

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

BEAUMONT DIVISION

To Take Effect Sunday March 17, 1929, 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 (CENTRAL TIME)

EASTWARD												WESTWARD										
No. 244	No. 242	No. 104	No. 102	No. 22-37	No. 12	No. 8-18	No. 6	No. 4	No. 2	Distance from El Paso	STATIONS	Distance from Algiers	No. 1	No. 3	No. 5	No. 7-17	No. 11	No. 38-21	No. 101	No. 103	No. 241	No. 243
6.00PM	12.01PM	8.20PM	11.05AM							0.00	Lv. EL PASO (Union Depot) Ar.	1189.50							7.30PM	10.40AM	5.45PM	10.00PM
6.30PM	6.40AM	10.15AM	11.20PM			1.15PM				446.50	Ar. DEL RIO Lv.	743.00							7.05AM	8.40PM	12.30PM	10.10PM
7.30PM	7.10AM	10.25AM	11.30PM								Lv. SAN ANTONIO (Commerce Street) Ar.	574.00				3.30PM			6.55AM	8.30PM	11.30AM	9.30PM
3.40AM	2.30PM	2.35PM	3.35AM			6.25PM				615.50	Ar. FT. WORTH Lv.	649.00				10.00AM	3.35PM		2.45AM	4.20PM	2.45AM	12.30PM
6.10AM	4.05PM	3.00PM	3.50AM	11.00PM	7.45AM	11.30PM					Lv. DALLAS Ar.	627.00				7.00AM	7.45AM		2.30AM	3.50PM	11.09PM	10.40AM
5.15AM	6.45PM	7.50AM	7.20PM							967.50	Ar. GALVESTON Lv.	420.00				7.50AM	7.20PM		8.10AM		8.55PM	
	11.05PM	8.10AM	10.40PM		8.10AM	10.40PM					Lv. HOUSTON Ar.	363.00				7.50AM	7.20PM		7.50AM	7.20PM	5.15AM	8.15PM
2.51AM	1.15PM	7.45AM	6.20PM	7.45AM		7.45AM				946.50	Ar. BEAUMONT Lv.					11.00PM		11.00PM	9.00AM		10.00PM	
	2.00AM	12.01PM	11.30PM		9.00AM	11.30PM					Lv. ECHO Ar.	251.00				7.20AM	6.20PM		7.20AM	6.30PM		5.05PM
5.00AM						9.40AM				883.50	Ar. LAFAYETTE Lv.	145.00				9.25PM			7.00PM		10.45PM	
	10.45PM	7.00PM									Lv. AVONDALE Lv.	12.00										5.00AM
9.30PM	3.00AM	8.35PM	9.10AM		12 2.45PM 16 6.00PM 12 7.00PM	8 6.50AM 18 7.20AM 8 7.55AM	3.30PM	10.30AM		826.50	Ar. NEW ORLEANS (Union Station) Lv.	0.00				711.35PM 1711.30PM 710.50PM	8.45AM		8.50PM	10.25AM	9.00AM	10.40PM
	4.30AM	9.05PM	9.25AM								Lv. ALGIERS Lv.					7.30AM			8.30PM	10.00AM	7.00AM	9.00PM
	7.50AM	11.16PM	11.26AM		9.22PM	10.00AM	5.25PM 5.50AM	12.50PM			Ar. THROUGH TIME Lv.			1.30PM	5.35PM	8.30PM	5.24AM		6.28PM	7.50AM	1.30AM	4.15PM
										938.50	Lv. THROUGH TIME Ar.				5.25PM	7.45PM	4.40AM		5.50PM	7.05AM	11.15PM	2.30PM
	11.15AM	12.05AM	12.10PM		10.15PM	10.50AM	6.40AM				Ar. MILES PER HOUR Lv.				4.40PM	7.45PM	4.40AM		5.50PM	7.05AM	11.15PM	2.30PM
	4.40PM	2.45AM	2.45PM		1.20AM	1.40PM	10.25AM			1044.50	Lv. MILES PER HOUR Ar.				1.00PM	4.40PM	1.55AM		3.20PM	3.55AM	4.40PM	7.00AM
	5.20PM	2.50AM	2.50PM		1.25AM	1.45PM	10.45AM	5.20AM			Ar. MILES PER HOUR Lv.				12.45PM	4.35PM	1.50AM		3.15PM	3.50AM	3.40PM	6.30AM
	2.05AM	6.25AM	6.20PM		5.10AM	5.20PM	3.30PM	9.50AM		1177.50	Lv. MILES PER HOUR Lv.				7.45AM	1.00PM	10.05PM		11.50AM	12.10AM	6.35AM	9.50PM
		7.35AM	7.35PM		6.20AM	6.30PM	4.25PM	10.45AM		1189.50	Ar. MILES PER HOUR Lv.				6.40AM	11.50AM	9.00PM		10.40AM	11.00PM		
3.00AM	3.00AM										Ar. MILES PER HOUR Lv.										5.45AM	9.00PM
81.00	63.59	35.20	33.00	8.45	22.35	29.15	12.40	2.20	5.25		THROUGH TIME		5.15	1.55	13.20	27.40	18.35	8.55	32.50	35.40	84.00	73.00
14.7	18.5	33.8	36.0	37.7	25.4	25.4	28.7	35.9	26.8		MILES PER HOUR		27.6	43.7	27.2	26.8	30.9	37.1	36.2	33.4	14.1	16.3

MILEAGE SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

New Orleans Terminals	17.87
Lafayette Division	706.40
Beaumont Division	722.81
Terminals Division	148.62
Houston Division	607.77
El Paso Division	659.97
Victoria Division	666.91
Dallas Division	682.54
Austin Division	523.91
Total System	4736.80

BEAUMONT DIVISION

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 Briggs	311.25
West Port Arthur to Port Arthur	3.21
Gallatin to Rusk	8.04
Rusk to Palestine	32.68

Total Branches	616.24
Total Beaumont Division	722.81
Total System	4736.38

ORANGE SUBDIVISION

Effective 8-24-29 will not operate on Saturday.

Length of stings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, ways and tele-phones.	THIRD CLASS		SECOND CLASS			FIRST CLASS						Distance From Houston	TIME TABLE No. 10 March 17, 1929	STATIONS			
	60	72				270	242	246	104	12	6				4	102	8
	Local Freight	Local Freight				Freight	Freight	Freight	The Argonaut	New Orleans Limited	The Beaumont				Local Passenger	Sunset Limited	Sunset Mail
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
BKWFTP Yard									9.05PM	7.00PM	3.30PM	10.30AM	9.25AM	7.55AM	0.0	TO-R HOUSTON (Grand Cen. Sta.)	
I															0.5	Tower 108	
I															0.9	M-K-T Crossing	
I															1.6	SEMMES JCT.	
BKP Yard		7.55AM				10.00AM	4.30AM	11.45PM							1.7	(H. B. & T. Cross.)	
IP		8.06				10.05	4.35	11.50	9.16	7.11	3.41	10.41	9.39	8.06	3.7	(I-G.N. Cross.)	
134 P		8.12				10.15	4.45	11.59PM	9.20	7.15	3.45	10.46	9.43	8.10	4.0	TOWER 68	
104 P		8.21				10.25	4.55	12.09AM	9.25	7.20	3.50	10.52	9.48	8.15	4.3	TO-R ENGLEWOOD	
82 P		8.30				10.35	5.05	12.19	9.30	7.26	3.55	10.58	9.53	8.20	4.4	TOWER 87	
N104 PW S60		8.40				10.50	5.15	12.35	9.37	7.32	4.01	11.08	10.00	8.26	4.7	(H. B. & T. Crossing)	
104 P		9.10				11.05	5.30	12.50	9.47	7.42	4.09	11.18	10.09	8.35	4.9	TO	
104 P		9.18				11.13	5.38	1.00	9.52	7.49	4.14	11.23	10.14	8.40	5.4	DAWES	
104 K.P. Yard		10.19				11.31	5.44	1.30	9.57	7.54	4.19	11.31	10.19	8.43	5.4	FAUNA	
N56WS84 P		11.00				11.50AM	5.56	1.45	10.09	8.05	4.27	11.41	10.30	8.51	5.4	SHELDON	
104 P		11.20				12.05PM	6.17	1.55	10.15	8.11	4.32	11.47	10.35	9.02	5.4	TO	
N104 P S83		11.40AM				12.15	6.30	2.05	10.20	8.17	4.37	11.55AM	10.40	9.07	5.4	AMES	
N104 P S53		12.02PM				12.30	6.40	2.17	10.26	8.24	4.43	12.02PM	10.46	9.13	5.4	RAYWOOD	
80 P		1.00				12.45	6.50	2.29	10.32	8.31	4.49	12.08	10.52	9.19	5.4	(Tram Crossing)	
N104 PWY S104		1.55				1.01	7.05	2.45	10.39	8.38	4.55	12.18	10.58	9.25	5.4	TO	
26 P		2.30				1.15	7.15	2.57	10.46	8.49	5.01	12.26	11.05	9.32	5.4	DEYVERS	
125 P		2.40				1.44	7.25	3.07	10.51	8.55	5.06	12.31	11.10	9.37	5.4	FELICIA	
N83 P S49		2.50				1.59	7.35	3.20	10.57	9.04	5.11	12.40	11.16	9.43	5.4	TO-R	
IP															5.4	CHINA	
I															5.4	PINE ISLAND	
BKWFTYP Yard	6.00AM	3.15PM				2.50	7.50	4.00AM	11.16	9.22	5.25PM	12.50PM	11.26	10.00	5.4	AMELIA	
IP															5.4	TO	
26															5.4	Tower 74 (BSL.&W Cross.)	
94 P	6.25					3.40	8.50		11.26	9.34	5.59		11.36	10.13	5.4	Tower 32 (GC & SF Cross.)	
N104 PS 61	6.40					4.10	9.20		11.31	9.40	6.03		11.41	10.18	5.4	TO-R BEAUMONT (Yard Office)	
130 P W	6.55					4.25	9.50		11.38	9.48	6.09		11.48	10.25	5.4	R BEAUMONT (Psgr. Sta.)	
PI															5.4	TO	
104 P	7.16					4.50	10.32		11.45	9.56	6.22		11.55	10.32	5.4	BARKWELL	
59 P	7.30					5.01	10.40		11.50PM	10.01	6.27		11.58AM	10.37	5.4	CONNELL	
BKWFTYP Yard	8.20AM					5.30PM	11.15AM		12.05AM	10.15PM	6.40AM		12.10PM	10.50AM	5.4	TERRY	
															5.4	TO	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	5.4	TOWER 11 (O. & N.W. Cross)	
	60	72				270	242	246	104	12	6	4	102	8	5.4	FRANCIS	
	(2.20)	(7.20)				(7.30)	(6.45)	(4.15)	(3.00)	(3.15)	(2.45)	(2.20)	(2.45)	(2.55)	5.4	ORANGE	
	11.8	11.4				14.2	15.8	18.6	37.0	33.6	40.4	35.8	40.4	38.0	5.4	TO-R ECHO	

.....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) EXCEPT: No. 11 is superior to No. 6. No. 7 is superior to No. 12. No. 101 is superior to Nos. 12 and 104.

Effective 8-24-29 will not operate on Sunday night

ORANGE SUBDIVISION

WESTWARD

TIME TABLE No. 10 March 17, 1929	Distance From Albiers	FIRST CLASS							SECOND CLASS						THIRD CLASS			Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
		11	103	3	5	101	7		245	243	241					71	59		
		Texas Limited	The Argonaut	The Beaumont	Local Passenger	Sunset Limited	Sunset Mail		Freight	Freight	Freight					Local Freight	Local Freight		
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday				
TO-R HOUSTON (Grand Cen. Sta.)	362.1	7.30AM	10.00AM	3.25PM	8.00PM	8.30PM	10.50PM											Continuous	
0.5 Tower 108 M-K-T Crossing	361.6																	Continuous	
0.4 SEMME JCT.	361.2																	Continuous	
0.7 Tower 26 (H. B. & T. Cross.)	360.5																	Continuous	
0.1 (I-G.N. Cross.)	360.4																	Continuous	
2.0 TOWER 68	358.4																	Continuous	
0.3 TO-R ENGLEWOOD	358.1								4.30AM	9.00PM	7.00AM				2.00PM			Continuous	
1.4 Tower 87 (H. B. & T. Crossing)	356.7	7.11	9.39	3.12	7.45	8.14	10.30		4.00	8.40	6.10				1.45			Continuous	
2.9 DAWES	353.8	7.06	9.35	3.07	7.40	8.09	10.25		3.45	8.25	6.00				1.25				
4.4 FAUNA	349.4	7.01	9.30	3.02	7.33	8.04	10.20		3.35	8.04	5.45				1.10				
4.2 SHELDON	345.2	6.56	9.25	2.57	7.26	7.58	10.15		3.25	7.45	5.30				12.55				
4.2 TO CROSBY	341.0	6.50	9.19	2.51	7.15	7.52	10.08		3.00	7.32 7.15	5.15				12.40			Continuous	
7.4 SHEEKS	333.6	6.41	9.10	2.42	7.05	7.42	9.59		2.30	6.48	4.43				12.15				
4.0 STILSON	329.6	6.36	9.05	2.37	7.00	7.37	9.52		2.10	6.40	4.33				12.01PM				
2.9 TO DAYTON	326.7	6.32	9.02	2.33	6.55	7.33	9.40		1.30	6.30	4.25				11.31AM			Continuous	
6.1 TO LIBERTY	320.6	6.22	8.51	2.23	6.43	7.24	9.30		1.05	6.10	3.52				11.00 10.30			Continuous	
3.2 AMES	317.4	6.17	8.43	2.18	6.36	7.19	9.22		12.55	6.00	3.40				10.10				
4.5 RAYWOOD	312.9	6.12	8.37	2.13	6.30	7.13	9.17		12.45	5.50	3.25				10.00				
4.7 (Tram Crossing) TO DEVERS	308.2	6.06	8.31	2.07	6.22	7.07	9.10		12.35	5.40	3.10				9.50			8.30 to 5.30	
5.1 FELICIA	303.1	5.59	8.25	2.01	6.13	7.01	9.03		12.22	5.30	2.57				9.35				
5.1 TO-R NOME	298.0	5.52	8.18	1.55	6.05	6.55	8.56		12.07AM	5.19	2.45				9.25 7.05			Continuous	
5.4 CHINA	292.6	5.44	8.11	1.49	5.55	6.49	8.49		11.52PM	5.01	2.25				6.50				
4.1 PINE ISLAND	288.5	5.39	8.06	1.44	5.49	6.43	8.44		11.44	4.40	1.57				6.40				
4.9 AMELIA	283.6	5.33	8.00	1.38	5.43	6.37	8.38		11.35	4.30	1.45				6.30				
3.7 TO Tower 74 (B.S.L.&W Cross.)	279.9																	Continuous	
0.9 Tower 32 (GC & SF Cross.)	279.0																	Continuous	
0.3 TO-R BEAUMONT (Yard Office)	278.7								11.16PM	4.15	1.30				6.15AM	10.00AM		Continuous	
0.3 R BEAUMONT (Psgr. Sta.)	278.4	5.24	7.50	1.30PM	5.35 5.25	6.28	8.30											Continuous	
1.6 TO Tower 31 (T.&F.S. Cross.)	276.8																	Continuous	
1.0 BARKWELL	275.8				5.13														
3.5 CONNELL	272.3	5.10	7.34		5.09	6.18	8.15			3.40	12.40					9.40			
4.2 TERRY	268.1	5.05	7.29		5.04	6.13	8.10			3.25	12.30					9.20			
5.6 TULANE	262.5	4.58	7.22		4.57	6.06	8.03			3.10	12.10AM					9.00			
3.4 TO Tower 11 (O.&N.W. Cross.)	259.1																	Continuous	
1.5 FRANCIS	257.6	4.51	7.16		4.50	6.00	7.56			2.55	11.45PM					8.45			
1.1 ORANGE	256.5	4.48	7.12		4.47	5.57	7.52			2.50	11.32					8.40			
5.3 TO-R ECHO	251.2	4.40AM	7.05AM		4.40PM	5.50PM	7.45PM			2.30PM	11.15PM					8.20AM		Continuous	
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily				Leave Daily Ex. Monday	Leave Daily Ex. Sunday			
		11	103	3	5	101	7		245	243	241				71	59			

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

(2.50) (2.55) (1.55) (3.20) (2.40) (3.05) (5.10) (6.30) (7.45) (7.45) (1.40)
39.2 38.0 43.6 33.3 41.6 36.0 15.4 16.4 13.8 10.8 16.5

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.

Effective 9-1-29 will not operate between Ft Worth and Dallas on Monday.

Effective 9-1-29 will not operate between Dallas + Ft Worth on Sunday.

Table with columns for Third Class, Second Class, First Class, Stations, and Third Class. Includes times for 166, 168, 170, 148, 156, 147, 155, 169, 167, 165. Includes 'TIME TABLE No. 10 March 17, 1929' and 'STATIONS'.

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 time table with columns for stations (IP, 60, 17, 31, 22, 50, 35, 40, 42, 105, 37, 60, 18, 47, 23, 41, 42, 42, 34, 43, 32, 35, 44, 33, 34, 29, 43, BKFPWT) and times for various train classes.

Summary table with columns for train numbers (166, 168, 170, 148, 156, 147, 155, 169, 167, 165) and average speeds (12.5, 15.3, 15.1, 31.3, 29.8, 33.4, 31.2, 14.6, 15.0, 12.5).

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

EASTWARD			BAYTOWN SUBDIVISION			WESTWARD		
SECOND CLASS	Distance From Baytown	TIME TABLE No. 10 March 17, 1929	Distance From Dayton	SECOND CLASS	Train Order Office Hours			
190				189				
Mixed				Mixed				
Leave Daily				Arrive Daily				
STATIONS								
P Yard	9.00PM	0.0	25.2	4.15AM				
BKWFYP Yard	9.30	2.2	23.0	4.00	*8.30AM to 5.30PM			
12	9.41	5.6	19.6	3.40				
44 P	10.01	11.8	13.4	3.10				
15 P	10.21	18.6	6.6	2.40				
103	10.40	23.5	1.7	2.20				
WYP Yard	11.59PM	25.2	0.0	2.15AM	Continuous			
Arrive Daily				Leave Daily				
190				189				

Time Over Subdivision..... (2.00)
Average Speed per Hour..... 12.6

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).
Nos. 189 and 190 will stop on signal at Joentz and Wise.
*Train Order Office Hours daily except Sunday.

No. 190 will not handle passengers, baggage, mail or express on Sundays.
No. 189 will not handle passengers, baggage, mail or express on Mondays.

EASTWARD			SABINE SUBDIVISION			WESTWARD		
SECOND CLASS	Distance From Track End	TIME TABLE No. 10 March 17, 1929	Distance From Beaumont	SECOND CLASS	Train Order Office Hours			
188				187				
Mixed				Mixed				
Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday				
STATIONS								
Yard PWY	12.30PM	0.8	30.8					
21 P	12.45	2.6	30.0	11.45AM	8.00AM to 5.00PM *			
95 Yard WPY	1.15	12.2	28.3	11.30				
Yard P	1.45	15.5	22.4					
95 Yard WPY	4.00	12.2	18.6					
51 P		16.2	18.6					
Yard P		25.6	20.8					
		29.9	21.9	9.30AM	11.00 9.30			
		30.0	20.8					
I		30.2	18.6	8.45	8.45			
BKWFYP Yard	5.30PM	30.5	14.6					
		30.8	5.2					
Arrive Daily Ex. Sunday			0.9					
188			0.8					
186			0.6					
			0.3	7.30AM	7.30AM			
			0.0					
				Leave Sun. Only	Leave Daily Ex. Sunday			
				185	187			

Time Over Subdivision..... (2.00) (2.35)
Average Speed per Hour..... 7.6 11.8

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
Nos. 185, 186, 187 and 188 will stop on signal at Viterbo, Hebert and Lucas.
The speed of trains and engines is restricted to six (6) miles per hour through Gulf Refining Company plant between West Port Arthur and Port Arthur. Trains and engines moving in either direction must stop and flag street crossing between passenger and freight stations at Port Arthur.
* Train order office hours daily except Sunday and legal holidays. Sunday and legal holidays hours 11:00 a. m. to 2:00 p. m.

EASTWARD			PALESTINE SUBDIVISION			WESTWARD		
SECOND CLASS	Distance From Palestine	TIME TABLE No. 10 March 17, 1929	Distance From Gallatin	SECOND CLASS	Train Order Office Hours			
182				181				
Mixed				Mixed				
Leave Daily				Arrive Daily				
STATIONS								
BKWFYP Yard	8.45AM	0.0	39.5	5.15PM				
		1.1	38.4					
14 P	10.05	22.2	17.3	3.50				
		29.5	10.0					
Yard		31.7	7.8					
W		32.3	7.2					
Yard PT	11.45AM	33.0	7.9	2.55				
W		32.3	7.2					
Yard PY	12.30PM	39.5	0.0	2.10PM	7.30AM to 4.30PM			
Arrive Daily				Leave Daily				
182				181				

Time Over Subdivision..... (3.45) (3.05)
Average Speed per Hour..... 10.4 12.6

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
Trains will stop on signal at Checkup, Stayton, Beans Creek, Java, Mewshaw, Herring, Jarvis and Deanwright.

EASTWARD			SOUR LAKE SUBDIVISION			WESTWARD		
SECOND CLASS	Distance From Houston	TIME TABLE No. 10 March 17, 1929	Distance From Nome	SECOND CLASS	Train Order Office Hours			
74				73				
Mixed				Mixed				
Leave Daily Ex. Monday				Arrive Daily Ex. Monday				
STATIONS								
Yard	8.30AM	71.4	7.3	8.10AM				
		70.2	6.1					
Yard PWY	9.00AM	64.1	0.0	7.30AM	Continuous			
Arrive Daily Ex. Monday				Leave Daily Ex. Monday				
74				73				

Time Over Subdivision..... (0.30) (0.40)
Average Speed per Hour..... 14.6 10.9

Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)
Nos. 73 and 74 will stop on signal at Chita.

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 or 14 (J), 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 high-way 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 when such lading projects above sides and end walls of the car, 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, pipe 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.

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 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.
19. 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.
20. Movement against the current of traffic or on single track between Semmes Jct. and Tower 87 must be made only under flag protection.
21. Englewood is train order office only for trains that originate there and a register station only for trains that originate or terminate there.
22. At Tower 87 schedule time and train orders apply at the end of double track.
23. Shreveport (Freight Station) is register station only for second class and inferior trains.
24. Beaumont yard office is register station only for Rockland and Sabine Subdivision trains, and Orange Subdivision trains that originate or terminate there.
25. Beaumont passenger station is register station only for trains that originate or terminate there and for Train No. 6 of the Orange Subdivision.
26. Nome is register station only for trains that originate or terminate there.
27. No. 6 must obtain clearance card before leaving Beaumont.
28. First class trains not displaying green signals may register at Echo, Lufkin and Nacogdoches by Register Ticket (Form 2642).
29. Rockland Subdivision first class trains not displaying green signals may register at Beaumont yard office and Nacogdoches by Register Ticket (Form 2642).
30. 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.
31. All trains must obtain a clearance card at Nacogdoches.
32. Rockland Subdivision trains must obtain a clearance card from Rockland Subdivision dispatchers only, at Nacogdoches.
33. 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.
34. 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.
35. Trains 147 and 148 when not displaying green signals may register at Rockland by register ticket (Form 2642).

36. Yards located at the following stations are designated by yard limit signs: Goose Creek, including Baytown, Dayton, Beaumont including Guffey, Echo, West Port Arthur, Rockland, Gallatin, Jacksonville, Dallas, Moscow, Lufkin, Nacogdoches, Timpon, Tenaha, Shreveport, Sabine, Palestine, Rusk, including Stringer and North Rusk, Houston including Tower 87 and North Yard.

37. Location of Bulletin Books:

Houston: At Grand Central Station, T. & N. O. Roundhouse 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 Union Station, T. & N. O. and Union Terminal Co. Roundhouses.

Miller: At Yard Office and Roundhouse.

Palestine: At Station.

Lufkin: At Yard Office and Roundhouse.

Shreveport: At Freight Station, Passenger Station and Roundhouse.

Nacogdoches: At Freight Station for Nacogdoches Freight Run.

38. Location of Drawbridges:

Neches River at Beaumont.

Taylor's Bayou at West Port Arthur.

Sabine River at Echo.

39. 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: East and west at Kountze, Woodville, Rockland, Zavalla, Tubby Tank, Nacogdoches, Sacul, Poynor, Athens, Kaufman, 302-G, Haslam and Keachie. Westward at Kemp, Hyatt, Humble and Milledge. Eastward at Renova and Meldrum.

40. 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.

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

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.

45. 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.

46. 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.

47. On double track between Grand Central depot, Houston, and Tower 87 a train meeting and positively identifying a train on the opposite track, fulfilling a schedule, will not be required to check against the same schedule before passing from double to single track, nor to check an intermediate register against the same schedule.

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
 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 _____
 Westward main track westward from any other point o _____ 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

K. C. MARSHALL,
Superintendent, Terminals Division, Houston

H. L. BELL,
Ass't Superintendent, Houston

T. M. SPENCE,
Ass't Superintendent, Terminals Division, Houston

J. D. KINSLER, *Trainmaster, Jacksonville*
T. G. GREASY, *Trainmaster, Houston*
L. W. ROWE, *Traveling Engineer, Houston*
W. L. COX, *Terminal Trainmaster, Dallas*
J. A. AUSLEY, *Traveling Engineer, Houston*

J. L. SOUTH, *Terminal Trainmaster, Beaumont*
W. W. SLOAN, *Terminal Trainmaster, Goose Creek*
H. S. NETHERY, *Chief Train Dispatcher, Houston*
R. F. WILLIAMS, *Chief Train Dispatcher, Houston*
C. C. BOURGEOIS, *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

SOUTHERN PACIFIC LINES IN TEXAS AND LOUISIANA

SCALE OF MILES
OCT.-1927.

