

SOUTHERN PACIFIC LINES

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

DALLAS AND AUSTIN DIVISIONS

34

To Take Effect Sunday, October 12, 1941, at 12:01 A. M.

CENTRAL STANDARD TIME

For the government and information of employees only.

A. D. MIMS,
Vice President and General Manager

B. S. HOLLIMON,
Assistant General Manager

O. C. CASTLE,
Superintendent of Transportation

EASTWARD

DENISON SUBDIVISION

WESTWARD

Length of sidings in cars, location of buildings, water and fuel stations, standard turn tables, ways and tele-phones.	SECOND CLASS				FIRST CLASS				Distance from Denison	TIME TABLE No. 34 October 12, 1941	Mile Post Location	FIRST CLASS				SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	344	342	76	18	14	16	17	15				13	75	257	263	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only		
	Freight	Freight	Frisco Passenger 507	The Owl	The Sunbeam	The Hustler	The Owl	The Hustler				The Sunbeam	Frisco Passenger 504	Freight	Freight				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily						
Yard EWOTP	12.50PM	2.00AM	4.40AM				0.0	TO-R DENISON	337.9								Continuous	Continuous	
Yard I			4.41				0.4	TOWER 93 (Two M-K-T Cross.)	337.6								Continuous	Continuous	
Yard BKP	1.08	2.20	4.55				0.6	TO R NORTH SHERMAN JCT.	330.3								Continuous	Continuous	
Yard 87BWTIP	1.30	2.45	5.00AM				0.8	TO-R (Tower 16 T. & P. Cross.) SHERMAN	328.8								Continuous	Continuous	
60 P	1.50	3.05					0.9	TO HOWE	319.1								8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
75 P	2.02	3.17					1.1	TO VAN ALSTYNE	312.9								8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
48 P	2.14	3.30					1.3	TO ANNA	307.6								8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
85 P	2.24	3.45					1.5	MELISSA	303.0								8.30AM to 11.59AM 1.00PM to 5.30PM	Closed	
Yard 34 WYP	2.41	4.00					1.7	TO McKINNEY	296.3								7.00AM to 12.01PM 1.01PM to 4.00PM	Closed	
48 P	3.01	4.25					1.9	ALLEN	288.5										
25 IP	3.16	4.45					2.1	TO PLANO (Tower 49 St. L. S. W. Cross.)	282.4								Continuous	Continuous	
48 P	3.28	5.00					2.3	RICHARDSON	277.2								2.37	12.10PM	
P	3.40	5.13					2.5	GIFFORD	273.0								2.27	11.58AM	
90 P	3.52	5.26					2.7	RAWLINS	9.4								2.17	11.46	
IP	4.05PM	5.40AM					2.9	TO (Tower 119 T. & P. Cross.) T. & P. JUNCTION	4.8								2.07AM	11.35AM	
P							3.1	GIFFORD	273.0										
Yard IP							3.3	HILLAND (Tower 35, M-K-T Crossing)	268.5										
WOTTEP							3.5	TO-R DALLAS (Union Station)	264.9	6.55AM	1.50PM	9.10PM					6.30AM to 12.30AM	6.30AM to 12.30AM	
I	Via T. & P. Junction and Belt Junction							3.7	TOWER 19 (G. C. & S. F. Crossing)	263.4							Continuous	Continuous	
Yard							3.9	FOREST AVENUE	263.1										
Yard YIP							4.1	BELT JUNCTION (Tower 118)	261.2										
IP							4.3	TO (Tower 119, T. & P. Cross.) T. & P. JUNCTION	4.8								Continuous	Continuous	
Yard P							4.5	BRIGGS	4.1										
Yard 90 P							4.7	FOX	2.7										
Yard YIP							4.9	TO (Tower 118 T. & N.O. Cross.) BELT JUNCTION	1.9								Continuous	Continuous	
Yard 180 EWOTP	4.30PM	6.40AM					5.1	MILLER	258.8	6.40AM	1.36PM	8.57PM					1.56AM	11.15AM	
33 P	4.40	7.00					5.3	HUTCHINS	254.4	6.34	1.31	8.52					1.47	11.01	
72 P	4.50	7.10					5.5	WILMER	250.0	6.28	1.26	8.48					1.39	10.50	
West 89 East 51 P	4.59	7.20					5.7	TO FERRIS	245.0	6.22	1.21	8.44					8.00AM to 11.45AM 12.45PM to 5.00PM	Closed	
87 P	5.14	7.45					5.9	TO PALMER	238.7	6.12	1.11	8.36					8.00AM to 11.20AM 12.30PM to 5.00PM	Closed	
	5.24	8.05					6.1	GARRETT	233.7	6.05	1.05	8.31					12.52	10.08	
Yard EWOTP	5.30PM	8.40AM					6.3	TO-R ENNIS	230.9	6.00AM	1.00PM	8.27PM					12.45AM	10.00AM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	6.5			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		257	263	
	344	342	76	18	14	16				17	15	13	75						

(4.40) (6.40) (0.30) (0.50) (0.40) (0.45) ... Time Over Subdivision ... (0.55) (0.50) (0.43) (0.15) (5.15) (5.40)
 22.9 16.0 27.3 41.0 51.3 50.2 ... Average Speed per Hour ... 37.2 41.0 47.7 36.4 20.4 18.9

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Except; No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Time at Dallas (Union Station) for information only. See Dallas Union Terminal Company's current time-table for train movements through the limits of Dallas Union Terminal. Tower 19 controls movement of trains between Forest Avenue and east limits of Dallas Union Terminal Company's tracks, near G. C. & S. F. crossing. See Special Instructions, Page 14, for movement of trains between Miller and Belt Junction; between Belt Junction and T. & P. Junction and between Belt Junction and Forest Avenue. Nos. 15 and 16 stop on flag at Wilmer and Hutchins to entrain or detrain revenue passengers. Schedule time and train orders for eastward trains from direction of Dallas (Union Station) at Belt Junction apply at end of double track.

EASTWARD

ENNIS SUBDIVISION

WESTWARD

Length of train in cars, location of bulletin, water check, interlocking plants, turn table, wyes and tele-grams.	THIRD CLASS	SECOND CLASS			FIRST CLASS			Distance from Ennis	TIME TABLE No. 34 October 12, 1941	Mile Post Location	FIRST CLASS			SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.	
	54	344	342	258	14	16	18				17	15	13	343	263	257	53		
	Local Freight	Freight	Freight	Freight	The Sunbeam	The Hustler	The Owl				The Owl	The Hustler	The Sunbeam	Freight	Freight	Freight	Local Freight		
	Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.		
Yard BEWITTP	6.00AM	9.00PM	11.30AM	3.00AM	5.40PM	9.00AM	12.35AM	0.0	TO-R ENNIS	230.0	5.45AM	12.55PM	8.27PM	4.30AM	8.10AM	4.45PM	11.20AM	Continuous	Continuous
80 P	6.10	9.12	11.43	3.12	5.46	9.07	12.42	6.8	ALMA	226.3	5.35	12.47	8.21	4.14	7.50	4.24	11.09		
76 P	6.18	9.20	11.51AM	3.20	5.50	9.11	12.47	9.8	RICE	221.1	5.30	12.42	8.17	4.06	7.40	4.15	10.57		
88 P	6.26	9.29	12.01PM	3.28	6.00	9.16	12.52	14.2	CORLI	216.7	5.25	12.37		3.58	7.25	4.00	10.45		
Yard 183 IWP	7.10	9.42	12.28	3.45 5.15	6.00	9.28	1.13	20.7	TO CORSIANA (St. L. S. W. Crossing)	210.2	5.15	12.28	8.06	3.45	7.10	3.35	10.30	Continuous	Continuous
86 P	7.30	9.55	12.40	5.30	6.07	9.35	1.21	27.0	ANGUS	203.0	5.04	12.17	8.00	3.30	6.45	3.04	10.08		
70 P	7.45	10.06	12.50	5.41	6.12	9.41	1.28	32.6	RICHLAND	198.4	4.56	12.10	7.55	3.19	6.30	2.53	9.55		
80 P	7.55	10.15	12.58	5.49	6.16	9.45	1.33	36.9	CURRIE	194.0	4.51	12.05PM	7.51	3.10	6.20	2.42	9.45		
77 P	8.10	10.26	1.08	6.00	6.21	9.52	1.41	42.4	TO WORTHAM	188.6	4.43	11.59AM		2.59	6.00	2.29	9.20	8.00AM to 12.30PM 1.30PM to 5.00PM	Closed
80 P	8.15	10.30	1.12	6.04		9.55	1.44	44.4	GUIDE	188.5	4.40	11.56	7.45	2.55	5.48	2.25	9.15		
92 P	9.00	10.42	1.22	6.15	6.28	10.03	1.57	49.9	TO MEXIA	181.0	4.32	11.50	7.40	2.44	5.35	2.13	9.00	Continuous	Continuous
73 88 WIP	9.15	10.45	1.26	6.18	6.30	10.06	2.00	51.8	(Tower 63 B. R. I. Cross.) SPRINGFIELD	179.1	4.26	11.47	7.38	2.41	5.30	2.10	8.40	Cabin	See Page 13
40 P	9.30	10.56	1.38	6.30	6.35	10.12	2.07	57.1	DOYLE	178.8	4.18	11.41	7.33	2.30	5.19	1.59	8.30		
93 WP	10.00	11.05	1.50	6.39	6.39	10.20	2.17	61.4	TO GROESBEEK	169.5	4.12	11.36	7.29	2.17	5.10	1.50	8.20	8.00AM to 12.15PM 1.15PM to 5.00PM	Closed
80 P	10.20	11.21	2.06	6.55	6.47	10.31	2.28	69.8	THEORNTON	161.8	3.58	11.24	7.21	1.58	4.55	1.34	8.01		
90 P	10.42	11.37	2.22	7.10	6.54	10.42	2.39	77.7	TO KOSSE	153.2	3.47	11.14	7.14	1.46	4.40	1.18	7.41	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
91 P	11.08	11.47PM	2.47	7.20	6.58	10.48	2.45	82.5	DENNY	148.4	3.40	11.08	7.09	1.36	4.30	1.07	7.20		
Yard 161 WYP	11.30	12.01AM	3.08	7.35	7.03	11.00	3.02	88.2	TO BREMOND	142.7	3.30	11.00	7.03	1.26	4.20	1.52	7.00	Continuous	Continuous
103 P	11.43	12.11	3.20	7.46	7.08	11.07	3.10	93.8	HAMMOND	137.1	3.10	10.51	6.52	1.15	4.10	1.23	6.40		
94 P	11.59AM	12.27	3.40	8.02	7.15	11.19	3.21	102.3	TO CALVERT	128.6	2.55	10.41	6.45	1.01	3.55	1.23	6.20	8.00AM to 12.01PM 1.01PM to 5.00PM	Closed
58 P	12.16PM	12.36	3.48	8.12	7.20	11.25	3.28	106.0	SEGER	124.0	2.46	10.35	6.41	12.53	3.45	12.16	6.10		
Yard BEWITTP	12.30PM	12.45AM	4.00PM	8.30AM	7.28PM	11.35AM	3.35AM	110.2	(I.-G. N. Crossing) TO-R HEARNE	120.7	2.40AM	10.30AM	6.37PM	12.45AM	3.35AM	12.10PM	6.00AM	Continuous	Continuous
	Arrive Mon., Wed. & Fri. 54	Arrive Daily 344	Arrive Daily 342	Arrive Daily 258	Arrive Daily 14	Arrive Daily 16	Arrive Daily 18				Leave Daily 17	Leave Daily 15	Leave Daily 13	Leave Daily 343	Leave Daily 263	Leave Daily 257	Leave Tue., Thur. & Sat. 53		
	(6.30) 16.4	(3.45) 29.4	(4.30) 24.5	(5.30) 20.0	(1.48) 61.2	(2.35) 42.7	(3.00) 36.7		... Time Over Subdivision Average Speed per Hour ...		(3.05) 35.7	(2.25) 45.6	(1.50) 60.1	(3.45) 29.4	(4.35) 24.0	(4.35) 24.0	(5.20) 20.7		

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

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes.

When Nos. 13 and 14 meet at Bremond, No. 13 take siding at first crossover east of station building.

When Nos. 15 and 16 meet at Bremond, No. 15 take siding at first crossover east of station building.

Nos. 15 and 16 stop on flag at Rice and Alma to entrain or detrain revenue passengers.

Nos. 17 and 18 stop on flag at Hammond, Wortham and Currie to entrain or detrain revenue passengers.

No. 18 stop at any station to detrain passengers from points on Ft. Worth Subdivision.

Bus to and from Waco connects at Bremond with Nos. 15 and 16.

EASTWARD

HEARNE SUBDIVISION

WESTWARD

Locality, in case of location of bulletin, station, and fuel stations, standard time zone, etc. (See back cover of this book.)	SECOND CLASS				FIRST CLASS					Distance from Hearne	TIME TABLE No. 34 October 12, 1941	Mile Post Location	FIRST CLASS					SECOND CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	342	240	344	242	14	42	16	18	46				15	43	13	17	45	257	239	343	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Freight	Freight	Freight	Freight	The Sunbeam	Passenger	The Hunter	The Owl	Passenger				The Hunter	Passenger	The Sunbeam	The Owl	Passenger	Freight	Freight	Freight		
Yard BKWOTTP	4-30PM		1-30AM		7-28PM		11-35AM	3-40AM		0.0	(I.-G.N. Crossing) TO-R HEARNE	120.7	10-30AM		6-37PM	2-35AM	11-35AM	12-20AM	Continuous	Continuous		
Yard P										1.0	HEARNE JUNCTION	119.7	10-25		2-28							
67 P	4-42		1-45		7-35		11-43	3-49		5.9	SUTTON	114.8	10-20		6-31	2-22	10-59	11-55PM				
60 P	4-49		1-55				11-47	3-54		9.5	RUFINCH	111.2	10-16		2-17		10-52	11-47				
45 P	4-56		2-12		7-41		11-52AM	3-59		13.2	BENCHLEY	107.6	10-12		6-25	2-12	10-45	11-41				
Yard P							*12-04PM	4-15		21.0	BRYAN	99.7	10-02		2-00							
Yard IP	5-14		2-30		7-50		12-06	4-17		21.8	TO (Tower 36 I.G.N. Cross.) BRYAN SIDING	98.0	9-58		6-16	1-52	10-30	11-25	Continuous	Continuous		
87 WIPY	5-22		2-37		7-54		*12-16	4-27		25.8	COLLEGE STATION (Tower 7 I.-G.N. Cross.)	94.9	9-53		6-12	1-46	10-22	11-17	Continuous	Continuous		
80 P	5-35		2-47		8-00		12-24	4-35		32.0	WELLBORN	88.7	9-41		6-07	1-31	10-10	11-06				
58 P	6-00		3-00		8-07		12-33	4-45		40.2	MILLICAN	80.5	9-32		6-00	1-21	9-54	10-51				
56 P	6-10		3-07		8-11		12-37	4-50		44.6	NELLEVA	76.1	9-27		5-56	1-16	9-45	10-43				
I										49.6	TOWER 9 (I.-G.N. Cross.)	71.1							Continuous	Continuous		
Yard TIPW							*12-45	5-02		49.9	TO NAVASOTA (G.O. & S.F. Crossing)	70.8	9-20		5-108				Continuous	Continuous		
Yard 88	6-23		3-20		8-17		12-46	5-03		50.4	NAVASOTA SIDING	70.8	9-17		5-49	1-00	9-30	10-32				
67 P	6-30		3-27		8-21		12-50	5-08		54.2	CHAILLE	66.5	9-13		5-46	12-56	9-22	10-26				
80 P	6-38		3-34		8-25		12-55	5-13		58.8	COURTNEY	62.4	9-09		5-42	12-51	9-09	10-19				
46 P	6-52		3-46				1-02	5-21		65.6	HOWTH	65.1	9-01			12-42	8-45	10-05				
Yard 142 FEWVYB	7-02	4-00AM	3-55		8-35	5-57PM	1-08	5-27	4-25AM	70.0	TO-R HEMPSTEAD	60.7	8-55	10-05AM	5-31	12-35	12-55AM	8-33	9-30AM	9-56	Continuous	Continuous
86 P	7-12	4-15	4-04		8-40	6-06	1-13	5-33	4-33	74.6	PRAIRIE SIDING	48.1	8-50	9-57	5-26	12-25	12-44	8-21	9-00	9-48		
P							6-09		4-36	75.6	PRAIRIE VIEW	45.1		9-54		12-42						
45 P	7-22	4-25	4-12		8-44	6-16	1-19	5-39	4-43	79.7	WALLER	41.0	8-44	9-47	5-22	12-20	12-36	8-11	8-44	9-40		
72 P	7-32	4-35	4-20		8-48	6-24	1-24	5-45	4-50	85.0	TO HOCKLEY	35.7	8-39	9-39	5-18	12-14	12-28	7-57	8-15	9-32	8:00AM to 12:01PM 1:01PM to 5:00PM	Closed
91 WP	7-51	4-50	4-35		8-56	6-37	1-34	5-55	5-02	94.7	CYPRESS	26.0	8-30	9-25	5-10	12-04AM	12-15	7-36	7-51	9-17		
79 P	8-06	5-12	4-47		9-02	6-47	1-41	6-03	5-12	102.2	SATSUMA	18.5	8-23	9-16	5-04	11-56PM	12-04AM	7-28	7-32	9-02		
80 P	8-18	5-27	4-56		9-07	6-55	1-47	6-09	5-21	108.1	FAIRBANKS	12.6	8-17	9-07	4-59	11-50	11-56PM	7-05	7-20	8-42		
Yard YIP	8-30	5-40	5-10		9-14	7-07	1-54	6-17	5-30	115.0	TO EUREKA (Tower 13 M-K-T. Cross.)	5.7	8-10	8-57	4-53	11-42	11-47	6-45	7-07	8-30	Continuous	Continuous
Yard	8-40	5-47	5-20							118.0	BOULEVARD JOT.	2.7						6-37	6-50	8-23		
Yard WBKP	Via Freight Route Boulevard Junction to Tower 26.				9-25PM	7-20PM	2-05PM	6-30AM	5-45AM	119.4	TO-R HOUSTON (Passenger Station)	1.3	8-00AM	8-45AM	4-45PM	11-30PM	11-35PM	Via Freight Route Tower 26 to Boulevard Junction			Continuous	Continuous
Yard D. T. 105 cars each	8-40	5-47	5-20	11-59PM						118.0	BOULEVARD JOT.	2.7						6-37	6-50	8-23		
Yard I	8-45	5-51	5-25	12-03AM						119.0	NILES	3.7						6-33	6-45	8-20		
Yard I	8-55	5-56	5-40	12-15						120.4	TOWER 26 (T.&N.O. Cross.)	5.1						6-27	6-40	8-12	Continuous	Continuous
Yard BKP	9-30PM	6-10AM	6-00AM	1-00AM						123.7	TOWER 68	8.4									Continuous	Continuous
	342	240	344	242	14	42	16	18	46	124.0	TO-R ENGLEWOOD	8.7						6-15AM	6-30PM	8-00PM	Continuous	Continuous

Time Over Subdivision... Average Speed per Hour...
 (5.00) 24.3 (2.10) 25.7 (4.30) 27.6 (1.01) 5.9 (1.57) 61.2 (1.23) 48.3 (2.30) 42.1 (1.20) 37.0 ...
 (2.30) 45.5 (1.20) 37.0 (1.52) 64.0 (3.05) 38.7 (1.20) 37.0 (6.20) 23.3 (3.00) 18.0 (4.20) 23.5

Eastward Trains are Superior to Trains of the Opposite Direction. (See Rule S-72) EXCEPT: No. 13 is Superior to All Trains Except No. 14. No. 14 is Superior to All Trains.

Opposing second and inferior class and extra trains and engines must clear Nos. 13, 14, 15 and 16 not less than 5 minutes.
 Second and inferior class and extra trains and engines in the same direction must clear Nos. 13, 14, 15 and 16 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes.
 Nos. 17 and 18 stop on flag at Prairie View to entrain or detrain revenue passengers to or from Navasota and stations west of Navasota that are regular or flag stops.
 No. 18 stop at any station to detrain passengers from points on the Ft. Worth Subdivision; stop on flag at Hempstead to entrain revenue passengers for Houston or to detrain revenue passengers from Navasota and west.
 Nos. 15 and 16 stop on flag at Fairbanks, Hockley, Waller and Prairie View to entrain or detrain revenue passengers to or from stations west of Hempstead that are regular or flag stops; also stop on flag at Courtney, Millican, Wellborn and Benchley to entrain or detrain revenue passengers.
 No. 16 stop on flag at Prairie View to entrain revenue passengers for Houston.

EASTWARD										WESTWARD																																																																					
THIRD CLASS					SECOND CLASS					FIRST CLASS					FIRST CLASS					SECOND CLASS					THIRD CLASS																																																						
74 Local Freight					92 Freight					96 Freight					86 Passenger					85 Passenger					91 Freight					95 Freight					73 Local Freight																																												
Leave Daily Ex. Sunday					Leave Daily					Leave Daily					Leave Daily					Arrive Daily					Arrive Daily					Arrive Daily Ex. Sunday																																																	
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35 P										35 P										35 P										35 P										35 P										35 P										35 P																			
Yard IP										Yard IP										Yard IP										Yard IP										Yard IP										Yard IP										Yard IP																			
Yard 80 YP										Yard 80 YP										Yard 80 YP										Yard 80 YP										Yard 80 YP										Yard 80 YP										Yard 80 YP																			
45 P										45 P										45 P										45 P										45 P										45 P										45 P										45 P									
Yard EWOTPT										Yard EWOTPT										Yard EWOTPT										Yard EWOTPT										Yard EWOTPT										Yard EWOTPT										Yard EWOTPT										Yard EWOTPT									
Arrive Daily Ex. Sunday										Arrive Daily										Arrive Daily										Arrive Daily										Arrive Daily										Arrive Daily										Arrive Daily Ex. Sunday																			
74					92					96					86					85					91					95					73																																												
(4.15) 18.1					(2.30) 22.0					(3.05) 17.9					(1.40) 33.5					(1.40) 33.5					(2.45) 20.0					(2.40) 20.7					(2.35) 21.3																																												

EASTWARD					WESTWARD									
SECOND CLASS					SECOND CLASS									
66 Mixed					65 Mixed									
Leave Daily					Arrive Daily									
Yard K B					Yard K B					Yard K B				
I Yard					I Yard					I Yard				
30					30					30				
25					25					25				
35					35					35				
Yard 24 W					Yard 24 W					Yard 24 W				
38					38					38				
Yd WY					Yd WY					Yd WY				
Arrive Daily					Arrive Daily					Arrive Daily				
66					65					66				
(2.50) 15.6					...Time Over Subdivision... ..Average Speed per Hour..					(3.30) 12.6				

FORT WORTH SUBDIVISION

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

Nos. 85 and 86 stop on flag at Garrett and Kennedale to entrain or detrain revenue passengers.

WACO SUBDIVISION

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

Nos. 65 and 66 stop on flag at Neale.

6 EASTWARD		PARIS SUBDIVISION				WESTWARD	
SECOND CLASS		TIME TABLE No. 34		SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
262 Freight		October 12, 1941		261 Freight		Daily Ex. Sundays and Legal Holidays	
Leave Daily Ex. Sunday		STATIONS		Arrive Daily Ex. Sunday		Sundays and Legal Holidays Only	
Distance from Paris		Mile Post Location		Mile Post Location		Automatic See Page 13	
Yard EWOTPB I	5:30PM	0.0	TO-R PARIS (St. L. S. F. & T. Crossing)	124.3	5:30AM	8:00AM-12:30PM 12:30PM-5:00PM	Closed
28 P	5:50	7.4	ATLAS 2.5	116.9	4:03		
28 P	6:00	9.9	HOWLAND 7.3	114.4	3:58		
26 P	6:20	17.2	ENLOE 4.3	107.1	3:40		
25 WP	6:55	22.0	TO COOPER 4.9	102.3	3:20	8:00AM-12:30PM 12:30PM-5:00PM	Closed
28 P	7:10	26.9	KLONDIKE 5.7	97.4	2:41		
34 P	7:30	32.6	HORTON 4.9	91.7	2:24		
Yard 32 P	8:10PM	37.5	TO (St. L. S. W. Crossing) COMMERCE 13.8	86.8	2:10AM		Continuous Continuous

Trains operate between Greenville and Commerce via St. L. S. W. Ry. and will be governed by the rules and regulations, current time-table and special instructions of that line while on their tracks.

Yard WP	9:40PM	51.3	TO GREENVILLE 0.6	73.0	12:40AM		Continuous Continuous
Yard		51.9	L. A. & T. CROSSING 1.2	72.4			
		53.1	M-K-T CROSSING 4.3	71.2			
33 P	10:05	57.9	HARLOW 4.6	66.4	12:05AM		
25 P	10:20	62.5	OASH 5.3	61.8	11:52PM		
39 P	10:40	68.3	QUINLAN 4.3	56.0	11:38		
18 P	10:55	72.6	HETTY 5.5	51.7	11:25		
29 P	11:10PM	78.1	BRIN 5.2	46.2	11:10		
WP I		83.3	TO TERRELL (T. & P. Crossing) 0.6	41.0			Continuous Continuous
55	12:20AM	83.9	TERRELL SIDING 4.9	40.4	10:20		
25 P	12:35	88.8	CARTWRIGHT 5.2	35.5	10:05		
Yd. WPY		94.0	TO KAUFMAN 0.5	30.3		8:00AM-3:00PM	Closed
Yard 33	1:00	94.5	KAUFMAN SIDING 7.1	29.8	8:51		
35 P	1:25	101.6	SOURRY 5.9	22.7	8:14		
28 P	1:45	107.5	ROSSER 6.3	16.8	8:00		
15 P	2:10	113.8	ALSDORF 2.9	10.5	7:43		
16 P	2:30	116.7	CRISP 6.9	7.6	7:35		
Yard BKWOPTT	3:00AM	123.6	Positive Block TO-R ENNIS	0.7	7:20PM		Continuous Continuous

(9.30) 14.1 ...Time Over Subdivision... (10.10) 12.2
...Average Speed per Hour...

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

When an operator is not on duty the crew assigned to or ordered for the train may assume the schedule of No. 262 at Paris and leave Paris without a clearance.

EASTWARD		CAMERON SUBDIVISION				WESTWARD					
THIRD CLASS		FIRST CLASS		TIME TABLE No. 34		FIRST CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
268 Local Freight		52 Passenger		October 12, 1941		51 Passenger		267 Local Freight		Daily Ex. Sundays and Legal Holidays	
Leave Daily Ex. Sunday		Leave Daily		STATIONS		Arrive Daily		Arrive Daily Ex. Sunday		Sundays and Legal Holidays Only	
Distance from Giddings		Distance from Giddings		Mile Post Location		Mile Post Location		Mile Post Location		Automatic See Page 13	
Yard BKOPWY	4:00AM	7:00PM	0.0	TO-R GIDDINGS 7.9	67.2	11:00AM	11:30PM			Continuous	Continuous
15 Spur East	4:20	7:19	7.9	LINCOLN 6.3	75.1	10:40	11:03				
15 Spur West	4:36	7:31	14.2	LEO 3.9	81.4	10:28	10:45				
25	4:54	7:40	18.1	LEXINGTON 6.2	85.3	10:21	10:34				
15 Spur West	5:10	7:53	24.3	TANGLEWOOD 8.3	91.5	10:09	10:14				
24	5:19	7:59	27.3	HOKS 0.2	94.5	10:03	10:04				
I			35.6	TO TOWER 54 (L.-G.N. Cross.)	102.8					Continuous	Continuous
46 W	6:10	8:17	35.8	ROCKDALE 6.7	103.0	9:48	9:40				
	6:35	8:32	43.5	MINERVA 6.7	110.7	9:33	9:15				
I			50.2	TOWER 52 (G.O.&S.F. Cross.) 0.4	117.4					Continuous	Continuous
49 W	7:25	8:49	50.6	TO CAMERON 4.7	117.8	9:17	8:49			8:00AM-12:01PM 1:01PM-5:00PM	Closed
19	7:38	8:58	55.3	SPLAWN 3.1	122.5	9:05	7:31				
28	7:47	9:05	58.4	BEN ARNOLD 3.6	125.6	9:00	7:21				
25	8:10	9:13	62.0	BURLINGTON 4.2	129.2	8:53	7:10				
25	8:45	9:22	66.2	TO ROSEBUD 4.8	133.4	8:45	6:58			8:00AM-12:01PM 1:01PM-5:00PM	8:00AM-12:00AM
20	9:06	9:31	70.8	TRAVIS 4.9	138.0	8:35	6:38				
25	9:34	9:41	75.7	TO LOFT 6.0	142.9	8:25	6:23			8:00AM-12:01PM 1:01PM-5:00PM	7:55AM-9:55AM
30	9:59	9:53	81.7	CHILTON 5.7	148.9	8:12	6:06				
28	10:17	10:04	87.4	SATIN 0.9	154.6	8:01	5:49				
5 W			88.3	GUDDA 1.1	155.5						
25	10:33	10:08	89.4	GURLEY 6.0	156.6	7:56	5:43				
30	10:55	10:20	95.4	DOWNS 4.1	162.6	7:47	5:25				
32 Yard	11:10	10:28	99.5	TEXAND 3.5	166.7	7:40	5:10				
Yard OWY	11:30AM	10:34PM	103.0	WACO (Freight Yard) 0.4	170.2	7:34AM	5:00PM				
I			103.4	TOWER 21 (M-K-T Cross.) 0.1	170.6					Continuous	Continuous
			103.5	St. L. S. W. CONNECTION	170.7						

Time at Waco (Union Station) for information only. Trains operate between Waco (Union Station) and St. L. S. W. Connection via St. L. S. W. Ry. and will be governed by the rules and regulations, current time-table and special instructions of that line while on their tracks.

BK Yard	10:40PM	108.7	TO-R WACO (Union Station)	170.9	7:30AM			7:00AM-1:00PM	7:00AM-1:00PM
	Arrive Daily Ex. Sunday	Arrive Daily		Leave Daily	Leave Daily Ex. Sunday				
	268	52		51	267				

(7.30) 13.8 (8.40) 29.3 ...Time Over Subdivision... (3.30) 29.7 (6.30) 15.9
...Average Speed per Hour...

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

Nos. 51 and 52 stop on flag at Asa.

EASTWARD

FLATONIA SUBDIVISION

WESTWARD

Length of sidings in cars, location of building, water closets, interlocking plants, turn tables, ways and tele. signals.	EASTWARD					Distance from Yookum	TIME TABLE No. 34 October 12, 1941	Mile Post Location	WESTWARD				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations				
	THIRD CLASS	SECOND CLASS			FIRST CLASS				FIRST CLASS	SECOND CLASS		THIRD CLASS					
	232 Local Freight	250 Freight	248 Freight	266 Freight	52 Passenger				51 Passenger	249 Freight	247 Freight	265 Freight		233 Local Freight			
Leave Mon., Wed. & Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only					
Yard BKOTWY	6.00AM			6.00PM	4.30PM	0.0	TO-R	YOAKUM 4.0	0.0	1.30PM			8.15AM	1.00PM	6.00 AM to 2.00 PM 4.00 PM to 11.59 PM	6.00 AM to 2.00 PM 4.00 PM to 11.59 PM	
24 P	6.10			6.11	4.40	4.0		ADEL 6.6	4.0	1.16			7.52	12.45			
55 P	6.40			6.30	4.55	10.6	TO	SEINER 10.5	10.6	1.04			7.35	12.30PM	8.00 AM to 5.00 PM	Closed	
29 WP	7.04			6.58	5.18	21.1	TO	MOULTON 8.1	21.1	12.47			7.04	11.45AM	8.30 AM to 5.30PM	Closed	
Yard I 84 PY	8.00	10.20PM	9.20PM	7.20	5.30 5.52	29.2	TO-R	(Tower 3 T. & N. O. Crossing) FLATONIA 5.2	29.2	12.30 12.15		5.25AM	3.00PM	6.29	11.15	Continuous	Continuous
72 P	8.15	10.33	9.31	7.32	6.00	34.4		KERR 4.8	34.4	12.01PM		5.12	2.46	6.13	10.40		
55 P	8.30	10.45	9.40	7.42	6.09	39.2	TO	MULDON 5.3	39.2	11.52AM		5.02	2.35	6.02	10.25	8.30AM to 12.30PM 1.30PM to 5.30PM	Closed
55 P	8.45	10.57	9.50	7.53	6.17	44.5		LENA 4.7	44.5	11.41		4.51	2.21	5.49	10.05		
55 Y IP W	9.00	11.08	10.00	8.04	6.25	49.2	TO	WEST POINT (Tower 91 M-K-T Crossing) 6.4	49.2	11.32		4.40	2.06	5.38	9.50	Continuous	Continuous
57 P	9.15	11.20	10.09	8.14	6.33	53.7		WINCHESTER 7.1	53.7	11.23		4.27	1.51	5.23	9.35		
83 P	9.30	11.40	10.22	8.30	6.45	60.8		NORTHRUP 6.4	60.8	11.11		4.13	1.33	5.08	9.20		
Yard BKOPWY	10.15	11.59PM	10.35	9.00	7.00PM	67.2	TO-R	(T. & N. O. Crossing) GIDDINGS 6.5	67.2 69.0	11.00AM		4.00	1.20	4.45 1.15	9.00	Continuous	Continuous
56 P	10.30	12.18AM	10.48	9.15		73.7		LOBAU 7.3	52.5			3.38	12.55	12.55	8.10		
54 P	10.45	12.38	11.02	9.32		81.0		DIME BOX 6.7	45.2			3.24	12.35	12.38	7.53		
54 P	11.00	12.53	11.15	9.48		87.7		DEANVILLE 7.7	38.5			3.12	12.15PM	12.15AM	7.35		
73 WP	11.25	1.08	11.30	10.05		95.4	TO	CALDWELL 6.5	30.8			2.58	11.58AM	11.59PM	7.15	8.30 PM to 5.30 AM	8.30 PM to 5.30 AM
55 P	11.42	1.23	11.43	10.20		102.0		COOK'S POINT 5.5	24.2			2.45	11.42	11.43	6.52		
56 P	11.59AM	1.38	11.55PM	10.32		107.6		LAW 6.5	18.6			2.34	11.30	11.26	6.40		
73 P	12.15PM	1.53	12.08AM	10.46		114.1		MUMFORD 5.2	12.1			2.22	11.15	11.13	6.25		
55 IP	12.30	2.12	12.20	11.00		119.3		TATSIE (I.-G. N. Crossing) 5.9	6.9			2.12	11.00	11.00	6.13	Automatic	See Page 13
Yard Y	1.00PM	2.30AM	12.35AM	11.20PM		125.2		HEARNE JUNCTION 1.0	1.0			2.00AM	10.45AM	10.45PM	6.00AM		
Yard BKPTWTI						126.2	TO-R	HEARNE	0.0							Continuous	Continuous
	Arrive Mon., Wed. & Fri.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.		
	232	250	248	266	52					51		249	247	265	233		

(7.00) 17.9 (4.10) 23.3 (3.15) 29.5 (5.20) 25.5 (2.30) 26.5 Time Over Subdivision (2.30) 26.5 (3.25) 28.1 (4.15) 22.5 (9.30) 13.2 (7.00) 17.9
Average Speed per Hour

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

EASTWARD

AUSTIN SUBDIVISION

WESTWARD

Length of sidings in cars, location of buildings, water closets, telegraph offices, tele. tables, wire and tele. poles.	THIRD CLASS					SECOND CLASS	FIRST CLASS					Distance from Austin	TIME TABLE No. 34		Mile Post Location	FIRST CLASS					SECOND CLASS	THIRD CLASS				Train Order Office and Signal Operators at Interlocking Stations.
	380	253	236	240		4	42	2	6	46	October 12, 1941		5	45		43	1	3	239	237	254	381				
	M-K-T Local Freight	Mixed	Local Freight	Freight		M-K-T Passenger	Passenger	M-K-T Passenger	M-K-T Passenger	Passenger	STATIONS		M-K-T Passenger	Passenger		Passenger	M-K-T Passenger	M-K-T Passenger	Freight	Local Freight	Mixed	M-K-T Local Freight				
Leave Daily Ex. Saturday	Leave Daily Ex. Sunday	Leave Mon., Wed. & Fri.	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		TO-R AUSTIN	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					
Yard BKP		7.00AM				3.55PM	2.30PM	10.55AM	1.20AM	12.01AM	0.0	TO-R AUSTIN	115.0	4.30AM	5.15AM	1.40PM	2.28PM	6.45PM				5.30PM		Continuous		
Yard BFP	7.15PM	7.20	6.00AM	7.00PM		4.00	2.34	11.00	1.25	12.05	0.8	R YARD OFFICE	114.2	4.25	5.07	1.33	2.23	6.40		4.45AM	1.20PM	5.20	4.15AM			
Yard CTWY	7.25	7.30AM	6.05	7.05		4.03	2.36	11.03	1.28	12.08	1.4	AUSTIN JUNCTION	113.6	4.22	5.02	1.30	2.20	6.38		4.40	1.17	5.10PM	4.05			
Yard P	7.30PM		6.08	7.07		4.05PM	2.37	11.05AM	1.30AM	12.10	1.9	PERSHING	113.1	4.20AM	5.00	1.25	2.18PM	6.35PM		4.38	1.15		4.00AM			
39 P			6.30	7.30		f 2.50				f 12.27	10.0	DAFFAN	106.0		f 4.45	f 1.11				4.14	12.55					
18 P			6.45	7.45		s 2.59				s 12.39	16.0	MANOR	100.0		s 4.35	s 1.03				3.59	12.40					
21			7.05	8.05		f 3.10				f 12.54	21.9	LITTIG	93.1		f 4.21	f 12.51				3.41	12.20					
26 WY PI			7.45	8.20		s 3.20				s 1.07	27.3	ELGIN	87.7		s 4.10	s 12.42				3.26	12.05PM			Continuous		
P			8.05	8.37		f 3.31				f 1.19	32.9	TO (Tower 100 M-K-T Cross.)								3.11	11.05AM					
26 P			8.20	8.51		s 3.40				s 1.30	37.4	BUTLER	82.1		s 3.56	f 12.31				2.59	10.45					
37 P			8.40	9.10			3.50				43.9	McDADE	77.6		s 3.46	s 12.23				2.40	10.20					
26 P			8.50	9.22		s 3.57				s 1.54	47.8	MIDSPRINGS	71.1			3.32	12.11			2.30	10.08					
28 P			9.05	9.37		f 4.06				f 2.06	52.9	PAIGE	67.2		s 3.22	s 12.05PM				2.06	9.50					
Yard BKOPWY			9.45	10.00PM 12.40AM		s 4.20				s 2.25	59.3	HILLS	62.1		3.10	f 11.56AM				1.40	9.30			Continuous		
37 P			10.05	12.58			4.28			f 2.40	64.4	TO (T. & N. O. Crossing)												Continuous		
32 P			10.15	1.09		s 4.35				s 2.50	68.5	GIDDINGS	65.7		s 2.55	s 11.45				12.58	9.10					
42 P			10.35	1.30		s 4.45				s 3.03	74.8	KRUSE	60.6			2.40	11.35			12.28	8.55					
41 P			11.08	2.04		s 4.55				s 3.16	81.1	LEDBETTER	46.5		s 2.30	s 11.29				12.08AM	8.35					
22 P			11.30AM	2.22		f 5.04				f 3.29	87.7	CARMINE	40.2		s 2.17	s 11.19				11.48PM	8.15			See Note		
Yard PI			12.30PM	2.45		s 5.18				s 3.44	93.7	TO BURTON	33.9		s 2.04	s 11.08				11.28	7.50					
27 WY			12.45	3.00		s 5.28				s 3.55	99.2	MILL CREEK	27.3		1.52	f 10.57				11.10	7.30			Continuous		
14			1.00	3.15		s 5.36				s 4.05	103.9	(G. C. & S. F. Crossing)								10.50	6.45					
32 P			1.30PM	3.45AM		s 5.57PM				s 4.25AM	116.0	BRENHAM	21.3		s 1.34	s 10.45				10.35	6.30					
Yard BKPWY			1.30PM	3.45AM		s 5.57PM				s 4.25AM	116.0	PACKERY	15.8			1.24	10.34			10.00PM	6.00AM			Continuous		
	Arrive Daily Ex. Saturday	Arrive Daily Ex. Sunday	Arrive Mon., Wed. & Fri.	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		TO-R HEMPSTEAD	0.0	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday					
	380	253	236	240		4	42	2	6	46				5	45	43	1	3		239	237	254	381			

(7.30) 16.2 (9.45) 13.1 (3.27) 33.3 (4.24) 26.1 (4.20) 26.5 (3.35) 32.1 (6.45) 16.9 (7.20) 15.6

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

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 45 is Superior to M-K-T No. 6; No. 43 is Superior to No. 42 and M-K-T Nos. 6, 2 and 4.

Yard Office is register station only for trains that originate or terminate there.
 Trains originating at Yard Office must obtain clearance at Austin.
 Eastward M-K-T trains must report to T&NO dispatcher by telephone from Pershing the time of their arrival.
 Westward M-K-T trains must obtain clearance from T&NO dispatcher by telephone before occupying T&NO main track at Pershing.
 Westward T&NO trains, except first class, must obtain check of overdue trains from dispatcher by telephone before passing Pershing.
 Main track switch at Pershing must be left set and locked for T&NO main track.
 Nos. 42 and 43 stop on flag at Butler for revenue passengers only.
 Train order office hours at Burton 8:30 am to 5:30 pm daily except Sundays and legal holidays; Sundays and legal holidays: 10:00 am to 12:00 m; 3:30 pm to 5:30 pm.

EASTWARD		LLANO SUBDIVISION		WESTWARD	
SECOND CLASS		TIME TABLE No. 34 October 12, 1941		SECOND CLASS	
254 Mixed	Distance from Llano	Mile Post Location	253 Mixed	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Legal Holidays Only
Yard WY 29 B	6.00M	0.0 TO-R LLANO	1.15PM	8.00AM 12.01PM	Closed
26 W	6.50	19.7 KINGSLAND	12.01PM	1.01PM 5.00PM	
29 Y	7.20	29.1 R FAIRLAND			
20 Spur Y	8.05	35.0 TO MARBLE FALLS		8.00AM 12.01PM	8.00AM 10.00AM
29 Y	8.30	29.1 R FAIRLAND	11.35AM	1.01PM 5.00PM	
17 Y	8.45	31.8 R SUDDUTH	11.25		
Yard 41 OW	9.15M	39.5 TO-R BURNET	11.00	8.00AM 5.00PM	8.00AM 5.00PM
12 Spur Y	1.45M	38.9 R WILKIE	10.24		
13 Spur		41.8 DOUBLING SPUR			
32	2.05	42.7 SUMMIT	10.14		
21	2.25	49.5 TO BERTRAM	9.54	8.00AM 12.01PM	9.25AM 11.25AM
28	2.37	55.0 GROVER	9.33	1.01PM 5.00PM	
15 W	2.56	59.6 TO LIBERTY HILL	9.23	8.00AM 12.01PM	8.45AM 10.45AM
19	3.25	67.3 TO LEANDER	9.00	9.00AM 12.01PM	8.30AM 10.30AM
18	3.40	72.8 CEDAR PARK	8.35	1.01PM 5.00PM	
21	3.52	77.1 RUTLEDGE	8.26		
27 I	4.25	82.3 TO McNEIL (I-G. N. Crossing)	8.15	8.00AM 12.01PM	8.00AM 10.00AM
14	4.35	88.0 WATERS PARK	7.56	1.01PM 5.00PM	
10	4.43	88.8 FROMME	7.48		
Yard OTW	5.10M	97.4 A.S.S. AUSTIN JUNCTION	7.30AM		

(6.40) Time Over Subdivision (5.45)
 16.4 Average Speed per Hour 16.9

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
 When no operator is on duty, the crew assigned to or ordered for the train may assume the schedule of No. 254 at Llano and leave Llano without a clearance.

EASTWARD		LAMPASAS SUBDIVISION		WESTWARD	
SECOND CLASS		TIME TABLE No. 34 October 12, 1941		SECOND CLASS	
254 Mixed	Distance from Lampasas	Mile Post Location	253 Mixed	Train Order Office Hours	
Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Daily Ex. Sundays and Legal Holidays	Legal Holidays Only
23 Y	12.25M	0.0 R LAMPASAS	11.55AM		
18 W	12.55	11.6 LAKE VICTOR	11.10		
Yard 41 OW	1.40M	23.0 TO-R BURNET	10.40AM	8.00AM 5.00PM	8.00AM 5.00PM

(1.15) Time Over Subdivision (1.15)
 18.4 Average Speed per Hour 18.4

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
 EXCEPT: No. 253 is Superior to No. 254.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE									
Station	Subdivision	Distance from	Miles	Car Capacity and Direction Opening if Spur	Station	Subdivision	Distance from	Miles	Car Capacity and Direction Opening if Spur
Humble Oil Spur	Hearne	Houston	19.6	4-E	Nicholas	Flatonia	Hearne	8.4	3-E
Gano	Hearne	Houston	30.4	40	Whites	Flatonia	Hearne	9.4	9-E
Salt Mine Spur	Hearne	Houston	33.0	10	Astin	Flatonia	Hearne	14.0	8
Humble Oil Spur	Hearne	Houston	118.0	15-E	Mooring	Flatonia	Hearne	15.3	10
Humble Pipe Line	Ennis	Houston	171.0	14-E	Steels	Flatonia	Hearne	15.9	9-E
Trumbull	Denison	Houston	242.7	28	Sims	Flatonia	Hearne	16.9	8-E
Armo	Denison	Houston	267.6	12-W	Varisco	Flatonia	Hearne	18.2	7-E
S. M. U. Spur (Soumethun)	Denison	Houston	269.3	2-W	Interurban Jct.	Flatonia	Hearne	19.8	3-E
Oasis	Denison	Houston	270.1	33	Floy	Flatonia	Yoakum	35.7	11
Vickery	Denison	Houston	271.5	5	Marly	Flatonia	Yoakum	42.4	3-W
Cotton Mill Spur	Denison	Houston	335.9	52-W	Texas Co. Spur	Flatonia	Yoakum	43.6	15-W
Sand Lake	Paris	Ennis	13.5	14-E	Humble Spur	Cameron	Yoakum	148.0	15-W
Parvin Park	Paris	Ennis	20.0		Asa	Cameron	Yoakum	159.7	16-E
Crowfoot	Paris	Ennis	24.0		Stark	Cameron	Yoakum	167.7	6-E
Eula	Paris	Ennis	41.8		Abercrombie	Llano	Austin	7.5	11
Tona	Paris	Ennis	48.5		Whitestone	Llano	Austin	27.1	15
Ellard	Paris	Ennis	59.1		Granite Mountain	Llano	Fairland	4.4	16-E
Narcotic Farm	Ft. Worth	Ennis	47.0	6-E	Sudduth Quarry	Llano	Austin	66.4	Wye
Stallworth	Waco	Bremond	20.3	42-W	Snead Spur	Llano	Austin	67.5	3-E
Neale	Waco	Bremond	37.4	2-W	Sauer Pit	Llano	Austin	74.0	20-E
Glass	Flatonia	Hearne	4.1	4	Beverly	Llano	Austin	83.3	Wye
Maguire	Flatonia	Hearne	4.4	15-W	Hobart	Llano	Austin	84.1	150-E
Woods	Flatonia	Hearne	8.0	11-E	Graphite	Llano	Austin	87.0	21
				5-E	Stolz	Llano	Austin	90.5	20-E
					Iron Spur	Llano	Austin	91.0	7-E

TIME INSPECTORS

Sidney Y. Ball, General Time Inspector	Chicago
Houston Watch Company, Southern Pacific Building	Houston
W. E. Conner	Houston
A. H. Frederick	Hempstead
Lee S. Smith	Hearne
J. M. Eller	Mexia
G. W. Halton	Fort Worth
F. Studer	Waco
Armstrong Jewelry Co.	Waco
C. T. Moore	Ennis
C. E. Walker, Southland Building	Dallas
A. B. Johnson	Denison
Melrose Tappan	Sherman
I. Goldberg	Corsicana
R. E. Cook	Paris
Joe Koen & Son	Austin
D. L. Carl	Llano
Albrecht Jewelry Co.	Yoakum
O. E. Faske	Giddings

LEGAL HOLIDAYS

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

SPECIAL INSTRUCTIONS

GENERAL

- Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.
- A train may arrive at a station in advance of its schedule arriving time.
- When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and if necessary to avoid accident, STOP.
- Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
- Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.
- Rule 10 (H), revised: A metal signal painted solid green on front and back will be used to mark limit of restriction in lieu of the green metal signal with white border as prescribed in second paragraph of Rule 10 (H).
- Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling motor-car repairmen, water-service repairmen, operators of roadway machines, and any employees who operate motor cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating motor cars and roadway machines.
- On a passenger train when approaching a station where engines are to be changed, or train is to be switched, trainman will open steam valve on rear of train one mile or more in advance, and sound Communicating Signal 16 (m). Before opening the valve, trainman must look forward on each side of train to observe whether employes or other pedestrians are walking along the track, who might be scalded by the discharge of steam, and consideration must be given to selecting a location for this operation where there is the least possibility of danger to employes, or pedestrians, or damage to property. Steam must not be blown from train line approaching or passing over street or highway crossings. (Exceptions: On trains 13, 14, 15 and 16 trainman will sound Communicating Signal 16 (m) in vicinity of Forest Avenue approaching Dallas and in vicinity of Eureka approaching Houston, but need not open the steam valve at rear of train. If Signal 16 (m) is not sounded, enginemen will shut off steam heat at above locations).
- At stations where there are two or more sidings, eastward trains must take most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order or special instructions, or the movement made under flag protection.

LOCAL

ALL SUBDIVISIONS

- Cars, gross weight in excess of limits shown, and engines heavier than class indicated must not be handled between the points named:

BETWEEN	Cars	Class Engine	
		Freight	Passenger
Denison and Ennis.....	210,000	F-1	P-13-14
Fort Worth and Ennis.....	210,000	F-1	P-13-14
Ennis and Hearne.....	210,000	F-1	P-13-14
Hearne and Houston.....	210,000	F-1	P-13-14
Ennis and Paris.....	210,000	C-8-9	T-28
Bremond and Marlin.....	210,000	C-8-9	T-28
Marlin and Waco.....	210,000	M-10	P-5
Yoakum and Hearne.....	210,000	F-1	P-13-14
Giddings and Waco.....	210,000	C-8-9	P-6
Hempstead and Austin.....	210,000	MK-5	P-6
Austin and Fairland.....	210,000	C-8-9	T-28
Fairland and Llano.....	169,000	C-24	E-23
Fairland and Marble Falls.....	169,000	C-24	E-23
Burnet and Lampasas.....	169,000	C-24	E-23

- Limits of sidings at stations named are as follows:

Sherman	—East switch to first cross-over switch west.
Ferris	—West siding, from west switch to cross-over switch.
Waxahachie	—East switch to cross-over switch.
Hockley	—West switch to cross-over switch.
Cypress	—East switch to cross-over switch.

- Engines 650, 651 and 652 are equipped with air-siren whistle in addition to steam whistle, and when used on trains Nos. 13, 14, 15 and 16, the siren will be used to sound signals as prescribed by Rules 14(l) and 14(p); all other whistle signals to be sounded with steam whistle. This does not prohibit the use of steam whistle to sound signals as prescribed by Rule 14(l) or 14(p) if, and when, in the judgment of the engineer, its use is necessary.

- Engines must not be operated over the live rail of any track scale.

- Freight trains must be inspected at each water stop. When conditions are favorable and, in the judgment of the conductor and engineer, it is safe to do so and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than indicated below:

Manifest Trains: 60 miles, except may run between McKinney and Ennis; Ennis and Groesbeck; Hearne and Hempstead; Navasota and Englewood.

Other Freight Trains: 50 miles, except may run between Sherman and Miller; McKinney and Ennis; Fort Worth and Ennis; Hempstead and Englewood; Hearne and Giddings.

Trainmen are not relieved of making inspection as prescribed by Rule 827 when trains are made at a lesser distance.

- Spring Switches are located as follows:

Ennis	—Lead switch west end of yard.
Corsicana	—East switch of siding.
Bremond	—West switch of siding.
Bremond	—Inside switch, first crossover east of station building; normal position for movement eastward through siding.
Hearne	—Lead switch west end of yard.
Boulevard Jct.	—Switch connecting eastward main track of the Freight Route with westward main track from the direction of passenger station; normal position for eastward movement to Freight Route.
Boulevard Jct.	—Switch connecting westward main track of the Freight Route with westward main track from the direction of passenger station; normal position for through movements from direction of the passenger station.
Niles	—East end double track; normal position for westward track.

They are designated by two targets, one hexagon shape, painted white, bearing the letters "SS"; the other a standard red target.

Trains and engines may trail through spring switches when normally set, but when a stop is made before the entire engine or cars have passed over the points, a reverse movement must not be made until switch has been set by hand. After trailing through a spring switch, a reverse movement must not be made until it is known that both points have moved to proper position as prescribed by Rule 104 (C). Running switches must not be made over spring switches and blow-off cocks, sanders, or injectors must not be operated and boosters must not be started, while engines are standing on or passing over such switches.

Where reduction of speed over spring switches is required, it will be indicated by slow boards, or by other speed restrictions applying within same limits.

- The following signals, equipped with triangular number plates, have spring switches included in their control limits. When indicating STOP, in addition to complying with provisions of Rule 509, careful inspection must be made of the switches, as indicated below, and it must be known that the route is safe for passage of trains before proceeding:

Signals	Location
2328—Ennis	—Spring switch, lead switch west end of yard.
2091—Corsicana	—Spring switch, east end of siding.
1432—Bremond	—Spring switch, west end of siding.
1208—Hearne	—Spring switch, lead switch west end of yard.
7—Freight Route between Boulevard Junction and Tower 26—	Spring switch, east end of double track.

- Yards located at the following stations are designated by yard-limit boards:

(a) Austin	Ennis	Kaufman
Bremond	Flatonina	Marlin
Bryan	Fort Worth	McKinney
(b) Burnet	Giddings	Sherman
Corsicana	(d) Hearne	(e) Waco
(c) Dallas	Hempstead	Waxahachie
Denison	Houston	Yoakum

- Austin yard limit extends to yard-limit board east of Austin Junction on Austin Subdivision and to yard-limit board west of Austin Junction on Llano Subdivision.

- Burnet yard limit extends to yard-limit board on Lampasas Subdivision and from yard-limit board one mile west of Burnet to yard-limit board one mile east of Burnet on Llano Subdivision.

- Dallas yard limit extends from a point 3,100 feet west of Vickery (on old main track) to a point 1,000 feet east of east switch of siding at Miller, and from Forest Avenue to a point 1,000 feet west of Briggs.

- Hearne yard limit extends to yard-limit board 4.7 miles west on Flatonina Subdivision.

- Waco yard limit extends to yard-limit board west of Texand on Cameron Subdivision.

- MK-5 and F-1 class engines must move with caution over turnouts and

inside tracks at Denison, Fort Worth, Ennis, Mexia, Hearne, Hempstead, Giddings, and on right-hand track at Butler, account No. 7 frogs.

- When practicable a trainman must ride on rear platform of train while passing over the following bridges and watch for fires on or about these structures:

Fort Worth Subdivision:

28.31 and 28.94, east of Britton.

Paris Subdivision:

12.42 and 14.55, Trinity River Bottom, east of Rosser.

25.27, Kings Creek, east of Kaufman.

42.47, Kings Creek, west of Terrell.

52.32, Sabine River, west of Hetty.

58.26 to 58.76, Caddo River Bottom, west of Quinlan.

110.45 and 110.77, North Sulphur River Bottom, west of Enloe.

112.93, Honey Creek, east of Howland.

119.76, Auds Creek, west of Atlas.

Waco Subdivision:

4.86, Little Brazos River, east of Reagan.

13.54 and 14.46, Big Creek, east of Marlin.

Flatonina Subdivision:

50.86, Colorado River, east of West Point.

Cameron Subdivision:

114.00, Little River, west of Cameron.

Llano Subdivision:

78.52, Colorado River, east of Kingsland.

(See Pages 11, 12, 13 and 14 for additional instructions, information and speed restrictions applicable to all subdivisions).

DENISON SUBDIVISION

- First-class trains operate between Denison and Tower 93 via M-K-T R. R. and will be governed by M-K-T current time-table while on their tracks.

- Eastward first-class trains must obtain clearance at Denison authorizing movement from Tower 93.

- St. L., S. F. & T. westward trains, except first-class trains, may register at Denison by register ticket, Form 2642.

- Trains and engines will move within yard limits, Denison, expecting to find the main track occupied, and will not exceed 10 miles per hour between St. L., S. F. & T. connection and Tower 93.

- Automatic Block System, North Sherman Junction—Trains entering T. & N. O. main track from St. L., S. F. & T. yard will observe indication of Signals 3303 and 3304. When these signals indicate block unoccupied switch may be operated, after which Signal 3301 should indicate PROCEED. When Signals 3303 and 3304 indicate block occupied, switch may be used only under flag protection. Overlap post governing eastward trains is located 2,640 feet west of Signal 3314 and overlap post governing westward trains is located 2,475 feet east of Signal 3299. Signals at North Sherman Junction should change to PROCEED when rear of an eastward train passes Signal 3299.

- North Sherman Junction is a train-order office only for trains that originate there, and a register station only for trains that originate or terminate there.

- Sherman (Tower 16) is a register station only for trains that originate or terminate there.

- Schedule time and train orders for Nos. 75 and 76 at Sherman apply at passenger station.

- St. L., S. W. trains and engines operate on main track, Sherman, between east wye switch and passenger station under provisions of Rule 93. Main-track movements approaching and between east wye switch and passenger station must be made expecting to find the main track occupied.

- Gate protecting crossing of St. L., S. W. and St. L., S. F. & T., Sherman, must, when crossing is not in use, be left across St. L., S. W. main track. Trains or engines should not occupy crossing when a train or engine is approaching on intersecting track.

- Gate protecting St. L., S. F. & T. crossing on stem of T. & N. O. wye, Sherman, must, when crossing is not in use, be left across T. & N. O. track.

- Nos. 14, 16 and 18 must obtain clearance at Dallas (Union Station).

- Maximum speed for passenger trains to or from the direction of Dallas (Union Station) is 25 miles per hour through switch at west end of Trinity River Bridge, Belt Junction.

- F-1 class engines, coupled, must not exceed 30 miles per hour through Trinity River overhead steel bridge (260.18) west of Miller.

- The main track between Garrett and Ennis will be used jointly by trains of the Denison and Fort Worth Subdivisions, movement in accordance with Positive Block Signal indications. (See Page 14.)

- Nos. 13 and 14 may register at Ennis by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.

57. Engines heavier than C-8-9 class must not use the following tracks:
 Denison —Cotton Mill track; M-K-T transfer west of frog of switch connecting St. L., S. F. & T. and M-K-T transfers.
 Van Alstyne —West elevator track.
 Anna —Elevator track.
 McKinney —Old Mill track; Compress tracks and wye, except that portion leading to Collin Co. Mill & Elevator track.
 Plano —West transfer 6 car lengths beyond road crossing.
 Ferris —All brick-yard tracks.
 58. Engines must not use the following tracks or structures:
 Denison —Main track beyond stock pens.
 Sherman —Bridge on stem of T. & N. O. wye track.
 Van Alstyne —East elevator track west of warehouse.
 Palmer —Old brick-yard track.
 59. Interchange track between stem of T. & N. O. wye and M-K-T track, Sherman, must not be used.

FORT WORTH SUBDIVISION

61. Use of engine whistle, except in emergency, is forbidden within Fort Worth (Union Station) limits. Crews will use telephone at east end of train shed to obtain route through interlocking plant at Tower 55.
 62. Eastward first-class trains must obtain clearance at Fort Worth (Freight Yard).
 63. First-class trains may register at Fort Worth (Freight Yard) by register ticket, Form 2642.
 64. M-K-T trains and engines operate on main track between M-K-T Junction (MP 51.2) and Fort Worth (Freight Yard) under provisions of Rule 93. Main-track movements approaching and between these points must be made with caution, expecting to find the main track occupied.
 65. MK-5 class or heavier engines must not make a direct movement from west yard lead to enginehouse lead, or from enginehouse lead to yard lead, Fort Worth, but must first move to main track, clear main-track switch, and enter yard lead or enginehouse lead from the main track.
 66. Hattie Street overpass at MP 52 in Fort Worth yard, and I.-G.N. overhead bridge at MP 49 east of Tower 53 do not afford standard overhead clearance.
 67. Engines heavier than M-4 class must not use east Cotton Mill track and Electric Light track, Waxahachie.
 68. The main track between Garrett and Ennis will be used jointly by trains of the Fort Worth and Denison Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 14).

ENNIS SUBDIVISION

81. Nos. 13 and 14 may register at Ennis by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.
 82. Engines must not use Sun Oil Tracks Nos. 1 and 2 at Richland.
 83. Overlap post located between switches of siding at Springfield governs westward trains.
 84. First-class trains may register at Hearne by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.
 85. First-class trains, except Nos. 13 and 14, must run with caution within yard limits, Hearne.
 86. Engines heavier than C-8-9 class must not use the following tracks:
 Corsicana—Ice Plant track; Fortson Grocery Co. track.
 Mexia—B-RI interchange beyond a point 300 feet from switch; Bremond—Short leg of wye; Hammond—House track; Calvert—Oil-mill track.

HEARNE SUBDIVISION

91. First-class trains may register at Hearne by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.
 92. First-class trains, except Nos. 13 and 14, must run with caution within yard limits, Hearne.
 93. Main track between Hearne and Hearne Junction will be used jointly by trains of the Hearne and Flatonia Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 14).
 94. F-1 class engines, coupled, must not exceed 30 miles per hour through the following overhead steel bridges:
 Pin Oak Creek (117.55) Campbells Creek (109.73)
 Spring Creek (112.96) Navasota River (73.59)
 95. Eastward through trains will not take water at Navasota except in emergency.
 96. Engines heavier than C-8-9 class will not use oil-mill track, Navasota.
 97. Hempstead is a register station only for trains that originate or terminate there. Nos. 42, 43, 45 and 46 may register at Hempstead by register ticket, Form 2642.
 98. Track No. 4 through Hempstead yard is designated as Austin Subdivision main track and must be kept clear. Austin Subdivision trains will enter and leave Hearne Subdivision main track at east end of Track No. 4.
 99. Schedule time and train orders at Eureka apply at crossover switch leading to double track.

100. Westward trains of the Hearne Subdivision, checking a regular train on register at Englewood or Houston Passenger Station, or identifying a train on opposite track between these points and Eureka, will not be required to check against the same train before passing from double to single track at Eureka.
 101. Trains operating between Eureka and Englewood will move via Freight Route between Boulevard Junction and Tower 26 unless otherwise directed.
 102. No. 242 must obtain clearance at Eureka authorizing movement from Boulevard Junction.
 103. Engines heavier than F-1 class must not be operated over White Oak Bayou bridge on Freight Route, west end of Hardy Street yard, Houston.
 104. Speed of 15 miles per hour must not be exceeded by trains or engines over diamond-shaped crossing at Tower 26, which is the crossing of the westward main track toward Houston Passenger Station and the eastward main track from Hardy Street yard.
 105. Main tracks between Eureka and Houston Passenger Station will be used jointly by trains of the Dallas and Austin Divisions and the San Antonio Division, and between Tower 26 and Englewood by trains of the Dallas and Austin Divisions and the Houston Division. Trains between these points will run with caution, expecting to find the main track occupied. Second-class and inferior trains, and engines, may run ahead of first-class trains, but must not occupy the main track when it is known a first-class train will thereby be delayed, and movements against the current of traffic may be made only under flag protection. Trains may run extra, moving with the current of traffic, between the points designated, without train-order authority, but must obtain a clearance before commencement of trip if an operator is on duty.
 107. Trains and engines must approach passenger yard, Houston, with caution and be governed by signals from switch tender as follows:
 Proceed signal with green flag by day and green light by night before entering passenger yard.
 Proceed signal with yellow flag by day and yellow light by night before leaving passenger yard.
 The following whistle code will be sounded at Houston Avenue underpass for guidance of switch tender in handling switches at entrance to passenger yard:
 Dallas and Austin Divisions trains o _____
 108. Location of bulletin books at Houston:
 Train-order office, Passenger Station;
 Yardmaster's office, Hardy Street;
 Hardy Street enginehouse;
 Houston Avenue enginehouse.

PARIS SUBDIVISION

111. Trains take water at Terrell only in emergency.
 112. Paris Subdivision trains use Houston Division main track at Kaufman and be governed by Houston Division current time-table while occupying tracks of that division. Trains must stop before reaching the fouling point of the Houston Division main track at Kaufman and St. L. S. W. main track at Greenville and Commerce, and will not proceed until proceed signal is received from a member of the train crew. Before operating the switch or giving proceed signal, trainmen must observe and know that there is not a train approaching on the route to be used.
 113. Engines must not use the following tracks or structures:
 Terrell—Becknell and lead track No. 3.
 114. Trains must approach highway crossing between freight and passenger stations, Cooper, with caution, and, if necessary to avoid accident, STOP. Switching movements over this crossing must be protected by a member of the crew.
 115. Westward trains must obtain clearance at Commerce. Eastward trains must obtain clearance at Greenville.

WACO SUBDIVISION

116. Trains must obtain clearance at Waco (Union Station) authorizing movement from Tower 21.

FLATONIA SUBDIVISION

121. Movements within yard limits, Yoakum, must be made with caution, expecting to find main and wye tracks occupied.
 122. C-8-9 class and heavier engines must not use Fehrenkamp spur at Moulton.
 123. Through trains will not take water at Moulton except in emergency, and then only sufficient to reach next water station.
 124. Trains may register at Flatonia by register ticket, Form 2642.
 125. Trains and engines using San Antonio Division tracks at Flatonia will be governed by current time-table and special instructions of that division.
 126. Engines heavier than C-8-9 class must not use following tracks:
 Flatonia—Old SA&AP house track; Lena—Spur; Winchester—Spur.
 127. Trains must obtain clearance at Giddings.
 128. Giddings is a register station only for trains that originate or terminate there.
 129. Within yard limits, Giddings, the main tracks may be used, protecting only against first-class trains. Trains and engines must move with caution, ex-

- pecting to find the main and wye tracks occupied without protection.
 130. Engines must not go beyond restriction sign in Glass Gravel Pit, MP 3.8.
 131. Main track between Hearne Junction and Hearne will be used jointly by trains of the Flatonia and Hearne Subdivisions, movements in accordance with Positive Block Signal indications. (See Page 14).
 132. Trains originating at Hearne Junction must obtain clearance at Hearne.

CAMERON SUBDIVISION

135. Within yard limits, Giddings, the main tracks may be used, protecting only against first-class trains. Trains and engines must move with caution, expecting to find the main and wye tracks occupied without protection.
 136. Freight trains will not take water at Rockdale, except in emergency, and then only sufficient to make next water station.
 137. Trains must approach highway crossing east of passenger station, Rockdale, with caution, and, if necessary to avoid accident, STOP. Switching movements over this crossing must be protected by a member of the crew.
 138. Engines must not use gravel-pit track at Texand beyond sign reading "S. P. Track".
 140. Trains and engines must not exceed 6 miles per hour on curve in track connecting Cameron Subdivision main track with St. L. S. W. main track, Waco.
 141. Trains must obtain clearance at Waco (Union Station) authorizing movement from Waco (Freight Yard).

AUSTIN SUBDIVISION

146. Movements within Austin yard limits must be made with caution, expecting to find the main and wye tracks occupied.
 147. The scale track serving Elgin Cotton Oil Company, Elgin, must not be used in switching movements. The west switch on oil-mill track must be left set for the spur.
 148. Interlocking home signals west of M-K-T crossing, Elgin, and east of G. C. & S. F. crossing, Brenham, are located to the left of main track in the direction of movement.
 149. Within yard limits, Giddings, the main tracks may be used, protecting only against first-class trains. Trains and engines must move with caution, expecting to find the main and wye tracks occupied without protection.
 150. Trains must obtain clearance at Giddings.
 151. Westward inferior trains may pass west switch of siding at Brenham in accordance with provisions of Rule 605. Eastward trains must approach Brenham expecting to find the main track occupied.
 152. Engines must not go under cottonseed shed of Brenham Cotton Oil and Manufacturing Company, Brenham. C-8-9 class or heavier engines must not use shed track, Brenham. Engines heavier than C-8-9 class must not use Schleider's spur, Brenham.
 154. Track No. 4 through Hempstead yard is designated as Austin Subdivision main track and must be kept clear. Austin Subdivision trains will enter and leave Hearne Subdivision main track at east end of Track No. 4.
 155. Nos. 42, 43, 45 and 46 may register at Hempstead by register ticket, Form 2642.

LLANO AND LAMPASAS SUBDIVISIONS

161. Engines must not head through west leg of wye at Llano.
 162. Trains handling loaded tank cars of any capacity must not exceed 15 miles per hour between Fairland and Marble Falls; Burnet and Lampasas.
 163. C-8-9 class engines must not exceed 25 miles per hour between Austin and Fairland.
 164. Engines using new spur, Granite Mountain, must not go beyond restriction sign. Guy wires over track in quarry at Granite Mountain will not clear man on top of box car. Box cars must not be handled in this track.
 165. Trains operating via Marble Falls or Burnet must obtain clearance at these stations.
 166. Extra trains will not operate via Marble Falls or Burnet unless so directed by train order.
 167. Fairland is a register station for No. 254 to register their arrival only.
 168. Train registers at Wilkie are located, one at west wye switch, and one at east wye switch. No. 254 from Llano will register their arrival at west wye switch before proceeding to Burnet, and will register their departure at east wye switch after leaving Burnet enroute to Austin. No. 253 will register their arrival at west wye switch before proceeding to Burnet, and register their departure at west wye switch after leaving Burnet enroute to Llano. Extra trains of the Llano Subdivision will, when necessary, check these registers for arrival and departure of Nos. 253 and 254, unless train-order check of trains, Form R, on Wilkie registers, is received.
 169. Movements within Burnet and Austin yard limits must be made with caution, expecting to find the main and wye tracks occupied.
 170. Trains originating at Austin Junction must obtain clearance at Austin.
 171. The engine arriving Lampasas on No. 253 will assume schedule of No. 254.

SPECIAL INSTRUCTIONS

SPEED

BETWEEN	Streamlined Passenger Trains when handled by P-5, P-6 or P-14 Class Engines			Other Steam Passenger Trains			Gas Electric Motor Passenger Trains			Engines with two wheel engine trucks in passenger service.			Manifest Freight Trains when handled by MK-5 or P-1 Class engines and when not handling any of the restricted cars shown in Item 187.			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels.		
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour		
	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves
Houston and T. & P. Jct. and Forest Avenue.....	75	75		65	65		55	55		50	50		50	50		40	40		25	18	18
Hiland and Gifford.....				40	35		45	40		35	30					25	25		20	15	15
T. & P. Jct. and M. P. 298 Sherman and Denison...				50	45		55	50		45	35		35	35		35	35		20	15	15
M. P. 298 and Sherman....				45	40		50	45		40	35		30	30		30	30		20	15	15
Bremond and Waco.....				45	40		50	45		40	35					30	30		20	15	15
Garrett and Fort Worth....				50	45		55	50		45	35		35	35		35	35		25	18	18
Ennis and Paris.....				40	35		45	40		35	30					25	25		20	16	16
Llano and Austin.....				40	35		45	40		35	30					30	30		20	15	15
Marble Falls and Fairland				35	30		35	35		35	30					25	25		15	10	10
Lampasas and Burnet....				30	25		30	25		25	20					20	20		15	10	10
Austin and Elgin.....				40	40		45	40		25	25		25	25		25	25		20	15	15
Elgin and Hempstead....				45	40		50	45		30	30		25	25		25	25		20	15	15
Yoakum and Flatonia....				45	40		50	45		40	35		25	25		25	25		20	15	15
Flatonia and Hearne Jct. ...				50	45		55	50		40	40		35	35		35	35		20	15	15
Giddings and M. P. 98....				45	40		50	45		40	35					30	30		20	15	15
M. P. 98 and Waco.....				40	30		45	35		40	30					25	25		20	15	15

181. LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO MORE THAN ONE CURVE, STRUCTURE OR EXTENDED SECTIONS OF TRACK.

BETWEEN	SPEED OF—			
	Streamlined Psgr. Trains When Handled By P-5, P-6 or P-14 Class Engines	Other Psgr. Trains	Manifest Frt. Trains	Frt. & Mixed Trains
HEARNE SUBDIVISION				
M. P. 60.71 and M. P. 64.....	60	50	40	30
M. P. 66.84 and M. P. 67.08.....	60	50	40	30
M. P. 72.02 and M. P. 73.43 (2 Curves).....	60	60	50	40
M. P. 108.69 and M. P. 109.56. (2 Curves).....	60	60	50	40
ENNIS SUBDIVISION				
M. P. 214.81 and M. P. 218.8....	75	55	40	35
FORT WORTH SUBDIVISION				
Garrett and M. P. 9.....		45	30	30
M. P. 15.8 and M. P. 16.2.....		35	35	35
M. P. 20.5 and M. P. 21.8.....		35	30	30
M. P. 23 and M. P. 29.....		35	24	24
M. P. 41.4 and M. P. 44.2.....		35	24	24
M. P. 47.7 and M. P. 49.....		30	25	25
WACO SUBDIVISION				
M. P. 12 and M. P. 33.....		40	25	25
LLANO SUBDIVISION				
M. P. 33.5 and M. P. 34.8....		30	30	30

183. Unless otherwise further restricted, the following maximum speed restrictions between Houston and T. & P. Jct. and Forest Avenue must be observed:

(a) Speed prescribed by train order, or bulletin, for passenger trains must not be exceeded by streamlined trains Nos. 13, 14, 15 and 16.

(b) Trains consisting of streamlined cars only, when handled by other than P-5, P-6 or P-14 class engines, must not exceed speed prescribed for other steam passenger trains, or class of engine used.

(c) Engines not equipped with trailer trucks, when used in passenger service, must not exceed 55 miles per hour.

184. Round slow boards, painted yellow, with one set of black figures, indicate maximum speed for streamlined trains Nos. 13, 14, 15 and 16 only. They will be placed the same distance as oval slow boards and may be placed below and on same post with oval slow board. Where round slow board is not used, streamlined trains Nos. 13, 14, 15 and 16 will observe speed restrictions for passenger trains as indicated by oval slow board.

186. Trains must not exceed 15 miles per hour through crossovers, junctions and other diverging switches, and 25 miles per hour over drawbridges. Passenger trains, including streamlined trains, must not exceed 45 and freight trains 30 miles per hour over railroad crossings at grade not otherwise further restricted.

187. Speed shown under "Manifest Freight Trains," Item 180, may be observed when not handling:

Loaded tank cars, except tank cars of 10,000 gallons capacity or less when not containing gasoline, naphtha, or other highly inflammable commodities;

Any open-top car loaded with transformers, rail, poles or piling, twin or other multiple loads;

Any other open-top cars where lading projects above ends or sides of car, unless car foreman or lead inspector, after careful inspection, certifies load in good condition for fast speed;

Machines on own wheels such as cranes, derricks, ditching machines, or any other car restricted by rule or special instructions;

Cars with arch bar type trucks.

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

30 miles per hour
307 to 386
481
867 to 894

35 miles per hour
803, 804, 807, 810, 811, 813, 819, 820, 826, 829, 831, 832, 838, 845, 848, 895, 896.

40 miles per hour
800, 801, 802, 805, 806, 808, 809, 812, 814, 815, 816, 817, 818, 821, 822, 823, 824, 825, 827, 828, 830, 833, 834, 835, 836, 837, 839, 840, 841, 842, 843, 844, 846, 847, 849, 850.

STATION Miles per Hour

Houston.....	18
Navasota.....	15
Irwin.....	15
Hearne.....	30
Calvert.....	20
Kosse.....	20
Thornton.....	10
Grossbeek.....	20
Meda.....	20
Richland.....	20
Corisocana.....	20
Sloc.....	8
Ennis.....	20
Ferris.....	20
Dallas.....	12
Piano.....	12
McKinney.....	8
Louisiana St. Other Points	12
Van Alstyne	20
Howe.....	8
Sherman.....	20
Denison.....	20
Marlin.....	10
Waco.....	15
Waxahachie	20
Fort Worth.....	20
Midlothian.....	18
Kaufman.....	20
Terrill.....	20
Greenville.....	20
Brenham.....	6
Giddings.....	6
Elgin.....	6
Austin:	
Psgr Sta to East Ave.	6
East Ave. to City Limits	12
Yoakum (Psgr.).....	15
Yoakum (Frt.).....	10
Flatonia.....	6
Rockdale:	
Main St. to Frt. Sta.	6
Other points	10
Osmeron.....	20

MAXIMUM SPEED OF ENGINES

Yard engines in service, running forward or backward with or without cars, and road engines in service, running backward with or without cars, or when showing cars ahead of engine..... 20 miles per hour.

Yard engines, not equipped with engine trucks, in tow in charge of messenger and under sufficient steam to lubricate, moving forward or backward, rods in place or removed..... 20 miles per hour.

Road engines in tow in charge of messenger, and under sufficient steam to lubricate:

Moving forward or backward, rods in place..... Freight train speed.

Moving forward or backward, main or side rods, or both, removed..... 20 miles per hour.

Road engines running forward, light, unless otherwise directed Freight train speed.

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules or special instructions governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
17	3	45	35	1	42	54	1	6
18	3	31	36	1	40	55	1	5
19	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

SPECIAL INSTRUCTIONS

INTERLOCKING WHISTLE CODES

TOWER 68, ENGLEWOOD

Main track for movement with the current of traffic, from main track _____
 Eastward main track eastward from any other point _____ o o _____
 Westward main track westward from any other point _____ o o _____
 Eastward main track westward, from any point _____ o o _____
 Westward main track eastward from any point _____ o o _____
 West leg of wye, from any point _____
 Tank track, from any point _____
 Creosote No. 1, from any point _____
 Creosote No. 2, from any point _____ o _____
 South Switching lead, from any point _____ o _____
 Middle Switching lead, from any point _____ o _____
 North Switching lead, from any point _____ o _____
 Ice House Track from any point _____ o o _____

TOWER 26, H. B. & T., I.-G. N., T. & N. O. CROSSINGS, HOUSTON

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

TOWER 13, M-K-T CROSSING, EUREKA

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

INTERLOCKING STATION 41, G. C. & S. F. CROSSING, NAVASOTA

Main track eastward or westward _____
 Siding from any point _____

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

Main track eastward or westward _____
 House track from any point _____ o _____
 Oil Mill track from any point _____ o _____

TOWER 7, I.-G. N. CROSSING, COLLEGE STATION

Main track eastward or westward _____
 House track from any point _____ o _____
 Siding from any point _____ o _____
 Team track from any point _____ o _____

TOWER 36, I.-G. N. CROSSING, BRYAN

Main track eastward or westward from main track _____
 Siding from any point _____

INTERLOCKING STATION 15, I.-G. N. CROSSING, HEARNE

Main track eastward or westward _____
 New No. 1 track from any point _____ o _____
 West siding from any point _____ o _____

TOWER 63, B.-R. I. CROSSING, SPRINGFIELD

(Cabin Interlocking Plant)

Route and signals normally set for T. & N. O. movements. When interlocking signal indicates STOP, trains will be governed by provisions of Paragraph (c), Rule 663.

INTERLOCKING STATION 184, ST. L. S. W. CROSSING, CORSICANA

Main track eastward or westward _____
 Movements on siding eastward _____
 Movements on siding westward _____ o o _____
 To west end of scale track from any point _____ o _____
 West switch of scale track is electrically locked and can not be hand operated until released by signal operator. To operate switch by hand, when indicator in iron box at switch is clear, turn crank to left as far as it will go. After switch has been restored to normal position turn crank to right as far as it will go.
 Signal 2105-SA governing movement out of west end of scale track is located to the left of scale track. Signal will not clear until hand derail in scale track and main-track switch have been operated for the movement.

TOWER 118 AND 119 (See Page 14)

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

Main track eastward or westward from main track _____

TOWER 35, M-K-T CROSSING, HILAND

(Cabin Interlocking Plant)

Normal route will be set for M-K-T showing clear signals.
 T. & N. O. trains and engines must stop before reaching home signal and send a member of train crew to the tower who will handle levers in accordance with instructions on manipulation chart in tower.

TOWER 49, ST. L. S. W. CROSSING, PLANO

Main track eastward or westward _____
 Siding from any point _____

TOWER 16, T. & P. CROSSING, SHERMAN

Main track eastward or westward _____
 St. L. S. F. Main track from any point _____ o _____
 St. L. S. F. Yard from any point _____ o _____
 T. & P. transfer from any point _____ o o _____

TOWER 93, M-K-T CROSSINGS, DENISON

Main track eastward or westward from main track _____
 To and from K. O. & G. transfer from any point _____ o o _____
 To T. & N. O. from M-K-T _____ o _____
 To M-K-T from T. & N. O. _____ o o _____

TOWER 21, M-K-T, ST. L. S. W. CROSSINGS, WACO

To T. & N. O. main track from coal or house track _____
 To T. & N. O. main track from StL&SW main track _____
 To StL&SW main track from T&NO main track _____ o _____
 House track from any point _____ o _____
 Coal track from any point _____ o o _____
 Telephones are located in box on post near each home interlocking signal on Cameron Subdivision, and if signal is not cleared for route through plant, telephone should be used immediately to communicate with signal operator for instructions.

TOWER 52, G. C. & S. F. CROSSING, CAMERON

Main track _____

TOWER 54, I.-G. N. CROSSING, ROCKDALE

Main track _____

TOWER 91, M-K-T CROSSING, WEST POINT

Main track _____
 Main track to siding _____ o o _____
 Siding to main track _____ o o _____

TOWER 3, T. & N. O. CROSSING, FLATONIA

Main track to or from Yoakum _____ o _____
 Main track to San Antonio Division _____
 Main track to wye _____ o _____
 Wye to main track _____ o _____

INTERLOCKING STATION 131, T. & P. CROSSING, TERRELL

Main track eastward or westward from main track _____

INTERLOCKING STATION 95, G. C. & S. F. CROSSING, BRENHAM

Main track _____

TOWER 100, M-K-T CROSSING, ELGIN

Main track _____
 Main track to siding _____ o o _____
 Siding to main track _____ o o _____
 Main track to house track _____ o _____
 House track to main track _____ o _____
 Siding to house track _____ o _____
 House track to siding _____ o _____
 Siding to transfer _____ o o _____

INTERLOCKING STATION 132, I.-G. N. CROSSING, McNEIL

(Cabin Interlocking Plant)

Normal route will be lined for I.-G. N. showing clear signals.
 The agent will handle the signals during his tour of duty, and the whistle code for the main track will be one long (_____).
 Outside of hours of the agent, it will be necessary for T. & N. O. trains to stop before reaching home signal and send a member of the train crew to the tower who will handle levers in accordance with instructions on manipulation chart located directly above the interlocking machine.

TOWER 67, M-K-T CROSSING, WAXAHACHIE

Main track eastward or westward _____
 M-K-T transfer from any point _____ o _____

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

Main track eastward or westward from main track _____

TOWER 126, G. C. & S. F. CROSSING, FT. WORTH

Main track eastward or westward from main track _____
 To or from Track No. 2 _____ o _____
 To or from Bitulithic Spur _____ o _____
 To or from Track No. 1 _____ o _____
 To or from G. C. & S. F. connection _____ o o _____

TOWER 55, T. & P. CROSSINGS, FT. WORTH

Rock Island from T. & N. O. _____
 F. W. & D. from T. & N. O. _____
 G. C. & S. F. Freight yards from T. & N. O. _____ o _____
 T. & P. South Wye from T. & N. O. _____ o o _____
 Ft. Worth Union Depot from T. & N. O. _____ o _____

One long, two short and one long (_____ o o _____) sound of whistle indicates westward main track movement past the two arm signal and most easterly derail up to, but not beyond the signal bridge.

AUTOMATIC INTERLOCKING PLANTS

Normal indication of home signals governing routes is STOP. Trains entering approach circuit will cause home and distant signals to assume PROCEED indication when routes are unoccupied.
 Trains must not exceed 20 miles per hour between the home signals of automatic interlocking plant, Tower 79, Paris, and 25 miles per hour between home signals of other automatic interlocking plants.

MIDLOTHIAN (GC&SF CROSSING)

The approach circuit for eastward trains extends from marker, marked "RELEASE SECTION", 165 feet west of home signal to the home signal, and the approach circuit for westward trains extends from the distant signal to the home signal. The approach circuit must be occupied while waiting for home signal to clear. When, after waiting six minutes, home signal fails to indicate PROCEED, and there is no train approaching on intersecting route, train may proceed as prescribed by Paragraph (c), Rule 663.

After home signal assumes PROCEED indication it will remain so until the route has been used, provided a GC&SF train does not enter their approach circuit, but if the route is not used by the T&NO before the expiration of six minutes, and a GC&SF train enters their approach circuit, the T&NO signal will go to STOP and the GC&SF train will receive a PROCEED indication; then if route is not used by GC&SF within six minutes, the T&NO train will again receive a PROCEED indication.

If a T&NO train enters the home circuit on a PROCEED indication, then backs out of it while a GC&SF train is within their approach circuit, the GC&SF signal will immediately clear. Under such circumstances T&NO train must not pass the home signal indicating STOP without waiting six minutes, then observing provisions of Paragraph (c), Rule 663. When a movement is made through the home circuit with a part of train left in approach circuit, a reverse movement over crossing must not be made except as prescribed by Paragraph (c), Rule 663. Signals will clear behind a train if opposing route is not occupied. If a GC&SF train enters their approach circuit after signal has cleared behind a train on T&NO track, T&NO signal will immediately go to STOP, but the GC&SF signal will not clear until one and one-half minutes thereafter.

Engines or cars occupying route between home signals on either line will set all home signals to indicate STOP on both lines.
 Eastward trains using industry track (old siding), will stop clear of dwarf signal and operate the switch, after which the dwarf signal should indicate PROCEED. Should the dwarf signal fail to clear, wait six minutes, then if no train is approaching on intersecting route, train may proceed as prescribed by Paragraph (c), Rule 663.

PARIS (T&P AND SL&SF&T CROSSINGS)

If signal does not assume PROCEED indication after train has entered the approach circuit, and there is no train approaching on either intersecting route, unlock box marked "T&NO AND GC&SF RELEASE" located at southwest corner of tower building, if T&P crossing is to be obstructed; or the box marked "T&NO" located at the southwest intersection with the SL&SF&T, if SL&SF&T crossing is to be obstructed, and push button which should cause signal to assume PROCEED indication. Should the signal fail to clear, train may proceed as prescribed by Paragraph (c), Rule 663.

TATSIE (I-GN CROSSING)

When home signal does not assume PROCEED indication after train has entered the approach circuit, and there is no train approaching on intersecting route, unlock box marked "T&NO RELEASE", turn knob on the release to the right as far as it will go and permit it to run down, after which the signal should assume PROCEED indication. Should signal then fail to clear, train may proceed as prescribed by Paragraph (c), Rule 663.
 Eastward trains using siding will stop clear of dwarf signal and will, after observing switch indicator displaying PROCEED indication, operate the switch, after which the dwarf signal should assume PROCEED indication. Should dwarf signal fail to clear, be governed by the foregoing paragraph with respect to operation of release and procedure.

SPECIAL INSTRUCTIONS

REMOTE SIGNAL CONTROL—DALLAS

Home signals governing over GC&SF crossing, Tower 10, Dallas freight yard (old main track), are electrically-operated from Tower 19. Telephones are located in box on the mast of eastward home signal and on iron post at SLSW crossing just east of westward home signal. If signal not cleared for route over GC&SF crossing, a member of the crew should immediately communicate by telephone with the signal operator at Tower 19 for instructions, being governed by provisions of Rule 663.

REMOTE SWITCH CONTROL

Interlocking signals and interlocking rules govern movements over electrically-operated switches.

When the signal is not cleared or the switch is not set for the route required, trainmen or enginemen will communicate with the signal operator by telephone, located in box on signal near switch.

Instructions for operating electrically-operated switches by hand, when so authorized by the signal operator, are located inside of instrument case in iron box on post behind switch machine.

Before moving over an electrically-operated switch with the signal indicating STOP, it must be known the switch is properly set, and a speed of 12 miles per hour must not be exceeded until the entire train has passed over the switch.

GARRETT

The switch connecting the Fort Worth Subdivision with the Denison Subdivision is electrically-operated from the train-order office, Ennis yard; the normal position is for the Denison Subdivision.

Trains required to do switching at Garrett over the electrically-operated switch will notify signal operator by telephone to operate switch for each movement.

Telephone is also located in box on Signal 2327, Ennis yard, and when westward trains do not move in their turn as ordered, the signal operator must be so advised.

WEST POINT

The east switch of siding is electrically-operated from Tower 91.

Westward inferior trains approaching east switch and finding the switch set for main-track movement, and the governing signal clear, may proceed with caution on main track to the next signal governing in the direction of movement.

BOULEVARD JUNCTION

Both switches of the crossover just east of Heights Boulevard are electrically operated from Tower 13, Eureka.

Dwarf light Signal X-35-SA, located to the north of Chaney Yard lead track west of Harvard Street, governs westward movements entering the interlocking limits from any of the Chaney Yard tracks; normal position is stop. The route must be set against conflicting movements by the operator at Tower 13, Eureka, and the west switch of the lead must be set for the lead by a member of the crew before Signal X-35-SA will indicate proceed. Trains or engines must not enter main track from lead, Chaney Yard, unless so authorized by telephone by signal operator at Tower 13, Eureka, when telephone communication is possible.

Location of local telephones connected with Tower 13:

Mechanism case at signal bridge.

Mechanism case east of Harvard Street.

Crossing watchman's booth, Heights Boulevard.

POSITIVE BLOCKS

Positive block signals have semaphore arms painted the same as interlocking signals, and their indications are the same as those displayed by interlocking signals.

Trains and engines will operate within positive block limits in accordance with positive block signal indications, which supersede the superiority of trains, but second-class and inferior trains and engines will not occupy a positive block, or overlap in connection therewith, when it is known a first-class train will thereby be delayed.

To enter a positive block when signal indicates STOP, the movement must be made in accordance with the provisions of Paragraph (d) or Paragraph (e), Rule 509, but before applying Paragraph (e), trainmen and enginemen must assure themselves, either by means of vision or telephonic communication, that the block is not occupied by an opposing train.

Through interlocking plants, located within positive block limits, interlocking rules apply; and automatic block signals located within positive block limits will be respected in accordance with automatic block system rules.

BETWEEN GARRETT AND ENNIS

Signal 2307 at east switch long extension, Ennis, governs movements from that point to Garrett.

Signal 2336 governs movements Garrett to Ennis.

Overlaps extend from Signal 2307 east to Signal 2301, and from Signal 2327 to east wye switch, Ennis.

Switch indicators at Ennis are located at east wye switch, compress track and oil-mill track.

Trains entering positive block from Paris Subdivision at east wye switch, Ennis, as per Paragraph (d) or (e), Rule 509, with indicator and Signal 2327 indicating BLOCK OCCUPIED, must protect themselves against eastward trains on Denison Subdivision.

BETWEEN HEARNE AND HEARNE JUNCTION

Signal 1197 located on Hearne Subdivision and dwarf light Signal 1199 located on Flatonia Subdivision govern movements Hearne Junction to Hearne. Signal 1199 also governs movement into ice-dock track when crossover switches are set for such movements.

Signal 1206 at the west switch of the lead, Hearne, governs movements from that point to Hearne Junction.

Overlaps extend 2617 feet east of Signal 1197 and 250 feet west of Signal 1206. Overlap at Signal 1206 affects switch indicators only.

Switch indicators are located at all main-track switches between Hearne Junction and Signal 1206.

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

POSITIVE BLOCK SIGNAL LIMITS

Signal No. 2597—At west crossover, Miller.
Signal No. 2603—SA, West Drill track switch, Miller.
Signal No. 48—Main track east of Tower 119, T. & P. Junction.
Signal No. 24—SA, East Switch Fox.
Signal No. 3149—SA, Houston Division main track at Briggs.
Signal No. 42—Industry yard track at Briggs.
Positive Block Signal arms are painted the same as Interlocking Signal arms.

INTERLOCKING PLANTS

TOWER 119, T. & P. JUNCTION TOWER 118, BELT JUNCTION
(Limits of Control.)

Signals and switches at Belt Junction, signals and switches at each end of Fox siding and signals and switches at west end Drill Track Miller, are controlled by interlocking plant, Tower 118.

Signals and switches at T. & P. Junction and signals and switches at Briggs (except Signal No. 42, and switch to Industry yard track) are controlled by interlocking plant, Tower 119.

OPERATION

Tracks between Miller and Belt Junction will be used jointly by T. & N. O.—Houston Division and T. & N. O.—Denison Subdivision trains.

Tracks between Forest Avenue and Briggs will be used jointly by T. & N. O.—Denison Subdivision, T. & N. O.—Houston Division, and T. & P. Ft. Worth Division trains.

Tracks between Briggs and T. & P. Junction will be used jointly by T. & N. O.—Denison Subdivision, and T. & P.—Ft. Worth Division trains.

Extra trains between Belt Junction and Gifford will run via T. & P. Junction unless otherwise directed by train order.

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

On double track, between Belt Junction and Forest Avenue, trains may run extra, moving with the current of traffic, without train order authority.

Yard engines may move with the current of traffic on double track between Belt Junction and Forest Avenue and will operate within interlocking and positive block limits in accordance with interlocking and positive block signal indications.

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

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

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

Trains and engines must not enter main track from any adjoining track within limits of Interlocking Plants unless so authorized by telephone by signal operator at Tower 118 or Tower 119 when telephone communication is possible.

LOCATION OF LOCAL TELEPHONES

Tower 118, Belt Junction. Tower 119, T. & P. Junction.
Relay post Houston Division main track at Briggs.
Signal case, Signal No. 34-SA, at west switch at Fox.
Cable pole at Signal No. 3149-SA.
Signal case, Signal No. 2597 at west crossover at Miller.
Signal bridge, Signal No. 18-SA, at east end double track.
Signal case, Signal Nos. 2603-SA and 2604-SA, west Drill track switch Miller.
Signal No. 2605-SA, located at west end Trinity River Bridge.
Trains may leave T. & P. Junction without a clearance, if train order signal is changed to indicate "proceed" in accordance with Rule 221.

Trains to or from the T. & P. Railway, Houston Division or Denison Subdivision of this division authorized to use a schedule on the tracks mentioned may move with the current of traffic on double track between Forest Avenue and Belt Junction and operate within interlocking and positive block limits in

accordance with interlocking and positive block indication without train order authority or change of identification.

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

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

INTERLOCKING WHISTLE CODE, TOWER 118, BELT JUNCTION

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

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

Houston Division dispatcher's telephone is located in car inspectors office at Fox.

Trains moving from Forest Avenue or intermediate points toward T. & P. Junction will be considered as eastward trains from Forest Avenue to end of double track at Belt Junction and as westward trains from end of double track to T. & P. Junction.

Trains moving from T. & P. Junction or intermediate points toward Forest Avenue will be considered as eastward trains from T. & P. Junction to end of double track at Belt Junction and as westward trains from end of double track to Forest Avenue.

The maximum speed through the switch of the connection used by T. & P. passenger and freight trains to and from Denison Subdivision main track at T. & P. Junction is 25 miles per hour.

RATINGS OF ENGINES IN FREIGHT SERVICE

Nominal	CLASS Designation	ENGINE NUMBERS	Houston	Hempstead	Hearne	Ennis	Dallas	Sherman	Denison	Sherman	Ennis	Bremond	Hearne	Bryan	Hempstead	Ennis	Ft. Worth	Bremond	Waco	Ennis	Paris	PASSENGER ENGINES																								
			to Hempstead	to Hearne	to Ennis	to Dallas	to Sherman	to Denison	to Ennis	to Bremond	to Hearne	to Bryan	to Hempstead	to Houston	to Ennis	to Waco	to Bremond	to Paris	to Ennis																											
M-4	M63-20/28-128S	412 to 459	3720	2260	2280	2210	1990	1830	1770	1950	2480	2610	2180	3120	3950	1610	1610	2150	2260	1910	1950	<table border="1" style="width: 100%; border-collapse: collapse; font-size: 6px;"> <tr> <th>Numbers</th> <th>Class</th> </tr> <tr> <td>700-707</td> <td>GS-1</td> </tr> <tr> <td>800-822</td> <td>P-14</td> </tr> <tr> <td>811-833</td> <td>P-13</td> </tr> <tr> <td>822-830</td> <td>P-9</td> </tr> <tr> <td>810-821</td> <td>P-6</td> </tr> <tr> <td>812-817</td> <td>P-6</td> </tr> <tr> <td>888-890</td> <td>T-28</td> </tr> <tr> <td>273-278</td> <td>A-1</td> </tr> <tr> <td>281-272</td> <td>E-23</td> </tr> <tr> <td>220-223</td> <td>E-40</td> </tr> <tr> <td>205-209</td> <td>E-29</td> </tr> </table>	Numbers	Class	700-707	GS-1	800-822	P-14	811-833	P-13	822-830	P-9	810-821	P-6	812-817	P-6	888-890	T-28	273-278	A-1	281-272	E-23	220-223	E-40	205-209	E-29
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205-209	E-29																																													
M-11	M63-21/28-151S	560 to 565	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510	4070	4570	1850	1850	2150	2200	2250																										
M-10	M63-21/28-152S	500 to 514	4320	2610	2640	2540	2300	2100	2050	2230	2860	3010	2510	3620	4570	1850	1850	2510	2610	2200	2250																									
T-28	T69-22/28-163S	388 to 399	4500	2740	2770	2680	2420	2220	2150	2350	3000	3170	2640	4070	4770	1960	1960	2510	2610																											
MK-5	MK63-26/28-210S	738 to 794	6900	4200	4500	4100	3700	3400	3300	3600	4600	4850	4400	6250	7300	3150	2940																													
C-8	C57-22/30-190S	800 to 807	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	3940	6250	2860	2590	3400	3560	3000	3000																									
C-9	C57-22/30-190S	808 to 850	5900	3610	3650	3510	3190	2930	2840	3100	3950	4160	3470	3940	6250	2860	2590	3400	3560	3000	3000																									
C-25	C56-22/28-170S	895-896	4800	2920	2940	2860	2560	2360	2280	2510	3200	3360	2800	5100	2070	2070	2070	2770	2915	2460	2520																									
F-1	F63-27 1/2/32-273S	953 to 999	8700	5300	5700	5240	4730	4350	4220	4600	5750	6200	5500	8000	9330	4030	3750																													

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car.

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

Except: Hart Convertible Type Ballast cars, load limit must not exceed 90,000 pounds.

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

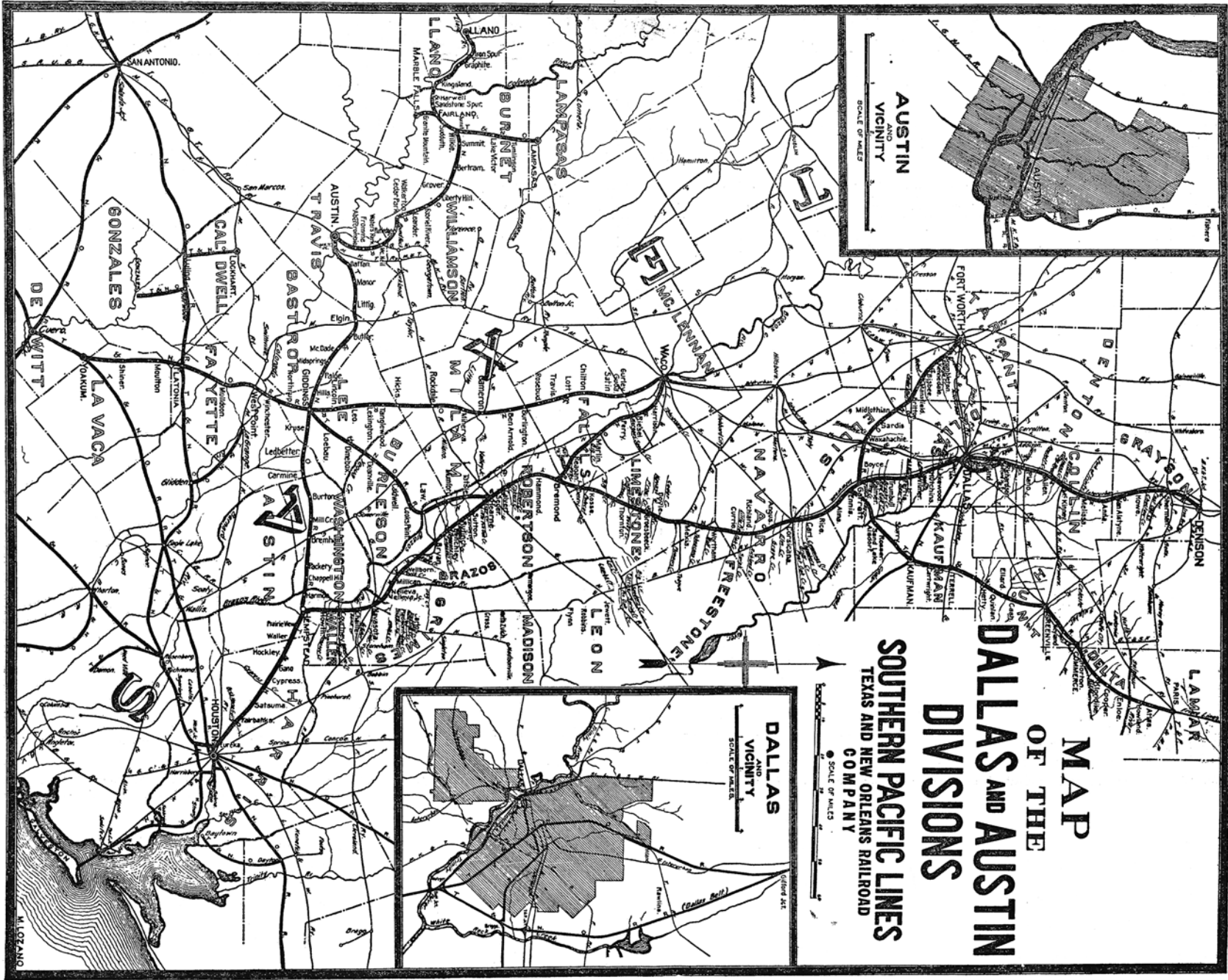
COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
Houston	Dr. Judson L. Taylor	Chief Surgeon	Cameron	Dr. T. L. Denson	Local Surgeon	Giddings	Dr. S. W. Mantzel	Local Surgeon	Paris	Dr. W. W. McCouston	Local Surgeon
Houston	Dr. J. B. Gandy	Asst. Chief Surgeon	Cameron	Dr. O. H. G. Swift	Local Surgeon	Giddings	Dr. H. G. Bertel	Local Surgeon	Paris	Dr. L. P. McCouston	Local Surgeon
Houston	Dr. E. M. Arnold	Local Oculist	Cameron	Dr. G. B. Taylor	Local Oculist	Greenville	Dr. W. O. Morrow	Local Surgeon	Paris	Dr. Leslie Lewis	Local Surgeon
Houston	Dr. Allan Collette	Local Surgeon	Garmin	Dr. A. O. Miller	Local Surgeon	Groesbeck	Dr. J. W. Cox	Local Surgeon	Paris	Dr. Owen B. O'Neill	Local Oculist
Houston	Dr. J. L. Paterson	Local Surgeon	College Station	Dr. J. E. Marsh	Local Surgeon	Groesbeck	Dr. Stanley Cox	Local Surgeon	Piano	Dr. W. G. Harris	Local Surgeon
Houston	Dr. W. J. Snow	Local Aurist	Calvert	Dr. W. O. Taylor, Jr.	Local Surgeon	Gurley	Dr. H. W. Willis	Local Surgeon	Richardson	Dr. J. H. Edgar	Local Surgeon
Houston	Dr. E. K. Dhunn	Local Surgeon	Commerce	Dr. C. G. Allen	Local Surgeon	Hempstead	Dr. S. O. Walker	Local Surgeon	Rockdale	Dr. T. S. Barkley	Local Surgeon
Houston	Dr. L. O. Feagin	Local Surgeon	Cooper	Dr. C. O. Taylor	Local Surgeon	Hempstead	Dr. Malcolm A. Jones	Examining Surgeon	Rockdale	Dr. I. F. Sesson	Local Surgeon
Houston	Dr. Ray Collins	Local Surgeon	Cooper	Dr. S. F. Blair	Local Surgeon	Hearne	Dr. T. A. Searcy	Local Surgeon	Rosebud	Dr. H. T. Coulter	Local Surgeon
Houston	Dr. Chas. Kianke	Local Surgeon	Corsicana	Dr. W. E. Sneed	Local Surgeon	Howe	Dr. J. L. Shelly	Local Surgeon	Rosebud	Dr. R. L. Currie	Local Surgeon
Houston	Dr. L. F. Kirkpatrick	Local Surgeon	Corsicana	Dr. J. E. McClung	Local Oculist	Kaufman	Dr. R. J. Rowe	Local Surgeon	Rosebud	Dr. H. J. Swepston	Local Surgeon
Houston	Dr. Edwin A. Moers	Local Surgeon	Dallas	Dr. Elbert Dunlap	Examining Surgeon	Kaufman	Dr. Gray G. Shaw	Local Surgeon	Shiner	Dr. F. M. Wagner	Local Surgeon
Houston	Dr. Geo. E. Rohrer	Local Surgeon	Dallas	Dr. Hudson Dunlap	Examining Surgeon	Lampasas	Dr. W. M. Brook	Local Surgeon	Shiner	Dr. Robt. W. Williams	Local Surgeon
Austin	Dr. Joe Thorne Gilbert	Examining Surgeon	Dallas	Dr. W. G. Reddick	Local Surgeon	Leander	Dr. O. R. Miller	Local Surgeon	Sherman	Dr. H. I. Stout	Examining Surgeon
Austin	Dr. H. L. Hilgartner, Jr.	Local Oculist	Dallas	Dr. E. H. Cary	Division Oculist	Llano	Dr. H. J. Hoerster	Local Surgeon	Sherman	Dr. D. C. Enloe	Examining Surgeon
Austin	Dr. S. J. Clark	Local Oculist	Dallas	Dr. Kelly Cox	Local Oculist	Llano	Dr. R. L. Shepperd	Local Surgeon	Sherman	Dr. V. L. Tuck	Local Surgeon
Austin	Dr. A. F. Beverly	Examining Surgeon	Denison	Dr. T. J. Long	Examining Surgeon	Marble Falls	Dr. Audrey L. Nanner	Local Surgeon	Sherman	Dr. C. D. Strother	Local Surgeon
Austin	Dr. H. L. Klotz	Local Surgeon	Denison	Dr. A. A. Blassingame	Local Oculist	Marlin	Dr. N. D. Bule	Local Surgeon	Sherman	Dr. E. D. Lane	Local Surgeon
Austin	Dr. Harris Williams	Local Surgeon	Denison	Dr. A. G. Sneed	Local Surgeon	Marlin	Dr. H. O. Smith	Local Surgeon	Van Alstyne	Dr. F. M. Sporer	Local Surgeon
Austin	Dr. John A. Crockett	Local Oculist	Denison	Dr. E. L. Halley	Local Surgeon	Marlin	Dr. A. C. Hornbeck	Local Surgeon	Waco	Dr. C. H. Brooks	Examining Oculist
Bertram	Dr. T. D. Vaughan	Local Surgeon	Elgin	Dr. J. V. Fleming, Jr.	Local Surgeon	Marlin	Dr. M. A. Davidson	Local Surgeon	Waco	Dr. H. T. Ayresworth	Local Oculist
Bryan	Dr. E. B. Ehinger	Local Surgeon	Ennis	Dr. J. M. Chapman	Division Surgeon	Merita	Dr. J. L. Collier	Local Oculist & Aurist	Waco	Dr. C. J. Taylor	Examining Surgeon
Bryan	Dr. L. O. Wilkerson	Local Surgeon	Ennis	Dr. Fred L. Story	Local Surgeon	Mansfield	Dr. H. D. Nifong	Local Surgeon	Waco	Dr. Ralph Coffelt	Local Surgeon
Bryan	Dr. T. E. Walton	Local Surgeon	Ennis	Dr. O. E. Gray	Local Oculist	Merita	Dr. M. M. Brown	Local Surgeon	Waller	Dr. Hamlin K. McWilliams	Local Surgeon
Bryan	Dr. S. E. Slaughter	Local Surgeon	Ennis	Dr. A. L. Thomas	Local Surgeon	McKinney	Dr. J. C. Erwin, Jr.	Local Surgeon	Waxahachie	Dr. W. O. Tenery	Local Surgeon
Bryan	Dr. James S. Ferry	Local Oculist	Flotonia	Dr. E. J. Fulkrebek	Local Surgeon	McKinney	Dr. P. D. Robason	Local Surgeon	Waxahachie	Dr. M. E. Hastings	Local Surgeon
Bremond	Dr. J. G. Sanders	Local Surgeon	Fort Worth	Dr. W. O. Durlinger	Division Surgeon	Midlothian	Dr. H. L. Van Haltern	Local Surgeon	Waxahachie	Dr. S. H. Watson	Local Surgeon
Brenham	Dr. O. F. Schoenvogel	Local Surgeon	Fort Worth	Dr. W. S. Webb	Local Oculist	Moulton	Dr. J. P. Harris	Local Surgeon	Wortham	Dr. Fred W. Horn	Local Surgeon
Brenham	Dr. W. F. Hassard	Local Surgeon	Fort Worth	Dr. S. J. Wilson	Local Dermatologist	Navasota	Dr. H. J. Strieder	Local Surgeon	Yoakum	Dr. H. H. Brown, Jr.	Division Surgeon
Brenham	Dr. T. O. Woolley	Local Oculist & Aurist	Fort Worth	Dr. E. J. Brown	Examining Surgeon	Navasota	Dr. W. W. Greenwood	Local Surgeon	Yoakum	Dr. Robt. M. Milner	Examining Surgeon
Burnet	Dr. J. L. Williamson	Local Surgeon	Ferris	Dr. J. F. Willis	Local Surgeon	Yoakum	Dr. S. J. Emory	Local Oculist	Yoakum	Dr. Chas. Kopecky	Local Oculist
Burton	Dr. A. Shepherd	Local Surgeon									
Caldwell	Dr. T. L. Goodnight	Local Surgeon									

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

Emergency Hospitals— Colgins Hospital & Clinic, Waco; St. Joseph Infirmary, Ft. Worth; Baylor Hospital, Dallas; Wilson N. Jones Hospital, Sherman; St. Davids Hospital, Austin; John Huth Memorial, Yoakum.

<p>T. M. Spence, <i>Superintendent, Ennis and Austin</i></p> <p>W. F. Rentzel, <i>Traveling Engineer, Ennis</i></p> <p>A. T. Rawlins, <i>Chief Train Dispatcher, Ennis</i></p> <p>J. E. Rawlins, <i>Chief Train Dispatcher, Ennis</i></p>	<p>K. P. Chinn, <i>Assistant Superintendent, Ennis and Austin</i></p> <p>V. A. Burkhead, <i>Trainmaster, Ennis</i></p> <p>M. D. Fleetwood, <i>Chief Train Dispatcher and Terminal Trainmaster, Hearne</i></p> <p>L. Scarborough, <i>Chief Train Dispatcher, Hearne</i></p> <p style="text-align: center;">Traveling Engineer will exercise duties of Trainmaster when on line</p>	<p>J. J. Moore, <i>Superintendent, Houston Division, Houston</i></p> <p>F. E. Hoefler, <i>Trainmaster, Austin</i></p> <p>W. L. Cox, <i>Terminal Trainmaster, Dallas</i></p> <p>M. R. Mann, <i>Terminal Trainmaster, Ft. Worth</i></p> <p>A. L. Springfield, <i>Terminal Trainmaster, Corsicana</i></p>
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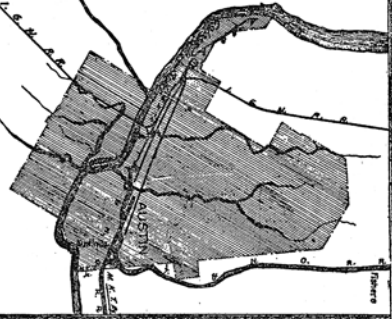


**MAP
OF THE
DALLAS AND AUSTIN
DIVISIONS**

**SOUTHERN PACIFIC LINES
TEXAS AND NEW ORLEANS RAILROAD
COMPANY**

**AUSTIN
AND
VICINITY**

SCALE OF MILES



**DALLAS
AND
VICINITY**

SCALE OF MILES

