

ST. LOUIS SOUTHWESTERN RAILWAY CO. OF TEXAS

WACO DIVISION

TIME TABLE No. 2

Takes Effect 12:01 A.M., Sunday, September 19th, 1920.

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYEES ONLY.
The Railway Reserves the Right to Vary Therefrom as Circumstances May Require.

CENTRAL STANDARD TIME

F. W. GREEN,
Vice President
St. Louis, Mo.

W. A. WEBB,
Vice President and General Manager
Tyler, Texas

H. H. HOOPER,
Superintendent of Transportation
Tyler, Texas

D. C. DOBBINS,
Superintendent
Tyler, Texas

SOUTHWARD

TYLER SUB-DIVISION

SOUTHWARD

THIRD CLASS		SECOND CLASS			Capacity of Sidings in Cars		Distance from Bird's Point	TIME TABLE No. 2 TAKES EFFECT SEPTEMBER 19th, 1920		FIRST CLASS									
567 Local Mon. Wed. Fri.	151 Local Daily Except Sunday	153 G. C. & S. F. Mixed Daily	25 Fast Freight Daily	157 Local Tues. Thurs. Sat.	Passing	Others		STATIONS	65 H. & T. C. Mixed Daily	73 H. & T. C. Passenger Daily	101 Texas Express Daily	501 Motor Car Daily	17 S. A. & A. P. Passenger Daily	27 I. & G. N. Passenger Daily	103 Texas Express Daily	63 H. & T. C. Passenger Daily	33 I. & G. N. Passenger Daily	503 Motor Car Daily	13 S. A. & A. P. Passenger Daily
	L 7.40AM		L10.00AM			Yard	546.56												
	8.00		10.24		28		552.15												
	8.35		10.49		48		558.51												
	9.26		11.32 104		43		566.80												
							570.53												
	10.00		12.08PM 152		34		575.18												
	10.15		12.20		44		578.15												
	10.40 104 11.25 152		12.46		50	82	583.77												
							585.31												
	11.45		1.04		26		588.15												
							590.49												
	12.05PM		1.27		52	91	593.66												
	12.25		1.48		51		598.71												
	12.45		2.14		65		603.79												
	1.00		2.29		42	62	607.15												
	1.25		2.56		43	16	613.04												
	1.40		3.20				616.09												
L 7.00AM	A 2.00PM		3.45 4.15	L 7.00AM	11	Yard	621.28												
A 7.15AM			4.23	7.10			623.02												
			4.50	7.35	24		628.71												
							631.93												
			5.20	8.21 104	26		634.91												
			5.52	8.55	40	46	642.19												
			6.22	9.35	33	167	648.15												
			6.59 102	10.15	28	60	656.11												
						NS	664.40												
			7.38	10.55	29		664.95												
			8.09	11.30	27		671.75												
							673.75												
			L10.45PM	A 8.30PM		Yard	674.95												
				A11.50AM			676.20												
							676.28												
							676.59												
			A11.00PM			Yard	676.76												
Mon. Wed. Fri.	Daily Except Sunday	Daily	Daily	Tues. Thurs. Sat			130.20	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
567	151	153	25	157				65	73	101	501	17	27	103	63	33	503	13	

All trains will run under control between Tyler lower yard and Lufkin sub-division junction.

NORTHWARD

TYLER SUB-DIVISION

NORTHWARD

FIRST CLASS											TIME TABLE No. 2 TAKES EFFECT SEPTEMBER 19th, 1920	Distance from Waco		Station Numbers		THIRD CLASS				FOURTH CLASS	
66	102	502	32	18	28	62	72	104	504	14	STATIONS			154	152	156	26	568			
H. & T. C. Mixed Daily	St. Louis and Memphis Express Daily	Motor Car Daily	I. & G. N. Passenger Daily	S. A. & A. P. Passenger Daily	I. & G. N. Passenger Daily	H. & T. C. Passenger Daily	H. & T. C. Passenger Daily	St. Louis Memphis and Cairo Express Daily	Motor Car Daily	S. A. & A. P. Passenger Daily				G. C. & S. F. Mixed Daily	Local Daily Except Sunday	Local Mon. Wed. Fri.	Fast Freight Daily	Local Tues. Thur. Sat.			
	A 12.01 AM							f 12.25 PM			I. & G. N. Crossing D N TYLER	130.20	547		A 2.30 PM			A 7.15 AM			
	f 11.43							f 12.09 PM			GREENBRIER -5.59	124.61	552		2.00			6.49 101			
	f 11.26							s 11.53			D CHANDLER -9.56	118.25	559		1.30			6.20			
	f 11.03							s 11.32 25			D BROWNSBORO -8.29	109.96	567		12.45			5.49			
								f			OPELIKA -3.75	106.23	571								
	f 10.40							s 11.11			D MURCHISON -4.65	101.58	575		12.08 PM 25			5.05			
	10.32							f 11.03			T. & N. O. Crossing D ASH	98.61	578		11.50			4.55			
	s 10.16							s 10.47 151			D ATHENS -5.62	92.99	584		11.25 151			4.27			
											D WILBURN -1.54	91.45	586								
	10.03							10.32 152			D DAUPHIN -2.84	88.61	588		10.32 104			4.05			
								f			D WOFFORD -2.34	86.27	591								
	s 9.50							s 10.18			D MALAKOFF -3.17	83.10	594		9.40			3.42			
	f 9.37							s 10.05			D TRINIDAD -5.05	78.05	596		8.49 101			3.20			
	9.24							9.52			D HALSEY -3.08	72.97	604		8.20			2.55			
	s 9.16							s 9.44			D KEHENS -3.36	69.61	607		8.05			2.40			
	f 9.01							s 9.28 101			D POWELL -3.89	63.72	613		7.35			2.15			
	8.52							9.18			T. & B. V. Crossing D STRIBLING	60.07	617		7.20			2.00			
	8.40	A 6.55 PM						9.05	A 8.45 AM		D CORSCIANA -4.59	55.48	621		7.00 AM	A 11.40 AM		1.40	A 11.10 AM		
	s 8.30	L 6.51 PM						s 8.55	L 8.40 AM		D CORSCIANA JUNCTION -1.74	53.74	625			11.30		1.10	L 11.00 AM		
	8.25							8.50			D CORBET -5.69	48.05	629			11.10		12.40			
	f 8.11							f 8.36			D JESTER -3.22	44.83	632								
								f			D PURDON -2.95	41.85	635			10.35 101		12.15 AM			
	f 7.55 103							s 8.21 157			D DAWSON -7.28	34.57	642			10.00		11.40			
	s 7.36							s 8.03			T. & B. V. Crossing D HUBBARD	28.61	648			9.35		11.11			
	s 7.20							s 7.48			D MT. CALM -7.96	20.65	656			8.50		10.39			
	s 6.59 25							s 7.27			D TEAL -8.29	12.36	664								
	f							f			D AXTELL -0.55	11.81	665			8.05		10.00			
	s 6.35							s 7.04			D SELBY -0.30	5.01	672			7.30		9.32 103			
	6.18							f 6.48			D N. L. & G. N. Crossing -2.00	3.01									
			A 4.45 PM								D EAST WACO -1.20	1.81	677	A 5.20 AM		L 7.15 AM		L 9.15 PM			
	6.10		4.40					6.40			M. K. & T. Crossing D INTERNAT'L CRSG.	.56									
	A 10.33 PM							A 11.33 AM 27	A 8.03 AM		D H. & T. C. Crossing -0.08	.48									
											D S. A. & A. P. Crossing -0.31	.17									
	L 10.30 PM	L 6.00 PM	L 4.33 PM	L 3.55 PM	L 11.40 AM	L 11.30 AM	L 8.00 AM	L 6.30 AM	L 6.10 AM		D WACO -0.17	.00	677	L 5.00 AM							
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily Except Sunday	Mon. Wed. Fri.	Daily		Tues. Thurs. Sat.		
66	102	502	32	18	28	62	72	104	504	14				154	152	156	26		568		

All trains will run under control between Tyler lower yard and Lufkin Sub-Division junction.

SOUTHWARD

LUFKIN SUB-DIVISION

NORTHWARD

THIRD CLASS						SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars	Distance from Miles Point	TIME TABLE No. 2 TAKES EFFECT SEPTEMBER 19th, 1920	STATIONS	Station Number	FIRST CLASS		SECOND CLASS			FOURTH CLASS			
463 L. L. & L. Log Daily Except Saturday	459 T. S. E. Log Daily Except Sunday	457 L. L. & L. Log Daily Except Sunday	455 T. S. E. Log Daily Except Sunday	461 S. H. & G. Mixed Daily Except Sunday	451 Local Daily Except Sunday	453 Mixed Daily Except Sunday	403 Motor Car Daily	401 Motor Car Daily	Passing						Others	404 Motor Car Daily	402 Motor Car Daily	452 Local Daily Except Sunday	462 S. H. & G. Mixed Daily Except Sunday	454 Mixed Daily Except Sunday	464 L. L. & L. Log Daily Except Sunday	456 T. S. E. Log Daily Except Sunday	458 L. L. & L. Log Daily Except Sunday
					L 7.50AM		L 4.00PM	L 7.30AM		Yard	546.56	I. & G. N. DN	547 TYLER -5.97	547 A 11.59AM	A 7.30PM	A 3.30PM							
					8.15		f 4.17	f 7.47	64	552.53		E 535 ELKTON -3.49	E 535 f 11.40	f 7.04	3.05								
					8.30		s 4.25	s 7.55	58	556.02		E 559 GRESHAM -2.24	E 559 s 11.34	s 6.55	2.45								
					8.45		s 4.33	s 8.05	21	558.26	D	E 558 FLINT -1.95	E 558 s 11.28	s 6.50	2.35								
					9.10		s 4.47	s 8.17	64	563.21	D	E 565 BULLARD -3.50	E 565 s 11.12	s 6.38	2.15								
					9.35		s 5.03	s 8.32	59	568.71	D	E 569 MT. SELMAN -3.64	E 569 s 10.57	s 6.22	1.45								
					9.50			5.13		572.35		E 572 HOGAN -0.54	E 572 10.46	6.11	1.30								
					9.53		f 5.14	f 8.42	65	572.80		E 573 POMONA -0.56	E 573 f 10.45	f 6.09	1.28								
					9.56		f 5.15	f 8.45		573.45		E 574 LOVE -3.17	E 574 f 10.43	f 6.07	1.25								
					10.33 401		s 5.28	s 9.00	16	576.62	I. & G. N. DN	E 577 JACKSONVILLE -3.76	E 577 s 10.33 451	s 5.55	1.10								
					10.48		s 5.40 402	s 9.10	27	580.38	D	E 581 CRAFT -4.36	E 581 s 10.18	s 5.40 403	1.00								
					11.05		s 5.51	s 9.23	61	584.74	D	E 583 DIALVILLE -5.12	E 583 s 10.05	s 5.28	12.30								
					11.37		6.05	9.38	21	7 389.86		E 596 STATE CROSSING -2.26	E 596 9.52	5.15	12.05PM								
					11.50 452		s 6.12	s 9.45 404	37	592.12	State R. R. DN	E 592 RUSK -4.52	E 592 s 9.45 401	s 5.08	11.50 451								
					12.10PM		f 6.24	f 10.02	42	596.54	D	E 597 BROUGHTON -1.40	E 597 f 9.33	f 4.55	11.30								
					12.30		f 6.37	s 10.15	42	600.04	D	E 601 REDAWN -3.18	E 601 f 9.19	f 4.40	11.10								
					12.50		s 6.48	s 10.25	65	604.22	D	E 603 ALTO -3.79	E 603 s 9.10	s 4.32	10.55								
					1.10		s 6.58	s 10.37 452	65	708.01	D	E 608 MORRILL -0.92	E 608 s 8.59	s 4.21	10.37 401								
							f 7.00	f 10.40		20 698.93		E 606 BRUNSWICK -3.15	E 606 f 8.57	f 4.18									
					1.35		7.09	10.50	48	612.08		E 612 NORVALL -1.94	E 612 8.48	4.10	10.10								
					1.45		s 7.14	s 10.57	43	614.02		E 614 WILDHURST -0.64	E 614 s 8.43	s 4.05	9.58								
					1.55		s 7.16	s 10.59	19	614.66		E 615 FOREST -4.63	E 615 s 8.41	s 4.02	9.55								
					2.20		s 7.29	s 11.10	46	21 619.29	D	E 616 WELLS -5.00	E 616 s 8.29	s 3.49	9.30								
					2.45		s 7.42	s 11.23	20	23 624.29		E 624 POLLOK -5.99	E 624 s 8.13	s 3.35	9.05								
					3.17 402		s 7.59	s 11.40	19	18 630.28		E 630 CLAWSON -1.08	E 630 s 7.55	s 3.17 401	8.28								
					3.25		8.01	11.42	67	631.36		E 631 DURST -2.84	E 631 7.51	3.14	8.25								
					3.40		s 8.08	s 11.50		23 634.20		E 634 KELTYS -0.90	E 634 s 7.45	s 3.05	8.07								
11.0.30PM	L 9.25AM	L 8.35AM	L 5.15AM	A 4.00PM	L 6.30AM	A 8.15PM	A 11.55AM		Yard	636.10	H. E. & W. T. I. DN	E 636 LUFKIN -0.83	E 636 L 7.40AM	L 3.00PM	L 8.00AM	A 1.30PM	A 4.35AM	A 12.40PM	A 3.00PM	A 4.00PM			
10.35	9.30	8.39	5.20		f 6.34					78 636.93		E 637 FARBER -0.57				f 1.20	4.30	12.30PM	2.56	3.55			
11.15	10.06	9.17	5.57	L 7.25AM	s 7.14				27	946.20	D	E 646 HUNTINGTON -1.50				A 6.55AM	s 12.40	3.50	11.50	2.14	3.05		
11.21	10.14	9.23	6.05	A 7.35AM	s 7.20					947.70		E 647 PRESTRIDGE -2.01				L 6.45AM	s 12.27	3.41	11.40	2.08	2.58		
11.29	10.22	9.31	6.13		f 7.30				39	949.71	T. & N. O. DN	E 656 DONAVAN -6.38				s 12.17PM	3.32	11.30	1.59	2.48			
11.55	10.47	9.56	6.38		s 7.58				14	950.09		E 656 BOYNTON -1.94				s 11.45	3.02	11.08	1.31	2.18			
12.03AM	10.55 456	10.04	6.44		f 8.07				14	958.03		E 658 MONTEREY -4.07				f 11.30	2.53	10.55 456	1.22	2.10			
12.23	11.10 451	10.20 456	7.00		s 8.24				24	962.10		E 662 WARSAW -5.53				s 11.10 456	2.35	10.20 457	1.00	1.50			
12.50AM	11.33	10.43AM 454	7.21		s 8.49				27	967.63	D	E 668 BROADBUS -7.50				s 10.43 457	L 2.10AM	10.00		12.35PM	1.25		
	12.05PM		7.53		s 9.27 456					3 975.13		E 672 STURGIS -2.65				s 10.03		9 27 453		12.45			
	12.20PM		8.05AM		A 9.40AM				22	977.78		E 678 WHITE CITY				L 9.50AM		L 9.00AM		12.30PM			
Daily Except Saturday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily			131.22		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			
463	459	457	455	461	451	453	403	401				404	402	452	462	454	464	456	458	460			

All trains will run under control between Tyler lower yard and Lufkin Sub-Division junction.

SAFETY RULES GOVERNING EMPLOYES IN TRAIN, ENGINE, AND YARD SERVICE

The following practice or manner of doing work is prohibited by this Company:

- (1) Coupling or uncoupling air hose while cars are in motion.
- (2) Coupling into or moving cars, cabooses, cars containing emigrant movables, or cars on house, team, or industry tracks, without first positively ascertaining whether there are any persons in, under, or between such cars who might suffer injury or death by movement of cars. (Train or yard men must advise such persons before coupling into such cars, requiring them to vacate—See rule 379 and take every precaution to prevent injury by rough or careless handling).
- (3) Hanging squirt hose over or through locomotive handholds; also hanging squirt hose in gangways between engine and tender except where bracket has been provided to retain it in such position that it will not be mistaken for a handhold.
- (4) Switching or handling occupied passenger train equipment or occupied outfit train or switching any car in connection with the switching of an occupied passenger train without first cutting in and testing air brakes. (The test to consist of a service application before moving).
- (5) Going between or under moving cars or engine.
- (6) Opening draw bar knuckles with hand or foot and operating knuckle lock pins with hands while cars or engines are in motion.
- (7) Lining draw bars with the foot while cars or engines are in motion.
- (8) Climbing in between cars while train is in motion for the purpose of kicking air hose to stop leaks.
- (9) Shoving or kicking cars over highway crossings without first protecting crossings. (Trainmen must proceed on foot over crossing and before giving signal to engine crew, must know that they are clear. Same action must be taken with locomotives, with or without cars attached, when backing over crossings located at stations or inside yard limits. Light engines carrying crews only must make a dead stop

- backing over such crossings and determine by observation whether it is safe to proceed. At crossings where flagmen are on duty, crews need not flag over them).
- (10) Alighting from or boarding a moving engine from position between the rails, the front end of a moving caboose, or a rapidly moving train or engine.
- (11) Neglecting to observe switch points after throwing switch.
- (12) Failing to push the switch lever firmly into the notch before leaving switch.
- (13) Giving signals to move an engine or cars without first placing switch in proper position for such movement.
- (14) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engine.
- (15) Enginemen drifting down too close to switches that are to be thrown.
- (16) Getting off **HEAD END** of caboose or coach to line switch to normal position. (Trainmen should get off rear end of rear car. When this is not practicable, they should get off caboose or coach on side opposite from which switch stand is located).
- (17) Riding on foot board of engine between engine and cars when pushing cars.
- (18) Riding on pilot of engine between stations.
- (19) Riding on deadwoods, draw bars, brake beams, grab irons, hand holds, brake staffs, ladders, or any other appurtenances on the facing end of cars when such cars are being pushed.
- (20) Riding on locomotives (foot boards, pilots, or elsewhere), or on cars or trains in yards by employees whose duties do not require them to do so unless authorized by the Superintendent.
- (21) Riding on the end of loads which are liable to shift from impact when coupling is made or during ordinary train movement.

- (22) Giving signals to move an engine or cars and then crossing track in front of the engine or cars.
- (23) On double track—standing or walking on track while a train is approaching or passing on opposite track.
- (24) Staking out cars except when impossible to avoid it. (When necessary to do it, always follow the pole).
- (25) Standing on extreme end of freight car while engine is attached or while engine or cars are in the act of coupling into such car or string of cars connecting it except when operating hand brakes.
- (26) Leaving cars on any track not properly secured by hand brakes or wheels blocked when brakes are defective. (When blocking wheels use wood only).
- (27) Opening blow-off cocks inside of switches while engine is in motion. Opening outside blow-off cocks and starting and shutting off injectors on engines which have overflow pipes outside of ash-pan without first being sure that no one is near. (Take extra precaution after dark).
- (28) Tightening packing nuts on lubricator glasses or water gauge glasses while there is any pressure within the glasses.
- (29) Throwing any object from a train or engine without first ascertaining whether any person is standing nearby who might be struck and injured.
- (30) Permitting any car with a loose or missing handhold to be moved or set out without first notifying all employees on the train and making message report to Assistant Superintendent, who will advise all concerned with protection order and arrange for immediate repairs.
- (31) Hanging dope pail on door guides, end grab irons, or on side or end ladders of cars.

K. M. POST,
Assistant Superintendent,
Tyler, Texas

C. E. WHITHAM,
Road Foreman of Engines,
Tyler, Texas

W. S. PRESTRIDGE,
Chief Train Dispatcher,
W. H. TAYLOR,
Assistant Chief Dispatcher,
Tyler, Texas

A. A. PORTER,
H. C. CROSS,
J. C. THARPE,
C. E. BAILEY,
Train Dispatchers,
Tyler, Texas

