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TEXAS SOUTH-EASTERN RAILROAD COMPANY

Time Table Number 15

In Effect at 12:01 A. M., Sunday, August 11, 1918

CENTRAL STANDARD TIME

This Time Table is for the Information and Government of Employees ONLY. The Company Reserves the Right to Vary from it as Circumstances May Require

E. C. DURHAM, General Manager,
Diboll, Texas

WATFORD-BINION PRINTING CO. LUFKIN

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DIBOLL-LUFKIN DISTRICT

SOUTH BOUND					Miles from Lufkin	STATION	Capacity of Sidings	NORTH BOUND				
Fourth Class Daily xceptSunday	Third Class Daily ExceptSunday	Second Class Daily ExceptSunday	First Class Daily Except Sunday					First Class Daily Except Sunday		Second Class Daily ExceptSunday	Third Class Daily ExceptSunday	Fourth Class Daily ExceptSunday
21	7	5	3 G. L. & N. Mxd.	1				2	4 G. L. & N. Mxd.	6	8	22
	Lv 5.50 pm	Lv 7.35 am	Lv 1.05 pm	Lv 8.35 am	0	LUFKIN pwxty	Yard	Ar 7.30 am	Ar 11:15 am	Ar 1:20 am	Ar 11.05 am	
	5.53	7.38	1.08	8.38	.5	.5 Eastern Texas Junction	Y	Ar 7:26	Ar 11:12	Ar 1.17	Ar 11.02	
	6.06	7.51	....	f 8.49	3.5	3.5 FARRELL	8	f 7.13	....	1:02	10.49	
	6.15	8.00	1.24	f 8.57	6.3	2.8 PEAVY p	25	f 7.04	10.53	12.50	10.38	
	6.22	8.07	1.30	f 9.03	8.3	2.0 GRANVILLE	12	f 6.57	10.47	12.43	10.33	
Lv 3.20 pm	6.29	8.14	Ar 1.35 pm	Ar 9.11 am Lv 10.30 am	10.5	2.2 BLIX y	0	f 6.50	Lv 10:40 am	12.36	10.26	Ar 2.55 pm
Ar 3.55 pm	Ar 6.50 pm	Ar 8.35 am		Ar 10.50	16.5	6.0 RUTLAND yp	Yard	f 6.30		12.12	10.05	2.30
				Ar 10.55 a m	17.5	1.0 DIBOLL pcwox	Yard	Lv 6:25 am		Lv 12:05 am	Lv 10.00 am	Lv 2:00 pm

Northbound trains are superior to southbound trains of the same class.

All trains will be governed by time tables and rules of the Eastern Texas Railroad and the St. Louis Southwestern Railway Co. of Texas between Eastern Texas Junction and Lufkin.

Grade Crossing at Lufkin .11 miles north St. L. S. W. Ry. Co. of Texas Station.

Register Stations: Lufkin and Diboll:

No. 4 will not leave Gilbert until Clearance is given by dispatcher. When unable to obtain clearance, No. 4 will wait at Blix thirty-five (35) minutes for all trains and proceed under protection.

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NEFF DISTRICT

WEST BOUND FIRST CLASS Daily Except Sunday		Miles from Diboll	STATION	Capacity of Siding	EAST BOUND FIRST CLASS Daily Except Sunday	
3 G. L. & N. Mxd.	1				2	4 G. L. & N. Mxd.
Lv 1:35 pm	Lv 9:11 am	7.0	BLIX py	0	Ar 10:29 am	Ar 10:40 am
s 1:41	s 9:17	8.9	1.9 GILBERT pw	30	s10:22	s 10:33
Ar 1:45 pm	f 9:24	10.3	1.3 VAIR	0	f 10:16	Lv 10:25 am
	f 9:30	12.4	2.1 RAYVILLE p	5	f 10:10	
	STOP	17.1	4.7 Eastern Texas Crossing	....	STOP	
	Ar 9:45 am	17.6	.5 NEFF py	6	Lv 9:55 am	

East West

Northbound trains are superior to southbound trains of the same class, but No. 1 has right over No. 2, Blix to Neff.

REGISTER STATIONS: Gilbert and Neff.

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SPECIAL INSTRUCTIONS

SPEED REGULATIONS: Diboll to Blix: Passenger Trains, thirty miles per hour; Mixed Trains, twenty-five miles per hour; Freight Trains, twenty miles per hour. Mile Post 7 to Mile Post 14: Passenger Trains, twenty-five miles per hour; Mixed Trains, twenty miles per hour; Freight Trains, eighteen miles per hour. Mile Post 14 to Lufkin: Passenger Trains, thirty miles per hour; Mixed Trains, twenty-five miles per hour; Freight Trains, twenty miles per hour. NEFF BRANCH: Blix to Neff: Passenger Trains, thirty miles per hour; Mixed Trains, twenty-five miles per hour; Freight Trains, twenty miles per hour. Trains entering or leaving sidings, eight (8) miles per hour. Over Neches River Bridge and East Switch at Blix, six (6) miles per hour.

Freight trains will not carry passengers, except by special authority.

In making up freight trains non-air cars will be handled next to caboose. All trains, both out of terminals and between terminals, must be composed of not less than eighty-five (85) per cent air cars switched together and air brakes working with the engine.

All trains will come to a complete stop and sound two long blasts of the whistle at the Eastern Texas Railroad Crossing, Mile Post 17, Neff Branch.

Oil tanks, loaded or empty, will be placed at least five cars from engine or caboose, if sufficient cars in train to do this.

Engines backing up, with or without trains, will not exceed twelve (12) miles per hour during daylight and ten (10) miles per hour during darkness.

Approaching curves where view is not clear, and other obscure places, engineer will sound two long and two short blasts of the whistle (Public Crossing Signal).

Derails are located on sidings and spur tracks at various stations, location of each being indicated by sign on which is shown the word "D-e-r-a-i-l."

Signal target at Vair will be left inclined toward the track by No. 4 and in upright position by No. 3.

In addition to testing air after cars are picked up or set out, or engines detached, engineers of passenger or mixed trains, will make running test of air within 1,000 feet of starting point.

YARD LIMITS: 2,640 feet from outside switch at Lufkin, Blix, Rutland and between Blix and Vair.

Trains becoming twelve (12) hours behind schedule time, lose both right and class, except Train No. 3 will lose both right and class after becoming eleven (11) hours late.

Texas State Law provides that no street crossing or public highway shall be obstructed by trains or cars for longer than five (5) minutes at any one time. Employees violating this law are subject to fines.

Trains required to run under control will run so as to stop within half the distance of vision.

The Standard Train Rules of the Saint Louis Southwestern Railway Company have been adopted and will govern the operation of trains over the Texas South-Eastern Railroad.

EXPLANATION OF CHARACTERS

P—Telephone Station
X—Track Scales
C—Coal
O—Oil
Y—Wye
W—Water
F—Flag Stop
S—Regular Stop
Lv—Leave
Ar—Arrive

COMPANY SURGEONS

Dr. A. T. Talley, Chief Surgeon, Diboll, Texas.

TRACK CONNECTIONS

Lufkin, Texas: St. L. S. W. Ry. of T.
Eastern Texas Railroad.
Diboll, Texas: H. E. & W. T. Ry.
Vair, Texas: G. L. & N. Ry.

STANDARD CLOCK

Lufkin.

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