



Sunbeam Leaving

An action sequence, following SP's Sunbeam out of Dallas on the start of its run to Houston

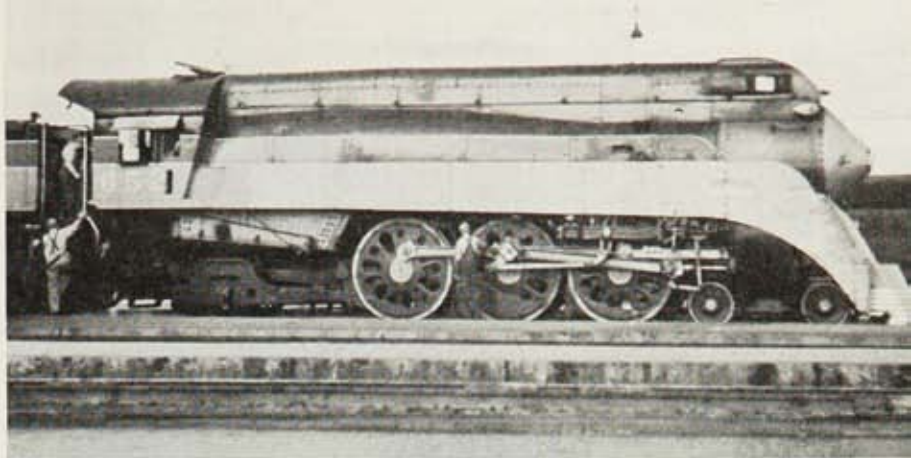
BETWEEN Dallas and Houston, railroads have captured an unusually large share of the potential passenger business, and the reason is easy to find. Two railroads run double-daily service on fast schedules with modern streamlined equipment. The Burlington-Rock Island route operates round trips of the *Texas Rocket* and the *Sam Houston Zephyr*, while the Southern Pacific (Texas & New Orleans) operates its *Hustler* both ways in the morning and the *Sunbeam* both ways in the afternoon.

The *Sunbeam-Hustler* schedules are worked with two sets of equipment, each train making a morning trip as a *Hustler* and returning in the afternoon as a *Sunbeam*.



Dallas

Photographs by
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The service was inaugurated in the fall of 1937 with the afternoon trains only, but public patronage soon made possible an expansion of the schedule into a full round trip each day for each train.

At Dallas these trains use the Union Station, also used by Burlington, Rock Island, Frisco, Katy, Cotton Belt, Santa Fe and Texas & Pacific. Train arrivals and departures in this busy station are pretty well spread through the day. Five o'clock is *Sunbeam* leaving time, and our photos follow the action of getting ready to leave, pulling out of the station, and the first few minutes on the road:

4:45 The fireman puts the train number in the indicator frame (lower left and in

closeup, upper left). The heavy Pacific locomotives used for this service have been specially streamlined and painted in a style similar to the *Daylight* engines used on SP's Coast lines. The bright orange, red and black color scheme harmonizes with the color scheme of the car equipment on the trains, and the arrangement and appearance of the boiler-top "skyline" of the engines is particularly distinctive. These locomotives were rebuilt for the service with 77-inch Boxpok drivers, cross-counterbalanced to assure satisfactory operation at speeds up to 100 miles an hour.

4:48 The engine crew climbs aboard (above and below) while passengers board the train. The stainless-steel-sheathed cars were



built by Pullman-Standard and have Cor-Ten steel structure with extensive use of aluminum for trim. Streamlining extends from the locomotive to the attractively curved rear end. The regular coaches for this service are in articulated pairs.

5:01 The signal has been passed and she's on her way, a beautifully curved streak of color (below) as she moves over the slip switches in the lead.

5:02 Past the coach yard (right) and gathering speed for the 34-mile stretch to Ennis, junction of the Fort Worth line. Notice the Texas Electric car on the viaduct in the background. Sharp-eyed readers will see from the train number that this photo shows the morning train, the *Hustler*.

5:25 Up to speed and heading for Houston, where Southern Pacific uses its own Grand Central Station.

(There are two other stations as well.) The 264-mile run takes 265 minutes for the *Sunbeams*, which make only two conditional stops along the way, and about an hour and a half longer for the *Hustlers*, which make a dozen regular stops and as many conditional stops.

In addition to the streamlined service on the Southern Pacific and Burlington-Rock Island, three other roads share in the passenger traffic between Houston and Dallas-Fort Worth. These are the Missouri Pacific, Santa Fe, and the Katy.

The unusually large number of military establishments in Texas adds to the ordinary commercial and war travel with the result that trains in this area are more crowded than is the case elsewhere. Overnight train service between the two centers is offered by four of the five roads, and in most cases these are through trains to points farther north.



