

**ST. LOUIS SOUTHWESTERN RAILWAY LINES HOSPITAL TRUST
DISTRICT SURGEONS**

Texarkana, Arkansas, Dr. Wm. Hibbitts, Chief Surgeon, The St. Louis Southwestern Hospital. (Patients should register at the hospital before consulting any member of the staff, or any specialist in the city.)
 Mt. Pleasant, Texas.....Drs. T. S. Grissom and J. M. Ellis
 Commerce, Texas.....Drs. C. G. Allen, G. W. Holderness,
 Greenville, Texas.....L. T. Waller
 Dallas, Texas.....Drs. Joe Becton, Jr. and W. C. Morrow
 North Ft. Worth, Texas.....Drs. J. H. Dorman, Chas. F. Carter, Pathologist
 Ft. Worth, Texas.....Dr. Abe Grimes
 Ft. Worth, Texas.....Drs. Jack Daly and Wm. S. Webb, Specialist
 and T. M. Jeter
 Tyler, Texas.....Drs. Clayton Shirley, L. R. Rhine,
 and R. L. Page, Specialist
 Lufkin, Texas.....Dr. L. H. Denman
 Corsicana, Texas.....Drs. Shell & Shell
 Waco, Texas.....Drs. H. F. Connally, J. E. Lattimore,
 H. U. Woolsey, Specialist and F. F. Kirby, Urologist

Local Surgeons (Treat Injury Cases Only)

Naples, Texas.....Dr. Wm. Smith
 Winfield, Texas.....Dr. F. O. Taylor
 Mt. Vernon, Texas.....Dr. Z. C. Fuqua
 Weaver, Texas.....Dr. W. W. Manning
 Sulphur Springs, Texas.....Dr. Earl Strirling
 Nevada, Texas.....Dr. T. A. Summers
 Plano, Texas.....Dr. S. B. Wyatt
 Grapevine, Texas.....Dr. J. A. Allison
 Hodges, Texas.....Dr. Jerrell Bennett
 Dallas, Texas.....Drs. Elbert and Hudson Dunlap, Albert
 D'Errico, S. E. Milliken, R. S. Yancey, E. H. Cary
 and Maxwell Thomas, Eye, Ear, Nose and Throat
 Carrollton, Texas.....Dr. H. H. Whitney
 Ft. Worth, Texas.....Drs. Alden Coffey, M. E. Tadlock
 and Porter Brown and Chas. E. Ball, Specialist
 Wolfe City, Texas.....Dr. S. B. Cooper
 Bailey, Texas.....Dr. C. C. Adair
 Randolph, Texas.....Dr. T. B. Stephens
 Whitewright, Texas.....Dr. Geo. K. Stephens
 Tom Bean, Texas.....Dr. A. R. Littrell
 Sherman, Texas.....Dr. A. M. McElhannon
 Pittsburg, Texas.....Dr. J. K. Bates
 Beitle, Texas.....Dr. Geo. A. Taylor
 Gilmer, Texas.....Drs. H. M. and Madison Ragland, J. G. Daniels
 Big Sandy, Texas.....Dr. P. D. Reynolds
 Winona, Texas.....Dr. J. C. Smith
 Flint, Texas.....Dr. G. M. Walker
 Jacksonville, Texas.....Drs. Travis & Travis
 Dialville, Texas.....Dr. J. W. Moore
 Rusk, Texas.....Dr. T. H. Cobble
 Forest, Texas.....Dr. J. P. Ramsey
 Wells, Texas.....Dr. J. L. DuBose
 Lufkin, Texas.....Dr. T. A. Taylor
 Chandler, Texas.....Drs. C. F. Moon and J. F. Baugh
 Brownsboro, Texas.....Dr. A. C. Horton
 Athens, Texas.....Dr. E. H. Hodge
 Malakoff, Texas.....Dr. P. T. Killman
 Trinidad, Texas.....Dr. J. P. Searls
 Kerens, Texas.....Drs. J. C. Blair, David B. Currie, E. K. Rowe
 Corsicana, Texas.....Drs. L. E. Kelton, Jr., and E. P. Norwood, Specialist
 Fardon, Texas.....Dr. W. R. Russell
 Dawson, Texas.....Dr. A. B. Worsham
 Hubbard, Texas.....Dr. Livingston Barnes
 Mt. Calm, Texas.....Dr. T. M. Morris
 Waco, Texas.....Drs. W. J. Woolsey, Eye, Ear & Nose Specialist,
 and S. C. Spencer
 McGregor, Texas.....Dr. T. J. Edwards
 Gatesville, Texas.....Dr. T. M. Hall

DENTISTS

(Examination of teeth, advice, cleaning, treatments and extractions only)

Texarkana.....Dr. A. H. A. Jones (Col.)
 Tyler, Texas.....Drs. A. L. DeWitt; J. E. Warren (Col.)
 E. L. Francis (Col.)
 Waco, Texas.....Drs. Davis Sallee; W. G. Sorelle (Col.)
 Commerce, Texas.....Dr. Claud Smith
 Lufkin, Texas.....Dr. B. L. Mann
 Ft. Worth, Texas.....Dr. R. F. Calkins
 Dallas, Texas.....Dr. H. B. Beachum

L. E. HOFFMAN, Inspector of Operation.....Tyler, Texas
 E. RHONE, Assistant Superintendent.....Tyler, Texas
 District—Tyler to Texarkana, Mt. Pleasant to Dallas, Ft. Worth
 and Sherman.
 R. D. ALLEN, Assistant Superintendent.....Tyler, Texas
 District—Tyler to Gatesville and Lufkin, including Tyler Yard.
 C. J. CRAIG, Assistant Superintendent.....Texarkana, Texas
 District—Texarkana Yard to Redwater.
 E. F. HARALSON, Road Foreman of Engines.....Tyler, Texas
 R. S. WHAM, Road Foreman of Engines.....Tyler, Texas
 W. S. PRESTRIDGE, Chief Train Dispatcher.....Tyler, Texas
 J. R. GASSAWAY, Night Chief Dispatcher.....Tyler, Texas
 H. B. BROWN, Asst. Chief Dispatcher.....Tyler, Texas
Train Dispatchers, Tyler, Texas
 B. B. CORBAN E. M. GRAYBILL C. L. ELLIS
 C. E. PRESTRIDGE G. J. SATTERFIELD H. T. COPE
 J. C. THARPE G. G. MCGEE R. A. REYNOLDS

BERRYMAN HENWOOD, Trustee

**St. Louis Southwestern
Railway Company
OF TEXAS, Debtor**

**TEXAS DIVISION
TIME TABLE No.**

6

Effective 12:01 A. M.

SUNDAY, MARCH 22, 1942

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

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY

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

CENTRAL STANDARD TIME

F. W. GREEN, Chief Operating Officer,
St. Louis, Mo.

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

G. B. MATTHEWS, Superintendent Transportation,
Tyler, Texas.

W. G. HAZLEWOOD, Superintendent,
Tyler, Texas.

Employees in Train, Engine, Yard and Telegraph Service must have a copy of Special Instructions No. 5, effective 12:01 a. m. November 1, 1940, in their possession, with copy of current Time Table while on duty.

TO ALL EMPLOYES:

This is a frank attempt to enlist your cooperation in a matter in which we are all vitally interested. As a transportation organization, we succeed if the service we render is satisfactory to our patrons. Our wages come out of the revenues earned from our services. When large revenues are earned, more wages are earned and more employes are required to render transportation service and maintain the plant and equipment. The rail carriers no longer enjoy a monopoly. The competition of airways, highways and waterways is increasing and we must meet the test or fall by the wayside.

Every employe, regardless of rank, constantly should strive to conduct himself with passengers or shippers in a manner that will clearly show that he derives pleasure in serving them.

Even though the service or information requested by a patron may not appear strictly within the scope of your assignment, friendly assistance will result often in securing or retaining revenues from which we will benefit.

A satisfied customer is the surest proof of efficient service. A gruff response, a thoughtless remark or an indifferent attitude may offend a patron, and the loss of his good will may mean the loss of his patronage. When discussing any complaint, error or misunderstanding, no matter how or by whom caused, do not lose your temper or show the least displeasure.

STATION EMPLOYES, who regularly come in contact with the public, personally or by telephone, should strive always to be tactful and sympathetic. This will make lasting friends for themselves and the company, and correspondingly increase their ability to influence revenues.

ON A PASSENGER TRAIN, the Conductor represents the company in contacting passengers, and is directly responsible for their safety and comfort. Of course, he should be assisted ably and courteously by all employes on his train.

Neatness in dress and appearance of all passenger trainmen is a prime necessity and is appreciated more and more by discriminating travelers.

Should a passenger train be delayed to the extent that a connecting train likely will be missed, the fact should be given to passengers in a courteous and considerate manner. Endeavor to relieve their anxiety about missing the desired connection and advise them correctly about a later connection.

Pullman passengers pay extra fare and railroad employes should never talk loudly in the aisles, washrooms or in the open vestibules of Pullman cars.

Coach and chair car passengers should not be disturbed by unnecessary noise, conversation or inconvenience of any kind, particularly at night.

While revenue passengers are entitled to preferred consideration in the matter of seats and accommodations, persons riding on passes are entitled to courteous treatment. Revenue passengers frequently ride our trains in company with one riding on a pass, who has recommended our service to the revenue passenger.

Passenger Conductors frequently should inspect all cars in their train, especially the toilets, and require the porters to pick up all paper and other refuse regularly, and when necessary, to clean the cars and toilets promptly.

ENGINEMEN can contribute greatly to the comfort and enjoyment of passengers by maintaining their good record of smooth running, starting and stopping. Good equipment and track lose their attraction when a passenger train is roughly handled.

IN FREIGHT AND SWITCHING SERVICE, contacts made by employes in performing satisfactory switching contributes greatly to continued business from patrons and industries served. Rough handling of cars in trains and in switching not only damages equipment and shipments but also causes claims and creates resentment.

ALL EMPLOYES SHOULD REMEMBER that service is the only thing that we have to sell, and that efficient service courteously performed is the best guarantee of revenues and jobs.



Chief Operating Officer

SPECIAL INSTRUCTIONS PERTAINING TO TYLER SUB-DIVISION

Northward Trains are Superior to Southward Trains of the Same Class, except No. 119 and No. 43 are Superior to No. 126.

All trains and engines will move at restricted speed in Texarkana Yard expecting to find main track occupied by trains of other Divisions, except First Class Trains will move at restricted speed between Mile Post 417, just north of hospital, and the south yard limit sign, Texarkana Yard.

All trains and engines using the connection leading to the Texarkana Union Station Trust tracks and using tracks of the Trust will be governed by bulletined instructions of the Trust Station Master. Such trains and Engines must proceed at restricted speed and not exceed a speed of ten miles per hour at any point.

All trains arriving and/or leaving Union Station, Texarkana will register at Texas and Pacific Yard office which is located just north of Union Passenger Station. Texas Division Trains leaving Union Station will receive Clearance (Form 3143) and train orders at Texas and Pacific Yard Office.

A sign reading; "Union Station Junction" has been placed opposite switch to connection leading to Texarkana Union Station Trust Tracks; trains will not pass clearance point of connection until the orders held by such trains have been fulfilled, or the waits therein, etc., have expired.

A sign reading; "Wye Siding" has been placed opposite the switch to the south leg of the wye, Texarkana Yard, located near Buchanan Ave.; trains will not pass clearance point of the siding until orders held by such trains have been fulfilled or the waits therein, etc., have expired.

At Naples northward trains will not pass clearance point of the cross-over to siding north of depot until the orders held by such trains have been fulfilled, or the waits therein, etc., have expired.

Switch at Dallas Junction, Mile Post 479.58, Mt. Pleasant will be set for Tyler Sub-Division. Switch lights and switch target will indicate GREEN in this position.

Trains Nos. 1, 2, 5 and 6 will register by ticket at Mt. Pleasant.

No train order signal maintained at Texarkana Yard, Mt. Pleasant or Tyler and all departing trains will secure Clearance (Form 3143) at such stations.

No. 101 will wait for No. 1 at Mt. Pleasant unless otherwise instructed.

Through freight trains will fill out at Big Sandy and Mt. Pleasant.

The time of Train 102 at Big Sandy and the scheduled time of all First Class trains at Tyler applies at the passenger station stop.

North and south lead switches at each end of Tyler train Yard will be set against main track. Switch target and switch lights will indicate RED in this position.

Normal position of crossing gate over I-GN crossing, Tyler, Mile Post 546.47, is against the I-G.N.R.R. When the way is seen and known to be clear, trains and engines may proceed over this crossing at restricted speed without stopping.

All trains and engines must move at restricted speed between Lufkin Junction and north yard limit sign, Tyler Yard. Second class and inferior trains and engines must not occupy main track on the time of first class trains without obtaining train order authority or providing proper protection as prescribed by Rule 99.

All First Class Trains will register and secure Clearance (Form 3143) at Dispatcher's office Tyler, and all trains except First Class trains will register and secure Clearance (Form 3143) at Yard Office, Tyler. No train order signal maintained at either of these points.

The time in train orders and/or meet orders for train No. 102 at Tyler applies to the north switch, Tyler Train Yard.

Trains 1, 2, 5 and 6 will stop on flag at stations designated as flag stops to receive and discharge revenue passengers to or from any regular stop, or to or from any flag stop beyond any regular stop. They will also stop at stations designated as flag stops to receive and discharge passengers using free transportation issued account other lines and for contract transportation held by attendants of live stock and poultry shipments. All trains will stop at any station to discharge passengers holding revenue transportation issued by foreign lines.

LIST OF TRACKS THAT MAY BE USED BY 670 AND 800 CLASS ENGINES

Eylan.....	{ Siding Team Track	Mt. Pleasant.....	{ All tracks except oil mill and ice bent track	Suffolk.....	{ Siding Spur Track
Hartman.....	Team Track	Kilfoyle.....	Siding	Pritchett.....	{ Siding House Track
Redwater.....	Siding	Harvard.....	Siding	Monty.....	Siding
Maud.....	{ Siding House Track	North Pittsburg.....	{ Siding Spur	Pinnacle.....	Siding
Corley.....	Siding	Pittsburg.....	{ Siding Team Track Oil Mill House Track	Big Sandy.....	{ Siding Shed Track Interchange Track Wood Spur Storage Tracks
Carbondale.....	House Track	Pine.....	{ Siding Team Track	Winona.....	{ Siding House Track
Simms.....	Siding	Smith.....	Siding	Amigo.....	Siding
Bassett.....	{ Siding Spur Track	Bettle.....	Team Track	Akron.....	{ Siding Spur Track
Hoffman.....	Leading Track	Delrose.....	{ Siding Spur Track		
Darden.....	Siding	Gilmer.....	{ Siding Compress Track House Track Industrial Track		
Jennings Lake.....	Siding				
Naples.....	{ Siding House Track				
Omaha.....	{ Siding House Track				
Cookville.....	{ Siding Stock Pen Track				

BUSINESS TRACKS NOT SHOWN AS STATIONS

Trexler	M.P.	428.62	14 Cars
Hoffman	M.P.	453.13	14 Cars
Sand Pit	M.P.	503.10	15 Cars
Shaw	M.P.	542.74	2 Cars

RAILROAD CROSSINGS AT GRADE

T. & P. Ry., M.P. 418.62 (Union Station Lead)
T. & P. Ry., M.P. 419.10 (Interlocked)
K. C. S. Ry., M.P. 419.19 (Interlocked)
L. & A. R. R., M.P. 491.04
T. & P. Ry., M.P. 525.07 (Interlocked)
I. G. N. R. R., M.P. 546.47 (Gated)

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TYLER SUB-DIVISION

SOUTHWARD

Capacity of Tracks in Cars		Distance from Birds Point	TIME TABLE No. 6 EFFECTIVE March 22, 1942 STATIONS	FIRST CLASS			SECOND CLASS				THIRD CLASS	
Sidings	Others			1 Lone Star Daily	101 Passenger Daily	5 Morning Star Daily	119 Motor Special Daily	43 Blue-Stroke Daily	117 Fast Freight Daily	17 Fast Freight Daily	121 Freight Daily	153 Local Daily Except Sunday
Yrd	419.66	DN	TEXARKANA T. & P. 0.41 Crossing	L 5.00 AM		L 3.45 PM						
Yrd	419.15	DN	TEXARKANA YARD R. C. & S. 4.10 Crossing	5.02		3.47	L 12.30 PM	L 1.30 PM	L 7.45 PM	L 8.45 PM		
97	423.25	DN	EYLAU 3.11	5.08		3.54	12.45	1.45	7.55	8.55		
28	426.36		HARTMAN 5.42	5.12		3.59	12.50	1.50	8.01	9.01		
97	431.78	D	REDWATER 5.46	5.19	f	4.07	12.59	1.59	8.10	9.10		
97	437.24	DN	MAUD 2.99	5.26	f	4.15	1.09	2.08	8.20	9.20 ¹¹⁰		
85	440.23		COORLEY 2.88	5.30		4.19	1.14	2.12 ¹²⁶	8.26	9.26		
22	443.11		CARBONDALE 2.35				1.19	2.16	8.32	9.32		
97	446.46		SIMMS 4.15	5.37		4.27	1.25	2.22	8.38	9.38		
97	450.61	D	BASSETTS 3.66	5.42	f	4.33	1.33	2.29	8.46 ¹¹⁰	9.46		
97	454.17		DARDEN 3.05	5.46		4.37	1.39 ¹²⁶	2.35	8.54	10.06 ²		
26	457.22		JENNINGS LAKE 4.29				1.45	2.40	9.01	10.16		
120	461.61	DN	NAPLES 4.34	f 5.56		s 4.47	1.53	2.47	9.09	10.24		
97	465.85	DN	OMAHA 6.48	f 6.01		s 4.55	2.01	2.54	9.17	10.32		
92	472.33		COOKVILLE 7.20	6.13		5.03	2.12	3.05	9.40 ²	10.44		
Yrd	479.53	DN	MT. PLEASANT 9.05	A 6.25 AM	L 6.45 AM	A 5.15 PM	2.27	A 3.18 PM	9.54 ¹¹⁸	A 10.59 PM	L 3.00 AM	L 5.00 AM
Yrd	479.58		DALLAS JCT. 3.42				2.30		9.56		3.02	5.02
82	483.00		KILFOYLE 3.63				2.41		10.20		3.08	5.10
53	486.65		HARVARD 3.32		f	6.58	2.48		10.27		3.15	5.18
83	490.00		NORTH PITTSBURG & A. 3.17 Crossing			7.05	2.55		10.34		3.21	5.25
27	491.17	DN	PITTSBURG 5.87	s 7.10		7.10	2.58		10.37		3.24	5.40
83	497.04		PINE 4.79	f 7.23		7.23	3.07		10.48		3.35	5.50
83	501.83		SMITH 2.68	f 7.32		7.32	3.16		10.57		3.44	5.59
15	504.51		BETTIE 1.46	f 7.37		7.37	3.21		11.02		3.49	6.05
83	505.97		DELROSE 4.09	7.40		7.40	3.24		11.05		3.52	6.08
61	510.06	DN	GILMER 4.23	s 7.50 ¹⁵⁴		7.50	3.31		11.13		4.01	7.05
82	514.29		SUFFOLK 2.45			7.58	3.40		11.22		4.09	7.13 ¹⁵⁴
27	516.74		PRITCHETT 2.27	s 8.03		8.03	3.44		11.27		4.14	7.18
82	519.01		MONTY 1.81			8.07	3.48		11.32		4.18	7.23
13	520.82		PINNAOLE 1.25 Crossing			8.10	3.51		11.35		4.22	7.26
85	525.07	DN	BIG SANDY 8.13	s 8.22		8.22	4.01		12.01 AM		4.45	7.35
83	533.20	D	WINONA 3.69	s 8.39		8.39	4.15		12.16		5.03	7.59
31	536.80		AMIGO 3.76			8.45	4.21		12.21		5.09	8.10
71	540.56		AKRON 6.00 Crossing			8.52	4.28		12.32		5.17	8.18
Yrd	546.56	DN	TYLER Crossing	A 9.10 AM		9.10	A 4.40 PM		A 12.45 AM		A 5.30 AM	A 8.30 AM
			127.41	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday
				1	101	5	119	43	117	17	121	153

Northward Trains are Superior to Southward Trains of the Same Class, except No. 119 and No. 43 are Superior to No. 126.

See Page 3 for Special Instructions pertaining to Tyler Sub-Division.

TYLER SUB-DIVISION

NORTHWARD

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Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 6 EFFECTIVE March 22, 1942 STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS					
				6	102	2	18	126	154	116	118	28		
				Morning Star Daily	Passenger Daily	Lone Star Daily	Fast Freight Daily	Freight Daily	Local Daily Except Sunday	Fast Freight Daily	Freight Daily	Local Daily Except Sunday		
419	RN		DN...TEXARKANA.....	A 12.25 PM		A 10.50 PM								
419	X	WOY TX	T. & P. 0.41 Crossing DN...TEXARKANA YARD.....	12.23		10.48	A 4.00 AM	A 3.00 PM		A 10.00 PM			A 11.30 AM	
423	SY		K. C. S. 4.10 Crossing DN...EYLAU.....	12.16		10.42	3.48	2.46		9.50			11.15	
426			3.11 DN...HARTMAN.....	12.12		10.38	3.42	2.40		9.44			11.09	
432	FS	W	D...REDWATER.....	12.06 PM		10.32	3.30	2.30		9.34			10.59	
437	MD		5.46 DN...MAUD.....	11.59		10.25	3.17	2.20		9.20 17			10.30	
440			2.99 DN...CORLEY.....	11.55		10.22	3.11	2.12 43		9.09			9.59	
443			2.88 DN...CARONDALE.....				3.05	2.06		9.03			9.50	
447			3.35 DN...SIMMS.....	11.48		10.15	2.58	1.59		8.56			9.40	
451	BA	W	4.15 D...BASSETTS.....	11.43		10.10	2.50	1.50		8.46 117			9.30	
454			3.56 DN...DARDEN.....	11.39		10.06 17	2.43	1.39 119		8.35			9.15	
457			3.05 DN...JENNINGS LAKE.....				2.38	1.29		8.30			9.01	
462	NF		4.29 DN...NAPLES.....	A 11.30		9.57	2.29	1.21		8.22			8.47	
466	MH		4.34 DN...OMAHA.....	A 11.24		9.49	2.20	1.13		8.15			8.20	
472			6.48 DN...COOKVILLE.....	11.16		9.40 117	2.07	1.01		8.04			7.59	
480	SA	WOY X	7.20 DN...MT. PLEASANT.....	L 11.05 AM	A 9.00 PM	L 9.30 PM	L 1.50 AM	12.45	A 9.40 AM	7.50	A 9.54 117 PM	L 7.45 AM		
			0.05 DALLAS JCT.....		8.58			12.40	9.32	7.48	9.49			
485			3.42 KILFOYLE.....		8.50			12.20	9.22	7.33	9.43			
487			3.68 HARVARD.....		8.44			12.13	9.15	7.26	9.37			
490			3.32 NORTH PITTSBURG.....		8.37			12.07	9.05	7.20	9.31			
491	UR		L. & A. 1.17 Crossing DN...PITTSBURG.....		8.33			12.04 PM	9.01	7.17	9.28			
497			5.87 FINE.....		8.21			11.54	8.16	7.07	9.19			
502			4.79 SMITH.....		8.12			11.46	8.06	6.58	9.11			
505			2.68 BETTE.....		8.07			11.40	8.01	6.53	9.07			
506			1.46 DELORE.....		8.04			11.37	7.58	6.50	9.04			
510	GI	WY	4.09 DN...GILMER.....		7.56			11.29	7.50 101	6.42	8.55			
515			4.23 SUFFOLK.....		7.43			11.20	7.13 153	6.33	8.47			
517			2.45 PRITCHETT.....		7.38			11.15	7.07	6.28	8.42			
519			2.27 MONTY.....		7.33			11.10	7.02	6.24	8.37			
521			1.31 PINNACLE.....		7.31			11.06	6.58	6.21	8.34			
525	BY	W	T. & P. 4.25 Crossing DN...BIG SANDY.....		7.23			10.56	6.50	6.12	8.25			
533	WG		8.13 D...WINONA.....		7.02			10.25	6.30	5.57	7.56			
537			3.60 AMIGO.....		6.54			10.18	6.18	5.48	7.49			
541			3.76 AKRON.....		6.48			10.12	6.12	5.42	7.42			
547	QN	WOY TX	5.00 Crossing DN...TYLER.....		6.35 PM			L 10.01 AM	L 6.00 AM	L 5.30 PM	L 7.30 PM			
			127.41	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday		
				6	102	2	18	126	154	116	118	28		

Northward Trains are Superior to Southward Trains of the Same Class, except No. 119 and No. 43 are Superior to No. 126.

See Page 3 for Special Instructions pertaining to Tyler Sub-Division.

6 SOUTHWARD		COMMERCE SUB-DIVISION						NORTHWARD					
SECOND CLASS		FIRST CLASS		Capacity of Tracks In Cars	Distance from Birds Point	TIME TABLE No. 6 EFFECTIVE March 22, 1942 STATIONS	Station Numbers	Telegraph Calls	Foot, Water, Wreck, etc.	FIRST CLASS		Second Class	Third Class
43 Blue-Strak Daily	17 Fast Freight Daily	5 Morning Star Daily	1 Lone Star Daily							6 Morning Star Daily	2 Lone Star Daily	18 Fast Freight Daily	26 Local Daily Except Sunday
L 3.23 PM	L 11.20 PM	L 5.20 PM	L 6.35 AM	Yrd	479.83	DN... MT. PLEASANT.....	480	SA	WO YX	A 11.02 AM	A 9.20 PM	A 1.30 AM	A 11.30 AM
3.25	11.22	5.21	6.36	Yrd	479.58	..... DALLAS JOT.....				11.01	9.18	1.25	11.28
3.35	11.40	5.29	6.44	00	483.37	..... ADORA.....	C 483			10.54	9.12	1.11	11.20
3.44	11.50	f 5.36	6.51	58	488.54	D..... WINFIELD.....	C 489	WN		10.48	9.06	1.01	11.10
3.55	12.03 AM	s 5.46	6.59	60	495.33	DN... MT. VERNON.....	C 495	VR		\$10.40 26	s 8.58	12.50	10.40 6
4.07	12.15	f 5.55	7.08	54	501.72	D..... SALTILLO.....	C 502	SH W		10.31	8.50	12.37	9.58
4.16	12.28 18	f 6.01	7.14	84	506.54	..... WEAVER.....	C 507			10.26	8.44	12.28 17	9.43
4.22	12.36	f 6.05	7.18	60	510.37	..... WHITE OAK.....	C 510			10.22	8.40	12.21	9.37
4.36	12.50	s 6.18	7.29	203	517.84	DN SULPHUR SPRINGS.....	C 518	SU		\$10.14	s 8.31	12.06	9.25
4.39	12.52	6.19	7.30	63	518.47	SOUTH SULPHUR SPRGS.....	C 518		W	10.10	8.27	12.04 AM	8.38
4.46	1.01	6.24	7.35	83	522.47	..... TENRAG.....	C 523			10.06	8.22	11.56	8.30
4.55	1.11	f 6.30	7.41	46	527.91	..... RIDGEWAY.....	C 528			10.00	8.16	11.46	8.19
5.02	1.20	6.35	7.46	83	532.57	..... DUNSMOOR.....	C 533			9.55	8.11	11.38	8.10
A 5.10 PM	A 1.30 AM	A 6.41 PM	A 7.53 AM	Yrd	536.99	DN..... COMMERCE.....	C 537	CR	WO TX	L 9.49 AM	L 8.05 PM	L 11.30 PM	L 8.00 AM
Daily	Daily	Daily	Daily			57.46				Daily	Daily	Daily	Daily Except Sunday
43	17	5	1							6	2	18	26

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class.

Switch at Dallas Junction (M.P. 479.58), Mt. Pleasant, will be set for Tyler Sub-Division. Switch light and switch target will indicate GREEN in this position.

First Class Trains will register by ticket at Mt. Pleasant and Commerce.

No Train Order Signal maintained at Mt. Pleasant and Commerce and all departing trains will secure Clearance (Form 3143) at such stations.

Telegraph office will be maintained in ticket office at Commerce from 7:00 AM to 8:30 PM; in freight station during other hours.

Trains 1, 2, 5 and 6 will stop on flag at stations designated as flag stops to receive and discharge revenue passengers to or from any regular stop, or to or from any flag stop beyond any regular stop. They will also stop at stations designated as flag stops to receive and discharge passengers using free transportation issued account other lines and for contract transportation held by attendants of live stock and poultry shipments. All trains will stop at any station to discharge passengers holding revenue transportation issued by foreign lines.

LIST OF TRACKS THAT MAY BE USED BY 670 AND 800 CLASS ENGINES

- Adora.....Siding
- Winfield.....Siding
-Team Track
- Mt. Vernon.....Siding
-House Track
-Stock Pen Track
- Salttillo.....Siding
-Oil Loading Track
- Weaver.....Siding
-House Track
- White Oak.....Siding
-Spur Track
- Hager.....Team Track
-Stock Pen Track
- Sulphur Springs.....House Track
-Compress Tracks Nos. 1 and 2
- South Sulphur Springs.....Siding
- Tenrag.....Siding
- Ridgeway.....Siding
- Dunsmoor.....Siding
- Commerce.....Round house track to storeroom and turn table
-Yard Tracks
-Siding in front of passenger station
-Sherman Branch Lead

RAILROAD CROSSINGS AT GRADE

NONE

BUSINESS TRACKS NOT SHOWN AS STATIONS

HagerM.P. C511.80 16 Cars

SOUTHWARD		SHERMAN SUB-DIVISION				NORTHWARD			7	
SECOND CLASS		Capacity of Tracks, In Cars		Distance from Birds Point	TIME TABLE No. 6 EFFECTIVE March 22, 1942 STATIONS	Station Numbers	Tele-graph Calls	Fuel, Water Wyes, etc.	SECOND CLASS	
217 Mixed Daily Except Sunday		Slidings	Others						218 Mixed Daily Except Sunday	
				L 2.01 AM			Yard	536.99			DN..... COMMERCE.....	C 537	CR	WTXO	A 9.50 PM
f 2.21			24	542.55	T. & N. O. FAIRLIE..... Crossing	D 543			f 9.30	
s 3.10		41	80	550.02	D..... WOLFE CITY.....	D 550	WF	W	s 9.05	
f 3.45		19	35	557.38	G. C. & S. F. BAILEY..... Crossing	D 557			f 8.25	
f 4.10		21		564.17	M. K. T. RANDOLPH..... Crossing	D 564		W	f 8.05	
s 4.50		25	36	572.45	D..... WHITEWRIGHT..... Crossing	D 573	W		s 7.35	
s 6.10		42	8	578.04	D..... TOM BEAN.....	D 578	BN		s 7.07	
f 5.30			5	583.37	..... LUELLA.....	D 583			f 6.50	
f 5.40			15	585.70	..... CULTON.....	D 586			f 6.42	
A 6.00 AM			Yard	589.19	St. L. S. F. & T. Ry. SHERMAN..... Crossing	D 589	DO	WTXO	L 6.30 PM	
Daily Except Sunday					52.20				Daily Except Sunday	
217									218	

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class

At Commerce, No. 217 will wait for No. 17, unless otherwise instructed.

At Whitewright Interlocker, Towerman will be on duty between 4:00 P. M. and 8:00 A. M. During other hours, the Interlocker will be lined against St. L. S. W. Ry. Co. of Texas.

St. L. S. W. Ry. Co. of Texas employees using joint track with T. & N. O. R. R. in Sherman Yard will be governed by rules and time table of the T. & N. O. R. R.

All trains reduce speed to 10 miles per hour over Bridge 222 M.P. D-571.33. Roadway under this bridge is used as underpass and does not have clearance for high trucks. Keep sharp lookout for bridge being knocked out of line.

RAILROAD CROSSINGS AT GRADE

T. & N. O. R. R.....M.P. D537.01

G. C. & S. F. R. R.....M.P. D550.33

M. K. T. R. R. of Texas..M.P. D572.22 (Interlocked)

St. L. S. F. & T. Ry.....M.P. D589.02

8 DALLAS SUB-DIVISION SOUTHWARD

Capacity of Tracks, in Cars		Distance from Birds Point	TIME TABLE No. 6 EFFECTIVE March 22, 1942 STATIONS	FIRST CLASS		SECOND CLASS		THIRD CLASS		
Sidings	Others			1 Lone Star Daily	5 Morning Star Daily	17 Fast Freight Daily	343 Blue-Strak Daily	317 Fast Freight Daily	23 Local Daily Except Sunday	261 T.&N.O. 262 Freight Daily Except Sunday
	Yard	536.99	DN.....COMMERCE..... 4.81	L 7.55 AM	L 6.43 PM	L 2.00 AM	L 5.40 PM	L 8.10 PM	L 8.20 PM	
60		541.80	.....GRANBY..... 4.02	8.01	6.49	2.11	5.48	8.20	8.30
60	10	545.82	.....NEYLAND..... T. & N. O. 5.50 Crossing	8.07	6.54 42	2.18	5.55	8.28	8.40
	Yard	551.32	DN.....GREENVILLE..... L. & A. 1.66 Crossing	s 8.20	s 7.09	2.40 24	6.05	10.21 318	A 8.50 PM	
60		552.98	M. K. T. FERGUS..... 6.73 Crossing	8.25	7.14	2.53	6.15 42	10.30		
53	21	559.71	.....CLINTON..... 5.16	f 8.34	7.24 2	3.06	6.27	10.43	
57	70	564.87	D.....JOSEPHINE..... 4.10	f 8.42	f 7.34	3.17	6.36	10.53		
45	25	568.97	D.....NEVADA..... 3.66	f 8.48	7.42	3.25	6.44	11.01		
60	27	572.63	N.....LAVON..... 6.33 Crossing	f 8.55 6	7.47	3.33	7.04 2	11.10		
108	79	579.81	G. C. & S. F. WYLLIE..... 4.39 Crossing	f 9.06	8.01	3.51	7.20	11.30		
36		584.20	.....MURPHY..... 5.33	f 9.12	8.08	4.01	7.27	11.40	
45	109	589.53	DN.....PLANO..... T. & N. O. 4.96 Crossing	s 9.20	s 8.18	4.12	7.37	12.10 AM		
26	11	594.49	.....RENNER..... 3.85	f 9.26	8.25	4.22	7.44	12.20 24	
42	77	598.84	N.....ADDISON..... 5.20	f 9.31	8.30	A 4.35 AM	8.00	L 5.00 AM	A 12.30 AM	
31	28	603.84	.....MEADERS..... 2.48	9.38	8.38 318		8.10	5.10	
NS		606.02	.....UNIVERSITY..... 0.52	f 9.42	f 8.42				
52	6	608.84	.....EXALL..... 4.32	9.44	8.43		8.20 318	5.20	
		610.80	.....ST. L. S. W. R. R. JCT..... T. & P. 0.42 Crossing	9.52	8.52		8.40	5.40	
		611.28	DN.....DALLAS TERMINAL STA..... M.K.T. G.C.&S.F. 1.14 Crossing	A 9.55 AM	A 8.55 PM					
	Yd.	612.42	DN.....DALLAS FREIGHT YARD..... T.&N.O. Crossing				A 9.00 PM	A 6.00 AM		
			75.43	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	
				1	5	17	343	317	23	
									261	

LIST OF TRACKS THAT MAY BE USED BY 670 AND 800 CLASS ENGINES

- Commerce { Round house track to storeroom and round house
- Commerce { Yard tracks
- Commerce { Siding in front of passenger station
- Commerce { Sherman Branch Lead
- Granby { Siding
- Neyland { Siding
- Greenville { Yard tracks 1, 2, 3 and 4
- Greenville { House track
- Greenville { Water track
- Fergus { Siding
- Clinton { Siding
- Clinton { House track
- Carver { Spur track
- Josephine { Siding
- Josephine { No. 2 Track
- Josephine { House Track
- Nevada { Siding
- Nevada { House Track
- Lavon { Siding
- Lavon { Shed track
- Wylie { Siding, House Track
- Wylie { GC&SF Interchange Track
- Murphy { Siding
- Plano { Siding and cross-over
- Plano { No. 2 track
- Plano { East T&NO transfer track
- Renner { Siding
- Renner { Spur
- Addison { North end house track to derail and all other tracks
- Highway { Team track
- Exall { Siding
- Exall { Spur track

RAILROAD CROSSINGS AT GRADE

- T. & N. O. R. R. M.P. C551.18
- L. & A. R. R. M.P. C551.62
- M. K. T. R. R. of Texas M.P. C553.17 (Interlocked)
- G. C. & S. F. R. R. M.P. C578.17
- T. & N. O. R. R. M.P. C589.66 (Interlocked)
- Texas Electric Ry. M.P. C589.72 (Interlocked)
- T. & P. Ry. M.P. L610.98 (Interlocked)
- G. C. & S. F. R. R. M.P. L612.02
- T. & N. O. R. R. M.P. L613.70
- T. & N. O. R. R. M.P. L614.50

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

- Carver M.P. C562.10 14 Cars
- Highway M.P. L605.10 21 Cars

See Page 9 for instructions pertaining to Dallas Sub-division.

DALLAS SUB-DIVISION

NORTHWARD

9

Station Numbers	Tele-graph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 6		FIRST CLASS		Second Class	THIRD CLASS				
			EFFECTIVE March 22, 1942 STATIONS		6	2	318	42	24	262	344	
					Morning Star Daily	Lone Star Daily	Fast Freight Daily	Freight Daily	Local Daily Except Monday	T.&N.O. 261 Freight Daily Except Sunday	Freight Daily	
C 837	OR	WOTX	DN.....	COMMERCE.....	A 9.47 AM	A 8.02 PM	A 10.45 PM	A 7.15 PM	A 3.10 AM	A 1.15 AM		
C 842				GRANBY.....	9.41	7.56	10.36	7.07	2.59	1.05		
C 846				NEYLAND.....	9.36	7.51	10.30	6.54	2.50	12.55		
C 851	GN	W	T & N. O.	Crossing	s 9.30	s 7.45	10.21	6.30	2.40	12.40 AM		
C 853			L & A.	Crossing	9.20	7.34	10.10	6.15	2.25			
C 850			M. K. T.	Crossing	9.12	f 7.24	9.58	5.58	2.10			
C 855	JO		OLINTON.....		f 9.06	f 7.15	9.51	5.50	2.01			
C 859	VA		D.....	JOSEPHINE.....	9.00	f 7.09	9.45	5.43	1.50			
C 873	VO	W	D.....	NEVADA.....	8.55	f 7.04	9.40	5.38	1.40			
C 880	WY		N.....	LAVON.....	8.42	f 6.52	9.29	5.24	1.20			
C 884			G. C. & S. F.	Crossing	8.37	f 6.45	9.23	5.16	1.11			
C 890	PY	W	D.....	MURPHY.....	s 8.31	s 6.37	9.15	5.07	1.01			
C 898			T. & N. O.	Crossing	8.23	f 6.29	9.07	4.57	12.20			
L 604	NO	Y	N.....	ADDISON.....	8.18	f 6.23	9.01	L 4.50 PM	L 12.10 AM			A 11.36 PM
L 606				MEADERS.....	8.12	6.17	8.38					11.26
L 607				UNIVERSITY.....	s 8.07	s 6.12						
L 612	UT	WY		EXALL.....	8.04	6.09	8.20					11.18
L 612	VI	XW	ST. L. S. W. R. R. JOT.....	Crossing	7.57	6.02	8.05					11.10
			T. & P.	Crossing	7.55 AM	L 6.00 PM						
			DN.....	DALLAS TERMINAL STA. ...								
			T. & N. O.	Crossing								
			DN.....	DALLAS FREIGHT YARD.....			L 7.55 PM					L 11.00 PM
			T. & N. O.	Crossing								
					Daily	Daily	Daily	Daily	Daily Except Monday	Daily Except Sunday		Daily
					6	2	318	42	24	262		344

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class.

Crews arriving Addison on No. 42 from Fort Worth Sub-division will assume No. 42's schedule on Dallas Sub-division;
 crews arriving Addison on No. 24 from Fort Worth Sub-division will assume No. 24's schedule on Dallas Sub-division;
 crews arriving Addison on No. 23 from Dallas Sub-division will assume No. 23's schedule on Fort Worth Sub-division;
 crews arriving Addison on No. 17 from Dallas Sub-division will assume No. 17's schedule on Fort Worth Sub-division;
 crews arriving Addison on No. 344 will assume No. 317's schedule on Dallas Sub-division.

Crews on above schedules will retain all train orders and leave Addison without obtaining a clearance (Form 3143) when train order signal displays proceed indication. These schedules may be assumed in this manner only or as authorized by train order.

No train order signal is maintained at Commerce and all departing trains will secure Clearance (Form 3143) before departing.

Nos. 1, 2, 5 and 6 will register by ticket at Commerce and Greenville.
 Nos. 2 and 5 will register by ticket at Addison. Nos. 1 and 6 will not register at Addison unless otherwise instructed but No. 1 will leave register ticket at Dallas and No. 6 will leave register ticket at Plano showing time train passed Addison.

T. & N. O. R. R. employees using joint track between Commerce and Greenville will be governed by rules, special instructions and current time table of St. L. S. W. Ry. Co. of Texas.

At Commerce, conductors on all southward T. & N. O. R. R. trains will call the operator at the freight station after latter has left the ticket office, on telephone provided for this purpose at the ticket office, and advise the operator the leaving time of their train from T. & N. O. R. R. Junction switch.

Through freight trains will fill out at Addison and Greenville.
 Switch at north leg of wye, Addison will be set for Dallas Sub-Division. Switch Lights and Switch Target will indicate GREEN in this position.

Nos. 23 and 24 will handle passengers originating at or destined to or from stations south of Addison on Ft. Worth Sub-Division. St. L. S. W. Ry. Co. of Texas trains will use the tracks of the Union Terminal Co. between St. L. S. W. R. R. Junction and Double Track Junction (Cadiz Street) Dallas and will be governed by the Time Table rules and regulations of Union Terminal Co.

Time shown at Dallas Terminal Station is for convenience only.
 Trains 1, 2, 5 and 6 will stop on flag at stations designated as flag stops to receive and discharge revenue passengers to or from any regular stop, or to or from any flag stop beyond any regular stop. They will also stop at stations designated as flag stops to receive and discharge passengers using free transportation issued account other lines and for contract transportation held by attendants of live stock and poultry shipments. All trains will stop at any station to discharge passengers holding revenue transportation issued by foreign lines.

10		SOUTHWARD		FORT WORTH SUB-DIVISION										NORTHWARD			
Third Class	SECOND CLASS			Capacity of Tracks, in Cars		Distance from Birds Point	TIME TABLE No. 6				Station Numbers	Telegraph Calls	Fuel, Water, Wyo., etc.	Second Class		THIRD CLASS	
	23 Mixed Daily Except Monday	17 Fast Freight Daily	43 Blue-Stream Daily	Sidings	Others		EFFECTIVE March 22, 1942 STATIONS							18 Fast Freight Daily	42 Freight Daily	24 Mixed Daily Except Sunday	
L 12.40 AM	L 4.45 AM	L 8.19 PM	42	98	598.34	N.....ADDISON.....	C 598	NO	Y	A 8.19 PM	A 4.50 PM	A 11.30 PM					
s 12.55	4.55	8.30	44	69	608.20	DN.....CARROLLTON.....	C 608	HF	W	8.11	4.41	s 11.20					
f 1.10	5.05	8.40	67	15	608.93	M.K.T.....COPPELL.....	C 609			8.02	4.32	f 10.52					
s 1.28	5.15	8.47	57	32	613.40	ST.L.S.F.&T.....COPPELL.....	C 614	VN		7.55	4.25	s 10.42					
f 1.43				11	619.01	D.....GRAPEVINE.....	C 619					f 10.30					
f 1.50	5.35	9.01	56	15	622.31	.....BRANSFORD.....	C 622			7.42	4.12	f 10.22				
2.00	5.45	9.10	47		627.73	T. & P. SMITHFIELD.....	C 628			7.34	4.04	10.10					
A 2.05 AM	A 6.00 AM	A 9.15 PM		Yard	630.20	.....SWESTERN.....	C 630	HG	WOYX	L 7.30 PM	L 4.00 PM	L 10.00 PM				
					632.15	DN.....HODGE.....	C 633										
					632.76	TOWER.....											
					634.41	F.W.D.C.&R.R. I.G. Crossings											
					634.84	Ft.W.B.-G.O.&S.F. Crossings											
						0.61											
						1.55											
						0.43											
						36.50											
Daily Except Monday	Daily	Daily								Daily	Daily	Daily Except Sunday					
23	17	43								18	42	24					

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the Same Class

Crews arriving Addison on No. 42 from Fort Worth Sub-division will assume No. 42's schedule on Dallas Sub-division; crews arriving Addison on No. 24 from Fort Worth Sub-division will assume No. 24's schedule on Dallas Sub-division; crews arriving Addison on No. 23 from Dallas Sub-division will assume No. 23's schedule on Fort Worth Sub-division; crews arriving Addison on No. 17 from Dallas Sub-division will assume No. 17's schedule on Fort Worth Sub-division;

Crews on above schedules will retain all train orders and leave Addison without obtaining a clearance (Form 3143) when train order signal displays proceed indication. These schedules may be assumed in this manner only or as authorized by train order.

St. L. S. W. Ry. of Texas employees using joint track between Tower and Hampton will be governed by rules and time table of the F.W.&D.C.R.R.

All trains and engines will move at restricted speed between Swestern and North Ft. Worth, expecting to find Yard Engines on main track. F. W. & D. C. R. R. Yard Engines and St. L. S. F. & T. R. R. Yard Engines and Trains use Ft. Worth Sub-division main track between Tower and North Ft. Worth.

No switch locks on switches between Tower and Ft. Worth Freight Yard.

Swestern, Hodge, North Ft. Worth and Ft. Worth comprise one yard.

Switch at North leg of wye at Addison will be set for Dallas Sub-division. Switch Lights and Switch Target will indicate GREEN in this position.

Through freight trains will fill out at Addison.

Nos. 23 and 24 will handle passengers, mail, baggage and express between Hodge and Addison.

RAILROAD CROSSINGS AT GRADE

St. L. S. F. & T. R. R. } M.P. C603.21 (Interlocked)
M. K. T. R. R. of Texas. }
T. & P. Ry. } M.P. C627.73 (Interlocked)
Ft. W. & D. C. R. R. } M.P. C632.08 (Interlocked)
C. R. I. & G. R. R. } M.P. C632.14 (Interlocked)
F. & W. B. R. R. } M.P. C632.15 (Interlocked)
G. C. & S. F. R. R. } M.P. C632.20 (Interlocked)

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Ord.....M.P. C604.43 16 Cars

See Special Instructions No. 5 for instructions pertaining to operation Automatic Interlocking Plant at Swestern M.P. C627.73.

LIST OF TRACKS THAT MAY BE USED BY

670 AND 800 CLASS ENGINES

Carrollton.....Siding
Coppell.....Siding
Grapevine.....1590 ft. North End of Siding
Smithfield.....Siding
Hodge.....{ Wye Tracks
Roundhouse Lead
Yard Tracks Nos. 1, 2 and 3

SOUTHWARD			LUFKIN SUB-DIVISION										NORTHWARD			11
Third Class	Second Class	First Class	Capacity of Tracks, In Cars		Distance from Birds Point	TIME TABLE No. 6				Station Numbers	Tele-graph Calls	Fuel, Water, Wyes, etc.	First Class	Second Class	Third Class	
481 T. & N. O. 181 Mixed Daily Except Sunday	451 Local Daily Except Sunday	401 Passenger Daily	Sidings	Others		EFFECTIVE March 22, 1942 STATIONS							402 Passenger Daily	452 Local Daily Except Monday	482 T. & N. O. 182 Mixed Daily Except Sunday	
L 7.35 AM	L 9.40 AM	L 9.40 AM		Yard	546.56	I. G. N. DN	Crossing						A 5.40 PM	A 12.40 PM		
	L 7.43 AM	L 9.46 AM			548.59	TYLER		547	QN	WOYTX			A 5.32 PM	A 12.32 PM		
	7.58	f 9.55	57		552.53	LUFKIN JUNCTION							f 5.22	12.17		
	8.10	f 10.02	40	59	556.02	ELKTON			E 553				f 5.16	12.05 PM		
	8.16	*10.08	19	49	558.26	GRESHAM			E 556				* 5.11	11.59		
	8.31	*10.18	58	51	562.21	FLINT			E 558				* 5.01	11.45		
	8.50	*10.32	52	26	568.71	BULLARD			E 563	BU	W		* 4.51	11.22		
	9.05	f 10.40	88	27	572.89	MT. SELMAN			E 569				f 4.42	11.10		
	9.58	*10.55 ⁴⁵²	58	90	576.62	POMONA	Crossing		E 573				* 4.31	10.55 ⁴⁰¹		
L 3.45 AM	10.04 ⁴⁸²	10.59			578.07	JACKSONVILLE	Crossing		E 577	JC			f 4.23	10.30	A 10.04 ^{AM}	
4.01	10.22 ⁴⁵²	f 11.08	24	17	580.38	JAX JUNCTION							f 4.17	10.22 ⁴⁵¹	9.52	
4.14	10.37	*11.17	54	27	584.74	CRAFT			E 581				* 4.09	10.10	9.40	
4.31	10.52	11.27	18	4	589.86	DIALVILLE			E 585		W		* 3.57	9.52	9.22	
A 4.40 AM	11.07	*11.39	33	112	592.12	STATE CROSSING			E 590				* 3.51	9.45	L 9.15 AM	
	11.22	f 11.49	38	12	596.64	T. & N. O. RUSK	Crossing		E 592	RS			f 3.40	9.20		
	11.35	f 11.57	36	17	601.04	BROUGHTON			E 597				f 3.29	9.05		
	12.06 ^{PM}	*12.06 ^{PM}	57	67	604.22	REDLAWN			E 601		WY		* 3.22	8.50		
	12.28 ⁴⁰¹	f 12.13 ⁴⁵¹	57	5	608.01	ALTO			E 604	NA			f 3.13	8.30		
	12.30	f 12.16		14	608.98	MORELL			E 608				f 3.11	8.28		
	12.39	12.21	48		612.08	BRUNSWICK			E 609				f 3.06	8.16		
	12.44	*12.25		23	614.02	NORVALL			E 612		W		* 3.02	8.12		
	12.46	*12.28	17		614.66	WILDHURST			E 614				* 2.59	8.10		
	1.01	*12.36		69	619.29	FOREST			E 615		WS		* 2.51	7.58		
	1.16	*12.46	13	8	624.29	WELLS			E 619				* 2.42	7.38		
	1.35	f 12.58	30	11	630.28	POLLOK			E 624				f 2.30	7.21		
	1.38	1.01	29		631.38	CLAWSON			E 630				2.27	7.17		
	1.48	* 1.07	18		634.20	DURST			E 631				* 2.22	7.10		
A 2.00 PM	A 1.15 PM			Yard	636.10	KELTYS	Crossing		E 634				L 2.15 PM	L 7.00 AM		
Daily Except Sunday	Daily Except Sunday	Daily				LUFKIN	Crossing		E 636	HU	WOYX		Daily	Daily Except Monday	Daily Except Sunday	
481	451	401											402	452	482	

RAILROAD CROSSINGS AT GRADE

I. G. N. R. R. (Gated).....	M.P. E576.50
T. & N. O. R. R.	M.P. E589.92
T. & N. O. R. R.	M.P. E636.99

BUSINESS TRACKS NOT SHOWN AS STATIONS

*Goodson	M.P. E559.57	No Track
*Love	M.P. E573.45	No Track
*Delmer	M.P. E587.14	6 Cars
*Decker	M.P. E601.95	10 Cars
*Chronister.....	M.P. E612.33	No Track
*Kilraven.....	M.P. E616.34	No Track
*Cornell.....	M.P. E621.90	No Track
*Durant	M.P. E627.66	11 Cars

*All passenger trains will handle passengers to and from these stations.

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Trains of the same class except No. 401 is Superior to No. 402, and No. 481 is Superior to No. 482.

Time shown at Tyler is for convenience only.

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

All trains and engines will be governed by current instructions pertaining to movement through automatic signal territory between North Bois D'Arcy Street, Tyler, and Lufkin Junction. All trains and engines must move at restricted speed between Lufkin Junction and the north yard limit sign, Tyler Yard. Second class and inferior trains and engines must not occupy main track on the time of a first class train without obtaining train order authority or providing proper protection as prescribed by Rule 99.

All first class trains will register and secure Clearance (Form 3143) at dispatchers office Tyler and all trains except first class will register and secure Clearance (Form 3143) at yard office Tyler. No train order signal maintained at either of these points.

All trains daily, except Sundays and Holidays, between hours of 8:00 A. M. and 5:00 P. M., must secure clearance before leaving Jacksonville, and will be governed by position of train order signal during other hours.

Jax Junction and Rusk are register stations for T. & N. O. R. R. trains only.

Employees of T. & N. O. R. R. using joint track between Jax Jct. and Rusk, and employees of T. & N. O. R. R. using joint track through Lufkin Yard, will be governed by Rules, Special Instructions and Current Time Table of St. L. S. W. Ry. Co. of Texas.

12 WACO SUB-DIVISION SOUTHWARD

Capacity of Tracks in Cars	Stations	TIME TABLE No. 6 EFFECTIVE March 22, 1942 STATIONS	FIRST CLASS			SECOND CLASS				THIRD CLASS
			101 Passenger Daily	401 Passenger Daily	103 Passenger Daily	117 Fast Freight Daily	115 Freight Daily	451 Local Daily Except Sunday	119 Motor Special Daily	151 Local Daily Except Sunday
	Yrd. 540.56	I. G. N. Crossing DN.....TYLER.....	L 9.30 AM	L 9.40 AM	L 9.30 PM	L 2.00 AM		L 7.35 AM	L 6.15 PM ¹⁰²	L 7.25 AM
	548.59	.....LUFKIN JUNCTION.....	9.36	A 9.46 AM	9.36	2.06		A 7.43 AM	6.21	7.32
83	553.00	.....GREENBRIER.....	9.43		9.43	2.14			6.30	7.40
83	558.51	D.....CHANDLER.....	* 9.51		* 9.52	2.23			6.39	7.54 ¹²⁶
88	561.51	.....EVELYN.....	9.57		9.57	2.28			6.44	8.03
83	560.30	D.....BROWNSBORO.....	*10.05		*10.07	2.38			6.53	8.20
83	570.69	.....OPELIKA.....	10.13		10.14	2.45			6.58	8.26
83	578.18	D.....MURCHISON.....	*10.22		*10.23	3.01 ¹⁰⁴			7.06	8.56
37	578.15	.....ASH.....	10.29		10.30	3.10			7.10	9.03
83	581.20	.....VANALL.....	10.34		10.36	3.15			7.15	9.09
45	583.77	T. & N. O. Crossing DN.....ATHENS.....	*10.41 ¹⁵²		*10.45	3.21			7.25	9.40
83	584.53	.....SOUTH ATHENS.....				3.23			7.28	9.43
83	587.88	.....DAUPHIN.....	10.47		10.52	3.29			7.34	9.55 ¹⁵²
83	593.66	D.....MALAKOFF.....	*10.55		*11.02	3.38			7.44	10.15
83	598.71	D.....TRINIDAD.....	*11.04		*11.12	3.47			7.53	10.30
83	603.91	.....HALSEY.....	11.15		11.22	3.56			8.03	10.40
83	607.15	D.....KERENS.....	*11.21		*11.30	4.01			8.09	11.01
83	613.04	.....POWELL.....	*11.33		*11.41	4.12			8.19	11.15
83	617.31	.....STRIBLING.....	11.42		11.50	4.20			8.27	11.26
	Yrd. 620.03	HILL YARD B.R.L. & N.O. Crossing DN.....CORSIANA.....	11.46 ¹⁵¹		11.55					11.46 ¹⁰¹
	Yrd. 621.28	.....CORSIANA.....	*11.55		*11.59 PM	A 4.30 AM		L 5.00 AM	A 9.00 PM	A 12.05 PM
21	628.71	.....CORBET.....	12.10 PM					5.22		
	631.93	.....JESTER.....	12.15							
87	634.91	D.....PURDON.....	*12.21					5.37		
35	642.19	D.....DAWSON.....	*12.38					5.57		
29	648.18	B.R.L. Crossing D.....HUBBARD.....	*12.56					6.20		
24	656.11	D.....MT. CALM.....	* 1.12					6.40		
28	664.96	.....AXTELL.....	* 1.29					7.01		
21	671.75	.....SELBY.....	1.41					7.18		
	673.75	DN.....EASTCO.....	1.45							
	Yrd. 674.95	.....EAST WACO.....	* 1.47					A 7.30 AM		
	676.20	MKT Crossing INTERNATIONAL JOT.....								
	676.28	.....H. & T. C. JUNCTION.....								
	676.59	.....G. H. & S. A. JUNCTION.....								
	Yrd. 676.76	DN.....WACO.....	A 1.55 PM ¹⁰²							
		130.20	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday
			101	401	103	117	115	451	119	151

Northward Trains are Superior to Southward Trains of the Same Class, Except No. 103 is Superior to No. 104 and No. 117 is Superior to No. 126.

See Page 15 For Special Instructions Pertaining to Waco Sub-Division.

WACO SUB-DIVISION

NORTHWARD

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Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 6 EFFECTIVE March 22, 1942 STATIONS	FIRST CLASS			SECOND CLASS			THIRD CLASS		
				104	402	102	156	128	126	152	452	116
				Passenger Daily	Passenger Daily	Passenger Daily	Local Daily Except Sunday	Freight Sunday Only	Freight Daily	Local Daily Except Sunday	Local Daily Except Monday	Fast Freight Daily
547	QN	WYT XO	L. G. N. DN..... TYLER 2.03	A 4.00 AM	A 5.40 PM	A 6.15 PM ¹¹⁹			A 8.25 AM	A 12.30 PM	A 12.40 PM	A 4.50 PM
			LUFKIN JUNCTION..... 3.52		L 5.32 PM	6.08			8.16	12.22	L 12.32 PM	4.40
552			GREENBRIER..... 3.42			5.59			8.06	12.11		4.30
559	CN		D.....OHANDLER..... 5.42	f 3.32		5.51			7.54 ¹⁵¹	12.01 PM		4.22
562			EVELYN..... 3.00			5.45			7.46	11.48		4.17
567	BO	W	D.....BROWNSBORO..... 5.29	f 3.16		5.37			7.35	11.37		4.09
571			OPELIKA..... 3.59			5.32			7.26	11.14		4.02
575	F		D.....MURKISON..... 4.49	f 3.01 ¹¹⁷		5.24			7.17	11.04		3.55
578			ASH..... 2.97			5.18			7.11	10.54		3.50
581			VANALL..... 3.05			5.13			7.05	10.48		3.44
584	AU	WY	T. & N. O. DN.....ATHENS..... 2.57	f 2.46		5.07			6.59	10.41 ¹⁰¹		3.40
585			SOUTH ATHENS..... 0.76			5.03			6.55	10.02		3.37
588			DAUPHIN..... 3.35			4.57			6.48	9.55 ¹⁵¹		3.31
594	MF	Y	D.....MALAKOFF..... 5.78	f 2.24		4.48			6.33	9.36		3.20
599	TD	WY	D.....TRINIDAD..... 5.05	f 2.12		4.38			6.22	9.19		3.11
604			HALSEY..... 5.20			4.29			6.12	8.51		3.01
607	KR		D.....KERENS..... 3.24	f 1.56		4.22			6.03	8.45		2.55
613			POWELL..... 5.89	f 1.46		4.12			5.49	8.25		2.45
617			STRIBLING..... 4.27			4.03			5.41	8.15		2.38
620			HILL YARD..... 2.72			3.59						
621	C	WX OY	B.R.T.&N.O. DN.....CORSIANA..... 1.25	L 1.30 AM		3.55	A 2.45 AM	A 3.05 AM	L 5.30 AM	L 8.00 AM		L 2.30 PM
629			CORBET..... 7.43			3.35	2.25	2.45				
632			JESTER..... 5.22			3.30						
635	DO		D.....PURDON..... 2.98			3.24	2.10	2.30				
642	DA		D.....DAWSON..... 7.23			3.11	1.55	2.15				
648	CY	W	B. E. L. D.....HUBBARD..... 5.96			3.01	1.40	2.01				
656	CA		D.....MT. CALM..... 7.99			2.43	1.15	1.45				
665			AXTELL..... 8.84			2.24	12.55	1.25				
672			SELBY..... 5.89			2.10	12.40	1.07				
672	JC		DN.....EASTCO..... 2.00			2.05						
675	WYT XO		EAST WACO..... 1.20			2.02	L 12.31 AM	L 1.01 AM				
			M. K. T. INTERNATIONAL JOT..... 1.25									
			H. & T. C. JUNCTION..... 0.08									
			G. H. & S. A. JUNCTION..... 0.31									
677	WD	X	DN.....WACO..... 0.17			L 1.55 PM ¹⁰¹						
			130.20	Daily	Daily	Daily	Daily Except Sunday	Sunday Only	Daily	Daily Except Sunday	Daily Except Monday	Daily
				104	402	102	156	128	126	152	452	116

Northward Trains are Superior to Southward Trains of the Same Class, Except No. 103 is Superior to No. 104 and No. 117 is Superior to No. 126.

See Page 15 For Special Instructions Pertaining to Waco Sub-Division.

14		SOUTHWARD		GATESVILLE SUB-DIVISION				NORTHWARD					
SECOND CLASS		First Class		Capacity of Tracks, in Cars		Distance from Birds Point	TIME TABLE No. 6			SECOND CLASS		Third Class	
603 Local Daily Except Sunday	601 Local Daily Except Sunday	615 Mixed Daily Except Sunday	Sidings	Others	STATIONS		Station Numbers	Tele-graph Calls	Fuel, Water, Wyes, etc.	616 Mixed Daily Except Sunday	602 Local Daily Except Sunday	604 Local Daily Except Sunday	
L 1.30 PM	L 11.05 AM	L 9.00 AM		Yard	676.76	DN.....	WACO.....	677	WD	X	A 3.30 PM	A 1.00 PM	A 5.30 PM
1.55		9.25	45		684.88	8.12	RITCHEE.....	685			f 3.03		s 5.05
s 2.30	A 11.30 AM	s 9.40	9	98	685.81	0.95	ATCO.....	686			s 3.01	L 12.30 PM	s
2.40 ⁶¹⁶		f 9.46	17	5	687.97	2.16	SOUTH BOSQUE.....	688			s 2.40 ⁶⁰³		
		f 9.50	34		689.54	1.57	NALER.....	690			f 2.31		
A 3.00 PM		s 10.50		Yard	696.07	G. C. & S. F. 6.53	Mc GREGOR.....	696	WR	YWX	s 2.15		L 3.45 PM
		s 11.10	15	42	702.39	6.35	OGLESBY.....	708	GY		s 1.50		
		f 11.15	36		704.58	2.19	LIME CITY.....	705			f 1.44		
		f 11.19	4		706.51	1.93	CAVITT.....	707			f 1.40		
		f 11.31	10		711.66	5.15	LEON JUNCTION.....	711		W	f 1.28		
		f 11.38	23	11	714.17	2.51	MOUND.....	714			f 1.21		
		A 12.01 PM		Yard	722.83	8.66	GATESVILLE.....	728	GA	YX	L 1.00 PM		
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				46.07					Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
603	601	615									616	602	604

SPECIAL INSTRUCTIONS

Northward Trains are Superior to Southward Train of the Same Class, Except No. 601 is Superior to No. 602
 Crew arriving Atco on train No. 601 will assume the schedule of train No. 602 and leave Atco without securing Clearance (Form 3143).
 All schedule trains will stop at Atco and the conductor will ascertain whether or not there are any loads to move, or switching to perform.
 Atco is register station for Nos. 615, 601 and 602 only.
 Scale track at Atco, serving Universal Atlas Cement Co. is not equipped with dead rail and engines must not be operated over this scale.
 Crews turning at McGregor will use a portion of G. C. & S. F. R. R. tracks to turn engines and will secure lineup from operator and be governed by rules and time table of the G. C. & S. F. R. R. while using such tracks.
 All trains will stop on flag at Bendale, M.P. 709.32.
 Switch lights will not be maintained on Gatesville Sub-Division.
 Nos. 615 and 616 will handle passengers, mail, baggage and express.

RAILROAD CROSSING AT GRADE

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

BUSINESS TRACKS NOT SHOWN ON
 TIME TABLE AS STATIONS

Bendale M.P. 709.32 2 Cars

SPECIAL INSTRUCTIONS PERTAINING TO WACO SUB-DIVISION

Northward Trains are Superior to Southward Trains of the Same Class, Except No. 103 is Superior to No. 104 and No. 117 is Superior to No. 126.

All trains and engines will be governed by current instructions pertaining to movement through automatic signal territory between North Bois D'Arc Street, Tyler, and Lufkin Junction. All trains and engines must move at restricted speed between Lufkin Junction and the north yard limit sign, Tyler Yard. Second class and inferior trains and engines must not occupy main track on the time of a first class train without obtaining train order authority or providing proper protection as prescribed by Rule 99.

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

All First Class Trains will register and secure Clearance (Form 3143) at Dispatcher's Office, Tyler and all trains except First Class Trains will register and secure Clearance (Form 3143) at Yard Office, Tyler. No train order signal maintained at either of these points.

Normal position of crossing gate I. & G. N. RR. crossing at Tyler, Mile Post 546.47 is against I. & G. N. RR. When way is seen and known to be clear, trains and engines may proceed over crossing at restricted speed without stopping.

Employs of the United States Fuel Company using joint track between Malakoff and Trinidad, will be governed by Rules, Special Instructions and current Time Table of the St. L. S. W. Ry. Co. of Texas.

First Class Trains will register by ticket at Corsicana Interlocker Tower.

See Special Instructions No. 5 for instructions pertaining to operation of Interlocker at T. & N. O. RR. crossing, Corsicana.

Normal position of crossing gate B. R. I. RR. crossing at Hubbard, Mile Post 647.73 is against B. R. I. RR. When way is seen and known to be clear, trains and engines may proceed over crossing at restricted speed without stopping.

All Southward Trains and all First Class Northward Trains will register by ticket at Eastco.

Second class and inferior trains and engines must move at Restricted Speed in East Waco and Waco Yard, and first class trains must be properly cleared; except between Yard Office at East Waco and south yard limit sign at Waco, first class trains must move at Restricted Speed, and within these prescribed limits, when any first class train is ten (10) minutes or more overdue, second class and inferior trains and engines may then proceed against, or ahead of, a first class train without protecting as prescribed by Rule 99, unless such first class train is seen or heard approaching.

All Waco Sub-Division Northward Trains except First Class Trains will report for orders at Eastco and will move through Yard Limits under Yard Rules to Northward Distant Signal and if this signal be in stop position, stop south of signal to clear main track at the North Yard Lead Switch, or if on main track stop to clear North Yard Lead Switch and remain until signal is placed in proceed position, then proceed to occupy main track to the Tower to report for orders.

Crossing between St. L. S. W. Ry. of Texas old main track and M. K. T. Ry. of Texas, at East Waco is protected by interlocking device, with normal position of derail against the three tracks of St. L. S. W. Ry. of Texas. St. L. S. W. Ry. of Texas employes will operate the one lever interlocking device before using any of the tracks crossing the M. K. & T. Ry. of Texas at this point.

Southward Trains and Yard Engines will not proceed south of Peach Street, East Waco until receiving proceed signal from Interlocker.

T. & N. O. RR. Trains Nos. 51 and 52 will use St. L. S. W. Ry. of Texas main track between G. H. & S. A. Junction and passenger station Waco; and T. & N. O. RR. Trains Nos. 65 and 66 will use St. L. S. W. Ry. of Texas main track between H. & T. C. Junction and Waco freight station at Eighth Street. These trains will operate under Yard Limit Rules and be governed by Rules, Special Instructions and current Time Table of the St. L. S. W. Ry. of Texas.

See Special Instructions No. 5 for instructions pertaining to movement over Brazos River Bridge, Waco.

RAILROAD CROSSINGS AT GRADE		LIST OF TRACKS THAT MAY BE USED BY 670 AND 800 CLASS ENGINES	
I. G. N. R. R.	M.P. 545.47 (Gated)	Greenbrier.....	Siding
T. & N. O. R. R.	M.P. 553.55	Chandler.....	{ Siding
E. R. I. R. R.	M.P. 620.95 (Interlocked)		{ Team Track
T. & N. O. R. R.	M.P. 621.25 (Interlocked)	Evelyn.....	{ Siding
E. R. I. R. R.	M.P. 647.75 (Gated)		{ Team Track
I. G. N. R. R.	M.P. 673.75 (Interlocked)	Brownsboro.....	{ Siding
M. K. T. R. R. of T.	M.P. 675.20		{ Oil Spur
H. & T. C. R. R.	M.P. 676.21 (Interlocked)	Opelika.....	{ Siding
G. H. & S. A. R. R.	M.P. 676.55 (Gated)		{ Team Track
		Murchison.....	{ Siding
		Ash.....	{ Siding
		Vanall.....	{ Siding
			{ T&NO Interchange Track
		Athens.....	{ Siding
			{ House Track
		South Athens.....	{ Siding
		Dauphin.....	{ Siding
		Malakoff.....	{ House Track
			{ Siding
			{ Team Track
		Trinidad.....	{ Siding
			{ Team Track
		Halsey.....	{ Siding
			{ Team Track
		Kerens.....	{ Siding
			{ House Track
		Powell.....	{ Siding
			{ Team Track
		Stribling.....	{ Siding
		Hill Yard.....	{ All Tracks
			{ All Tracks except Oil
			{ Mill, Compress,
			{ Swanson, Magnolia
			{ Team Tracks,
			{ Auto Dock and Old
			{ Rip Tracks.
		Corsicana.....	{

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS		
Fair Park	M.P. 548.55	16 Cars
Bellwood	M.P. 550.72	1 Car

