

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

HOUSTON EAST & WEST TEXAS RAILWAY COMPANY
HOUSTON & SHREVEPORT RAILROAD COMPANY

TIME TABLE

FOR THE

SHREVEPORT DIVISION

To Take Effect Friday, October 1, 1920, at 12:01 A. M.,

“Central Time.”

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.

O. C. CASTLE,
Superintendent of Transportation.

CONDENSED SCHEDULES.

(CENTRAL TIME)

EASTWARD—Toward Shreveport.

WESTWARD—Toward Houston.

No. 212	No. 144	No. 28	No. 26	Distance from Houston	STATIONS	Distance from Shreveport	No. 25	No. 27	No. 143	No. 211
	9.10PM	9.00PM	7.45AM	0.00	Lv. HOUSTON Ar.	232.32	6.15PM	7.10AM	6.45AM	
7.30PM	5.00AM 6.00AM	1.50AM 2.00AM	12.55PM 1.15PM	118.93	Ar. LUFKIN Lv.	113.39	1.10PM 12.50PM	2.10AM 2.00AM	10.30PM 9.45PM	5.45AM
9.30PM	7.05AM	3.00AM	2.05PM	138.97	Ar. NACOGDOCHES Lv.	93.35	11.59AM	1.00AM	8.20PM	4.20AM
4.00AM	1.20PM	7.00AM	6.05PM	232.42	Ar. SHREVEPORT Lv.	0.00	8.00AM	9.00PM	2.30PM	10.15PM
8.30	16.10	10.00	10.20		Through Time		10.15	10.10	16.15	7.30
13.8	14.8	23.1	22.4		Miles Per Hour		22.6	22.6	14.4	15.4

MILEAGE SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company	1,358.69
Texas & New Orleans Railroad Company	467.63
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co.	640.17
Houston & Texas Central Railroad Company	858.05
The Houston East & West Texas Railway Company	190.94
Houston & Shreveport Railroad Company	39.78
 Total Mileage	 3,555.26

MAIN LINE

T. & N. O. R. R. Co.—Grand Central Depot to Semmes Junction .....	.70
H. E. & W. T. Ry. Co.—Semmes Junction to Sabine River	190.94
H. & S. R. R. Co.—Sabine River to H. & S. Freight Depot, Shreveport	39.78
K. C. S. Ry. Co.—H. & S. Freight Depot to K. C. S. Passenger Depot .....	.90
 Total Shreveport Division	 232.32

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			

Capacity of Side Tracks in Cars & location of Scales, Fuel, Water and Turning Stations	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Houston	Time Table No. 80. October 1, 1920	Distance from Lufkin	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office hours
	222 Local Freight	144 Sunset Manifest Freight	28 Passenger	26 Passenger	25 Passenger	27 Passenger				143 Sunset Manifest Freight	221 Local Freight					
												Leave Daily	Leave Daily	Leave Daily	Leave Daily	
					9.00PM	7.45AM	0.00	HOUSTON (H. & T. C. Depot)	118.93	6.15PM	7.10AM					Continuous
							0.00	M. K. & T. CROSSING	118.43							
Yard O W Y	8.15AM	9.10PM					0.00	ENGLEWOOD	120.15			6.45AM		6.00PM		
Y.					9.08	7.52	.78	TOWER 26—T. & N. O. Crossing	117.45	6.04	6.58					
							1.54	H. B. & T. CROSSING	116.69							
							2.19	I. & G. N. CROSSING	116.04							
Yard	8.35	9.25			9.15	7.57	2.37	EAST YARD	115.86	6.00	6.53		6.25	5.40		
							4.10	H. B. & T. CROSSING	114.13							
56	8.55	9.45			9.26	8.10	9.36	MOUNT HOUSTON	108.87	5.47	6.41		6.00	5.15		
49	9.07	9.58			9.32	8.18	13.23	BENDER	105.00	5.38	6.32		5.45	5.00		
Yard W Y	9.30	10.10			9.39	8.26	17.07	HUMBLE	101.16	5.31	6.25		5.25	4.40		Continuous
42	9.55	10.30			9.52	8.40	23.33	JAPAN	94.91	5.17	6.08		4.45	4.00		
43 W	10.20	10.50			10.04	8.52	28.35	NEW CANEY	89.88	5.05	5.55		4.25	3.40		8.30 AM to 5.30 PM
34	10.45	11.20			10.25	9.12	36.61	MIDLINE	81.62	4.47	5.37		3.55	3.10		
							37.36	FOSTER LUMBER CO. CROSSING	80.87							
98	11.20	11.50PM			10.43	9.33	43.25	CLEVELAND	74.98	4.32	5.20		3.35	2.50		8.00 AM to 5.00 PM
Connection W					10.44	9.40	43.71	G. C. & S. F. CROSSING	74.52	4.30	5.16					
60	11.45AM	12.10AM			10.55	9.53	48.37	WESTCOTT	69.86	4.18	5.03		3.15	2.30		
92 Y	12.10PM	12.32			11.05	10.04	53.76	NAPIER YARD	64.47	4.06	4.52		2.45	2.10		
53	12.15	12.40			11.08	10.08	55.33	SHEPHERD	62.90	4.03	4.50		2.40	1.42		Continuous
58	12.45	1.00			11.20	10.19	60.03	URBANA	58.20	3.48	4.37		2.20	1.22		8.00 AM to 5.00 PM
35	1.10	1.14			11.28	10.28	63.44	GOODRICH	54.79	3.40	4.28		2.08	1.10		
38	1.30	1.29			11.37	10.38	67.28	LAMONT	50.95	3.30	4.19		1.53	12.54		
56 Connection	1.45	1.40			11.44	10.45	70.36	B. & G. N. CROSSING	47.87	3.23	4.12		1.40	12.42		
18	1.55	1.48			11.49	10.50	71.52	LIVINGSTON	46.71	3.20	4.09		1.35	12.32		Continuous
23	2.15	2.10			11.58PM	11.00	75.28	MARSTON	43.05	3.08	3.57		1.24	12.22		
66	2.25	2.21			12.03AM	11.06	77.47	NEW WILLARD	40.76	3.01	3.51		1.13	12.10PM		8.00 AM to 5.00 PM
46 Y	2.55	2.28			12.09	11.12	79.69	LEGGETT	38.54	2.55	3.46		1.05	11.45AM		Continuous
39	3.10	2.40			12.19	11.22	83.67	VALDA	34.56	2.44	3.36		12.45	11.22		
24	3.35	2.51			12.30	11.32	87.51	MOSCOW	30.72	2.33	3.26		12.30	10.30		8.00 AM to 5.00 PM
44	4.15	3.12			12.44	11.49AM	93.01	CORRIGAN	25.22	2.16	3.12		12.10AM	10.00		Continuous
Connection							93.05	M. K. & T. CROSSING	25.18							
27	4.40	3.33			12.58	12.03PM	99.11	POTOMAC	19.12	1.59	2.56		11.50PM	9.20		
17 W	5.00	3.50			1.09	12.12	103.08	RENOVA	15.15	1.48	2.46		11.27	9.00		
23							106.10	EMPORIA	12.13							
39	5.20	4.05			1.17	12.23	106.76	DIBOLL	11.47	1.39	2.38		11.06	8.45		7.30 AM to 5.30 PM
52	5.45	4.25			1.26	12.33	110.20	BURKE	7.93	1.29	2.30		10.55	8.24		7.00 AM to 4.00 PM
FWYT Yard	6.30PM	5.00AM			1.50AM	12.55PM	118.23	LUFKIN	00.0	1.10PM See No. 26	2.10AM See No. 28		10.30PM	8.00AM		Continuous
	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily	Leave Daily		
	222	144			28	26				25	27		143	221		

(10.15)
12.5

(7.50)
14.2

(4.50) (5.05)
24.6 23.1

.....Time Over District.....
.....Average Speed per Hour.....

(5.05) (5.10)
23.2 23.6

(8.15)
14.8

(10.00)
12.4

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

EASTWARD—Toward Shreveport.

LUFKIN—SHREVEPORT—Sub-Division.

Capacity of Side Tracks in Cars, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS											SECOND CLASS			FIRST CLASS			Distance from Houston	Time Table No. 80.				
	92	90	88	86	84	82	80	74	72	161	224			167	212	144			155	28	26	October 1 1920.	
	G.C. & S.F. 210 Passenger	G.C. & S.F. 209 Passenger	G.C. & S.F. 202 Passenger	G.C. & S.F. 263 Freight	G.C. & S.F. 201 Passenger	G.C. & S.F. 264 Freight	G.C. & S.F. 274 Mixed	A. & N. R. 1 Mixed	A. & N. R. 2 Mixed	T. & N. O. Freight	Local Freight			T. & N. O. Through Freight	Through Freight	Sunset Manifest Freight			T. & N. O. Passenger	Passenger	Passenger		
Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily			Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	STATIONS			
FWY Yard							4.25 PM	9.30 AM		8.00 AM				7.30 PM	6.00 AM			2.00 AM	1.15 PM	118.23	LUFKIN		
Connection							4.40 PM	9.45 AM		8.10										118.38	ST. L. S. W. CROSSING		
13																				120.38	P	A. & N. R. CROSSING	
19																				122.43		DAVISVILLE	
17																				126.44		KURTH (Spur)	
Yard WO																				129.77		CLIMAX	
29										9.15 AM	9.10									137.81		DORR JUNCTION	
35										9.55	9.15									138.27	P	NACOGDOCHES	
26										10.05 AM	9.30									141.39	P	BONITA JUNCTION	
15											9.45									143.66		REDFIELD	
59 Y											9.55									147.46		APPLEBY	
25											10.10									150.07		MAYTOWN	
Connection											10.30									154.41		FITZE	
79											11.03									158.40		GARRISON	
27											11.45 AM									162.62		GALLAGHER	
Connection							2.20 PM				12.05 PM									166.31		SHELBY JUNCTION	
37							2.25 PM				12.33									166.86		TIMPSON	
28											1.00									171.52		BOBO	
33																				176.06		G. C. & S. F. CROSSING	
Yard W																				176.39		TENAHA	
18 Y																				180.95		PAXTON	
28																				187.95		JOAQUIN	
28																				189.82		HASLAM	
27																				191.08		LOGANSPORT	
23																				196.98		FUNSTON	
29 W																				200.59		LONGSTREET	
19																				207.27		KEACHIE	
																				212.42		PRESTON	
																				218.47		T. & P. CROSSING	
																				218.54		KEITHVILLE	
																				223.85		LA ROSEN	
																				225.82		T. & P. CROSSING	
																				230.01		SHREVEPORT CREOSOTING CO. CROSSING	
																				230.42		K. C. S. CROSSING	
OFWY Yard											6.00 PM									230.62		SHREVEPORT (H. & S. Depot)	
																				231.62		SHREVEPORT (K. C. S. Depot)	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily			Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			
	92	90	88	86	84	82	80	74	72	161	224			167	212	144		155	28	26			
	(0.04)	(0.05)	(0.08)	(0.05)	(0.05)	(0.05)	(0.05)	(0.15)	(0.15)	(0.50)	(10.00)			(0.55)	(8.30)	(7.30)		(0.24)	(5.00)	(4.50)		Time Over District	
	4.0	4.0	4.0	4.0	4.0	4.0	6.6	8.6	8.6	4.2	11.2			4.0	13.6	15.4		7.5	22.5	23.5		Average Speed per Hour	

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 Except, No. 143 is superior to No. 212.

LUFKIN—SHREVEPORT SUB-DIVISION

WESTWARD—Toward Houston.

Time Table No. 80. October 1, 1920.		Distance from Shreveport K. C. S. Depot	FIRST CLASS			SECOND CLASS			THIRD CLASS										Train Order Office Hours				
			25	27	156	143	211	168	223	162	71	73	81	83	85	87	89	91		93			
			Passenger	Passenger	T. & N. O. Passenger	Sunset Manifest Freight	Through Freight	T. & N. O. Through Freight	Local Freight	T. & N. O. Freight	A. & N. R. 2 Mixed	A. & N. R. 1 Mixed	G. C. & S. F. 271 Mixed	G. C. & S. F. 264 Freight	G. C. & S. F. 201 Passenger	G. C. & S. F. 263 Freight	G. C. & S. F. 202 Passenger	G. C. & S. F. 209 Passenger		G. C. & S. F. 210 Passenger			
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
LUFKIN		113.39	12.50PM	2.00AM		9.45PM	5.45AM Sec No. 144						6.30PM	8.30AM	4.15PM						Continuous		
0.15 ST. L. S. W. CROSSING		113.24																					
P	2.00 A. & N. R. CROSSING	111.24												8.10AM	4.00PM								
2.05 DAVISVILLE		109.19	12.40	1.35																			
4.01 KURTH (Spur)		105.18	12.29	1.26		9.10	5.10						6.05										
3.33 CLIMAX		101.85	12.19	1.17		8.55	4.55						5.50										
8.04 DORR JUNCTION		93.81	12.01PM	1.01	2.48PM	8.25	4.25	5.15PM					5.25	11.10AM									
P	0.46 NACOGDOCHES	93.35	11.59AM	1.00	2.45	8.20	4.20	4.55					5.20	11.00AM							Continuous		
P	3.12 BONITA JUNCTION	90.23	11.48	12.48	2.30PM	8.05	4.04	4.45PM					4.55	10.05AM									
2.27 REDFIELD		87.96	11.42	12.41		7.58	3.57						4.40										
3.80 APPLEBY		84.16	11.32	12.32		7.46	3.45						4.25								8:00AM to 5:00PM		
2.61 MAYOTOWN		81.56	11.24	12.25		7.38	3.35						4.10										
4.34 FITZE		77.21	11.13	12.15		7.24	3.14						3.52								8:00AM to 5:00PM		
3.99 GARRISON		73.22	11.03	12.05AM		7.06	2.56						3.37										
4.22 GALLAGHER		69.00	10.50	11.55PM		6.46	2.36						3.07										
3.69 SHELBY JUNCTION		65.31	10.42	11.46		6.33	2.23						2.41		11.15AM								
0.55 TIMPSON		64.75	10.40	11.45		6.32	2.22						2.40		11.10AM						Continuous		
4.66 BOBO		60.10	10.27	11.31		6.12	2.06						2.00										
4.54 G. C. & S. F. CROSSING		55.57	10.15												10.30AM	9.16AM	2.15PM	7.25PM	11.38PM	3.55AM			
0.33 TENAHA		55.23	10.14	11.20		5.53	1.50						1.33		10.20AM	9.10AM	2.05PM	7.20PM	11.33PM	3.50AM	8:00AM to 5:00PM		
4.56 PAXTON		50.67	10.01	11.02		5.36	1.35						1.10										
7.00 JOAQUIN		43.67	9.45	10.47		5.11	1.10						12.40PM								8:00AM to 5:00PM		
1.87 HASLAM		41.80	9.39	10.39		5.05	12.55						11.59AM								Continuous		
1.26 LOGANSPORT		40.54	9.35	10.34		4.57	12.47						11.35								8:00AM to 5:00PM		
5.90 FUNSTON		34.64	9.22	10.21		4.35	12.25						11.15								8:00AM to 5:00PM		
3.61 LONGSTREET		31.03	9.15	10.15		4.17	12.07AM						10.15								8:00AM to 5:00PM		
6.68 KEACHIE		24.35	9.00	10.00		3.53	11.43PM						9.45								8:30AM to 5:30PM		
5.15 PRESTON		19.21	8.48	9.48		3.33	11.23						9.17										
6.05 T. & P. CROSSING		13.15																					
0.07 KEITHVILLE		13.08	8.35	9.34		3.08	10.58						8.55										
5.31 LA ROSEN		7.77	8.24	9.24		2.50	10.40						8.38										
1.97 T. & P. CROSSING		5.80																					
4.19 SHREVEPORT CREOSOTING CO. CROSSING		1.61																					
0.41 K. C. S. CROSSING		1.20																					
0.30 SHREVEPORT (H. & S. Depot)		0.90	8.05	9.05		2.30PM	10.15PM						8.20AM								Continuous		
0.90 SHREVEPORT (K. C. S. Depot)		0.00	8.00AM	9.00PM																			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	
			25	27	156	143	211	168					223	162	71	73	81	83	85	87	89	91	93

Time Over District.....	(4.50)	(5.00)	(0.21)	(7.15)	(7.30)	(0.30)	(10.10)	(0.45)	(0.20)	(0.15)	(0.05)	(0.10)	(0.05)	(0.10)	(0.05)	(0.05)	(0.05)	(0.05)	(0.05)
Average Speed per hour.....	23.3	22.6	11.3	15.5	15.4	7.5	12.5	4.8	8.6	8.6	6.6	2.0	4.0	2.0	4.0	4.0	4.0	4.0	4.0

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
Except, No. 143 is Superior to No. 212.

RATING OF LOCOMOTIVES

IN MS OF 1,000 LBS. BEHIND TENDER.

April, 1908

HOUSTON TO SHREVEPORT.								ENGINE NUMBERS	SHREVEPORT TO HOUSTON.							
HOUSTON TO HUMBLE	HUMBLE TO SHEPHERD	SHEPHERD TO NACOGDOCHES	NACOGDOCHES TO APPELBY	APPELBY TO GARRISON	GARRISON TO LOGANSFORT	LOGANSFORT TO SHREVEPORT	SHREVEPORT TO LOGANSFORT		LOGANSFORT TO GARRISON	GARRISON TO NACOGDOCHES	NACOGDOCHES TO LUFKIN	LUFKIN TO LEGGETT	LEGGETT TO NAPIER	NAPIER TO HUMBLE	HUMBLE TO HOUSTON	
Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING		Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	
5900	4230	1800	1440	1405	1725	2375	..... 465 and 468	2000	1700	1585	2155	1800	2700	4500	5900
6500	4650	1980	1585	1545	1900	2610	..... 460 to 464, 466, 467, 469	2200	1870	1745	2370	1980	2970	4950	6500
4775	3625	1520	1210	1195	1465	2030	{ 411, 416, to 419, 421, 424, 426, 427, 429 } { .. 432, 434, 435, 440 to 450, 453 to 458.. }	1705	1435	1345	1855	1520	2345	3880	4775	
5250	3990	1670	1330	1315	1610	2235	{ 410, 412 to 415, 420, 422, 423, 425, 428 } { ... to 431, 436 to 439, 451, 452, 459 ... }	1875	1580	1480	2040	1670	2580	4270	5250	
4200	3190	1355	1075	1055	1295	1790	..... 688 to 696, 698	1510	1270	1195	1640	1355	2070	3400	4200
3775	2880	1220	970	950	1170	1615	..... 666 to 675, 678 to 680	1360	1140	1075	1480	1220	1870	3075	3775
3425	2585	1080	850	835	1035	1455	..... 301 to 332	1205	1010	950	1315	1080	1670	2790	3425
3275	2475	1040	825	810	995	1580	..... 335 to 346	1160	975	915	1260	1040	1600	2670	3275

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS

Less than 40 Ms 3
More than 40 Ms..... 0

Engine rating is based on average weather conditions, with Maximum Speed of 12 1/2 Miles per Hour; over Ruling Grade.

Include Caboose in train tonnage at 30 Ms.

If trains cannot be given exact tonnage, a variation of 35 Ms. over or under is permissible.

SPUR TRACKS NOT OTHERWISE SHOWN

NAME	DISTANCE FROM HOUSTON, MILES.	NAME	DISTANCE FROM HOUSTON, MILES.
WESTHEIMER.....	6.64	SEVEN OAKS.....	81.63
PORTER.....	24.36	BERING.....	84.28
HAZEL.....	26.11	LAURELIA.....	89.84
SHIPMORE.....	26.61	M. P. 94.....	93.89
BARNES (Siding).....	29.00	WAKEFIELD.....	99.80
KEEFER.....	30.82	HAMMOCK.....	102.02
THOMS.....	33.17	HOSHALL (Siding).....	113.32
SPLENDORA.....	34.46	PROSSER.....	120.53
EAST RIVER.....	38.30	COCHRAN.....	124.42
GLADSTELL.....	40.32	KURTH.....	126.44
NIMROD.....	40.64	LOLA.....	130.84
EXCELSIOR.....	46.08	HENNING.....	160.17
NORMANVALE.....	50.51	HOUGHTON.....	165.23
ROSS SPUR.....	51.54	GIBSON.....	175.92
MILLEDGE.....	57.28	HANSON.....	184.92
FISH BRANCH.....	58.83	SIAM.....	190.67
M. P. 61.....	61.40	WASHBURN.....	202.73
B. & G. N. Junction (Siding).....	70.36	BUNGALOW.....	221.18
BUCK.....	72.95		

To find maximum load that can be hauled at 12 1/2 miles per hour on ruling grade between any two stations, multiply rating for through freight by figures in column opposite station desired, east or west, as the case may be.

STATIONS	EAST WEST		STATIONS	EAST WEST	
	EAST	WEST		EAST	WEST
Houston to Mount Houston.....	1.00	1.00	Burke to Lufkin.....	1.20	1.75
Mount Houston to Bender.....	1.00	1.00	Lufkin to Kurth.....	1.20	1.00
Bender to Humble.....	1.00	1.00	Kurth to Climax.....	2.55	1.75
Humble to Japan.....	1.30	1.00	Climax to Nacogdoches.....	1.00	1.00
Japan to New Caney.....	1.15	1.25	Nacogdoches to Redfield.....	1.00	1.00
New Caney to Midline.....	1.30	1.25	Redfield to Appleby.....	1.50	2.50
Midline to Cleveland.....	1.00	1.00	Appleby to Mayotown.....	1.50	1.00
Cleveland to Westcott.....	1.30	1.25	Mayotown to Fitze.....	1.00	1.30
Westcott to Shepherd.....	1.30	1.00	Fitze to Garrison.....	1.25	1.00
Shepherd to Urbana.....	3.00	1.30	Garrison to Gallagher.....	1.00	1.00
Urbana to Goodrich.....	2.15	2.00	Gallagher to Timpson.....	1.50	1.20
Goodrich to B. & G. N. Jct.....	1.30	1.40	Timpson to Bobo.....	2.00	1.00
B. & G. N. Jct. to Livingston.....	1.00	1.60	Bobo to Tenaha.....	1.00	1.20
Livingston to Marston.....	2.40	1.25	Tenaha to Paxton.....	1.85	1.40
Marston to Leggett.....	1.30	3.00	Paxton to Joaquin.....	1.00	1.00
Leggett to Valda.....	3.00	1.25	Joaquin to Logansport.....	3.00	1.90
Valda to Moscow.....	1.20	3.00	Logansport to Longstreet.....	1.00	1.40
Moscow to Corrigan.....	1.00	1.15	Longstreet to Keachie.....	1.40	1.50
Corrigan to Potomac.....	1.80	1.75	Keachie to Preston.....	2.00	1.00
Potomac to Renova.....	1.15	1.00	Preston to Keithville.....	1.30	1.00
Renova to Emporia.....	1.15	3.00	Keithville to La Rosen.....	1.20	2.00
Emporia to Diboll.....	1.00	3.00	La Rosen to Shreveport.....	1.50	1.00
Diboll to Burke.....	1.00	3.00			

LIST OF FLAG STOPS FOR FIRST CLASS TRAINS NOT SHOWN IN SCHEDULE.

For Nos. 25 and 26.

PORTER (Spur).....24.36 M.P.	BUCK.....72.95 M.P.	WAKEFIELD (Spur) ...99.80 M.P.
SPLENDORA (Spur).....34.46 M.P.	SEVEN OAKS (Spur)....82.33 M.P.	HAMMOCK (Spur) ...102.72 M.P.
GLADSTELL.....40.32 M.P.	BERING (Spur).....84.28 M.P.	HOSHALL.....113.32 M.P.
ROSS (Spur).....51.54 M.P.	LAURELIA (Spur).....90.54 M.P.	HANSON (Spur).....185.62 M.P.

For Nos. 27 and 28.

PORTER (Spur).....24.36 M.P.	BUCK.....72.95 M.P.
SPLENDORA (Spur)....34.46 M.P.	BERING (Spur).....84.28 M.P.
GLADSTELL.....40.32 M.P.	HAMMOCK (Spur)....102.72 M.P.

SPECIAL RULES AND REGULATIONS.

GENERAL.

- With trains of more than twenty (20) cars, engine must be detached before spotting for fuel or water.
- Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of caboose.
- In conformity with Rule 14-C, Engineer must whistle out Flagman to protect rear of train and will recall Flagman with engine whistle as per Rule 14-D or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from rear of train. Flagman must not wait for signal from either Engineer or Conductor to protect train.
 - When a train is stopped by a block signal, it may proceed when the signal is clear. On single track, send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, then proceed under control to the next clear signal; or if signal next in advance is in plain view and track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in Flagman from the rear.
 - At stations where trains meet in block signal territory, when train holding main track is stopped by block signal which has been placed in stop position by the opposing train, it will be permissible for the train holding main track to proceed under control, as soon as the opposing train starts into siding, provided the main track between switches is seen to be clear.
 - At night when burning fuses are placed by Flagmen at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by trainmen who placed them, that the fuses were placed for following trains.
- When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineer will whistle out a Flagman, then call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for a distance of one-half mile, after first calling in Flagman. In cases of this kind, it is reasonable to assume that someone has placed the stop signals to protect against broken rail or other track obstructions, and extreme care must be taken in moving train until full flagging distance has been covered.
- In pulling away from stations and water tanks, freight trains will not exceed a speed of ten (10) miles per hour until train has moved its length, for the purpose of allowing trainmen to thoroughly inspect train for defective equipment.
- Trains displaying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose on freight trains, to be acknowledged by two short blasts of whistle from engine. Conductors of trains displaying green signals must register in person instead of by slip.
- 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 drawbridges and railroad crossings at grade.
- Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on Engineer's side. These signals consist of post, four (4) inches square, extending three (3) feet above ground, with short fish-tail targets painted yellow, face of post painted white, and side and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals.
- The following signs, when placed opposite names of stations in time-tables, indicate:

P —Telephone.	O —Track Scales.
F —Fuel Station.	Y —Wye.
T —Turn Table.	W —Water Station.

 Register stations are indicated by bold face type.

LOCAL.

Standard clocks are located at Houston H. & T. C. Roundhouse, H. & T. C. Depot Telegraph Office, Hardy Street Telegraph Office; Lufkin and Shreveport Telegraph Offices.

Train registers are located at Houston H. & T. C. Depot, Hardy Street and Lorain Street; Lufkin, Nacogdoches, Bonita Junction; Shreveport, H. & S. Freight Depot, K. C. S. Passenger Station.

All trains register by slip at Lorain Street.

Passenger trains only register at Bonita Junction.

Books containing Bulletins and Circulars are located at Houston H. & T. C. Telegraph Office and Hardy Street Telegraph Office; Lufkin and Shreveport, H. & S. Freight Depot and K. C. S. Passenger Station; also at all roundhouses.

Additional water tanks located at Milledge, one mile west of New Willard, two miles east of Corrigan, three miles east of Garrison.

Extra trains may pass and run ahead of third-class trains without train order authority.

Employees of the Houston & Shreveport Railroad will be governed by the Rules, Regulations and Time Table of the Kansas City Southern Railroad while operating trains upon its tracks at Shreveport.

Employees of the Moscow, Camden & San Augustine Railroad, the Angelina & Neches River Railroad, the Texas & New Orleans Railroad, the Timpson & Henderson Railroad and the Gulf, Colorado & Santa Fe Railroad will be governed by the Rules, Regulations and Time Table of the Houston East & West Texas Railroad while operating trains upon its tracks.

All trains look out for trains of the Moscow, Camden & San Augustine Railroad using main track at Moscow, and trains of the Timpson & Henderson Railroad and Gulf, Colorado & Santa Fe Railroad using main track at Timpson and trains of the Gulf, Colorado & Santa Fe Railroad using main track at Tenaha.

Automatic Block Signal at water tank Nacogdoches and at Bonita Junction governs trains between these points, superseding time table authority. Rule 99 must be observed. Second class and inferior trains will clear the block in time to avoid delay to first-class trains.

Trains must get a clearance before leaving Lufkin and Nacogdoches.

SPEED REGULATIONS.

Trains will consume two (2) minutes in crossing Angelina trestle; and reduce to ten (10) miles per hour over San Jacinto, Trinity, Neches and Sabine River bridges.

Trains will reduce speed through cities and towns as follows:

- Houston, run with caution within city limits.
- Livingston, Tenaha and Shreveport, six (6) miles per hour.
- Lufkin, Nacogdoches, Mayotown, Garrison, Timpson, Haslam and Logansport, ten (10) miles per hour.

Maximum Speed: Passenger trains fifty (50) miles an hour and other trains twenty-five (25) miles an hour between Houston and Humble; passenger trains forty-five (45) miles an hour and other trains twenty (20) miles an hour between Humble and Shreveport.

Trains handling tank cars, loaded, of ten thousand gallons or eighty thousand pounds capacity, must not exceed fifteen (15) miles an hour. Conductors will advise Engineers when they have cars of this kind in their trains.

Engines backing up must not exceed fifteen (15) miles per hour.

Passenger trains reduce to 25 miles per hour and other trains 15 miles per hour over track protected by caution signals.

HOUSTON TERMINALS

Houston Terminals extend from H. & T. C. Depot to East Yard and from Tower 26 to Englewood.

All trains must clear the time of T. & N. O. Division first-class trains on double track between Tower 26 and Tower 68 Englewood.

Passenger trains will look out for T. & N. O. and Galveston Division first-class trains on double track between Williams Street and Yard Entrance to H. & T. C. Depot.

Trains passing each other on double track or approaching places where people cross the tracks must move under control, and use every precaution to prevent accident.

Semi-automatic block signals at Semmes Junction govern train movements through the avrious routes in the normal direction of traffic. Movements against the current of traffic on double track will be made only under flag protection. When signals are at "Stop," trains will not proceed until indication is changed to "Proceed," except under flag protection.

WHISTLE CODES.

Towers 25 and 26.	
To South Main east.....	From any point _____
To Main Line west for westbound passenger trains	_____
To Old Main east.....	From any point _____ o _____
To H. E. & W. T. Transfer.....	" " " _____ o
To Main Line west.....	" " " _____
Except Passenger trains will blow	" " " _____
To Roundhouse	" " " _____
To Old Head	" " " o _____
To H. E. & W. T. connection....	" " " _____ o
To H. B. & T.....	" " " o o _____
To Icing Plant	" " " o o _____
To I. & G. N.....	" " " o o o _____
To Westbound Freight Main....	" " " _____ o o

Tower 68.

Main Line East or West for passenger trains....	_____
To Water Tank	From any point _____
To Baer Junction	" " " _____
To Tank Track	" " " _____
To Creosote No. 1.....	" " " _____ o
To Creosote No. 2.....	" " " o o _____ o
To North Main east.....	" " " _____ o
To South Main west.....	" " " o _____
To South Switching Lead.....	" " " o _____
To North Switching Lead.....	" " " _____ o
To East Leg of "Y".....	" " " o o _____

SOUTHERN PACIFIC HOSPITAL LOCATED CORNER JAMES AND PASCAL STREETS, HOUSTON, TEXAS.

- | | | | |
|--------------|---|-------------------------|--------------------------|
| Houston..... | } | Dr. R. W. Knox..... | Chief Surgeon |
| | | Dr. F. A. Waples..... | House Surgeon |
| | | Dr. H. C. Feagin..... | Examining Surgeon |
| | | Dr. R. H. Harrison..... | Examining Surgeon |
| | | Dr. C. C. Green..... | Local Surgeon |
| | | Dr. J. L. Taylor..... | Local Surgeon |
| | | Dr. M. L. O'Banion..... | Local Oculist and Aurist |
| | | Dr. F. A. Dickson..... | Local Oculist and Aurist |

- | | |
|-----------------|---------------------|
| Humble..... | Dr. J. B. DuBose |
| New Caney..... | Dr. W. H. Beazley |
| Cleveland..... | Dr. C. H. Robinson |
| Livingston..... | Dr. B. C. Marsh |
| Buck..... | Dr. H. Bergman |
| Moscow..... | Dr. C. V. Bomar |
| Corrigan..... | Dr. W. G. Pullen |
| Diboll..... | Dr. J. D. Dale, Jr. |

LOCAL SURGEONS.

- | | |
|------------------|---------------------|
| Lufkin..... | Dr. R. T. Cannon |
| | Examining Surgeon |
| | Dr. W. W. Dunn |
| Nacogdoches..... | Dr. F. R. Tucker |
| | Dr. W. I. M. Smith |
| Appleby..... | Dr. C. E. Samuels |
| Garrison..... | Dr. Geo. H. Turner |
| | Dr. J. B. Spradley |
| Timpson..... | Dr. D. C. Bussy |
| | Dr. T. F. Whiteside |

- | | |
|---------------------|-----------------------------|
| Tenaha..... | Dr. W. J. Spivey |
| | Dr. E. S. Carroll |
| | Dr. T. G. Calhoun |
| Joaquin..... | Dr. W. A. Ramsey |
| | Dr. E. N. Foster |
| Logansport, La..... | Dr. S. J. Smart |
| Longstreet, La..... | Dr. Guy Wimberly |
| Keachie..... | Dr. W. H. Morgan |
| Shreveport, La..... | Dr. Frank Walke |
| | Dr. John L. Scales, Oculist |

WATCH INSPECTORS.

- | | | | | | |
|--|---------------|--|----------------|---------------------------------------|-----------------|
| Webb C. Ball, General Time Inspector | Chicago, Ill. | Houston Watch Company, S. P. Building..... | Houston, Texas | W. E. Conners, 1702 Conti Street..... | Houston, Texas |
| W. F. Hayes, Assistant General Time Inspector..... | Chicago, Ill. | Kennedy Jewelry Company | Lufkin, Texas | W. E. Gordon, 1920 Texas Avenue..... | Shreveport, La. |

R. T. WALKER,
Superintendent

W. F. RENTZEL, Road Foreman of Engines

Road Foreman of engines will exercise duties of Trainmaster when on line.

A. L. KUYKENDALL,
Assistant Superintendent

HOUSTON

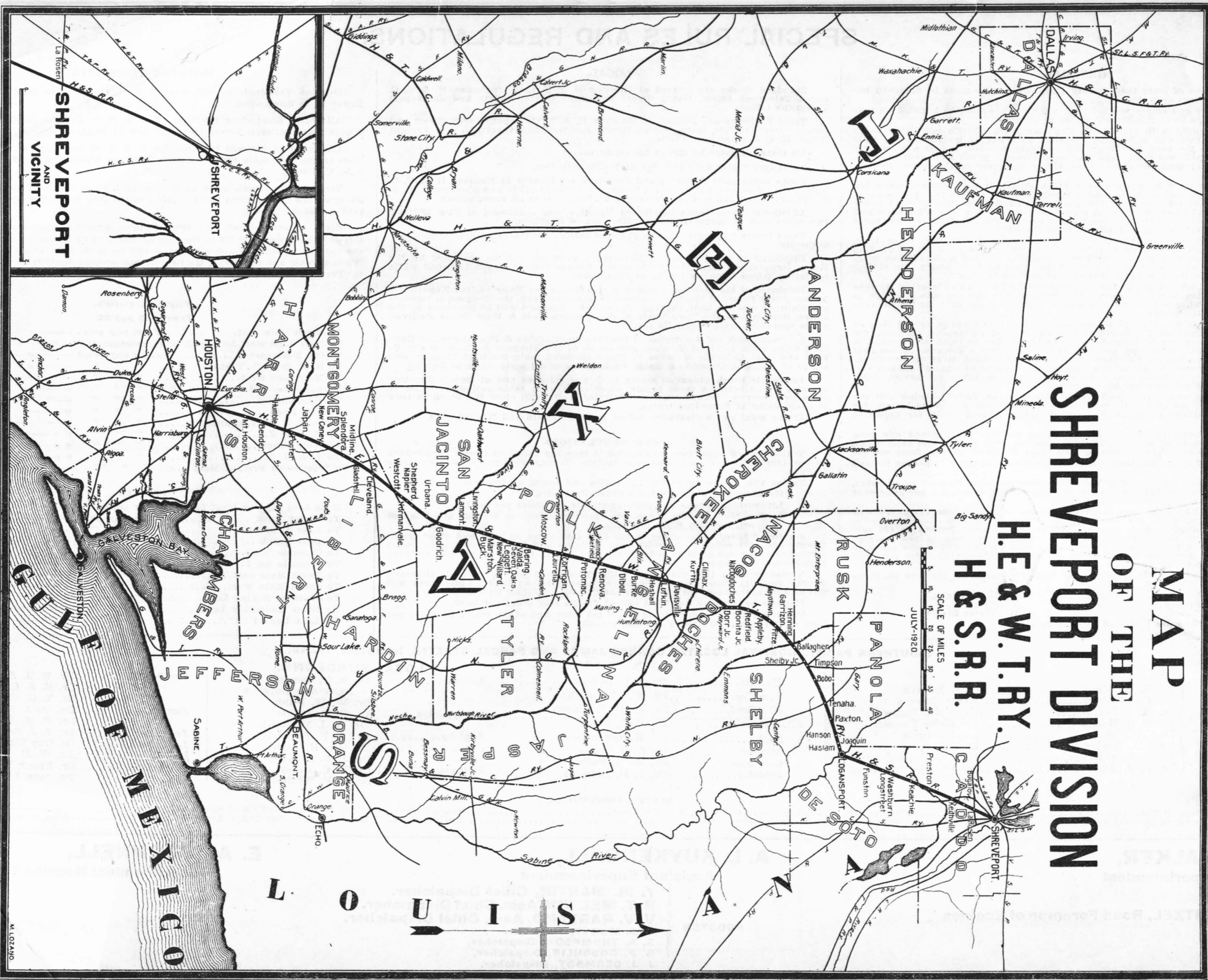
- Y. M. MARTIN, Chief Dispatcher.**
- H. T. MELTON, Asst. Chief Dispatcher.**
- V. V. RAGLAND, Asst. Chief Dispatcher.**
- C. S. MORSE, Dispatcher**
- S. A. THOMPSON, Dispatcher.**
- S. P. COUGHLIN, Dispatcher.**
- J. J. DERMODY, Dispatcher.**

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

MAP OF THE SHREVEPORT DIVISION

H. E. & W. T. RY. H. & S. R. R.

SCALE OF MILES
0 5 10 15 20 25 30 35 40
JULY, 1920



SHREVEPORT AND VICINITY