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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, April 4, 1926, at 12:01 A. M.

CENTRAL TIME

This Time Table supersedes that part of Houston Terminals Time Table No.5 with which it conflicts.

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.

2001/007

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CONDENSED SCHEDULES

CENTRAL TIME

EASTWARD

No. 244	No. 242		No. 104	No. 102	No. 24-15	No. 22-37	No. 16-12	No. 8-18	No. 6	No. 2	Distance from El Paso	STATIONS	Distance From New Orleans	No. 1	No. 5	No. 7-17	No. 11-15	No. 38-21	No. 14-23	No. 101	No. 103			No. 243
4.00PM	8.00AM		8.15PM	10.00AM				11.30PM			0.00	Lv. EL PASO (Union Depot) Ar.	1194.00			7.00AM				10.00PM	11.05AM			8.00AM
5.30PM 6.30PM	1.40PM 4.00PM		8.55AM 9.05AM	10.45PM 10.55PM				2.15PM 2.25PM			451.00	Ar. DEL RIO Lv. Lv. DEL RIO Ar.	743.00			3.45PM 3.35PM				9.10AM 9.00AM	10.05PM 9.55PM			6.00PM 4.55PM
3.00AM	1.30AM 4.45AM		1.30PM 1.45PM	3.15AM 3.30AM	7.45AM	10.00PM		7.30PM 11.30PM			620.00	Ar. SAN ANTONIO Lv. Lv. (Commerce Street) Ar.	574.00			10.00AM 7.00AM		7.30AM	10.20PM	4.50AM 4.35AM	5.45PM 5.30PM			3.15AM 2.00AM
			8.20AM 8.10AM	7.30PM 10.35PM	7.30PM	8.20AM	8.10AM	10.35PM			972.00	Ar. FT. WORTH Lv. Lv. FT. WORTH Ar.	649.00			7.40AM	7.30PM	9.00PM	8.10AM	8.10AM 7.40AM	7.30PM			8.45PM
			7.30AM 1.25PM	6.20PM 11.15PM	6.20PM	7.30AM	9.00AM	11.15PM			951.00	Ar. DALLAS Lv. Lv. DALLAS Ar.	627.00			7.20AM	6.20PM	10.00PM	1.25PM	1.25PM 7.20AM	6.30PM			10.12PM
5.00AM	5.00AM		7.05PM	6.00AM				9.40AM			888.00	Ar. GALVESTON Lv. Lv. GALVESTON Ar.	420.00			8.45PM	9.40AM			8.45PM	6.00AM			9.15PM
	8.00PM 10.30PM		8.35PM 9.00PM	9.05AM 9.15AM			16 6.00PM 12 6.40PM	8 6.50AM 18 7.20AM 8 7.40AM	3.30PM		831.00	Ar. HOUSTON Lv. Lv. (H. & T. C. Depot) Ar.	363.00		8.15PM	7 11.30PM 17 11.15PM 7 10.35PM	15 9.20AM 11 7.45AM			11.00PM 10.50PM	10.30AM 10.15AM			9.40AM 7.35AM
	6.30AM 7.10AM		12.05AM	12.10PM			10.05PM	10.40AM	6.30AM		943.00	Ar. ECHO Lv Lv. ECHO Ar.	251.00		4.40PM	7.20PM	4.55AM			7.55PM	7.10AM			12.05AM 11.30PM
	2.45PM 3.25PM		2.50AM 2.55AM	2.45PM 2.50PM			1.15AM 1.20AM	1.30PM 1.35PM	10.15AM 10.35AM	5.20AM	1049.00	Ar. LAFAYETTE Lv. Lv. LAFAYETTE Ar.	145.00	12.15AM	1.05PM 12.50PM	4.15PM 4.10PM	2.10AM 2.05AM			5.15PM 5.10PM	4.00AM 3.55AM			4.20PM 3.25PM
	1.55AM		6.25AM	6.20PM			5.10AM	5.15PM	3.30PM	9.50AM	1182.00	Lv. AVONDALE Lv.	12.00	8.00PM	7.45AM	12.35PM	10.20PM			1.45PM	12.10AM			6.35AM
			7.35AM	7.35PM			6.20AM	6.25PM	4.25PM	10.40AM	1194.00	Ar. NEW ORLEANS (Union Station) Lv.	0.00	7.00PM	6.40AM	11.25AM	9.15PM			12.35PM	11.00PM			
3.00AM	3.00AM											Ar. ALGIERS Lv.												5.45AM
83.00	91.00		35.20	33.35	10.35	9.30	22.10	42.55	24.55	5.20		THROUGH TIME		5.15	13.35	43.35	22.15	9.30	8.55	33.25	36.05			98.15
14.4	13.1		33.8	35.5	31.2	34.8	29.5	27.8	14.6	27.2		MILES PER HOUR		27.6	26.7	27.4	29.2	34.8	37.1	35.8	33.1			12.1

WESTWARD

MILEAGE SOUTHERN PACIFIC LINES
(IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Co. (includes 31.53 - 2nd track)	2,133.18
Texas & New Orleans Railroad Company (includes 8.19 - 2nd track)	474.31
Texas State Railroad (Leased Line)	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)	679.89
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	4,418.90

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

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EASTWARD — ORANGE SUBDIVISION — WESTWARD — 3

TIME TABLE NO. 4
April 4, 1926

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	EASTWARD THIRD CLASS 72 Local Freight Leave Daily Ex. Sunday	EASTWARD SECOND CLASS 176 Mixed Leave Daily	EASTWARD SECOND CLASS 242 Sunset Manifest Freight Leave Daily	EASTWARD SECOND CLASS 246 Beaumont Mdse. Freight Leave Daily	EASTWARD FIRST CLASS 104 The Argonaut Leave Daily	EASTWARD FIRST CLASS 12 New Orleans Limited Leave Daily	EASTWARD FIRST CLASS 6 Local Passenger Leave Daily	EASTWARD FIRST CLASS 4 Local Passenger Leave Daily	EASTWARD FIRST CLASS 102 Sunset Limited Leave Daily	EASTWARD FIRST CLASS 8 Sunset Mail Leave Daily	Distance from Houston	STATIONS	Block Signals	Distance from New Orleans	WESTWARD FIRST CLASS 11 Texas Limited Arrive Daily	WESTWARD FIRST CLASS 103 The Argonaut Arrive Daily	WESTWARD FIRST CLASS 3 Local Passenger Arrive Daily	WESTWARD FIRST CLASS 5 Local Passenger Arrive Daily	WESTWARD FIRST CLASS 7 Sunset Mail Arrive Daily	WESTWARD FIRST CLASS 101 Sunset Limited Arrive Daily	WESTWARD SECOND CLASS 245 Houston Mdse. Freight Arrive Daily	WESTWARD SECOND CLASS 243 Sunset Manifest Freight Arrive Daily	WESTWARD SECOND CLASS 175 Mixed Arrive Daily	WESTWARD THIRD CLASS 71 Local Freight Arrive Daily Ex. Monday	Train Order Office Hours and Hours of Signalmen at Interlocking Stations
BKWFT Yard					9.00PM	6.40PM	3.30PM	9.25AM	9.15AM	7.40AM	0.0	TO-R HOUSTON (Grand Cen. Sta.)		362.1	7.45AM	10.15AM	4.00PM	8.15PM	10.35PM	10.50PM					
I											0.5	0.5		361.6										Continuous
I											1.0	Tower 108 — M-K-T Cross. — 0.5 — Sommes Junction		361.1										
I											1.4	0.4		360.7										Continuous
I											1.7	Tower 26 (G.B.& T.Cross.) — 0.3 — Tower 25 (I-GN Cross.)	Double Track	360.4										Continuous
I											3.7	2.0 — TOWER 68		358.4										Continuous
BK Yard		7.55AM		10.30PM	12.30AM						4.0	0.3 — TO-R ENGLEWOOD		358.1							4.30AM	7.35AM		2.59PM	Continuous
I		7.59		10.34	12.34	9.11	6.52	**3.42**	9.36	9.26	7.52	5.5	1.5 — TO Tower 87 (H. B. & T. Cross.) — 2.9		356.6	7.28	10.00	**3.42**	8.00	10.20	10.32	4.00	7.04		2.40	Continuous
134 P		8.09		10.50	12.50	9.16	6.57	f 3.47	f 9.41	9.31	7.56	8.4	DAWES — 4.3		353.7	7.23	9.55	f 3.36	7.55	10.14	10.26	3.45	6.56		2.30	
104 P		8.18		11.00	1.05	9.21	7.02	f 3.53	f **9.50**	9.36	8.01	12.7	FAUNA — 4.2		349.4	7.18	**9.50**	f 3.30	7.50	10.08	10.21	3.35	6.44		2.20	
82 P		8.29		11.10	1.15	9.26	7.07	f 3.59	f 9.58	**9.41**	8.06	16.9	SHELDON — 4.2		345.2	7.13	**9.41**	f 3.24	f 7.45	10.02	10.16	3.25	6.32		2.10	
N104 PW S60		8.54		11.26	1.30	9.32	s 7.16	s 4.08	s10.08	9.48	8.13	21.1	TO CROSBY — 7.4		341.0	7.06	9.31	s 3.15	s 7.37	9.54	10.08	3.00	6.14		1.50	Continuous
104 P		**9.20**		11.46	1.50	**9.42**	**7.26**	4.19	f10.18	9.58	8.23	28.5	SHEEKS — 4.0		333.6	6.56	**9.20**	f 3.04	**7.26**	**9.42**	9.57	2.30	5.44		1.20	
104 P		9.29		11.54PM	**2.10**	**9.51**	7.31	4.24	f10.24	10.03	8.28	32.5	STILSON — 3.0		329.6	6.51	9.15	f 2.58	7.11	9.26	**9.51**	**2.10**	5.32		1.10	
164 YI		**9.39** **10.34**		12.02AM	2.20	9.56	s 7.37	s 4.32	s**10.34**	**10.08**	8.33	35.5	TO Tower 10 (D&GC Cross) — DAYTON — 6.1		326.6	6.47	s 9.09	s 2.52	s 7.05	9.21	9.44	1.40	5.22		1.00	Continuous
N56 W S84 P		11.00		12.22	2.30	s10.06	s 7.48	s 4.43	s10.45	10.21	s 8.44	41.6	TO LIBERTY — 3.3		320.5	s 6.37	s 8.59	s 2.39	s 6.53	s 9.11	9.34	1.15	4.17		12.10PM	Continuous
104 P		**11.28**		12.33	2.40	10.11	7.54	f 4.49	f10.51	10.26	**8.49**	44.9	AMES — 4.3		317.2	6.31	**8.49**	f 2.31	6.39	9.05	9.28	12.55	4.05		**11.28**AM	
N104 P S63		11.43AM		**12.45**	2.50	10.16	7.59	f 4.55	s10.58	10.32	8.55	49.2	RAYWOOD — 4.7		312.9	6.26	8.39	s 2.25	f 6.33	9.00	9.23	**12.45**	3.50		11.16	
N104 P S53		12.08PM		12.55	3.01	10.22	8.05	s 5.02	s**11.06**	10.38	9.01	53.9	TO DEVERS — 5.2		308.2	6.20	8.33	s 2.18	s 6.25	8.54	9.17	12.35	3.38		**11.06**	8.00AM to 5.00PM
83 P		12.20		1.06	**3.26**	10.29	8.12	5.10	f11.13	**10.44**	9.10	59.1	FELICIA — 5.0		303.0	6.13	8.26	f 2.09	6.16	8.47	9.10	12.20	**3.26**		**10.44**	
N104 PWY S104		12.55	9.00AM	1.30	3.50	10.36	8.21	s 5.19	s11.23	10.51	9.22	64.1	TO-R NOME — 5.4		298.0	6.07	8.19	s 2.01	s 6.07	8.41	9.04	12.05AM	3.06	4.30PM	10.16	Continuous
126 P		1.09	**9.12**	1.50	4.10	10.44	**8.33**	f 5.27	s11.32	10.59	**9.30**	69.5	TO CHINA — 4.1		292.6	5.59	8.12	s 1.51	f 5.56	**8.33**	8.57	11.50PM	2.37	4.21	**9.30** **9.12**	8.00AM to 5.00PM
125 P		1.21	9.21	2.02	4.25	10.49	**8.51**	5.32	f11.38	11.05	9.36	73.6	PINE ISLAND — 4.7		288.5	5.54	8.07	f 1.44	f 5.49	8.26	**8.51**	11.40	2.28	4.13	9.00	
N88 P S49		**1.38**	9.32	**2.15**	4.35	10.55	8.58	f **5.42**	f11.44	11.11	9.42	78.3	AMELIA — 3.9		283.8	5.48	8.01	f **1.38**	f **5.42**	8.20	8.45	11.30	**2.15**	4.04	8.50	
I											82.2	TO Tower 74 (BSL& WCross.) — 0.9		279.9											Continuous
I											83.1	Tower 32 (G. C. & S.F. Cross.) — 0.3		279.0											Continuous
BKWFTY Yard		2.20		**3.15**	5.00AM						83.4	TO-R BEAUMONT (Yd Office) — 0.3		278.7							11.15PM	**1.50**		8.30	Continuous
			9.50AM			s **11.11**	s **9.12**	s **5.55**PM **5.40**AM	11.55AM	11.21	s 9.54	83.7	R BEAUMONT (Pass. Sta.) — 1.6		278.4	s **5.39**	s 7.53	1.30PM	s 5.30 5.25	s **8.11**	**8.36**			3.50PM		
I											85.3	TO Tower 31 (T. & F.S. Cross.) — 1.0		276.8											Continuous
26							f 5.46				86.3	BARKWELL — 3.6		275.8	5.29			5.13	7.57						
94 P		2.55		3.50		11.22	9.23	f 5.51		11.32	10.04	89.9	CONNELL — 4.2		272.2	5.25	7.39		f 5.09	7.52	8.24		1.14		7.50	
N104 P S61		3.08		3.58		11.27	9.28	f 5.57		11.38	10.09	94.1	TERRY — 5.2		268.0	5.20	**7.34**		f 5.04	7.47	8.19		1.06		**7.34**	
130 PW		3.23		4.26		11.35	9.36	f 6.06		11.46	10.16	99.3	TULANE — 3.7		262.8	5.13	7.27		f 4.57	7.39	8.11		12.50		7.13	
P I											103.0	TO Tower 11 (O.& N.W Cross.) — 1.5		259.1											Continuous
104 P		3.35		**5.06**		11.42	9.43	6.13		11.53	10.23	104.5	FRANCIS — 1.2		257.6	**5.06**	7.21		4.50	7.32	8.05		12.30		6.58	
86 P		3.45		5.30		s11.47PM	s 9.48	s 6.17		11.56AM	s10.28	105.7	ORANGE — 5.2		256.4	s 5.04	s 7.19		s 4.48	s 7.30	8.03		12.26		6.50	
BKWFTY Yard		4.24PM		**6.30**AM		**12.05**AM	f10.05PM	s **6.30**AM		12.10PM	10.40AM	110.9	TO-R ECHO		251.2	4.55AM	7.10AM		f 4.40PM	7.20PM	7.55PM		**12.05**AM		**6.30**AM	Continuous
	Arrive Daily Ex. Sunday 72	Arrive Daily 176	Arrive Daily 242	Arrive Daily 246	Arrive Daily 104	Arrive Daily 12	Arrive Daily 6	Arrive Daily 4	Arrive Daily 102	Arrive Daily 8					Leave Daily 11	Leave Daily 103	Leave Daily 3	Leave Daily 5	Leave Daily 7	Leave Daily 101	Leave Daily 245	Leave Daily 243	Leave Daily 175	Leave Daily Ex. Monday 71	
	(8.20) **12.8**	(0.50) 23.6	(8.00) **13.4**	(4.30) 17.6	(3.05) **36.0**	(3.25) 32.5	(3.15) 34.1	(2.30) 33.6	(2.55) 38.0	(3.00) 37.0		Time over Subdivision			(2.50) 40.0	(3.05) 36.0	(2.30) 33.6	(3.35) 31.0	(3.15) 34.1	(2.55) 38.0	(5.15) **15.1**	(7.30) **14.1**	(0.40) 29.5	(8.29) **12.5**	
												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. 103 is superior to No. 4. No. 7 is superior to No. 12. No. 101 is superior to Nos. 12 and 104.

Oilla is flag stop for Nos. 5 and 6.

Robertson-McDonald tram crossing 1,763 feet west of station at Devers.

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EASTWARD — ROCKLAND SUBDIVISION — WESTWARD

TIME TABLE NO. 4
April 4, 1926

Length of sidings in cars, location of bulletin, water & fuel stations; stand. clocks, interlock'g plants, turntables, wyes & phones	EASTWARD: THIRD CLASS 162 Local Freight Leave Daily Ex. Sunday	EASTWARD: THIRD CLASS 160 Local Freight Leave Daily Ex. Monday	EASTWARD: SECOND CLASS 170 Through Freight Leave Daily	EASTWARD: SECOND CLASS 168 Through Freight Leave Daily	EASTWARD: FIRST CLASS 148 Passenger Leave Daily	EASTWARD: FIRST CLASS 156 Passenger Leave Daily	Distance from Jacksonville	STATIONS	Distance from Track End	WESTWARD: FIRST CLASS 155 Passenger Arrive Daily	WESTWARD: FIRST CLASS 147 Passenger Arrive Daily	WESTWARD: SECOND CLASS 167 Through Freight Arrive Daily	WESTWARD: SECOND CLASS 169 Through Freight Arrive Daily	WESTWARD: THIRD CLASS 159 Local Freight Arrive Daily Ex. Sunday	WESTWARD: THIRD CLASS 161 Local Freight Arrive Daily Ex. Monday	Train Order Office Hours
BKWFT Yard	**6.45**AM		5.30PM	10.00AM	11.50PM	12.20PM	0.0	TO-R JACKSONVILLE	201.5	¶ **2.15**PM	3.10AM	3.40PM	**6.45**AM		**2.15**PM	Continuous
								5.7								
25 P	7.05		5.50	10.17	11.59PM	f12.34	5.7	TURNEY	195.8	f 2.04	2.59	3.00	6.25		1.49	
								3.3								
32 PY	7.25		6.01	10.30	12.07AM	s12.44	9.0	TO GALLATIN	192.5	s 1.58	2.54	2.47	6.10		1.33	7.30 AM to 4.30 PM
								4.1								
35 P	7.45		6.15	10.42	12.14	s**12.55**	13.1	PONTA	188.4	s 1.48	2.48	2.25	5.50		**12.55**PM	
								5.8								
60 P	8.05		6.35	11.02	12.23	s 1.08	18.9	REKLAW	182.6	s 1.37	2.39	2.00	5.30		11.55AM	
								5.5								
44 PWY	8.25		6.55	**11.22**	12.32	s **1.25**	24.4	SACUL	177.1	s **1.25**	2.29	**1.25**	5.10		**11.22**	
								5.1								
41 P	9.10		7.15	11·40AM	f12.41	s 1.37	29.5	TO CUSHING	172.0	s 1.15	f 2.20	12.40	4.50		11.05	8.00 AM to 5.00 PM
								6.6								
33 P	9.35		7.35	**12.02**PM	12.51	s 1.50	36.1	TRAWICK	165.4	s 1.03	2.10	**12.02**PM	4.28		10.50	
								2.3								
15 P	9.45		7.45	12.10	12.55	s 1.54	38.4	TO CARO	163.1	s12.58	2.06	11.44AM	4.20		10.40	7.30 AM to 4.30 PM
								3.0								
38 P	9.55		8.01	12.20	1.01	f 2.01	41.4	MAHL	160.1	f12.52	2.01	11.35	4.10		10.30	
								5.7								
51 P	**10.10**		8.20	**12.40**	1.12	2.15	47.1	BONITA JUNCTION	154.4	**12.40**	1.50	11.10	3.45		**10.10**	
								2.7								
	See Pages 8 and 9 and Rule 67, Page 13, for movements between Bonita Junction and Dorr Junction.						49.8	NACOGDOCHES	151.7	See Pages 8 and 9 and Rule 67, Page 13, for movements between Dorr Junction and Bonita Junction.						
								0.7								
	10.50		9.01	1.10	1.57	2.45	50.6	DORR JUNCTION (Spur)	151.0	12.08	1.30	**10.50**	3.05		9.15	
								0.8								
Y							51.4	HAYWARD JUNCTION	150.2							
								2.9								
44 P	11.15		9.15	1.25	2.05	f 2.53	54.3	HOYA	147.3	f12.02PM	1.22	10.30	2.55		8.55	
W								7.2								
42 P	**11.48**AM		9.45	1.46	**2.20**	f 3.05	61.5	POE	140.1	f**11.48**AM	1.08	10.05	**2.20**		8.30	
								A. & S.2 [N. R. R. R.								
39 P	12.25PM		10.15	2.05	2.41	f 3.20	69.7	DUNAGAN	131.9	f11.33	12.52	9.40	1.30		8.05	
								5.1								
55 P	1.00		10.35	2.22	f 2.52	s 3.31	74.8	TO HUNTINGTON	126.8	s11.23	f12.41	9.20	1.10		7.45	8.30 AM to 5.30 PM
								1.8								
P							75.6	St. L. S. W. Ry. Crossing	125.0							
								4.9								
37 P	1.30		11.01	2.50	3.05	f 3.43	81.5	SHAWNEE	120.1	f11.09	12.27	8.55	12.50		7.15	
								5.8								
55 PW	1.58		11.30PM	3.15	f 3.17	s 3.53	87.3	TO ZAVALLA	114.3	s10.57	f12.17	8.30	12.27		6.55	7.30 AM to 4.30 PM
								5.1								
42 P	2.20		**12.05**AM	3.35	3.29	f 4.04	92.4	DOLAN	109.2	f10.46	**12.05**AM	8.05	**12.05**AM		6.35	
								5.6								
BKWFY Yard	2.45PM	6.30AM	12.35	4.01	f 3.40	s 4.18	98.0	TO-R ROCKLAND	103.2	s10.34	f11.54PM	7.40	11.40PM	2.20PM	6.15AM	Continuous
								6.5								
21 P		**7.10**	1.10	4.30	3.52	4.31	104.5	CIMA	96.8	10.21	11.40	**7.10**	11.09	1.25		
								2.8								
48 P		7.21	1.20	4.40	f 3.59	s 4.38	107.3	TO COLMESNEIL	94.0	s10.16	f11.34	6.55	10.57	1.10		8.00 AM to 5.00 PM
								6.4								
24 P		7.58	1.45	5.01	f 4.10	s 4.51	113.7	TO DOUCETTE	87.6	s10.02	f11.20	6.30	10.32	12.20PM		8.30 AM to 5.30 PM
								3.0								
34 PW		9.14	2.01	5.15	s 4.20	s 4.59	116.7	TO WOODVILLE	84.6	s 9.55	s11.12	6.20	10.20	11.40AM		8.30 AM to 5.30 PM
								7.8								
60 P		**9.43**	2.25	5.45	f 4.35	s 5.15	124.5	TO HILLISTER	76.8	s **9.43**	f10.58	5.52	9.50	10.50		8.30 AM to 5.30 PM
								4.5								
46 P		**10.19**	2.40	6.01	f 4.43	s 5.24	129.0	WARREN	72.4	s 9.34	f10.49	5.36	9.32	**10.19**		
								3.0								
62 PW		10.40	2.55	6.15	4.49	s 5.31	132.0	TO HYATT E. T. & G. Tram Crossing	69.4	s **9.28**	10.43	5.15	9.23	**9.28**		8.30 AM to 5.30 PM
								3.8								
PY			3.10	6.28	f 4.56	s 5.39	135.8	VILLAGE MILLS (Spur)	65.6	s 9.20	f10.34		9.13	9.00		
								1.2								
35 P		11.05	3.15	6.31	**5.00**	f 5.41	137.0	LONGS	64.4	f 9.18	10.32	**5.00**	9.10	8.40		
								9.8								
48 PW		11.45AM	3.45	7.00	s 5.20	s 6.01	146.8	TO KOUNTZE (G.C.& S.F.Cros)	54.6	s 9.02	s10.13	4.25	8.40	8.00		*7.30 AM to 4.30 PM
								3.3								
44 P		12.01PM	**4.05**	7.20	5.26	f 6.09	150.1	NONA	51.2	f 8.52	10.05	**4.05**	8.28	7.31		
								4.4								
56 P		12.26	4.20	7.37	5.34	f 6.19	154.5	WEISS	46.8	f 8.45	9.57	3.49	8.17	7.20		
								8.4								
50 PW		1.26	4.45	**8.02**	5.50	s 6.34	162.9	VOTH	38.5	f 8.30	9.40	3.25	**8.02**	6.55		
								3.6								
		1.46			5.58	f 6.42	166.5	ROSEDALE (Spur)	34.9	f 8.22						
								4.4								
BKWFTY Yard		2.30PM	5.30AM	**9.20**PM			170.9	TO-R BEAUMONT(Yd. Office)	30.5			3.00AM	7.30PM	**6.20**AM		Continuous
								0.3								
					6.20AM	7.00PM	171.2	R BEAUMONT (Pass. Sta.)	30.2	8.10AM	**9.20**PM					
	Arrive Daily Ex. Sunday 162	Arrive Daily Ex. Monday 160	Arrive Daily 170	Arrive Daily 168	Arrive Daily 148	Arrive Daily 156				Leave Daily 155	Leave Daily 147	Leave Daily 167	Leave Daily 169	Leave Daily Ex. Sunday 159	Leave Daily Ex. Monday 161	
	(8.00) 12.4	(8.00) 9.2	(12.00) 14.2	(11.20) 15.0	(6.25) 26.6	(6.40) 25.8		.....Time Over Subdivision.....		(6.05) 28.2	(5.50) 29.3	(12.40) 13.4	(11.15) 15.2	(8.00) 9.2	(8.00) 12.4	
								.....Average Speed per Hour.....								

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

Nos. 155 and 156 will stop on flag at Ariola, Olive, Milton, Nancy, Manton and Platt Spur.
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. No. 148 will stop on flag at Ponta Mondays only.

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

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Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes & phones	EASTWARD THIRD CLASS 166 Local Freight Leave Daily	EASTWARD SECOND CLASS 170 Through Freight Leave Daily	EASTWARD SECOND CLASS 168 Through Freight Leave Daily	EASTWARD FIRST CLASS 148 Passenger Leave Daily	EASTWARD FIRST CLASS 156 Passenger Leave Daily	Distance from Dallas	TIME TABLE No. 4 April 4, 1926 STATIONS	Distance from Track End	WESTWARD FIRST CLASS 147 Passenger Arrive Daily	WESTWARD FIRST CLASS 155 Passenger Arrive Daily	WESTWARD SECOND CLASS 167 Through Freight Arrive Daily	WESTWARD SECOND CLASS 169 Through Freight Arrive Daily	WESTWARD THIRD CLASS 165 Local Freight Arrive Daily	Train Order Office Hours and Hours of Signalmen at Interlocking Stations
Yard		5.00AM	9.45PM			32.4	FORT WORTH	353.7			5.00AM	8.15PM		
							32.4							
Yard				7.45PM	7.45AM	0.0	TO-R DALLAS (Union Terminal Station)	321.3	7.25AM	6.40PM				Continuous
							6.2							
Y						4.0	BRIGGS	315.1						
							1.8							
BKWFT Yard		6.40AM				0.0	TO-R DALLAS (H. & T. C. Yard)	319.1					3.30PM	Continuous
							1.8							
P		6.50AM				1.8	T. & N. O. R. R. JUNCTION	317.3					3.20PM	
							1.0							
Y		6.55				2.8	WANTMORE JUNCTION	316.3					3.16	
							1.2							

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.

Y		**7.05**		**8.02**AM	12.20AM		8.00PM	**8.02**AM	4.0	TO-R BRIGGS	315.1	**7.05**AM	6.20PM			1.55AM	5.15PM		3.12			Continuous
										5.9												
60 P		7.25		8.18	12.38		8.11	f 8.13	9.9	ELAM	309.2	6.50	f 6.07			1.13	4.30		2.51			
										3.3												
17 P		7.35		8.28	12.49		8.16	s 8.19	13.2	RYLIE	305.9	6.44	f 5.59			1.05	4.01		2.41			
										2.1												
31 P		7.40		8.34	**12.55**		f 8.20	s 8.24	15.3	TO KLEBURG	303.8	6.40	s 5.54			**12.55**	3.40		2.33			7.00 AM to 4.00 PM
										2.7												
W										SIMONDS	301.1	6.32	f 5.44			12.38	3.20		2.25			
										2.3												
22 P		7.50		8.40	1.10		8.26	f 8.31	18.0	TO SEAGOVILLE	298.8	f 6.28	s 5.39			12.28	3.10		2.15			Continuous
										5.6												
50 P		8.05		8.48	1.25		f 8.32	s 8.36	20.3	TO CRANDALL	293.2	f 6.17	s 5.28			12.08AM	2.50		1.50			7.20 AM to 4.20 PM
										3.2												
35 P		8.25		9.03	1.45		f 8.43	s 8.46	25.9	GASTONIA	290.0	6.11	f 5.21			11.55PM	2.30		1.35			
										6.7												
40 P		8.35		9.13	2.01		8.49	f 8.52	29.1													
										Tower 39 (T. M. Crossing)	283.3											Continuous
I									35.8	0.4												
60 WY		**9.06**		10.05	2.32		s 9.02	**s 9.06**	36.2	TO KAUFMAN	282.9	s 5.57	s 5.06			11.25	2.05		1.15			Continuous
										5.3												
37 P		10.15		10.25	2.50		9.12	f 9.17	41.5	JIBA	277.6	5.43	f 4.52			10.47	1.40		12.55			
										5.6												
60 PW		**10.45**		**10.45**	3.06		s 9.22	s 9.28	47.1	TO KEMP	272.0	s 5.34	s 4.42			10.32	1.20		12.35PM			7.45 AM to 4.45 PM
										4.8												
18 P		**11.35**AM		11.00	3.22		9.31	f 9.37	51.9	GOSSETT	267.2	5.23	f 4.30			10.17	1.05		**11.35**AM			
										5.0												
47 PY		12.10PM		**11.20**	3.50		s 9.40	s 9.47	56.9	TO MABANK	262.2	s 5.15	s 4.20			10.02	12.50		**11.20**			8.30 AM to 5.30 PM
										3.9												
23 P		**12.30**		11.30	4.15		**9.47**	f 9.54	60.8	PAULINE	258.3	5.06	f 4.10			**9.47**	**12.30**		11.00			
										3.1												
W										EUSTACE	255.2	f 5.01	s 4.03			9.24	12.20		10.35			
										4.0												
41 P		12.40		11.45AM	4.30		f 9.53	s10.01	63.9	STOCKARD	251.2	**4.55**	f 3.55			9.03	**12.04**PM		**10.08**			
										2.8												
42 P		12.55		**12.04**PM	**4.55**		10.00	f**10.08**	67.9	PICKENS (Spur)	248.4	4.48	f 3.50									
							10.05	f10.14	70.7	5.5												
										TO ATHENS	242.9	s 4.40	s 3.40			8.25	11.25AM		9.20			Continuous
42 WY		1.30		12.39	5.35		s10.18	s10.27	76.2	0.3												
									76.5	ST. L. S. W. CROSSING	242.6											
										6.7												
34 P		1.55		1.03	5.59		10.30	f**10.39**	83.2	BAXTER	235.9	4.22	f 3.25			7.54	**10.39**		8.15			
										6.2												
43 P		2.15		1.27	6.19		f10.41	s10.51	89.4	TO LA RUE	229.7	f 4.12	s 3.14			7.30	10.18		7.44			8.00 AM to 5.00 PM
										5.9												
32 PW		2.35		1.51	6.39		f10.52	s11.02	95.3	POYNOR	223.8	f 3.59	s 3.04			7.09	10.01		7.25			
										3.4												
35 P		**2.58**		2.03	6.51		10.58	11.09	98.7	CHEW	220.4	3.51	**2.58**			6.49	9.50		7.15			
										2.4												
44 P		3.13		2.13	**7.06**		s11.04	s11.15	101.1	TO FRANKSTON	218.0	s 3.47	s 2.53			6.41	9.45		**7.06**			7.30 AM to 4.30 PM
										4.4												
33		3.25		2.25	7.21		11.12	11.23	105.5	LEWIS	213.6	3.39	2.45			6.28	9.30		6.41			
										1.8												
34 P		3.30		**2.42**	7.26		11.16	f11.27	107.3	CUNEY	211.8	3.36	f **2.42**			6.22	9.25		6.36			
										1.6												
29 P		3.35		2.51	7.32		11.20	f11.30	108.9	REESE	210.2	3.32	s 2.38			6.16	9.20		6.31			
										3.9												
43 P		3.50		3.24	7.55		11.30	f11.40	112.8	FRYS GAP	206.3	3.26	f 2.30			6.01	9.10		6.20			
										4.8												
BKWFT Yard		4.10PM		4.00PM	8.30AM		11.42PM	¶11.55AM	117.6	TO-R JACKSONVILLE	201.5	3.15AM	2.20PM			5.30PM	8.50AM		6.00AM			Continuous
		Arrive Daily 166		Arrive Daily 170	Arrive Daily 168		Arrive Daily 148	Arrive Daily 156				Leave Daily 147	Leave Daily 155			Leave Daily 167	Leave Daily 169		Leave Daily 165			
		(9.30) 12.5		(11.00) 13.6	(10.45) 14.1		(4.05) 29.3	(4.10) 28.8		Time Over Subdivision / Average Speed per Hour		(4.10) 28.8	(4.20) 27.6			(11.30) 13.1	(11.25) 13.1		(9.30) 12.5			

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

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EASTWARD — SABINE SUBDIVISION — WESTWARD

TIME TABLE No. 4
April 4, 1926

Length of sidings in cars, location of bulletin, water and fuel stations, stand'd clocks, interl'ck'g plants, turn tables, wyes & phones		SECOND CLASS 176 Mixed Leave Daily	Distance from Track End	STATIONS	Distance from Beaumont	SECOND CLASS 175 Mixed Arrive Daily		Train Order Office Hours and Hours of Signalmen at Interlocking Stations
			0.0	TRACK END	30.8			
				0.8				
Yard PWY		12.50PM	0.8	TO-R SABINE	30.0	12.30PM		*8.00AM to 5.00PM
				1.7				
21 P		s12.55	2.5	SABINE PASS	28.3	s12.17		
				5.9				
51		f 1.13	8.4	ROUND LAKE	22.4	f12.02PM		
				3.9				
95 WPY		s 1.25	12.3	R WEST PORT ARTHUR (Spur)	18.5	s11.50AM		
				2.0				
			14.3	T. & F. S. CROSSING	20.5			
				1.3				
P		s 1.35 / 2.00	15.6	PORT ARTHUR (Spur)	21.8	s 11.40 / 11.10		
				1.3				
			14.3	T. & F. S. CROSSING	20.5			
				2.0				
95 WPY		s 2.15	12.3	R WEST PORT ARTHUR (Spur)	18.5	s10.55		
				4.0				
51 P		f 2.27	16.3	PORTACRES	14.5	f10.47		
				2.0				
		f 2.32	18.3	DELPHINE (Spur)	12.5	f10.42		
				4.7				
		f 2.47	23.0	HEBERT (Spur)	7.8	f10.31		
				0.8				
		f 2.50	23.8	LUCAS (Spur)	7.0	10.28		
				1.8				
Yard P		f 2.55	25.6	GUFFEY	5.2	f10.23		
				4.2				
			29.8	G. C. & S. F. CROSSING	1.0			
				0.1				
			29.9	B. S. L. & W. CROSSING	0.9			
				0.3				
I			30.2	TOWER 32 (G. C. & S. F. CROSSING)	0.6			Continuous
				0.3				
BKWFTY Yard			30.5	TO-R BEAUMONT (Yard Office)	0.3			Continuous
				0.3				
		3.20PM	30.8	R BEAUMONT (Passenger Station)	0.0	10.10AM		
		Arrive Daily 176				Leave Daily 175		
		(2.30) 12.3		Time Over Subdivision / Average Speed per Hour		(2.20) 13.2		

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

Note—Nos. 176 and 175 will stop on flag at Keith Lake and Viterbo.

*Office hours daily except Sunday. Sunday office hours at Sabine are from 11:45 a. m. to 1:00 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.

EASTWARD — TURPENTINE SUBDIVISION — WESTWARD

TIME TABLE No. 4
April 4, 1926

Length of sidings in cars, location of bulletin, water and fuel stations, stand'd clocks, interl'ck'g plants, turn tables, wyes & phones		SECOND CLASS 173 Mixed Leave Daily Ex. Monday	Distance from Track End	STATIONS	Distance from Rockland	SECOND CLASS 174 Mixed Arrive Daily Ex. Monday		Train Order Office Hours
		7.40AM	113.4	TURPENTINE	10.2	7.30AM		
				3.1				
		f 7.55	110.3	ALDRIDGE	7.1	f 7.05		
				1.7				
		f 8.10	108.6	EARLE	5.4	f 6.55		
				0.4				
		f 8.20	108.2	KYLE QUARRY	5.0	f 6.50		
				5.0				
BKFWY		8.40AM	103.2	TO-R ROCKLAND	0.0	6.30AM		Continuous
		Arrive Daily Ex. Monday 173				Leave Daily Ex. Monday 174		
		(1.00) 10.0		Time Over Subdivision / Average Speed per Hour		(1.00) 10.0		

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

EASTWARD — PALESTINE SUBDIVISION — WESTWARD

TIME TABLE No. 4
April 4, 1926

Length of sidings in cars, location of bulletin, water and fuel stations, stand'd clocks, interl'ck'g plants, turn tables, wyes & phones		SECOND CLASS 171 Mixed Leave Daily	Distance from Palestine	STATIONS	Distance from Gallatin	SECOND CLASS 172 Mixed Arrive Daily		Train Order Office Hours
BKWFYP Yard		8.45AM	0.0	R PALESTINE	38.9	5.15PM		
			1.2					
			1.2	I.-G. N. R. R. CROSSING	37.7			
				21.2				
14P		s10.05	22.4	MAYDELLE	16.5	s 3.50		
				7.1				
			29.5	ST. L. S. W. CROSSING	9.4			
				2.1				
Yard			31.6	NORTH RUSK	7.3			
				1.0				
Yard PT		s11.45AM	32.6	RUSK	8.3	s 2.55		
				1.0				
Yard			31.6	NORTH RUSK	7.3			
				7.3				
Yard PY		12.40PM	38.9	TO-R GALLATIN	0.0	2.10PM		7.30AM to 4.30PM
		Arrive Daily 171				Leave Daily 172		
		(3.55) 10.00		Time Over Subdivision / Average Speed per Hour		(3.05) 12.6		

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

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

EASTWARD — SOUR LAKE SUBDIVISION — WESTWARD

TIME TABLE No. 4
April 4, 1926

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plants, Turn tables, Wyes and Telephones.		SECOND CLASS 176 Mixed Leave Daily	Distance from Houston	STATIONS	Distance from Nome	SECOND CLASS 175 Mixed Arrive Daily		Train Order Office Hours
Yard FPW		8.15AM	71.3	R SOUR LAKE	7.2	5.45PM		
				1.2				
			70.0	B. S. L. & W. Crossing	6.0			
				0.0				
	s		70.1	GRAYBURG	5.9	s		
				1.7				
31	f		68.3	CHITA	4.2	f		
				4.2				
Yard PWY		8.40AM	64.1	TO-R NOME	0.0	5.20PM		Continuous
		Arrive Daily 176				Leave Daily 175		
		(0.25) 17.3		Time Over Subdivision / Average Speed per Hour		(0.25) 17.3		

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

No. 175 will wait 30 minutes at Nome for No. 6 unless otherwise instructed.

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TIME TABLE NO. 4
April 4, 1926

Length of sidings in cars; location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.

EASTWARD THIRD CLASS	EASTWARD SECOND CLASS	EASTWARD FIRST CLASS	EASTWARD FIRST CLASS	Distance from Houston	STATIONS	Distance from Lufkin	WESTWARD FIRST CLASS	WESTWARD FIRST CLASS	WESTWARD SECOND CLASS	WESTWARD 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		
BKWFT Yard			8.50PM	9.10AM	0.0	TO-R HOUSTON (Grand Central Station)	118.7	7.00AM	5.30PM			Continuous	Continuous
Yard K	6.15AM	2.30AM				TO-R ENGLEWOOD	120.2			6.45AM	2.36PM	Continuous	Continuous

TIME AT ENGLEWOOD FOR INFORMATION ONLY. SEE SPECIAL INSTRUCTIONS RULES 15, 16 AND 19 GOVERNING TRAIN MOVEMENTS BETWEEN SEMMES JUNCTION AND HOUSTON AND BETWEEN TOWER 26 AND ENGLEWOOD.

					8.53		1.0	SEMMES JUNCTION	117.7	6.55								
								.06										
I	6.25		2.38		8.55	9.15	1.6	TOWER 26 (T. & N. O. CROSSING)	117.1	6.52	5.10			6.25		2.23		
								0.7										
I							2.4	TOWER 71 (H. B. & T. CROSS.)	116.4								Continuous	Continuous
								0.6										
							3.0	I. -G. N. CROSSING	115.8								Continuous	Continuous
								0.1										
Yard	6.45		2.45		9.00	9.20	3.2	NORTH YARD	115.7	6.45	5.03			6.00		2.15		
								1.6										
I							4.8	TO TOWER 76 (H. B. & T. CROSSING)	114.1								Continuous	Continuous
								5.2										
82 P	7.00		3.05		f 9.10	f 9.30	10.0	GISH	108.9	f 6.33	f 4.53			5.40		1.52		
								3.9										
47	7.10		3.17		9.15	f 9.37	13.9	BENDER	105.0	6.23	f 4.44			5.20		1.40		
								3.9										
Yard WP	7.25		3.37		s 9.23	s 9.45	17.8	TO HUMBLE	101.0	s 6.16	s 4.37			5.00		1.30	8.00AM to 5.00PM	8.00AM to 5.00PM
								6.2										
43 P	7.45		3.54		9.32	9.56	24.0	JAPAN	94.8	6.02	4.25			4.30		1.00		
								5.0										
84 P	8.00		4.15		s 9.41	s10.05	29.0	TO NEW CANEY	89.8	s 5.52	s 4.15			4.15		12.30	8.30AM to 5.30PM	8.30AM to 10.30AM 3.30PM to 5.30PM
								8.3										
	8.25		4.33		9.55	f10.19	37.3	MIDLINE	81.5	5.35	f 3.59			3.55		12.01PM		
								6.6										
P					s10.09	s10.32	43.9	TO CLEVELAND	74.9	s 5.20	s 3.47						8.00AM to 5.00PM	8.00AM to 5.00PM
								0.5										
Connection W					s10.12	s10.35	44.4	G. C. & S. F. CROSSING	74.4	s 5.15	s 3.43							
								0.5										
72 P	9.40		4.49		10.13	**10.36**	44.9	CRUSE	73.9	5.13	3.42			3.40		**10.36**AM		
								4.1										
59 P	**10.05**		**5.05**		10.20	10.44	49.0	WESTCOTT	69.8	**5.05**	3.34			3.25		**10.05**		
								5.4										
1-46 2-42 YP	10.35		5.30		10.28	10.54	54.4	NAPIER	64.4	4.55	3.26			3.10		9.40		
								1.6										
52 P	**10.58**		5.38		s10.32	s**10.58**	56.0	TO SHEPHERD	62.8	s 4.51	s 3.23			2.52		9.20		
								2.0									8.00AM to 5.00PM	8.00AM to 5.00PM
60 WP	11.07		5.45		10.35	11.02	58.0	MILLEDGE	60.8	4.46	3.18			2.39		9.00		
								2.3										
52 P	11.28		6.00		f10.39	f11.08	60.3	URBANA	58.5	f 4.40	f 3.13			2.32		8.40		
								3.8										
69 P	11.44		6.12		f10.45	s11.16	64.1	TO GOODRICH	54.7	f 4.34	s 3.06			2.15		8.20		
								3.8									8.00AM to 5.00PM	8.00AM to 5.00PM
39 P	11.55AM		6.26		10.51	f11.24	67.9	LAMONT	50.9	4.26	f 2.58			2.00		7.55		
								3.1										
1-30 2-23 P	12.10PM		6.38		10.56	11.30	71.0	WEST LIVINGSTON (W.B.T. & S. CROSSING)	47.8	4.20	2.52			1.40		7.45		
								1.1										
27 P	12.45		6.50		s11.01	s11.36	72.2	TO LIVINGSTON	46.7	s 4.16	s 2.49			1.30		7.35		
								3.6										
20 P W	1.00		**7.10**		11.08	f11.44	75.8	MARSTON	43.1	4.07	f 2.39			1.16		**7.10**		
								2.3										
65 P	1.15		7.25		s11.12	s11.50	78.1	TO NEW WILLARD	40.8	s 4.03	s 2.34			1.05		7.00		
								2.3									8.00AM to 5.00PM	11.30AM to 2.40PM
44 YP	1.30		7.36		f11.17	s11.57AM	80.4	TO LEGGETT	38.5	s 3.58	s 2.28			12.50		6.50		
								3.9										
34 P	1.46		7.48		11.23	12.04PM	84.3	VALDA	34.6	3.50	2.20			12.15AM		6.39		
								3.9										
60 P	**2.12**		8.00		s11.30	s12.13	88.2	TO MOSCOW	30.7	s 3.42	s **2.12**			11.56PM		6.29		
								5.5									8.00AM to 5.00PM	12.01PM to 2.15PM
60 P W	2.37		8.15		s**11.41**	s12.25	93.7	TO CORRIGAN (W.B.T. & S. CROSSING)	25.2	s 3.32	s 2.02			**11.41**		6.15		
								6.1									7.30AM to 4.30PM	7.30AM to 4.30PM
24 P	2.52		8.30		11.51	12.36	99.8	POTOMAC	19.1	3.18	1.50			11.10		5.55		
								3.9										
14 WP	3.04		8.40		11.59PM	12.44	103.7	RENOVA	15.2	3.08	1.42			10.55		5.40		
								3.7										
60 P	3.16		8.55		s12.05AM	s12.51	107.4	TO DIBOLL	11.5	s 3.00	s 1.35			10.42		5.29	7.00AM to 4.00PM	12.20PM to 2.20PM
								3.6										
52 P	3.28		9.05		f12.11	s12.59	111.0	TO BURKE	7.9	f 2.50	s 1.28			10.30		5.18	7.00AM to 4.00PM	12.01PM to 2.01PM
								7.9										
BKWFTYP Yard	3.51PM		9.45AM		12.30AM	¶ **1.15**PM	118.9	TO-R LUFKIN	0.0	2.35AM	**1.15**PM			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	(4.05) 29.2		.....Time Over Subdivision..... .....Average Speed per Hour.....		(4.25) 27.0	(4.05) 29.2			(8.35) 14.0		(9.36) 12.5		

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.

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EASTWARD — SHREVEPORT SUBDIVISION

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. 4 — April 4, 1926 — STATIONS
			88 G.C.&S.F. 202 Passenger	86 G.C.&S.F. 263 Freight	82 G.C.&S.F. 264 Freight	84 G.C.&S.F. 201 Passenger	80 G.C.&S.F. 274 Mixed	74 A.&N.R. 1 Mixed	72 A.&N.R. 2 Mixed	161 Local Freight	218 Local Freight	169 Through Freight	146 Through Freight	167 Through Freight	144 Sunset Manifest Freight		26 Passenger	155 Passenger	147 Passenger	28 Passenger		
			Leave Daily	Leave Mon. Wednesday Friday	Leave Tues. Thursday Saturday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	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		**7.15**AM		12.50AM		10.30AM		2.01PM			12.40AM	118.9	TO-R LUFKIN
																					119.0	0.2 ST. L. S. W. CROSSING
Connection P								4.40PM	9.45AM												121.0	2.0 A. & N. R. CROSSING PROSSER
13																	f **2.09**			12.52	123.1	2.1 DAVISVILLE
19 Spur																	f 2.15			1.00	127.1	4.0 KURTH
67 P											7.50		**1.57**		11.05		f 2.20			1.07	130.4	3.3 CLIMAX
										9.15AM	8.10	3.05AM	2.19	**10.50**AM	11.30AM		2.34	12.08PM	1.30AM	1.31	138.5	8.1 DORR JUNCTION
Yard WP										9.55	8.15	3.30	2.30	10.55	**12.10**PM		s **2.42**	s **12.10** ¶**12.30**	s **1.32** **1.40**	s **1.33** **1.45**	138.9	0.4 Block Signals TO-R NACOGDOCHES
P										**10.10**AM	8.25	3.45AM	2.40	11.10AM	12.22		2.50	**12.40**PM	1.50AM	1.55	142.0	3.1 BONITA JUNCTION
27 P											8.35		2.46		**12.28**		f 2.53			2.00	144.3	2.3 REDFIELD
33 P											9.00		2.56		12.40		s 3.01			s 2.10	148.1	3.8 TO APPLEBY
23 P W											9.15		3.04		12.50		f 3.06			f 2.16	150.7	2.6 MAYOTOWN
15 P											9.35		3.16		1.05		f 3.18			2.26	155.1	4.4 FITZE
1-30 2-23 P											10.15		3.28		1.20		s 3.26			s 2.36	159.1	4.0 TO GARRISON
22 P											10.37		**3.40**		1.32		f 3.33			2.44	163.2	4.1 GALLAGHER
Connection							2.20PM				10.50		3.52		1.45		3.40			2.51	166.9	3.7 SHELBY JUNCTION
45 P							2.25PM				**10.56**		3.55		1.48		s 3.43			s 2.54	167.5	0.6 TO TIMPSON
60 WP											11.27		4.08		2.10		f 3.53			**3.04**	172.1	4.6 MELDRUM
Connection			5.32PM	12.55PM	10.27AM	8.27AM															176.7	4.6 G. C. & S. F. CROSSING
62 P			**5.35**PM	**1.00**PM	**10.30**AM	**8.30**AM					11.42		4.25		2.27		s 4.04			s 3.19	177.1	0.4 TO TENAHA
26 P											11.57AM		4.40		2.40		f 4.13			f 3.28	181.6	4.5 PAXTON
31 P											12.25PM		5.00		3.00		s 4.27			s 3.41	188.6	7.0 TO JOAQUIN
Yard WP											12.50		5.05		3.12		s **4.32**			f 3.46	190.5	1.9 TO HASLAM
13 P											1.00		5.10		3.20		s 4.37			s 3.51	191.8	1.3 TO LOGANSPORT
26 P											1.25		5.28		3.35		f 4.47			f 4.01	197.7	5.9 FUNSTON
59 P											1.45		5.40		**3.55**		s 4.56			s 4.09	201.3	3.6 TO LONGSTREET
57 WP											2.15		6.00		4.20		s 5.09			s 4.22	208.0	6.7 TO KEACHIE
25 P											2.35		6.12		4.35		f 5.19			4.32	213.1	5.1 PRESTON
																					219.2	6.1 T. & P. CROSSING
60 P											**3.04**		6.27		4.50		f 5.30			f 4.44	219.2	0.0 KEITHVILLE
30 P											3.40		**6.40**		5.05		f 5.39			4.54	224.5	5.3 LA ROSEN
																					226.5	2.0 T. & P. CROSSING
60 P											4.00		6.50		5.15		5.47			5.00	228.1	1.6 WEST YARD
																					230.7	2.6 SHREVEPORT CREOSOTING CO. CROSSING
																					231.1	0.4 K. C. S. CROSSING
BKWFTYP Yard											4.15PM		7.00AM		5.30PM		5.55PM			5.10AM	231.4	0.3 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).

KB. P																	6.05PM			5.20AM	232.3	TO-R SHREVEPORT (K. C. S. & G. T. Co. Depot)
			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		
			(0.03) 8.0	**(0.05) 4.0**	(0.03) 8.0	(0.03) 8.0	**(0.05) 6.6**	**(0.15) 8.6**	**(0.15) 8.6**	**(0.55) 4.1**	**(9.0) 12.5**	(0.40) 5.2	(6.10) 18.4	(0.20) 15.0	(7.00) 16.2		(4.04) 27.8	(0.32) 6.6	(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.

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TIME TABLE No. 4
April 4, 1926

STATIONS	Distance from Shreveport K. C. S. & G. T. Co. Depot	FIRST CLASS 148 Passenger Arrive Daily	25 Passenger Arrive Daily	156 Passenger Arrive Daily	27 Passenger Arrive Daily	SECOND CLASS 168 Through Freight Arrive Daily	143 Sunset Manifest Freight Arrive Daily	145 Through Freight Arrive Daily	170 Through Freight Arrive Daily	THIRD CLASS 217 Local Freight Arrive Daily Ex. Monday	162 Local Freight Arrive Daily Ex. Sunday	71 A.&N.R. 2 Mixed Arrive Daily Ex. Sunday	73 A.&N.R. 1 Mixed Arrive Daily Ex. Sunday	81 G.C.&S.F. 271 Mixed Arrive Daily Ex. Sunday	85 G.C.&S.F. 201 Passenger Arrive Daily	83 G.C.&S.F. 264 Freight Arrive Tues. Thurs and Saturdays	87 G.C.&S.F. 263 Freight Arrive Mon. Wednesdays and Fridays	89 G.C.&S.F. 202 Passenger Arrive Daily	Train Order Office Hours: Daily except Sunday and Legal Holidays	Train Order Office Hours: Sundays and Legal Holidays only
TO-R LUFKIN	113.5		¶12.50PM		s 2.25AM		9.30PM	**7.15AM**		3.00PM		8.30AM	4.15PM						Continuous	Continuous
0.2																				
ST. L. S. W. CROSSING	113.3																			
2.0																				
A. & N. R. CROSSING PROSSER	111.3											8.10AM	4.00PM							
2.1																				
DAVISVILLE	109.2		f12.39		2.12			6.45		**2.09**										
4.0																				
KURTH	105.2		f					6.35												
3.3																				
CLIMAX	101.9		f12.26		f **1.57**		8.27	6.25		1.35										
8.1																				
DORR JUNCTION	93.8	1.57AM	12.12	2.45PM	1.42	1.10PM	8.05	5.30	9.01PM	1.15	**10.50AM**									
0.4																				
TO-R NACOGDOCHES	93.4	s **1.50** **1.21**	s**12.10**PM	s **2.42** 2.25	s **1.40** **1.25**	1.00	8.00	5.25	8.57	1.10	10.45								Continuous	Continuous
3.1																				
BONITA JUNCTION	90.3	1.12AM	11.55AM	2.15PM	1.16	**12.40**PM	7.35	4.56	8.20PM	12.45	**10.10AM**									
2.3																				
REDFIELD	88.0		f11.49		1.12		7.27	4.47		**12.28**										
3.8																				
TO APPLEBY	84.2		s11.41		s 1.05		7.12	4.35		12.13									8.00AM to 5.00PM	10.15AM to 3.45PM
2.6																				
MAYOTOWN	81.6		f11.34		f12.56		7.00	4.25		12.03PM										
4.4																				
FITZE	77.2		f11.25		12.48		6.45	4.10		11.52AM										
4.0																				
TO GARRISON	73.2		s11.13		s12.38		6.30	3.51		11.39									8.00AM to 5.00PM	10.00AM to 4.00PM
4.1																				
GALLAGHER	69.1		f11.05		12.28		6.15	**3.40**		11.27										
3.7																				
SHELBY JUNCTION	65.4		10.57		12.21		6.03	3.31		11.15				11.15AM						
0.6																				
TO TIMPSON	64.8		s**10.56**		s12.20		6.00	3.19		**11.12**				**11.12**AM					8.00AM to 5.00PM	8.00AM to 5.00PM
4.6																				
MELDRUM	60.2		f**10.44**		12.08AM		5.45	**3.04**		**10.44**										
4.6																				
G. C. & S. F. CROSSING	55.6														8.35AM	10.33AM	1.03PM	5.37PM		
0.4																				
TO TENAHA	55.2		s10.34		s11.58PM		5.20	2.44		10.20					**8.30**AM	**10.30**AM	**1.00**PM	**5.35**PM	Continuous	Continuous
4.5																				
PAXTON	50.7		f10.20		f11.45		5.05	2.24		9.38										
7.0																				
TO JOAQUIN	43.7		s10.07		s11.33		4.40	1.50		9.00									8.00AM to 5.00PM	8.30AM to 10.30AM 3.30PM to 5.30PM
1.9																				
TO HASLAM	41.8		s10.03		s11.28		**4.32**	1.45		8.50									8.00AM to 5.00PM	8.00AM to 5.00PM
1.3																				
TO LOGANSPORT	40.5		s 9.58		s11.23		4.19	1.40		8.40									8.00AM to 5.00PM	8.30AM to 10.30AM 3.30PM to 5.30PM
5.9																				
FUNSTON	34.6		f 9.46		f11.11		4.05	1.15		8.15										
3.6																				
TO LONGSTREET	31.0		s 9.39		s11.04		**3.55**	12.55		7.55									8.30AM to 5.30PM	8.00AM to 10.00AM 4.00PM to 6.00PM
6.7																				
TO KEACHIE	24.3		s 9.26		s10.50		3.36	12.33		7.25									8.30AM to 5.30PM	8.00AM to 10.00AM
5.1																				
PRESTON	19.2		f 9.15		f10.38		3.19	12.08AM		7.10										
6.1																				
T. & P. CROSSING	13.1																			
0.0																				
KEITHVILLE	13.1		f 9.03		f10.27		**3.04**	11.43PM		6.55										
5.3																				
LA ROSEN	7.8		f 8.54		f10.19		2.52	11.25		**6.40**										
2.0																				
T. & P. CROSSING	5.8																			
1.6																				
WEST YARD	4.2		8.47		10.12		2.42	11.17		6.15										
2.6																				
SHREVEPORT CREOSOTING CO. CROSSING	1.6																			
0.4																				
K. C. S. CROSSING	1.2																			
0.3																				
TO-R SHREVEPORT (H. & S. DEPOT)	0.9		8.40AM		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		8.35AM		10.00PM														Continuous	Continuous
		Leave Daily 148	Leave Daily 25	Leave Daily 156	Leave Daily 27	Leave Daily 168	Leave Daily 143	Leave Daily 145	Leave Daily 170	Leave Daily Ex. Monday 217	Leave Daily Ex. Sunday 162	Leave Daily Ex. Sunday 71	Leave Daily Ex. Sunday 73	Leave Daily Ex. Sunday 81	Leave Daily 85	Leave Tues. Thurs. and Saturdays 83	Leave Mon. Wednesdays and Fridays 87	Leave Daily 89		
Time Over Subdivision		(0.45)	(4.15)	(0.30)	(4.25)	(0.30)	(7.00)	(8.15)	0.41	**(9.0)**	(0.40)	**(0.20)**	**(0.15)**	(0.03)	(0.05)	(0.03)	0.03	(0.02)		
Average Speed per Hour		4.7	26.7	7.0	**25.7**	7.0	16.2	13.8	5.1	**12.5**	5.2	**6.5**	**8.6**	12.0	4.0	8.0	8.0	12.0		

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

No. 25 will stop on flag at Hanson and Mayotown Ballast Pit.

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COMPANY SURGEONS

Houston	Dr. R. W. Knox	Chief Surgeon
	Dr. C. C. Green	Assistant Chief Surgeon
	Dr. F. A. Waples	Division Surgeon
	Dr. H. C. Feagin	Local Surgeon
	Dr. R. H. Harrison	Examining Surgeon
	Dr. T. A. Dickson	Local Oculist and Aurist
	Dr. M. L. O'Banion	Local Oculist and Aurist
	Dr. J. L. Taylor	Local Surgeon
	Dr. R. H. McMeans	Local Surgeon
	Dr. C. M. Warner	Local Surgeon
	Dr. Neal Davis	Local Surgeon
Appleby	Dr. G. E. Samuels	Local Surgeon
Athens	Dr. J. K. Webster	Local Surgeon
	Dr. A. H. Easterling	Local Surgeon
Beaumont	Dr. H. A. Barr	Division Surgeon
	Dr. L. Goldstein	Division Surgeon
	Dr. O. S. Hodges	Local Oculist
	Dr. Sam Lyons	Asst. Local Oculist
	Dr. G. H. Reed	Local Surgeon
China	Dr. N. E. Laidacker	Local Surgeon
Cleveland	Dr. J. M. Hubert	Local Surgeon
Colmesneil	Dr. R. A. Parten	Local Surgeon
Crandall	Dr. A. D. Ledbetter	Local Surgeon
	Dr. A. J. Sharp	Local Surgeon
Crosby	Dr. J. D. Stalsby	Local Surgeon
Cushing	Dr. Fred W. Cariker	Local Surgeon
Dallas	Dr. Elbert Dunlap	Division Surgeon
	Dr. H. M. Winans	Examining Surgeon
	Dr. E. H. Cary	Local Oculist
Dayton	Dr. J. T. Tadlock	Local Surgeon
Diboll	Dr. J. R. Dale, Jr.	Local Surgeon
Eustace	Dr. L. L. Cockrell	Local Surgeon
Fort Worth	Dr. W. A. Duringer	Division Surgeon
	Dr. W. C. Duringer	Division Surgeon
	Dr. S. J. Wilson	Local Surgeon
	Dr. W. R. Thompson	Oculist and Aurist
Frankston	Dr. G. H. Moss	Local Surgeon
Garrison	Dr. G. H. Tanner	Local Surgeon
Humble	Dr. J. B. DuBose	Local Surgeon
Huntington	Dr. R. B. Forrest	Local Surgeon
Jacksonville	Dr. M. B. Canon	Local Surgeon
	Dr. R. T. Davis	Local Surgeon
	Dr. F. A. Fuller	Local Surgeon
Jacksonville	Dr. J. M. Travis	Local Surgeon
	Dr. J. B. McDougle	Local Ocu'st & Aurist
Joaquin	Dr. W. A. Ramsey	Local Surgeon
Kaufman	Dr. R. J. Rowe	Local Surgeon
Keachie	Dr. W. H. Morgan	Local Surgeon
Kemp	Dr. H. A. Taylor	Local Surgeon
	Dr. F. A. Fuller, Jr.	Local Surgeon
Kountze	Dr. B. E. Selman	Local Surgeon
Liberty	Dr. Harry Caplovitz	Local Surgeon
Livingston	Dr. B. C. Marsh	Local Surgeon
	Dr. H. Bergman	Local Surgeon
Logansport, La.	Dr. Guy Wimberly	Local Surgeon
Longstreet, La.	Dr. Guy Wimberly	Local Surgeon
Lufkin	Dr. R. T. Cannon	Examining Surgeon
	Dr. W. W. Dunn	Local Surgeon
	Dr. R. L. Mathews	Oculist
Mabank	Dr. W. P. Irvine	Local Surgeon
Nacogdoches	Dr. F. C. Ford	Local Surgeon
	Dr. A. A. Nelson	Local Surgeon
	Dr. F. R. Tucker	Local Surgeon
	Dr. W. I. M. Smith	Local Surgeon
New Willard	Dr. J. S. Mann	Local Surgeon
Orange	Dr. J. C. Seastrunk	Local Surgeon
	Dr. W. P. Coyle	Local Oculist
	Dr. F. W. Lawson	Local Surgeon
Palestine	Dr. E. B Parsons	Division Surgeon
	Dr. E. V. Converse	Local Surgeon
Ponta	Dr. P. E. Jones	Local Surgeon
Port Arthur	Dr. W. S. Winter, Sr.	Local Surgeon
	Dr. W. S. Winter, Jr.	Local Surgeon
Poynor	Dr. M. A. King	Local Surgeon
Rusk	Dr. T. H. Cobble	Local Surgeon
Seagoville	Dr. A. B. Watkins	Local Surgeon
Shreveport, La.	Dr. Frank Walke	Local Surgeon
	Dr. John L. Scales	Oculist
	Dr. Edward Galloway	Local Surgeon
Sour Lake	Dr. T. O. Darby	Local Surgeon
Teneha	Dr. C. E. Carter	Local Surgeon
	Dr. W. J. Spivey	Local Surgeon
Timpson	Dr. T. F. Whiteside	Local Surgeon
	Dr. D. C. Bussy	Local Surgeon
Woodville	Dr. R. E. Dickens	Local Surgeon
Zavalla	Dr. T. W. Hancock	Local Surgeon

PASSENGER LOCOMOTIVE RATINGS

TRAINS		NUMBER OF CARS AND TONS PER TRAIN													
		622 To 630	610 To 621	600 To 609	738 To 794	700 To 711	369 To 376	289 To 292	273 To 277	261 To 272	240 To 258	225 To 236	220 To 223	212 To 219	205 To 209
Houston and New Orleans	Cars		13	11				8	8						
101, 102	Tons		1027	869				632	632						
Houston and New Orleans	Cars		14	12				9	9	8					
7, 8, 11, 12, 103, 104	Tons		910	780				585	585	520					
Houston and New Orleans	Cars		14	12				9	9	8	7				
1, 2, 3, 4, 5, 6	Tons		910	780				585	585	520	455				
Dallas and Beaumont	Cars		13	11		12				7	7	6	7	6	6
147, 148, 155, 156	Tons		845	715		780				455	455	390	455	390	390
Houston and Shreveport	Cars		13	11				8	8	7	7	6	7	6	6
25, 26, 27, 28	Tons		845	715				520	520	455	455	390	455	390	390

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

Oct. 9, 1925.

SPEED TABLE

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

Miles Per Hour	1 Mile in Min.	1 Mile in Sec.	Miles Per Hour	1 Mile in Min.	1 Mile in Sec.	Miles Per Hour	1 Mile in Min.	1 Mile in Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60	1	
27	2	13	44	1	21			

TIME INSPECTORS

Sidney F. Ball, General Time Inspector, Chicago
L. L. Doty, Asst. Gen'l Time Inspector, Chicago
Houston Watch Company, S. P. Bldg., Houston
W. E. Conners, 1801 Hardy Street.....Houston
R. M. Mothner, 268 Pearl Street.....Beaumont
Jacksonville Drug Company.....Jacksonville
Hafner Watch & Optical Co., Int'rb'n Bldg., Dallas
J. E. Copeland.....Palestine
H. L. Cohenour.....Orange
Mills & Juengerman.....Sour Lake
M. E. Agee.....Lufkin
A. E. Gordon, 1920 Texas Avenue.....Shreveport

HOSPITALS

General Hospital—
Southern Pacific Hospital, Thomas Street, between James and Paschal, Houston.

Emergency Hospital—
T. E. Schumbert Memorial Hospital, Shreveport.
Hotel Dieu, Beaumont.
Cherokee Hospital, Jacksonville.

First Aid Hospital—
T. & N. O. General Shops, Houston.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from Track End	SABINE AND DALLAS	Distance From Dallas	Car Capacity and Direction Opening if Spur
36.0	GILBERT SPUR	283.1	5E
39.5	LOEB	279.6	2E
43.3	ARIOLA	275.8	14E
57.6	OLIVE	261.7	10E
62.3	HESTER	256.8	10
80.0	MILTON	239.1	17E
90.1	GRIFFIN	229.0	21E
91.9	WILSON SPUR	227.2	16W
96.3	MELBA	222.8	28
100.2	ALDIS	218.9	9
104.8	MARTIN	214.3	6
111.0	NANCY	208.1	15
125.0	PRESTRIDGE	194.1	StLSWConn.
134.3	MANTON	184.8	15W
136.5	PLATT SPUR	182.6	9E
137.1	NORTH PLATT	182.0	7E
143.6	LACY	175.5	7W
167.0	DALMONT	152.1	16
180.0	GUINN SPUR	139.1	5W
239.1	LOPER	80.0	4W
274.2	LAGO	44.9	4W
287.2	GUMBO PIT	31.9	YARD
295.3	BOIS D'ARC	23.8	9E

Distance From Echo	ECHO AND HOUSTON	Distance From Houston	Car Capacity and Direction Opening if Spur
10.5	ORANGE FIELD	100.5	20
14.4	OILLA	96.6	7W

Distance From Gallatin	GALLATIN AND PALESTINE	Distance From Palestine	Car Capacity and Direction Opening if Spur
2.4	CHECKUP	36.5	5E
5.5	STAYTON	33.2	18
7.5	STRINGER	31.7	9E
12.0	BEANS CREEK	26.9	6
14.5	POWELL	24.4	7E
18.3	JAVA	20.6	8
18.9	GROGGAN'S SPUR	20.0	6E
21.0	MEWSHAW	17.9	6
24.3	HERRING	14.9	6
25.2	HASSELL	13.7	2W
26.7	JARVIS	13.2	4
28.7	WOOD SPUR	10.2	2W
31.8	DEANWRIGHT	6.3	6E

Distance From Houston	HOUSTQN AND SHREVEPORT	Distance from Shreveport	Car Capacity and Direction Opening if Spur
6.64	WESTHEIMER	224.72	3 E
19.69	KENYON	221.67	10 W
24.36	PORTER	207.00	10
30.82	KEEFER	200.54	9 W
33.17	THOMS	198.19	13 W
34.46	SPLENDORA	196.90	17 W
38.30	EAST RIVER	193.06	9 W
39.6	HUSAN	191.76	
40.32	GLADSTELL	191.04	10 W
40.64	NIMROD	190.72	W
46.08	EXCELSIOR	185.28	13
50.51	NORMANVALE	180.85	20 W
51.54	ROSS SPUR	179.82	6 W
58.83	FISH BRANCH	172.53	18 E
61.40	LERA	169.96	10 W
81.63	SEVEN OAKS	149.73	9 W
84.28	BERING	147.08	18 W
89.84	LAURELIA	141.52	10 W
95.42	BEN FORD	135.32	7 W
99.80	WAKEFIELD	130.94	
113.32	HOSHALL	118.04	W
124.00	COCHRAN	107.36	6 W
128.00	MILLARD	103.36	

Distance From Houston	HOUSTON AND SHREVEPORT	Distance from Shreveport	Car Capacity and Direction Opening if Spur
130.84	LOLA	100.52	12 W
	TILFORD-HUNT SPUR		8 W
151.70	MAYOTOWN BALLAST PIT	79.66	
160.17	HENNING	71.19	13 W
164.50	SPEER	66.86	
165.28	HOUGHTON	66.08	15 W
175.92	GIBSON	55.44	13 W
184.92	HANSON	46.44	4 W
190.67	SIAM	40.69	18 W
202.73	WASHBURN	28.63	9 W
205.90	KOLTER	25.50	
221.18	BUNGALOW	10.18	8 E

LEGAL HOLIDAYS

New Year's Day.....January 1st.
Washington's Birthday.....February 22nd.
Decoration Day.....May 30th.
Independence Day.....July 4th.
Labor Day.....First Monday in September.
Thanksgiving Day.....Last Thursday in November.
Christmas Day.....December 25th.

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RATING OF LOCOMOTIVES IN FREIGHT TRAIN SERVICE

CLASS Nominal	CLASS Designation	ENGINE NUMBERS	Houston and Echo Beaumont and Sabine	Beaumont To Hyatt	Hyatt To Seagoville	Seagoville To Dallas	Dallas to Sylvania via C. R. I. & G. Ry.	Sylvania to Fort Worth Via C. R. I. & G. Ry.	Ft. Worth to Sylvania Via C. R. I. & G. Ry.	Sylvania to Dallas Via C. R. I. & G. Ry.	Dallas to Seagoville	Seagoville To Doucette	Doucette To Village Mills	Village Mills To Beaumont	Houston To Shepherd	Shepherd To Nacogdoches	Nacogdoches To Garrison	Garrison To Shreveport	Shreveport To Nacogdoches	Nacogdoches To Leggett	Leggett To Napier	Napier To Houston
E-23	E73$^{20}/_{24}$90S	262 to 272	3450	3190	1350	2720					2250	1290	1760	3400								
A-3	A77$^{20}/_{28}$107S	289 to 292	4000	3720	1580	3170					2720	1510	2060	3920								
T-24	T55$^{19}/_{24}$95	303, 310, 328	3300	3060	1300	2600					2160	1240	1690	3240	2620	1250	890	1115	965	1140	1980	2955
T-24	T57$^{19}/_{24}$96	301, 304 to 309, 311 to 316, 318 to 320, 322, 323, 325 to 327, 331 to 334	3300	3060	1300	2600					2160	1240	1690	3240	2525	1205	860	1075	930	1100	1910	2850
T-25	T56$^{19}/_{28}$100	666 to 681	3700	3420	1450	2920					2410	1380	1890	3630	2765	1320	965	1180	1020	1205	2060	3130
T-27	T63$^{20}/_{28}$112	688 to 696, 698	4100	3820	1630	3260					2700	1560	2110	4020	3100	1480	1080	1320	1140	1350	2305	3500
M-4	M63$^{20}/_{28}$126	444 and 458	4800	4250	1800	3620	2850	1230	3550	3150	3000	1720	2350	4720	3440	1645	1195	1465	1720	1500	2500	3895
M-4	M63$^{20}/_{28}$128S	410 to 432, 434 to 443, 445 to 457, 459	4850	4310	1840	3680	2900	1250	3600	3200	3050	1750	2390	4770	3500	1670	1220	1490	1290	1525	2605	3960
M-6	M63$^{21}/_{28}$142S	482 to 484	5500	4600	1950	3920	3200	1370	4200	3580	3250	1860	2550	5410	3690	1760	1270	1570	1350	1600	2760	4200
M-8	M63$^{21}/_{28}$151S	460 to 469	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1475	1745	3010	4580
M-9	M63$^{21}/_{28}$150S	550 to 556	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1475	1745	3010	4580
M-10	M63$^{21}/_{28}$152S	500 to 514	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1475	1745	3010	4580
M-11	M63$^{21}/_{28}$153S	560 to 565	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1475	1745	3010	4580
P-5	P77$^{20}/_{28}$141S	600 to 609	5050	4490	1900	3810					3170	1820	2480	4960	3250	1550	1120	1370	1190	1400	2430	3700
T-28	T69$^{20}/_{28}$163S	701 to 711	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1475	1745	3010	4580
C-8	C57$^{22}/_{30}$187S	800 to 807	7500	6840	2900	5830	4600	2000	5700	5000	4820	2760	3780	7370	5610	2675	1925	2590	2085	2440	4150	6275
C-9	C57$^{22}/_{30}$190S	808 to 850	7500	6840	2900	5830	4600	2000	5700	5000	4820	2760	3780	7370	5610	2675	1925	2590	2085	2440	4150	6275
MK-5	MK63$^{20}/_{28}$210S	738 to 794	9000	8200	3480	6980	5400	2350	7000	6200	5610	3240	4360	8850	6720	3140	2260	3040	2450	2860	4800	7500

NOTE—These ratings represent Maximum loading of locomotives behind tenders expressed in units of 1,000 lbs. (ms). Allowance for empty and underloaded cars: Less than 40 ms, 6 ms; 40 to 50 ms, 3 ms; more than 50 ms, 0.

RULING GRADES AND CURVES

Westward

DISTRICT	Per Cent Grade	Degrees Curve	Equivalent Grade	Miles Per Hour
Beaumont to Hyatt	.35	0	.35	10
Hyatt to Seagoville	.99	1° 30′	1.05	10
Seagoville to Dallas	.45	0	.45	10
Dallas to Fort Worth	1.10	0	1.10	10
Shreveport to Nacogdoches	1.5	0	1.5	10
Nacogdoches to Leggett	1.28	0	1.28	10
Leggett to Napier	.7	0	.7	10
Napier to Houston	.4	0	.4	10

Eastward

DISTRICT	Per Cent Grade	Degrees Curve	Equivalent Grade	Miles Per Hour
Fort Worth to Dallas	1.10	0	1.10	10
Dallas to Seagoville	.58	0	.58	10
Seagoville to Doucette	1.04	1° 30′	1.10	10
Doucette to Village Mills	.77	0	.77	10
Village Mills to Beaumont	.20	0	.20	15
Houston to Shepherd	.5	0	.5	10
Shepherd to Nacogdoches	1.17	0	1.17	10
Nacogdoches to Garrison	1.52	2° 43′	1.625	10
Garrison to Shreveport	1.3	0	1.3	10

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car. See A. R. A. (M. C. B.) rule 86.

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3¾x 7	66,000 lbs.
60,000 "	4¼x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5½x10	169,000 "
140,000 "	6 x11	210,000 "

To find maximum load that can be hauled between any two stations, at an average speed of 12½ miles per hour, multiply rating by the figures shown opposite the various stations in the following table. Symbol "F" opposite any station indicates a descending grade on which the loading limit is the car maximum for the district.

STATIONS	Westward	Eastward	STATIONS	Westward	Eastward	STATIONS	Westward	Eastward	STATIONS	Westward	Eastward	STATIONS	Westward	Eastward	STATIONS	Westward	Eastward
Beaumont and Rosedale	1.15	1.02	Dunagan and Poe	1.89	1.16	Chew and Poynor	2.34	1.74	Houston and Gish	1.26	1.43	New Williard and Leggett	1.92	1.38	Mayotown and Fitze	1.28	1.00
Rosedale and Voth	1.15	1.02	Poe and Hoya	1.44	1.80	Poynor and LaRue	2.12	2.80	Gish and Bender	1.26	1.43	Leggett and Valda	1.12	3.00	Fitze and Garrison	1.00	1.07
Voth and Weiss	1.00	1.00	Hoya and Dorr Jct.	2.50	2.10	LaRue and Baxter	1.28	1.22	Bender and Humble	F	1.43	Valda and Moscow	3.28	1.02	Garrison and Gallagher	1.17	1.11
Weiss and Nona	1.12	1.00	Dorr Jct. and Nacogdoches	2.50	2.10	Baxter and Athens	1.11	1.45	Humble and Japan	1.01	1.00	Moscow and Corrigan	1.05	1.00	Gallagher and Timpson	1.94	1.17
Nona and Kountze	1.00	1.00	Nacogdoches and Bonita Jct.	1.39	F	Athens and Pickens	1.11	1.10	Japan and New Caney	1.26	1.11	Corrigan and Potomac	1.51	1.68	Timpson and Meldrum	1.14	1.17
Kountze and Olive	1.08	1.00	Bonita Jct. and Mahl	1.00	1.28	Pickens and Stockard	1.17	1.10	New Caney and Midline	1.26	1.09	Potomac and Renova	1.00	1.26	Meldrum and Tenaha	1.40	1.00
Olive and Longs	1.00	1.00	Mahl and Caro	2.22	1.16	Stockard and Eustace	1.25	1.16	Midline and Cleveland	1.14	1.04	Renova and Diboll	2.95	1.23	Tenaha and Paxton	1.47	2.01
Longs and Village Mills	1.10	1.00	Caro and Trawick	1.94	2.62	Eustace and Pauline	1.67	1.34	Cleveland and Wescott	1.14	1.20	Diboll and Burke	2.95	1.26	Paxton and Joaquin	1.13	1.14
Village Mills and Hyatt	1.00	1.06	Trawick and Cushing	1.39	1.40	Pauline and Mabank	1.44	1.57	Wescott and Napier	1.00	1.06	Burke and Lufkin	1.64	1.08	Joaquin and Haslam	2.87	3.36
Hyatt and Warren	1.33	1.92	Cushing and Sacul	1.67	1.22	Mabank and Gossett	1.50	1.45	Napier and Shepherd	1.08	F	Lufkin and Davisville	1.16	2.10	Haslam and Logansport	3.10	3.02
Warren and Hillister	1.11	1.00	Sacul and Reklaw	1.78	2.32	Gossett and Kemp	1.94	2.62	Shepherd and Urbana	1.13	F	Davisville and Kurth	1.23	1.00	Logansport and Funston	1.86	1.11
Hillister and Woodville	1.17	1.11	Reklaw and Ponta	1.67	2.15	Kemp and Jiba	1.94	2.56	Urbana and Goodrich	1.73	2.39	Kurth and Climax	1.84	1.80	Funston and Longstreet	1.70	1.11
Woodville and Doucette	1.17	F	Ponta and Gallatin	1.22	2.85	Jiba and Kaufman	1.83	2.21	Goodrich and Lamont	1.09	1.2	Climax and Nacogdoches	1.21	1.00	Longstreet and Keachie	1.43	1.34
Doucette and Colmesneil	1.11	1.05	Gallatin and Turney	1.22	2.62	Kaufman and Gastonia	1.00	1.00	Lamont and West Livingston	1.19	1.44	Nacogdoches and Redfield	1.01	1.07	Keachie and Preston	1.36	2.28
Colmesneil and Cima	1.00	F	Turney and Jacksonville	1.11	1.86	Gastonia and Crandall	1.00	1.00	West Livingston and Livingston	F	1.00	Redfield and Appleby	1.32	2.54	Preston and Keithville	1.32	1.80
Cima and Rockland	F	1.02	Jacksonville and Frys Gap	1.00	1.22	Crandall and Seagoville	1.00	1.00	Livingston and Marston	1.00	2.51	Appleby and Mayotown	1.11	1.79	Keithville and LaRosen	2.64	1.27
Rockland and Dolan	2.36	2.85	Frys Gap and Reese	F	1.00	Seagoville and Simonds	1.35	1.28	Marston and New Williard	1.92	1.77				LaRosen and Shreveport	1.36	1.68
Dolan and Zavalla	1.06	1.34	Reese and Cuney	F	1.16	Simonds and Kleburg	1.00	1.36									
Zavalla and Shawnee	1.28	1.86	Cuney and Lewis	1.39	2.68	Kleburg and Rylie	1.00	F									
Shawnee and Huntington	1.33	2.10	Lewis and Frankston	1.17	2.80	Rylie and Elam	1.10	1.53									
Huntington and Dunagan	1.94	1.45	Frankston and Chew	2.22	2.10	Elam and Briggs	1.32	1.49									
						Briggs and Dallas	1.00	2.08									

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SPECIAL INSTRUCTIONS

GENERAL

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

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

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

Conductors of trains displaying green signals must register in person.

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

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

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

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

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

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

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

11. 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. 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. Lufkin Subdivision trains operating from or to Englewood must register at that point.

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

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 will obtain a 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 and Sabine Subdivision first class trains not displaying green signals may register at Beaumont yard office 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 will be required to obtain a clearance card from Jacksonville 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, 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.

36. 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.

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

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

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

40. 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 **(20)** miles per hour on straight track and fifteen **(15)** miles per 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.

Same speed restrictions apply to yard engines with side rods up moving in trains. Yard engines moving in trains must be placed with tank ahead. Conductors must advise Chief Dispatcher and enginemen when they have such cars or engines in their trains.

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

(a) HOUSTON: Eighteen (18) miles per hour.

(b) DAYTON: Twenty (20) miles per hour between switches to house track.

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

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

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

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

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

(h) LIVINGSTON, NACOGDOCHES, TENEHA and SHREVEPORT: Six (6) miles per hour.

(i) LUFKIN, GARRISON, TIMPSON, HASLAM and LOGANSPORT: Ten (10) miles per hour.

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

(k) SHREVEPORT: Six (6) miles per hour over Claiborne Avenue.

57. MAXIMUM SPEED FOR PASSENGER TRAINS: Orange, Lufkin, Shreveport, Rockland and Jacksonville subdivisions, fifty **(50)** miles per hour; Sabine subdivision, thirty **(30)** miles per hour; Sour Lake and Palestine subdivisions, twenty **(20)** miles per hour; Turpentine subdivision, twelve **(12)** miles per hour.

58. MAXIMUM SPEED FOR FREIGHT TRAINS: Orange subdivision, thirty-five **(35)** miles per hour; Lufkin, Shreveport, Rockland and Jacksonville subdivisions, thirty **(30)** miles per hour; Sabine subdivision, twenty **(20)** miles per hour.

59. 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.

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POSITIVE BLOCK

Positive Block Signals have arms painted same as Interlocking signals.

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

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

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

First-class trains will operate under positive Block Signal indication.

Second-class and inferior trains will respect Time Table authority of first-class trains and will not enter block if unable to clear their time. Second-class and inferior trains will be governed entirely by Block Signal indication as against the same class, or inferior trains.

Westward Shreveport Subdivision trains approaching positive Block Limits east of Bonita Junction, will be governed by Signal No. 1419, which, if block is not occupied, will go to proceed position when train reaches overlap; train may then proceed to Nacogdoches against opposing trains.

Eastward trains from Nacogdoches will be governed by Signal No. 1384, east end of Nacogdoches Yard, which will remain at proceed position if block is not occupied.

Rockland subdivision trains moving from Bonita Junction to Nacogdoches will stop clear of Signal No. 1415. Trainmen will proceed to Junction switch; if switch indicator is at proceed, will set switch for Rockland Subdivision, and after interval of forty (40) seconds, if Signal No. 1415 goes to proceed position, train may proceed to Nacogdoches against opposing trains.

Switch indicator in telegraph office at Nacogdoches indicates whether or not block is occupied. Operator will IMMEDIATELY open time release when eastward trains start to leave, keeping it open until train enters block.

Trainmen and enginemen are reminded that an overlap extends from Signal No. 1419, two thousand feet eastward on Shreveport Subdivision and when on this overlap, Signal 1384 and 1415 are held in stop position.

Westward Shreveport Subdivision second-class and inferior trains will stop clear of Signal No. 1419, and call Operator at Nacogdoches on telephone and secure information as to overdue Rockland Subdivision first-class trains. If unable to clear their time at Nacogdoches, Operator will use time release and allow first-class Rockland Subdivision trains to proceed to Bonita Junction.

Westward Rockland Subdivision second-class and inferior trains will not pass Bonita Junction until they have ascertained from Operator at Nacogdoches that Shreveport Subdivision first-class trains overdue at Bonita Junction have passed.

INTERLOCKING

101. Interlocking Signal Masts, unless otherwise provided, are placed over or upon the right of and adjoining the track they govern as seen when approaching them (See Rule 600).

102. An Interlocking Home Signal is a fixed signal located at a point at which trains are required to stop when the route is not clear. The signal arm is square at the end and is painted red. This signal indicates "STOP" when the signal arm is in horizontal position or when a red light is displayed. The signal indicates "PROCEED" when the arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed.

When more than one arm is placed on the same mast, the top arm governs movements on the main or high speed route through the plant, while the lower arm or arms govern movements from main track to diverging or low speed routes.

103. An Interlocking Distant Signal is a fixed signal located in advance of an Interlocking Home Signal. The signal arm is forked at the end and is painted yellow with a black stripe. When the signal arm is in horizontal position or displays a yellow light, train must reduce speed immediately upon passing signal and proceed with caution until the home signal is reached. When the signal arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed, it indicates "PROCEED."

104. An Interlocking Dwarf Signal is a low home or distant signal of fixed location and governs slow speed movements through an interlocking plant, with or against current of traffic or on or from a siding or diverging route. A dwarf signal, similarly placed, has the same meaning as a high signal.

105. When a white light is displayed by an interlocking semaphore signal, it is an indication that the lens is broken. Trains will approach such signal WITH CAUTION and be governed by position of the signal arm.

106. When approaching interlocking plants, enginemen will indicate to the signalman the route they desire to use by sounding the proper whistle signals CLEARLY and DISTINCTLY. Such whistle signals must be sounded sufficiently in advance of the interlocking station to enable the signalman to set up the route desired without delay. Signals must not be called for until the train is ready to move immediately into or through the interlocking limits.

107. When it is necessary to operate trains against the current of traffic through interlocking limits, enginemen, trainmen, signalmen and all other employes concerned must remember that such movements are unusual, necessitating extreme care and precaution, and they must have proper understanding of signals, in order to avoid accidents.

INTERLOCKING WHISTLE CODES

TOWER 108.

Main track for movement with the current of traffic, from main track ———
Eastward main track eastward from any other point ——— o
Westward main track westward from any other point o ——— o
Eastward main track westward from any point o ———
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 ———
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 ———
Westward main track eastward from any point ——— o ———
H. E. & W. T. Transfer, from any point o o ———
H. E. & W. T. connection, from any point o o ——— ———
Roundhouse lead, from any point ——— ———
Old Head, from any point o ——— ——— o
H. B. & T. interchange, from any point ——— o o ———
Icing Plant, from any point ——— ——— ———
I.-G. N. interchange, from any point ——— o ——— o
Freight main track westward, from any point o ——— ———

TOWER 68.

Main track for movement with the current of traffic, from main track ———
Eastward main track eastward from any other point ——— o
Westward main track westward from any other point o ——— o
Eastward main track westward from any point o ———
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 ———
Westward main track eastward, from any point ——— o ———
To yard, from any point o ——— ———
To switching lead, east yard, from any point ——— ——— ———

TOWER 110.

Main track eastward or westward, from main track ———
Main track eastward, from any other point ——— o
Main track westward, from any other point o ———
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 ——— ———

H. J. MICKSCH, *Superintendent, Houston*

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

THOMAS SCOTT, *Ass't Superintendent, Jacksonville*

E. A. O'DONNELL, *Superintendent, Terminals, Houston*

GEORGE MILTON, *Trainmaster, Jacksonville*
B. H. McGUIRE, *Trainmaster, Houston*
L. W. ROWE, *Traveling Engineer, Houston*
J. W. HARTMAN, *Traveling Engineer, Houston*
W. L. COX, *Terminal Trainmaster, Dallas*

J. L. SOUTH, *Terminal Trainmaster, Beaumont*
T. G. GREADY, *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.

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