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Texas South-Eastern R. R. Company

Time Table No. 20

In Effect at 12:01 A. M., Sunday, August 30th, 1925

CENTRAL STANDARD TIME

PREVIOUS TIME TABLES ARE VOID

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, Vice President and General Manager,
Diboll, Texas.

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Time Table No. 20 in Effect at 12:01 A. M., Sun., Aug. 30th, 1925

LUFKIN DISTRICT

SOUTH BOUND Daily Except Sunday			Miles from Diboll	STATION	Capacity of Sidings	NORTH BOUND Daily Except Sunday		
Second Class	First Class					First Class		Second Class
5 G. L. & N. Log	3 G. L. & N. Mxd.	1				2	4 G. L. & N. Mxd.	6 G. L. & N. Log
Lv 10:30 am	Lv 2.00 pm	Lv 2:20 pm	17.50	LUFKIN (St.L.S.W.Sta.)	Yard	Ar 1:55 pm	Ar 12.45 pm	Ar 2:55 am
10:33	2:09	2:29	16.81	St. L. S. W. Junction y	0	Ar 1:45 pm	Arl 2:40 pm	Ar 2:52 am
				2.94				
		f 2:37	13.87	OLD UNION	NS	f 1:34		
				.33				
10:45	2:18	2:38	13.54	FARRELL	8	1:33	12:28	2:41
				2.38				
10:53	2:25	f 2:45	11.16	PEAVY p	26	f 1:26	12:21	2:33
				1.92				
11:00	2:30	f 2:50	9.24	GRANVILLE	12	f 1:21	12:16	2:26
				1.80				
Arl1:07 am	Ar 2:36 pm	2:55	7.44	ARD y	0	1:17	Lv 12:10 pm	Lv 2:19 am
				.44				
		Ar 2:57 pm	7.00	BLIX y	0	Lv 1:15 pm		

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

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

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

Register Stations: Lufkin and Blix.

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Time Table No. 20 in Effect 12:01 A. M. Sunday, August 30th, 1925

DIBOLL-VAIR DISTRICT

WEST BOUND Daily Except Sunday					Miles from Diboll	STATION	Capacity of Siding	EAST BOUND Daily Except Sunday				
Second Class			First Class					First Class		Second Class		Third Class
31	7	5 G. L. & N. Log	3 G. L. &N. Mxd	1				2	4 G. L. &N. Mxd	6 G. L. & N. Log	8	32
	Lv 3:45 am			Lv 12:50 pm	0	DIBOLL pcwox	Yard	Ar 3:40 pm				
Lv 10:30 am	4:00			12:56	.73	RUTLAND yp	Yard	Ar 3:35			Ar 8:40 am	Ar 1:35 pm
10:50	4:20			Ar 1:15 pm Lv 2:57 pm	7.00	6.27 BLIX py	0	f 3:16			8:20	1:15
10:53	4:22	Lv 11:10 am	Lv 2:39 pm	2:59	7.50	.50 FORD y	0	3:14	Ar12:07 pm	Ar 2:16 am	8:18	1:12
10:55	4:25	11:13	2:42	3:02	8.24	.74 ALCEDO p	30	3:12	12:04	2:13	8:15	1:09
10:59	4:30	11:17	2:45	Ar 3:05 pm	8.85	.61 GILBERT pw	10	Lv 3:10 pm	12:02	2:11	8:12	1:06
Ar11:07 am	Ar 4:36	Ar11:25 am	Ar 2:50 pm		10.30	1.45 VAIR p	0		Lv 11:55 am	Lv 2:05 am	Lv 8:05 am	Lv12:58 pm

East bound trains are superior to west bound trains of the same class, but No. 1 is superior to No. 2 and No. 7 is superior to No. 8.

Register Stations: Diboll, Blix, Gilbert, Vair.

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SPECIAL INSTRUCTIONS

SPEED LIMITS: Diboll to Vair: Passenger Trains, thirty miles per hour; Mixed Trains, twenty-five miles per hour: Freight Trains, twenty miles per hour. Blix to Mile Post A 14: Passenger Trains, twenty-five miles per hour; Mixed Trains, twenty miles per hour; Freight Trains, eighteen miles per hour. Mile Post A 14 to Lufkin: 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 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.

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."

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.

All trains will run under control through yard limits.

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

Trains becoming twelve (12) hours behind schedule time, lose both right and class, except trains 1 and 3 will lose both right and class when eleven (11) hours behind schedule.

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.

The Standard Train and Safety Rules of the Saint Louis South-Western 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 SURGEON

Dr. J. R. Dale, Jr., Chief Surgeon, Diboll, Texas.

TRACK CONNECTIONS

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

STANDARD CLOCK

Lufkin.