

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS AND NEW ORLEANS RAILROAD COMPANY

TIME TABLE

FOR THE

BEAUMONT DIVISION

AND

TERMINALS DIVISION

To Take Effect Sunday, September 7, 1930, at 12:01 A. M.

CENTRAL TIME

For the government and information of employes only and not intended for the use of the public.

L. B. McDONALD,
General Manager.

A. D. MIMS,
Assistant General Manager.

O. C. CASTLE,
Superintendent of Transportation.

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EASTWARD

ORANGE 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. 1				
				60	72						270	242	246			104	12	6		4	102	8	September 7, 1930	
				Local Freight	Local Freight						Freight	Freight	Freight			The Argonaut	New Orleans Limited	The Beaumont		Local Passenger	Sunset Limited	Sunset Mail	STATIONS	
				Leave Daily Ex. Sunday	Leave Daily Ex. Sunday						Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily		
BKWOTP Yard																9.30PM	7.00PM	3.30PM	10.30AM	9.25AM	8.05AM	0.0	TO-R HOUSTON (Grand Cen. Sta.)	
I																						0.5	Tower 108 M-K-T Crossing	
																						0.9	SEMMESE JCT.	
I																						1.6	Tower 26 (H. B. & T. Cross.)	
I																						1.7	(I-G.N. Cross.)	
BKP Yard					7.15AM						10.00AM	4.30AM	11.45PM									4.0	TOWER 68	
IP					7.20						10.05	4.35	11.50			9.42	7.11	3.41	10.41	9.39	8.16	5.4	TO-R ENGLEWOOD	
134 P					7.30						10.15	4.45	11.59PM			9.46	7.15	3.45	10.46	9.43	8.20	8.3	TOWER 87 (H. B. & T. Crossing)	
104 P					7.40						10.25	4.55	12.09AM			9.51	7.20	3.50	10.52	9.48	8.25	12.7	DAWES	
82 P					7.55						10.35	5.05	12.19			9.56	7.26	3.55	10.58	9.53	8.30	16.9	FAUNA	
N104 S60 P					8.36						10.50	5.15	12.35			10.03	7.32	4.01	11.08	9.59	8.36	21.1	SHELDON	
104 P					9.08						11.05	5.30	12.50			10.11	7.42	4.09	11.18	10.08	8.45	28.5	TO CROSBY	
104 P					9.23						11.13	5.38	1.00			10.16	7.49	4.14	11.23	10.13	8.50	32.5	SHEEKS	
164 RYP Yard W					9.55						11.31	5.44	1.30			10.20	7.54	4.19	11.31	10.17	8.56	35.4	STILSON	
N56S84 P					10.27						11.50AM	5.56	1.45			10.30	8.05	4.27	11.41	10.27	9.06	41.5	TO DAYTON	
104 P					10.50						12.05PM	6.17	1.55			10.36	8.11	4.32	11.47	10.33	9.12	44.7	TO LIBERTY	
N104 S63 P					11.05						12.15	6.30	2.05			10.41	8.17	4.37	11.55AM	10.38	9.17	49.2	AMES	
N104 S53 P					11.35						12.30	6.40	2.17			10.47	8.24	4.43	12.02PM	10.44	9.23	53.9	RAYWOOD	
80 P					11.50AM						12.45	6.50	2.29			10.53	8.31	4.49	12.08	10.50	9.29	59.0	TO DEVERS	
N104 PWY S104					12.18PM						1.01	7.05	2.45			10.59	8.38	4.55	12.18	10.56	9.35	64.1	FELICIA	
126 P					12.45						1.15	7.15	2.57			11.05	8.49	5.01	12.26	11.03	9.41	69.5	TO-R NOME	
126 P					1.05						1.44	7.25	3.07			11.11	8.55	5.06	12.31	11.08	9.46	73.6	CHINA	
N88 S49 P					1.38						1.59	7.35	3.20			11.17	9.04	5.11	12.40	11.14	9.52	78.5	PINE ISLAND	
IP																						82.2	AMELIA	
I																						83.1	TO Tower 74 (BSL&W Cross.)	
BKWOTYP Yard				6.00AM	2.00PM						3.00	7.50	4.00AM			11.35	9.22	5.25PM	12.50PM	11.26	10.08	83.7	Tower 32 (GC & SF Cross.)	
IP																						83.4	TO-R BEAUMONT (Yard Office)	
26																						85.3	R BEAUMONT (Psgr. Sta.)	
94 P				6.25							3.40	8.50				11.47	9.34	6.03		11.36	10.20	89.8	TO Tower 31 (T. & F. S. Cross)	
N104 S61 P				6.40							4.10	9.20				11.52	9.40	6.09		11.41	10.25	94.0	BARKWELL	
130 P				6.55							4.25	9.50				11.59PM	9.48	6.16		11.48	10.32	99.6	CONNELL	
PI																						103.0	TERRY	
104 P				7.15							4.50	10.39				12.07AM	9.56	6.22		11.55	10.39	104.5	TULANE	
59 P				7.30							5.01	10.50				12.12	10.01	6.27		11.58AM	10.44	105.6	TO Tower 11 (O. & N.W. Cross)	
BKWOTYP Yard				8.20AM							5.30PM	11.15AM				12.25AM	10.15PM	6.40AM		12.10PM	10.55AM	110.9	FRANCIS	
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday						Arrive Daily	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		ORANGE	
				60	72						270	242	246			104	12	6	4	102	8		TO-R ECHO	
				(2.20)	(6.45)						(7.30)	(6.45)	(4.15)			(2.55)	(3.15)	(2.45)	(2.20)	(2.45)	(2.50)		.....Time Over Subdivision.....	
				11.8	12.3						14.2	15.8	18.6			38.0	33.6	40.4	35.8	40.4	39.2		.....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. 7 is superior to No. 12. No. 101 is superior to Nos. 12 and 104.

ORANGE SUBDIVISION

WESTWARD

3

TIME TABLE No. 1
September 7, 1930

STATIONS

Distance From
Albion

FIRST CLASS

SECOND CLASS

THIRD CLASS

11
Texas
Limited

103
The
Argonaut

3
The
Beaumont

5
Local
Passenger

101
Sunset
Limited

7
Sunset
Mail

245
Freight

243
Freight

241
Freight

71
Local
Freight

59
Local
Freight

Train Order Office
Hours and Hours of
Signal Operators at
Interlocking Stations

TO-R HOUSTON (Grand Cen. Sta.)

362.1

7.30AM

9.55AM

3.25PM

8.00PM

8.25PM

10.45PM

Continuous

Tower 108 M-K-T Crossing

361.6

SEMMES JCT.

361.2

Tower 28 (H. B. & T. Cross.)

360.5

(I-G.N. Cross.)

360.4

TOWER 68

358.4

TO-R ENGLEWOOD

358.1

TOWER 87

TO (H. B. & T. Crossing)

356.7

7.11

9.39

3.12

7.45

8.13

10.25

4.00

7.00

6.10

1.45

Continuous

DAWES

353.8

7.06

9.34

3.07

7.40

8.09

10.21

3.45

6.45

6.00

1.25

FAUNA

349.4

7.01

9.29

3.02

7.33

8.04

10.15

3.35

6.35

5.45

1.10

SHELDON

345.2

6.56

9.24

2.57

7.26

7.58

10.10

3.25

6.25

5.30

12.55

TO CROSBY

341.0

6.50

9.17

2.51

7.14

7.52

10.03

3.00

6.10

5.15

12.40

7.00 AM to 11.00 PM

SHEEKS

333.6

6.41

9.08

2.42

7.03

7.42

9.49

2.30

5.50

4.43

12.15

STILSON

329.6

6.36

9.03

2.37

6.58

7.37

9.44

2.10

5.40

4.33

12.01 PM

TO DAYTON

326.7

6.32

8.56

2.33

6.53

7.33

9.40

1.30

5.30

4.25

11.31 AM

Continuous

TO LIBERTY

320.6

6.22

8.46

2.23

6.41

7.24

9.30

12.59

5.15

3.52

10.27

7.00 AM to 11.00 PM

AMES

317.4

6.17

8.40

2.18

6.33

7.19

9.22

12.52

5.05

3.40

10.13

RAYWOOD

312.9

6.12

8.35

2.13

6.27

7.13

9.17

12.43

4.55

3.25

10.05

TO DEVERS

308.2

6.06

8.30

2.07

6.20

7.07

9.10

12.34

4.43

3.10

9.55

7.45 AM to 4.45 PM

FELICIA

303.1

5.59

8.24

2.01

6.10

7.01

9.03

12.24

4.22

2.57

9.45

TO-R NOME

298.0

5.52

8.17

1.55

6.02

6.55

8.56

12.14

4.10

2.45

9.35

7.00 AM to 11.00 PM

CHINA

292.6

5.44

8.11

1.49

5.56

6.49

8.49

12.04 AM

3.55

2.25

6.50

PINE ISLAND

288.5

5.39

8.06

1.44

5.51

6.43

8.44

11.56 PM

3.40

1.57

6.40

AMELIA

283.6

5.33

8.00

1.38

5.45

6.37

8.38

11.47

3.30

1.45

6.30

TO Tower 74 (B.S.L. & W. Cross.)

279.9

Tower 32 (GC & SF Cross.)

279.0

TO-R BEAUMONT (Yard Office)

278.7

R BEAUMONT (Pgr. Sta.)

278.4

5.24

7.50

1.30 PM

5.35

6.28

8.30

6.15 AM

10.00 AM

Continuous

TO Tower 31 (T. & F.S. Cross.)

276.8

BARKWELL

EASTWARD

ROCKLAND SUBDIVISION

WESTWARD

5

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, tracks, switches, wyes and tele- phones.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance From Jacksonville	TIME TABLE No. 1 September 7, 1930	Distance From Track End	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours			
	162 Local Freight	160 Local Freight		168 Freight		156 Passenger				148 Passenger	155 Passenger	147 Passenger		167 Freight		159 Local Freight	161 Local Freight	Daily Ex. Sunday & Legal Holidays	Sundays & Legal Holidays Only
	Leave Daily Ex. Sunday	Leave Daily Ex. Monday		Leave Daily		Leave Daily				Leave Daily	Arrive Daily	Arrive Daily		Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday		
BKWOTP Yard	6.45AM			11.00AM		12.35PM	12.15AM	0.0	TO-R JACKSONVILLE	201.6	2.15PM	3.45AM		5.30PM		2.15PM	Continuous	Continuous	
25 P	7.05			11.20		12.45	12.24	5.8	TURNERY	195.8	f 1.58	3.34		5.10		1.49			
32 Yard PY	7.25			11.30		12.52	12.30	9.1	TO GALLATIN	192.5	s 1.52	3.28		4.55		12.52	7.30AM to 4.30PM	7.30AM to 4.30PM	
35 P	7.40			11.42AM		s 12.59	12.37	13.1	PONTA	188.5	s 1.43	3.22		4.43		12.30			
60 P	8.05			12.02PM		s 109.	12.46	18.9	REKLAW	182.7	s 1.32	3.12		4.26		12.02PM			
44 PW	8.25			12.20		s 1.20	12.56	24.5	SACUL	177.1	s 1.20	3.02		4.10		11.22AM			
41 P	9.10			12.33		s 1.32	f 1.08	29.5	TO CUSHING	172.1	s 1.12	f 2.53		3.51		11.05	8.00AM to 5.00PM	8.00AM to 5.00PM	
60 P	9.35			12.59		s 1.44	1.20	36.1	TRAWICK	165.5	s 12.59	2.42		3.33		10.50			
15 P	9.45			1.19		s 1.49	1.25	38.4	CARO	163.2	s 12.54	2.38		3.27		10.40			
37 P	9.55			1.28		f 1.55	1.32	41.4	MAHL	160.2	f 12.48	2.33		3.20		10.30			
51 P	10.10			1.45		2.04	1.45	46.9	BONITA JUNCTION	154.7	12.35	2.20		2.55		10.10			
WP Yard	10.40			2.00 2.40		s 2.10 2.16	s 2.00 2.15	50.1	TO-R NACOGDOCHES	151.5	s 12.27 12.07	s 2.10 1.48		2.40 2.07		9.55	Continuous	Continuous	
	10.50			2.43		2.19	2.17	50.5	DORR JUNCTION	151.1	12.05PM	1.45		2.04		9.15			
Y								51.4	HAYWARD JUNCTION	150.2									
44 P	11.02			2.55		f 2.26	2.25	54.3	HOYA	147.3	f 11.57AM	1.34		1.52		8.55			
42 W	11.44AM			3.20		f 2.40	2.40	61.5	POE	140.1	f 11.44	1.19		1.27		8.30			
39 P	12.16PM			3.45		f 2.55	2.58	69.2	DUNAGAN (A.&N.R. Cross.)	132.4	f 11.29	1.03		1.02		8.05			
55 P	12.46			4.01		s 3.06	f 3.13	74.7	TO HUNTINGTON	126.9	s 11.19	f 12.52		12.46		7.45	7.30AM to 4.30PM	7.30AM to 4.30PM	
P								76.5	(St. L. S. W. Crossing) PRESTRIDGE	125.1									
60 P	1.16			4.23		f 3.18	3.27	81.5	SHAWNEE	120.1	f 11.05	12.38		12.21		7.15			
								85.2	TRAM CROSSING	116.4									
55 PW	1.44			4.38		s 3.31	f 3.39	87.3	ZAVALLA	114.3	s 10.53	f 12.26		12.03PM		6.55			
42 P	2.14			4.53		f 3.43	3.51	92.3	DOLAN	109.3	f 10.41	12.15		11.48AM		6.35			
60 BKWOYP Yard	2.45PM	6.30AM		5.12		s 3.55	f 4.04	98.3	TO-R ROCKLAND	103.3	s 10.30	f 12.03AM		11.30		3.00PM	6.00AM to 3.00PM	6.00AM to 3.00PM	
21 P		6.55		5.37		4.10	4.16	104.7	CIMA	96.9	10.17	11.47PM		11.02		2.02			
48 P		7.06		5.44		s 4.16	f 4.23	107.5	TO COLMESNEIL	94.1	s 10.11	f 11.42		10.54		1.50	8.00AM to 5.00PM	8.00AM to 5.00PM	
24 P		7.43		6.04		s 4.26	f 4.36	113.9	TO DOUCETTE	87.7	s 9.59	f 11.28		10.30		12.55	8.30AM to 5.30PM	8.30AM to 5.30PM	
34 PW		8.45		6.16		s 4.34	s 4.44	116.9	TO WOODVILLE	84.7	s 9.53	s 11.21		10.22		12.10PM	8.00AM to 5.00PM	8.00AM to 5.00PM	
60 P		9.39 10.01		6.44		s 4.49	f 5.00	124.7	HILLISTER	76.9	s 9.39	f 11.05		10.01		11.12AM			
46 P		10.15		7.01		s 4.57	f 5.09	129.2	WARREN	72.4	s 9.36	f 10.55		9.30		10.50			
62 PW		10.25		7.08		s 5.02	f 5.14	131.5	TO HYATT	70.1	s 9.25	f 10.49		9.15		10.25	8.30AM to 5.30PM	8.30AM to 5.30PM	
PY						s 5.09	f 5.22	136.1	VILLAGE MILLS	65.5	s 9.16	f 10.40				9.47			
60 P		11.05		7.27		f 5.11	5.24	137.1	LONGS	64.5	f 9.13	10.37		8.55		9.13			
60 PW		11.45AM		8.05		s 5.28	s 5.42	146.9	TO KOUNTZE (GC&SF Cross.)	54.7	s 8.55	s 10.18		8.25		8.30	7.30AM to 4.30PM	7.30AM to 12.00 Noon	
44 P		12.01PM		8.17		f 5.33	5.50	150.3	NONA	51.3	f 8.51	10.10		7.48		8.05			
56 P		12.26		8.28		f 5.41	5.59	154.7	WEISS	46.9	f 8.45	10.02		7.35		7.50			
50 P		1.26		8.53		f 5.55	6.15	163.1	VOTH	38.5	s 8.32	9.47		7.10		7.25			
BKWOTYP Yard		2.30PM		9.30PM				171.6	TO-R BEAUMONT (Yd. Office)	30.5				6.45AM		7.00AM	Continuous	Continuous	
						6.20PM	6.45AM	171.9	R BEAUMONT (Psgr. Sta.)	30.8	8.15AM	9.30PM							
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday		Arrive Daily		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Monday		
	162	160		168		156	148				155	147		167		159	161		
	(8.00) 12.4	(8.00) 9.2		(10.30) 16.3		(5.45) 29.8	(6.30) 26.5		.....Time Over Subdivision.....		(6.00) 28.6	(9.15) 27.5		(10.45) 15.9		(8.00) 9.2	(8.00) 12.4	

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 Rosedale, Ariola, Olive, Milton, Mantion, Martin and Platt

Nancy is a regular stop for Nos. 155 and 156.

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

Rockland Subdivision trains will use Shreveport Subdivision track between Bonita Junction and Nacogdoches jointly with Shreveport Subdivision trains in accordance with Item 72, Page 12, Special Instructions.

6		EASTWARD						LUFKIN SUBDIVISION										WESTWARD					
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and tele-	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance From Houston	TIME TABLE No. 1		Distance From Lufkin <th colspan="2">FIRST CLASS</th> <th colspan="2">SECOND CLASS</th> <th colspan="2">THIRD CLASS</th> <th colspan="2">Train Order Office Hours and Hours of Signalmen at Interlocking Stations</th>	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations						
	216	144	146		28	26		27	25				145	143	215		Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only					
	Local Freight	Freight	Freight		Passenger	Passenger		Passenger	Passenger				Freight	Freight	Local Freight								
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		Leave Daily	Leave Daily							Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday								
KBP Yard	6.15AM	9.30PM	2.30AM				4.0	TO-R	ENGLEWOOD 2.5	120.1					5.00PM	4.00AM	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.																							
BKWOT Y d					9.10PM	9.20AM	0.0	TO-R	HOUSTON (Grand Central Station) 0.5	118.9	7.20AM	5.10PM						Continuous	Continuous				
I							0.5	Block Tower 103	M-K-T CROSSING 0.5	118.4								Continuous	Continuous				
					9.12	9.22	1.0		SEMMES JUNCTION 0.6	117.9	7.10												
I	6.25AM	9.40PM	2.38AM		9.15	9.25	1.5		TOWER 26 (T. & N. O. CROSSING) 0.8	117.4	7.08	4.58			4.40PM	3.35AM	2.23PM	Continuous	Continuous				
I							2.2		TOWER 71 (H. B. & T. CROSSING) 0.7	116.7								Continuous	Continuous				
							2.9		I-G. N. CROSSING 0.1	116.0													
Yard P	6.35	9.50	2.45		9.20	9.30	3.0		NORTH YARD 1.8	115.9	7.02	4.52			4.30	3.25	2.15						
IP							4.8	TO	TOWER 76 (H. B. & T. CROSSING) 5.1	114.1								Continuous	Continuous				
84 P	6.52	10.10	3.05		9.30	9.40	9.9		GISH 4.0	109.0	6.52	4.40			4.00	3.05	1.52						
47	7.13	10.22	3.17		9.36	9.46	13.9		BENDER 3.8	105.0	6.44	4.34			3.45	2.50	1.40						
Yard P	7.25	10.32	3.37		9.43	9.54	17.7	TO	HUMBLE 6.3	101.2	6.39	4.28			3.30	2.40	1.30	8.00AM to 5.00PM	9.15AM to 11.15AM 3.40PM to 5.40PM				
43 P	7.45	10.50	3.54		9.53	10.03	24.0		JAPAN 5.0	94.9	6.27	4.16			3.00	2.15	1.00						
84 WP	8.00	11.05	4.15		10.02	10.12	29.0		NEW CANEY 8.3	89.9	6.17	4.07			2.40	2.00	12.30						
84 P	8.25	11.29	4.39		10.16	10.25	37.3		MIDLINE 6.6	81.6	6.01	3.52			2.10	1.30	12.01PM						
P					10.28	10.38	43.9	TO	CLEVELAND 0.5	75.0	5.48	3.40						8.00AM to 5.00PM	8.00AM to 5.00PM				
Connection W					10.30	10.40	44.4		G. C. & S. F. CROSSING 0.5	74.5	5.46	3.37											
105 P	9.40	11.50PM	5.00		10.32	10.41	44.9		CRUSE 4.3	74.0	5.44	3.36			1.50	12.55	10.41AM						
105 P	10.05	12.01AM	5.12		10.39	10.48	49.2		WESTCOTT 5.3	69.7	5.37	3.30			1.30	12.45	10.05						
1-75 2-42 YP	10.20	12.16	5.28		10.47	10.56	54.5		NAPIER 1.5	64.4	5.28	3.22			1.10	12.30	9.40						
52 P	10.25	12.20	5.31		10.50	11.01	56.0	TO	SHEPHERD 2.1	62.9	5.25	3.18			1.00	12.20	9.20	8.00AM to 5.00PM	10.20AM to 12.20PM 3.00PM to 5.00PM				
60 WP	10.35	12.25	5.37		10.54	11.04	58.1		MILLEDGE 2.4	60.8	5.20	3.13			12.50	12.12	9.00						
52 P	10.50	12.30	5.43		11.03	11.16	64.1		URBANA 3.6	58.4	5.15	3.08			12.40	12.01AM	8.40						
60 P	11.05	12.38	5.55		11.03	11.16	64.1	TO	GOODRICH 3.9	54.8	5.09	3.01			12.20	11.52PM	8.20	8.00AM to 5.00PM	10.45AM to 4.00PM				
39 P	11.23	12.48	6.07		11.10	11.23	68.0		LAMONT 3.0	50.9	5.01	2.53			12.05PM	11.40	7.55						
1-30 2-23 P	11.50AM	12.58	6.17		11.15	11.28	71.0		WEST LIVINGSTON (W.B.T. & S. CROSSING) 1.2	47.9	4.55	2.47			11.50AM	11.30	7.45						
64 P	12.45PM	1.03	6.25		11.20	11.34	72.2	TO	LIVINGSTON 3.7	46.7	4.52	2.43			11.34	11.20	7.35	Continuous	Continuous				
20 P	1.00	1.13	6.37		11.25	11.41	75.9		MARSTON 2.1	43.0	4.43	2.35			11.20	10.55	7.10						
60 W P	1.15	1.25	6.43		11.29	11.46	78.0	TO	NEW WILLARD 2.4	40.9	4.38	2.30			11.15	10.50	7.00	7.00AM to 4.00PM	11.20AM to 3.30PM				
44 YP	1.30	1.35	6.50		11.33	11.52	80.4	TO	LEGGETT 4.0	38.5	4.33	2.25			11.10	10.43	6.50	8.00AM to 5.00PM	11.20AM to 3.20PM				
34 P	1.46	1.50	7.02		11.40	11.58AM	84.4		VALDA 3.3	34.5	4.25	2.17			10.52	10.33	6.39						
60 Yard P	2.11	2.05	7.14		11.47	12.07PM	88.2	TO	MOSCOW 5.5	30.7	4.17	2.11			10.40	10.22	6.29	8.00AM to 5.00PM	11.30AM to 3.30PM				
60 P	2.35	2.23	7.31		11.58PM	12.19	93.7	TO	CORRIGAN (W.B.T. & S. CROSSING) 6.0	25.2	4.07	2.00			10.23	10.05	6.15	11.00PM to 3.00PM	11.00PM to 3.00PM				
60 W P	2.52	2.41	7.50		12.08AM	12.29	99.7		POTOMAC 4.1	19.2	3.53	1.49			10.05	9.47	5.55						
14 P	3.04	2.53	8.02		12.15	12.36	103.8		RENOVA 3.6	15.1	3.43	1.41			9.50	9.32	5.40						
60 P	3.16	3.05	8.14		12.21	12.43	107.4	TO	DIBOLL 3.6	11.5	3.35	1.36			9.37	9.21	5.29	7.00AM to 4.00PM	12.20PM to 2.20PM				
52 P	3.28	3.25	8.26		12.28	12.49	111.0		BURKE 7.9	7.9	3.25	1.28			9.25	9.10	5.18						
BKWOTYP Yard	3.51PM	4.00AM	9.00AM		12.45AM	1.10PM	118.9	TO-R	LUFKIN	0.0	3.10AM	1.15PM			9.00AM	8.45PM	5.00AM	Continuous	Continuous				
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily Ex. Monday						
	216	144	146		28	26					27	25			145	143	215						
	(9.36) 12.5	(6.30) 18.2	(6.30) 18.2		(3.35) 31.8	(3.50) 31.0			Time Over Subdivision		(4.10) 28.5	(3.55) 30.3			(8.00) 15.0	(7.15) 16.5	(9.36) 12.5						
									Average Speed per Hour														

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

Nos. 25 and 26 will stop on flag at Porter, Splendora, Gladstell, Bering and Wakefield.

EASTWARD

SHREVEPORT SUBDIVISION

WESTWARD

Length of trains 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 Grand Central Sta., Houston	TIME TABLE No. 1 September 7, 1930	Distance From Shreveport K.C.S. & G.T. Co. Psgr. Sta.	FIRST CLASS			SECOND CLASS		THIRD CLASS				Train Order Office Hours	
	80 G.C. & S.F. 214 Mixed	74 A. & N.R. 1 Mixed	72 A. & N.R. 2 Mixed	218 Local Freight	146 Freight	144 Freight		26 Passenger	28 Passenger				25 Passenger	27 Passenger		145 Freight	143 Freight	217 Local Freight	71 A. & N.R. 2 Mixed	73 A. & N.R. 1 Mixed	81 G.C. & S.F. 271 Mixed		
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily		Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sunday and Legal Holidays only
BKWOTYP Yard		4.25PM	9.40AM	6.30AM	9.30AM	5.00AM		1.30PM	12.55AM	118.9	TO-R LUFKIN	113.5	12.55PM	3.00AM		8.00AM	8.00PM	3.00PM	8.30AM	4.15PM		Continuous	Continuous
Connection P		4.40PM	9.50AM							121.1	ST. L. S. W. CROSSING 2.2 (A. & N. R. CROSSING) PROSSER	113.3							8.10AM	4.00PM			
60 P				7.20	10.05	5.45		1.53	1.22	130.4	CLIMAX 8.3	111.3	12.28	2.37		7.20	7.20	1.53					
				7.45	10.30	6.18		2.07	1.42	138.5	DORR JUNCTION 0.4	93.9	12.14	2.22		6.55	6.52	1.05					
Yard WP				7.50	10.40	6.20		2.10 2.15	1.45 2.05	138.9	TO-R NACOGDOCHES 3.2	93.5	12.12 12.05PM	2.20 2.05		6.50 6.20	6.50	1.00				Continuous	Continuous
P				8.05	10.55	6.35		2.21	2.12	142.1	BONITA JUNCTION 2.2	90.3	11.55AM	1.54		6.00	6.27	12.50					
27 P				8.15	11.03	6.42		2.27	2.17	144.3	REDFIELD 3.3	88.1	11.50	1.50		5.49	6.20	12.35					
33 P				8.40	11.13	6.55		2.34	2.25	148.1	TO APPLEBY 2.7	84.3	11.43	1.43		5.35	6.09	12.14PM			8.00AM to 5.00PM	11.15AM to 3.15PM	
23 P				8.50	11.20	7.05		2.39	2.31	150.6	MAYOTOWN 1.5	81.6	11.36	1.36		5.20	6.02	11.45AM					
60 WP				8.55	11.33	7.10		2.42	2.34	152.3	LAKELAND 2.8	80.1	11.33	1.32		5.16	5.59	11.33					
15 P				9.15	11.59AM	7.25		2.48	2.41	155.1	FITZE 4.0	77.3	11.27	1.28		5.06	5.53	11.17			8.00AM to 5.00PM	10.50AM to 3.50PM	
1-30 2-23PY				9.40	12.12PM	7.37		2.56	2.51	159.1	TO GARRISON 4.2	73.3	11.19	1.20		4.51	5.40	11.05					
22 P				9.55	12.24	7.50		3.03	2.59	163.3	GALLAGHER 3.7	69.1	11.10	1.11		4.33	5.31	10.50					
Connection	2.20PM			10.10	12.36	8.05		3.09	3.06	167.0	SHELBY JUNCTION 0.5	65.4	11.04	1.05					11.15AM				
45 P	2.25PM			10.30	12.38	8.10		3.14	3.09	167.5	TO TIMPSON 4.7	64.9	11.03	1.04		4.18	5.22	10.30		11.12AM	8.00AM to 5.00PM	8.00AM to 5.00PM	
60 WP				10.53	12.53	8.25		3.22	3.18	172.2	MELDRUM 4.6	60.2	10.53	12.54		3.58	5.11	10.05					
I										176.8	G. C. & S. F. CROSSING 0.3	55.6											
60 P				11.13	1.10	8.40		3.35	3.32	177.1	TO TENAHA 4.5	55.3	10.44	12.45		3.32	4.56	9.50			Continuous	Continuous	
26 P				11.30	1.25	8.55		3.44	3.41	181.6	PAXTON 7.9	50.8	10.35	12.33		3.10	4.45	9.35					
31 P				11.55AM	1.45	9.15		3.58	3.54	188.6	TO JOAQUIN 1.9	43.8	10.23	12.22		2.52	4.25	9.15			8.00AM to 5.00PM	9.50AM to 11.50AM 2.40PM to 4.40PM	
60 YardWP				12.30PM	1.50	9.25		4.03	3.59	190.5	TO HASLAM 1.3	41.9	10.18	12.17		2.47	4.03	8.50			8.30AM to 5.30PM	8.30AM to 5.30PM	
13 P				12.45	1.55	9.30		4.08	4.04	191.8	TO LOGANSPOUT 5.9	40.6	10.13	12.12		2.42	3.53	8.15			7.45AM to 4.45PM	8.15AM to 10.45AM 3.00PM to 5.00PM	
60 P				1.10	2.13	10.03		4.18	4.16	197.7	FUNSTON 3.6	34.7	10.03	12.02AM		2.22	3.40	7.50					
60 P				1.25	2.25	10.21		4.26	4.24	201.3	TO LONGSTREET 6.7	31.1	9.57	11.56PM		2.10	3.29	7.35			7.45AM to 4.45PM	7.45AM to 10.45AM 3.10PM to 5.10PM	
60 WP				1.55	2.36	10.41		4.39	4.37	208.0	TO KEACHIE 5.1	24.4	9.47	11.45		1.48	3.08	7.15			8.30AM to 5.30PM	Closed	
60 P				2.12	2.52	11.01		4.48	4.47	213.1	PRESTON 6.1	19.3	9.38	11.36		1.28	2.52	6.55					
											T. & P. CROSSING												
60 P				2.35	3.20	11.20		4.59	4.58	219.2	KEITHVILLE 5.3	13.2	9.28	11.26		1.10	2.35	6.40					
30 P				3.05	3.34	11.35		5.08	5.08	224.5	LA ROSEN 2.0	7.9	9.19	11.17		12.55	2.20	6.25					
I										226.5	T. & P. CROSSING 1.8	5.9											
60 P				3.13	3.45	11.46		5.15	5.15	228.3	WEST YARD 1.7	4.1	9.12	11.10		12.42	2.12	6.12					
								5.19	5.18	230.0	T. P. JUNCTION SWITCH 1.5	2.4	9.07	11.07									
								5.21PM	5.22AM	231.5	K. C. S. UNDERPASS 0.0	0.9	9.05AM	11.05PM									
BKWOTYP Yard				3.30PM	4.00PM	11.59AM				231.5	TO-R SHREVEPORT (Frt. Yard)	0.9				12.30AM	2.00PM	6.00AM			Continuous	Continuous	

TIME AT SHREVEPORT (K. C. S. & G. T. CO. PSGR. STATION) FOR INFORMATION ONLY. SEE K. C. S. & G. T. CO. CURRENT TIME TABLE FOR MOVEMENTS BETWEEN THIS POINT AND SHREVEPORT (K. C. S. UNDERPASS)

KB	P	80	74	72	218	146	144	26	28	TO-R Shreveport (K.C.S. & G.T. Co. Psgr. Sta.)	25	27	145	143	217	71	73	81	Continuous	Continuous
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		
		(0.05) 6.6	(0.15) 8.6	(0.10) 13.2	(0.00) 12.5	(6.30) 17.5	(6.50) 16.2	(4.05) 27.8	(4.40) 24.3	..... Time Over Subdivision Average Speed per Hour	(3.55) 30.3	(4.00) 28.4	(7.30) 15.1	(6.00) 18.5	(9.00) 12.5	(0.20) 6.5	(0.15) 8.6	(0.03) 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

Rockland Subdivision trains will use Shreveport Subdivision track between Bonita Junction and Nacogdoches jointly with Shreveport Subdivision trains in accordance with Item 72, Page 12, Special Instructions.

8

EASTWARD				BAYTOWN SUBDIVISION				WESTWARD			
SECOND CLASS				TIME TABLE No. 1				SECOND CLASS			
190				September 7, 1930				189			
Mixed								Mixed			
Leave Daily				STATIONS				Arrive Daily			
Distance From Baytown				Distance From Dayton				Train Order Office Hours			
P Yard		9.00PM	0.0		25.2	4.15AM					
BKWOPY Yard	s	9.30	2.2	TO-R	23.0	4.00	*8.30AM to 5.30PM				
12	f	9.41	5.6		19.6	3.40					
44 P	f	10.01	11.8		13.4	3.10					
15 P	f	10.21	18.6		6.6	2.40					
103		10.40	23.5		1.7	2.20					
WYP Yard		11.59PM	25.2	TO-R	0.0	2.15AM	Continuous				
Arrive Daily								Leave Daily			
190								189			

(2.59)
8.4Time Over Subdivision.....
Average Speed per Hour.....(2.00)
12.6

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

The speed of M-6 and heavier class engines is restricted to ten (10) miles per hour over Bridge 23-F (Goose Creek).

Nos. 189 and 190 will stop on signal at Joentz and Wise.

*Train Order Office Hours daily except Sunday.

No. 190 will not handle passengers, baggage, mail or express on Sundays.

No. 189 will not handle passengers, baggage, mail or express on Mondays.

EASTWARD				PALESTINE SUBDIVISION				WESTWARD			
SECOND CLASS				TIME TABLE No. 1				SECOND CLASS			
182				September 7, 1930				181			
Mixed								Mixed			
Leave Daily				STATIONS				Arrive Daily			
Distance From Palestine				Distance From Gallatin				Train Order Office Hours			
BKWOYP Yard		8.45AM	0.0	R	39.5	4.40PM					
			1.1		38.4						
14 P	s	10.05	22.2		17.3	3.10					
			29.5		10.0						
Yard			31.7		7.8						
W			32.3		7.2						
Yard PT	s	11 45AM	33.0		7.9	2.30					
W	f		32.3		7.2						
Yard PY		12.30PM	39.5	TO-R	0.0	1.55PM	7.30AM to 4.30 PM				
Arrive Daily								Leave Daily			
182								181			

(3.45)
10.4Time Over Subdivision.....
Average Speed per Hour.....(2.45)
14.3

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

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

EASTWARD				SABINE SUBDIVISION				WESTWARD			
SECOND CLASS				TIME TABLE No. 1				SECOND CLASS			
188				September 7, 1930				185			
Mixed								Mixed			
Leave Daily Ex. Sunday				STATIONS				Arrive Sunday Only			
Distance From Track End				Distance From Beaumont				Train Order Office Hours and Hours of Signaling men at Interlocking Stations.			
Yard PWY		12.01PM	0.0		30.8						
21 P	s	12.06	0.8	TO-R	30.0						
			2.5		28.3						
95 Yard WPY	s	12.45	8.4		22.4						
			12.2	R	18.6						
			14.4		20.8						
Yard P	s	1.15	15.5	R	21.9	9.30AM	11.00				
			14.4		20.8						
95 Yard WPY	s	2.30	12.2	R	18.6	s 8.20	s 8.20				
51 P	f	1.05	16.2		14.6	f 8.05	f 8.05				
Yard P	f	1.25	25.6		5.2	f 7.45	f 7.45				
			29.9		0.9						
			30.0		0.8						
I			30.2		0.6						Continuous
BKWOYP Yard		3.20PM	30.5	TO-R	0.3	7.30AM	7.30AM				Continuous
			30.8	R	0.0						
Arrive Daily Ex. Sunday								Leave Sun. Only			
188								185			

(3.19)
9(1.39)
13.4Time Over Subdivision.....
Average Speed per Hour.....(2.00)
7.6(2.35)
11.8

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

Nos. 185, 186, 187 and 188 will stop on signal at Viterbo, Hebert and Lucas.

The speed of trains and engines is restricted to six (6) miles per hour through Gulf Refining Company plant between West Port Arthur and Port Arthur. Trains and engines moving in either direction must stop and flag street crossing between passenger and freight stations at Port Arthur.

* Train order office hours daily except Sunday and legal holidays. Sunday and legal holidays hours 11:00 a. m. to 2:00 p. m.

EASTWARD				SOUR LAKE SUBDIVISION				WESTWARD			
SECOND CLASS				TIME TABLE No. 1				SECOND CLASS			
74				September 7, 1930				73			
Mixed								Mixed			
Leave Daily Ex. Monday				STATIONS				Arrive Daily Ex. Monday			
Distance From Houston				Distance From Nome				Train Order Office Hours			
Yard		8.30AM	71.4	R	7.3	8.10AM					
I			70.2		6.1						
14		8.40	68.4		4.3	7.45					
Yard PWY		9.00AM	64.1	TO R	0.0	7.30AM					Continuous
Arrive Daily Ex. Monday								Leave Daily Ex. Monday			
74								73			

(0.30)
14.6Time Over Subdivision.....
Average Speed per Hour.....(0.40)
10.9

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

Nos. 73 and 74 will stop on signal at Chita.

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	EASTWARD										TERMINALS DIVISION										WESTWARD									
	SECOND CLASS				FIRST CLASS				Distance from Houston via Bay Shore Line	TIME TABLE No. 1 September 7, 1930	Distance from Houston via Main Line	FIRST CLASS				SECOND CLASS				Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.										
	244	222	352	82				174				172	171	175	173				221		81	351								
	Freight	Freight	Freight	Local Freight				Passenger				Passenger	Passenger	Passenger	Passenger				Freight		Local Freight	Freight								
	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday				Leave Daily	Leave Daily	Arrive Daily Except Sunday	Arrive Sunday Only	Arrive Daily				Arrive Daily	Arrive Daily Except Sunday	Arrive Daily	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only										
								9.25PM	6.50PM	61.4	R	GALVESTON Union Depot 0.6	57.4	9.40AM	9.50AM	8.30PM														
	Yard	B																												
	TIME AT GALVESTON, UNION DEPOT, FOR INFORMATION ONLY. SEE CURRENT TIME TABLE, UNION PASSENGER DEPOT CO. OF GALVESTON, FOR TRAIN MOVEMENTS BETWEEN 34TH ST. JUNCTION AND GALVESTON, UNION DEPOT.																													
	I							9.27PM	6.52PM	60.8		34TH ST. JUNCTION 0.1	56.8	9.36AM	9.46AM	8.26PM					Continuous	Continuous								
	I									60.7		G.C.&S.F.&G.W. Crossings, 35th St. 0.4	56.7								Continuous	Continuous								
BKWTPO Yard		10.45PM					9.30	6.55	59.6		G. W. CROSSING 41st St. 0.7	56.3								7.00AM to 3.00PM 5.00PM to 1.00AM	7.00AM to 3.00PM 5.00PM to 1.00AM									
I		10.55					9.34	6.59	56.9		TO-R GALVESTON Yard Office 2.7	55.6	9.33	9.43	8.22					5.00AM										
I									55.7		ISLAND 1.2	52.9	9.28	9.38	8.18					4.45										
108 I		11.07					9.39	7.04	54.7		LIFT BRIDGE 1.0	51.7									Continuous									
85 IYP		11.25					9.44	7.10	50.8		VIRGINIA POINT 3.9	50.7	9.23	9.33	8.13					4.32										
82 P		11.40					9.48	7.14	48.2		TEXAS CITY JUNCTION Tower 73-T.C.T.R.R. Crossing 2.6	46.8	9.18	9.28	8.08					4.20	Continuous									
I									42.8		NADEAU 5.4	44.2	9.13	9.23	8.04					3.50										
							9.55		42.5		Dickinson Bayou Drawbridge 0.3	38.8																		
81 P		11.50PM					9.57	7.24	41.4		SAN LEON Passenger Station 1.1	38.5			7.56															
I									38.0		SAN LEON 5.4	37.4	9.03	9.13	7.54					3.28										
YP							10.07		35.0		Clear Creek Drawbridge 1.0	32.0								8.30AM to 11.59AM 12.59PM to 5.30PM	8.30AM to 11.59AM 12.59PM to 5.30PM									
26							10.21		27.6		R SEABROOK 7.4			9.03	7.44															
							10.30		22.2		LA PORTE Pgr. Station 5.4			8.49	7.27															
171 YP		12.15AM					7.34				STRANG 5.4			8.39	7.14															
82 P		12.32					7.45				R SEABROOK 7.1	31.0	8.53							3.12										
WYP		12.45					7.48				TO La Porte Frt. Station 1.7	23.9	8.41							2.55	8.00AM to 11.59AM 12.59PM to 5.00PM									
94 P		12.55					10.37	7.54	18.9		STRANG 3.3	22.2	8.38							2.50										
82 P		1.07					10.43	8.00	14.3		LINK FIVE 4.6	18.9	8.33	8.34	7.10					2.32										
17 P							10.46	8.03	12.0		DEEP WATER 2.3	14.3	8.28	8.29	7.04					2.20										
92 P		1.17					10.49	8.06	10.4		PASADENA 1.6	12.0	8.24	8.25	7.00															
											SINCO 3.2	10.4	8.21	8.22	6.57					2.10										
IYP	11.59PM	1.30	10.30PM	1.50PM			10.54	8.11	7.2		HARRISBURG 10-R Tower 30-T.&N.O.&P.T.R.A. Crossings 1.6	7.2	8.17	8.18	6.52					2.00	8.40AM 11.20PM									
I									5.6		Tower 102-I-G.N. Crossing 0.4	5.6									Continuous									
IP									5.2		Buffalo Bayou Drawbridge 0.7	5.2									Continuous									
P	12.10AM	1.40	10.40	2.00			11.02	8.18	4.5		GALENA JUNCTION 0.4	4.5	8.09	8.10	6.44					1.50	8.30 11.10									
IP									4.1		Tower 86-H.B.&T. Crossing 0.8	4.1									Continuous									
YP	12.15	1.45	10.45	2.05					3.3		BAER JUNCTION 1.9	3.3								1.45	8.25 11.04									
KWYPO Yard	12.30AM	2.00AM	11.00PM	2.30PM					5.2		TO-R ENGLEWOOD 1.9	5.2								1.30AM	8.15AM 10.45PM									
YP							11.04	8.20	3.3		BAER JUNCTION 1.0	3.3	8.07	8.08	6.42															
IP									2.3		Tower 5-T.&N.O. Crossing 1.1	2.3																		
IP									1.2		TOWER 139 I-G.N.&H.B.&T. Crossings 0.2	1.2									Continuous									
I							11.09	8.25	1.0		Tower 108 SEMMES JCT. 0.5	1.0	8.02	8.03	6.37															
IP									0.5		M.-K.T. Crossing 0.5	0.5									Continuous									
BKWTPO Yard							11.15PM	8.30PM	0.0		HOUSTON TO-R Grand Central Station	0.0	8.00AM	8.00AM	6.35PM							Continuous								
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday			Arrive Daily	Arrive Daily					Leave Daily Except Sunday	Leave Sunday Only	Leave Daily					Leave Daily	Leave Daily Except Sunday	Leave Daily								
	244	222	352	82			174	172					171	175	173					221	81	351								
	(0.31) 11.2	(3.15) 16.7	(0.30) 11.6	(0.40) 8.7			(1.50) 33.5	(1.40) 34.4			Time Over Division		(1.40) 34.4	(1.50) 33.5	(1.55) 32.0					(3.30) 15.5	(0.25) 13.9	(0.35) 10.0								
	Average Speed per Hour																													

RATING OF ENGINES IN FREIGHT SERVICE

	CLASS		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 Goodrich	Goodrich To Nacogdoches	Nacogdoches And Garrison East & West	Garrison And Shreveport East & West	Nacogdoches To Leggett	Leggett To Napier	Napier To Houston	Houston and Galveston
	Nominal	Designation																					
M-4	M6320/28128S	410 to 459....	4850	4310	1840	3680	2900	1250	3600	3200	3050	1750	2390	4770	3500	1670	1220	1490	1525	2605	3960	4850	
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	1745	3010	4580	6000	
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	1745	3010	4580	6000	
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	1745	3010	4580	6000	
P-5	P77 22/28 141S	600 to 609....	5050	4490	1900	3810					3170	1820	2480	4960	3250	1550	1120	1370	1400	2430	3700	5050	
T-28	T69 22/28 163S	701 to 711....	6000	5020	2130	4280	3350	1430	4400	3750	3540	2030	2770	5900	4025	1920	1390	1710	1745	3010	4580	6000	
C-8	C57 22/30 187S	800 to 807....	7500	6840	2900	5830	4600	2000	5700	5000	4820	2760	3780	7370	6000	2900	2100	2650	2700	5150	6700	7500	
C-9	C57 22/30 190S	808 to 850....	7500	6840	2900	5830	4600	2000	5700	5000	4820	2760	3780	7370	6000	2900	2100	2650	2700	5150	6700	7500	
MK-5	MK6326/28210S	738 to 794....	9000	8200	3480	6980	5400	2350	7000	6200	5610	3240	4360	8850	6750	3300	2350	3000	3100	5800	7500	9000	
F-1	F6327½/32278SF	970 to 999....			4450	8920	6900	3000	9000	8000	7270	4240	5620		8650	4200	3000	3800	3900	7400	9600		

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.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from Houston Via Main Line	HOUSTON AND GALVESTON	Dis. from Houston Via Bay Shore Line	Car-Capacity and Direction Opening if Spur	Distance from Houston	HOUSTON AND SHREVEPORT	Distance from Shreveport	Car Capacity and Direction Opening if Spur	Distance from Track end	SABINE AND DALLAS	Distance from Dallas	Car Capacity and Direction Opening if Spur	Distance from Echo	ECHO AND HOUSTON	Distance from Houston	Car Capacity and Direction Opening if Spur
0.5	BONNERS POINT	0.5		6.64	WESTHEIMER	224.72	3E	20.7	VITERBO	301.8	12E				
10.2	CEMENT SPUR	10.2	6E	24.36	PORTER	207.00	11	23.0	HEBERT	299.5	10E	10.5	ORANGE FIELD	100.5	20
17.0	DEER PARK	17.0	24E	30.82	KEEFER	200.54	9W	23.7	LUCAS	298.8	42D				
	CRESCENT	24.0	0	33.17	THOMS	198.19	13W	36.0	GILBURG	283.1	5E				
	MORGAN'S POINT	25.3		34.46	SPLENDORA	196.90	17	36.5	MT. EVERGREEN	282.6	15				
	BAY RIDGE	26.2	0	40.32	GLADSTELL	191.04	10W	39.5	LOEB	279.6	12E				
	BAY SHORE PARK	27.1	0	40.64	NIMROD	190.72	6W	43.3	ARIOLA	275.8	14E				
	BAY FRONT	17.3	0	46.08	EXCELSIOR	185.28	13W	57.6	OLIVE	261.7	10E				
	GARFIELD BOULEVARD	28.1	0	50.51	NORMANVALE	180.85	16E	62.3	HESTER	256.8	6				
	ANGELINA	28.5	0	58.83	FISH BRANCH	172.53	18W	75.3	HOOD SPUR	246.1	2E				
	OAKHURST	29.0	0	84.28	BERING	147.08	18W	80.0	MILTON	239.1	17E				
	OAKS	29.6	0	99.80	WAKEFIELD	130.94	5W	90.1	GRIFFIN	229.0	9	2.2	CHECKUP	37.2	5E
	SHOREACRES	30.1	2W	113.32	HOSHALL	118.04	21	96.3	MELBA	222.8	20W	5.5	STAYTON	33.9	18
	RED BLUFF	30.9		124.00	COCHRAN	107.36	16W	104.8	MARTIN	214.3	15	12.6	BEANS CREEK	26.8	6
	SURF	32.1	0	130.84	LOLA	100.52	12W	111.0	NANCY	208.1	15	18.9	JAVA	20.6	8
	TOD	34.1	0	175.92	GIBSON	55.44	13W	134.3	MANTON	184.8	15W	19.5	GROGGAN'S SPUR	19.9	6E
32.3	KEMAH	36.3	10E	184.92	HANSON	46.44	4W	136.5	PLATT	182.6	7E	21.6	MEWSHAW	17.9	6
34.2	BAY VIEW	38.2	2E	205.90	KOLTER	25.50	7W	137.1	NORTH PLATT	182.0	7E	24.6	HERRING	14.8	6
35.9	CLIFTON BY THE SEA	39.9	0					143.6	LACYVILLE	175.5	7W	25.7	HASSELL	13.7	2W
								239.1	LOPER	80.0	4W	27.2	JARVIS	12.2	4
								248.5	PICKENS	72.9	11E	29.2	KOSSUTH	10.3	4E
								295.3	BOIS D'ARC	23.8	18	30.2	DRESSEL	9.2	4E
												33.3	DEANWRIGHT	6.2	6E

PASSENGER ENGINE RATING NUMBER OF CARS AND TONS PER TRAIN

Train	Houston & Galveston	Houston & N. Orleans 101, 102	Houston and New Orleans 103, 104	Houston and New Orleans 1, 2, 3, 4, 5, 6, 7, 8, 11, 12	Dallas and Beaumont 147, 148, 155, 156	Houston and Shreveport 25, 26, 27, 28
Engines 622-633	Cars Tons	Cars Tons	Cars Tons	Cars Tons	Cars Tons	Cars Tons
610-621	14 910	13 1040	14 980	14 910	13 845	13 845
600-609	12 780	11 880	12 840	12 780	11 715	11 715
738-794	15 975					
388-399	13 845	12 960	13 910	13 845	12 780	12 780
369-376						
289-292	9 585	8 640	9 630	9 585	8 520	8 520
273-278	9 585	8 640	9 630	9 585	8 520	8 520
261-272	8 520		8 560	8 520	7 455	7 455
240-258	6 390			7 455	7 455	7 455
225-236				6 390	6 390	6 390
220-223				7 455	7 455	7 455
212-219				6 390	6 390	6 390
205-209				6 390	6 390	6 390

Average Weight Per Car, Trains 101 and 102, 80 Tons.

Average Weight Per Car, Trains 103, 104, 70 Tons.

Average Weight Per Car, All Other Trains, 65 Tons.

SPECIAL INSTRUCTIONS

GENERAL

1. 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.

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

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

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

5. Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.

LOCAL

12. Double track at Garrison extends from mile 157.7 to mile 158.7. Automatic block signal system between mile 157.7 and mile 158.7, Shreveport Subdivision.

13. The switches at each end of the double track at Garrison are spring switches. These are designated by two targets: One hexagon shape painted white

bearing the letters "SS"; the other, a standard red target. The normal position of these switches is for the current of traffic. Eastward trains moving with the current of traffic may trail through the east switch and Westward trains moving with the current of traffic may trail through the west switch. After trailing through these switches and before entire engine or cars have passed over the point, back up movement must not be attempted until switch has been properly operated by hand, or derailment will occur.

14. Trains finding automatic block signal mile 157.7 and mile 158.7, Shreveport Subdivision, in Stop position must, in addition to complying with the automatic block system rules, examine the spring switches to see that they are in a safe condition for the passage of trains before passing over them.

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 be governed by signals from switch tender as follows: Proceed signal with green flag by day or green light by night before entering passenger yard; proceed signal with yellow flag by day or yellow light by night before leaving passenger yard. Approaching San Jacinto Street, Houston Grand Central Station, Engineers will sound following whistle signals: Train No. 7 —o Train No. 101 o—o Train No. 174 o—o—o.

SPECIAL INSTRUCTIONS--CONTINUED

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17. Movements between Houston (Grand Central Station) and passenger enginehouse must be made in accordance with provisions of current time-table, special instructions and train orders, of the Dallas Division

18. Lufkin Subdivision trains operating from Englewood must, before leaving there, obtain a check of trains due, which are superior, that have arrived or left Tower 26.

19. On double track between Englewood and Baer Junction and within positive block signal limits on single track between Baer Junction and Harrisburg trains may run extra, moving with current of traffic on double track, without running orders but must obtain clearance before commencement of trip if an operator is on duty.

20. On double track between Houston and Tower 87, trains may run extra moving with the current of traffic without running orders, but must obtain clearance before commencement of trip, if an operator is on duty. (See Rule D-97 (A).)

Second and inferior class trains, extra trains and engines may run ahead of first class trains between Houston 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. Trains must run with caution between these points.

21. Movement against the current of traffic between Houston and Tower 87 and between Englewood and Baer Junction, and within positive block signal limits between Baer Junction and Harrisburg against a signal indicating Stop must be made only under flag protection.

22. Englewood is train order office only for trains that originate there and a register station only for trains that originate or terminate there.

23. At Tower 87 schedule time and train orders apply at the end of double track.

24. Shreveport (Freight Yard) is register station only for second class and inferior trains.

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

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

27. Nome is register station only for trains that originate or terminate there.

28. No. 6 must obtain a clearance before leaving Beaumont.

29. No. 3 must obtain a clearance at Beaumont yard office.

30. First class trains may register at Echo, Lufkin, Nacogdoches and Galveston Yard Office by Register Ticket (Form 2642).

31. Rockland Subdivision first class trains may register at Beaumont yard office by Register Ticket (Form 2642).

32. Extra trains will register at Nacogdoches and may register by Register Ticket (Form 2642).

33. All trains must obtain a clearance at Nacogdoches.

34. Rockland Subdivision trains must obtain a clearance from Rockland Subdivision dispatchers only, at Nacogdoches.

35. Orange Subdivision trains that originate at Beaumont yard office, will be furnished, by train order (Form "R"), check of trains due, which are superior, that have arrived or left.

36. First class trains originating at Echo may be furnished, by train order (Form "R"), check of trains due, which are superior, that have arrived or left.

37. Yards located at the following stations are designated by yard limit boards: Goose Creek, including Baytown, Dayton, Beaumont including Guffey, Echo, Orange, West Port Arthur, Rockland, Gallatin, Jacksonville, Kaufman, Dallas, Moscow, Lufkin, Nacogdoches, Timpson, Shreveport, Sabine, Palestine, Rusk, including Stringer and North Rusk, Houston including Tower 87 and North Yard, Galveston.

38. Location of Bulletin Books:

Houston: At Grand Central Station, Freight and Passenger Enginehouses and Yardmaster's office, Hardy Street.

Goose Creek: At Station.

Beaumont: At Yard Office, Enginehouse and Baggage Room.

Echo: At Yard Office.

Rockland: At Station.

Jacksonville: At Dispatcher's Office and Enginehouse.

Dallas: At Union Station, T. & N. O. and Union Terminal Co. Enginehouse.

Miller: At Yard Office and Enginehouse.

Palestine: At Station.

Lufkin: At Yard Office and Enginehouse.

Shreveport: At Freight Station, Passenger Station and Enginehouse.

Nacogdoches: At Freight Station for Nacogdoches Freight Run.

Galveston: Union Depot, Yard Office and Enginehouse.

39. Location of Drawbridges:

Neches River at Beaumont.

Taylor's Bayou at West Port Arthur.

Sabine River at Echo.

40. At stations where there are two sidings, Eastward trains must take most westerly siding and Westward trains must take most easterly siding for trains having authority to hold Main track, unless otherwise directed by Train Order, or the movement made under flag protection.

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

42. Overlap at Dayton is indicated by overlap post governing westward trains.

43. T. & F. S. Crossing between West Port Arthur and Port Arthur and B. S. L. & W. Crossing at Grayburg are protected by cabin interlockers, normal position of which is against the T. & N. O. These plants are to be operated by trainmen in setting the route for the passage of T. & N. O. trains. As soon as the movement is made over the crossing, route should be restored to its normal position.

44. Automatic block signals at Dorr Junction govern eastward trains on the Shreveport Subdivision and westward trains on the Rockland Subdivision. Dwarf signal No. 1511 on Rockland Subdivision is a normal stop signal and westward Rockland Subdivision trains, before using switch, will stop clear of signal and send trainman ahead to observe switch indicator. If clear, throw switch, and signal will clear after an interval of one minute.

45. Eastward Orange Subdivision trains checking a regular train on register at Houston, or meeting and positively identifying a train on opposite track between Houston and Tower 87, will not be required to check against the same train before passing from double to single track.

46. Westward Terminals Division trains checking a regular train on register at Houston or Englewood, or meeting and positively identifying a train on opposite track between Houston and Semmes Junction or between Englewood and Baer Junction, will not be required to check against the same train before passing from double to single track.

47. The maximum distance a freight train may run without stopping for inspection is forty (40) miles, except, when additional stops can thereby be avoided, the distance may be increased to fifty (50) miles, and trains may run between Beaumont and Woodville, and Tubbe Tank, Athens and Kleberg, and Meldrum and Shreveport, and between Englewood and Galveston for inspection. Trainmen are not relieved from making inspection as prescribed by Rule 827 where stops are made at a lesser distance.

48. Harrisburg is register station only for trains that originate or terminate there.

49. Trains may register at Harrisburg by register ticket, (Form 2642).

50. Trains from Glidden Subdivision at Harrisburg will be governed by train order signal at Tower 30, and may leave Harrisburg without a clearance if train order signal is changed in accordance with provisions of Rule 221.

51. Trains operating on Terminals Division exclusively, will be governed by train order signal located adjacent to main track near connection switch leading to Glidden Subdivision at Harrisburg.

52. When Glidden Subdivision trains meet at Harrisburg the westward train will take siding unless otherwise directed by train order. Eastward trains must approach Harrisburg with caution and stop clear of east siding switch unless home interlocking signal indicates proceed.

53. Overlap posts: Between siding switches Sinco governing westward trains and between siding switches Deepwater governing eastward trains.

54. The route between Strang and Seabrook via LaPorte Freight Station is designated as MAIN LINE. The route between Strang and Seabrook via LaPorte Passenger Station is designated as BAY SHORE LINE. Normal position of switch at Strang is for MAIN LINE.

55. Siding at Seabrook extends from point 3168 feet east of station to Clear Creek Drawbridge. BAY SHORE LINE main track switch intersects siding just east of station and must be kept set and locked for BAY SHORE LINE when not in use.

56. Between 8:30 AM and 11:59 AM and between 12:59 PM and 5:30 PM bridge tender at Clear Creek Drawbridge will operate west siding switch Seabrook and will set route in accordance with whistle signal sounded. Between 11:59 AM and 12:59 PM and between 5:30 PM and 8:30 AM this switch will be set for MAIN LINE, and trains enroute to and from BAY SHORE LINE during these hours will use crossover just west of station Seabrook.

57. When trains to and from BAY SHORE LINE meet at Seabrook during hours that west siding switch is operated by bridge tender at Clear Creek Drawbridge, eastward trains will enter siding at west switch and westward trains will enter MAIN LINE at crossover just west of station Seabrook.

58. Unless otherwise directed by train order, EXTRA trains must operate via MAIN LINE between Strang and Seabrook.

59. Strang is register station only for Nos. 173, 174 and 175. Seabrook is register station only for Nos. 172, 173, 174 and 175.

60. Galveston Yard Office is train order office for eastward trains only.

61. Precaution must be used in operating MK-5 class engines on other than main track and sidings.

62. Nos. 173 and 174 stop on flag at Bonner's Point, Deer Park, Morgan's Point, Bay Ridge, Bay Front, Garfield Boulevard, Angelina, Oakhurst, Oaks, Shore-acres, Red Bluff, Surf, Tod, Kemah, Bay View and Clifton by the Sea.

No. 175 stop on flag at Clifton by the Sea.

Nos. 171, 172 and 175 stop on flag at Kemah and San Leon to load or unload parcel post mail.

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SPEED

SPECIAL INSTRUCTIONS—CONTINUED

63. The following speed restrictions must be observed between the points indicated:	Passenger Trains	Freight and Mixed Trains	Trains handling derricks, ditching machines, steam shovels, drag lines, piledrivers, scale test cars, and machines of similar kind on own wheels.	Trains handling yard engines with side rods up, or loaded oil tanks of 12,000 gallons capacity or over.	Yard engines, and road engines backing up, with or without cars, or when cars are being shoved ahead of engine.
	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour	Miles per Hour
Houston and Echo.....	55	40	30	30	15
Houston and Napier.....	50	35	30	30	15
Napier and Shreveport.....	50	30	25	25	15
Beaumont and Briggs.....	50	30	25	25	15
Beaumont and Sabine.....	35	20	20	20	15
Dayton and Baytown.....	30	20	15	15	15
Nome and Sour Lake.....	25	18	15	15	15
Gallatin and Palestine.....	30	20	15	15	15
Houston & Galveston (Main Line).	50	30	25	25	15
Strang & Seabrook (Bay Shore Line)	40	25	25	25	15

Through Corporate Limits of Cities and Towns named below, engines must not exceed speed indicated.

Station	Miles per Hour	Station	Miles per Hour
Houston.....	18	Livingston.....	6
Dayton.....	20	Nacogdoches.....	6
Liberty.....	25	Shreveport.....	15
Beaumont Main St. to Passgr. Sta.....	6	Claiborne Ave. to Lufkin.....	10
Passgr. Sta. to Tower 32.....	15	Ellis Ave. to Timpson.....	10
Orange.....	15	Logansport.....	10
Pt. Arthur.....	12	(Eastward).....	20
Athens.....	18	(Westward).....	10
		Tenaha.....	15

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		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	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			

64. A yellow fish-tail signal placed 500 feet in advance of curve restricts the speed of trains on that curve as follows: Passenger trains 35 miles per hour, Freight and mixed trains 24 miles per hour except between Strang and Seabrook on Bay Shore line, passenger trains 30 miles per hour, freight and mixed trains 20 miles per hour.

65. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches, and thirty-five (35) miles per hour over draw bridges and railroad crossings at grade except at Tower 87, Bonita Junction, ends of double track at Garrison and between Houston and Galveston.

(a) Through diverging switch at the end of double track Tower 87, maximum speed of passenger trains is 25 miles per hour.

(b) Through diverging switch at Bonita Junction, maximum speed of trains is 20 miles per hour.

(c) Through diverging switches at the ends of double track Garrison, maximum speed of trains is 20 miles per hour.

(d) Between Houston and Galveston passenger trains must not exceed 35 and freight and mixed trains 30 miles per hour over railroad crossings at grade and 25 miles per hour over drawbridges.

66. Trains must not exceed Six (6) miles per hour around East leg of Wye at Tower 26, Houston.

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

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

69. Speed of engines with two wheel engine truck in passenger service is restricted as follows:

Orange Subdivision, straight track 45 miles per hour, curves 40 miles per hour, Rockland, Jacksonville, Lufkin and Shreveport Subdivisions, straight track 40 miles per hour, curves 35 miles per hour.

Between Houston and Galveston, straight track 40 miles per hour. unprotected curves 35 miles per hour, protected curves 30 miles per hour and over drawbridges and railroad crossings 25 miles per hour.

70. The speed of the following engines is restricted to 30 miles per hour: 300 to 327, 329 to 334, 339, 346 to 365, 377 to 386, 403 to 409, 481, 485 to 487 and 489 to 493.

71. Trains or engines must not exceed six (6) miles per hour over Bray's Bayou Drawbridge at Terminal Compress, Harrisburg.

POSITIVE BLOCK

72. Positive block signals have arms painted same as interlocking signals

Trains and engines moving between Nacogdoches and Bonita Junction and between Baer Junction and Harrisburg will be governed by positive block signal indication which supersedes superiority of trains.

POSITIVE BLOCK LIMITS: Signal No. 1384, located at East end of Nacogdoches yard, governs movements from Nacogdoches to Bonita Junction.

Signal No. 1546 located at clearance point on Rockland sub-division at Bonita Junction governs movements from Bonita Junction to Nacogdoches.

Signal No. 1415 located at clearance point on Shreveport sub-division at Bonita Junction governs movements from Bonita Junction to Nacogdoches.

Signal 31, located on single main track Baer Junction.

Signal 33, located on westward freight main track at Baer Junction.

Signal 70, located at Harrisburg.

REMOTE SWITCH CONTROL. BONITA JUNCTION

73. Junction Switch at Bonita Junction is electrically controlled and operated by train order operators at Nacogdoches.

The route for which the Junction switch is set is indicated to trains moving from Nacogdoches by two-arm signal located just West of the switch at Bonita Junction. When the upper arm indicates "proceed" the switch is set for the Shreveport sub-division. When the lower arm indicates "Proceed" the switch is set for the Rockland sub-division.

Signal No. 1546 governs eastward trains from the Rockland sub-division.

Signal 1415 governs Westward trains from the Shreveport Subdivision.

When signal 1546 or 1415 indicates "stop" communicate by telephone immediately with operator at Nacogdoches and if he directs operation of switch by hand, handle in accordance with printed instructions in instrument box opposite switch. Trains passing these signals at "stop" position must know that the switch is properly lined and must not exceed speed of six (6) miles per hour until entire train has passed.

REMOTE SWITCH CONTROL. BAER JUNCTION

74. The switch connecting the westward freight main track and the single main track at Baer Junction is operated by the Signal Operator at Tower 86.

With respect to this switch trains, or engines, moving westward on single main track will be governed by position of Positive Block Signal 31, and moving westward on freight main track will be governed by position of Positive Block Signal 33. Eastward trains will be governed by position of signal on signal bridge just west of this switch, the top arm governing the route toward Semmes Junction and the lower arm the route against the current of traffic toward Englewood.

When the signal indicates "stop," communicate immediately with the Signal Operator at Tower 86 by telephone, and if he requests operation of the switch by hand, see instructions in box attached to instrument case opposite the switch.

Trains, or engines, passing these signals at "stop" must see that the switch is properly lined and must not exceed six (6) miles per hour until entire train has passed over switch.

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 "

INTERLOCKING WHISTLE CODES

13

TOWER 108

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

TOWER 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 ——— o o
 Westward main track eastward from any point ——— o ———
 Cooperative Mill track, from any point o ——— ———
 Shreveport Line Transfer, from any point o o ——— o o
 Shreveport Line connection, from any point o o ———
 Freight house transfer, from any point ——— ——— o
 Enginehouse 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 ——— o 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
 Freight Main West from any point o o ———
 Freight Main East from any point ——— ——— o o
 Old Wye from any point o o ——— ———
 New Wye from any point ——— ——— o
 26 lead from any point ——— ——— ——— o
 Oil Spur from any point o o o ———
 For ice house track o o ——— o o
 New lead from any point o o o 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 ——— ———

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 ——— o o
 Westward main track eastward, from any point ——— o ———
 To yard, from any point o ——— ———
 To switching lead, east yard, from any point ——— ———
 Westward main track westward from any other point o ——— o

TOWER 139, H. B. & T. and I-G. N. CROSSINGS, Just West SEMMES JCT.

Main track eastward or westward, from any point ———
 Houston Paper Stock Co. Spur, from any point ——— o
 Bayou City Press spur, from any point o ———

TOWER 86, H. B. & T. CROSSING BETWEEN GALENA JUNCTION AND BAER JUNCTION

Main track eastward or westward, from main track ———
 Main track eastward, from any other point ——— o
 Main track westward, from any other point o ——— o o
 Siding eastward or westward, from trains on siding ——— ———
 From main track, eastward on siding o ——— o
 From main track, westward on siding ——— o ———

TOWER 30, T. & N. O., G. H. & H. and P. T. R. A. CROSSINGS, HARRISBURG

To Terminals Division main track, from any point ———
 To Glidden Subdivision main track, from any point o ——— ———
 To saw mill, from any point ——— o
 To Cut Off between Harrisburg and Manchester o ——— o

CLEAR CREEK DRAW BRIDGE

Main track eastward or westward, from trains on main track ———
 To or from Siding at draw bridge ——— o

DICKINSON BAYOU DRAW BRIDGE

Main track eastward or westward ———
TOWER 73, T. C. T. R. R. CROSSING, TEXAS CITY JCT.

Main track ———
TOWER 38, G. H. & H. and G. C. & S. F. CROSSINGS, (Postoffice and 49th St.) GALVESTON

Old main track ——— o
 G. C. & S. F. Transfer ——— ——— o
 G. H. & H. Transfer ——— o o
 S. P. Yard from any point ——— ——— o o

TOWER, 35th STREET, G. C. & S. F. & G. W. CROSSINGS AND JUNCTION SWITCH 34th STREET, GALVESTON.

Main track and junction switch, to and from Galveston Union Depot ——— ———
 To and from G. W. Co. and Post Office track o o

SPECIAL RULES AND REGULATIONS GOVERNING MOVEMENTS OVER GALVESTON CAUSEWAY

Switches at Virginia Point and Island are protected by standard interlocking system with home and distant signals and derails.

Lift Bridge is protected by standard interlocking system with home and distant signals and derails.

All switches, derails and signals on Galveston Causeway and its approaches are operated by towerman at Lift Bridge.

Between Virginia Point and Island trains will be governed by the interlocking signals which supersede the superiority of trains within these limits, but do not dispense with the use or observance of other signals whenever and wherever required.

When trains are approaching the causeway at Virginia Point or Island, one long blast of the whistle must be sounded. The route given must be used. If a train receives a clear signal at Virginia Point or Island, and signal cannot be accepted immediately, the Conductor or Engineer must promptly notify the towerman by telephone.

If a train is stopped at Virginia Point or Island, Conductor or Engineer must immediately communicate with towerman at the Lift Bridge for instructions. Telephones for this purpose are provided at the home signals and are housed in boxes painted white.

Hand signals authorizing a train to pass a fixed signal may be given by the towerman or signal maintainer in charge, who must be on the ground and use a yellow flag by day and a yellow light by night.

Conductor or Engineer may be authorized by communicating with the towerman, over telephone, to proceed by sending a flag ahead to check the line-up through the plant when stopped by a home signal. Towerman must know definitely that the route to be used is set and clear of opposing trains before authorizing the train to proceed. Trains accepting such authority must not exceed a speed of six (6) miles per hour to the next signal or end of block and must carefully watch for trains on conflicting routes; for open derails and other obstructions in the block.

Passenger trains must not exceed a speed of one (1) mile in two and one-half minutes at any point between Virginia Point and Island. Freight trains must not exceed a speed of one (1) mile in five minutes between Virginia Point and Island.

Passenger trains must be given precedence.

Conductors must notify the towerman and secure permission before entering the block when their trains have work to do, or may be detained on the Causeway.

When the light is not burning in a semaphore signal, trains will reduce speed sufficiently to observe position of semaphore arm and be governed by its indication. All switches are equipped with lights giving indications only in the facing direction. A green light by day or night indicates switch is set for through route; a yellow light by day or night indicates switch is set for diverging route.

Brakeman or Flagman must ride on rear end of each train while crossing the Causeway, prepared to flag following trains when necessary.

Employees whose duties require their use must be provided with insulated cars, track levels and gauges; they must use every precaution to avoid making metallic contact between the rails.

DESCRIPTION AND INDICATION OF SIGNALS

All signals are of the upper quadrant semaphore type, and the following indications will govern:

STOP—Arm horizontal, or red light, or purple light.

PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.

PROCEED—Arm vertical, or green light.

WHISTLE SIGNALS

- (a) ——— From Causeway to G. C. & S. F. Main Track
- (b) ——— ——— From Causeway to T. & N. O. Main Track
- (c) ——— ——— o From Causeway to G. H. & H. Main Track.
- (d) ——— o For siding. Trains which are to take siding at Virginia Point, or detour to another line at Virginia Point or Island, will, when passing Lift Bridge, sound whistle calling for route desired as per above code.

COMPANY SURGEONS

<p>Houston.....Dr. Chas. C. Green.....Chief Surgeon Dr. H. K. Morrison.....Assistant Chief Surgeon Dr. F. A. Waples.....Division Surgeon Dr. H. C. Feagin.....Examining Surgeon Dr. R. H. Harrison.....Examining Surgeon Dr. J. C. Dickson.....Local Oculist and Aurist Dr. E. M. Arnold.....Local Oculist and Aurist Dr. M. L. O'Banion.....Local Oculist and Aurist Dr. J. L. Taylor.....Local Surgeon Dr. Allan Collette.....Local Surgeon Dr. C. M. Warner.....Local Surgeon Dr. Neal Davis.....Division Surgeon Dr. Edwin A. Moers.....Local Surgeon Dr. A. M. Parsons.....Local Surgeon Dr. C. J. I. Ekman.....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.....Division Oculist Dr. C. H. Hendry.....Local Oculist Dr. G. H. Reed.....Local Surgeon Dr. H. B. Barr.....Local Surgeon China.....Dr. N. E. Laidacker.....Local Surgeon Cleveland.....Dr. J. M. Hubert.....Local Surgeon Colmesneil.....Dr. R. A. Parten.....Local Surgeon Corrigan.....Dr. J. R. Dale, Jr.....Local Surgeon</p>	<p>Crandall.....Dr. C. H. LaParriere.....Local Surgeon Crosby.....Dr. J. D. Stalsby.....Local Surgeon Cushing.....Dr. Fred W. Cariker.....Local Surgeon Dallas.....Dr. Elbert Dunlap.....Division Surgeon Dr. W. G. Reddick.....Examining Surgeon Dr. Dexter Hardin.....Examining Surgeon Dr. E. H. Carey.....Division Oculist Dayton.....Dr. J. T. Tadlock.....Local Surgeon Diboll.....Dr. M. H. Crabb.....Local Surgeon Eustace.....Dr. L. L. Cockrell.....Local Surgeon Fort Worth.....Dr. W. A. Durringer.....Division Surgeon Dr. W. C. Durringer.....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. Turner.....Local Surgeon Goose Creek.....Dr. G. A. Lillie.....Examining Surgeon Dr. L. A. Hankins.....Local Surgeon Galveston.....Dr. W. C. Fisher, Jr.....Division Surgeon Dr. A. O. Singleton.....Division Surgeon Dr. S. M. Morris.....Division Oculist and Aurist Dr. L. E. Chapman.....Local Surgeon Dr. E. H. Klatt.....Local Surgeon Goodrich.....Dr. R. H. Gullledge.....Local Surgeon Humble.....Dr. J. B. DuBose.....Local Surgeon Huntington.....Dr. R. B. Forrest.....Local Surgeon Harrisburg.....Dr. J. J. Devoti.....Local Surgeon</p>	<p>Jacksonville.....Dr. M. B. Canon.....Examining Surgeon Dr. R. T. Travis.....Local Surgeon Dr. F. A. Fuller.....Examining Surgeon Dr. J. M. Travis.....Local Surgeon Dr. J. B. McDougale.....Local Oculist and Aurist Dr. F. A. Fuller, Jr.....Local Surgeon Joaquin.....Dr. W. A. Ramsey.....Local Surgeon Kaufman.....Dr. R. J. Rowe.....Local Surgeon Dr. Guy C. Shaw.....Local Surgeon Keachie.....Dr. W. H. Morgan.....Local Surgeon Kemp.....Dr. H. A. Taylor.....Local Surgeon Kountze.....Dr. B. E. Selman.....Local Surgeon Liberty.....Dr. Harry Caplovitz.....Local Surgeon La Porte.....Dr. D. R. Aves.....Local Surgeon Livingston.....Dr. B. C. Marsh.....Local Surgeon Dr. H. Bergman.....Local Surgeon Logansport.....Dr. Guy Wimberly.....Local Surgeon Longstreet.....Dr. L. A. Sholars.....Local Surgeon Lufkin.....Dr. R. T. Cannon.....Examining Surgeon Dr. J. W. Hawkins.....Local Surgeon Dr. R. L. Mathews.....Oculist Mabank.....Dr. W. P. Irvine.....Local Surgeon Nacogdoches.....Dr. A. A. Nelson.....Local Surgeon Dr. C. T. Smith.....Local Surgeon Dr. W. I. M. Smith.....Local Surgeon New Willard.....Dr. Ivison Grimes.....Local Surgeon</p>	<p>Orange.....Dr. W. P. Coyle.....Local Oculist Dr. F. W. Lawson.....Local Surgeon Pasadena.....Dr. O. F. Portwood.....Local Surgeon Palestine.....Dr. E. B. Parsons.....Division Surgeon Dr. A. D. Wages.....Local Oculist 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 Dr. E. W. Vaughn.....Local Oculist and Aurist Poynor.....Dr. M. A. King.....Local Surgeon Rusk.....Dr. T. H. Cobble.....Local Surgeon Sabine.....Dr. O. D. Adamson.....Local Surgeon Seagoville.....Dr. A. B. Watkins.....Local Surgeon Shreveport.....Dr. Frank Walke.....Examining Surgeon Dr. John L. Scales.....Oculist Dr. Edward Galloway.....Examining Surgeon Sour Lake.....Dr. T. O. Darby.....Local Surgeon Teneha.....Dr. C. E. Carter.....Local Surgeon Timpson.....Dr. F. O. Johnson.....Local Surgeon Dr. D. C. Bussy.....Local Surgeon Village Mills.....Dr. J. T. McClain.....Local Surgeon Woodville.....Dr. R. E. Dickens.....Local Surgeon Zavalla.....Dr. J. C. Fortenberry.....Local Surgeon</p>
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LOCATION OF 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.
St. Mary's Infirmary, 727 Market Street, Galveston.

First Aid Hospital—

T. & N. O. General Shops, Houston.

TIME INSPECTORS

Sidney F. Ball, General Time Inspector.....Chicago
L. L. Doty, Asst. Gen'l Time Inspector.....Chicago
Houston Watch Company, S. P. Building.....Houston
W. E. Conners, 1206 Hardy Street.....Houston
Neches Jewelry Co., 518 Pearl Street.....Beaumont
Jacksonville Drug Company.....Jacksonville
Hafner Watch & Optical Co., Interurban Building.....Dallas
J. E. Copeland.....Palestine
H. L. Cohenour.....Orange
C. C. Murray.....Lufkin
A. E. Gordon, 1920 Texas Avenue.....Shreveport
G. R. Herring.....Goose Creek
Stripling, Hazlewood & Company.....Nacogdoches
B. Gantor & Sons.....Galveston

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
ChristmasDecember 25th.

H. J. MICKSCH, Superintendent, Houston

T. G. GREADY, Trainmaster, Houston

K. P. CHINN, Trainmaster, Jacksonville

J. W. HARTMAN, Traveling Engineer, Houston

K. C. MARSHALL, Superintendent, Terminals Division, Houston

T. M. SPENCE, Ass't Superintendent, Terminals Division, Houston

W. L. LOWRANCE, Traveling Engineer, Terminals Division, Houston

J. L. SOUTH, Terminal Trainmaster, Beaumont

W. W. SLOAN, Terminal Trainmaster, Goose Creek

H. L. BELL, Ass't Superintendent, Houston

H. S. NETHERY, Chief Train Dispatcher, Houston

R. F. WILLIAMS, Chief Train Dispatcher, Houston

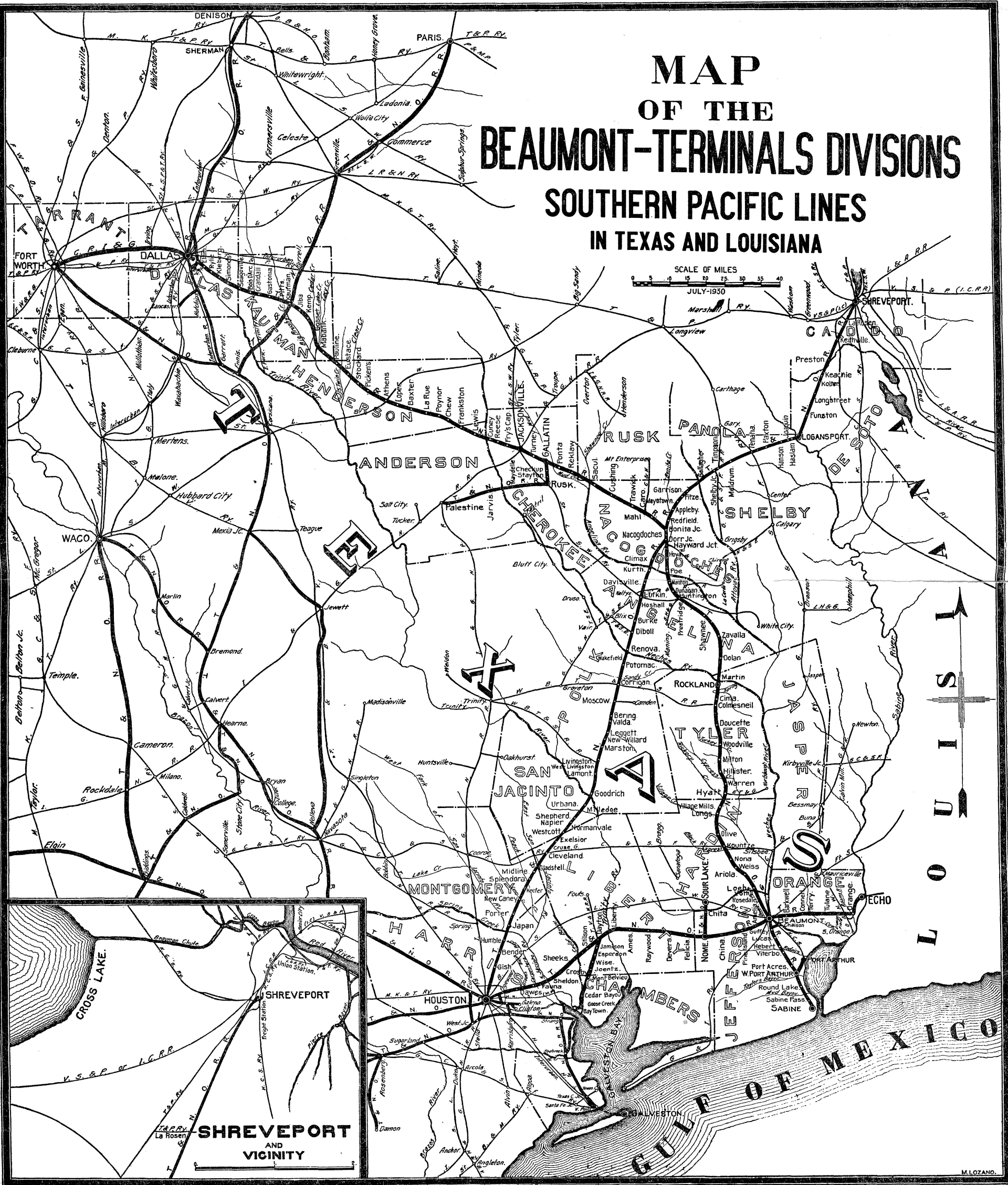
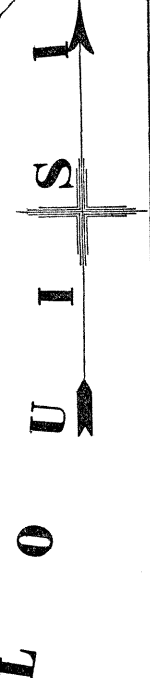
H. T. MELTON, Chief Train Dispatcher, Houston

E. P. DOLAN, Chief Train Dispatcher, Jacksonville

Traveling Engineers will exercise duties of Trainmaster when on line.

MAP OF THE BEAUMONT-TERMINALS DIVISIONS SOUTHERN PACIFIC LINES IN TEXAS AND LOUISIANA

SCALE OF MILES
0 5 10 15 20 25 30 35 40
JULY-1930



**SHREVEPORT
AND
VICINITY**

M. LOZANO.