

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

BEAUMONT DIVISION

To Take Effect Sunday, March 20, 1927, 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	10.35AM				12.05AM			0.00	Lv. EL PASO (Union Depot) Ar.	1189.50			6.20AM					7.50PM	10.40AM		8.00AM	
5.40PM 6.30PM	1.40PM 4.00PM		8.45AM 8.55AM	11.05PM 11.15PM				2.05PM 2.15PM			446.50	Ar. DEL RIO Lv.	743.00			3.30PM 3.20PM					7.15AM 7.05AM	9.50PM 9.40PM		6.00PM 4.00PM	
3.00AM	1.30AM 4.45AM		1.20PM 1.45PM	3.30AM 3.45AM	7.40AM	11.00PM		7.20PM 11.30PM			615.50	Ar. SAN ANTONIO (Commerce Street) Lv.	574.00			10.00AM 7.00AM		7.55AM	7.30PM	2.55AM 2.40AM	5.30PM 5.10PM		3.15AM 2.00AM		
			8.45AM 8.10AM	7.30PM 10.45PM	7.30PM	8.45AM		8.45AM 10.45PM			967.50	Ar. FT. WORTH Lv.	649.00			8.40PM 7.40AM	7.30PM	8.40PM	8.10AM	8.10AM 7.40AM	7.30PM			8.55PM	
			7.55AM 12.01PM	6.20PM 11.30PM	6.20PM	7.55AM		7.55AM 11.30PM			946.50	Ar. DALLAS Lv.	627.00			11.00PM 7.20AM	6.20PM	11.00PM	9.00AM	9.00AM 7.20AM	6.30PM			10.00PM	
5.00AM	5.00AM		10.45PM 7.00PM	5.50AM				9.40AM 5.50AM			883.50	Ar. GALVESTON Lv.	420.00			8.45PM					7.00PM 10.45PM	5.50AM			9.25PM
	8.00PM 10.30PM		8.35PM 9.05PM	9.15AM 9.25AM			6.00PM	8 6.50AM 18 7.20AM 8 7.50AM	3.30PM		826.50	Ar. HOUSTON Lv.	363.00		8.00PM	7 11.35PM 17 11.30PM 7 10.50PM	7.30AM				8.55PM 8.40PM	10.25AM 10.10AM			9.40AM 7.35AM
	6.30AM 7.05AM		12.05AM	12.10PM			10.05PM	10.45AM	6.30AM		938.50	Ar. ECHO Lv.	251.00		4.40PM	7.45PM	4.40AM				5.55PM	7.05AM			12.05AM 11.30PM
	2.45PM 3.30PM		2.45AM 2.50AM	2.45PM 2.50PM			1.20AM 1.25AM	1.40PM 1.45PM	10.15AM 10.35AM	5.20AM	1044.50	Ar. LAFAYETTE Lv.	145.00	12.15AM	1.00PM 12.45PM	4.40PM 4.35PM	1.55AM 1.50AM				3.20PM 3.15PM	3.55AM 3.50AM			4.20PM 3.30PM
	1.55AM		6.25AM	6.20PM			5.10AM	5.20PM	3.30PM	9.50AM	1177.50	Lv. AVONDALE Lv.	12.00	8.00PM	7.45AM	1.00PM	10.05PM				11.50AM	12.10AM			6.35AM
			7.35AM	7.35PM			6.20AM	6.30PM	4.25PM	10.45AM	1189.50	Ar. NEW ORLEANS (Union Station) Lv.	0.00	7.00PM	6.40AM	11.50AM	9.00PM				10.40AM	11.00PM			
3.00AM	3.00AM											Ar. ALGIERS Lv.													5.45AM
83.00	91.00		35.20	33.00	10.40	8.55	11.40	42.25	12.50	5.20		THROUGH TIME		5.15	13.20	42.15	22.30	8.55	10.30	33.10	35.40				98.15
14.4	13.1		33.8	30.0	31.0	37.1	31.1	28.0	28.1	26.8		MILES PER HOUR		27.6	27.2	28.1	28.8	37.1	32.4	35.9	33.9				12.1

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
 Total System 4549.28

EASTWARD

ORANGE SUBDIVISION

WESTWARD

Main table with columns for Third Class, Second Class, First Class, Stations, and Train Order Office Hours. Includes sub-tables for 'TIME TABLE No. 7' and 'STATIONS'.

Summary table with columns for arrival times and average speeds for various train classes.

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. 7 is superior to No. 12. No. 101 is superior to Nos. 12 and 104. Oilla is flag stop for Nos. 5 and 6.

EASTWARD

JACKSONVILLE SUBDIVISION

WESTWARD

Length of sidings in cars, location of bule-tin, water and fuel-stations, stand'rd clocks, inter'ck 'g plants, turn tables, wyes & phones

Train Order Office Hours and Hours of Signalmen at Interlocking Stations

Table header and top section of the time table including 'THIRD CLASS', 'SECOND CLASS', 'FIRST CLASS', 'TIME TABLE No. 7 March 20, 1927', 'STATIONS', 'FIRST CLASS', 'SECOND CLASS', 'THIRD CLASS', and 'Distance from Dallas'.

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.

Main body of the time table with columns for station names, arrival and departure times for various train classes (166, 168, 170, 148, 156, 147, 155, 169, 167, 165), and distances.

(9.30) 12.5 (10.45) 14.1 (10.05) 15.1 (3.50) 31.3 (4.10) 28.8 (4.00) 30.0 (4.10) 28.8 (10.15) 14.6 (10.00) 15.0 (9.30) 12.5

Time Over Subdivision..... Average Speed per Hour..... Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72).

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.

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. 7

March 20, 1927

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

BKWFTYP Yard	THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from Houston	STATIONS						
	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	
						4.25PM	9.40AM		6.30AM	9.30AM		5.00AM			1.40PM		12.55AM	118.9	TO-R LUFKIN 0.2	
																		119.1	ST. L. S. W. CROSSING 2.0	
Connection P						4.40PM	9.50AM											121.1	(A. & N. R. CROSSING) PROSSER 2.0	
13															1.48		1.05	123.1	DAVISVILLE 4.0	
19 Spur														1.54		1.14	127.1	KURTH 3.3		
67 P									7.20	10.05		5.45		f 1.59		1.22	130.4	CLIMAX 8.1		
								9.15AM	7.45	10.30	2.04PM	6.18	4.23AM		2.14	12.15PM	1.45AM	1.42	138.5	DORR JUNCTION 0.4
Yard WP								9.55	7.50	10.40	2.07 2.40	6.20	4.55	s 2.16 2.22	s 12.17 12.37	s 1.48 2.10	s 1.45 2.05	138.9	TO-R NACOGDOCHES 3.2	
P								10.10AM	8.05	10.55	2.55PM	6.35	5.15AM		2.28	12.47PM	2.20AM	2.12	142.1	BONITA JUNCTION 2.2
27 P									8.15	11.06		6.42			2.34			2.17	144.3	REDFIELD 3.8
33 P									8.40	11.20		6.55		s 2.44		s 2.25	148.1	TO APPLEBY 2.7		
23 P									8.50	11.30		7.05		f 2.49		2.31	150.8	MAYOTOWN 1.5		
60 W. P									8.55	11.35		7.10		f 2.53		2.34	152.3	LAKELAND 2.8		
15 P									9.15	11.59AM		7.25		f 3.01		2.41	155.1	FITZE 4.0		
1-30 2-23 P									9.40	12.12PM		7.37		s 3.09		s 2.51	159.1	TO GARRISON 4.2		
22 P									9.55	12.24		7.50			3.16		2.59	163.3	GALLAGHER 3.7	
Connection								2.20PM		10.10	12.36	8.05			3.23		3.06	167.0	SHELBY JUNCTION 0.5	
45 P								2.25PM		10.30	12.38	8.10		s 3.26		s 3.09	167.5	TO TIMPSON 4.7		
50 WP									10.45	12.53		8.25		f 3.35		3.18	172.2	MELDRUM 4.6		
Connection		5.32PM	12.55PM	10.27AM	8.27AM													176.8	G. C. & S. F. CROSSING 0.3	
62 P		5.35PM	1.00PM	10.30AM	8.30AM				11.13	1.10		8.40		s 3.47		s 3.32	177.1	TO TENAHA 4.5		
28 P									11.30	1.25		8.55		f 3.56		3.41	181.6	PAXTON 7.0		
31 P									11.55AM	1.50		9.15		s 4.10		s 3.54	188.6	TO JOAQUIN 1.9		
Yard WP									12.30PM	1.55		9.25		s 4.15		s 3.59	190.5	TO HASLAM 11.3		
13 P									1.00	2.00		9.30		s 4.20		s 4.04	191.8	TO LOGANSPORT 5.9		
26 P									1.25	2.20		9.50		f 4.31		4.16	197.7	FUNSTON 3.6		
59 P									1.40	2.32		10.21		s 4.41		s 4.24	201.3	TO LONGSTREET 6.7		
57 WP									2.10	2.43		10.41		s 4.55		s 4.37	208.0	TO KEACHIE 5.1		
60 P									2.30	2.59		11.01		f 5.06		4.47	213.1	PRESTON 6.1		
																		219.2	T. & P. CROSSING 0.0	
									2.50	3.20		11.20		f 5.19		4.58	219.2	KEITHVILLE 5.3		
60 P									3.05	3.34		11.35			5.29	5.08	224.5	LA ROSEN 2.0		
30 P																		226.5	T. & P. CROSSING 1.8	
																		228.3	WEST YARD 2.4	
60 P																		230.7	SHREVEPORT CROSOING CO. CROSSING 0.4	
																		231.1	K. C. S. CROSSING 0.4	
BKWFTYP Yard									3.30PM	4.00PM		11.59AM			5.45PM		5.23AM	231.5	TO-R SHREVEPORT (Freight Station)	

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).

KB.	P	88	86	82	84	80	74	72	161	218	146	167	144	169	26	155	147	28	Distance from Houston	STATIONS
		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	TO-R 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	(0.10) 13.2	(0.55) 4.1	(9.00) 12.5	(6.30) 17.5	(0.51) 4.2	(6.59) 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. 7

March 20, 1927

Main time table grid with columns for Stations, Distance from Shreveport, and various train classes (First, Second, Third Class) with arrival and departure times.

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.)

Summary table for Shreveport (K.C.S. & G.T. Co. Passenger Station) showing arrival and departure times for various train classes.

Time Over Subdivision..... (0.32) 6.6 (4.05) 27.8 (0.28) 8.0 (4.00) 28.4 (0.38) 5.7 (1.03) 3.3 (7.30) 15.1 (6.30) 17.5 9.00 12.5 (0.40) 5.2 (0.20) 6.5 (0.15) 8.0 (0.03) 12.0 (0.05) 4.0 (0.02) 12.0 0.03 8.0 (0.02) 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.

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. 7		Distance from Dayton	SECOND CLASS	THIRD CLASS	Train Order Office Hours
	214	190		March 20, 1927			189	213	
	Freight	Mixed		STATIONS			Mixed	Freight	
P Yard	9.45PM	12.30PM	0.0	BAYTOWN 2.2	25.2	6.00PM	4.45AM		
BKWFY Yard	10.00	12.40	2.2	TO-R GOOSE CREEK 3.4	23.0	5.40	4.25	*8.00 AM to 5.00 PM	
12 P	10.09	12.51	5.6	CEDAR BAYOU 6.2	19.6	5.26	4.03		
44 P	10.27	1.09	11.8	MONT BELVIEU 2.1	13.4	5.08	3.45		
P		1.15	13.9	JOENTZ 2.3	11.3	5.02			
P		1.21	16.2	WISE 2.4	9.0	4.56			
15 P	10.47	1.27	18.6	ESPERSON 4.9	6.6	4.50	3.25		
103		1.42	23.5	JAMISON 1.7	1.7	4.35			
WYP Yard	11.30PM	2.00PM	25.2	TO-R DAYTON	0.0	4.30PM	3.00AM	Continuous	
	Daily Arrive 214	Arrive Daily 190				Leave Daily 189	Leave Daily 213		

(1.45) (1.30) Time Over Subdivision (1.30) (1.45)
 14.5 16.6 Average Speed per Hour 16.6 14.5

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

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.

EASTWARD			SOUR LAKE SUBDIVISION			WESTWARD			
Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plants, Turn tables, Wyes and Tele-phones.	SECOND CLASS		Distance from Houston	TIME TABLE No. 7		Distance from NOME	SECOND CLASS		Train Order Office Hours
	186			March 20, 1927			185		
	Mixed			STATIONS			Mixed		
Yard		2.15PM	71.4	R SOUR LAKE 1.2	7.3	1.35PM			
			70.2	B. S. L. & W. Crossing 0.0	6.1				
			70.2	GRAYBURG 1.8	6.1				
31			68.4	OHITA 4.3	4.3				
Yard PWY		2.40PM	64.1	TO-R NOME	0.0	1.10PM		Continuous	
		Arrive Daily 186				Leave Daily 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			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. 7		Distance from Beaumont	SECOND CLASS	Train Order Office Hours	Signalmen at Interlocking Stations
	188		March 20, 1927			187		
	Mixed		STATIONS			Mixed		
Yard PWY	9.40AM	0.0	TRACK END 0.3	30.8				
21 P	9.45	0.8	TO-R SABINE 1.7	30.0	9.25AM		*8.00AM to 5.00PM	
51	10.03	2.5	SABINE PASS 5.9	28.3	9.19			
95 WPY	10.15	8.4	ROUND LAKE 3.8	22.4	9.04			
		12.2	R WEST PT. ARTHUR 2.2	18.6	8.52			
		14.4	T. & F. S. CROSSING 1.1	20.8				
P	10.25 10.50	15.5	PORT ARTHUR 1.1	21.9	8.42 8.12			
		14.4	T. & F. S. CROSSING 2.2	20.8				
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	10.1	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 0.1	0.9				
		30.0	B. S. L. & W. CROSSING 0.2	0.8				
I		30.2	TOWER 32 (G. O. & S. F. CROSSING) 0.3	0.6			Continuous	
BKWFY 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 188				Leave Daily 187			

(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			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. 7		Distance from Rockland	SECOND CLASS	Train Order Office Hours	Signalmen at Interlocking Stations
	184		March 20, 1927			183		
	Mixed		STATIONS			Mixed		
	7.40AM	118.5	TURPENTINE 3.1	10.2	7.30AM			
	7.55	110.4	ALDRIDGE 1.7	7.1	7.05			
	8.10	108.7	EARLE 0.4	5.4	6.55			
	8.20	108.3	KYLE QUARRY 5.0	5.0	6.50			
BKFWY	8.40AM	108.3	TO-R ROCKLAND	0.0	6.30AM		Continuous	
	Arrive Daily Ex. Monday 184				Leave Daily Ex. Monday 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 tele- in, water and fuel sta- tions, and tele- cades, inter ck d pns, tele- poles, wires & phones		SECOND CLASS	Distance from Palestine	TIME TABLE No. 7 March 20, 1927		Distance from Gallatin	SECOND CLASS	Train Order Office Hours	
		182					181		
		Leave Daily			STATIONS		Arrive Daily		
BKWFYP Yard		8.45AM	0.0	R	PALESTINE 1.1	39.5	5.15PM		
			1.1		I-G. N. R. R. CROSSING 21.1	38.4			
14P		10.05	22.2		MAYDELLE 7.3	17.3	3.50		
			29.5		ST. L. S. W. CROSSING 2.2	10.0			
Yard			31.7		NORTH RUSK 0.6	7.8			
			32.3		STRINGER 0.7	7.2			
Yard PT		11.45AM	33.0		RUSK 0.6	7.8	2.55		
			32.3		STRINGER 7.2	7.2			
Yard PY		12.30PM	39.5	TO-R	GALLATIN	0.0	2.10PM	7.30AM to 4.30PM	
		Arrive Daily					Leave Daily		
		182					181		

(3.45)Time Over Subdivision..... (3.05)
10.4Average Speed per Hour..... 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

Table listing surgeons by location: Houston, Appleby, Athens, Beaumont, China, Cleveland, Colmesneil, Crandall, Crosby, Cushing, Dallas, Dayton, Diboll, Eustace, Fort Worth, Frankston, Garrison, Goose Creek, Humble, Huntington, Jacksonville, Jacksonville, Jacksonville, Orange, Joaquin, Kaufman, Keachie, Kemp, Kountze, Liberty, Livingston, Logansport, Longstreet, Lufkin, Mabank, Nacogdoches, New Willard, Orange, Palestine, Ponta, Port Arthur, Poynor, Rusk, Sabine, Seagoville, Shreveport, Sour Lake, Teneha, Timpson, Village Mills, Voth, Woodville, Zavalla.

Table listing surgeons by location: Crosby, Cushing, Dallas, Dayton, Diboll, Eustace, Fort Worth, Frankston, Garrison, Goose Creek, Humble, Huntington, Jacksonville, Jacksonville, Jacksonville, Orange, Joaquin, Kaufman, Keachie, Kemp, Kountze, Liberty, Livingston, Logansport, Longstreet, Lufkin, Mabank, Nacogdoches, New Willard, Orange, Palestine, Ponta, Port Arthur, Poynor, Rusk, Sabine, Seagoville, Shreveport, Sour Lake, Teneha, Timpson, Village Mills, Voth, Woodville, Zavalla.

Table listing surgeons by location: Joaquin, Kaufman, Keachie, Kemp, Kountze, Liberty, Livingston, Logansport, Longstreet, Lufkin, Mabank, Nacogdoches, New Willard, Orange, Palestine, Ponta, Port Arthur, Poynor, Rusk, Sabine, Seagoville, Shreveport, Sour Lake, Teneha, Timpson, Village Mills, Voth, Woodville, Zavalla.

Table listing surgeons by location: Palestine, Ponta, Port Arthur, Poynor, Rusk, Sabine, Seagoville, Shreveport, Sour Lake, Teneha, Timpson, Village Mills, Voth, Woodville, Zavalla.

PASSENGER LOCOMOTIVE RATING

Table with columns: TRAINS, NUMBER OF CARS AND TONS PER TRAIN (622, 610, 600, 738, 700, 369, 289, 273, 261, 240, 225, 220, 212, 205). Rows include Houston and New Orleans, Dallas and Beaumont, Houston and Shreveport.

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.

SPEED TABLE

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

Table with columns: Miles Per Hour, 1 Mile in (Min, Sec). Rows show speed ratings for various mileages from 6 to 27 miles.

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. Neches Jewelry Co., 518 Pearl St., Beaumont. Jacksonville Drug Company, Jacksonville. Hafner Watch & Optical Co., Int'rb'n Bldg., Dallas. J. E. Copeland, Palestine. H. L. Cohenour, Orange. C. C. Murray, Lufkin. A. E. Gordon, 1920 Texas Avenue, Shreveport. G. R. Herring, 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.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Large table with columns: Distance from Track End, SABINE AND DALLAS, ECHO AND HOUSTON, HOUSTON AND SHREVEPORT. Rows list stations like GILBERT SPUR, LOEB, ARIOLA, OLIVE, HESTER, MILTON, GRIFFIN, WILSON SPUR, MELBA, ALDIS, MARTIN, NANCY, PRESTRIDGE, MANTON, PLATT SPUR, NORTH PLATT, LACY, DALMONT, GUNN SPUR, LOPER, LAGO, GUMBO PIT, BOIS D'ARC, ORANGE FIELD, OILLA, CHECKUP, STAYTON, BEANS CREEK, POWELL, JAVA, GROGGAN'S SPUR, MEWSHAW, HERRING, HASSELL, JARVIS, WOOD SPUR, DEANWRIGHT, WESTHEIMER, PAULI, PORTER, KEEFER, THOMS, SPLENDORA, EAST RIVER, HUSAN, GLADSTELL, NIMROD, EXCELSIOR, NORMANVALE, ROSS SPUR, FISH BRANCH, LERA, SEVEN OAKS, BERING, LAURELIA, WAKEFIELD, HOSHALL, COCHRAN, LOLA, TILFORD-HUNT SPUR, HENNING, GIBSON, HANSON, SIAM, WASHBURN, KOLTER, BUNGALOW.

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.

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. Employes 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, 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.

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.

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 LOGANSFORT: 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 ———
 Cooperative Mill track, from any point o ———
 Shreveport Line Transfer, from any point o o ——— o o
 Shreveport Line connection, from any point o o ———
 Freight house transfer, from any point ——— 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 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 Division, 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.

MAP OF THE BEAUMONT DIVISION T. & N.O.R.R. Co.

SCALE OF MILES

NOV. 1926



**SHREVEPORT
AND
VICINITY**