

# 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, September 6, 1925, 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.*

26357  
13586  
77506

# CONDENSED SCHEDULES

EASTWARD

CENTRAL TIME

WESTWARD

No. 244	No. 242	No. 110	No. 102	No. 24-15	No. 22-37	No. 12	No. 8-18	No. 6	No. 4	No. 2	Distance from El Paso	STATIONS	Distance from New Orleans	No. 1	No. 3	No. 5	No. 7-17	No. 11	No. 38-21	No. 23-16	No. 101	No. 109	No. 243	
4.00PM	8.20AM	5.00PM	10.00AM								0.00	Lv. EL PASO (Union Depot) Ar.	1194.00									10.00PM	3.45PM	8.00AM
5.00PM 6.00PM	2.00PM 4.00PM	7.50AM 8.00AM	10.45PM 10.55PM				2.00PM				451.00	Ar. DEL RIO Lv. Lv. DEL RIO Ar.	743.00				4.00PM					9.00AM 8.50AM	12.50AM 12.40AM	6.00PM 4.55PM
3.00AM	1.30AM 4.45AM	1.10PM 2.00PM	3.20AM 3.30AM	8.00AM	10.00PM	10.00AM	7.20PM 11.30PM				620.00	Ar. SAN ANTONIO (Commerce Street) Lv. Lv. SAN ANTONIO (Commerce Street) Ar.	574.00				10.00AM 7.00AM	4.25PM	7.30AM	7.15PM	4.40AM 4.30AM	7.30PM 6.30PM	3.15AM 2.00AM	
		8.20AM 11.00AM	7.30PM 9.00PM	7.30PM	8.20AM	11.00AM	9.00PM				972.00	Ar. FT. WORTH Lv. Lv. FT. WORTH Ar.	649.00				7.40AM	7.30PM	9.00PM	8.10AM	7.40AM	8.10AM 7.30PM		
		7.30AM 12.01PM	6.20PM 11.30PM	6.20PM	7.30AM	12.01PM	11.30PM				951.00	Ar. DALLAS Lv. Lv. DALLAS Ar.	627.00				7.10AM	6.20PM	10.00PM	9.00AM	7.10AM	9.00AM 6.30PM		
5.00AM	5.00AM	6.25PM	3.15PM 6.50AM			8.35PM	9.45AM		6.50AM		888.00	Ar. GALVESTON Lv. Lv. GALVESTON Ar.	420.00				8.35PM	6.50AM 9.45AM			8.35PM		9.15AM	
	8.00PM 10.30PM	8.20PM 9.00PM	9.10AM 9.20AM			5.30PM 6.40PM	8 6.50AM 18 7.20AM 8 7.40AM	3.30PM	9.00AM		831.00	Ar. HOUSTON (H. & T. C. Depot) Lv. Lv. HOUSTON (H. & T. C. Depot) Ar.	363.00		4.00PM	8.15PM	7 11.30PM 17 11.15PM 7 10.25PM	8.55AM 7.45AM			10.45PM 10.35PM	11.30AM 11.05AM	9.40AM 7.35AM	
	6.30AM 6.45AM	12.10AM	12.10PM			10.10PM	10.40AM	6.00AM	2.10PM		943.00	Ar. ECHO Lv. Lv. ECHO Ar.	251.00		11.00AM	4.40PM	7.10PM	4.50AM			7.40PM	7.50AM	12.10AM 11.30PM	
	2.45PM 3.25PM	3.00AM 3.05AM	2.45PM 2.50PM			1.20AM 1.25AM	1.30PM 1.35PM	9.45AM 10.00AM	6.15PM	5.00AM	1049.00	Ar. LAFAYETTE Lv. Lv. LAFAYETTE Ar.	145.00	11.00PM	7.00AM	1.05PM 12.55PM	4.00PM 3.55PM	2.10AM 2.05AM			5.00PM 4.55PM	4.40AM 4.35AM	4.10PM 3.25PM	
	1.55AM	6.50AM	6.25PM			5.40AM	5.15PM	3.25PM		10.10AM	1182.00	Lv. AVONDALE Lv.	12.00	6.25PM		7.45AM	12.10PM	10.15PM			1.20PM	12.40AM	6.25AM	
		7.55AM	7.35PM			6.50AM	6.25PM	4.25PM		11.10AM	1194.00	Ar. NEW ORLEANS (Union Station) Lv.	0.00	5.30PM		6.45AM	11.05AM	9.15PM			12.10PM	11.30PM		
3.00AM	3.00AM											Ar. ALGIERS Lv.											5.45AM	
79.0	90.40	38.55	33.35	10.35	9.30	20.50	28.25	14.15	9.15	6.10		THROUGH TIME		5.30	9.00	13.30	21.30	19.10	9.30	10.05	33.50	40.15	98.15	
15.1	13.2	30.6	35.5	31.1	34.8	27.5	26.1	25.5	23.6	23.5		MILES PER HOUR		26.3	24.2	26.9	30.2	30.0	34.8	32.8	35.4	29.6	12.1	

## MILEAGE SOUTHERN PACIFIC LINES (IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Co. (includes 31.53 - 2nd track).....	2,133.75
Texas & New Orleans Railroad Company (includes 8.19 - 2nd track).....	474.31
Texas State Railroad.....	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).....	679.68
Houston & Texas Central Railroad Company (includes 4.69 - 2nd track).....	868.45
The Houston East & West Texas Railway Company.....	190.59
Houston & Shreveport Railroad Company.....	39.80
Total Mileage.....	4,419.26

### MAIN LINE

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

### BRANCHES

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

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

EASTWARD

ORANGE SUBDIVISION

WESTWARD

Summary table with columns for Third Class, Second Class, First Class, Stations, and Distance from Houston/Algera. Includes train numbers 72, 242, 246, 110, 12, 6, 102, 4, 8, 11, 109, 3, 5, 7, 101, 245, 243, 71.

TIME AT HOUSTON (GRAND CENTRAL STATION) AND ENGLEWOOD FOR INFORMATION ONLY. SEE HOUSTON TERMINALS CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND TOWER 87 (H. B. & T. CROSSING).

Main detailed schedule table with columns for train number, arrival/departure times, and station names. Includes notes like '900a', '950a', '450p', '550p' and various time adjustments.

Summary table at the bottom showing average speeds and times over the subdivision for various train classes.

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

EXCEPTIONS: No. 11 is superior to No. 6. No. 109 is superior to No. 4. No. 7 is superior to No. 12. No. 101 is superior to Nos. 12 and 110. Oila is flag stop for Nos. 3, 4, 5 and 6.

Handwritten notes in red ink: 'Get out of station to 11:15am - 5:15pm', 'no train from 11:15am to 12:15pm', 'leave at 11:15am'.

WESTWARD

ROCKLAND SUBDIVISION

EASTWARD

Length of sidings in cars, location of bullet in, water & fuel sta- ions, stand, clocks, in to clock 'O plants, turn tables, signs & phones

Table with columns for Class (THIRD, SECOND, FIRST), Local/Through Freight, Passenger, Time Table No. 3 (Sept. 6, 1925), STATIONS, and Distance from Track End/Jacksonville.

Main train schedule table with rows for stations from BEAUMONT to DORR JUNCTION. Includes arrival/departure times for classes 161, 159, 169, 167, 147, 155, 156, 148, 168, 170, 160, 162.

See Pages 8 and 9 and Rule 67, Page 13, for movements between Dorr Junction and Bonita Junction.

See Pages 8 and 9 and Rule 67, Page 13, for movements between Bonita Junction and Dorr Junction.

Secondary train schedule table with rows for stations from BONITA JUNCTION to JACKSONVILLE. Includes arrival/departure times for classes 161, 159, 169, 167, 147, 155, 156, 148, 168, 170, 160, 162.

Average Speed per Hour: 12.4, 9.2, 14.8, 13.4, 29.3, 29.0, 25.3, 26.6, 12.3, 14.2, 9.2, 12.4

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

No. 155 and 156 will stop on flag at Ariola, Olive, Milton, Nancy, Manton and Platt. 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.

Carter-Kelly Lumber Co. tram crossing is located at Mile 109.8.

No. 147 will stop at all stations to discharge passengers from Houston and points beyond.

WESTWARD

JACKSONVILLE SUBDIVISION

EASTWARD

Length of sidings in cars, location of buildings, water and telestations, stand 'rd' clocks, interlocking points, turn tables, signs & phones	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance from Track End	TIME TABLE No. 3 Sept. 6, 1925	STATIONS	Distance from Dallas	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signaling at Interlocking Stations			
		165 Local Freight Leave Daily		169 Through Freight Leave Daily	167 Through Freight Leave Daily		155 Passenger Leave Daily					147 Passenger Leave Daily	156 Passenger Arrive Daily	148 Passenger Arrive Daily		168 Through Freight Arrive Daily			170 Through Freight Arrive Daily	166 Local Freight Arrive Daily	
BKWFT Yard		6.00AM		8.50AM	5.30PM			201.5	TO-R	JACKSONVILLE	117.6	12.05PM	11.50PM		8.50AM	4.00PM	4.10PM	Continuous			
43 P		6.20		9.10	6.01		f 3.24	206.3		FRYS GAP	112.8	11.51AM	11.37		8.20	3.24	3.50				
29 P		6.31		9.20	6.16		s 3.32	210.2		REESE	108.9	11.42	11.30		8.05	2.51	3.32				
34 P		6.36		9.25	6.22		f 3.36	211.8		CUNEY	107.3	11.38	11.27		7.59	2.46	3.25				
33		6.41		9.30	6.28		f 3.39	213.6		LEWIS	105.5	11.33	11.24		7.53	2.40	3.20				
44 P		6.55		9.45	6.41		s 3.48	218.0	TO	FRANKSTON	101.1	11.24	11.15		7.38	2.25	3.05	7.30 AM to 4.30 PM			
35 P		7.00		9.50	6.49		f 3.51	220.4		OHEW	98.7	11.17	11.07		7.26	2.10	2.50				
32 PW		7.14		10.10	7.09		s 3.58	223.8		POYNOR	95.3	11.10	11.01		7.14	1.55	2.35				
43 P		7.44		10.25	7.30		s 4.08	229.7	TO	LA RUE	89.4	10.59	10.49		6.49	1.30	2.15	8.00 AM to 5.00 PM			
34 P		8.15		10.47	7.54		f 4.18	235.9		BAXTER	83.2	10.47	10.38		6.28	1.05	1.55				
								242.6		ST. L. S. W. CROSSING	76.5										
42 WY		9.20		11.25AM	8.25		s 4.35	242.9	TO	ATHENS	76.2	10.35	10.25		5.45	12.40	1.30	Continuous			
							f 4.45	248.4		PICKENS (Spur)	70.7	10.20	10.12								
42 P		10.14		12.05PM	9.03		f 4.51	251.2		STOCKARD	67.9	10.14	10.08		4.55	12.05PM	12.55				
41 P		10.35		12.20	9.24		s 4.59	255.2		EUSTACE	63.9	10.07	10.01		4.35	11.45AM	12.40				
23 P		11.00		12.30	9.35		f 5.07	258.3		PAULINE	60.8	10.00	9.56		4.25	11.30	12.30				
47 PY		11.20		12.50	9.50		s 5.18	262.2	TO	MABANK	56.9	9.53	9.50		4.10	11.20	12.10PM	8.30 AM to 5.30 PM			
18 P		11.35AM		1.05	10.10		f 5.29	267.2		GOSSETT	51.9	9.42	9.40		3.52	11.00	11.35AM				
60 PW		12.35PM		1.20	10.26		s 5.42	272.0	TO	KEMP	47.1	9.33	9.31		3.32	10.45	10.45	6.00 AM to 3.00 PM			
37 P		12.55		1.40	10.51		f 5.53	277.6		JIBA	41.5	9.20	9.20		3.05	10.25	10.15				
39 WY		1.15		2.05	11.25		s 6.08	282.9	TO	KAUFMAN	36.2	9.09	9.10		2.45	10.05	9.09	Continuous			
I								283.3		Tower 39 (T. M. Crossing)	35.8							Continuous			
40 P		1.35		2.30	11.55PM		f 6.22	290.0		GASTONIA	29.1	8.54	8.52		2.13	9.13	8.35				
35 P		1.50		2.50	12.08AM		s 6.29	293.2	TO	CRANDALL	25.9	8.47	8.46		1.58	9.03	8.25	7.20 AM to 4.20 PM			
50 P		2.15		3.10	12.28		s 6.41	298.8	TO	SEAGOVILLE	20.3	8.36	8.35		1.28	8.48	8.05	Continuous			
22 P		2.25		3.20	12.38		f 6.45	301.1		SIMONDS	18.0	8.30	8.29		1.08	8.40	7.50				
31 P		2.33		3.40	12.55		s 6.55	303.8	TO	KLEBURG	15.3	8.24	8.22		12.55	8.34	7.40	7.00 AM to 4.00 PM			
17 P		2.41		4.01	1.05		f 6.59	305.9		RYLIE	13.2	8.19	8.18		12.49	8.28	7.35				
60 P		2.51		4.30	1.13		f 7.04	309.2		ELAM	9.9	8.13	8.12		12.38	8.18	7.25				
Y		3.12		5.15PM	1.55AM			315.1	TO-R	BRIGGS	4.0	8.02AM	8.00PM		12.20AM	8.02AM	7.05	Continuous			
Y		3.16		See Note	See Note			316.3		WANTMORE JUNCTION	2.8						6.55				
P		3.20PM		See Note	See Note		See Note	317.3		T. & N. O. R. R. JUNCTION	1.8	See Note	See Note		See Note	See Note	6.50AM				
BKWFT Yard		3.30PM						319.1	TO-R	DALLAS (H. & T. C. Yard)	0.0						6.40AM	Continuous			
Y								315.1		BRIGGS	38.6										
Yard								321.3	TO-R	DALLAS (Union Terminal Station)	32.4	7.45AM	7.45PM					Continuous			
Yard				8.15PM	5.00AM			353.7		FORT WORTH	0.0				9.45PM	5.00AM					
		Arrive Daily		Arrive Daily	Arrive Daily		Arrive Daily					Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily				
		165		169	167		155	147				156	148		168	170	166				

(9.30) 12.5 (11.25) 13.1 (11.30) 13.1 (4.20) 27.6 (4.10) 28.8 ..... Time Over Subdivision ..... (4.20) (4.05) (11.05) (11.00) (9.30) Average Speed per Hour ..... 27.6 29.3 13.6 13.6 12.5

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

TIME AT DALLAS (H. & T. C. YARD), DALLAS (UNION TERMINAL STATION) AND FORT WORTH FOR INFORMATION ONLY. SEE DALLAS DIVISION CURRENT TIME TABLE FOR MOVEMENTS BETWEEN T. & N. O. JUNCTION AND DALLAS (H. & T. C. YARD) AND BETWEEN BRIGGS AND DALLAS (UNION TERMINAL STATION). SEE C. R. I. & G. RAILWAY COMPANY CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN DALLAS (UNION TERMINAL STATION) AND FORT WORTH.

WESTWARD			SABINE SUBDIVISION			EASTWARD		
FIRST CLASS			TIME TABLE No. 3			FIRST CLASS		
151			Sept. 6, 1925			152		
Passenger			STATIONS			Passenger		
Leave Daily			Distance from Beaumont			Track End		
Distance from Beaumont			Distance from Track End			Arrive Daily		
		10-10AM	0.0	R	BEAUMONT (Passenger Station)	30.8	3-50PM	
BKWFTY			0.3	TO-R	BEAUMONT (Yard Office)	30.5	3-20P	1-31-26
I			0.6		TOWER 32 (G. C. & S. F. CROSSING)	30.2		
			0.9		B. S. L. & W. CROSSING	29.9		
			1.0		G. C. & S. F. CROSSING	29.8		
Yard P		f 10-23	5.2		GUFFEY	25.6	f 3-34	
			7.0		LUCAS (Spur)	23.8	f 3-29	
		f 10-31	7.8		HEBERT (Spur)	23.0	f 3-26	
		f 10-42	12.5		DELPHINE (Spur)	18.3	f 3-15	
51 P		f 10-47	14.5		PORTACRES	16.3	f 3-10	
WPY		s 10-57	18.5	R	WEST PORT ARTHUR (Spur)	12.3	s 3-00	
			20.5		T. & F. S. CROSSING	14.3		
P		s { 11-07	21.8		PORT ARTHUR (Spur)	15.6	s { 2-48	
		{ 11-12	20.5		T. & F. S. CROSSING	14.3	s { 2-43	
WPY		s 11-22	18.5	R	WEST PORT ARTHUR (Spur)	12.3	s 2-32	
51		f 11-34	22.4		ROUND LAKE	8.4	f 2-20	
21 P		s 11-49	28.3		SABINE PASS	2.5	s 2-05	
YardPWY	1-30P	1-59AM	30.0	TO-R	SABINE	0.8	2-00PM	8:00AM to 5:00PM
	1/31/26		30.8		TRACK END	0.0	1-31-26	
		Arrive Daily					Leave Daily	
		151					152	

(1.49) .....Time Over Subdivision..... (1.50)  
20.6 .....Average Speed per Hour..... 20.4

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

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

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

WESTWARD			TURPENTINE SUBDIVISION			EASTWARD		
SECOND CLASS			TIME TABLE No. 3			SECOND CLASS		
1			Sept. 6, 1925			2		
Mixed			STATIONS			Mixed		
Leave Daily			Distance from Rockland			Track End		
Distance from Rockland			Distance from Track End			Arrive Daily		
BKFWY		6-30AM	0.0	TO-R	ROCKLAND	103.2	8-40AM	Continuous
		f 6-50	5.0		KYLE QUARRY	108.2	f 8-20	
		f 6-55	5.4		EARLE	108.6	f 8-10	
		f 7-05	7.1		ALDRIDGE	110.3	f 7-55	
		7-30AM	10.2		TURPENTINE	113.4	7-40AM	
		Arrive Daily					Leave Daily	
		1					2	

(1.00) .....Time Over Subdivision..... (1.00)  
10.0 .....Average Speed per Hour..... 10.0

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

WESTWARD			PALESTINE SUBDIVISION			EASTWARD		
THIRD CLASS			TIME TABLE No. 3			THIRD CLASS		
105			Sept. 6, 1925			104		
Mixed			STATIONS			Mixed		
Leave Daily			Distance from Gallatin			Distance from Palestine		
Distance from Gallatin			Distance from Palestine			Arrive Daily		
Yard PY		2-55PM	0.0	TO-R	GALLATIN	38.9	12-40PM	7-30AM
Yard			7.3		NORTH RUSK	31.6		4-30PM
Yard PT		s 3-40	8.3		RUSK	32.6	s 11-45AM	
Yard			7.3		NORTH RUSK	31.6		
			9.4		ST. L. S. W. CROSSING	29.5		
P14		s 4-35	16.5		MAYDELLE	22.4	s 10-05	
			37.7		I-G. N. R. R. CROSSING	1.2		
BKWPYP		6-00PM	38.9	R	PALESTINE	0.0	8-45AM	
Yard		Arrive Daily					Leave Daily	
		105					104	

(3.05) .....Time Over Subdivision..... (3.55)  
12.6 .....Average Speed per Hour..... 10.00

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

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

WESTWARD			SOUR LAKE SUBDIVISION			EASTWARD		
SECOND CLASS			TIME TABLE No. 3			SECOND CLASS		
195			Sept. 6, 1925			194		
Mixed			STATIONS			196		
Leave Daily			Distance from Nome			Distance from Houston		
Distance from Nome			Distance from Houston			Arrive Daily		
Yard PWY		6-30PM	0.0	TO-R	NOME	64.1	12-50PM	5-00PM
31		f 6-40	4.2		OHITA	68.3	f 12-30	f 4-40
		s	5.9		GRAYBURG	70.1	s	s
			6.0		B. S. L. & W. Crossing	70.0		
Yard FPW		7-00PM	7.2	R	SOUR LAKE	71.3	12-20PM	4-30PM
		Arrive Daily					Leave Daily	
		195					194	196

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

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

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

**EASTWARD**

**LUFKIN SUBDIVISION**

**WESTWARD**

Length of sidings in cars, location of bulletin, water and fuel stations, standard tracks, interlocking plants, telephones, wires and telegraphs.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Houston	TIME TABLE NO. 3 Sept. 6, 1925		Distance from Lufkin	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	216 Local Freight	144 Sunset Manifest Freight	28 Passenger	26 Passenger	27 Passenger	25 Passenger		143 Sunset Manifest Freight	215 Local Freight		Daily Except Sunday and Legal Holidays	Sundays and Legal Holidays only						
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Monday									

BK				8.50PM	9.25AM	0.0	TO-R HOUSTON (Grand Central Station)	118.9	7.00AM	5.30PM								
BK	6.15AM	2.30AM					TO-R ENGLEWOOD	120.0				6.45AM	2.36PM					

TIME AT HOUSTON (GRAND CENTRAL STATION) AND ENGLEWOOD FOR INFORMATION ONLY. SEE HOUSTON TERMINALS CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND TOWER 26.

Yard	6.25AM	2.38AM		8.55PM	9.30AM	1.6	TOWER 26 0.7	117.1	6.52AM	5.23PM		6.10AM	2.23PM	Continuous	Continuous
						2.4	TOWER 71 (H. B. & T. CROSS.) 0.6	118.4						Continuous	Continuous
						3.0	I. - G. N. CROSSING 0.1	115.8							
	<b>6.45</b>	2.45		9.00	9.35	3.2	NORTH YARD 1.6	115.7	<b>6.45</b>	5.16		6.00	2.15		
I						4.8	TO TOWER 76 (H. B. & T. CROSSING) 5.2	114.1						Continuous	Continuous
55 P	7.00	3.05		f 9.10	f 9.46	10.0	GISH 3.9	108.9	f 6.33	f 5.04		5.40	1.52		
47	7.10	3.17		9.15	f 9.53	13.9	BENDER 3.9	105.0	6.23	f 4.56		5.20	1.40		
Yard WYP	7.25	3.37		s 9.23	s 10.03	17.8	TO HUMBLE 6.2	101.0	s 6.16	s 4.50		5.00	1.30	8.00AM to 5.00PM	8.00AM to 5.00PM
43 P	7.45	3.54		9.32	10.15	24.0	JAPAN 5.0	94.8	6.02	4.37		4.30	1.00		
83 WP	8.00	4.15		s 9.41	s 10.25	29.0	TO NEW CANEY 8.3	89.8	s 5.52	s 4.27		4.15	12.30	8.30AM to 5.30PM	8.30AM to 10.30AM 3.30PM to 5.30PM
84 P	8.25	4.33		9.55	f 10.40	37.3	MIDLINE 6.6	81.5	5.35	f 4.10		3.55	12.01PM		
M 23 P				s 10.09	s 10.56	43.9	TO OLEVELAND 0.5	74.9	s 5.20	s 3.56				8.00AM to 5.00PM	8.00AM to 5.00PM
Connection W				s 10.12	s 10.58	44.4	G. O. & S. F. CROSSING 0.5	74.4	s 5.15	s 3.53					
72	9.40	4.49		10.13	10.59	44.9	CRUSE 4.1	74.9	5.13	3.51		3.40	10.59AM		
59 P	10.05	5.05		10.20	11.09	49.0	WESTCOTT 5.4	69.8	5.05	3.43		3.25	10.05		
1-46 2-42 YP	10.35	5.30		10.28	11.19	54.4	NAPIER 1.6	64.4	4.55	3.35		3.10	9.40		
52 P	10.57	5.38		s 10.32	s 11.24	58.0	TO SHEPHERD 2.0	62.8	s 4.51	s 3.32		2.52	9.20	8.00AM to 4.00PM 10.00PM to 6.00AM	8.00AM to 4.00PM 10.00PM to 6.00AM
60 WP	11.07	5.45		10.35	11.29	58.0	MILLEDGE 2.3	60.8	4.46	3.27		2.39	9.00		
52 P	11.28	6.00		f 10.39	f 11.36	60.3	URBANA 3.5	58.5	f 4.40	f 3.22		2.32	8.40		
69 P	11.44	6.12		f 10.45	s 11.44	64.1	TO GOODRICH 3.8	54.7	f 4.34	s 3.15		2.15	8.20	8.00AM to 5.00PM	11.00AM to 3.30PM
35 P	11.55AM	6.26		10.51	f 11.52	67.9	LAMONT 3.1	50.9	4.26	f 3.07		2.00	7.55		
1-30 P 2-23 Con't'n	12.10PM	6.38		10.56	11.59AM	71.0	WEST LIVINGSTON (W.B.T.S. CROSSING) 1.1	47.8	4.20	3.01		1.40	7.45		
60 P	12.45	6.50		s 11.01	s 12.06PM	72.2	TO LIVINGSTON 3.6	46.7	s 4.16	s 2.58		1.30	7.35	Continuous	Continuous
20 P	1.00	7.10		11.08	f 12.14	75.8	MARSTON 2.3	43.1	4.07	f 2.47		1.16	7.10		
65 P	1.15	7.25		s 11.12	s 12.20	78.1	TO NEW WILLARD 2.3	40.8	s 4.03	s 2.43		1.05	7.00	7.00AM to 4.00PM	11.30AM to 2.40PM
44 YP	1.30	7.36		f 11.17	s 12.26	80.4	TO LEGGETT 3.9	38.5	s 3.58	s 2.38		12.50	6.50	8.00AM to 5.00PM	11.30AM to 2.30PM
34 P	1.46	7.48		11.23	12.34	84.3	VALDA 3.9	34.6	3.50	2.30		12.15AM	6.39		
60 P	2.22	8.00		s 11.30	s 12.44	88.2	TO MOSCOW 5.5	30.7	s 3.42	s 2.22		11.56PM	6.29	8.00AM to 5.00PM	12.01PM to 2.10PM
60 P	2.37	8.15		s 11.41	s 12.56	93.7	TO CORRIGAN 0.0	25.2	s 3.32	s 2.12		11.41	6.15	Continuous	Continuous
Connection W						93.7	W. B. T. S. CROSSING 6.1	25.2							
24 P	2.52	8.30		11.51	1.07	99.8	POTOMAC 3.9	19.1	3.18	1.59		11.10	5.55		
14 WP	3.04	8.40		11.59PM	1.17	103.7	RENOVA 3.7	15.2	3.08	1.51		10.55	5.40		
60 P	3.16	8.55		s 12.05AM	s 1.25	107.4	TO DIBOLL 3.5	11.5	s 3.00	s 1.44		10.42	5.29	7.30AM to 4.30PM	12.20PM to 2.20PM
52 P	3.28	9.05		f 12.11	s 1.35	111.0	TO BURKE 7.9	7.9	f 2.50	s 1.35		10.30	5.18	8.00AM to 5.00PM	12.01PM to 2.01PM
BKWFTYP Yard	3.51PM	9.45AM		12.30AM	1.50PM	118.9	TO-R LUFKIN	0.0	2.35AM	1.20PM		10.10PM	5.00AM	Continuous	Continuous
	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Monday		
	216	144		28	26				27	25		143	215		

(9.36) 12.5 (7.15) 16.2 (3.40) 32.4 (4.25) 26.9 ..... Time Over Subdivision ..... (4.25) 27.0 (4.10) 28.5 (8.35) 14.0 (9.36) 12.5  
..... Average Speed per Hour .....

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

Nos. 25 and 26 will stop on flag at Porter, Keefer, Splendora, Gladstell, Excelsior, Ross Spur, Bering and Wakefield. Nos. 27 and 28 will stop on flag at Porter, Splendora and Gladstell.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	THIRD CLASS										SECOND CLASS				FIRST CLASS				Distance from Houston	TIME TABLE No. 3	
	88	86	82	84	80	74	72	161	218	169	146	167	144	26	155	147	28	Sept. 6, 1925			
	G.C.&S.F. 202 Passenger	G.C.&S.F. 263 Freight	G.C.&S.F. 264 Freight	G.C.&S.F. 201 Passenger	G.C.&S.F. 274 Mixed	A.&N.R. 1 Mixed	A.&N.R. 2 Mixed	Local Freight	Local Freight	Through Freight	Through Freight	Through Freight	Sunset Manifest Freight	Passenger	Passenger	Passenger	Passenger	STATIONS			
	Leave Daily	Leave Mon. Wednesday Friday	Leave Tues. Thursday Saturday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
BKWFTYP Yard						4.25PM	9.30AM		7.15AM				12.50AM			10.30AM	2.10PM		12.40AM	118.9	TO-R LUFKIN 0.2
Connection P						4.40PM	9.45AM													119.0	ST. L. S. W. CROSSING 2.0
13														f 2.20						121.0	A. & N. R. CROSSING PROSSER 2.1
19 Spur														f 2.27						123.1	DAVISVILLE 4.0
67 P									7.50		1.57		11.05	f 2.33						127.1	KURTH 3.3
Yard WP								9.15AM	8.10	3.05AM	2.19	11.05AM	11.30	f 2.46	1.03PM	1.30AM				130.4	CLIMAX 8.1
P								9.55	8.15	3.30	2.30	11.10	11.40	s 2.50	1.05PM	1.32AM				138.5	DORR JUNCTION 0.4
27 P								10.10AM	8.25	3.45AM	2.40	11.35AM	11.50AM	f 2.58	1.25PM	1.40AM				138.9	TO-R NACOGDOCHES 3.1
33 P									8.35		2.46		12.05PM	f 3.03						142.0	BONITA JUNCTION 2.3
23 WP									9.00		2.56		12.20	s 3.11						144.3	REDFIELD 3.8
15 P									9.15		3.04		12.28	f 3.17						148.1	TO APPLEBY 2.6
1-30 2-23 WP									9.35		3.16		12.43	f 3.27						150.7	MAYOTOWN 4.4
22 P									10.15		3.28		12.58	f 3.36						155.1	FITZE 4.0
Connection									10.37		3.40		1.12	f 3.44						159.1	TO GARRISON 4.1
45 P						2.20PM			10.55		3.52		1.24	f 3.51						163.2	GALLAGHER 3.7
60 WP						2.25PM			11.12		3.55		1.30	s 3.55						166.9	SHELBY JUNCTION 0.6
Connection									11.27		4.08		1.45	f 4.03						167.5	TO TIMPSON 4.6
62 P									11.42				2.00	s 4.15						172.1	MELDRUM 4.6
26 P									11.57AM		4.40		2.15	f 4.25						176.7	G. C. & S. F. CROSSING 0.4
31 P									12.25PM		5.00		2.36	s 4.40						177.1	TO TENAHA 4.5
Yard WP									12.50		5.05		2.41	s 4.45						181.6	PAXTON 7.0
13 P									1.00		5.10		2.46	s 4.50						188.6	TO JOAQUIN 1.9
26 P									1.25		5.28		3.04	f 5.01						190.5	TO HASLAM 1.3
59 P									1.45		5.40		3.20	s 5.09						191.8	TO LOGANSPORT 5.9
57 WP									2.15		6.00		3.50	s 5.23						197.7	FUNSTON 3.6
25 P									2.40		6.12		4.05	f 5.31						201.3	TO LONGSTREET 6.7
60 P									3.10		6.27		4.20	f 5.41						208.0	TO KEACHIE 5.1
30 P									3.40		6.40		4.35	f 5.49						213.1	PRESTON 6.1
60 P									4.00		6.50		4.50							219.2	T. & P. CROSSING 0.0
																				219.2	KEITHVILLE 5.3
																				224.5	LA ROSEN 2.0
																				226.5	T. & P. CROSSING 1.6
																				228.1	WEST YARD 2.6
																				230.7	SHREVEPORT OREOSOTING CO. CROSSING 0.4
																				231.1	K. C. S. CROSSING 0.3
BKWFTYP Yard									4.15PM		7.00AM		5.30PM				6.05PM		5.10AM	231.4	TO-R SHREVEPORT (H. & S. DEPOT)

TIME AT SHREVEPORT (K. C. S. & G. T. COMPANY DEPOT) FOR INFORMATION ONLY. SEE K. C. S. & G. T. COMPANY CURRENT TIME TABLE FOR MOVEMENTS BETWEEN THIS POINT AND SHREVEPORT (H. & S. DEPOT).

K.B.	P	Arrive Daily 88	Arrive Mon. Wednesday Friday 86	Arrive Tues. Thursday Saturday 82	Arrive Daily 84	Arrive Daily Ex. Sunday 80	Arrive Daily Ex. Sunday 74	Arrive Daily Ex. Sunday 72	Arrive Daily Ex. Monday 161	Arrive Daily Ex. Sunday 218	Arrive Daily 169	Arrive Daily 146	Arrive Daily 167	Arrive Daily 144	Arrive Daily 26	Arrive Daily 155	Arrive Daily 147	Arrive Daily 28	232.3	TO-R SHREVEPORT (K. C. S. & G. T. Co. Depot)
		(0.04) 5.0	(0.05) 4.0	(0.05) 4.0	(0.05) 4.0	(0.05) 6.6	(0.15) 8.6	(0.15) 8.6	(0.55) 4.1	(9.0) 12.5	(0.40) 5.2	(6.10) 8.4	(0.45) 4.8	(7.00) 16.2	(4.05) 27.3	(0.28) 7.5	(0.20) 15.0	(4.40) 24.3		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)  
 No. 26 will stop on flag at Hanson.



SHREVEPORT SUBDIVISION

WESTWARD

TIME TABLE No. 3

Sept. 6, 1925

Distance from Shreveport K. C. S. & G. T. Co. Depot

FIRST CLASS

SECOND CLASS

THIRD CLASS

Train Order Office Hours

148	25	156	27	168	143	145	170	217	162	71	73	81	85	83	87	89
Passenger	Passenger	Passenger	Passenger	Through Freight	Sunset Manifest Freight	Through Freight	Through Freight	Local Freight	Local Freight	A.&N.R. 2 Mixed	A.&N.R. 1 Mixed	G.C.&S.F. 271 Mixed	G.C.&S.F. 201 Passenger	G.C.&S.F. 264 Freight	G.C.&S.F. 263 Freight	G.C.&S.F. 202 Passenger
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Tues. Thurs and Saturdays	Arrive Mon. Wednesdays and Fridays	Arrive Daily

Daily except Sunday and Legal Holidays	Sundays and Legal Holidays only
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STATIONS

TO-R	LUFKIN 0.2	113.5		1.00PM		2.25AM		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	109.2	f	12.49		2.12			6.45		2.20								
	KURTH 3.3	105.2							6.35										
	OLIMAX 8.1	101.9	f	12.36		1.57		8.37	6.25		1.50								
	DORR JUNCTION 0.4	93.8	s	1.57AM	12.22	2.57PM	1.42	2.05PM	8.17	5.30	9.01PM	1.30	11.05AM						
Block Signals	TO-R NACOGDOCHES 3.1	93.4	s	1.50 1.30	12.20	2.55 2.45	1.40 1.25	2.00	8.15	5.25	8.57	1.20	11.00					Continuous	Continuous
	BONITA JUNCTION 2.3	90.3		1.17AM	12.09	2.22PM	1.16	1.31PM	7.58	4.56	8.20PM	12.45	10.10AM						
	REDFIELD 3.8	88.0	f	12.05PM		1.12		7.50	4.47		12.35								
TO	APPLEBY 2.6	84.2	s	11.58AM		1.05		7.38	4.35		12.20							8.00AM to 5.00PM	10.15AM to 3.45PM
	MAYOTOWN 4.4	81.6	f	11.51		12.56		7.25	4.25		12.10PM								
	FITZE 4.0	77.2	f	11.41		12.48		7.10	4.10		11.55AM								
TO	GARRISON 4.1	73.2	s	11.31		12.38		6.50	3.51		11.40							8.00AM to 5.00PM	10.00AM to 4.00PM
	GALLAGHER 3.7	69.1	f	11.21		12.28		6.38	3.40		11.27								
	SHELBY JUNCTION 0.6	65.4		11.13		12.21		6.27	3.31		11.15		11.15AM						
TO	TIMPSON 4.6	64.8	s	11.12		12.20		6.25	3.19		11.12		11.12AM					8.00AM to 5.00PM	8.00AM to 5.00PM
	MELDRUM 4.6	60.2	f	11.00		12.08AM		6.09	3.04		10.45								
	G. C. & S. F. CROSSING 0.4	55.6											10.04AM	11.00AM	1.45PM	7.14PM			
TO	TENAHA 4.5	55.2	s	10.50		11.58PM		5.49	2.44		10.20		10.00AM	10.50AM	1.40PM	7.10PM		Continuous	Continuous
	PAXTON 7.0	50.7	f	10.35		11.45		5.29	2.24		9.38								
TO	JOAQUIN 1.9	43.7	s	10.21		11.33		4.59	1.50		9.00							8.00AM to 5.00PM	8.30AM to 10.30AM 3.30PM to 5.30PM
TO	HASLAM 1.3	41.8	s	10.16		11.28		4.45	1.45		8.50							9.00AM to 6.00PM	9.00AM to 6.00PM
TO	LOGANSPORT 5.9	40.5	s	10.11		11.23		4.35	1.40		8.40							8.00AM to 5.00PM	8.30AM to 10.30AM 3.30PM to 5.30PM
	FUNSTON 3.6	34.6	f	9.58		11.11		4.22	1.15		8.15								
TO	LONGSTREET 6.7	31.0	s	9.51		11.04		4.10	12.55		7.55							8.30AM to 5.30PM	8.00AM to 10.00AM 4.00PM to 6.00PM
TO	KEACHIE 5.1	24.3	s	9.37		10.50		3.50	12.33		7.25							8.00AM to 5.00PM	8.00AM to 10.00AM
	PRESTON 6.1	19.2	f	9.24		10.38		3.30	12.08AM		7.10								
	T. & P. CROSSING 0.0	13.1																	
	KEITHVILLE 5.3	13.1	f	9.13		10.27		3.10	11.43PM		6.55								
	LA ROSEN 2.0	7.8	f	9.04		10.19		2.55	11.25		6.40								
	T. & P. CROSSING 1.6	5.8																	
	WEST YARD 2.6	4.2		8.57		10.12		2.45	11.17		6.15								
	SHREVEPORT CREOSOTING CO. CROSSING 0.4	1.6																	
	K. C. S. CROSSING 0.3	1.2																	
TO-R	SHREVEPORT (H. & S. DEPOT)	0.9		8.50AM		10.05PM		2.30PM	11.00PM		6.00AM							Continuous	Continuous

TIME AT SHREVEPORT (K. C. S. & G. T. COMPANY DEPOT) FOR INFORMATION ONLY. SEE K. C. S. & G. T. COMPANY CURRENT TIME TABLE FOR MOVEMENTS BETWEEN THIS POINT AND SHREVEPORT (H. & S. DEPOT.)

TO-R SHREVEPORT (K.C.S. & G.T. CO. DEPOT)	0.0	8.45AM	10.00PM	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	Continuous	Continuous
	148	25	156	27	168	143	145	170	217	162	71	73	81	85	83	87	89					

Time Over Subdivision.....	(0.40)	(4.15)	(0.35)	(4.25)	(0.34)	(7.00)	(8.25)	0.41	(9.0)	(0.55)	(0.20)	(0.15)	(0.05)	(0.04)	(0.10)	0.05	(0.04)
Average Speed per Hour.....	5.2	26.7	6.0	25.7	6.3	16.2	13.5	5.1	12.5	4.0	6.5	8.6	6.7	5.0	2.0	6.7	5.0

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)  
No. 25 will stop on flag at Hanson and Mayotown Ballast Pit.

COMPANY SURGEONS

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

PASSENGER LOCOMOTIVE RATINGS

Table showing passenger locomotive ratings with columns for Trains, Cars, Tons, and various tonnage and car counts.

Average Weight Per Car, Trains 101 and 102, 79 Tons. Average Weight Per Car, All Other Trains, 65 Tons. May 15, 1925.

SPEED TABLE

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

Table showing speed per mile in minutes and seconds for various mileages from 6 to 27 miles.

TIME INSPECTORS

Table listing time inspectors and their locations, including Chicago, Illinois; Houston, Texas; Beaumont, Texas; Jacksonville, Texas; Dallas, Texas; Palestine, Texas; Orange, Texas; Sour Lake, Texas; Lufkin, Texas; and Shreveport, La.

HOSPITALS

- List of hospitals: General Hospital—Southern Pacific Hospital, Thomas Street, between James and Paschal, Houston.; Emergency Hospital—T. E. Schumpert Memorial Hospital, Shreveport.; Hotel Dieu, Beaumont.; Cherokee Hospital, Jacksonville.; First Aid Hospital—T. & N. O. General Shops, Houston.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Large table showing stations and tracks not otherwise shown in the time table, organized by distance from various points (Dallas, Houston, Shreveport) and including car capacity and direction information.



## GENERAL

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

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

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

Conductors of trains displaying green signals must register in person.

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

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

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

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

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

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

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

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

(a) When standing in yards, where yard engines are employed.

(b) When standing on main track at meeting points clear of siding and switch has been set for the opposing train, or when approaching or passing trains on two or more tracks.

(c) When other trains are receiving or discharging passengers.

(d) When approaching and passing train order offices at which "19" train orders are to be received.

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

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

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

13. Rule S-19 of Rules and Regulations of Transportation Department is amended as follows:

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, marker lamps (not lighted): By night, green lights to the front and side and red lights to the rear; except when the train is clear of the main track TO BE PASSED BY ANOTHER TRAIN, green lights must be displayed to front, side and rear.

14. All trains and engines must be brought to a full stop before crossing another railway at grade unless protected by an interlocking plant.

## LOCAL

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

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

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

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

19. First class trains not displaying green signals may register at Echo, Lufkin and Nacogdoches by Register Ticket (Form 2642).

20. Rockland and Sabine Subdivision first class trains not displaying green signals may register at Beaumont yard office by Register Ticket (Form 2642).

21. 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.

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

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

24. 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.

25. 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.

26. Trains, not displaying green signals, that originate or terminate at Briggs, may register there by register ticket. (Form 2642).

All trains must obtain a clearance card before leaving Briggs. Trains will be furnished at Briggs by train order (Form "R"), check of trains due, which are superior, or of the same class, that have arrived or left.

27. Trains 147 and 148 when not displaying green signals may register at Rockland by register ticket (Form 2642) and 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.

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

29. Overlap is located at Dayton; is indicated by overlap sign governing westward trains.

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

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

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

## SPEED

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

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

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

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

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

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

54. Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale cars and machines of similar kind, on own wheels, are restricted as follows: On the Orange subdivision, thirty (30) miles per hour; on the Lufkin, Shreveport, Rockland and Jacksonville subdivisions, twenty-five (25) miles per hour on straight track and eighteen (18) miles per hour on curves; 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 gallon capacity or over, is restricted as follows: Twenty-five (25) miles per hour on the Orange, Lufkin, Shreveport, Rockland and Jacksonville subdivisions; fifteen (15) miles per hour on the Sabine subdivision; ten (10) miles per hour on the Sour Lake and Palestine subdivisions. Conductors will advise enginemen when they have cars of this kind in their trains.

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

(a) DAYTON: Fifteen (15) miles per hour between switches to house track.

(b) LIBERTY: Fifteen (15) miles per hour between Third street crossing east of Trinity River and east switch.

(c) BEAUMONT: Six (6) miles per hour between Main Street and passenger station; fifteen (15) miles per hour between passenger station and Tower 32.

(d) ORANGE: Fifteen (15) miles per hour over street crossings between Adams Bayou and east switch.

(e) PORT ARTHUR: Twelve (12) miles per hour between T. & F. S. Crossing and passenger station.

(f) ATHENS: Eighteen (18) miles per hour.

(g) LIVINGSTON, NACOGDOCHES, TENAHA and SHREVEPORT: Six (6) miles per hour.

(h) LUFKIN, GARRISON, TIMPSON, HASLAM and LOGANSPOUT: Ten (10) miles per hour.

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

(j) 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; 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 between Beaumont and east switch at Round Lake and fifteen (15) miles per hour between east switch at Round Lake and Sabine.

59. On the Sour Lake and Palestine subdivisions, freight and mixed trains are restricted to eighteen (18) miles per hour, and to twelve (12) miles per hour on the Turpentine subdivision.

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

61. Eastward trains, on the Shreveport subdivision, must approach Dorr Junction WITH CAUTION, expecting to find main track occupied by Rockland subdivision trains.

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

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

**POSITIVE BLOCK**

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

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

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

First-class trains will operate under 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 110.**

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

**TOWER 74.**

Main track eastward or westward, from main track \_\_\_\_\_  
 Main track to or from long lead \_\_\_\_\_ o

**TOWER 32.**

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

**LEGAL HOLIDAYS**

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

**H. J. MICKSCH,**  
 Superintendent, Houston

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

**THOMAS SCOTT,**  
 Ass't Superintendent, Jacksonville

**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  
**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.  
H. E. & W. T. RY.  
H & S. R. R.

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

