

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS & NEW ORLEANS RAILROAD COMPANY
HOUSTON EAST & WEST TEXAS RAILWAY COMPANY
HOUSTON & SHREVEPORT RAILROAD COMPANY

TIME TABLE

FOR THE

BEAUMONT DIVISION

To Take Effect Saturday, November 1, 1924, at 12:01 A. M.

CENTRAL TIME

For the government and information of employees only, and not intended for the use of the public.

G. S. WAID,
Vice President and General Manager.

O. C. CASTLE,
Superintendent of Transportation.

CONDENSED SCHEDULES

EASTWARD

WESTWARD

No. 244	No. 242	No. 110	No. 102	No. 24 15	No. 22 37	No. 12	No. 8 18	No. 6	No. 4	No. 2	Distance from El Paso	STATIONS	Distance from New Orleans	No. 1	No. 3	No. 5	No. 7 17	No. 11	No. 38 21	No. 23 16	No. 101	No. 109	No. 241	No. 243	
8.00PM	8.20AM	5.00PM	10.00AM								0.00	Lv. EL PASO (Union Depot) Ar.	1194.00										10.00PM	3.45PM	8.00AM
9.00PM 10.00PM	2.00PM 4.00PM	7.50AM 8.00AM	10.45PM 10.55PM				2.00PM				451.00	Ar. DEL RIO Lv.	743.00				4.00PM						9.00AM 8.50AM	12.50AM 12.40AM	6.00PM 4.55PM
7.00AM 8.20AM	1.30AM 4.30AM	1.10PM 1.30PM	3.20AM 3.30AM	8.00AM	10.00PM	10.00AM	7.20PM 11.30PM				620.00	Ar. SAN ANTONIO (Commerce Street) Lv.	574.00				10.00AM 7.00AM	4.25PM	7.30AM	7.15PM		4.40AM 4.30AM	7.30PM 6.30PM		3.15AM 2.00AM
		8.35AM	7.20PM	7.20PM	8.35AM		9.30PM				972.00	Ar. FT. WORTH Lv.	649.00				8.30AM		8.20PM	8.00AM			8.00AM		
		7.30AM	6.35PM	6.35PM	7.30AM		10.35PM 11.00PM				951.00	Ar. DALLAS Lv.	627.00				7.25AM 7.15AM		10.00PM	9.10AM			9.10AM		
5.00AM 9.15PM											888.00	Ar. GALVESTON Lv.	420.00												9.15PM 5.00AM
11.00PM 12.01AM	8.00PM 10.30PM	8.00PM 9.00PM	9.10AM 9.20AM				5.30PM 6.40PM	8.6.50AM 18.7.05AM 18.7.25AM	3.30PM	9.00AM	831.00	Ar. HOUSTON (H. & T. C. Depot) Lv.	363.00		4.00PM	8.20PM	7.11.30PM 17.11.00PM 17.10.25PM	8.55AM 7.45AM				10.45PM 10.35PM	11.30AM 11.05AM	7.20AM	9.40AM 7.35AM
7.50AM 8.20AM	6.30AM 6.45AM	12.10AM	12.10PM				10.10PM	10.30AM	6.00AM	2.10PM	943.00	Ar. ECHO Lv.	251.00		10.30AM 10.25AM	4.35PM	7.10PM	4.50AM				7.40PM	7.50AM	10.10PM 7.00PM	12.10AM 11.30PM
4.00PM 5.00PM	2.45PM 3.25PM	3.00AM 3.05AM	2.45PM 2.50PM				1.20AM 1.25AM	1.30PM 1.35PM	9.45AM 10.00AM	6.15PM	1049.00	Ar. LAFAYETTE Lv.	146.00	11.00PM	6.30AM	12.30PM 12.15PM	4.00PM 3.55PM	2.10AM 2.05AM				5.00PM 4.55PM	4.40AM 4.35AM	11.00AM 5.45AM	4.10PM 3.25PM
4.05AM	1.55AM	6.50AM	6.25PM				5.40AM	5.15PM	3.25PM	10.10AM	1182.00	Lv. AVONDALE Lv.	12.00	6.25PM		6.50AM	12.10PM	10.20PM				1.20PM	12.40AM	8.30PM	6.25AM
		7.55AM	7.35PM				6.50AM	6.25PM	4.25PM	11.10AM	1194.00	Ar. NEW ORLEANS (Union Station) Lv.	0.00	5.30PM		5.55AM	11.05AM	9.15PM				12.10PM	11.30PM		
5.30AM	3.00AM											Ar. ALGIERS Lv.												7.30PM	5.45AM
81.30	90.40	38.55	33.35	10.35	9.30	20.50	20.55	14.15	9.15	6.10		THROUGH TIME		5.30	9.30	14.25	21.30	19.10	9.30	10.05	33.50	40.15	35.50	98.15	
14.6	13.2	30.6	35.5	31.1	34.8	27.5	31.6	25.5	23.6	23.5		MILES PER HOUR		26.3	23.9	25.2	30.2	30.0	34.8	32.8	35.4	29.6	10.1	12.1	

MILEAGE SOUTHERN PACIFIC LINES (IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company.....	1,358.69
Texas & New Orleans Railroad Company.....	467.63
Texas State Railroad.....	32.60
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co.....	640.17
Houston & Texas Central Railroad Company.....	858.05
The Houston East & West Texas Railway Company.....	190.94
Houston & Shreveport Railroad Company.....	39.78
Total Mileage.....	3,587.86

MAIN LINE

Mile 355.52 to Sabine River..... T. & N. O. R. R. Co..... 105.53

BRANCHES

Mile Post 3 to Logansport.....	H. E. & W. T. Ry. Co..... 187.94
Logansport to Shreveport.....	H. & S. R. R. Co..... 39.80
Nome to Sour Lake.....	T. & N. O. R. R. Co..... 7.20
Beaumont to Dallas.....	T. & N. O. R. R. Co..... 288.60
Beaumont to Sabine.....	T. & N. O. R. R. Co..... 33.80
Rockland to Turpentine.....	T. & N. O. R. R. Co..... 9.10
Gallatin to Rusk.....	T. & N. O. R. R. Co..... 8.20
Rusk to Palestine.....	Texas State Railroad..... 32.60

Total Branches..... 607.24
Total Beaumont Division..... 712.77

EASTWARD

ORANGE SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	FIRST CLASS										Distance from Houston	FIRST CLASS										Distance from Algiers	THIRD CLASS	Train Order Office Hours and Hours of Signalmen at Interlocking Stations
	THIRD CLASS		SECOND CLASS		FIRST CLASS							FIRST CLASS						SECOND CLASS		THIRD CLASS				
	72	242	246	244	110	12	6	102	4	18		11	109	3	5	17	101	245	241	243	71			
Local Freight	Sunset Manifest Freight	Beaumont Mdse. Freight	New Orleans Manifest Freight	Sunset Express	New Orleans Limited	Local Passenger	Sunset Limited	Local Passenger	Sunset Mail	Texas Limited	Sunset Express	Local Passenger	Local Passenger	Sunset Mail	Sunset Limited	Houston Mdse. Freight	Through Mdse. Freight	Sunset Manifest Freight	Local Freight					
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday					
BK				9.00PM	6.40PM	3.30PM	9.20AM	9.00AM	7.25AM	0.0	TO-R HOUSTON	382.26	7.45AM	11.05AM	4.00PM	8.20PM	10.25PM	10.35PM						
BK	7.40AM	10.30PM	1.30AM	12.01AM						4.19	TO-R ENGLEWOOD	358.07							4.30AM	7.20AM	7.35AM	2.59PM		
I	7.44	10.34	1.34	12.05	9.12	6.52	3.42	9.32	9.13	7.37	TO Tower 87 (H.B. & T. Cross.)	356.62	7.27	10.49	3.36	8.05	10.05	10.17	4.00	6.38	7.04	2.40	Continuous	
134 P	7.55	10.50	1.50	12.20	9.16	6.57	3.47	9.36	9.18	7.42	GREENS	353.52	7.22	10.44	3.31	8.00	9.58	10.12	3.45	6.30	6.56	2.30		
104 P	8.04	11.00	2.05	12.35	9.21	7.02	3.54	9.41	9.25	7.47	FAUNA	349.22	7.16	10.39	3.24	7.55	9.52	10.07	3.35	6.15	6.44	2.20		
82 P	8.15	11.10	2.15	12.45	9.26	7.07	4.01	9.46	9.32	7.52	SHELDON	345.12	7.10	10.34	3.17	7.48	9.45	10.02	3.25	5.59	6.32	2.10		
N82 PW S60	8.40	11.26	2.30	1.01	9.32	7.16	4.10	9.53	9.42	7.59	TO CROSBY	340.92	7.03	10.26	3.08	7.40	9.32	9.54	3.10	5.45	6.14	1.50	Continuous	
78 P	9.05	11.46	2.50	1.20	9.44	7.27	4.22	10.03	9.53	8.09	SHEKES	338.52	6.52	10.16	2.55	7.27	9.19	9.44	2.50	5.15	5.44	1.20		
54 P	9.15	11.54PM	2.59	1.30	9.50	7.32	4.28	10.08	10.08	8.14	STILSON	329.52	6.47	10.08	2.48	7.16	9.14	9.38	2.30	4.55	5.32	1.10		
164 I	9.25 10.18	12.02AM	3.20	1.40	9.57	7.38	4.36	10.13	10.18	8.19	TO Tower 110 (D&GCRyCross) DAYTON	326.52	6.43	10.00	2.42	7.10	9.09	9.33	1.40	4.45	5.22	1.00	Continuous	
N56 W S84 P	11.00	12.22	3.30	1.50	10.09	7.49	4.47	10.26	10.29	8.30	TO LIBERTY	320.52	6.33	9.47	2.29	6.58	8.59	9.23	1.15	3.30	4.17	12.10PM	Continuous	
83 P	11.28	12.33	3.40	2.00	10.15	7.56	4.54	10.31	10.35	8.35	AMES	317.32	6.27	9.36	2.21	6.46	8.53	9.17	12.55	3.20	4.05	11.28AM		
N55 S63 P	11.50AM	12.45	3.50	2.10	10.20	8.01	5.02	10.37	10.42	8.41	RAYWOOD	312.82	6.22	9.30	2.14	6.39	8.48	9.12	12.45	3.10	3.50	11.16		
N104 S53 P	12.15PM	12.55	4.01	2.20	10.27	8.07	5.10	10.43	10.50	8.47	TO DEVERS	308.12	6.16	9.23	2.06	6.31	8.42	9.06	12.35	2.55	3.38	10.50 10.43	12.01AM to 4.00PM	
83 P	12.27	1.06	4.15	2.35	10.35	8.15	5.19	10.49	10.57	8.54	FELIOIA	302.92	6.09	9.16	1.57	6.21	8.35	8.59	12.20	2.35	3.26	10.27		
N66 PWY S69	1.02	1.30	4.30	3.06	10.43	8.29	5.31	10.56	11.08	9.07	TO NOME	297.92	6.03	9.07	1.48	6.12	8.29	8.53	12.05AM	2.10	3.06	10.16	Continuous	
126 P	1.16	1.50	4.50	3.25	10.51	8.45	5.41	11.04	11.17	9.16	TO OHINA	292.52	5.55	9.00	1.38	6.00	8.20	8.45	11.50PM	1.50	2.37	9.36	8.00AM to 5.00PM	
125 P	1.31	2.02	5.05	3.40	10.57	8.53	5.52	11.10	11.23	9.22	PINE ISLAND	288.32	5.50	8.54	1.31	5.52	8.14	8.38	11.40	1.30	2.28	9.22		
N88 S49 P	1.43	2.15	5.15	3.50	11.03	8.59	6.00	11.16	11.29	9.28	AMELIA	283.62	5.44	8.48	1.24	5.45	8.08	8.32	11.30	1.20	2.15	9.04		
I										82.24	TO Tower 74 (BSL & WCross.)	280.02											Continuous	
I										83.34	Tower 32 (G. C. & S. P. Cross.)	278.92											Continuous	
BKWFTY Yard	2.20	3.30	5.30AM		11.11					83.64	TO-R BEAUMONT (Td Office)	278.62						8.23	11.15PM	1.00AM	1.55		Continuous	
I					5.35	9.15	6.15PM 4.55AM	11.25	11.40AM 1.10PM	9.40	R BEAUMONT (Pass. Sta.)	278.32	5.35	8.40	1.15PM 11.25AM	5.35 5.25	7.59					8.40		
I										85.54	TO Tower 31 (T. & F. S. Cross.)	276.72											Continuous	
26							5.01		1.17	86.54	BARKWELL	275.72	5.24		11.13	5.16								
94 P	2.55	4.05		6.05	11.27	9.27	5.06	11.36	1.23	9.50	DIANA	272.22	5.20	8.23	11.08	5.11	7.43	8.10		11.27PM	1.19	7.42		
N66 S61 P	3.08	4.13		6.20	11.34	9.33	5.15	11.42	1.33	9.56	TERRY	267.92	5.15	8.17	11.01	5.04	7.37	8.04		11.05	1.11	7.32		
130 PW	3.23	4.35		6.45	11.43	9.41	5.26	11.50	1.43	10.05	TULANE	262.42	5.08	8.09	10.52	4.55	7.29	7.56		10.50	12.55	7.13		
P I										103.14	TO Tower 11 (O. & N. W. Cross.)	259.12											7.00AM to 11.00PM	
104 P	3.35	5.01 5.33		6.58	11.50	9.48	5.33	11.57	1.51	10.12	FRANCIS	257.82	5.01	8.02	10.44	4.47	7.22	7.50		10.34	12.35	6.58		
86 P	3.45	5.55		7.05	11.55PM	9.53	5.46	11.59AM	1.58	10.17	TO ORANGE	256.42	4.59	8.00	10.42	4.45	7.20	7.48		10.30	12.31	6.50	11.00PM to 8.00AM	
BKWFTY Yard	4.00PM	6.30AM		7.50AM	12.10AM	10.10PM	6.00AM	12.10PM	2.10PM	10.30AM	TO-R ECHO	251.32	4.50AM	7.50AM	10.30AM	4.35PM	7.10PM	7.40PM		10.10PM	12.10AM	6.30AM	Continuous	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday			
	72	242	246	244	110	12	6	102	4	18		11	109	3	5	17	101	245	241	243	71			
	(8.20) 12.8	(8.00) 13.4	(4.00) 19.9	(7.49) 13.7	(3.10) 35.0	(3.30) 31.7	(3.50) 28.9	(2.50) 40.0	(3.40) 30.3	(3.05) 36.0Time Over Subdivision.....	(2.55) 37.9	(3.15) 34.1	(3.40) 30.3	(3.35) 31.0	(3.15) 34.0	(2.55) 39.2	(5.15) 15.1	(9.10) 11.6	(7.25) 14.3	(8.29) 12.5			

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

EXCEPTIONS: No. 11 is superior to No. 6. No. 109 is superior to No. 4. No. 17 is superior to No. 12. No. 101 is superior to Nos. 12 and 110. Oila and Connell are flag stops for Nos. 3, 4, 5 and 6. Robertson-McDonald tram crossing 1,763 feet west of station at Devers.

NOTE—The time of trains at Houston and Englewood is for information only. Between Tower 87 and Houston, trains will be governed by Houston Terminals current timetable.

*Signalmen on duty continuously.

WESTWARD

JACKSONVILLE SUBDIVISION

EASTWARD

Length of sidings in cars, location of bulletins, water and fuel tanks, stand 'rd' clocks, interlock plants, turn tables, wires & phones	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Track End	TIME TABLE No. 1 November 1, 1924	Distance from Dallas	FIRST CLASS			SECOND CLASS			THIRD CLASS			Train Order Office Hours and Hours of Signaling at Interlocking Stations	
		165 Local Freight		169 Through Freight	167 Through Freight		155 Passenger	147 Passenger					156 Passenger	148 Passenger		168 Through Freight		170 Through Freight	166 Local Freight				
		Leave Daily		Leave Daily	Leave Daily		Leave Daily	Leave Daily					Arrive Daily	Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			
BKWFT Yard		6.00AM		8.00PM	5.30PM		2.10PM	3.10AM	201.47	TO-R JACKSONVILLE	117.63	12.05PM	10.55PM		8.50AM		6.00AM	3.30PM		Continuous			
43 P		6.20		8.20	6.01		2.21	3.20	206.31	FRYS GAP	112.79	11.51AM	10.40		8.20		5.32	3.06					
29 P		6.33		8.33	6.16		2.30	3.29	210.21	REESE	108.89	11.42	10.33		8.05		5.12	2.53					
34 P		6.41		8.38	6.22		2.34	3.32	211.79	OUNEY	107.31	11.38	10.29		7.59		5.05	2.48					
33		6.48		8.43	6.28		2.38	3.36	213.56	LEWIS	105.54	11.33	10.26		7.53		4.59	2.38					
44 P		7.38		8.55	6.41		2.49	3.46	217.97	TO FRANKSTON	101.13	11.24	10.17		7.38		4.48	2.15		7.30 AM to 4.30 PM			
35 P		7.48		9.02	6.49			3.51	220.35	OHEW	98.75	11.17	10.12		7.26		4.40	2.00					
32 PW		8.00		9.20	7.09		3.01	3.57	223.83	POYNOR	95.27	11.10	10.05		7.14		4.30	1.45					
43 P		8.35		9.56	7.30		3.12	4.07	229.74	TO LA RUE	89.26	10.59	9.56		6.49		4.07	1.20		8.00 AM to 5.00 PM			
34 P		9.12		10.21	7.54		3.26	4.19	235.86	BAXTER	83.24	10.47	9.46		6.28		3.30	12.55					
									242.62	ST. L. S. W. CROSSING	76.48												
42 WY		10.35		11.00	8.30		3.48	4.37	242.94	TO ATHENS	78.16	10.35	9.34		5.45		2.55	12.30PM		Continuous			
							3.59	4.47	248.44	PICKENS (Spur)	70.66	10.20	9.21										
42 P		10.55		11.22	9.15		4.05	4.52	251.15	STOCKARD	67.95	10.14	9.15		4.52		2.07	11.50AM					
41 P		11.08		11.32	9.27		4.13	4.59	255.19	EUSTAOE	63.91	10.07	9.07		4.34		1.47	11.40					
23 P		11.30		11.42	9.35		4.19	5.05	258.26	PAULINE	60.84	10.00	9.01		4.25		1.32	11.30					
47 PY		11.55AM		11.55PM	9.50		4.28	5.13	262.16	TO MABANK	56.94	9.53	8.53		4.10		1.12	11.00		8.30 AM to 5.30 PM			
18 P		12.15PM		12.40AM	10.10		4.39	5.22	267.24	GOSSETT	51.86	9.42	8.43		3.52		12.40	10.40					
26 PW		12.35		1.10	10.26		4.49	5.31	271.96	TO KEMP	47.14	9.33	8.34		3.32		12.20AM	10.20		6.00 AM to 3.00 PM			
37 P		12.55		1.35	10.51		5.01	5.41	277.63	JIBA	41.47	9.20	8.24		3.05		11.55PM	9.55					
39 WY		1.15		2.45	11.25		5.15	5.52	282.92	TO KAUFMAN	36.08	9.09	8.14		2.45		11.25	9.09		Continuous			
I									283.34	Tower 39 (T. M. Crossing)	35.76									Continuous			
40 P		1.35		3.20	11.55PM		5.29	6.06	289.96	GASTONIA	29.14	8.54	8.01		2.13		10.33	8.07					
35 P		1.50		3.29	12.08AM		5.35	6.12	293.20	TO CRANDALL	25.90	8.47	7.55		1.58		10.23	7.55		7.20 AM to 4.20 PM			
50 P		2.15		3.44	12.28		5.46	6.22	298.76	TO SEAGOVILLE	20.34	8.36	7.45		1.28		10.08	7.34		Continuous			
22 P		2.25		3.57	12.38		5.52	6.26	301.06	SIMONDS	18.04	8.30	7.40		1.08		10.00	7.10					
31 P		2.33		4.03	12.55		6.00	6.32	303.80	TO KLEBURG	15.20	8.24	7.35		12.55		9.54	7.00		7.00 AM to 4.00 PM			
17 P		2.41		4.08	1.05		6.05	6.36	305.88	RYLIE	13.22	8.19	7.30		12.49		9.48	6.51					
60 P		2.51		4.20	1.13		6.12	6.41	309.21	ELAM	9.89	8.13	7.24		12.38		9.38	6.41					
Y		3.12		4.57	1.55AM		6.25PM	6.51AM	315.11	TO-R BRIGGS	3.99	8.02AM	7.15PM		12.20AM		9.20	6.19		Continuous			
Y		3.16							316.29	WANTMORE JUNCTION	2.81							6.15					
P		3.20			See Note				317.30	T. & N. O. R. R. JUNCTION	1.80				See Note		9.10	6.10					
BKWFT Yard		3.30PM		5.30AM					319.10	TO-R DALLAS (H. & T. C. Yard)	0.00						9.00PM	6.00AM		Continuous			
Y									315.11	BRIGGS	38.60												
Yard							6.50PM	7.10AM	321.33	TO-R DALLAS (Union Terminal Station)	32.40	7.45AM	7.00PM							Continuous			
Yard				5.00AM					352.93	FORT WORTH	0.00				9.45PM								
		Arrive Daily		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily		Leave Daily	Leave Daily					
		165		169	167		155	147				156	148		168		170	166					

(9.30) 12.5 (9.30) 12.5 (11.30) 13.1 (4.40) 25.7 (4.00) 29.4Time Over Subdivision..... (4.20) 26.1 (3.55) 30.9Average Speed per Hour..... (11.05) 13.6 (9.00) 13.0 (9.30) 12.5

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

NOTE—The time of trains at Dallas (H&TC Yard), Dallas (Union Terminal Station) and Fort Worth is for information only. Between T. & N. O. Junction and Dallas (H&TC Yard) and between Briggs and Dallas (Union Terminal Station), trains will be governed by Dallas Division current timetable. Between Dallas (Union Terminal Station) and Fort Worth, trains will be governed by current timetable of the C. R. I. & G. Railway Company.

WESTWARD		SABINE SUBDIVISION		EASTWARD	
FIRST CLASS 151 Passenger Leave Daily		Distance from Beaumont	TIME TABLE No. 1 November 1, 1924	Distance from Track End	FIRST CLASS 152 Passenger Arrive Daily
STATIONS				Train Order Office Hours of Signalmen at Interlocking Stations	
	9.50 AM	0.0	R BEAUMONT (Passenger Station) 0.3	30.8	3.50 PM
BKWFTY Yard		0.3	TO-R BEAUMONT (Yard Office) 0.3	30.5	Continuous
I		0.6	TOWER 32 (G. C. & S. F. CROSSING) 0.3	30.2	Continuous
		0.9	B. S. L. & W. CROSSING 0.13	29.90	
		1.03	G. C. & S. F. CROSSING 4.27	29.87	
Yard P	f 10.03	5.2	GUFFEY 1.8	25.6	f 3.34
	10.08	7.0	LUCAS (Spur) 0.8	23.8	f 3.29
	f 10.11	7.8	HEBERT (Spur) 4.7	23.0	f 3.26
	f 10.22	12.5	DELPHINE (Spur) 2.0	18.3	f 3.15
51 P	f 10.27	14.5	PORTACRES 4.0	16.3	f 3.10
WPY	s 10.37	18.5	R WEST PORT ARTHUR (Spur) 2.0	12.3	s 3.00
		20.5	T. & F. S. CROSSING 1.3	14.3	
P	s { 10.47 10.52	21.8	PORT ARTHUR (Spur) 1.3	15.6	s { 2.48 2.43
		20.5	T. & F. S. CROSSING 2.0	14.3	
WPY	s 11.02	18.5	R WEST PORT ARTHUR (Spur) 3.9	12.3	s 2.32
51	f 11.14	22.4	ROUND LAKE 5.9	8.4	f 2.20
21 P	s 11.29	28.3	SABINE PASS 1.7	2.5	s 2.05
Yard PWY	11.40 AM	30.0	TO-R SABINE 0.8	0.8	2.00 PM
		30.8	TRACK END	0.0	
	Arrive Daily				Leave Daily
	151				152

(1.50) Time Over Subdivision (1.50)
20.4 Average Speed per Hour 20.4

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

Note—Nos. 151 and 152 will stop on flag at Keith Lake and Viterbo.

*Office hours daily except Sunday. Sunday office hours at Sabine are from 11:40 a. m. to 2:00 p. m. The speed of trains is restricted to six (6) miles per hour through Gulf Refining Company plant between West Port Arthur and Port Arthur. Trains moving in either direction must stop and flag street crossing between passenger and freight station at Port Arthur.

WESTWARD		TURPENTINE SUBDIVISION		EASTWARD	
SECOND CLASS 1 Mixed Leave Daily Ex. Sunday		Distance from Rockland	TIME TABLE No. 1 November 1, 1924	Distance from Track End	SECOND CLASS 2 Mixed Arrive Daily Ex. Sunday
STATIONS				Train Order Office Hours	
BKFWY	10.00 AM	0.0	TO-R ROCKLAND 5.0	103.23	12.30 PM
	f 10.20	5.0	KYLE QUARRY 0.4	108.23	f 11.50 AM
	f 10.25	5.4	EARLE 1.7	108.63	f 11.40
	f 10.35	7.1	ALDRIDGE 3.1	110.33	f 11.25
	11.00 AM	10.2	TURPENTINE	113.43	11.10 AM
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday
	1				2

(1.00) Time Over Subdivision (1.20)
10.0 Average Speed per Hour 7.5

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

No. 1 will wait 30 minutes for No. 155 unless otherwise instructed.

WESTWARD		PALESTINE SUBDIVISION		EASTWARD		
THIRD CLASS 105 Mixed Leave Daily		Distance from Gallatin	TIME TABLE No. 1 November 1, 1924	Distance from Palestine	SECOND CLASS 149 Mixed Arrive Daily	THIRD CLASS 104 Mixed Arrive Daily
STATIONS				Train Order Office Hours		
Yard PY	1.33 PM	1.15 AM	0.0	TO-R GALLATIN 7.29	38.89	11.55 PM
Yard			7.29	NORTH RUSK 1.0	31.6	
Yard PT	s 2.15	s 1.55	8.29	RUSK 1.0	32.6	s 11.15
Yard			7.29	NORTH RUSK 2.1	31.6	
			9.39	ST. L. S. W. CROSSING 7.1	29.5	
P14	s 3.15	s 2.40	16.49	MAYDELLE 21.2	22.4	s 10.30
			37.69	I-G. N. R. R. CROSSING 1.2	1.2	
BKWFPY Yard	4.40 PM	3.55 AM	38.89	R PALESTINE	0.0	9.15 PM
	Arrive Daily	Arrive Daily				Leave Daily
	105	150				149

(3.07) Time Over Subdivision (2.40)
12.5 Average Speed per Hour 14.6

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

Trains will stop on flag at Checkup, Stayton, Stringer, Beans Creek, Java, Mewshaw, Herring, Jarvis and Deanwright.

WESTWARD		SOUR LAKE SUBDIVISION		EASTWARD		
SECOND CLASS 195 Mixed Leave Daily		Distance from Nome	TIME TABLE No. 1 November 1, 1924	Distance from Houston	SECOND CLASS 194 Mixed Arrive Daily	
STATIONS				Train Order Office Hours		
Yard PWY	6.20 PM	1.55 PM	0.00	TO-R NOME 4.20	64.1	12.50 PM
31	f 6.30	f 2.05	4.20	CHITA 1.70	68.80	f 12.30
	s	s	5.90	GRAYBURG 0.09	70.00	s
			5.99	B. S. L. & W. Crossing 1.21	70.09	
Yard FPW	6.50 PM	2.25 PM	7.20	R SOUR LAKE	71.80	12.20 PM
	Arrive Daily	Arrive Daily				Leave Daily
	195	193				194

(0.30) Time Over Subdivision (0.30)
14.0 Average Speed per Hour 14.0

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

No. 195 will wait 30 minutes for No. 5 unless otherwise instructed. No. 193 will wait 30 minutes for No. 3 unless otherwise instructed.

EASTWARD

LUFKIN SUBDIVISION

WESTWARD

Length of trains in cars, location of bulletin, wye and fuel stations, standard clocks, interlocking plants turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Houston	TIME TABLE NO. 1 November 1, 1924		Distance from Lufkin	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	216 Local Freight	144 Sunset Manifest Freight	28 Passenger	26 Passenger	27 Passenger	25 Passenger		143 Sunset Manifest Freight	215 Local Freight		27 Arrive Daily	25 Arrive Daily	143 Arrive Daily	215 Arrive Daily Ex. Monday	Daily Except Sunday and Legal Holidays	Sundays and Legal Holidays only		
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Monday		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday				
	STATIONS																	
BK					8.30PM	9.25AM	0.00	TO-R	HOUSTON (H. & T. C. DEPOT)	118.88	7.00AM	5.30PM						
BK	7.20AM	9.20PM						TO-R	ENGLEWOOD	120.05			6.45AM			3.36PM		
Yard	7.35	9.35			8.41	9.34	3.18		EAST YARD	115.70	6.48	5.16			6.25		3.15	
I							4.77		TOWER 76 (H. B. & T. CROSSING)	114.11								Continuous
55 P	7.52	9.55			f 8.51	f 9.44	10.03		MOUNT HOUSTON	108.85	f 6.37	f 5.06			6.00		2.52	
47	8.02	10.07			8.56	f 9.50	13.90		BENDER	104.98	6.29	f 4.58			5.45		2.40	
Yard WYP	8.20	10.30			s 9.04	s 9.58	17.75	TO	HUMBLE	101.13	s 6.22	s 4.50			5.25		2.30	Continuous
43 P	8.40	10.45			9.13	10.09	23.99		JAPAN	94.89	6.07	4.37			4.45		2.00	
83 WP	8.55	11.00			s 9.22	s 10.17	29.01	TO	NEW CANEY	89.87	s 5.57	s 4.27			4.28		1.30	8.30AM to 5.30PM
84 P	9.20	11.20			9.36	f 10.31	37.27		MIDLINE	81.61	5.42	f 4.10			4.03		1.00	
S72 M 23 P Connection W	10.00	11.45PM			s 9.49	s 10.47	43.90	TO	CLEVELAND	74.98	s 5.28	s 3.56			3.45		12.30PM	8.00AM to 5.00PM
59 P	10.25	12.01AM			s 9.52	s 10.50	44.36		G. C. & S. F. CROSSING	74.52	s 5.24	s 3.51						8.00AM to 5.00PM
1-46 2-42 YP	10.55	12.30			10.00	11.02	49.03		WESTCOTT	69.85	5.12	3.40			3.30		11.30AM	
52 P	11.17	12.40			s 10.12	s 11.17	56.00	TO	NAPIER	64.45	5.01	3.30			3.10		11.12 10.55	
24 P	11.30				10.16	11.23	57.95		SHEPHERD	62.88	s 4.57	s 3.26			2.52		10.30	Continuous
52 P	11.50AM	1.00			f 10.21	f 11.28	60.70		MILLEDGE	60.93	4.51	3.21			2.39		10.10	
69 P	12.10PM	1.14			f 10.29	s 11.36	64.10	TO	URBANA	58.18	f 4.47	f 3.15			2.32		9.50	
35 P	12.30	1.29			10.36	f 11.44	67.94	TO	GOODRICH	54.78	f 4.39	s 3.08			2.15		9.30	8.00AM to 5.00PM
1-30 2-23 Con't'n	1.00	1.40			10.36	f 11.44	67.94		LAMONT	50.94	4.31	f 3.00			2.00		9.15	11.00AM to 3.30PM
50 P	1.30	1.50			s 10.46	s 11.56AM	72.18	TO	WEST LIVINGSTON (W.B.T.S. CROSSING)	47.86	4.25	2.53			1.40		9.00	
20 P	1.45	2.05			10.54	f 12.05PM	75.83		LIVINGSTON	46.70	s 4.22	s 2.48			1.30		8.50	Continuous
65 P	2.00	2.21			s 10.59	s 12.11	78.11	TO	MARSTON	43.05	4.12	f 2.36			1.16		8.17	
44 YP	2.26	2.33			f 11.04	s 12.17	80.35	TO	NEW WILLARD	40.77	s 4.06	s 2.31			1.05		8.07	8.00AM to 4.00PM 10.00PM to 6.00AM
34 P	2.45	2.46			11.12	12.26	84.34	TO	LEGGETT	38.53	s 4.00	s 2.26			12.50		8.00	8.00AM to 5.00PM 11.30AM to 2.30PM
60 P	3.00	3.01			s 11.19	s 12.35	88.19	TO	VALDA	34.54	3.51	2.16			12.15AM		7.47	
60 P	3.20	3.31			s 11.31	s 12.47	93.67	TO	MOSCOW	30.89	s 3.43	s 2.07			11.56PM		7.35	8.00AM to 5.00PM 12.01PM to 2.10PM
Connection							93.71	TO	CORRIGAN	25.21	s 3.31	s 1.54			11.31		7.20	Continuous
24 P	3.40	3.56			11.44	12.58	99.77		W. B. T. S. CROSSING	25.17								
14 WP	4.00	4.10			11.52PM	1.08	103.74		POTOMAC	19.11	3.16	1.40			11.02		7.03	
60 P	4.15	4.23			s 12.00 Midnight	s 1.18	107.42	TO	RENOVA	15.14	3.07	1.30			10.50		6.48	
52 P	4.30	4.36			f 12.08AM	s 1.30	110.98	TO	DIBOLL	11.46	s 2.58	s 1.18			10.40		6.33	7.30AM to 4.30PM 12.20PM to 2.20PM
BKWFTYP Yard	4.56PM	5.10AM			12.25AM	f 1.50PM	118.88	TO	BURKE	7.90	f 2.51	s 1.06			10.30		6.21	8.00AM to 5.00PM 12.01PM to 2.01PM
	Arrive Daily Ex. Sunday	Arrive Daily			Arrive Daily	Arrive Daily		TO-R	LUFKIN	0.00	2.35AM	12.50PM			10.10PM		6.00AM	Continuous
	216	144			28	26					Leave Daily	Leave Daily			Leave Daily		Leave Daily Ex. Monday	Continuous

(9.38) 12.5 (7.50) 15.3 (3.55) 30.5 (4.25) 26.9Time Over Subdivision..... (4.25) 26.8 (4.40) 25.5 (8.35) 14.0 (9.36) 12.5Average Speed per Hour.....

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

Nos. 25 and 26 will stop on flag at Porter, Keefer, Splendora, Gladstell, Excelsior, Ross Spur, Bering, Wakefield and Hammock. Nos. 27 and 28 will stop on flag at Porter, Splendora and Gladstell. NOTE—The time of trains at Houston and Englewood is for information only. Between East Yard and these points, trains will be governed by Houston Terminals current timetable.

THIRD CLASS

SECOND CLASS

FIRST CLASS

Distance from Houston

TIME TABLE No. 1

November 1, 1924

STATIONS

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, ways and telephones.

BKWFTYP Yard	88 G.C.&S.F. 202 Passenger Leave Daily	86 G.C.&S.F. 263 Freight Leave Mon. Wednesday Friday	82 G.C.&S.F. 264 Freight Leave Tues. Thursday Saturday	84 G.C.&S.F. 201 Passenger Leave Daily	80 G.C.&S.F. 274 Mixed Leave Daily Ex. Sunday	74 A.&N.R. 1 Mixed Leave Daily Ex. Sunday	72 A.&N.R. 2 Mixed Leave Daily Ex. Sunday	161 Local Freight Leave Daily Ex. Monday	218 Local Freight Leave Daily Ex. Sunday		146 Through Freight Leave Daily	167 Through Freight Leave Daily	144 Sunset Manifest Freight Leave Daily		147 Passenger Leave Daily	155 Passenger Leave Daily	26 Passenger Leave Daily	28 Passenger Leave Daily	Distance from Houston	Block Signals	STATIONS	
																					TO-R	TO
						4.25PM	9.30AM		7.15AM		9.40PM		5.40AM				2.10PM	12.35AM	118.88		TO-R	LUFKIN 0.15
																			119.03			ST. L. S. W. CROSSING 2.00
Connection P						4.40PM	9.45AM												121.03			A. & N. R. CROSSING PROSSER 2.05
13																	f 2.20	12.42	123.08			DAVISVILLE 4.01
19 Spur									7.50				6.10				f 2.28	12.49	127.09			KURTH 3.33
67 P											10.15		6.25				f 2.35	12.56	130.42			CLIMAX 8.04
								9.15AM	8.10		10.38	10.35AM	6.50		12.57AM	11.36AM	2.50	1.13	138.46			DORR JUNCTION 0.46
Yard WP P								9.55	8.15		10.40	11.00	6.55		s 1.26	s 11.39	s 3.00	s 1.30	138.92		TO-R	NACOGDOCHES 3.12
27 P								10.10AM	8.25		10.50	11.20AM	7.05		1.29AM	12.03PM	3.10	1.40	142.04			BONITA JUNCTION 2.27
33 P									8.35		11.00		7.15				f 3.17	1.47	144.31			REDFIELD 3.80
23 P									9.00		11.20		7.30				s 3.26	s 1.57	148.11		TO	APPLEBY 2.61
15 P									9.15		11.30		7.40				f 3.33	f 2.04	150.72			MAYTOWN 4.34
1-30 2-23 P									9.35		11.45PM		8.00				f 3.43	2.14	155.06			FITZE 3.99
22 P									10.15		12.01AM		8.15				s 3.52	s 2.24	159.05		TO	GARRISON 4.12
Connection					2.20PM				10.37		12.18		8.30				f 4.00	2.32	163.17			GALLAGHER 3.75
45 P					2.25PM				10.55		12.30		8.43				4.08	2.40	166.92			SHELBY JUNCTION 0.55
25 WP									11.00		12.32		8.45				s 4.11	s 2.43	167.47		TO	TIMPSON 4.67
Connection	6.46PM	1.35PM	10.45AM	9.50AM					11.15		12.47		9.00				f 4.20	2.54	172.14			BOBO 4.60
62 P	6.50PM	1.40PM	10.50AM	9.55AM					11.30		1.05		9.15				s 4.33	s 3.09	177.07		TO	TENAHA 4.55
26 P									11.50AM		1.20		9.38				f 4.45	f 3.20	181.62			PAXTON 6.99
31 P									12.10PM		1.51		10.10				s 4.59	s 3.34	188.61		TO	JOAQUIN 1.88
Yard WP									12.50		2.05		10.25				s 5.05	s 3.40	190.49		TO	HASLAM 1.27
13 P									1.00		2.15		10.35				s 5.10	s 3.45	191.76		TO	LOGANSPORT 5.89
26 P									1.25		2.40		10.55				f 5.22	f 3.57	197.65			FUNSTON 3.62
59 P									1.45		3.00		11.10				s 5.30	s 4.07	201.27		TO	LONGSTREET 6.68
57 WP									2.15		3.30		11.35				s 5.43	s 4.22	207.95		TO	KEACHIE 5.15
25 P									2.40		3.55		11.55AM				f 5.54	4.38	213.10			PRESTON 6.05
																			219.15			T. & P. CROSSING 0.07
27 P									3.10		4.15		12.15PM				f 6.10	f 4.52	219.22			KEITHVILLE 5.27
30 P									3.40		4.35		12.35				f 6.21	5.03	224.49			LA ROSEN 1.97
																			226.46			T. & P. CROSSING 1.61
60 P									4.00		4.45		12.45				6.26	5.08	228.07			WEST YARD 2.58
																			230.65			SHREVEPORT CREOSOTING CO. CROSSING 0.41
																			231.06			K. C. S. CROSSING 0.30
BKWFTYP Yard P									4.15PM		5.00AM		1.20PM				6.35	5.18	231.86		TO-R	SHREVEPORT (H. & S. DEPOT) 0.95
																	6.45PM	5.30AM	232.81		TO-R	SHREVEPORT (K. O. S. Depot)

(0.04) 5.0 (0.05) 4.0 (0.05) 4.0 (0.05) 4.0 (0.05) 6.6 (0.15) 8.6 (0.15) 8.6 (0.55) 4.1 (9.0) 12.5 (8.00) 14.2 (0.45) 4.8 (7.40) 14.8 0.32) 6.7 (0.27) 8.0 (4.35) 24.7 (4.55) 23.6Time Over Subdivision
Average Speed per Hour

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

No. 26 will stop on flag at Hanson.

SHREVEPORT SUBDIVISION

WESTWARD

TIME TABLE No. 1
November 1, 1924

STATIONS	Distance from Shreveport K. C. S. Depot	FIRST CLASS				SECOND CLASS				THIRD CLASS								Train Order Office Hours	
		25	27	156	148	143	168	145	217	162	71	73	81	85	83	87	89	Daily except Sunday and Legal Holidays	Sundays and Legal Holidays only
		Passenger	Passenger	Passenger	Passenger	Sunset Manifest Freight	Through Freight	Through Freight	Local Freight	Local Freight	A.&N.R. 2 Mixed	A.&N.R. 1 Mixed	G.C.&S.F. 271 Mixed	G.C.&S.F. 201 Passenger	G.C.&S.F. 264 Freight	G.C.&S.F. 263 Freight	G.C.&S.F. 202 Passenger		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Tues. Thurs and Saturdays	Arrive Mon. Wednesdays and Fridays	Arrive Daily			
TO-R LUFKIN 0.15	113.43					9.40 PM		7.15 AM	3.00 PM			8.30 AM	4.15 PM					Continuous	Continuous
ST. L. S. W. CROSSING 2.00	113.28																		
A. & N. R. CROSSING PROSSER 2.05	111.28											8.10 AM	4.00 PM						
DAVISVILLE 4.01	109.23	f 12.15	1.57					6.45	2.20										
KURTH 3.33	105.22	f						6.35											
CLIMAX 8.04	101.89	f 12.02 PM	f 1.42			8.45		6.25	1.50										
DORR JUNCTION 0.46	93.85	11.46 AM	1.27	2.30 PM	12.47 AM	8.17	2.15 PM	5.30	1.30	11.05 AM									
TO-R NACOGDOCHES 3.12	93.39	s 11.44	s 1.25	2.25	12.45	8.15	2.10	5.25	1.20	11.00								Continuous	Continuous
BONITA JUNCTION 2.27	90.27	s 11.34	s 1.15	2.06 PM	12.33 AM	7.58	1.25 PM	4.56	12.45	10.10 AM									
REDFIELD 3.80	88.00	f 11.20	1.02			7.50		4.47	12.35										
TO APPLEBY 2.61	84.20	s 11.13	s 12.55			7.38		4.35	12.20									8.00 AM to 5.00 PM	10.15 AM to 3.45 PM
MAYOTOWN 4.34	81.59	f 11.05	f 12.46			7.25		4.25	12.10 PM										
FITZE 3.99	77.25	f 10.57	12.38			7.10		4.10	11.50 AM										
TO GARRISON 4.12	73.26	s 10.47	s 12.28			6.50		3.51	11.35									8.00 AM to 5.00 PM	10.00 AM to 4.00 PM
GALLAGHER 3.75	69.14	f 10.37	12.18			6.38		3.36	11.20										
SHELBY JUNCTION 0.55	65.39	10.27	12.11			6.27		3.21	11.05			11.15 AM							
TO TIMPSON 4.67	64.84	s 10.25	s 12.10 AM			6.25		3.15	11.00			11.10 AM						Continuous	Continuous
BOBO 4.60	60.17	f 10.10	11.58 PM			6.09		2.54	10.45										
G. O. & S. F. CROSSING 0.33	55.24	s 9.55	s 11.48			5.49		2.24	10.20			10.04 AM	11.00 AM	1.50 PM	7.14 PM				
TO TENAHA 4.55	50.69	f 9.38	f 11.35			5.29		2.13	9.38			10.00 AM	10.50 AM	1.40 PM	7.10 PM			8.00 AM to 5.00 PM	8.00 AM to 5.00 PM
PAXTON 6.99	43.70	s 9.25	s 11.23			4.59		1.51	9.00									8.00 AM to 5.00 PM	8.30 AM to 10.30 AM 3.30 PM to 5.30 PM
TO JOAQUIN 1.88	41.82	s 9.20	s 11.18			4.47		1.45	8.50									Continuous	Continuous
TO HASLAM 1.27	40.55	s 9.15	s 11.13			4.43		1.40	8.40									8.00 AM to 5.00 PM	8.30 AM to 10.30 AM 3.30 PM to 5.30 PM
TO LOGANSFORD 5.89	34.66	f 9.00	f 11.01			4.25		1.15	8.15										
FUNSTON 3.62	31.04	s 8.52	s 10.54			4.10		12.55	7.55									8.30 AM to 5.30 PM	8.00 AM to 10.00 AM 4.00 PM to 6.00 PM
TO LONGSTREET 6.68	24.36	s 8.37	s 10.40			3.50		12.33	7.25									8.00 AM to 5.00 PM	8.00 AM to 10.00 AM
TO KEACHIE 5.15	19.21	f 8.24	f 10.28			3.30		12.08 AM	7.00										
PRESTON 6.05	13.16																		
T. & P. CROSSING 0.07	13.09	f 8.10	f 10.17			3.10		11.43 PM	6.40										
KEITHVILLE 5.27	7.82	f 8.00	f 10.09			2.55		11.25	6.25										
LA ROSEN 1.97	5.85																		
T. & P. CROSSING 1.61	4.24	7.52	10.02			2.45		11.17	6.15										
WEST YARD 2.58	1.66																		
SHREVEPORT CREOSOTING CO. CROSSING 0.41	1.25																		
K. O. S. CROSSING 0.30	0.95	7.45	9.55			2.30 PM		11.00 PM	6.00 AM									Continuous	Continuous
TO-R SHREVEPORT (H. & S. DEPOT) 0.95	0.00	7.40 AM	9.50 PM															Continuous	Continuous
TO-R SHREVEPORT (K. O. S. DEPOT)																			

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

(4.50)	(4.95)	(0.24)	(0.14)	(7.10)	(0.50)	(8.25)	(9.0)	(0.55)	(0.20)	(0.15)	(0.05)	(0.04)	(0.10)	(0.10)	(0.04)
23.5	25.7	9.0	15.4	15.8	4.3	13.5	12.5	4.0	6.5	8.6	6.7	5.0	2.0	2.0	5.0

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

No. 25 will stop on flag at Hanson and Mayotown Ballast Pit.

COMPANY PHYSICIANS

HoustonDr. R. W. Knox.....Chief Surgeon Dr. C. C. Green.....Assistant Chief Surgeon Dr. F. A. Waples.....Division Surgeon Dr. H. C. Feagin.....Examining Surgeon Dr. R. H. Harrison.....Examining Surgeon Dr. T. A. Dickson.....Local Oculist and Aurist Dr. M. L. O'Banion.....Local Oculist and Aurist Dr. J. L. Taylor.....Local Surgeon Dr. R. H. McMeans.....Local Surgeon ApplebyDr. G. E. Samuels.....Local Surgeon AthensDr. J. K. Webster.....Local Surgeon Dr. A. H. Easterling.....Local Surgeon BeaumontDr. H. A. Barr.....Division Surgeon Dr. L. Goldstein.....Division Surgeon Dr. O. S. Hodges.....Local Oculist Dr. Sam Lyons.....Asst. Local Oculist Dr. G. H. Reed.....Local Surgeon BuckDr. H. Bergman.....Local Surgeon ChinaDr. N. E. Laidacker.....Local Surgeon ClevelandDr. J. M. Hubert.....Local Surgeon ColmesneilDr. R. A. Parten.....Local Surgeon	CorriganDr. W. G. Pullen.....Local Surgeon CrandallDr. A. D. Ledbetter.....Local Surgeon Dr. A. J. Sharp.....Local Surgeon CrosbyDr. J. D. Stalsby.....Local Surgeon CushingDr. Fred W. Cariker.....Local Surgeon DallasDr. Elbert Dunlap.....Division Surgeon Dr. H. M. Winans.....Examining Surgeon Dr. E. H. Cary.....Local Oculist DaytonDr. J. T. Tadlock.....Local Surgeon DibollDr. J. R. Dale, Jr.....Local Surgeon EustaceDr. L. L. Cockrell.....Local Surgeon Fort WorthDr. W. A. Durringer.....Division Surgeon Dr. W. C. Durringer.....Division Surgeon Dr. S. J. Wilson.....Local Surgeon Dr. W. R. Thompson.....Oculist and Aurist FrankstonDr. G. H. Moss.....Local Surgeon GarrisonDr. G. H. Tanner.....Local Surgeon HumbleDr. J. B. DuBose.....Local Surgeon HuntingtonDr. R. B. Forrest.....Local Surgeon JacksonvilleDr. M. B. Canon.....Local Surgeon Dr. R. T. Travis.....Consulting Surgeon	JacksonvilleDr. F. A. Fuller.....Local Surgeon Dr. J. M. Travis.....Local Surgeon JoaquinDr. W. A. Ramsey.....Local Surgeon KaufmanDr. R. J. Rowe.....Local Surgeon KeachieDr. W. H. Morgan.....Local Surgeon KempDr. H. A. Taylor.....Local Surgeon Dr. F. A. Fuller, Jr.....Local Surgeon KountzeDr. B. E. Selman.....Local Surgeon LibertyDr. J. A. Lovett.....Local Surgeon LivingstonDr. B. C. Marsh.....Local Surgeon Logansport, La.Dr. S. J. Smart.....Local Surgeon Longstreet, La.Dr. Guy Wimberly.....Local Surgeon LufkinDr. R. T. Cannon.....Examining Surgeon Dr. W. W. Dunn.....Local Surgeon Dr. R. L. Mathews.....Oculist MabankDr. W. P. Irvine.....Local Surgeon NacogdochesDr. F. C. Ford.....Local Surgeon Dr. A. A. Nelson.....Local Surgeon Dr. F. R. Tucker.....Local Surgeon Dr. W. I. M. Smith.....Local Surgeon New WillardDr. J. S. Mann.....Local Surgeon	OrangeDr. J. C. Seastrunk.....Local Surgeon Dr. W. P. Coyle.....Local Oculist Dr. F. W. Lawson.....Local Surgeon PalestineDr. E. B. Parsons.....Division Surgeon Dr. E. V. Converse.....Local Surgeon PontaDr. P. E. Jones.....Local Surgeon Port ArthurDr. W. S. Winter, Sr.....Local Surgeon Dr. W. S. Winter, Jr.....Local Surgeon PoynorDr. M. A. King.....Local Surgeon RuskDr. T. H. Cobble.....Local Surgeon SeagovilleDr. A. B. Watkins.....Local Surgeon Shreveport, La.Dr. Frank Walke.....Local Surgeon Dr. John L. Scales.....Oculist Dr. Edward Galloway.....Local Surgeon Sour LakeDr. T. O. Darby.....Local Surgeon TenehaDr. T. G. Calhoun.....Local Surgeon Dr. W. J. Spivey.....Local Surgeon TimpsonDr. T. F. Whiteside.....Local Surgeon Dr. D. C. Bussy.....Local Surgeon WoodvilleDr. R. E. Dickens.....Local Surgeon ZavallaDr. T. W. Hancock.....Local Surgeon
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SPEED TABLE

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

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

HOSPITALS

General Hospital—

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

Emergency Hospital—

T. E. Schumpert Memorial Hospital, Shreveport.
 Hotel Dieu, Beaumont.
 Cherokee Hospital, Jacksonville.

First Aid Hospital—

T. & N. O. General Shops, Houston.

WATCH INSPECTORS

Sidney F. Ball, General Time Inspector.....	Chicago, Illinois
L. L. Doty, Assistant General Time Inspector.....	Chicago, Illinois
Houston Watch Company, Southern Pacific Building.....	Houston, Texas
W. E. Conners, 1702 Conti Street.....	Houston, Texas
R. M. Mothner, 268 Pearl Street.....	Beaumont, Texas
Jacksonville Drug Company.....	Jacksonville, Texas
Hafner Watch & Optical Co., Interurban Building.....	Dallas, Texas
J. E. Copeland.....	Palestine, Texas
W. P. McFarland, 431 Proctor Street.....	Port Arthur, Texas
H. L. Cohenour.....	Orange, Texas
Mills & Juengerman.....	Sour Lake, Texas
C. C. Murray.....	Lufkin, Texas
W. E. Gordon, 1920 Texas Avenue.....	Shreveport, La.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from Track End	SABINE AND DALLAS		Distance From Echo	ECHO AND HOUSTON		Distance From Houston	HOUSTON AND SHREVEPORT		Distance from Shreveport	HOUSTON AND SHREVEPORT		Distance from Shreveport	Car Capacity and Direction Opening if Spur		
	Distance From Dallas	Car Capacity and Direction Opening if Spur		Distance From Houston	Car Capacity and Direction Opening if Spur		Distance From Houston	Car Capacity and Direction Opening if Spur		Distance From Houston	Car Capacity and Direction Opening if Spur				
35.9	GILBERT SPUR No. 1.....	283.2	10W	10.5	OIL FIELD SIDING.....	100.5	20	6.64	WESTHEIMER.....	224.72	3 E	130.84	LOLA.....	100.52	12 W
36.0	GILBERT SPUR No. 2.....	283.1	5E	14.4	OILLA.....	96.6	7W	22.00	PAULI.....	209.36	8		TILFORD-HUNT SPUR.....		8 W
39.5	LOEB.....	279.6	2E	20.4	CONNELL.....	90.6	0	24.36	PORTER.....	207.00	10 W	151.70	MAYOTOWN BALLAST PIT..	79.66	
43.3	ARIOLA.....	275.8	14E					29.00	STOCKTON.....	202.36	43	160.17	HENNING.....	71.19	13 W
57.6	OLIVE.....	261.7	10E					30.00	TEXAS TIE CO.....	201.36	W	164.50	SPEER.....	66.86	
62.3	HESTER.....	256.8	10E					30.82	KEEFER.....	200.54	9 W	165.28	HOUGHTON.....	66.08	15 W
75.1	BURLEW.....	244.0	23E					33.17	THOMS.....	198.19	13 W	175.92	GIBSON.....	55.44	13 W
80.0	MILTON.....	239.1	17E					34.46	SPLENDORA.....	196.90	17 W	184.92	HANSON.....	46.44	4 W
90.1	GRIFFIN.....	229.0	21E					38.30	EAST RIVER.....	193.06	9 W	190.67	SIAM.....	40.69	18 W
91.9	WILSON SPUR.....	227.2	16W	2.4	CHECKUP.....	36.5	5E	40.32	GLADSTELL.....	191.04		202.73	WASHBURN.....	28.63	9 W
96.3	MELBA.....	222.8	28	5.5	STAYTON.....	33.2	18	40.64	NIMROD.....	190.72	10 W	221.18	BUNGALOW.....	10.18	8 E
100.2	ALDIS.....	218.9	9	7.5	STRINGER.....	31.7	9E	46.08	EXCELSIOR.....	185.28	W				
105.4	COX SPUR.....	213.7	12E	12.0	BEANS CREEK.....	26.9	6	50.51	NORMANVALE.....	180.85	13				
111.0	NANCY.....	208.1	15	14.5	POWELL.....	24.4	7E	51.54	ROSS SPUR.....	179.82	20 W				
117.7	BEHANNON SPUR.....	201.4	8E	18.3	JAVA.....	20.6	8	51.54	FISH BRANCH.....	172.53	6 W				
125.0	PRESTRIDGE.....	194.1	StLSWConn.	18.9	GROGGAN'S SPUR.....	20.0	6E	58.83	LERA.....	169.96	18 E				
134.3	MANTON.....	184.8	15W	21.0	MEWSHAW.....	17.9	6	61.40	TEXAS LONG LEAF SPUR....	164.86	W				
136.5	PLATT SPUR.....	182.6	9E	24.3	HERRING.....	14.9	6	66.50	SEVEN OAKS.....	149.73	10 W				
137.1	NORTH PLATT.....	182.0	7E	25.2	HASSELL.....	13.7	2W	81.63	BERING.....	147.08	9 W				
143.6	LACY.....	175.5	7W	26.7	JARVIS.....	13.2	4	84.28	LAURELIA.....	141.52	18 W				
167.0	DALMONT.....	152.1	16	28.7	WOOD SPUR.....	10.2	2W	89.84	BEN FORD.....	135.94	10 W				
180.0	GUINN SPUR.....	139.1	5W	31.8	DEANWRIGHT.....	6.3	6E	95.42	WAKEFIELD.....	132.56	7 W				
239.1	LOPER.....	80.0	4W					99.80	HAMMOCK (2 Spurs).....	129.34	9				
274.2	LAGO.....	44.9	4W					102.02	HOSHALL.....	118.04					
287.2	GUMBO PIT.....	31.9	YARD					113.32	COCHRAN.....	107.36	W				
295.3	BOIS D'ARC.....	23.8	9E					124.00	MILLARD.....	103.36	6 W				

SPECIAL INSTRUCTIONS

GENERAL

1. When a train is stopped by a red signal, burning fusee, explosion of one torpedo, block signal or interlocking signal, engineman, before proceeding in accordance with provisions of rules 10 (G), 11, 15, 509 or 663, as the case may be, must whistle out flagman to protect train. Flagman must be recalled as per rule 14 (d) or 14 (e), and train will not start until proceed signal is given from the rear. Flagman must not wait for signal from either engineman or conductor to protect train.

2. Operators having a "19" train order for delivery, which does not restrict the superiority of the train addressed at that station, will, when the approaching train calls for signal, lower the semaphore arm twice, returning it to STOP position, as a signal that a "19" order is to be delivered. Operator will then go out and deliver the Order with clearance card to engineman and conductor. No answer will be made by engineman to a "19" train order signal. Trains receiving such signal will approach and pass train order office slowly and not increase speed until the order has been received.

3. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.

Conductors of trains displaying green signals must register in person.

4. A train may arrive at a station in advance of its schedule arriving time.

5. Third-class trains may pass and run ahead of second-class trains without train order authority.

6. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.

7. Open top cars loaded with rail, pipe, structural steel, poles and mounted wheels, must not be placed in trains next to cabooses, occupied outfit cars, cars loaded with high explosives or inflammables, or tenders of oil burning locomotives.

8. Running switches of cars loaded with piling or live stock must not be made. Cars so loaded must not be detached while in motion, and other cars must not be kicked or dropped against them.

9. Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.

10. Green signals displayed to the right of track in the direction of movement, in connection with yellow signals as prescribed by Rule 10-(H), define the limits of restricted movement.

11. Rule 17 (C) of Rules and Regulations of Transportation Department is amended as follows: When the rules require headlight to be displayed, electric headlights on engines will be dimmed as follows:

- When standing in yards, where yard engines are employed.
- When standing on main track at meeting points clear of siding and switch has been set for the opposing train, or when approaching or passing trains on two or more tracks.
- When other trains are receiving or discharging passengers.
- When approaching and passing train order offices at which "19" train orders are to be received.

12. Rule 875 of Rules and Regulations of Transportation Department is amended as follows: Enginemen of passenger trains having attained a speed of approximately 10 miles per hour after leaving initial or inspection stations, or any point where air brake pipe has been separated, must, without shutting off steam, apply air brakes to ascertain if they are working properly. Brakeman of train must station himself on platform of rear car where there is a retaining valve and when hearing escaping air after air brakes are released must give enginemen proceed signal. When hand signals can not be seen by enginemen communicating signal (16-H) must be used.

If enginemen fail to receive proceed signal in prescribed manner after running test has been made, or if brakeman fails to hear escaping air from retaining valve, steps must be taken to stop the train and ascertain cause of failure.

Enginemen on passenger trains, when at least one mile from railroad crossings at grade, draw bridges, junctions or end of double track, and before descending heavy grades must, without shutting off steam, apply air brakes and assure themselves that air brakes are working properly.

LOCAL

15. Shreveport (H. & S. Depot), Gallatin and Briggs are register stations only for trains that originate or terminate there.

16. Beaumont yard office is register station only for Rockland and Sabine Subdivision trains, and Orange Subdivision trains that originate or terminate there.

17. Beaumont passenger station is register station only for trains that originate or terminate there and for Train No. 6 of the Orange Subdivision.

18. No. 6 will obtain a clearance card before leaving Beaumont.

19. First-class trains may register at Echo, Lufkin and Briggs by Register Ticket (Form 2642).

20. Rockland and Sabine Subdivision first-class trains may register at Beaumont yard office by Register Ticket (Form 2642).

21. Trains Nos. 27 and 28 may register at Nacogdoches by Register Ticket (Form 2642).

22. Extra trains will register at Nacogdoches; they may register by Register Ticket (Form 2642) when there are no cars to set out or pick up at that point.

23. All trains must obtain a clearance card at Nacogdoches.

24. Rockland Subdivision trains will be required to obtain a clearance card from Jacksonville dispatchers only, at Nacogdoches.

25. Orange Subdivision trains that originate at Beaumont yard office, will be furnished, by train order (Form "R"), check of trains due, which are superior, or of the same class, that have arrived or left.

26. First-class trains originating at Echo will be furnished, by train order (Form "R"), check of trains due, which are superior, or of the same class, that have arrived or left.

27. Yards located at the following stations are designated by yard limit signs: Echo, West Port Arthur, Beaumont, Rockland, Gallatin, Jacksonville, Dallas, Humble, Moscow, Lufkin, Nacogdoches, Mayotown Gumbo Pit, Timpson, Tenaha, Haslam and Shreveport.

28. Overlap is located at Dayton as indicated by overlap sign governing westward trains.

29. Loaded oil tanks of 12,000 gallons capacity or over must not be handled between Rockland and Turpentine.

30. No. 109 will stop at stations east of Houston to pick up passengers for points west of Del Rio. No. 110 will stop at stations east of Houston to discharge passengers from points west of Del Rio.

31. Westward Lafayette Division trains will enter Echo Yard and clear opposing trains at first cross-over east of yard office.

SPEED

50. The yellow fish-tail signal is set 500 feet in advance of point where speed restriction is to apply. The oval slow board is set one-fourth mile in advance of point where speed restriction is to apply.

(a) Freight trains must not exceed twenty-four (24) miles per hour and passenger trains thirty-five (35) miles per hour around curves protected by yellow fish-tail signals.

(b) The maximum speed of trains on track protected by oval slow boards is shown on the face of slow board, the first figures indicating maximum speed of passenger trains and the second figures indicating maximum speed of all other trains.

51. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches, and twenty-five (25) miles per hour over draw bridges and railroad crossings at grade.

52. Yard engines, and road engines backing up, with or without cars, must not exceed fifteen (15) miles per hour.

53. When cars are being shoved ahead of engine, speed of fifteen (15) miles per hour must not be exceeded. Cars must not be shoved ahead of engines between stations when it can be avoided.

54. Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale cars and machines of similar kind, on own wheels, must not exceed thirty (30) miles per hour on straight track and eighteen (18) miles per hour on curves. Boom of derricks must trail while being handled in trains.

55. The speed of trains handling loaded oil tanks of 12,000 gallons capacity or over, is restricted as follows: Twenty-five (25) miles per hour on the Orange subdivision; eighteen (18) miles per hour on the Lufkin, Shreveport, Rockland and Jacksonville subdivisions; fifteen (15) miles per hour on the Sabine subdivision; ten (10) miles per hour on the Sour Lake and Palestine subdivisions. Conductors will advise enginemen when they have cars of this kind in their trains.

56. Through the corporate limits of cities and towns named below, trains must not exceed the speed indicated:

- DAYTON: Fifteen (15) miles per hour between switches to house track.
- LIBERTY: Fifteen (15) miles per hour between Third street crossing east of Trinity River and east switch.
- BEAUMONT: Six (6) miles per hour between Main Street and passenger station; fifteen (15) miles per hour between passenger station and Sabine and East Texas Railroad Crossing.
- ORANGE: Fifteen (15) miles per hour over street crossings between Adams Bayou and east switch.
- PORT ARTHUR: Twelve (12) miles per hour between T. & F. S. Crossing and passenger station.
- ATHENS: Eighteen (18) miles per hour.
- LIVINGSTON, NACOGDOCHES, TENAHA and SHREVEPORT: Six (6) miles per hour.
- LUFKIN, GARRISON, TIMPSON, HASLAM and LOGANSPOUT: Ten (10) miles per hour.
- LUFKIN: Four (4) miles per hour over Ellis Avenue Crossing just west of passenger station.
- SHREVEPORT: Six (6) miles per hour over Claiborne Avenue.

57. MAXIMUM SPEED FOR PASSENGER TRAINS: Orange, Lufkin and Shreveport subdivisions, fifty (50) miles per hour; Rockland and Jacksonville subdivisions, forty-five (45) miles per hour; Sabine subdivision, thirty-five (35) miles per hour.

58. MAXIMUM SPEED FOR FREIGHT TRAINS: Orange subdivision, thirty-five (35) miles per hour; Lufkin and Shreveport subdivisions, thirty (30) miles per hour; Rockland and Jacksonville subdivisions, twenty-five (25) miles per hour; Sabine subdivision, twenty (20) miles per hour.

59. On the Sour Lake and Turpentine subdivisions, passenger trains must not exceed twenty (20) miles per hour, and mixed and freight trains, twelve (12) miles per hour.

60. On the Palestine subdivision passenger trains must not exceed twenty (20) miles per hour between Palestine and Rusk and fifteen (15) miles per hour between Rusk and Gallatin. Mixed and freight trains must not exceed fifteen (15) miles per hour between Palestine and North Rusk and twelve and one-half (12½) miles per hour between North Rusk and Gallatin.

61. Passenger trains must not exceed thirty-five (35) miles per hour and freight trains twenty (20) miles per hour over Neches River trestle at Beaumont.

62. Trains must approach cross-over switches leading from main track to yard tracks, and oil and water cranes at Echo, also Moscow, Timpson and Tenaha, WITH CAUTION, expecting to find main track occupied.

63. The speed of trains is restricted to eight (8) miles per hour through sidings between Sabine and Dallas, and between East Yard and Shreveport.

64. Trains must not exceed twelve (12) miles per hour over San Jacinto, Trinity and Neches river bridges on the Lufkin subdivision, and twelve (12) miles per hour over Sabine river bridge on the Shreveport subdivision.

65. Passenger trains must not exceed twenty (20) miles per hour, and freight trains twelve (12) miles per hour over Angelina river trestle on Shreveport subdivision.

66. Trains must not exceed a speed of ten (10) miles per hour over the Garrison Brick Yard track.

POSITIVE BLOCK

67. **BLOCK LIMITS:** Signal No. 1384, Nacogdoches, Signal No. 1415 on Rockland Subdivision at Bonita Junction and Signal No. 1419 on Shreveport Subdivision just east of Bonita Junction.

Normal position of signals governing eastward movements from Nacogdoches to Bonita Junction is proceed.

Normal position of signals governing westward movements from Bonita Junction to Nacogdoches is stop, except caution Signal No. 1393, which stands normally in clear position.

First-class trains will operate under Time Table authority and positive Block Signal protection.

Second-class and inferior trains will respect Time Table authority of first-class trains and will not enter block if unable to clear their time. Second-class and inferior trains will be governed entirely by Block Signal indication as against the same class, or inferior trains.

Westward Shreveport Subdivision trains approaching positive Block Limits east of Bonita Junction, will be governed by Signal No. 1419, which, if block is not occupied, will go to proceed position when train reaches overlap; train may then proceed to Nacogdoches against opposing trains.

Eastward trains from Nacogdoches will be governed by Signal No. 1384, east end of Nacogdoches Yard, which will remain at proceed position if block is not occupied.

Rockland subdivision trains moving from Bonita Junction to Nacogdoches will stop clear of Signal No. 1415. Trainmen will proceed to Junction switch; if switch indicator is at proceed, will line switch for Rockland Subdivision, and after interval of forty (40) seconds, if Signal No. 1415 goes to proceed position, train may proceed to Nacogdoches against opposing trains.

Switch indicator in telegraph office at Nacogdoches indicates whether or not block is occupied. Operator will IMMEDIATELY open time release when eastward trains start to leave, keeping it open until train enters block.

Trainmen and engineers are reminded that an overlap extends from Signal No. 1419, two thousand feet eastward on Shreveport Subdivision and when on this overlap, Signal 1384 and 1415 are held in stop position.

Westward Shreveport Subdivision second-class and inferior trains will stop clear of Signal No. 1419, and call Operator at Nacogdoches on telephone and secure information as to overdue Rockland Subdivision first-class trains. If unable to clear their time at Nacogdoches, Operator will use time release and allow first-class Rockland Subdivision trains to proceed to Bonita Junction.

Westward Rockland Subdivision second-class and inferior trains will not pass Bonita Junction until they have ascertained from Operator at Nacogdoches that Shreveport Subdivision first-class trains overdue at Bonita Junction have passed.

INTERLOCKING

101. Interlocking Signal Masts, unless otherwise provided, are placed over or upon the right of and adjoining the track they govern as seen when approaching them (See Rule 600).

102. An Interlocking Home Signal is a fixed signal located at a point at which trains are required to stop when the route is not clear. The signal arm is square at the end and is painted red. This signal indicates "STOP" when the signal arm is in horizontal position or when a red light is displayed. The signal indicates "PROCEED" when the arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed.

When more than one arm is placed on the same mast, the top arm governs movements on the main or high speed route through the plant, while the lower arm or arms govern movements from main track to diverging or low speed routes.

103. An Interlocking Distant Signal is a fixed signal located in advance of an Interlocking Home Signal. The signal arm is forked at the end and is painted yellow with a black stripe. When the signal arm is in horizontal position or displays a yellow light, train must reduce speed immediately upon passing signal and proceed with caution until the home signal is reached. When the signal arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed, it indicates "PROCEED."

104. An Interlocking Dwarf Signal is a low home or distant signal of fixed location and governs slow speed movements through an interlocking plant, with or against current of traffic or on or from a siding or diverging route. A dwarf signal, similarly placed, has the same meaning as a high signal.

105. When a white light is displayed by an interlocking semaphore signal, it is an indication that the lens is broken. Trains will approach such signal WITH CAUTION and be governed by position of the signal arm.

106. When approaching interlocking plants, engineers will indicate to the signalman the route they desire to use by sounding the proper whistle signals CLEARLY and DISTINCTLY. Such whistle signals must be sounded sufficiently in advance of the interlocking station to enable the signalman to set up the route desired without delay. Signals must not be called for until the train is ready to move immediately into or through the interlocking limits.

107. When it is necessary to operate trains against the current of traffic through interlocking limits, engineers, trainmen, signalmen and all other employees concerned must remember that such movements are unusual, necessitating extreme care and precaution, and they must have proper understanding of signals, in order to avoid accidents.

INTERLOCKING WHISTLE CODES.

TOWER 110.

- Main track eastward or westward, from main track _____
- Main track eastward, from any other point _____ o
- Main track westward, from any other point o _____
- Siding, from any point o _____
- D. & G. C. Yard, from any point _____ o _____

TOWER 74.

- Main track eastward or westward, from main track _____
- Main track to or from long lead _____ o

TOWER 32.

- Main track eastward or westward, from main track _____
- To new main track, from any point _____ o
- To cross-over, from any point o _____ o
- North leg of wye, from any point o o _____ o
- South leg of wye, from any point o _____
- Industry track, from any point _____

LEGAL HOLIDAYS

New Year's Day, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas Day.

H. J. MICKSCH,
Superintendent.

T. H. MEEKS,
Ass't Superintendent.

THOMAS SCOTT,
Ass't Superintendent.

- GEORGE MILTON, Trainmaster**
- B. H. McGUIRE, Trainmaster**
- L. W. ROWE, Traveling Engineer**
- W. F. RENTZEL, Traveling Engineer**
- W. L. COX, Terminal Trainmaster, Dallas**

- J. L. SOUTH, Terminal Trainmaster, Beaumont**
- T. G. GREADY, Chief Train Dispatcher, Houston**
- R. F. WILLIAMS, Chief Train Dispatcher, Houston**
- H. S. NETHERY, Chief Train Dispatcher, Houston**
- E. P. DOLAN, Chief Train Dispatcher, Jacksonville**

Traveling Engineers will exercise duties of Trainmaster when on line.

MAP OF THE BEAUMONT DIVISION

T. & N. O. R. R. Co.
H. E. & W. T. RY.
H & S. R. R.

SCALE OF MILES.
0 5 10 15 20 25 30 35 40
NOVEMBER 1st 1924

