

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY
THE HOUSTON EAST AND WEST TEXAS RAILWAY COMPANY
HOUSTON AND SHREVEPORT RAILROAD COMPANY

TIME TABLE

FOR THE

BEAUMONT DIVISION

To Take Effect Sunday, November 14, 1926, at 12:01 A. M.

CENTRAL TIME

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

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

L. B. McDONALD,
Assistant General Manager.

O. C. CASTLE,
Superintendent of Transportation.

CONDENSED SCHEDULES

EASTWARD

CENTRAL TIME

WESTWARD

No. 244	No. 242	No. 104	No. 102	No. 24-15	No. 22-37	No. 12	No. 8-18	No. 6	No. 2	Distance from El Paso	STATIONS	Distance from New Orleans	No. 1	No. 5	No. 7-17	No. 11	No. 38-21	No. 16-23	No. 101	No. 103	No. 243	
4.00PM	8.00AM	8.15PM	10.00AM				11.30PM			0.00	Lv. EL PASO (Union Depot) Ar.	1194.00			6.20AM				8.05PM	10.40AM		8.00AM
5.40PM	1.40PM	8.57AM	10.45PM				2.05PM			451.00	Ar. DEL RIO Lv.	743.00			3.30PM				7.15AM	9.50PM		6.00PM
6.30PM	4.00PM	9.05AM	10.55PM				2.15PM				Lv. DEL RIO Ar.			3.20PM					7.05AM	9.40PM		4.00PM
3.00AM	1.30AM	1.30PM	3.15AM				7.20PM			620.00	Ar. SAN ANTONIO (Commerce Street) Lv.	574.00			10.00AM				2.55AM	5.30PM		3.15AM
	4.45AM	1.45PM	3.30AM	7.30AM	10.00PM		11.30PM				Lv. SAN ANTONIO Ar.			7.00AM		7.30AM	7.30PM		2.40AM	5.15PM		2.00AM
		8.20AM	7.30PM	7.30PM	8.20AM					972.00	Ar. FT. WORTH Lv.	649.00					8.30PM	8.10AM	8.10AM			8.45PM
		8.10AM	10.35PM			8.10AM	10.35PM				Lv. FT. WORTH Ar.			7.40AM	7.30PM				7.40AM	7.30PM		
		7.30AM	6.20PM	6.20PM	7.30AM					951.00	Ar. DALLAS Lv.	627.00					10.00PM	9.00AM	9.00AM			10.12PM
		1.25PM	11.15PM			9.00PM	11.15PM				Lv. DALLAS Ar.			7.20AM	6.20PM				7.20AM	6.30PM		
5.00AM	5.00AM						9.40AM			888.00	Ar. GALVESTON Lv.	420.00			8.45PM				7.05PM	5.50AM		9.25PM
		7.05PM	5.50AM								Lv. GALVESTON Ar.				9.40AM				10.45PM			
	8.00PM	8.35PM	9.05AM			6.00PM	6.50AM			831.00	Ar. HOUSTON (H. & T. C. Depot) Lv.	363.00			7 11.30 PM 17 11.15 PM 7 10.50 PM	9.20AM			8.55PM	10.25AM		9.40AM
	10.30PM	9.05PM	9.15AM			6.40PM	7.20AM	3.30PM			Lv. HOUSTON Ar.			8.00PM	7.30AM			8.45PM	10.10AM		7.35AM	
							7.50AM				Ar. ECHO Lv.	251.00		4.40PM	7.45PM	4.40AM			5.55PM	7.05AM		12.05AM
	6.30AM									943.00	Lv. ECHO Ar.											11.30PM
	7.05AM	12.05AM	12.10PM			10.05PM	10.45AM	6.30AM			Ar. LAFAYETTE Lv.	145.00	12.15AM	1.00PM	4.40PM	1.55AM			3.20PM	3.55AM		4.20PM
	2.45PM	2.45AM	2.45PM			1.20AM	1.40PM	10.15AM		1049.00	Lv. LAFAYETTE Ar.			12.45PM	4.35PM	1.50AM			3.15PM	3.50AM		3.30PM
	3.30PM	2.50AM	2.50PM			1.25AM	1.45PM	10.35AM	5.20AM		Ar. AVONDALE Lv.	12.00	8.00PM	7.45AM	1.00PM	10.05PM						6.35AM
	1.55AM	6.25AM	6.20PM			5.10AM	5.20PM	3.30PM	9.50AM	1182.00	Lv. AVONDALE Ar.								11.50AM	12.10AM		
											Ar. NEW ORLEANS (Union Station) Lv.	0.00	7.00PM	6.40AM	11.50AM	9.00PM			10.40AM	11.00PM		
		7.35AM	7.35PM			6.20AM	6.30PM	4.25PM	10.45AM	1194.00	Lv. NEW ORLEANS Ar.											
3.00AM	3.00AM										Ar. ALGIERS Lv.											5.45AM
83.00	91.00	35.20	33.35	10.50	9.30	11.40	43.00	12.50	5.25		THROUGH TIME		5.15	13.20	42.30	10.30	9.30	10.30	33.25	35.40		98.15
14.4	13.1	33.8	35.5	30.4	34.8	31.1	27.7	28.1	26.8		MILES PER HOUR		27.6	27.2	28.0	34.6	34.8	32.4	35.7	33.9		12.1

MILEAGE SOUTHERN PACIFIC LINES (IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Co. (includes 31.53 - 2nd track).....	2,129.32
Texas & New Orleans Railroad Company (includes 8.19 - 2nd track).....	499.30
Texas State Railroad (Leased Line).....	32.68
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co., I. & V. R. R. Co. and F. & A. Ry. Co. (includes 40.97 - 2nd track).....	679.92
Houston & Texas Central Railroad Company (includes 4.69 - 2nd track).....	877.31
The Houston East & West Texas Railway Company.....	190.59
Houston & Shreveport Railroad Company.....	39.80
Total Mileage.....	4,448.92

MAIN LINE

M. P. 355.52 to Sabine River.....	105.53
Second Track	1.04

106.57

BRANCHES

M. P. 3 to Logansport.....	187.94
Logansport to Shreveport.....	39.80
Dayton to Baytown.....	24.99
Nome to Sour Lake.....	8.33
Sabine to Dallas.....	313.71
West Port Arthur to Port Arthur.....	3.21
Rockland to Turpentine.....	10.11
Gallatin to Rusk.....	8.04
Rusk to Palestine.....	32.68

Total Branches	628.81
Total Beaumont Division	735.38

EASTWARD

ORANGE SUBDIVISION

WESTWARD

Main table with columns for Class (Third, Second, First), Station, Time Table No. 6 (November 14, 1926), and Distance from Houston/New Orleans. Includes station names like BkWFTP Yard, I, BKP Yard, 134 P, 104 P, 82 P, N104 PW S60, 104 P, 104 P, 164 YIP Yard, N56 W S84 P, 104 P, N104 S63 P, N104 S53 P, 83 P, N104 PW S104, 126 P, 125 P, N88 S49 P, IP, I, BkWFTYP Yard, IP, 26, 94 P, N104 S61 P, 130 PW, P I, 104 P, 59 P, BkWFTYP Yard.

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

Train Order Office Hours and Hours of Signalmen at Interlocking Stations

Summary table with columns for Class (72, 186, 242, 246, 104, 12, 6, 4, 102, 8) and Distance from Houston/New Orleans (11, 103, 3, 5, 101, 7, 245, 243, 185, 71). Includes 'Time Over Subdivision' and 'Average Speed per Hour'.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72) EXCEPT: No. 11 is superior to No. 6. No. 103 is superior to No. 4. No. 7 is superior to No. 12. No. 101 is superior to Nos. 12 and 104. Oilla is flag stop for Nos. 5 and 6.

Length of sidings in cars, location of buildings, water and fuel stations, stand 'rd' clocks, interlocking plants, turn tables, ways & phones

Main table with columns for Third Class, Second Class, First Class, Stations, and Train Order. Includes sub-tables for Bonita Junction and Dorr Junction movements.

See Pages 6 and 7 and Rule 67, Page 14, for movements between Bonita Junction and Dorr Junction.

See Pages 6 and 7 and Rule 67, Page 14, for movements between Dorr Junction and Bonita Junction.

(8.00) 12.4 (8.00) 9.2 (11.00) 15.6 (10.30) 16.3 (6.30) 26.4 (6.30) 26.5Time Over Subdivision..... (6.15) 27.5 (6.15) 27.5 10.45 15.9 (10.20) 16.6 (8.00) 9.2 (8.00) 12.4

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

Nos. 155 and 156 will stop on flag at Ariola, Olive, Milton, Manton and Platt Spur. Derailing Switch located 1,000 feet east of Jacksonville yard.

*Office hours daily except Sunday. Sunday office hours at Kountze 7:30 AM to 12:00 Noon. No. 148 will stop on flag at Ponta Mondays only.

Nancy is a regular stop for Nos. 155 and 156. No. 147 will stop at all stations to discharge passengers from Houston and points beyond.

EASTWARD

JACKSONVILLE SUBDIVISION

WESTWARD

Length of sidings in cars, location of buildings, water and tele-grams, stand rd clocks, interlocking plants, turn tables, wyes & ploughs	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance from Dallas	TIME TABLE No. 6 November 14, 1926	Distance from Track End	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signaling at Interlocking Stations		
		166 Local Freight		168 Through Freight	170 Through Freight		148 Passenger				156 Passenger	147 Passenger	155 Passenger	169 Through Freight	167 Through Freight	165 Local Freight			
		Leave Daily		Leave Daily	Leave Daily		Leave Daily				Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
Yard				9.45PM	11.00AM			32.4	FORT WORTH 32.4	353.8				8.15PM	5.15AM				
BFKPW Yard								0.0	TO-R DALLAS (Union Station) 2.0	321.4	7.50AM	6.35PM							
								2.0	FOREST AVENUE 2.5	319.4									
BFKPW Yard		6.40AM						6.3	TO-R MILLER 2.0	319.1								3.30PM	
IPY								4.3	BELT JUNCTION TO Tower 118 (H. & T.C. Crossing) 0.7	317.1									
70 P								5.0	FOX 1.4	316.4									

TIME AT MILLER, DALLAS (UNION STATION) AND FORT WORTH FOR INFORMATION ONLY. SEE DALLAS DIVISION CURRENT TIME TABLE FOR MOVEMENTS BETWEEN BRIGGS AND MILLER AND BRIGGS AND DALLAS (UNION STATION.) SEE C. R. I. & G. RAILWAY COMPANY CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN DALLAS (UNION STATION) AND FORT WORTH.

IP		7.00AM	12.20AM	1.15PM		8.35PM	8.15AM	6.4	BRIGGS 5.8	315.0	7.35AM	6.20PM		5.00PM	2.20AM	3.10PM		
60 P		7.25	12.38	1.30		8.44	8.26	12.2	ELAM 3.3	309.2	7.25	6.07		4.21	1.48	2.51		
17 P		7.35	12.49	1.40		8.49	8.32	15.5	RYLIE 2.1	308.0	7.19	6.00		4.11	1.38	2.41		
31 P		7.42	12.55	1.45		8.52	8.37	17.6	TO KLEBERG 2.7	303.8	7.14	5.55		4.05	1.32	2.33		7.30 AM to 4.30 PM
22 P		7.55	1.10	1.55		8.58	8.45	20.3	SIMONDS 2.3	301.1	7.06	5.45		3.54	1.10	2.25		
50 P		8.10	1.20	2.00		9.03	8.51	22.6	TO SEAGOVILLE 5.6	298.8	7.02	5.40		3.48	12.57	2.00		8.00 AM to 5.00 PM
35 P		8.30	1.40	2.16		9.14	9.02	28.2	TO ORANDALL 3.3	293.3	6.51	5.29		3.32	12.43	1.35		8.30 AM to 5.30 PM
40 P		8.40	1.51	2.25		9.20	9.08	31.4	GASTONIA 6.5	290.0	6.44	5.22		3.22	12.35	1.20		
I								38.0	Tower 39 (T. M. Crossing) 0.4	283.6								Continuous
105 PWY		9.25	2.25	2.55		9.35	9.25	38.4	TO KAUFMAN 5.4	283.1	6.30	5.09		2.55	12.10AM	1.00		Continuous
37 P		10.00	2.44	3.20		9.45	9.35	43.8	JIBA 5.7	277.7	6.17	4.56		2.26	11.47PM	12.30		
60 PW		10.50	3.02	3.36		9.55	9.46	49.5	TO KEMP 4.7	272.0	6.07	4.46		2.10	11.33	12.10PM		8.00 AM to 5.00 PM
18 P		11.35AM	3.14	3.51		10.03	9.55	54.1	GOSSETT 5.1	267.4	5.57	4.35		1.57	11.21	11.35AM		
47 PY		12.10PM	3.32	4.25		10.12	10.05	59.2	TO MABANK 3.9	262.2	5.48	4.25		1.42	11.08	11.18		8.30 AM to 5.30 PM
23 P		12.27	3.44	4.40		10.19	10.12	63.1	PAULINE 3.1	258.4	5.39	4.16		1.27	10.57	10.51		
41 P		12.40	3.55	4.49		10.25	10.18	66.2	EUSTACE 4.1	255.3	5.33	4.10		1.17	10.48	10.40		
42 P		1.05	4.11	5.01		10.32	10.25	70.2	STOCKARD 2.8	251.2	5.26	4.03		1.05	10.32	10.25		
						10.37	10.30	73.0	PICKENS 5.4	248.5	5.20	3.58						
42 PWY		1.30	5.10	5.35		10.50	10.46	78.4	TO ATHENS 0.4	243.0	5.10	3.48		12.43	9.55	9.32		Continuous
								78.8	ST. L. S. W. CROSSING 6.6	242.7								
34 P		1.55	5.45	5.59		11.02	10.58	85.4	BAXTER 6.3	236.1	4.55	3.33		12.11PM	9.25	8.27		
43 P		2.15	6.03	6.25		11.13	11.10	91.6	TO LA RUE 5.9	229.8	4.44	3.22		11.54AM	9.05	7.56		8.00 AM to 5.00 PM
32 PW		2.35	6.21	6.40		11.23	11.20	97.6	POYNOR 3.5	223.9	4.34	3.12		11.38	8.44	7.37		
35 P		3.05	6.31	6.50		11.28	11.26	101.1	CHEW 2.4	220.4	4.27	3.05		11.26	8.33	7.27		
44 P		3.13	6.41	7.01		11.35	11.35	103.4	TO FRANKSTON 4.4	218.0	4.22	3.00		10.56	8.25	7.21		7.00 AM to 4.00 PM
33		3.25	6.53	7.13		11.43	11.43	107.8	LEWIS 1.8	213.7	4.14	2.51		10.44	8.13	6.53		
34 P		3.30	7.00	7.19		11.46	11.47	109.6	CUNNEY 1.6	211.9	4.10	2.47		10.39	8.08	6.36		
29 P		3.35	7.10	7.25		11.49	11.50	111.2	REESE 3.9	210.3	4.07	2.43		10.34	8.02	6.31		
43 P		3.50	7.30	7.45		11.58PM	11.59AM	115.1	FRYS GAP 4.8	206.4	4.00	2.35		10.22	7.45	6.20		
BKFPWT Yard		4.10PM	8.00AM	8.10PM		12.10AM	12.10PM	119.9	TO-R JACKSONVILLE	201.6	3.50AM	2.25PM		10.00AM	7.15PM	6.00AM		Continuous

(9.30) 12.5 (10.15) 14.6 (9.10) 16.3 (3.50) 31.3 (4.10) 28.8Time Over Subdivision..... (4.00) 30.0 (4.10) 28.8 (10.15) 14.6 (10.00) 15.0 (9.30) 12.5

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

Eastward trains must not leave Briggs without a clearance card. Trains originating at Dallas (Union Station) will obtain clearance card at that station authorizing movement from Briggs. Trains originating at Miller will obtain clearance card at that station authorizing movement from Briggs. Trains originating at Fort Worth will obtain clearance card at Dallas (Union Station) or Tower 118, Belt Junction, authorizing movement from Briggs.

Westward trains arriving Briggs will leave a register ticket (Form 2642) with operator at Tower 118, Belt Junction, showing time of arrival at Briggs and signals displayed, if any. Beaumont Division telephone is located in booth at west end of Fox siding.

THIRD CLASS

SECOND CLASS

FIRST CLASS

TIME TABLE No. 6

November 14, 1926

STATIONS

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

Distance from Houston

Station	THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from Houston	TO-R					
	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			169 Through Freight Leave Daily	26 Passenger Leave Daily	155 Passenger Leave Daily	147 Passenger Leave Daily	28 Passenger Leave Daily
BKWFYTP Yard						4.25 PM	9.30 AM		7.15 AM	10.00 PM		10.30 AM		1.40 PM			12.55 AM	118.9	LUFKIN 0.2
Connection P																		119.1	ST. L. S. W. CROSSING 2.0
13						4.40 PM	9.45 AM							f 1.48			1.05	121.1	(A. & N. R. CROSSING) PROSSER 2.1
19 Spur														f 1.54			1.14	123.1	DAVISVILLE 4.0
67 P									7.50	10.35		11.05		f 1.59			1.22	127.1	KURTH 3.3
Yard WP								9.15 AM	8.10	11.00	2.04 PM	11.30 AM	4.23 AM	2.14	12.05 PM	1.45 AM	1.42	130.4	CLIMAX 8.0
P								9.55	8.15	11.05	2.07 2.40	12.10 PM	4.55	s 2.16 2.22	s 12.07 12.27	s 1.48 2.10	s 1.45 2.05	138.5	DORR JUNCTION 0.5
27 P								10.10 AM	8.25	11.20	2.55 PM	12.22	5.15 AM	2.28	12.37 PM	2.20 AM	2.12	138.9	TO-R NACOGDOCHES 3.1
33 P									8.35	11.32		12.28		f 2.34			2.17	142.1	BONITA JUNCTION 2.2
23 P									9.00	11.46		12.40		s 2.44			s 2.25	144.3	REDFIELD 3.8
15 P									9.15	11.57 PM		12.50		f 2.49			2.31	148.1	TO APPLEBY 2.7
1-30 2-23 P									9.35	12.17 AM		1.05		f 3.01			2.41	150.8	MAYOTOWN 4.3
22 P									10.15	12.31		1.20		s 3.09			s 2.51	155.1	FITZE 4.0
Connection									10.37	12.43		1.32		f 3.16			2.59	159.1	TO GARRISON 4.2
45 P						2.20 PM			10.50	12.55		1.45		3.23			3.06	163.3	GALLAGHER 3.7
50 WP						2.25 PM			10.54	1.04		1.48		s 3.26			s 3.09	167.0	SHELBY JUNCTION 0.6
Connection									11.27	1.25		2.10		f 3.35			3.18	167.5	TO TIMPSON 4.7
62 P		5.32 PM	12.55 PM	10.27 AM	8.27 AM				11.42	1.45		2.27		s 3.47			s 3.32	172.2	MELDRUM 4.6
26 P		5.35 PM	1.00 PM	10.30 AM	8.30 AM				11.57 AM	2.05		2.40		f 3.56			3.41	176.8	G. O. & S. F. CROSSING 0.3
31 P									12.25 PM	2.30		3.00		s 4.10			s 3.54	177.1	TO TENAHA 4.6
Yard WP									12.50	2.36		3.12		s 4.15			f 3.59	181.6	PAXTON 7.0
13 P									1.00	2.40		3.16		s 4.20			s 4.04	188.6	TO JOAQUIN 1.9
26 P									1.25	3.04		3.35		f 4.31			4.16	190.5	TO HASLAM 1.2
59 P									1.45	3.19		3.55		s 4.41			s 4.24	191.8	TO LOGANSFORD 5.9
57 WP									2.15	3.42		4.20		s 4.55			s 4.37	197.7	FUNSTON 3.6
25 P									2.35	4.02		4.35		f 5.06			4.47	201.3	TO LONGSTREET 6.7
60 P									3.04	4.22		4.50		f 5.19			4.58	208.0	TO KEACHIE 5.2
30 P									3.40	4.39		5.05		f 5.29			5.08	213.1	PRESTON 6.1
60 P									4.00	4.59		5.15		5.37			5.15	219.2	T. & P. CROSSING 0.1
BKWFYTP Yard									4.15 PM	5.10 AM		5.30 PM		5.45 PM			5.23 AM	219.2	KEITHVILLE 5.3

TIME AT SHREVEPORT (KCS> CO. PSGR. STATION) FOR INFORMATION ONLY. SEE KCS> CO. CURRENT TIME TABLE FOR MOVEMENTS BETWEEN THIS POINT AND SHREVEPORT (FRT. STATION).

Station	88	86	82	84	80	74	72	161	218	146	167	144	169	26	155	147	28	Distance from Houston	TO-R
KB. P	Arrive Daily	Arrive Mon. Wednesday Friday	Arrive Tues. Thursday Saturday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	232.4	SHREVEPORT (K.C.S. & G.T. Co. Psgr. Station)
	88	86	82	84	80	74	72	161	218	146	167	144	169	26	155	147	28		
	(0.03) 8.0	(0.05) 4.0	(0.03) 8.0	(0.03) 8.0	(0.05) 6.6	(0.15) 8.6	(0.15) 8.6	(0.55) 4.1	(9.00) 12.5	(7.10) 15.7	(0.51) 4.2	(7.00) 16.2	(0.51) 4.2	(4.15) 26.6	(0.32) 6.6	(0.35) 6.2	(4.40) 24.3		

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.

Time Over Subdivision
Average Speed per Hour

SHREVEPORT SUBDIVISION

WESTWARD

TIME TABLE No. 6
November 14, 1926

STATIONS	Distance from Shreveport K.C.S. & G.T. Co. Psgr. Sta.	FIRST CLASS				SECOND CLASS				THIRD CLASS								Train Order Office Hours		
		148	25	156	27	170	168	143	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	Through Freight	Through Freight	Sunset Manifest 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 Ex. Sunday	Arrive Daily	Arrive Tues. Thurs and Saturdays	Arrive Mon. Wednesdays and Fridays	Arrive Daily			
TO-R LUFKIN 0.2	113.5		12.50PM		3.00AM			9.30PM	7.15AM	3.00PM			8.30AM	4.15PM					Continuous	Continuous
ST. L. S. W. CROSSING 2.0	113.3																			
(A. & N. R. CROSSING) PROSSER 2.1	111.3												8.10AM	4.00PM						
DAVISVILLE 4.0	109.3		12.39		2.51				6.50	2.25										
KURTH 3.3	105.3																			
OLIMAX 8.0	101.9		12.26		2.37			8.27	6.30	1.59										
DORR JUNCTION 0.5	93.9	2.17AM	12.12	2.32PM	2.22	2.58AM	2.43PM	8.05	6.04	1.15	10.50AM									
TO-R NACOGDOCHES 3.1	93.4	2.15 2.00	12.10PM	2.30 2.20	2.20 2.05	2.55	2.40 1.55	8.00	6.00	1.10	10.45								Continuous	Continuous
BONITA JUNCTION 2.2	90.3	1.45AM	11.53AM	2.08PM	1.54	2.20AM	1.40PM	7.42	5.34	12.45	10.10AM									
REDFIELD 3.8	88.1		11.47		1.50			7.32	5.25	12.28										
TO APPLEBY 2.7	84.2		11.39		1.43			7.17	5.12	12.13									8.00AM to 5.00PM	10.15AM to 3.45PM
MAYOTOWN 4.3	81.6		11.32		1.36			7.07	5.00	12.03PM										
FITZE 4.0	77.3		11.23		1.28			6.52	4.46	11.52AM										
TO GARRISON 4.2	73.3		11.11		1.20			6.37	4.30	11.39									8.00 to 5.00PM	9.55AM to 11.55AM 2.00PM to 4.00PM
GALLAGHER 3.7	69.1		11.03		1.11			6.22	4.17	11.27										
SHELBY JUNCTION 0.6	65.4		10.57		1.05								11.15AM							
TO TIMPSON 4.7	64.9		10.54		1.04			6.07	4.05	10.54			11.12AM						8.00AM to 5.00PM	8.00AM to 5.00PM
MELDRUM 4.6	60.2		10.42		12.54			5.52	3.50	10.20										
G. C. & S. F. CROSSING 0.3	55.6												8.35AM	10.34AM	1.03PM	5.37PM				
TO TENAHA 4.6	55.3		10.32		12.45			5.35	3.32	10.00			8.30AM	10.32AM	1.00PM	5.35PM			Continuous	Continuous
PAXTON 7.0	50.7		10.19		12.33			5.19	2.55	9.25									8.00AM to 5.00PM	8.30AM to 10.30AM 3.30PM to 5.30PM
TO JOAQUIN 1.9	48.7		10.06		12.22			4.59	2.30	9.00									8.30AM to 5.30PM	8.30AM to 5.30PM
TO HASLAM 1.2	41.8		10.02		12.17			4.54	2.10	8.50									7.45AM to 4.45PM	8.30AM to 10.30AM 3.30PM to 5.30PM
TO LOGANSPOUT 5.9	40.6		9.57		12.12			4.50	1.55	8.15										
FUNSTON 3.6	34.7		9.46		12.02AM			4.31	1.30	7.50										
TO LONGSTREET 6.7	31.1		9.39		11.56PM			3.55	1.15	7.35									7.45AM to 4.45PM	8.00AM to 10.00AM 4.00PM to 6.00PM
TO KEACHIE 5.2	24.4		9.26		11.45			3.36	12.50	7.15									8.30AM to 5.30PM	8.00AM to 10.00AM
PRESTON 6.1	19.3		9.15		11.36			3.19	12.30	6.55										
T. & P. CROSSING 0.1	18.3		9.03		11.26			3.04	12.05AM	6.40										
KEITHVILLE 5.3	18.1		8.54		11.17			2.52	11.47PM	6.25										
LA ROSEN 2.0	7.8																			
T. & P. CROSSING 1.7	5.9																			
WEST YARD 2.5	4.1		8.47		11.10			2.42	11.35	6.12										
SHREVEPORT CREOSOTING CO. CROSSING 0.4	1.7																			
K. C. S. CROSSING 0.4	1.3																			
TO-R SHREVEPORT (Freight Station) 0.9	0.9		8.40AM		11.05PM			2.30PM	11.20PM	6.00AM									Continuous	Continuous

TIME AT SHREVEPORT (KCS> CO. PSGR. STA.) FOR INFORMATION ONLY. SEE KCS> CO. CURRENT TIME TABLE FOR MOVEMENTS BETWEEN THIS POINT AND SHREVEPORT (FRT. STA.)

TO-R SHREVEPORT (K.C.S. & G.T. Co. Psgr Station)	0.0	8.35AM	11.00PM																Continuous	Continuous
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
	148	25	156	27	170	168	143	145	217	162	71	73	81	85	83	87	89			
Time Over Subdivision	(0.32)	(4.00)	(0.28)	(4.00)	(0.38)	(1.03)	(7.00)	(7.55)	9.00	(0.40)	(0.20)	(0.15)	(0.03)	(0.05)	(0.02)	0.03	(0.02)			
Average Speed per Hour	6.6	27.2	8.0	28.4	5.7	3.3	16.2	14.2	12.5	5.2	6.5	8.6	12.0	4.0	12.0	8.0	12.0			

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.

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

Table with columns for Third Class, Second Class, and First Class (28, 26) showing departure times and class types.

Distance from Houston

TIME TABLE NO. 6 November 14, 1926

Distance from Lufkin

Table with columns for First Class (27, 25), Second Class (143), and Third Class (215) showing arrival times and class types.

Train Order Office Hours and Hours of Signalmen at Interlocking Stations

Daily Except Sunday and Legal Holidays / Sundays and Legal Holidays only

Summary table for Houston and Englewood stations with arrival and departure times for various train classes.

TIME AT ENGLEWOOD FOR INFORMATION ONLY. SEE SPECIAL INSTRUCTIONS RULES 15, 16 AND 19 GOVERNING TRAIN MOVEMENTS BETWEEN SEMMES JUNCTION AND HOUSTON AND BETWEEN TOWER 26 AND ENGLEWOOD.

Main time table grid showing station names (e.g., Semmes Junction, Tower 26, Tower 71, etc.), arrival and departure times for multiple train classes, and yard information.

Summary table at the bottom showing arrival and departure times for the 216, 144, 28, and 26 train classes, along with average speeds and time over the subdivision.

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, Splendor, Gladstell, Excelsior, Bering and Wakefield. Nos. 27 and 28 will stop on flag at Gladstell.

EASTWARD				BAYTOWN SUBDIVISION				WESTWARD			
Length of sidings in cars, location of bulletin, water and fuel stations, stand 'rd clocks, interlocking plants, turn tables, wyes & phones	THIRD CLASS	SECOND CLASS		Distance from Baytown	TIME TABLE No. 6 November 14, 1926	Distance from Dayton	SECOND CLASS	THIRD CLASS	Train Order Office Hours		
	214	192	190				189	213			
	Freight	Mixed	Mixed				Mixed	Freight			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily Ex. Monday			
P Yard	9.45PM	1.10PM		0.0	BAYTOWN 2.2	25.2	1.00PM	4.45AM			
BKWFPY Yard	10.00	1.20PM	7.30AM	2.2	TO-R GOOSE CREEK 3.4	23.0	12.15PM	4.25	*.700 AM to 4.00 PM		
12 P	10.09		7.42	5.6	CEDAR BAYOU 6.2	19.6	11.47AM	4.03			
44 P	10.27		8.02	11.8	MONT BELVIEU 2.1	13.4	11.31	3.45			
P			8.07	14.0	JOENTZ 2.3	11.3	11.25				
P			8.17	16.2	WISE 2.4	9.0	11.17				
15 P	10.47		8.28	18.7	ESPERSION 6.6	6.6	11.10	3.25			
WYP Yard	11.30PM		9.00AM	25.2	TO-R DAYTON	0.0	10.45AM	3.00AM	Continuous		
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily Ex. Monday			
	214	192	190				189	213			

EASTWARD				SABINE SUBDIVISION				WESTWARD			
Length of sidings in cars, location of bulletin, water and fuel stations, stand 'rd clocks, interlocking plants, turn tables, wyes & phones	SECOND CLASS	Distance from Track End	TIME TABLE No. 6 November 14, 1926	Distance from Beaumont	SECOND CLASS	Train Order Office Hours					
	188				187						
	Mixed				Mixed						
	Leave Daily		STATIONS		Arrive Daily						
		0.0	TRACK END 0.8	30.9							
Yard PWY	9.40AM	0.8	TO-R SABINE 1.7	30.1	9.25AM	*8.00AM to 5.00PM					
21 P	9.45	2.5	SABINE PASS 5.9	28.3	9.19						
51	10.03	8.4	ROUND LAKE 3.8	22.4	9.04						
95 WPY	10.15	12.2	R WEST PT. ARTHUR 2.2	18.6	8.52						
		14.4	T. & F. S. CROSSING 1.1	20.8							
	10.25	15.5	PORT ARTHUR 1.1	21.9	8.42						
	10.50	14.4	T. & F. S. CROSSING 2.2	20.8	8.12						
95 WPY	11.05	12.2	R WEST PORT ARTHUR 4.0	18.6	7.57						
51 P	11.17	16.2	PORTACRES 4.5	14.6	7.42						
	11.29	20.7	VITERBO 2.3	10.2	7.29						
	11.35	23.0	HEBERT 0.7	7.8	7.21						
	11.38	23.7	LUCAS 1.9	7.1	7.18						
Yard P	11.44AM	25.6	GUFFEY 4.3	5.2	7.13						
		29.9	G. O. & S. F. CROSSING 0.0	0.9							
		30.0	B. S. L. & W. CROSSING 0.3	0.9							
I		30.2	TOWER 32 (G. O. & S. F. CROSSING) 0.3	0.6		Continuous					
BKWFTYP Yard		30.5	TO-R BEAUMONT (Yard Office) 0.3	0.3		Continuous					
	12.05PM	30.8	R BEAUMONT (Passenger Station)	0.0	7.00AM						
	Arrive Daily				Leave Daily						
	188				187						

(1.45) (0.10) (1.30) Time Over Subdivision..... (2.15) (1.45)
 14.5 14.4 15.3 Average Speed per Hour..... 11.3 14.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72).
 Except No. 189 is superior to No. 192.

The Speed of M-6 and heavier class engines is restricted to ten (10) miles per hour over Bridge 14-B (Cedar Bayou) and Bridge 23-F (Goose Creek).
 *Train Order Office Hours, daily except Sunday.

(2.25) (2.25) Time Over Subdivision..... (2.25) (2.25)
 12.8 12.8 Average Speed per Hour..... 12.8 12.8

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

Note.—Nos. 188 and 187 will stop on flag at Keith Lake.
 *Office hours daily except Sunday. Sunday office hours at Sabine are from 9:00 a. m. to 11:00 a. 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.

EASTWARD				SOUR LAKE SUBDIVISION				WESTWARD			
Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Stand 'rd Clocks, Interlocking Plants, Turn Tables, Wyes and Tele-phones.	SECOND CLASS		Distance from Houston	TIME TABLE No. 6 November 14, 1926	Distance from NOME	SECOND CLASS		Train Order Office Hours			
		186				185					
		Mixed				Mixed					
	Leave Daily		STATIONS		Arrive Daily						
Yard FPW		2.15PM	R SOUR LAKE 1.2	7.3	1.35PM						
			B. S. L. & W. Crossing 0.0	6.1							
			GRAYBURG 1.8	6.1							
31			CHITA 4.3	4.3							
Yard PWY		2.40PM	TO-R NOME	0.0	1.10PM		Continuous				
		Arrive Daily			Leave Daily						
		186			185						

(0.25) (0.25) Time Over Subdivision..... (0.25) (0.25)
 17.3 17.3 Average Speed per Hour..... 17.3 17.3

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

EASTWARD				TURPENTINE SUBDIVISION				WESTWARD			
Length of sidings in cars, location of bulletin, water and fuel stations, stand 'rd clocks, interlocking plants, turn tables, wyes & phones	SECOND CLASS		Distance from Track End	TIME TABLE No. 6 November 14, 1926	Distance from Rockland	SECOND CLASS		Train Order Office Hours			
		184				183					
		Mixed				Mixed					
	Leave Daily Ex. Monday		STATIONS		Arrive Daily Ex. Monday						
		7.40AM	TURPENTINE 3.1	10.2	7.30AM						
		7.55	ALDRIDGE 1.7	7.1	7.05						
		8.10	EARLE 0.4	5.4	6.55						
		8.20	KYLE QUARRY 5.0	5.0	6.50						
BKFWY		8.40AM	TO-R ROCKLAND	0.0	6.30AM		Continuous				
	Arrive Daily Ex. Monday				Leave Daily Ex. Monday						
	184				183						

(1.00) (1.00) Time Over Subdivision..... (1.00) (1.00)
 10.2 10.2 Average Speed per Hour..... 10.2 10.2

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

		EASTWARD		PALESTINE SUBDIVISION		WESTWARD			
Length of sidings in cars, location of boot-cars, water and fuel stations, sand and coke, inter ck. plans, turn tables, wyes & phones		SECOND CLASS			TIME TABLE No. 6		SECOND CLASS		
		182			November 14, 1926		181		
		Mixed					Mixed		
		Leave Daily		Distance from Palestine		Distance from Gallatin	Arrive Daily		Train Order Office Hours
					STATIONS				
BKWFYP		8.45AM	0.0	R	PALESTINE	39.5	5.15PM		
Yard			1.1		1.1 I-G. N. R. R. CROSSING	38.4			
			22.2		21.1 MAYDELLE	17.3	s 3.50		
14P		s 10.05	29.5		7.3 ST. L. S. W. CROSSING	10.0			
			31.7		2.2 NORTH RUSK	7.8			
Yard			32.3		0.6 STRINGER	7.2			
			33.0		0.7 RUSK	7.8	s 2.55		
Yard PT		s 11.45AM	32.3		0.6 STRINGER	7.2	f		
			39.5	TO-R	7.2 GALLATIN	0.0	2.10PM		7.30AM to 4.30PM
Yard PY		12.30PM							
		Arrive Daily					Leave Daily		
		182					181		

(3.45)
10.4

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

(3.05)
12.6

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, Beans Creek, Java, Mewshaw, Herring, Jarvis and Deanwright.

COMPANY SURGEONS

Houston.....Dr. 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. Allan Collette.....Local Surgeon
 Dr. C. M. Warner.....Local Surgeon
 Dr. Neal Davis.....Local Surgeon
Appleby.....Dr. G. E. Samuels.....Local Surgeon
Athens.....Dr. J. K. Webster.....Local Surgeon
 Dr. A. H. Easterling.....Local Surgeon
Beaumont.....Dr. H. A. Barr.....Division Surgeon
 Dr. L. Goldstein.....Division Surgeon
 Dr. O. S. Hodges.....Division Oculist
 Dr. Sam Lyons.....Local Oculist
 Dr. G. H. Reed.....Local Surgeon
China.....Dr. N. E. Laidacker.....Local Surgeon
Cleveland.....Dr. J. M. Hubert.....Local Surgeon
Colmesneil.....Dr. R. A. Parten.....Local Surgeon
Crandall.....Dr. A. D. Ledbetter.....Local Surgeon
 Dr. A. J. Sharp.....Local Surgeon

Crosby.....Dr. J. D. Stalsby.....Local Surgeon
Cushing.....Dr. Fred W. Cariker.....Local Surgeon
Dallas.....Dr. Elbert Dunlap.....Division Surgeon
 Dr. H. M. Winans.....Examining Surgeon
 Dr. E. H. Carey.....Division Oculist
Dayton.....Dr. J. T. Tadlock.....Local Surgeon
Diboll.....Dr. J. R. Dale, Jr.....Local Surgeon
Eustace.....Dr. L. L. Cockrell.....Local Surgeon
Fort Worth.....Dr. W. A. Durringer.....Division Surgeon
 Dr. W. C. Durringer.....Division Surgeon
 Dr. S. J. Wilson.....Local Surgeon
 Dr. W. R. Thompson.....Oculist and Aurist
Frankston.....Dr. G. H. Moss.....Local Surgeon
Garrison.....Dr. G. H. Tanner.....Local Surgeon
Goose Creek.....Dr. G. A. Lillie.....Examining Surgeon
 Dr. L. A. Hankins.....Local Surgeon
Humble.....Dr. J. B. DuBose.....Local Surgeon
Huntington.....Dr. R. B. Forrest.....Local Surgeon
Jacksonville.....Dr. M. B. Canon.....Examining Surgeon
 Dr. R. T. Travis.....Local Surgeon
 Dr. F. A. Fuller.....Examining Surgeon
Jacksonville.....Dr. J. M. Travis.....Local Surgeon
 Dr. J. B. McDougle.....Local Oculist & Aurist

Joaquin.....Dr. W. A. Ramsey.....Local Surgeon
Kaufman.....Dr. R. J. Rowe.....Local Surgeon
Keachie.....Dr. W. H. Morgan.....Local Surgeon
Kemp.....Dr. H. A. Taylor.....Local Surgeon
 Dr. F. A. Fuller, Jr.....Local Surgeon
Kountze.....Dr. B. E. Selman.....Local Surgeon
La Rue.....Dr. R. J. Liles.....Local Surgeon
Liberty.....Dr. Harry Caplovitz.....Local Surgeon
Livingston.....Dr. B. C. Marsh.....Local Surgeon
 Dr. H. Bergman.....Local Surgeon
Logansport.....Dr. Guy Wimberly.....Local Surgeon
Longstreet.....Dr. Guy Wimberly.....Local Surgeon
Lufkin.....Dr. R. T. Cannon.....Examining Surgeon
 Dr. W. W. Dunn.....Local Surgeon
 Dr. R. L. Mathews.....Oculist
Mabank.....Dr. W. P. Irvine.....Local Surgeon
Nacogdoches.....Dr. A. A. Nelson.....Local Surgeon
 Dr. F. R. Tucker.....Local Surgeon
 Dr. W. I. M. Smith.....Local Surgeon
New Willard.....Dr. J. S. Mann.....Local Surgeon
Orange.....Dr. J. C. Seastrunk.....Local Surgeon
 Dr. W. P. Coyle.....Local Oculist
 Dr. F. W. Lawson.....Local Surgeon

Palestine.....Dr. E. B. Parsons.....Division Surgeon
 Dr. Chas. F. Cord.....Local Oculist
 Dr. E. V. Converse.....Local Surgeon
Ponta.....Dr. P. E. Jones.....Local Surgeon
Port Arthur.....Dr. W. S. Winter, Sr.....Local Surgeon
 Dr. W. S. Winter, Jr.....Local Surgeon
Poynor.....Dr. M. A. King.....Local Surgeon
Rusk.....Dr. T. H. Cobble.....Local Surgeon
Sabine.....Dr. O. D. Adamson.....Local Surgeon
Seagoville.....Dr. A. B. Watkins.....Local Surgeon
Shreveport.....Dr. Frank Walke.....Examining Surgeon
 Dr. John L. Scales.....Oculist
 Dr. Edward Galloway.....Examining Surgeon
 Dr. T. F. Whiteside.....Examining Surgeon
Sour Lake.....Dr. T. O. Darby.....Local Surgeon
Teneha.....Dr. C. E. Carter.....Local Surgeon
 Dr. W. J. Spivey.....Local Surgeon
Timpson.....Dr. F. O. Johnson.....Local Surgeon
 Dr. D. C. Bussy.....Local Surgeon
Village Mills.....Dr. J. T. McClain.....Local Surgeon
Woodville.....Dr. R. E. Dickens.....Local Surgeon
Zavalla.....Dr. J. C. Fortenberry.....Local Surgeon

PASSENGER LOCOMOTIVE RATING

TRAINS	NUMBER OF CARS AND TONS PER TRAIN														
	Cars														
	622	610	600	738	700	369	289	273	261	240	225	220	212	205	
	To	To	To	To	To	To	To	To	To	To	To	To	To	To	
	630	621	609	794	711	376	292	278	272	258	236	223	219	209	
Houston and New Orleans	13	11	12	8	8	8	8	8	8	8	8	8	8	8	
101, 102	1040	880	960	640	640	640	640	640	640	640	640	640	640	640	
Houston and New Orleans	14	12	13	9	9	9	9	9	9	9	9	9	9	9	
103, 104	980	840	910	630	630	630	630	630	630	630	630	630	630	630	
Houston and New Orleans	14	12	13	9	9	9	9	9	9	9	9	9	9	9	
1, 2, 3, 4, 5, 6, 7, 8, 11, 12	910	780	845	585	585	520	455	455	390	455	390	390	390	390	
Dallas and Beaumont	13	11	12	8	8	8	8	8	8	8	8	8	8	8	
147, 148, 155, 156	845	715	780	520	520	455	455	390	455	390	455	390	390	390	
Houston and Shreveport	13	11	12	8	8	8	8	8	8	8	8	8	8	8	
25, 26, 27, 28	845	715	780	520	520	455	455	390	455	390	455	390	390	390	

Average Weight Per Car, Trains 101 and 102, 80 Tons.
 Average Weight Per Car, Trains 103, 104, 70 Tons
 Average Weight Per Car, All Other Trains, 65 Tons.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from Track End	SABINE AND DALLAS	Distance From Dallas	Car Capacity and Direction Opening if Spur	Distance From Echo	ECHO AND HOUSTON	Distance From Houston	Car Capacity and Direction Opening if Spur	Distance From Houston	HOUSTON AND SHREVEPORT	Distance from Shreveport	Car Capacity and Direction Opening if Spur	Distance From Houston	HOUSTON AND SHREVEPORT	Distance from Shreveport	Car Capacity and Direction Opening if Spur
36.0	GILBERT SPUR.....	283.1	5E	10.5	ORANGE FIELD.....	100.5	20	6.64	WESTHEIMER.....	224.72	3 E	130.84	LOLA.....	100.52	12 W
39.5	LOEB.....	279.6	2E	14.4	OILLA.....	96.6	7W	22.7	PAULI.....	208.6	7	151.70	TILFORD-HUNT SPUR.....		8 W
43.3	ARIOLA.....	275.8	14E					24.36	PORTER.....	207.00	11	160.17	MAYTOWN BALLAST PIT.....	79.66	
57.6	OLIVE.....	261.7	10E					30.82	KEEPER.....	200.54	9 W	164.50	HENNING.....	71.19	13 W
62.3	HESTER.....	256.8	6					33.17	THOMS.....	198.19	13 W	164.50	SPEER.....	66.86	
80.0	MILTON.....	239.1	17E					34.46	SPLENDORA.....	196.90	17 W	165.28	HOUGHTON.....	66.08	15 W
90.1	GRIFFIN.....	229.0	21E					38.30	EAST RIVER.....	193.06	9 W	175.92	GIBSON.....	55.44	13 W
91.9	WILSON SPUR.....	227.2	16W					39.6	HUSAN.....	191.76		184.92	SIAM.....	46.44	4 W
96.3	MELBA.....	222.8	28					40.32	GLADSTELL.....	191.04	10 W	190.67	HANSON.....	40.69	18 W
100.2	ALDIS.....	218.9	9					40.64	NIMROD.....	190.72	W	202.73	WASHBURN.....	28.63	9 W
104.8	MARTIN.....	214.3	6					46.08	EXCELSIOR.....	185.28	13	205.90	KOLTER.....	25.50	
111.0	NANCY.....	208.1	15					50.51	NORMANVALE.....	180.85	20 W	221.18	BUNGALOW.....	10.18	8 E
125.0	PRESTRIDGE.....	194.1	STLSWConn.					51.54	ROSS SPUR.....	179.82	6 W				
134.3	MANTON.....	184.8	15W					58.83	FISH BRANCH.....	172.53	18 E				
136.5	PLATT SPUR.....	182.6	9E					61.40	LEA.....	169.96	10 W				
137.1	NORTH PLATT.....	182.0	7E					81.63	SEVEN OAKS.....	149.73	9 W				
143.6	LACY.....	175.5	7W					84.28	BERING.....	147.08	18 W				
167.0	DALMONT.....	152.1	16					89.84	LAURELIA.....	141.52	10 W				
180.0	GUINN SPUR.....	139.1	5W					95.42	BEN FORD.....	135.32	7 W				
239.1	LOPER.....	80.0	4W					99.80	WAKEFIELD.....	130.94					
274.2	LAGO.....	44.9	4W					113.32	HOSHALL.....	118.04	W				
287.2	GUMBO PIT.....	31.9	YARD					124.00	COCHRAN.....	107.36	6 W				
295.3	BOIS D'ARC.....	23.8	15E					128.00	MILLARD.....	103.36					

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			

TIME INSPECTORS

Sidney F. Ball, General Time Inspector, Chicago
 L. L. Doty, Asst. Gen'l Time Inspector, Chicago
 Houston Watch Company, S. P. Bldg., Houston
 W. E. Conners, 1801 Hardy Street.....Houston
 R. M. Mothner, 268 Pearl Street.....Beaumont
 Jacksonville Drug Company.....Jacksonville
 Hafner Watch & Optical Co., Int'r'n Bldg., Dallas
 J. E. Copeland.....Palestine
 H. L. Cohenour.....Orange
 Mills & Juengerman.....Sour Lake
 M. E. Agee.....Lufkin
 A. E. Gordon, 1920 Texas Avenue.....Shreveport
 T. H. Causey.....Goose Creek

HOSPITALS

General Hospital—
 Southern Pacific Hospital, Thomas Street
 between James and Paschal, Houston.
Emergency Hospital—
 T. E. Schumbert Memorial Hospital,
 Shreveport.
 Hotel Dieu, Beaumont.
 Cherokee Hospital, Jacksonville.
First Aid Hospital—
 T. & N. O. General Shops, Houston.

LEGAL HOLIDAYS

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

RATING OF LOCOMOTIVES IN FREIGHT TRAIN SERVICE

CLASS		ENGINE NUMBERS	Houston and Echo Beaumont and Sabine	Beaumont To Hyatt	Hyatt To Seagoville	Seagoville To Dallas	Dallas to Sylvania via C. R. I. & G. Ry.	Sylvania to Fort Worth via C. R. I. & G. Ry.	Ft. Worth to Sylvania via C. R. I. & G. Ry.	Sylvania to Dallas via C. R. I. & G. Ry.	Dallas to Seagoville	Seagoville To Doucette	Doucette To Village Mills	Village Mills To Beaumont	Houston To Shepherd	Shepherd To Nacogdoches	Nacogdoches To Garrison	Garrison To Shreveport	Shreveport To Nacogdoches	Nacogdoches To Leggett	Leggett To Napier	Napier To Houston	
Nominal	Designation																						
E-23	E73 ³ / ₄ 90S	262 to 272	3450	3190	1350	2720					2250	1290	1760	3400									
A-3	A77 ³ / ₄ 107S	289 to 292	4000	3720	1580	3170					2720	1510	2060	3920									
T-24	T55 ³ / ₄ 95	303, 310, 328	3300	3060	1300	2600					2160	1240	1690	3240	2620	1250	890	1115	965	1140	1980	2955	
T-24	T57 ³ / ₄ 96	301, 304 to 309, 311 to 316, 318 to 320, 322, 323, 325 to 327, 331 to 334	3300	3060	1300	2600					2160	1240	1690	3240	2525	1205	860	1075	930	1100	1910	2850	
T-25	T56 ³ / ₄ 100	666 to 681	3700	3420	1450	2920					2410	1380	1890	3630	2765	1320	965	1180	1020	1205	2060	3130	
T-27	T63 ³ / ₄ 112	688 to 696, 698	4100	3820	1630	3260					2700	1560	2110	4020	3100	1480	1080	1320	1140	1350	2305	3500	
M-4	M63 ³ / ₄ 126	444 and 458	4800	4250	1800	3620	2850	1230	3550	3150	3000	1720	2350	4720	3440	1645	1195	1465	1720	1500	2500	3895	
M-4	M63 ³ / ₄ 128S	410 to 432, 434 to 443, 445 to 457, 459	4850	4310	1840	3680	2900	1250	3600	3200	3050	1750	2390	4770	3500	1670	1220	1490	1290	1525	2605	3960	
M-6	M63 ³ / ₄ 142S	482 to 484	5500	4600	1950	3920	3200	1370	4200	3580	3250	1860	2550	5410	3690	1760	1270	1570	1350	1600	2760	4200	
M-8	M63 ³ / ₄ 151S	460 to 469	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1475	1745	3010	4580	
M-9	M63 ³ / ₄ 150S	550 to 556	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1475	1745	3010	4580	
M-10	M63 ³ / ₄ 152S	500 to 514	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1475	1745	3010	4580	
M-11	M63 ³ / ₄ 153S	560 to 565	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1475	1745	3010	4580	
P-5	P77 ³ / ₄ 141S	600 to 609	5050	4490	1900	3810					3170	1820	2480	4960	3250	1550	1120	1370	1190	1400	2430	3700	
T-28	T69 ³ / ₄ 163S	701 to 711	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1475	1745	3010	4580	
C-8	C57 ³ / ₄ 187S	800 to 807	7500	6840	2900	5830	4600	2000	5700	5000	4820	2760	3780	7370	5610	2675	1925	2590	2085	2440	4150	6275	
C-9	C57 ³ / ₄ 190S	808 to 850	7500	6840	2900	5830	4600	2000	5700	5000	4820	2760	3780	7370	5610	2675	1925	2590	2085	2440	4150	6275	
MK-5	MK63 ³ / ₄ 210S	738 to 794	9000	8200	3480	6980	5400	2350	7000	6200	5610	3240	4360	8850	6720	3140	2260	3040	2450	2860	4800	7500	

NOTE—These ratings represent Maximum loading of locomotives behind tenders expressed in units of 1,000 lbs. (ms). Allowance for empty and underloaded cars: Less than 40 ms, 6 ms; 40 to 50 ms, 3 ms; more than 50 ms, 0.

RULING GRADES AND CURVES

Westward					Eastward					The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car. See A. R. A. (M. C. B.) rule 86.
DISTRICT	Per Cent Grade	Degrees Curve	Equivalent Grade	Miles Per Hour	DISTRICT	Per Cent Grade	Degrees Curve	Equivalent Grade	Miles Per Hour	
Beaumont to Hyatt	.35	0	.35	10	Fort Worth to Dallas	1.10	0	1.10	10	
Hyatt to Seagoville	.99	1° 30'	1.05	10	Dallas to Seagoville	.58	0	.58	10	
Seagoville to Dallas	.45	0	.45	10	Seagoville to Doucette	1.04	1° 30'	1.10	10	
Dallas to Fort Worth	1.10	0	1.10	10	Doucette to Village Mills	.77	0	.77	10	
Shreveport to Nacogdoches	1.5	0	1.5	10	Village Mills to Beaumont	.20	0	.20	15	
Nacogdoches to Leggett	1.28	0	1.28	10	Houston to Shepherd	.5	0	.5	10	
Leggett to Napier	.7	0	.7	10	Shepherd to Nacogdoches	1.17	0	1.17	10	
Napier to Houston	.4	0	.4	10	Nacogdoches to Garrison	1.52	2° 43'	1.625	10	
					Garrison to Shreveport	1.3	0	1.3	10	

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

To find maximum load that can be hauled between any two stations, at an average speed of 12 1/2 miles per hour, multiply rating by the figures shown opposite the various stations in the following table. Symbol "F" opposite any station indicates a descending grade on which the loading limit is the car maximum for the district.

STATIONS	Westward	Eastward	STATIONS	Westward	Eastward	STATIONS	Westward	Eastward	STATIONS	Westward	Eastward	STATIONS	Westward	Eastward
Beaumont and Rosedale	1.15	1.02	Dunagan and Poe	1.89	1.16	Chew and Poynor	2.34	1.74	Houston and Gish	1.26	1.43	New Williard and Leggett	1.92	1.38
Rosedale and Voth	1.15	1.02	Poe and Hoya	1.44	1.80	Poynor and LaRue	2.12	2.80	Gish and Bender	1.26	1.43	Leggett and Valda	1.12	3.00
Voth and Weiss	1.00	1.00	Hoya and Dorr Jct.	2.50	2.10	LaRue and Baxter	1.28	1.22	Bender and Humble	F	1.43	Valda and Moscow	3.28	1.02
Weiss and Nona	1.12	1.00	Dorr Jct. and Nacogdoches	2.50	2.10	Baxter and Athens	1.11	1.45	Humble and Japan	1.01	1.00	Moscow and Corrigan	1.05	1.00
Nona and Kountze	1.00	1.00	Nacogdoches and Bonita Jct.	1.39	F	Athens and Pickens	1.11	1.10	Japan and New Caney	1.26	1.11	Corrigan and Potomac	1.51	1.68
Kountze and Olive	1.08	1.00	Bonita Jct. and Mahl	1.00	1.28	Pickens and Stockard	1.17	1.10	New Caney and Midline	1.26	1.09	Potomac and Renova	1.00	1.26
Olive and Longs	1.00	1.00	Mahl and Caro	2.22	1.16	Stockard and Eustace	1.25	1.16	Midline and Cleveland	1.14	1.04	Renova and Diboll	2.95	1.23
Longs and Village Mills	1.10	1.00	Caro and Trawick	1.94	2.62	Eustace and Pauline	1.67	1.34	Cleveland and Wescott	1.14	1.20	Diboll and Burke	2.95	1.26
Village Mills and Hyatt	1.00	1.06	Trawick and Cushing	1.39	1.40	Pauline and Mabank	1.44	1.57	Wescott and Napier	1.00	1.06	Burke and Lufkin	1.64	1.08
Hyatt and Warren	1.33	1.92	Cushing and Sacul	1.67	1.22	Mabank and Gossett	1.50	1.45	Napier and Shepherd	1.08	F	Lufkin and Davisville	1.16	2.10
Warren and Hillister	1.11	1.00	Sacul and Reklaw	1.78	2.32	Gossett and Kemp	1.94	2.62	Shepherd and Urbana	1.13	F	Davisville and Kurth	1.23	1.00
Hillister and Woodville	1.17	1.11	Reklaw and Ponta	1.67	2.15	Kemp and Jiba	1.94	2.56	Urbana and Goodrich	1.73	2.39	Kurth and Climax	1.84	1.80
Woodville and Doucette	1.17	F	Ponta and Gallatin	1.22	2.85	Jiba and Kaufman	1.83	2.21	Goodrich and Lamont	1.09	1.2	Climax and Nacogdoches	1.21	1.00
Doucette and Colmesneil	1.11	1.05	Gallatin and Turney	1.22	2.62	Kaufman and Gastonia	1.00	1.00	Lamont and West Livingston	1.19	1.44	Nacogdoches and Redfield	1.01	1.07
Colmesneil and Cima	1.00	F	Turney and Jacksonville	1.11	1.86	Gastonia and Crandall	1.00	1.00	West Livingston and Livingston	F	1.00	Redfield and Appleby	1.32	2.54
Cima and Rockland	1.00	F	Jacksonville and Frys Gap	1.00	1.22	Crandall and Seagoville	1.00	1.00	Livingston and Marston	1.00	2.51	Appleby and Mayotown	1.11	1.79
Rockland and Dolan	2.36	2.85	Frys Gap and Reese	F	1.00	Seagoville and Simonds	1.35	1.28	Marston and New Williard	1.92	1.77			
Dolan and Zavalla	1.06	1.34	Reese and Cuney	F	1.16	Simonds and Kleburg	1.00	1.36						
Zavalla and Shawnee	1.23	1.86	Cuney and Lewis	1.39	2.68	Kleburg and Rylie	1.00	F						
Shawnee and Huntington	1.33	2.10	Lewis and Frankston	1.17	2.80	Rylie and Elam	1.10	1.53						
Huntington and Dunagan	1.94	1.45	Frankston and Chew	2.22	2.10	Elam and Briggs	1.32	1.49						
						Briggs and Dallas	1.00	2.08						

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. Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.
12. When leaving continuously block signalled track, where there is not an open train order office, a fusee will be left burning near the last signal.

LOCAL

15. Between Semmes Jct. and Houston (Grand Central Station) trains will move with the current of traffic, being governed by interlocking signal indication. Movement against the current of traffic or on single track between these points must be made only under flag protection.
16. Trains and engines must approach Third Street, Houston, with caution and obtain proper signals from switch tender with green flag by day and green light by night before proceeding into passenger yard. Trains and engines must obtain proper signal from switch tender at Third Street with yellow flag by day and yellow light by night before leaving passenger yard Houston.
17. Movements between Houston (Grand Central Station) and H. & T. C. Roundhouse must be made in accordance with provisions of current time table, special instructions and train orders of the Dallas Division.
18. Lufkin Subdivision trains operating from or to Englewood must register at that point.
19. Lufkin Subdivision trains operating from Englewood must, before leaving there, obtain a check of trains due, which are superior, or of the same class that have arrived or left Tower 26.
20. On double track between Semmes Jct. and Tower 87, trains may run extra moving with the current of traffic without running orders, but must obtain clearance card before commencement of trip, if an operator is on duty. [See Rule D-97 (A).]
Second class and inferior trains and engines may run ahead of first class trains between Tower 26 and Tower 87 without train order authority; but must not occupy main track when it is known that a first class train will thereby be delayed.
21. Movement against the current of traffic or on single track between Semmes Jct. and Tower 87 must be made only under flag protection.
22. Englewood is train order office only for trains that originate there and a register station only for trains that originate or terminate there.
23. At Tower 87 schedule time and train orders apply at the end of double track.
24. Shreveport (Freight Station) is register station only for second class and inferior trains.
25. Beaumont yard office is register station only for Rockland and Sabine Subdivision trains, and Orange Subdivision trains that originate or terminate there.
26. Beaumont passenger station is register station only for trains that originate or terminate there and for Train No. 6 of the Orange Subdivision.
27. Nome is register station only for trains that originate or terminate there.
28. No. 6 must obtain clearance card before leaving Beaumont.
29. First class trains not displaying green signals may register at Echo, Lufkin and Nacogdoches by Register Ticket (Form 2642).
30. Rockland Subdivision first class trains not displaying green signals may register at Beaumont yard office by Register Ticket (Form 2642).
31. 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.
32. All trains must obtain a clearance card at Nacogdoches.
33. Rockland Subdivision trains must obtain a clearance card from Rockland Subdivision dispatchers only, at Nacogdoches.
34. 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.
35. First class trains originating at Echo may be furnished, by train order (Form "R"), check of trains due, which are superior, or of the same class, that have arrived or left.

36. Trains 147 and 148 when not displaying green signals may register at Rockland by register ticket (Form 2642).
37. Yards located at the following stations are designated by yard limit signs: Goose Creek, Dayton, Beaumont, Echo, West Port Arthur, Rockland, Gallatin, Jacksonville, Dallas, Moscow, Lufkin, Nacogdoches, Mayotown Ballast Pit, Timpson, Tenaha, Haslam and Shreveport.
38. Location of Bulletin Books:
Houston: At Grand Central Station, H. & T. C. and T. & N. O. Roundhouses and Yardmaster's office, Hardy Street.
Goose Creek: At Station.
Sour Lake: At Station.
Beaumont: At Yard Office, Roundhouse and Baggage Room.
Echo: At Yard Office and Roundhouse.
Rockland: At Station.
Jacksonville: At Dispatcher's Office and Roundhouse.
Dallas: At Yard Office, Union Station, H. & T. C. and Union Terminal Co. Roundhouses.
Palestine: At Station.
Lufkin: At Yard Office and Roundhouse.
Shreveport: At Freight Station, Passenger Station and Roundhouse.
39. Location of Drawbridges:
Neches River at Beaumont.
Taylor's Bayou at West Port Arthur.
Sabine River at Echo.
40. When about to take water with a train of twenty or more cars, stop must be made and engine detached before reaching water column, except as follows: Each direction at Kountze, Woodville, Rockland, Zavalla, Tubby Tank, Nacogdoches, Sacul, Poynor, Athens, Lago, Kaufman, 302-G, Haslam and Keachie. Westward at Hyatt, Humble and Milledge. Eastward at Renova and Meldrum.
41. At stations where there are two sidings, Eastward trains must take most westerly siding and Westward trains must take most easterly siding for trains having authority to hold Main track, unless otherwise directed by Train Order, or the movement made under flag protection.
42. Cars must not be stored on tracks not protected with derails, facing point switches, or ascending grade toward Main track of one-half of one per cent or over. In emergency this may be done on instructions of Chief Train Dispatcher or other proper authority. In all such cases hand brakes must be securely set and where necessary, wheels blocked.
43. Overlap at Dayton is indicated by overlap post governing westward trains.
44. Loaded oil tanks of 12,000 gallons capacity or over must not be handled between Rockland and Turpentine.
45. Westward Lafayette Division trains will enter Echo Yard and clear opposing trains at first cross-over east of yard office.
46. T. & F. S. Crossing between West Port Arthur and Port Arthur is protected by cabin interlocker, normal position of which is against this line. This plant is to be operated by trainmen in setting the route for the passage of T. & N. O. trains. As soon as the movement is made over the crossing, route should be restored to its normal position.
47. Automatic block signals at Dorr Junction govern eastward trains on the Shreveport Subdivision and westward trains on the Rockland Subdivision. Dwarf signal No. 1511 on Rockland Subdivision is a normal stop signal and westward Rockland Subdivision trains, before using switch, will stop clear of signal and send trainman ahead to observe switch indicator. If clear, throw switch, and signal will clear after an interval of one minute.

Date.....192.....

Received

TIME TABLE No. 6, BEAUMONT DIVISION

Taking Effect at 12:01 A. M.
Sunday, November 14, 1926.

Signature.....

Occupation.....

NOTE—Person receiving this receipt with Time Table must sign and send to Superintendent by first train.

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) Maximum speed around curves protected by yellow fish-tail signals is as follows:

Location:	Miles Per Hour	
	Passenger	Freight and Mixed
Between Houston and Echo	35	24
Between Houston and Shreveport	35	18
Between Beaumont and Dallas	35	18
Between Dayton and Baytown	25	12
Between Rockland and Turpentine	12	10
Between Gallatin and Palestine	15	10

(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, are restricted as follows: On the Orange subdivision, thirty (30) miles per hour; on the Lufkin, Shreveport, Rockland and Jacksonville subdivisions, twenty (20) miles per hour on straight track and fifteen (15) miles per hour on curves; on the Turpentine Subdivision and the Palestine Subdivision between North Rusk and Palestine ten (10) miles per hour; on all other subdivisions speed restrictions for freight trains will govern. Boom of derricks must trail while being handled in train.

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, Lufkin, Shreveport, Rockland and Jacksonville Subdivisions; twenty (20) miles per hour on the Baytown Subdivision; fifteen (15) miles per hour on the Sabine Subdivision; ten (10) miles per hour on the Sour Lake and Palestine Subdivisions.

Same speed restrictions apply to yard engines with side rods up moving in trains. Yard engines moving in trains must be placed with tank ahead. Conductors must advise Chief Dispatcher and enginemen when they have such cars or engines in their trains.

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

- (a) HOUSTON: Eighteen (18) miles per hour.
- (b) DAYTON: Twenty (20) miles per hour between switches to house track.
- (c) LIBERTY: Fifteen (15) miles per hour between Third street crossing east of Trinity River and east switch.
- (d) BEAUMONT: Six (6) miles per hour between Main Street and passenger station; fifteen (15) miles per hour between passenger station and Tower 32.
- (e) ORANGE: Fifteen (15) miles per hour over street crossings between Adams Bayou and east switch.
- (f) PORT ARTHUR: Twelve (12) miles per hour between T. & F. S. Crossing and passenger station.
- (g) ATHENS: Eighteen (18) miles per hour.
- (h) LIVINGSTON, NACOGDOCHES, TENEHA and SHREVEPORT: Six (6) miles per hour.

(i) LUFKIN, GARRISON, TIMPSON, HASLAM and LOGANSPORT: Ten (10) miles per hour.

(j) LUFKIN: Four (4) miles per hour over Ellis Avenue Crossing just west of passenger station.

(k) SHREVEPORT: Six (6) miles per hour over Claiborne Avenue.
57. MAXIMUM SPEED FOR PASSENGER TRAINS: Orange, Lufkin, Shreveport, Rockland and Jacksonville Subdivisions, fifty (50) miles per hour; Baytown Subdivision, twenty-five (25) miles per hour; Sabine Subdivision, thirty (30) miles per hour; Sour Lake and Palestine Subdivisions, twenty (20) miles per hour; Turpentine Subdivision, twelve (12) miles per hour.

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

59. MAXIMUM SPEED FOR FREIGHT AND MIXED TRAINS: Baytown and Sabine Subdivisions, twenty (20) miles per hour; Sour Lake and Palestine Subdivisions, eighteen (18) miles per hour; Turpentine Subdivision, twelve (12) miles per hour.

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

61. The speed of trains is restricted to fifteen (15) miles per hour through all sidings.

62. Trains must not exceed ten (10) miles per hour over Garrison Brick Yard track.

POSITIVE BLOCK

Positive Block Signals have arms painted same as Interlocking signals.

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 positive Block Signal indication.

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 set 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 enginemen 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, enginemen 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, enginemen, trainmen, signalmen and all other employes 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 108.

Main track for movement with the current of traffic, from main track _____
 Eastward main track eastward from any other point _____ o
 Westward main track westward from any other point o _____ o
 Eastward main track westward, from any point o _____ o o
 Westward main track eastward from any point _____ o _____
 South Texas Grain Company's spur, from any point _____ o _____ o
 Automobile Platform from any point _____ o o _____
 Direct Navigation Company's track from any point o o _____ o
 M-K-T Transfer from any point o _____ o
 G. H. & H. Connection from any point o o _____
 To Shreveport main track o o _____ o o
 To Galveston main track o _____

TOWERS 25 AND 26.

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

TOWER 68.

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

TOWER 87.

Main track for movement with the current of traffic, from main track _____
 Main track eastward, from any other point _____ o
 Eastward main track westward, from any point o _____ o o
 Westward main track eastward, from any point _____ o _____
 To yard, from any point o _____
 To switching lead, east yard, from any point _____

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 _____ o o
 Siding, from any point o _____
 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 _____

H. J. MICKSCH,
Superintendent, Houston

E. A. O'DONNELL,
Superintendent Terminals, Houston

T. H. MEEKS,
Ass't Superintendent, Houston

GEORGE MILTON, *Trainmaster, Jacksonville*
 B. H. McGUIRE, *Trainmaster, Houston*
 L. W. ROWE, *Traveling Engineer, Houston*
 J. W. HARTMAN, *Traveling Engineer, Houston*
 W. L. COX, *Terminal Trainmaster, Dallas*

J. L. SOUTH, *Terminal Trainmaster, Beaumont*
 W. W. SLOAN, *Terminal Trainmaster, Goose Creek*
 T. G. GREASY, *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.

