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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, ...L. T. Waller, W. B. DeJernett, Consultant only
Greenville, Texas....Drs. Joe Becton, Jr. and W. C. Morrow
Dallas, Texas....Drs. J. H. Dorman, Chas. F. Carter, Pathologist
North Ft. Worth, Texas....Dr. Abe Greines
Ft. Worth, Texas....Drs. Jack Daly, Wm. S. Webb, Specialist
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. Fuquay
Weaver, Texas....Dr. W. W. Manning
Sulphur Springs, Texas....Dr. Earl Stirling
Nevada, Texas....Dr. T. A. Summers
Plano, Texas....Dr. S. B. Wyatt
Grapevine, Texas....Dr. J. A. Allison
Hodge, 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
Wolfe City, Texas....Dr. S. B. Cooper
Bailey, Texas....Dr. C. C. Adair
Randolph, Texas....Dr. T. B. Stephens
Whitewright, Texas....Dr. J. L. Bow
Tom Bean, Texas....Dr. A. R. Littrell
Sherman, Texas....Dr. A. M. McElhannon
Pittsburg, Texas....Dr. J. K. Bates
Bettie, 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. R. 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. Rose
Corsicana, Texas..Drs. L. E. Kelton, Jr., and E. P. Norwood, Specialist
Purdon, 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. R. 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.

E. F. HARALSON, Road Foreman of Engines....Tyler, Texas

W. S. PRESTRIDGE, Chief Train Dispatcher....Tyler, Texas
J. R. BASSAWAY, Night Chief Dispatcher....Tyler, Texas

Train Dispatchers, Tyler, Texas

B. B. CORBAN	H. B. BROWN	G. G. McGEE
C. E. PRESTRIDGE	E. M. GRAYBILL	C. L. ELLIS
J. C. THARPE	G. J. SATTERFIELD	H. T. COPE

BERRYMAN HENWOOD, Trustee

St. Louis Southwestern Railway Company

OF TEXAS, Debtor

TEXAS DIVISION

TIME TABLE No.



Effective 12:01 A. M.

SUNDAY, MAY 11, 1941

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.

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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.

All trains and engines will move at restricted speed in Mt. Pleasant Yard, expecting to find main track occupied by trains of other Sub-Divisions.

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 schdeuled 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 will move at restricted speed between Lufkin Junction and the north Yard limit sign, Tyler Yard expecting to find main track occupied by trains of other Sub-Divisions.

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 Nos. 1 and 2 will stop at any station to receive and discharge revenue passengers only, to, from or beyond Texarkana, Dallas and south of Mt. Pleasant, provided such station is beyond first regular stop. Train No. 6 will stop on flag at Naples and Omaha for revenue passengers only, to, from or beyond Dallas and Texarkana, and will stop at any station to discharge passengers holding foreign line tickets from beyond Dallas.

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

Eylau	Siding, Team Track
Redwater	Siding
Maud	Siding, House Track
Corley	Siding
Carbondale	House Track
Simms	Siding
Bassetts	Siding, Spur Track
Hoffman	Loading Track
Darden	Siding
Jennings Lake	Siding
Naples	Siding, House Track
Omaha	Siding, House Track
Cookville	Siding, Stock Pen Track
Mt. Pleasant	All tracks except oil mill and ice bent track
Kilfoyle	Siding
Harvard	Siding
North Pittsburg	Siding, Spur
Pittsburg	Siding, Team Track, Oil Mill, House Track
Pine	Siding, Team Track
Smith	Siding
Bettie	Team Track
Delrose	Siding, Spur Track
Gilmer	Siding, Compress Track, House Track, Industrial Track
Suffolk	Siding, Spur Track
Pritchett	Siding, House Track
Monty	Siding
Pinnacle	Siding
Big Sandy	Siding, Shed Track, Interchange Track, Wood Spur, Storage Tracks
Winona	Siding, House Track
Amigo	Siding, Rack Tracks
Akron	Siding, Spur 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
Gumwood	M.P.	528.91	4 Cars
Shaw-Smith	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

TIME TABLE No. 4
EFFECTIVE
MAY 11, 1941

Capacity of Tracks in Cars: Sidings	Capacity of Tracks in Cars: Others	Distance from Birds Point	STATIONS	FIRST CLASS: 1 Lone Star Daily	FIRST CLASS: 101 Passenger Daily	FIRST CLASS: 5 Cotton-Belter Daily	SECOND CLASS: 119 Motor Special Daily	SECOND CLASS: 43 Blue-Streak Daily	SECOND CLASS: 117 Fast Freight Daily	SECOND CLASS: 17 Fast Freight Daily	THIRD CLASS: 121 Freight Daily	THIRD CLASS: 153 Local Daily Except Sunday
.....	Yrd	419.56	DN .... TEXARKANA	L 4.30 AM	.....	L 4.05 PM	.....	.....	.....	.....	.....	.....
			T. & P. 0.41 Crossing									
.....	Yrd	419.15	DN. **TEXARKANA YARD**	4.32	.....	4.07	L12.58 PM	L 1.30 PM	L 7.45 PM	L 8.45 PM	.....	.....
			K. C. S. 4.10 Crossing									
97	19	423.25	N..... EYLAU	4.37	.....	4.13	1.08	1.45	7.55	8.55	.....	.....
			3.11									
.....	28	426.36	..... HARTMAN	4.41	.....	4.17	1.13	1.50	8.01	9.01	.....	.....
			5.42									
97	35	431.78	D..... REDWATER ..... *	4.47	.....	f 4.24	1.22	1.59	8.10	9.10	.....	.....
			5.46									
97	62	437.24	DN..... MAUD ..... *	4.53	.....	f 4.31	1.30	2.08	8.20	**9.20** 116	.....	.....
			2.99									
85	12	440.23	..... CORLEY ..... *	4.56	.....	4.35	1.34	**2.12** 126	8.26	9.26	.....	.....
			2.88									
.....	22	443.11	..... CARBONDALE ..... *	.....	.....	.....	1.39	2.16	8.32	9.32	.....	.....
			3.35									
97	12	446.46	..... SIMMS	5.03	.....	4.42	1.45	2.22	8.38	9.38	.....	.....
			4.15									
97	16	450.61	D..... BASSETTS ..... *	5.08	.....	f 4.47	**1.53** 126	2.29	**8.46** 116	9.46	.....	.....
			3.56									
97	12	454.17	..... DARDEN	5.12	.....	4.51	1.59	2.35	8.53	**10.02** 2	.....	.....
			3.05									
.....	25	457.22	..... JENNINGS LAKE	.....	.....	.....	2.04	2.40	8.59	10.10	.....	.....
			4.29									
120	111	461.51	DN..... NAPLES ..... *	f 5.21	.....	s 5.02	2.12	2.47	9.07	10.18	.....	.....
			4.34									
97	33	465.85	DN..... OMAHA ..... *	f 5.27	.....	s 5.09	2.20	2.54	9.15	10.26	.....	.....
			6.48									
92	32	472.33	..... COOKVILLE ..... *	5.34	.....	5.16	2.30	3.05	**9.35** 2	10.39	.....	.....
			7.20									
.....	Yrd	479.53	DN.... **MT. PLEASANT**	A 5.43 AM	L 6.00 AM	A 5.25 PM	2.43	A 3.18 PM	9.54	A10.55 PM	L 3.00 AM	L 7.30 AM
			0.05									
....	Yrd	479.58	..... DALLAS JCT.	.....	6.01	.....	2.45	.....	9.56	.....	3.02	7.32
			3.42									
82	....	483.00	..... KILFOYLE	.....	6.05	.....	2.59	.....	**10.20** 118	.....	3.08	7.40
			3.68									
53	23	486.68	..... HARVARD	.....	f 6.10	.....	3.05	.....	10.27	.....	3.15	7.47
			3.32									
83	....	490.00	... NORTH PITTSBURG ...	.....	6.14	.....	3.11	.....	10.34	.....	3.21	7.53
			L. & A. 1.17 Crossing									
27	139	491.17	DN..... PITTSBURG	.....	s 6.19	.....	3.14	.....	10.37	.....	3.24	8.35
			5.87									
83	8	497.04	..... PINE ..... *	.....	f 6.27	.....	3.24	.....	10.48	.....	3.35	8.45
			4.79									
83	19	501.83	..... SMITH	.....	f 6.33	.....	3.32	.....	10.57	.....	3.44	8.53
			2.68									
....	15	504.51	..... BETTIE ..... *	.....	f 6.38	.....	3.37	.....	11.02	.....	3.49	8.58
			1.46									
83	7	505.97	..... DELROSE	.....	6.40	.....	3.40	.....	11.05	.....	3.52	**9.10** 154
			4.09									
61	154	510.06	DN..... GILMER	.....	s 6.50	.....	3.49	.....	11.13	.....	4.01	10.05
			4.23									
82	30	514.29	..... SUFFOLK	.....	6.57	.....	3.57	.....	11.22	.....	4.09	10.13
			2.45									
27	13	516.74	..... PRITCHETT	.....	s 7.00	.....	4.02	.....	11.27	.....	4.14	10.18
			2.27									
82	....	519.01	..... MONTY	.....	7.03	.....	4.06	.....	11.32	.....	4.18	10.23
			1.81									
13	....	520.82	..... PINNACLE	.....	7.05	.....	4.09	.....	11.35	.....	4.22	10.26
			T. & P. 4.25 Crossing									
85	114	525.07	DN..... BIG SANDY	.....	s 7.13	.....	4.25	.....	12.01 AM	.....	4.45	**10.56** 126
			8.13									
83	39	533.20	D..... WINONA	.....	s **7.26** 154	.....	4.38	.....	12.16	.....	5.03	11.25
			3.60									
31	56	536.80	..... AMIGO	.....	7.31	.....	4.43	.....	12.21	.....	5.09	11.32
			3.76									
71	9	540.56	..... AKRON	.....	7.36	.....	4.50	.....	12.32	.....	5.17	11.40
			I. G. N. 6.00 Crossing									
....	Yrd	546.56	DN..... **TYLER**	.....	A 7.49 AM	.....	A 5.00 PM	.....	A12.45 AM	.....	A 5.30 AM	A11.55 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.

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 4 EFFECTIVE MAY 11, 1941 STATIONS	FIRST CLASS 6 Cotton-Belter Daily	FIRST CLASS 102 Passenger Daily	FIRST CLASS 2 Lone Star Daily	SECOND CLASS 18 Fast Freight Daily	SECOND CLASS 126 Freight Daily	THIRD CLASS 154 Local Daily Except Sunday	THIRD CLASS 116 Fast Freight Daily	THIRD CLASS 118 Freight Daily	THIRD CLASS 28 Local Daily Except Sunday
419		RN	DN ..... TEXARKANA	A12.15 PM		A10.50 PM						
			T. & P. 0.41 Crossing									
419	X	WOY TX	DN. TEXARKANA YARD	12.12		10.47	A 4.00 AM	A 3.00 PM		A10.00 PM		A11.30 AM
			K. C. S. 4.10 Crossing									
423	SY		N ..... EYLAU	12.06		10.38	3.48	2.46		9.50		11.15
			3.11									
426			HARTMAN	12.02 PM		10.34	3.42	2.40		9.44		11.09
			5.42									
432	FS	W	D ..... REDWATER ..... *	11.56		10.28	3.30	2.30		9.34		10.59
			5.46									
437	MD		DN ..... MAUD ..... *	11.50		10.22	3.17	2.20		**9.20** 17		10.30
			2.99									
440			CORLEY ..... *	11.47		10.18	3.11	**2.12** 43		9.09		9.59
			2.88									
443			CARBONDALE ..... *				3.05	2.07		9.03		9.50
			3.35									
447			SIMMS	11.40		10.11	2.58	2.01		8.56		9.40
			4.15									
451	BA	W	D ..... BASSETTS ..... *	11.35		10.06	2.50	**1.53** 119		**8.46** 117		9.30
			3.56									
454			DARDEN	11.31		**10.02** 17	2.43	1.44		8.35		9.15
			3.05									
457			JENNINGS LAKE				2.38	1.38		8.30		9.01
			4.29									
462	NF		DN ..... NAPLES ..... *	f11.23		s 9.52	2.29	1.30		8.22		8.47
			4.34									
466	MH		DN ..... OMAHA ..... *	f11.17		s 9.44	2.20	1.22		8.15		8.20
			6.48									
472			COOKVILLE ..... *	11.10		**9.35** 117	2.07	1.05		8.04		7.59
			7.20									
480	SA	WO YX	DN ... MT. PLEASANT	L11.01 AM	A 9.00 PM	L 9.25 PM	L 1.50 AM	12.45	A11.00 AM	7.50	A10.40 PM	L 7.45 AM
			0.05									
			DALLAS JCT.		8.59			12.40	10.55	7.48	10.35	
			3.42									
483			KILFOYLE		8.52			12.20	10.48	7.33	**10.20** 117	
			3.68									
487			HARVARD		f 8.47			12.13	10.40	7.26	10.08	
			3.32									
490			NORTH PITTSBURG		8.42			12.07	10.33	7.20	10.02	
			L. & A. 1.17 Crossing									
491	UR		DN ..... PITTSBURG		s 8.39			12.04 PM	10.30	7.17	9.59	
			5.87									
497			PINE ..... *		f 8.28			11.54	9.30	7.07	9.49	
			4.79									
502			SMITH		f 8.21			11.46	9.20	6.58	9.40	
			2.68									
505			BETTIE ..... *		f 8.16			11.40	9.13	6.53	9.35	
			1.46									
506			DELROSE		8.12			11.37	**9.10** 153	6.50	9.32	
			4.09									
510	GI	WY	DN ..... GILMER		s 8.06			11.29	9.01	6.42	9.24	
			4.23									
515			SUFFOLK		7.56			11.20	8.07	6.33	9.15	
			2.45									
517			PRITCHETT		s 7.52			11.15	8.02	6.28	9.10	
			2.27									
519			MONTY		7.47			11.10	7.56	6.24	9.05	
			1.81									
521			PINNACLE		7.45			11.06	7.53	6.21	9.02	
			T. & P. 4.25 Crossing									
525	BY	W	DN ..... BIG SANDY		s 7.39			**10.56** 153	7.45	6.12	8.53	
			8.13									
533	WG		D ..... WINONA		s 7.22			10.25	**7.26** 101	5.57	8.29	
			3.60									
537			AMIGO		7.16			10.18	7.09	5.48	8.20	
			3.76									
541			AKRON		7.12			10.12	7.02	5.42	8.14	
			I. G. N. 6.00 Crossing									
547	QN	WOY TX	DN ..... TYLER		L 7.00 PM			L10.01 AM	L 6.50 AM	L 5.30 PM	L 8.00 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.

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SOUTHWARD — COMMERCE SUB-DIVISION — NORTHWARD

TIME TABLE No. 4

EFFECTIVE
MAY 11, 1941

SECOND CLASS		FIRST CLASS		Capacity of Tracks in Cars		Distance from Birds Point	STATIONS	Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	FIRST CLASS		Second Class	Third Class
43 Blue-Streak Daily	17 Fast Freight Daily	5 Cotton-Belter Daily	1 Lone Star Daily	Sidings	Others						6 Cotton-Belter Daily	2 Lone Star Daily	18 Fast Freight Daily	26 Local Daily Except Sunday
L 3.23 PM	L 11.20 PM	L 5.30 PM	L 5.49 AM		Yrd	479.53	DN.... **MT. PLEASANT**	480	SA	WO YX	A 10.55 AM	A 9.12 PM	A 1.30 AM	A 11.30 AM
							0.05							
3.25	11.22	5.31	5.50		Yrd	479.58	DALLAS JCT.				10.54	9.11	1.25	11.28
							3.79							
3.35	11.40	5.40	5.55	60		483.37	ADORA	C 483			10.49	9.03	1.11	11.20
							5.17							
3.44	11.50	f 5.47	6.01	58	42	488.54	D.....WINFIELD..... *	C 489	WN		10.43	8.57	1.01	11.10
							6.79							
3.55	12.03 AM	s 5.56	s 6.10	59	64	495.33	DN .... MT. VERNON	C 495	VR		s 10.35 26	s 8.49	12.50	10.35 6
							6.39							
4.07	12.15	f 6.04	6.17	54	37	501.72	D.....SALTILLO..... *	C 502	SH	W	10.26	8.40	12.37	9.58
							4.82							
4.16	12.28 18	f 6.10	6.22	84	27	506.54	.....WEAVER..... *	C 507			10.21	8.35	12.28 17	9.43
							3.83							
4.22	12.36	6.14	6.26	59	10	510.37	.....WHITE OAK.....	C 510			10.17	8.31	12.21	9.37
							7.47							
4.36	12.50	s 6.26	s 6.37		263	517.84	DN SULPHUR SPRINGS....	C 518	SU		s 10.09	s 8.22	12.06	9.25
							0.63							
4.39	12.52	6.28	6.39	63		518.47	SOUTH SULPHUR SPRGS.	C 518		W	10.05	8.18	12.04 AM	8.38
							4.00							
4.46	1.01	6.32	6.43	83		522.47	.....TENRAG.....	C 523			10.01	8.13	11.56	8.30
							5.44							
4.55	1.11	f 6.38	6.50	46	23	527.91	.....RIDGEWAY..... *	C 528			9.55	8.07	11.46	8.19
							4.66							
5.02	1.20	6.43	6.55	83		532.57	.....DUNSMOOR.....	C 533			9.50	8.01	11.38	8.10
							4.42							
A 5.10 PM	A 1.30 AM	A 6.50 PM	A 7.01 AM		Yrd	536.99	DN.....**COMMERCE**.....	C 537	CR	WO TX	L 9.44 AM	L 7.55 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. 579.58), Mt. Pleasant, will be set for Tyler Sub-Division. Switch lights and switch target will indicate GREEN in this position.

All Trains and Engines will move at restricted speed in Mt. Pleasant and Commerce Yards expecting to find the main track occupied by trains of other Sub-Divisions.

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 Nos. 1 and 2 will stop at any station to receive and discharge revenue passengers only, to, from or beyond Texarkana, Dallas and south of Mt. Pleasant. Train No. 6 will stop at any station to discharge passengers holding foreign line tickets from beyond Dallas.

RAILROAD CROSSINGS AT GRADE

NONE

BUSINESS TRACKS NOT SHOWN AS STATIONS

Hager	M.P.	C511.80	16 Cars

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
Saltillo	Siding; Oil Loading Track
Weaver	Siding; House Track
White Oak	Siding; Spur Track
Hager	Team Track
Sulphur Springs	Stock Pen Track; 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

SECOND CLASS 217 Mixed Daily Except Sunday	Capacity of Tracks, in Cars: Sidings	Capacity of Tracks, in Cars: Others	Distance from Birds Point	TIME TABLE No. 4 EFFECTIVE MAY 11, 1941 STATIONS	Station Numbers	Telegraph Calls	Fuel, Water Wyes, etc.	SECOND CLASS 218 Mixed Daily Except Sunday
L 2.01 AM		Yard	536.99	DN.....COMMERCE.....	C 537	CR	WTXO	A 9.50 PM
				T. & N. O. 5.56 Crossing				
f 2.21		24	542.55	.....FAIRLIE.....	D 543			f 9.30
				7.47				
s 3.10	41	80	550.02	D.....WOLFE CITY.....	D 550	WF	W	s 9.05
				G. C. & S. F. 7.36 Crossing				
f 3.45	19	35	557.38	.....BAILEY.....	D 557			f 8.25
				6.79				
f 4.10	21		564.17	.....RANDOLPH.....	D 564		W	f 8.05
				M. K. T. 8.28 Crossing				
s 4.50	25	36	572.45	D.....WHITEWRIGHT.....	D 573	W		s 7.35
				5.59				
s 5.10	42	8	578.04	D.....TOM BEAN.....	D 578	BN		s 7.07
				5.33				
f 5.30		5	583.37	.....LUELLA.....	D 583			f 6.50
				2.33				
f 5.40		15	585.70	.....CULTON.....	D 586			f 6.42
				St.L.S.F.&T. 3.49 Crossing				
A 6.00 AM		Yard	589.19	DN.....SHERMAN.....	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

All Trains and engines will move at restricted speed in Commerce yard, expecting to find main track occupied by trains of other Sub-divisions.

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. of Texas employees using joint track with T. & N. O. 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

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Capacity of Tracks, in Cars: Sidings	Capacity of Tracks, in Cars: Others	Distance from Birds Point	TIME TABLE No. 4 EFFECTIVE MAY 11, 1941 STATIONS	FIRST CLASS 1 Lone Star Daily	FIRST CLASS 5 Cotton-Belter Daily	SECOND CLASS 317 Fast Freight Daily	SECOND CLASS 43 Blue-Streak Daily	THIRD CLASS 343 Blue-Streak Daily	THIRD CLASS 23 Local Daily Except Sunday	THIRD CLASS 261 T.&N.O. 262 Freight Daily Except Sunday
	Yard	536.99	DN COMMERCE	L 7.03 AM	L 6.53 PM	L 2.00 AM	L 5.40 PM		L 8.00 PM	L 8.20 42 PM
			4.81							
60		541.80	GRANBY (Joint Track)	7.08	6.59	2.11	5.48		8.08 42	8.30
			4.02							
60	10	545.82	NEYLAND (Joint Track)	7.13	7.04	2.18	5.55		8.16	8.40
			T. & N. O. 5.50 Crossing							
	Yard	551.32	DN GREENVILLE	s 7.25	s 7.17 42	2.40 24	6.05		10.21 318	A 8.50 PM
			L. & A. 1.66 Crossing							
60		552.98	M. K. T. FERGUS Crossing	7.30	7.24 2	2.53	6.15 42		10.30	
			6.73							
53	21	559.71	CLINTON *	f 7.38	7.32	3.06	6.27		10.43	
			5.16							
57	70	564.87	D JOSEPHINE *	f 7.45	7.38	3.17	6.36		10.53	
			4.10							
45	25	568.97	D NEVADA *	f 7.50	7.43	3.25	6.44		11.01	
			3.66							
60	27	572.63	N LAVON *	f 7.54	7.47	3.33	6.56 2		11.10	
			G. C. & S. F. 7.18 Crossing							
108	79	579.61	D WYLIE *	f 8.05	7.58	3.51	7.15		11.30	
			4.39							
36		584.20	MURPHY *	8.11	f 8.04	4.01	7.22		11.40	
			5.33							
45	109	589.53	DN PLANO	s 8.18	s 8.12	4.12	7.32		12.10 AM	
			T. & N. O. 4.96 Crossing							
26	11	594.49	RENNER *	8.25 6	f 8.18	4.22	7.41		12.20 24	
			3.85							
42	77	598.34	N ADDISON *	8.31	f 8.23	5.00	A 7.48 PM	L 7.58 PM	A 12.30 AM	
			5.20							
31	28	603.54	MEADERS	8.37	8.30 318	5.10		8.07		
			3.00							
52	6	606.54	EXALL	8.42	8.35	5.26		8.15 318		
			4.32							
		610.86	ST. L. S. W. R. R. JCT	8.50	8.46	5.35		8.30		
			T. & P. 0.42 Crossing							
		611.28	DN DALLAS TERMINAL STA.	A 8.55 AM	A 8.50 PM					
			M.K.T. G.C.&S.F. 1.14 Crossings							
			T.&N.O. Crossing							
	Yd.	612.42	DN DALLAS FREIGHT YARD			A 6.00 AM		A 9.00 PM		
			T.&N.O. Crossing							
			75.43	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday
				1	5	317	43	343	23	261

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

Commerce — Round house track to storeroom and round house; Yard tracks; Siding in front of passenger station; Sherman Branch Lead

Granby — Siding

Neyland — Siding

Greenville — Yard tracks 1, 2, 3 and 4; House track; Water track

Fergus — Siding

Clinton — Siding; House track

Carver — Spur track

Josephine — Siding; No. 2 Track; House Track

Nevada — Siding; House Track

Lavon — Siding; Shed track

Wylie — Siding; GC&SF Interchange Track

Murphy — Siding

Plano — Siding and cross-over; No. 2 track; East T&NO transfer track

Renner — Siding; Spur

Addison — North end house track to derail and all other tracks

Highway — Team track

Exall — Siding; 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.

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 4 EFFECTIVE MAY 11, 1941 STATIONS	FIRST CLASS 6 Cotton-Belter Daily	FIRST CLASS 2 Lone Star Daily		THIRD CLASS 318 Fast Freight Daily	THIRD CLASS 42 Freight Daily	THIRD CLASS 24 Local Daily Except Monday	THIRD CLASS 262 T.&N.O. 261 Freight Daily Except Sunday	THIRD CLASS 344 Freight Daily
C 537	CR	WOTX	DN..... **COMMERCE**.....	A 9.42 AM	A 7.52 PM		A10.45 PM	A **8.20** 261 PM	A 3.10 AM	A 1.15 AM	
			4.81								
C 542			.....GRANBY.....	9.36	7.46		10.36	**8.08** 23	2.59	1.05	
			4.02								
C 546			.....NEYLAND.....	9.31	7.41		10.30	7.55	2.50	12.55	
			T. & N. O. 5.50 Crossing								
C 551	GN	W	DN..... **GREENVILLE**.....	s 9.25	s **7.34** 42		**10.21** 23	**7.45** 5 **6.25** 2	**2.40** 317	L12.40 AM	
			L. & A. 1.66 Crossing								
C 553			M. K. T.....FERGUS.....Crossing	9.14	**7.24** 5		10.10	**6.15** 43	2.25		
			6.73								
C 560			.....CLINTON.....*	9.07	f 7.15		9.58	5.58	2.10		
			5.16								
C 565	JO		D.....JOSEPHINE.....*	9.01	f 7.08		9.51	5.50	2.01		
			4.10								
C 569	VA		D.....NEVADA.....*	8.56	f 7.01		9.45	5.43	1.50		
			3.66								
C 573	VO	W	N..... LAVON.....*	8.52	**6.56** 43		9.40	5.38	1.40		
			G. C. & S. F. 7.18 Crossing								
C 580	WY		D.....WYLIE.....*	8.42	f 6.46		9.29	5.24	1.20		
			4.39								
C 584			.....MURPHY.....*	8.37	f 6.40		9.23	5.16	1.11		
			5.33								
C 590	PY	W	DN.....PLANO	s 8.31	s 6.34		9.15	5.07	1.01		
			T. & N. O. 4.96 Crossing								
C 595			.....RENNER.....*	**8.25** 1	f 6.26		9.07	4.57	**12.20** 23		
			3.85								
C 598	NO	Y	N..... **ADDISON** .....*	8.20	f 6.20		9.01	L 4.50 PM	L12.10 AM		A11.36 PM
			5.20								
L 604			..... MEADERS	8.13	6.13		**8.30** 5				11.26
			3.00								
L 607			..... EXALL	8.09	6.09		**8.15** 343				11.18
			4.32								
			.....ST. L. S. W. R. R. JCT.....	8.02	6.02		8.05				11.10
			T. & P. 0.42 Crossing								
L 612	UT	WY	DN...**DALLAS TERMINAL STA.** ...	L 8.00 AM	L 6.00 PM						
			M.K.T. G.C.&S.F. 1.14 Crossings								
			T.&N.O. Crossing								
L 612	VI	XW	DN...**DALLAS FREIGHT YARD**....				L 7.55 PM				L11.00 PM
			T.&N.O. Crossing								
			75.43	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 on above schedules will retain all train orders and leave Addison without obtaining a Clearance (Form 3143) when train order signal displays proceed indication.

The schedules of Nos. 343 and 344 will be assumed only when authorized by train order.

All trains and engines will move at restricted speed in Commerce yard expecting to find main track occupied by trains of other sub-divisions.

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&NO 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&NO 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&NO 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 Nos. 1 and 2 will stop at flag stations to receive and discharge revenue passngers and/or mail only. Train No. 6 will stop at any station to discharge passengers, holding foreign line tickets from beyond Dallas.

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TIME TABLE No. 4

EFFECTIVE MAY 11, 1941

Third Class	SECOND CLASS		Capacity of Tracks, In Cars		Distance from Birds Point	STATIONS	Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	Second Class	THIRD CLASS	
23 Mixed Daily Except Monday	17 Fast Freight Daily	43 Blue-Streak Daily	Sidings	Others						18 Fast Freight Daily	42 Freight Daily	24 Mixed Daily Except Sunday
L12.40 AM	L 4.45 AM	L 8.19 18 PM	42	98	598.34	N.....**ADDISON**.....	C 598	NO	Y	A 8.19 43 PM	A 4.50 PM	A11.30 PM
						4.86						
s12.55	4.55	8.30	44	69	603.20	DN.....CARROLLTON.....	C 603	HF	W	8.11	4.41	s11.20
						M.K.T. 5.73 Crossing						
						ST.L.S.F.&T. Crossing						
f 1.10	5.05	8.40	67	15	608.93	.....COPPELL.....	C 609	.....	.....	8.02	4.32	f10.52
						4.47						
s 1.28	5.15	8.47	57	32	613.40	D.....GRAPEVINE.....	C 614	VN	.....	7.55	4.25	s10.42
						5.61						
f 1.43	.....	.....	.....	11	619.01	.....BRANSFORD.....	C 619	.....	.....	.....	.....	f10.30
						3.30						
f 1.50	5.35	9.01	56	15	622.31	.....SMITHFIELD.....	C 622	.....	.....	7.42	4.12	f10.22
						T. & P. 5.42 Crossing						
2.00	5.45	9.10	47	.....	627.73	.....SWESTERN.....	C 628	.....	.....	7.34	4.04	10.10
						2.47						
A 2.05 AM	A 6.00 AM	A 9.15 PM	.....	Yard	630.20	DN.....**HODGE**.....	C 630	HG	WOYX	L 7.30 PM	L 4.00 PM	L10.00 PM
						1.95						
.....	.....	.....	.....	.....	632.15	.....TOWER.....	C 633	.....	.....	.....	.....	.....
						F.W.D.C.-C.R.I.G. Crossings						
						Ft.W.B.-G.C.&S.F. Crossings						
						0.61						
.....	.....	.....	.....	.....	632.76	.....RIO.....	.....	.....	.....	.....	.....	.....
						1.65						
.....	.....	.....	.....	.....	634.41	.....HAMPTON.....	.....	.....	.....	.....	.....	.....
						0.43						
.....	.....	.....	.....	.....	634.84	.....5th STREET STATION.....	C 635	.....	.....	.....	.....	.....
						(Fort Worth)						
Daily Except Monday	Daily	Daily				36.50				Daily	Daily	Daily Except Sunday
23	17	43								18	42	24

Joint Track

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 arrving 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 on above schedules will retain all train orders and leave Addison without obtaining a Clearance (Form 3143) when train order signal displays proceed indication

The schedule of No. 17 will be assumed only when 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. K. T. R. R. of Texas	M.P. C603.21 (Interlocked)
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

TIME TABLE No. 4
EFFECTIVE
MAY 11, 1941

Third Class 481 T. & N. O. 181 Mixed Daily Except Sunday	Second Class 451 Local Daily Except Sunday	First Class 401 Motor Daily	Capacity of Tracks, in Cars: Sidings	Capacity of Tracks, in Cars: Others	Distance from Birds Point	STATIONS	Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	First Class 402 Motor Daily	Second Class 452 Local Daily Except Monday	Third Class 482 T. & N. O. 182 Mixed Daily Except Sunday
.....	L 8.50 AM	L 8.15 AM	.....	Yard	546.56	I. G. N. Crossing DN.....TYLER..... 2.03	547	QN	WOYTX	A 5.00 PM	A 2.01 PM	.....
.....	L 8.56 AM	L 8.21 AM	.....	.....	548.59	.....LUFKIN JUNCTION..... 4.71	.....	.....	.....	A 4.53 PM	A 1.52 PM	.....
.....	9.10	f 8.31	57	.....	552.53	.....ELKTON..... 3.49	E 553	.....	.....	f 4.37	1.38	.....
.....	9.21	f 8.39	40	59	556.02	.....GRESHAM..... 2.24	E 556	.....	.....	f 4.30	1.26	.....
.....	9.28	s 8.44	19	49	558.26	.....FLINT..... 4.95	E 558	.....	.....	s 4.25	1.17	.....
.....	9.43	s 8.55	58	51	563.21	D.....BULLARD..... 5.50	E 563	BU	W	s 4.14	1.02	.....
.....	10.01	s 9.08	52	26	568.71	.....MT. SELMAN..... 4.18	E 569	.....	.....	s 4.02	12.45	.....
.....	10.12	f 9.18	58	27	572.89	.....POMONA..... I. G. N. 3.73 Crossing	E 573	.....	.....	f 3.51	12.32	.....
.....	10.45	s 9.38	58	90	576.62	D.....JACKSONVILLE..... 1.47	E 577	JC	.....	s 3.39	12.20 PM	.....
L 3.45 AM	10.50	9.43	.....	.....	578.07	.....JAX JUNCTION..... 2.29	.....	.....	.....	3.27	11.34	A10.25 AM
4.01	10.59	f 9.49	24	17	580.38	.....CRAFT..... 4.36	E 581	.....	.....	f 3.22	11.26	10.14
4.14	11.14 452	s 9.59 482	54	27	584.74	.....DIALVILLE..... 5.12	E 585	.....	W	s 3.13	11.14 451	9.59 401
4.31	11.28	10.10	18	4	589.86	.....STATE CROSSING..... T. & N. O. 2.26 Crossing	E 590	.....	.....	3.02	10.50	9.30
A 4.40 AM	11.45	s10.17	33	112	592.12	D.....RUSK..... 4.52	E 592	RS	.....	s 2.57	10.42	L 9.20 AM
.....	11.59	f10.25 452	38	12	596.64	.....BROUGHTON..... 4.40	E 597	.....	.....	f 2.44	10.25 401	.....
.....	12.09 PM	f10.37	36	17	601.04	.....REDLAWN..... 3.18	E 601	.....	WY	f 2.33	10.05	.....
.....	12.40	s10.46	57	67	604.22	D..... ALTO..... 3.79	E 604	NA	.....	s 2.26	9.55	.....
.....	12.52	f10.54	57	5	608.01	.....MORRILL..... 0.92	E 608	.....	.....	f 2.17	9.33	.....
.....	12.56	f10.56	.....	14	608.93	.....BRUNSWICK..... 3.15	E 609	.....	.....	f 2.15	9.29	.....
.....	1.01	11.02	43	.....	612.08	.....NORVALL..... 1.94	E 612	.....	.....	2.09	9.19	.....
.....	1.05	s11.06	.....	23	614.02	.....WILDHURST..... 0.64	E 614	.....	W	s 2.06	9.14	.....
.....	1.08	s11.08	17	.....	614.66	.....FOREST..... 4.63	E 615	.....	.....	s 2.04	9.08	.....
.....	1.20	s11.20	.....	69	619.29	D.....WELLS..... 5.00	E 619	WS	.....	s 1.54	8.56	.....
.....	1.44 402	s11.31	13	8	624.29	.....POLLOK..... 5.99	E 624	.....	.....	s 1.44 451	8.41	.....
.....	2.04	f11.43	20	11	630.28	.....CLAWSON..... 1.08	E 630	.....	.....	f 1.32	8.24	.....
.....	2.07	11.45	29	.....	631.36	.....DURST..... 2.84	E 631	.....	.....	1.29	8.20	.....
.....	2.17	s11.52	.....	18	634.20	.....KELTYS..... T. & N. O. 1.90 Crossing	E 634	.....	.....	s 1.23	8.13	.....
.....	A 2.30 PM	A12.01 PM	.....	Yard	636.10	DN.....LUFKIN.....	E 636	HU	WOYX	L 1.15 PM	L 8.05 AM	.....
Daily Except Sunday	Daily Except Sunday	Daily				90.31				Daily	Daily Except Monday	Daily Except Sunday
481	451	401								402	452	482

Joint Track

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. E635.99

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. E602.95	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' Arc Street, Tyler and Lufkin Junction and will move at restricted speed between Lufkin Junction and the North Yard limit Sign, Tyler Yard, expecting to find main track occupied by trains of other Subdivisions.

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. trains only.

All trains and engines will move at restricted speed through Rusk and Lufkin Yards expecting to find main track occupied by trains of other lines.

Employees of T. & N. O. R. R. using joint track between Jax Jct. and Rusk, and employees of T. S. E. 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.

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WACO SUB-DIVISION — SOUTHWARD

TIME TABLE No. 4
EFFECTIVE
MAY 11, 1941

Capacity of Tracks in Cars: Sidings	Capacity of Tracks in Cars: Others	Distance from Birds Point	STATIONS	FIRST CLASS 101 Passenger Daily	FIRST CLASS 401 Motor Daily	FIRST CLASS 103 Motor Daily	SECOND CLASS 117 Fast Freight Daily	SECOND CLASS 115 Freight Daily	SECOND CLASS 451 Local Daily Except Sunday	SECOND CLASS 119 Motor Special Daily	THIRD CLASS	THIRD CLASS 151 Local Daily Except Sunday
			I. G. N. Crossing									
	Yrd.	546.56	DN **TYLER**	L 8.00 AM	L 8.15 AM	L 9.30 PM	L 2.00 AM		L 8.50 AM	L 6.00 PM		L 9.00 AM
			2.03									
		548.59	LUFKIN JUNCTION	8.05	A 8.21 AM 126	9.36	2.05		A 8.56 AM	6.08		9.10
			4.50									
83	5	553.09	GREENBRIER	**8.11** 126		9.43	2.14			**6.26** 102		9.18
			5.42									
83	46	558.51	D CHANDLER	s 8.18		s 9.52	2.23			6.36		9.28
			3.00									
83		561.51	EVELYN	8.22		9.57	2.28			6.41		9.33
			5.29									
83	41	566.30	D BROWNSBORO	s 8.29		s10.07	2.38			6.49		9.45
			3.89									
83	12	570.69	OPELIKA	f 8.34		10.14	2.45			6.55		9.53
			4.49									
83	27	575.18	D MURCHISON *	s 8.40		s10.23	2.53			7.03		10.03
			2.97									
37		578.15	ASH	8.44		10.30	**3.03** 104			7.08		10.08
			3.05									
83		581.20	VANALL	8.48		10.36	3.10			7.13		10.14
			T. & N. O. 2.57 Crossing									
45	135	583.77	DN ATHENS	s 8.59		s10.45	3.15			7.23		**10.40** 152
			0.76									
83		584.53	SOUTH ATHENS				3.18			7.28		10.43
			3.35									
83	4	587.88	DAUPHIN	9.04		10.52	3.24			7.34		10.50
			5.78									
83	82	593.66	D MALAKOFF * (Joint Track)	s 9.11		s11.02	3.35			7.44		11.15
			5.05									
83	331	598.71	D TRINIDAD * (Joint Track)	s **9.18** 152		s11.12	3.45			7.53		11.57
			5.20									
83		603.91	HALSEY	9.24		11.22	3.55			8.03		12.07 PM
			3.24									
83	128	607.15	D KERENS	s 9.29		s11.30	4.01			8.09		12.25
			5.89									
83	24	613.04	POWELL	s 9.37		s11.41	4.12			8.19		12.40
			4.27									
83	15	617.31	STRIBLING	9.42		11.50	4.20			8.27		12.50
			2.72									
	Yrd.	620.03	HILL YARD	9.45								
			B.R.I.-T.&N.O. 1.25 Crossings									
	Yrd.	621.28	DN **CORSICANA**	s 9.51		A11.59 PM	A 4.30 AM	L 5.00 AM		A 9.00 PM		A**12.59** PM
			7.43									
21		628.71	CORBET	f10.03				5.22				
			3.22									
		631.93	JESTER	f10.08								
			2.98									
57	27	634.91	D PURDON	s10.14				5.37				
			7.28									
35	54	642.19	D DAWSON	s10.27				5 57				
			B.R.I. 5.96 Crossing									
29	183	648.15	D HUBBARD	s10.37				6.20				
			7.96									
24	27	656.11	D MT. CALM	s10.51				6 40				
			8.84									
28		664.95	AXTELL *	f11.05				7.01				
			6.80									
21		671.75	SELBY	11.16				7.18				
			2.00									
		673.75	DN **EASTCO** (Joint Track)	11.19								
			1.20									
	Yrd.	674.95	EAST WACO (Joint Track)	f11.21				A 7.30 AM				
			M.K.T 1.25 Crossing									
		676.20	INTERNATIONAL JCT. (Joint Track)									
			0.08									
		676.28	H. & T. C. JUNCTION (Joint Track)									
			0.31									
		676.59	G. H. & S. A. JUNCTION (Joint Track)									
			0.17									
	Yrd.	676.76	DN **WACO** (Joint Track)	A11.30 AM								
		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.

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

Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	TIME TABLE No. 4 EFFECTIVE MAY 11, 1941 STATIONS	FIRST CLASS 104 Motor Daily	FIRST CLASS 402 Motor Daily	FIRST CLASS 102 Passenger Daily	SECOND CLASS 156 Local Daily Except Sunday	SECOND CLASS 128 Freight Sunday Only	SECOND CLASS 126 Freight Daily	THIRD CLASS 152 Local Daily Except Sunday	THIRD CLASS 452 Local Daily Except Monday	THIRD CLASS 116 Fast Freight Daily
547	QN	WYT XO	I. G. N. Crossing									
			DN TYLER	A 4.15 AM	A 5.00 PM	A 6.40 PM			A 8.30 AM	A 12.35 PM	A 2.01 PM	A 4.50 PM
			2.03									
			LUFKIN JUNCTION	4.07	L 4.53 PM	6.32			8.21 401	12.25	L 1.52 PM	4.40
			4.50									
552			GREENBRIER	3.58		6.26 119			8.11 101	12.15		4.30
			5.42									
559	CN		D CHANDLER	f 3.46		s 6.19			7.54	12.01 PM		4.22
			3.00									
562			EVELYN	3.38		6.13			7.46	11.48		4.17
			5.29									
567	BO	W	D BROWNSBORO	f 3.28		s 6.07			7.35	11.37		4.09
			3.89									
571			OPELIKA	3.19		f 6.01			7.26	11.14		4.02
			4.49									
575	F		D MURCHISON	f 3.10		s 5.55			7.17	11.04		3.55
			2.97									
578			ASH	3.03 117		5.50			7.11	10.54		3.50
			3.05									
581			VANALL	2.56		5.46			7.05	10.46		3.44
			T. & N. O. 2.57 Crossing									
584	AU	WY	DN ATHENS	s 2.50		s 5.42			6.59	10.40 151		3.40
			0.76									
585			SOUTH ATHENS	2.45		5.39			6.55	10.02		3.37
			3.35									
588			DAUPHIN	2.39		5.35			6.48	9.55		3.31
			5.78									
594	MF	Y	D MALAKOFF (Joint Track)	f 2.28		s 5.28			6.33	9.36		3.20
			5.05									
599	TD	WY	D TRINIDAD (Joint Track)	f 2.16		s 5.20			6.22	9.18 101		3.11
			5.20									
604			HALSEY	2.05		5.11			6.12	8.51		3.01
			3.24									
607	KR		D KERENS	f 1.59		s 5.07			6.03	8.45		2.55
			5.89									
613			POWELL	f 1.47		s 4.58			5.49	8.25		2.45
			4.27									
617			STRIBLING	1.38		4.52			5.41	8.15		2.38
			2.72									
620			HILL YARD	1.33		4.48						
			B.R.I.-T.&N.O. 1.25 Crossings									
621	C	WX OY	DN CORSICANA	L 1.30 AM		s 4.45	A 3 30 AM	A 3.30 AM	L 5.30 AM	L 8.00 AM		L 2.30 PM
			7.43									
629			CORBET			f 4.21	3 00	3.05				
			3.22									
632			JESTER			f 4.16						
			2.98									
635	DO		D PURDON			s 4.12	2 40	2.45				
			7.28									
642	DA		D DAWSON			s 4.01	2 20	2.25				
			B. R. I. 5.96 Crossing									
648	CY	W	D HUBBARD			s 3.50	2.00	2.05				
			7.96									
656	CA		D MT. CALM			s 3.37	1.35	1.45				
			8.84									
665			AXTELL			f 3.23	1.05	1.25				
			6.80									
672			SELBY			3.13	12 45	1.07				
			2.00									
	JC		DN EASTCO			3.10						
			1.20									
675		WYT XO	EAST WACO			f 3.07	L 12.31 AM	L 1.01 AM				
			M. K. T. 1.25 Crossing									
			INTERNATIONAL JCT. (Joint Track)									
			0.08									
			H. & T. C. JUNCTION									
			0.31									
			G. H. & S. A. JUNCTION									
			0.17									
677	WD	X	DN WACO			L 3.00 PM						
			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.

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

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SECOND CLASS 603 Local Daily Except Sunday	SECOND CLASS 601 Local Daily Except Sunday	First Class 615 Mixed Daily Except Sunday	Capacity of Tracks, in Cars: Sidings	Capacity of Tracks, in Cars: Others	Distance from Birds Point	TIME TABLE No. 4 EFFECTIVE MAY 11, 1941 STATIONS	Station Numbers	Telegraph Calls	Fuel, Water, Wyes, etc.	SECOND CLASS 616 Mixed Daily Except Sunday	SECOND CLASS 602 Local Daily Except Sunday	Third Class 604 Local Daily Except Sunday
L 1.30 PM	L11.05 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
						8.12						
1.55	.....	9.25	45	.....	684.88	.....RITCHIE.....	685	.....	.....	f 3.03	.....	5.05
						0.93						
s 2.30	A11.30 AM	s 9.40	9	98	685.81	.....ATCO.....	686	.....	.....	s 3.01	L12.30 PM	s.....
						2.16						
2.40 616	.....	f 9.46	17	5	687.97	.....SOUTH BOSQUE.....	688	.....	.....	s 2.40 603	.....	.....
						1.57						
.....	.....	f 9.50	34	.....	689.54	.....NALER.....	690	.....	.....	f 2.31	.....	.....
						G. C. & S. F. 6.53 Crossing						
A 3.00 PM	.....	s10.50	.....	Yard	696.07	DN..... Mc GREGOR	696	WR	YWX	s 2.15	.....	L 3.45 PM
						6.32						
.....	.....	s11.10	15	42	702.39	D.....OGLESBY.....	703	GY	.....	s 1.50	.....	.....
						2.19						
.....	.....	f11.15	.....	36	704.58	.....LIME CITY.....	705	.....	.....	f 1.44	.....	.....
						1.93						
.....	.....	f11.19	.....	4	706.51	.....CAVITT.....	707	.....	.....	f 1.40	.....	.....
						5.15						
.....	.....	f11.31	.....	10	711.66	.....LEON JUNCTION.....	711	.....	W	f 1.28	.....	.....
						2.51						
.....	.....	f11.38	23	11	714.17	.....MOUND.....	714			f 1.21	.....	.....
						8.66						
.....	.....	A12.01 PM	.....	Yard	722.83	D.....GATESVILLE.....	723	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. tracks to turn engines and will secure lineup from operator and be governed by rules and time table of the G. C. & S. F. Company 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.....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.

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; and will move at restricted speed between Lufkin Junction and the North Yard Limit Sign Tyler Yard, expecting to find main track occupied by trains of other Sub-Division.

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.

Employes 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 S. 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.

All trains and engines will move at restricted speed between North Switch Hill Yard and South Yard Limit Sign, 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.

All trains and engines will move at restricted speed between Eastco and Waco, expecting to find main track occupied.

All trains and yard engines may move between East Waco and Waco ahead of First Class Trains and without train orders.

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

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

BUSINESS TRACKS NOT SHOWN ON TIME TABLE AS STATIONS

Fair Park	M.P. 548.58	16 Cars
Bellwood	M.P. 550.72	8 Cars

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

Greenbrier	Siding
Chandler	Siding Team Track
Evelyn	Siding
Brownsboro	Siding Team Track
Opelika	Siding Oil Spur
Murchison	Siding Team Track
Ash	Siding
Vanall	Siding
Athens	T&NO Interchange Track Siding House Track
South Athens	Siding
Dauphin	Siding
Malakoff	House Track Siding Team Track
Trinidad	Siding Team Track
Halsey	Siding
Kerens	Team Track Siding House Track
Powell	Siding Team Track
Stribling	Siding
Hill Yard	All Tracks
Corsicana	All Tracks except Oil Mill, Compress, Swanson, Magnolia and Team Tracks.

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