River. When engines are messengered or handled dead in train over these bridges (except Trinity River) they must be separated by at least five cars.

THROUGH CITY LIMITS

Texarkana, Mt. Pleasant, Commerce, Wylie, Plano, Dallas, Sherman, Pittsburg, Tyler, Corsicana, Dawson, Hillsboro, Hubbard, Frost, and Jacksonville.	6
Kerens and Lufkin.	8
Sulphur Springs and Waco	12
Greenville and Hamilton.	10
McGregor.	15
Ft. Worth and Athens.	18

BRIDGES THAT WILL NOT CLEAR MAN ON TOP OF COVERED CAR

NAME	No.	Location
Sabine River	312	M.P. 527.55
M. K. T. of T. Overhead bridge		M.P. C553.26
Viaducts over Commerce, Houston and Jefferson Sts., and Station Midway North and South Baggage Bridge Dallas. Overhead highway crossing		M.P. 635.
Richland Creek	36	M.P. F648.56
Angelina River	295	M.P. E660.95
Attoyac River	297	M.P. E661.49
Leon River	809	M.P. 1.17
Leon River	814	M.P. 4.60
Leon River	815	M.P. 6.10
South Leon River	863	M.P. T 63.88
Indian Creek	877	M.P. T 66.75
Leon River	5	M.P. 39.52
Greens Creek	40	M.P. 61.87

Ice bents at Texarkana, Mt. Pleasant and Tyler will not clear a man on side of car. See that engine cabs and large cars clear ice bents. Passenger equipment must not be handled on tracks next to ice bents.

Conveyor over OIL MILL track at Kerens will not clear man on top of car.

Shed at Oil Mill at Corsicana extends over the oil mill track and will not clear a man on top of a car.

Cupola Caboose and high cars will not clear roof of passenger station shed track No. 1 between Third and Fourth Streets, Waco.

Buildings along tracks to Sears-Roebuck & Co., of Texas, at Austin and Arnold Streets at Dallas, will not clear a man either on top or on side of cars.

Unloading Crane on Spur track paralleling Lamar St. Dallas, and on Spur track north of 11th street, Waco will not clear man on top of car.

CHARACTERS

"D"—Day Telegraph Office	"M"—Stop for meals
"DN"—Day and Night Telegraph Office	"T"—Turntable
"N"—Night Telegraph Office	"W"—Wye
"NS"—No Siding	"O"—Oil
"R"—Regular Stop	"W"—Water
"F"—Flag Stop to receive or discharge passengers or freight	"MP"—Mile Post
"S"—Scales	"A"—Arrive
	"L"—Leave
	"**"—Mall Crane Stations

Register Stations are shown in FULL-FACED type.

MAKE UP OF FREIGHT TRAINS

Non-air cars will be handled next ahead of caboose. Bridge and extra gang outfit cars and storekeeper supply cars will be handled next ahead of the non-air cars. Empty flat and empty coal cars next ahead of the outfit cars. Live stock and emigrant outfits handled on the head end of the train.

Oil tanks, loaded or empty, will be placed at least five cars from engine or caboose, if sufficient cars in train to do this.

All trains both, out of terminals and between terminals must be composed of not less than 85% air cars, switched together coupled, and air brakes working with the engine.

This does not apply to trains used exclusively for the transportation of logs.

AIR TEST

In addition to testing air after cars are picked up or set out, or engines detached Engineers of passenger trains will make running test of air within 1000 feet of starting points.

Freight trains will not carry passengers except by special authority. See Rules, 375 and 376.

STANDARD CLOCKS

Texarkana	Mt. Pleasant	Commerce	Dallas (Yard Office)	Hodge
Tyler	Waco	Comanche	Lufkin	Hillsboro
Corsicana	Sherman	Stephenville	Hamilton	

BULLETIN BOARDS

Texarkana	Mt. Pleasant	Commerce	Sherman	Hodge
Tyler	East Waco	Gatesville	Comanche	Lufkin
Corsicana	Waco	Dallas (Yard)	Stephenville	Hillsboro

DERAILS

Derails are located on sidings and other tracks at various stations the location of each being indicated by sign on which is shown word "DERAIL." Lights will not be maintained on derail signs.

YARD LIMITS

Hospital } One Yard	Sherman	I.G.N.Crossing } One Yd.
Texarkana } One Yard	Dallas	East Waco } One Yd.
Bassetts	Pittsburg	Waco
Naples	Gilmer	Jacksonville
Mt. Pleasant	Big Sandy	Rusk
Sulphur Springs	Tyler	Redlawn
Commerce	Athens	Lufkin
Greenville	Malakoff	Farber } One Yard
Wylie	Trinidad	Prestridge
Addison	Corsicana	Broaddus
Carrollton	Corsicana Jct. } One Yard	Hillsboro
Swestern	Hill Yard	Gatesville
Hodge	Hubbard	Hamilton
N. Ft. Worth } One Yard		Edson
Ft. Worth } One Yard		Comanche
Wolfe City		

Yard limit boards are located 2,640 feet outside of extreme outside switch at each end of yard unless otherwise specified.

SAFETY RULES GOVERNING EMPLOYEES IN TRAIN, ENGINE, AND YARD SERVICE

The following practice or manner of doing work is prohibited by this Company:

- (1) Coupling or uncoupling air hose while cars are in motion.
- (2) Coupling into or moving cars, cabooses, cars containing emigrant movables, or cars on house, team or industry tracks, without first positively ascertaining whether there are any persons in, under, or between such cars who might suffer injury or death by movement of cars. (Train or yard men must advise such persons before coupling into such cars, requiring them to vacate—See rule 379 and take every precaution to prevent injury by rough or careless handling).
- (3) Hanging squirt hose over or through locomotive handholds; also hanging squirt hose in gangways between engine and tender except where bracket has been provided to retain it in such position that it will not be mistaken for a handhold.
- (4) Switching or handling passenger train equipment or occupied outfit cars without first cutting in and testing air brakes. (Test to consist of a service application before moving.)
- (5) Going between or under moving cars or engine.
- (6) Opening draw bar knuckles with hand or foot and operating knuckle lock pins with hands while cars or engines are in motion.
- (7) Lining draw bars while train is in motion for the purpose of kicking air hose to stop leaks.
- (8) Climbing in between cars while train is in motion for the purpose of kicking or kicking cars over highway crossings without first protecting crossings.
- (9) Shoving or kicking cars over highway crossings without first protecting crossings. (Trainmen must proceed on foot over crossing and before giving signal to engine crew, must know that they are clear. Same action must be taken with locomotives, with or without cars attached, when backing over crossings located at stations or inside yard limits. Light engines carrying crews only must make a dead stop backing over such crossings and determine by observation whether it is safe to proceed. At crossings where flagmen are on duty, crews need not proceed. At crossings where flagmen are on duty, crews need not proceed. At crossings where flagmen are on duty, crews need not proceed.)
- (10) Alighting from or boarding a moving engine from position between the rails, the front end of a moving caboose, or a rapidly moving train or engine.
- (11) Neglecting to observe switch points after throwing switch.
- (12) Failing to push Switch lever firmly into the socket and insert the hook, where hook is provided, or in the absence of hook insert the lock in the hasp on the lever before using or leaving the switch so that the lever cannot jump out of socket.
- (13) Giving signals to move an engine or cars without first placing switch in proper position for such movement.
- (14) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
- (15) Enginemmen drifting down too close to switches that are to be thrown.
- (16) Getting off **HEAD END** of caboose or coach to line switch to normal position. (Trainmen should get off rear end of rear car. When this is not practicable, they should get off caboose or coach on side opposite from which switch stand is located.)
- (17) Riding on foot board of engine between engine and cars when pushing cars.
- (18) Riding on pilot of engine between stations.
- (19) Riding on deadwoods, draw bars, brake beams, grab irons, hand holds, brake staffs, ladders, or any other appurtenances on the facing end of cars when such cars are being pushed.
- (20) Riding on locomotives (foot boards, pilots, or elsewhere), or on cars or trains in yards by employes whose duties do not require them to do so unless authorized by the Superintendent.
- (21) Riding on the end of loads which are liable to shift from impact when coupling is made or during ordinary train movement.
- (22) Giving signals to move an engine or cars and then crossing track in front of the engine or cars.
- (23) On double track—standing or walking on track while a train is approaching or passing on opposite track.
- (24) Staking out cars except when impossible to avoid it. (When necessary to do it always follow the pole.)
- (25) Standing on extreme end of freight car while engine is attached or while engine or cars are in the act of coupling into such car or string of cars connecting it except when operating hand brakes.
- (26) Leaving cars on any track not properly secured by hand brakes or wheels blocked when brakes are defective. (When blocking wheels use wood only).
- (27) Opening blow-off cocks inside of switches while engine is in motion. Opening outside blow-off cocks and starting and shutting off injectors on engines which have overflow pipes outside of ash-pan without first being sure that no one is near. (Take extra precaution after dark).
- (28) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (29) Throwing any object from a train or engine without first ascertaining whether any person is standing nearby who might be struck and injured.
- (30) Permitting any car with a loose or missing handhold to be moved or set out without first notifying all employes on the train and making message report to Assistant Superintendent, who will advise all concerned with protection order and arrange for immediate repairs.
- (31) Hanging dope palls on door guides, end grab irons, or on side or end ladders of cars.

TRACK CONNECTIONS

TEXARKANA.....	Missouri Pacific R. R. Texas & Pacific Ry. Kansas City Southern Ry. St. Louis Southwestern Ry. J. & N. W. R. R.
NAPLES.....	Paris and Mt. Pleasant R. R.
MT. PLEASANT.....	L. R. & N. R. R. of Texas
SULPHUR SPRINGS.....	Texas Midland R. R.
COMMERCER.....	M. K. T. R. R. of Texas
GREENVILLE.....	Texas Midland R. R. L. R. & N. R. R. of Texas G. C. & S. F. R. R. H. & T. C. R. R.
WYLIE.....	M. K. T. R. R. of Texas
PLANO.....	St. L. S. F. & T. R. R.
CARROLLTON.....	Texas & Pacific Ry. St. L. S. F. & T. R. R. G. C. & S. F. R. R. C. R. I. & G. R. R.
SWESTERN.....	Ft. W. B. R. R. Ft. W. & D. C. R. R. Ft. W. & D. C. R. R. G. C. & S. F. R. R.
NORTH FORT WORTH.....	Ft. W. & D. C. R. R. G. C. & S. F. R. R.
HODGE.....	M. K. T. R. R. of Texas H. & T. C. R. R.
FORT WORTH.....	M. K. T. R. R. of Texas St. L. S. F. & T. R. R. Texas & Pacific Ry. G. C. & S. F. R. R. H. & T. C. R. R.
WOLFE CITY.....	M. K. T. R. R. of Texas H. & T. C. R. R.
WHITE WRIGHT.....	M. K. T. R. R. of Texas H. & T. C. R. R.
SHERMAN.....	M. K. T. R. R. of Texas St. L. S. F. & T. R. R. Texas & Pacific Ry. G. C. & S. F. R. R. H. & T. C. R. R.
DALLAS.....	M. K. T. R. R. of Texas T. & P. Ry. D. T. Ry. & U. D. Co. C. R. I. & G. R. R. The Union Terminal Co.
PITTSBURG.....	L. R. & N. R. R. of Texas
BIG SANDY.....	Texas & Pacific Ry.
TYLER.....	I. G. N. R. R.
ATHENS.....	T. & N. O. R. R.
CORSICANA.....	H. & T. C. R. R.
HUBBARD.....	T. & B. V. R. R. T. & B. V. R. R.
EAST WACO.....	I. G. N. R. R. M. K. T. R. R. of Texas H. & T. C. R. R.
WACO.....	G. H. & S. A. Ry. M. K. T. R. R. of Texas
McGREGOR.....	G. C. & S. F. R. R.
COMANCHE.....	F. W. & R. G. R. R.
ALEXANDER.....	M. K. T. R. R. of Texas
STEPHENVILLE.....	F. W. & R. G. R. R.
MERTENS.....	I. G. N. R. R. M. K. T. R. R. of Texas T. & B. V. R. R.
HILLSBORO.....	T. & B. V. R. R.
JACKSONVILLE.....	I. G. N. R. R.
STATE CROSSING.....	T. & N. O. R. R.
RUSK.....	Texas State R. R. T. & N. O. R. R.
LUFKIN.....	H. E. & W. T. R. R. Texas Southeastern R. R. Groveton, Lufkin & Northern R. R.
PRESTRIDGE.....	S. H. & G. R. R.
MILE POST E 648.08.....	T. & N. O. R. R.

TIME INSPECTORS

LOCATION	NAME	LOCATION	NAME
Texarkana	Arnold Jewelry Co	Athens	A. & M. Stirman Jewelry Co.
Mt. Pleasant	C. C. Cleeland	Corsicana	Rhoad Bros.
Commerce	Dee Wheatley	Waco	Fred Studer
Sherman	Morris Jewelry Co.	Hillsboro	Pennington & Guthrie Jewelry Co.
Dallas	Dallas Watch Co	Hamilton	The Gift Shop
Ft. Worth	G. W. Haltom	Gatesville	J. M. Prewitt Co.
Tyler	G. W. Haltom	Stephenville	W. F. Wilson Jewelry Co.

TONNAGE RATING FOR C-1, C-2 and D-3 CLASS ENGINES IN ACTUAL TONS

SOUTHWARD				
District	C-2	D-3	C-1	
East Waco to Gatesville.....	565	.....	475	
McGregor to Oglesby.....	715	.....	600	
Oglesby to Mounds.....	895	.....	750	
Lufkin to Broaddus.....	625	890	525	
Broaddus to White City.....	360	650	300	
Corsicana to Hillsboro.....	.....	980	610	
Between Gatesville and Comanche, Edson and Stephenville, thru in both directions.....	.....	900	500	
NORTHWARD				
District	C-2	D-3	C-1	
Broaddus to Lufkin.....	625	890	525	
White City to Broaddus.....	445	650	375	
Hillsboro to Corsicana (Thru).....	.....	900	535	
Mertens to Corsicana.....	.....	.....	610	
Rock Quarry to Mertens.....	.....	.....	900	
Gatesville to E. Waco (Thru).....	475	.....	400	
South Bosque to E. Waco (Double to Ritchie).....	895	.....	750	
Oglesby to S. Bosque.....	1190	.....	1000	

TONNAGE INSTRUCTIONS

TONNAGE INSTRUCTIONS

- The tonnage ratings shown include the adjustment factor.
- In computing the tonnage of a train, multiply by the adjustment factor for the respective Sub-divisions the total number of cars, loaded and empty, composing the train; the result will be tons, which add to the gross tonnage of the train as follows:
 Gross weight of 72 cars and lading (excluding locomotive and caboose) 3,000 tons.
 72 cars multiplied by adjustment factor 10..... 720 tons.
 Adjusted tonnage rating 3,720 tons.
 When the sum of the gross weights of all cars and the adjustment factor equals the tonnage rating shown in the tables, the locomotive has its full rating.
- When dead locomotives are hauled in trains, the adjustment factor should be added for each 35 tons weight of locomotive and tender.
- In computing tonnage statistics the adjustment factor shall be omitted and locomotives charged with the one hundred per cent rating. When necessary to reduce the train load to maintain fast schedules, the Assistant Superintendent shall designate the rating to be used.
- When it is not practicable to handle one hundred per cent rating on account of low temperature or other causes, the Assistant Superintendent will authorize such temporary reduction as may be necessary, but such reduction must not be kept in effect longer than twenty-four hours without authority from the Superintendent.
- In making wheel reports yard clerks and conductors shall show actual gross and net tonnage in spaces provided therefor.
- Use the rating shown in column "A" for dead freight, in column "B" for redball merchandise trains, and rating "C" for fruit specials and similar trains on unusually fast schedule.
- As much as 15 tons will be handled in addition to rating shown, if necessary to obtain rating.

INSTRUCTIONS AS TO SUB-DIVISIONS ON WHICH LOCOMOTIVES CARS, (etc.) MAY BE OPERATED

NUMBERS

- 142-143
- 146-168-101-110-112
- 170-196-120-123-137
- Wrecker D-2&5
- Penna. 70 ton gondola (Single)
- 80,000 cap. car, overloaded 10% (single)
- 100,000 cap. car overloaded 10% (single)
- Passenger Motor car
- Southern Cotton Oil Car (single)

TERRITORY WHERE MAY BE USED

Any portion of system, except on Waldstein Sub-division where engines 101-137 only are to be used, and Wreckers D-2 and 5, if unavoidable. Penna. 70 ton Gondola also excluded from Hillsboro, Stephenville, New Madrid and Hazen Sub-divisions; between Lufkin and White City; England and Gillett; Gatesville and Comanche, and on Birds Point Branch.

Any portion of system, except on Waldstein and Hillsboro Sub-divisions, on Hillsboro Sub-division, may be handled when 80,000 or less capacity car intervenes.

Any portion of the system except on Hillsboro, Birds Point, Stephenville, New Madrid and Hazen Sub-divisions; between Lufkin and White City; England and Gillett; Paragould to Blytheville; Rob Roy to Waldstein, and Gatesville to Comanche.

Main Line E. St. Louis to Shreveport, East Waco, Ft. Worth, Dallas, Lufkin and N. Little Rock via Altheimer.

Main Line E. St. Louis to Shreveport, Ft. Worth, Dallas, Waco, Lufkin and North Little Rock via Altheimer.

Two 100,000 cap. cars, overloaded 10% coupled.

- 40-46-47-62
- 200-208-209-221-223-224
- 250-255-300-340
- 400-404-425-428-450-459
- 500-529
- 600-605-650-659
- 88-92-93-94
- Wreckers D-1, 3, 4 & 6
- DT&UD Co. 1 & 2
- Southern Cotton Oil Car

660-667
Penna. 70 ton gondola (2 coupled)

569-589
750-785

No deviations shall be made from above restrictions—except on special authority.

LOCOMOTIVE CLASSIFICATION

CLASS	NUMBER	TYPE	CYLINDER	Diam. Only Wheel over tire (in inches)	B. P. (in pounds)	I. P. (in pounds)	Weight of Eng. without Tender (in tons)	Weight of Engine with Tender ready for Service. (Tons)	
								Coal	Oil
K1	550 to 577, inc.	Consol Superheat	25x30	57	180	50329	120	212	215
	578 to 589, 750, 785 inc	Consol Superheat	25x30	61	190	48640	122	216	219
G2	516, 517, 520, 523, 524, 528	Consol Superheat	22x30	55	200	44880	103	185	187
G2	514, 519	Consol Superheat	22x30	55	200	44880	102		184
G2	510, 511, 512, 513, 515, 518, 521, 522, 525, 526, 527, 529	Consol Superheat	23½x30	55	180	46088	103		187
G1	500, 503, 504, 506, 508, 509	Consol Superheat	22x28	55	200	41888	98	173	175
G1	501, 502, 505, 507	Consol Superheat	23½x28	55	175	41820	98	173	175
F1	250, 252	10 Wheel Superheat	21x28	62	200	33857	97	175	176
F1	251, 253, 254, 255	10 Wheel Superheat	22x28	62	185	34372	97	175	
E4	450, 459, inc.	Mogul	20x28	57	200	33403	85		159
G0	650, 659, inc.	10 Wheel Superheat	22x28	69	190	31720	111		206
G0	660, 667, inc.	10 Wheel Superheat	22x28	69	190	31720	111		209
D3	331, 340, inc.	Mogul	19x26	51	200	31286	80	131	136
E3	400, 404, inc.	Mogul	20x26	51	180	31200	79	135	135
E2	209, 210, 211, 213, 214, 215, 217, 220, inc. 222, 216, 221, 223, 224	10 Wheel	20x26	61	200	28983	88	149	148
		10 Wheel	20x26	61	200	28983	86	158	158
		10 Wheel	20x26	67	200	26388	89	172	172
D2	201, 204, 205, 207, 208, 300, 330, inc.	10 Wheel	18x26	61	200	26157	80	139	139
		10 Wheel	18x26	61	200	26157	80	140	139
		10 Wheel	18x26	61	140	18310	80	138	
E1	600 to 605, inc.	Atlantic Superheat	21x26	70	180	25061	96	174	177
D1	58 to 62, inc.	8 Wheel	19x26	69	200	23125	78	149	
C2	47 to 51, inc.	8 Wheel	18x26	69	200	20755	70	142	130
	40 to 46, inc.	8 Wheel	18x26	69	200	20755	69	135	137
	52 to 57, inc.	8 Wheel	18x26	69	200	20755	71	144	143
	170, 172, 173, 176, 179, 180, 181, 183, 184, 186, 189, 191, 193, 195	Mogul	18x24	57	150	17393	57	105	112
C1	174, 175, 178, 182, 185, 187, 188, 190	Mogul	18x24	57	150	15654	57	105	105
		Mogul	18x24	57	130	15074	57	116	116
		Mogul	18x24	57	150	15514	57	107	107
B3	143, 142	10 Wheel	17x24	57	150	12412	57	96	96
B2	146, 148, 150, 152, 154, 157, inc. 162, 164, inc. 168	8 Wheel	17x24	67	150	13199	54	101	
A1	110	8 Wheel	16x24	63	115	9533	46	87	
G1	425 to 428, inc.	Mogul Superheat	23½x26	55	175	41820	103	186	

SPECIAL INSTRUCTIONS

Through Freight Trains between Texarkana and Hodge, Addison and Dallas, Commerce and Sherman, Mt. Pleasant and Tyler will fill out only at Sulphur Springs, Greenville, Wylie, Addison, Wolfe City, Whitewright, Pittsburg, Gilmer and Big Sandy, unless otherwise instructed.

Through Freight Trains between Tyler and Lufkin and Tyler and Waco will fill out only at Corsicana, Pomona and Redlawn unless otherwise instructed.

If from any cause, Conductor and Engineer deem it advisable not to handle rating, telegram, signed by both, will be sent to Superintendent, stating circumstances, and permission to handle less than rating must be received.

If not practicable to wait until telegraph office is reached, trains will reduce or will not fill out to rating; but telegram, signed by Conductor and Engineer, must be sent to Superintendent from first open telegraph office, giving full particulars.

Previous ratings and special instructions relating thereto, except instructions on wheel report, Form 3087, are cancelled.

"G-2 class engines superheated will handle 10% in excess of the tonnage shown in the rating table."

WHISTLE SIGNALS AT INTERLOCKERS

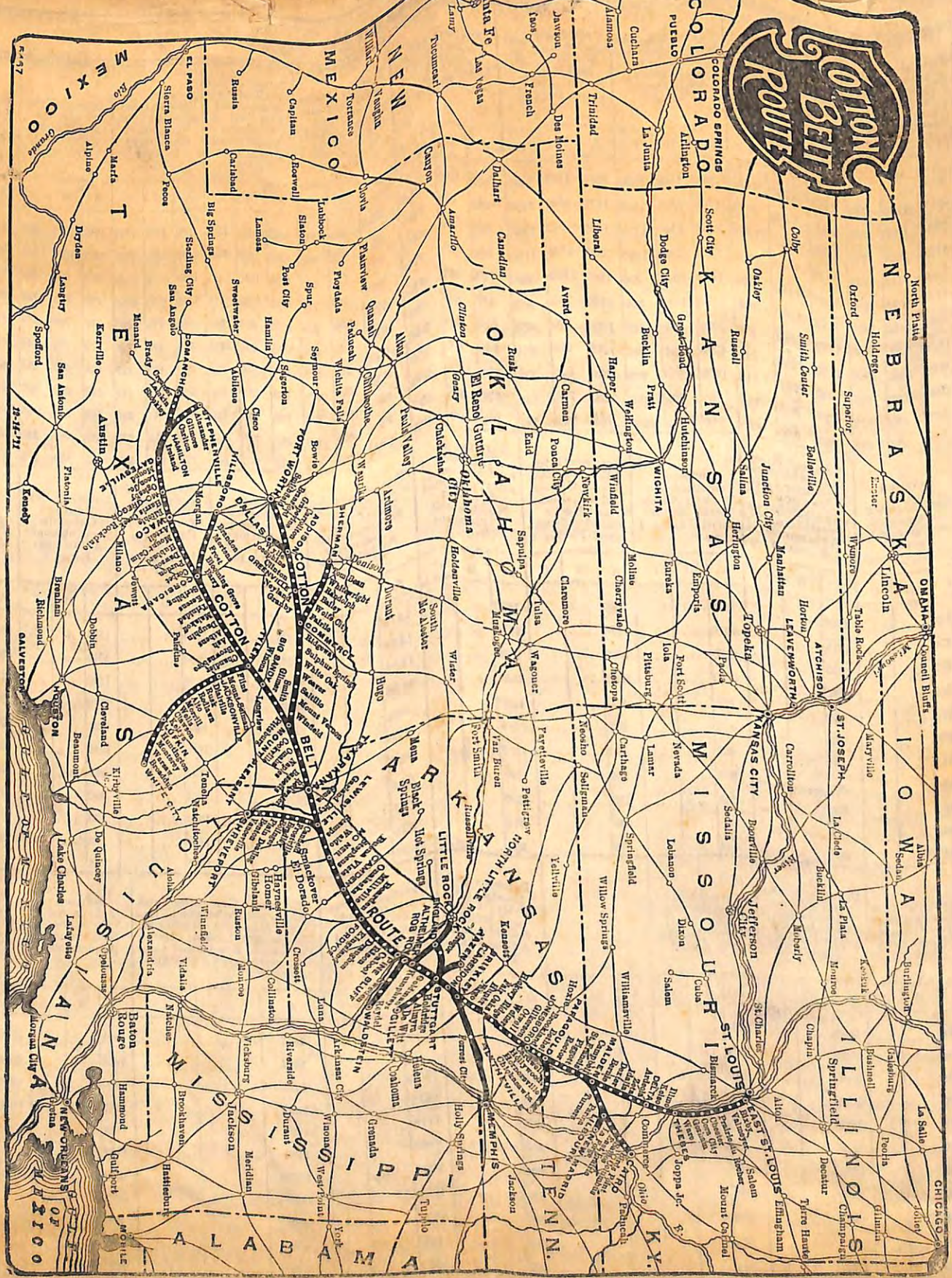
Texarkana	C.B. Old Main Southward
T. & P. Crossing..... 0 0	F.W.D.C. Main Northward
C.B. Main Track Crossing 0 0 0	C. B. Main Northward..... 0
C. B. Main Track..... 0 0 0 0	Santa Fe Transfer..... 0
C.B. Main to Pass. Station	Frisco Transfer 0 0 0
Hostler Track 0 0 0 0 0	R. I. Transfer 0
Stock Pen Track..... 0 0 0 0 0 0	
Post Pipe Co. (from yard)..... 0 0 0 0	Whitewright
Post Pipe Co. (from main) 0 0 0 0	M. K. T. Crossing.....
K. C. S. Transfer.....	C. B. Siding..... 0
	House Track 0 0
Fergus	
M. K. T. Crossing.....	Corsicana
C. B. Siding..... 0	T. & B. V. Crossing.....
	New Elevator 0
Plano	Old Elevator 0 0
H. & T. C. Crossing.....	
Siding or No. 1..... 0	Hubbard
Compress.....	T. & B. V. Crossing.....
No. 2..... 0 0	
West Transfer 0	Waco
House..... 0 0	C. B. New Main..... 0
	C. B. Old Main.....
Carrollton	Texas Central Main..... 0 0
C. B. Main Track.....	H. & T. C. Main.....
C. B. Siding..... 0	I. G. N. Connection.....
	H. & T. C. Transfer..... 0 0
Swestern	
T. & P. Crossing.....	McGregor
North Ft. Worth	G. C. & S. F. Crossing.....
F.W.D.C. Main Southward	C. B. Siding..... 0
	Wye 0 0 0

RATING IN ADJUSTED TONS

Class of Locomotives	Between Texarkana and Mt. Pleasant North and Southbound Adjustment Factor 6			Between Mt. Pleasant and Commerce Southbound Adjustment Factor 6			Between Commerce and Mt. Pleasant Northbound Adjustment Factor 5			Between Commerce and Ft. Worth North and Southbound Adjustment Factor 5			Between Mt. Pleasant and Tyler Southbound Adjustment Factor 3			Between Tyler and Mt. Pleasant Northbound Adjustment Factor 3			Between Tyler and East Waco Southbound East Waco to Corsicana Northbound Adjustment Factor 5			Between Corsicana and Tyler Northbound Adjustment Factor 4			Between Tyler and Lufkin Southbound Adjustment Factor 3			Between Lufkin and Tyler Northbound Adjustment Factor 3		
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
550-577	2000	1850	1800	1885	1745	1640	1820	1690	1590	1690	1570	1485	1050	1000	950	980	940	910	1650	1495	1425	1500	1375	1300	1050	1025	900	1110	1025	950
578-589	2000	1850	1800	1860	1720	1615	1795	1665	1565	1670	1565	1460	1025	900	930	965	925	900	1620	1470	1400	1470	1355	1280	1025	1000	885	1080	1000	935
750-785	1720	1580	1540	1600	1500	1400	1560	1455	1355	1425	1340	1265	900	850	800	875	845	810	1350	1250	1200	1260	1210	1135	910	885	785	910	885	835
510-529	1600	1475	1430	1530	1400	1300	1475	1350	1250	1365	1240	1165	855	820	770	855	815	790	1225	1155	1115	1220	1130	1055	850	825	725	885	820	770
500-509	1180	1090	1060	1230	1100	1000	1190	1080	990	1105	980	905	730	695	645	730	690	665	1075	975	905	1000	910	835	725	700	585	730	675	500
425-428	1285	1165	1135	1210	1080	980	1165	1075	965	1080	955	880	675	640	590	675	635	610	1045	945	875	960	870	795	670	645	545	700	635	485
250-255	1170	1080	1050	1120	990	890	1080	990	880	1000	870	800	625	590	540	625	585	560	965	865	795	890	800	725	620	595	495	645	580	430
450-459	1190	1095	1055	1140	1010	910	1095	1005	895	1015	885	815	635	600	550	635	595	570	980	880	810	905	815	740	630	605	505	655	590	440
650-667	1080	1000	920	1040	910	810	1000	910	805	930	800	730	590	555	505	580	540	515	900	800	730	830	740	665	580	555	455	600	535	385
331-340	970	895	870	930	800	700	895	805	700	830	700	630	520	485	435	520	480	455	800	700	630	740	650	575	515	490	390	535	470	320
400-404	935	865	840	890	760	660	860	770	665	795	665	595	490	455	405	500	460	435	770	670	600	710	620	545	495	470	370	515	450	300

Class of Locomotives	Between Lufkin and Redlawn Northbound Adjustment Factor 4			Between Rusk and Jacksonville; Bullard and Tyler; Boulder and Mt. Selman Northbound Adjustment Factor 4			Between Corsicana and Powell; Northbound Adjustment Factor 4			Between Gatesville and East Waco; Gilmer and Mt. Pleasant Northbound Adjustment Factor 4			Between White Oak and Mt. Pleasant; Powell and Trinidad Northbound Adjustment Factor 6			Between Tyler and Big Sandy Northbound Sherman and Commerce Adjustment Factor 4			Between Oglesby and South Bosque Northbound Adjustment Factor 10			Between South Bosque and East Waco Northbound Doubling to Ritchie Adjustment Factor 7			Between East Waco and Gatesville Southbound Adjustment Factor 5			Between Addison and Dallas Southbound Adjustment Factor 10		
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C
550-577	1550	.....	.....	1500	.....	.....	1700	.....	.....	1300	.....	.....	1980	.....	.....	1375	.....	.....	3610	.....	.....	2545	.....	.....	1535	.....	.....	3675	.....	.....
578-589	1520	.....	.....	1475	.....	.....	1670	.....	.....	1275	.....	.....	1950	.....	.....	1350	.....	.....	3555	.....	.....	2500	.....	.....	1515	.....	.....	3650	.....	.....
750-785	1270	.....	.....	1200	.....	.....	1320	.....	.....	1060	.....	.....	1650	.....	.....	1180	.....	.....	3000	.....	.....	2250	.....	.....	1290	.....	.....	3100	.....	.....
510-529	1260	.....	.....	1190	.....	.....	1100	.....	.....	1055	.....	.....	1600	.....	.....	1100	.....	.....	3000	.....	.....	2115	.....	.....	1280	.....	.....	3000	.....	.....
500-509	1010	.....	.....	960	.....	.....	885	.....	.....	850	.....	.....	1280	.....	.....	890	.....	.....	2375	.....	.....	1680	.....	.....	1030	.....	.....	2380	.....	.....
425-428	990	.....	.....	945	.....	.....	875	.....	.....	835	.....	.....	1265	.....	.....	875	.....	.....	2360	.....	.....	1670	.....	.....	1010	.....	.....	2360	.....	.....
250-255	915	.....	.....	870	.....	.....	800	.....	.....	770	.....	.....	1170	.....	.....	800	.....	.....	2190	.....	.....	1545	.....	.....	935	.....	.....	2190	.....	.....
450-459	935	.....	.....	885	.....	.....	815	.....	.....	785	.....	.....	1190	.....	.....	815	.....	.....	2220	.....	.....	1570	.....	.....	950	.....	.....	2220	.....	.....
650-667	855	.....	.....	810	.....	.....	745	.....	.....	715	.....	.....	1080	.....	.....	745	.....	.....	2040	.....	.....	1440	.....	.....	870	.....	.....	2040	.....	.....
331-340	760	.....	.....	725	.....	.....	665	.....	.....	640	.....	.....	970	.....	.....	665	.....	.....	1820	.....	.....	1280	.....	.....	775	.....	.....	1820	.....	.....
400-404	730	.....	.....	695	.....	.....	640	.....	.....	615	.....	.....	935	.....	.....	640	.....	.....	1740	.....	.....	1230	.....	.....	745	.....	.....	1740	.....	.....

Class of Locomotives	Between Dallas and Addison Northbound Adjustment Factor 6			Between Commerce and Greenville Southbound Adjustment Factor 7			Between Mt. Pleasant and Gilmer Southbound Adjustment Factor 3			Between Big Sandy and Tyler; Tyler and Rusk Southbound Adjustment Factor 4			Between Commerce and Sherman Southbound Adjustment Factor 5			Between Greenbrier and Brownsboro; Athens and Trinidad; Alto and Wildhurst; Clawson and Lufkin; Clinton and Lavon; Renner and Coppel; Southbound Adjustment Factor 5			Between Athens and Corsicana Southbound Adjustment Factor 5			Between Greenville and Commerce Northbound Adjustment Factor 6							
	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C	A	B	C					
550-577	1980	.....	.....	2530	.....	.....	1100	.....	.....	1350	.....	.....	.....	.....	.....	1845	.....	.....	.....	.....	.....	1725	.....	.....	.....	.....	2100	.....	.....
578-589	1955	.....	.....	2500	.....	.....	1075	.....	.....	1320	.....	.....	.....	.....	.....	1820	.....	.....	.....	.....	.....	1650	.....	.....	.....	.....	2075	.....	.....
750-785	1675	.....	.....	2000	.....	.....	910	.....	.....	1125	.....	.....	.....	.....	.....	1525	.....	.....	.....	.....	.....	1450	.....	.....	.....	.....	1715	.....	.....
510-529	1630	.....	.....	2050	.....	.....	885	.....	.....	1085	.....	.....	.....	.....	.....	1500	.....	.....	.....	.....	.....	1395	.....	.....	.....	.....	1600	.....	.....
500-509	1310	.....	.....	1510	.....	.....	710	.....	.....	875	.....	.....	.....	.....	.....	1175	.....	.....	.....	.....	.....	1200	.....	.....	.....	.....	1120	.....	.....
425-428	1295	.....	.....	1500	.....	.....	700	.....	.....	865	.....	.....	.....	.....	.....	1165	.....	.....	.....	.....	.....	1190	.....	.....	.....	.....	1110	.....	.....
250-255	1200	.....	.....	1480	.....	.....	645	.....	.....	800	.....	.....	.....	.....	.....	1080	.....	.....	.....	.....	.....	1105	.....	.....	.....	.....	1030	.....	.....
450-459	1220	.....	.....	1405	.....	.....	655	.....	.....	810	.....	.....	.....	.....	.....	1095	.....	.....	.....	.....	.....	1120	.....	.....	.....	.....	1045	.....	.....
650-667	1110	.....	.....	1375	.....	.....	600	.....	.....	745	.....	.....	.....	.....	.....	1000	.....	.....	.....	.....	.....	1025	.....	.....	.....	.....	960	.....	.....
331-340	1000	.....	.....	1215	.....	.....	535	.....	.....	670	.....	.....	.....	.....	.....	895	.....	.....	.....	.....	.....	920	.....	.....	.....	.....	860	.....	.....
400-404	965	.....	.....	1165	.....	.....	515	.....	.....	645	.....	.....	.....	.....	.....	860	.....	.....	.....	.....	.....	885	.....	.....	.....	.....	825	.....	.....



1897

CHICAGO

NEW ORLEANS

Map labels include: **States:** ILLINOIS, MISSOURI, KANSAS, OKLAHOMA, ARIZONA, TEXAS, LOUISIANA, ALABAMA, MISSISSIPPI, GEORGIA, FLORIDA, SOUTH CAROLINA, NORTH CAROLINA, VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE, MISSOURI, IOWA, NEBRASKA, KANSAS, OKLAHOMA, ARIZONA, TEXAS, LOUISIANA, ALABAMA, MISSISSIPPI, GEORGIA, FLORIDA, SOUTH CAROLINA, NORTH CAROLINA, VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE.

Cities: Chicago, St. Louis, Kansas City, Oklahoma City, New Orleans, St. Paul, Minneapolis, St. Joseph, Memphis, Little Rock, Fort Smith, Muskogee, Tulsa, Muskogee, Okmulgee, Bartlesville, Broken Arrow, Muskogee, Okmulgee, Bartlesville, Broken Arrow, Muskogee, Okmulgee, Bartlesville, Broken Arrow.

Other Labels: COTTON BELT ROUTE, MISSISSIPPI RIVER, GULF OF MEXICO, NEW ORLEANS, MISSISSIPPI, ALABAMA, MISSISSIPPI, GEORGIA, FLORIDA, SOUTH CAROLINA, NORTH CAROLINA, VIRGINIA, WEST VIRGINIA, KENTUCKY, TENNESSEE, MISSOURI, IOWA, NEBRASKA, KANSAS, OKLAHOMA, ARIZONA, TEXAS, LOUISIANA.