

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

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TEXAS AND NEW ORLEANS RAILROAD COMPANY

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SUPPLEMENT No. 1  
TO  
TIME TABLE No. 3

FOR THE

## HOUSTON DIVISION

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To Take Effect Sunday, July 26, 1931, at 12:01 A. M.

Superseding Schedules of the Beaumont Subdivision as shown on Page 2, Time Table No. 3.

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CENTRAL TIME

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

L. B. McDONALD,  
*General Manager.*

A. D. MIMS,  
*Assistant General Manager.*

O. C. CASTLE,  
*Superintendent of Transportation.*

EASTWARD

BEAUMONT SUBDIVISION

WESTWARD

Length of sidings 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	Supplement No. 1 to TIME TABLE No. 3 July 26, 1931				Distance From Algiers	FIRST CLASS				SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.					
	72		60		246		242		104		12		102		6			11		103			5		101		243		241				71		59	
	Local Freight		Local Freight		Freight		Freight		The Argonaut		New Orleans Limited		Sunset Limited		The Beaumont			Texas Limited		The Argonaut			Local Passenger		Sunset Limited		Freight		Freight				Local Freight		Local Freight	
	Leave Daily Ex. Sunday		Leave Daily Ex. Sunday		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily		Leave Daily			Arrive Daily		Arrive Daily			Arrive Daily		Arrive Daily		Arrive Daily		Arrive Daily Ex. Monday				Arrive Daily Ex. Sunday			
BKWTP Yard																9.30PM	7.05PM	9.00AM	8.05AM	0.0	TO-R HOUSTON (Grand Cen. Sta.)	382.1	7.30AM	9.05AM	6.00PM	8.20PM							Continuous	Continuous		
I																	0.5	Tower 108	361.6													Continuous	Continuous			
																	0.9	M-K-T Crossing	361.2														Continuous	Continuous		
																	1.6	SEMMES JCT.	360.5														Continuous	Continuous		
I																	1.7	Tower 26 (H. B. & T. Cross.)	360.4														Continuous	Continuous		
																	3.7	(I-G.N. Cross.)	358.4														Continuous	Continuous		
BKP Yard																	4.0	TOWER 68	358.1														Continuous	Continuous		
IP																	5.4	TO-R ENGLEWOOD	356.7	7.11	8.50	5.40	8.03	7.00	6.10						Continuous	Continuous				
134 P																	8.3	TOWER 87	353.8	7.06	8.46	5.35	7.59	6.45	6.00						Continuous	Continuous				
104 P																	12.7	(H. B. & T. Crossing)	349.4	7.01	8.40	5.29	7.53	6.35	5.45						Continuous	Continuous				
82 P																	16.9	DAWES	345.2	6.56	8.34	5.23	7.47	6.25	5.30						Continuous	Continuous				
N104 S80 P																	21.1	FAUNA	341.0	6.50	8.28	5.15	7.40	6.10	5.15						Continuous	Continuous				
104 P																	28.5	SHELDON	338.6	6.41	8.20	5.05	7.32	5.50	4.43						Continuous	Continuous				
104 P																	32.5	TO CROSBY	329.6	6.36	8.15	5.00	7.27	5.40	4.33						Continuous	Continuous				
164 KYP Yard W																	35.4	SHEEKS	326.7	6.32	8.10	4.55	7.23	5.30	4.25						Continuous	Continuous				
N56884 P																	41.5	STILSON	320.6	6.22	8.00	4.45	7.12	5.15	3.52						Continuous	Continuous				
104 P																	44.7	TO DAYTON	317.4	6.17	7.53	4.36	7.07	5.05	3.40						Continuous	Continuous				
N104 S83 P																	49.2	LIBERTY	312.9	6.12	7.48	4.31	7.02	4.55	3.25						Continuous	Continuous				
N104 S53 P																	53.9	AMES	308.2	6.06	7.43	4.25	6.57	4.44	3.10						Continuous	Continuous				
80 P																	59.0	RAYWOOD	303.1	5.59	7.37	4.18	6.51	4.31	2.57						Continuous	Continuous				
N104 PWY S104																	64.1	TO DEVERS	298.0	5.52	7.31	4.12	6.45	4.12	2.45						Continuous	Continuous				
126 P																	69.5	FELICIA	292.6	5.44	7.25	4.04	6.39	3.50	2.25						Continuous	Continuous				
125 P																	73.6	NOME	288.5	5.39	7.20	3.59	6.34	3.40	1.57						Continuous	Continuous				
N88 S40 P																	78.5	CHINA	283.6	5.33	7.15	3.53	6.28	3.31	1.45						Continuous	Continuous				
IP																	82.2	PINE ISLAND	279.9														Continuous	Continuous		
I																	83.1	AMELIA	279.0														Continuous	Continuous		
BKWOTYP Yard																	83.4	TO Tower 74 (BSL&W Cross.)	278.7														Continuous	Continuous		
IP																	85.3	Tower 32 (GC & SF Cross.)	278.4	5.24	7.07	3.45	6.20										Continuous	Continuous		
28																	86.3	TO-R BEAUMONT (Yard Office)	276.8														Continuous	Continuous		
94 P																	89.8	R BEAUMONT (Psgr. Sta.)	275.8														Continuous	Continuous		
N104 S61 P																	94.0	TO Tower 31 (T. & F. S. Cross.)	272.3	5.09	6.52	3.21	6.04	2.35	12.40						Continuous	Continuous				
180 P																	99.6	BARKWELL	268.1	5.04	6.47	3.16	5.59	2.25	12.30AM						Continuous	Continuous				
I																	103.0	CONNELL	262.5	4.57	6.41	3.09	5.53	2.10	11.59PM						Continuous	Continuous				
104 P																	104.5	TERRY	259.1														Continuous	Continuous		
59 P																	105.6	TULANE	257.6	4.50	6.35	3.03	5.46	1.55	11.35						Continuous	Continuous				
BKWOTYP Yard																	110.9	(O. & N.W. Cross.)	256.5	4.46	6.30	3.00	5.42	1.45	11.32						Continuous	Continuous				
																			FRANCIS	251.2	4.40AM	6.25AM	2.48PM	5.35PM	1.30PM	11.15PM						Continuous	Continuous			
																			ORANGE														Continuous	Continuous		
																			ECHO														Continuous	Continuous		

(6.45)	(2.20)	(4.15)	(6.45)	(2.55)	(3.05)	(2.50)	(2.85)		.....Time Over Subdivision.....	(2.50)	(2.40)	(3.12)	(2.45)	(8.30)	(7.45)	(7.45)	(1.40)
12.3	11.8	18.6	15.8	38.0	36.0	39.2	38.0		.....Average Speed per Hour.....	39.2	41.0	34.6	40.4	10.4	13.8	10.8	18.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) EXCEPT: No. 11 and No. 103 are superior to No. 6. No. 101 is superior to No. 12.