

# SOUTHERN PACIFIC LINES

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TEXAS AND NEW ORLEANS RAILROAD COMPANY

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## TIME TABLE

FOR THE

## HOUSTON DIVISION

# 17

To Take Effect Sunday, March 8, 1942, at 12:01 A. M.

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CENTRAL STANDARD TIME

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For the government and information of employes only.

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A. D. MIMS,  
*Vice President and General Manager*

B. S. HOLLIMON,  
*Assistant General Manager*

O. C. CASTLE,  
*Superintendent of Transportation*

EASTWARD

BEAUMONT SUBDIVISION

WESTWARD

Yard	THIRD CLASS			SECOND CLASS		FIRST CLASS			Distance From Houston	TIME TABLE No. 17 March 8, 1942				Mile Post Location	FIRST CLASS			SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations
	72 Local Freight	60 Local Freight		244 Freight	242 Freight	8 Acadian	6 Argonaut	2 Sunset Limited		3 Acadian	5 Argonaut	1 Sunset Limited	243 Freight		241 Freight	59 Local Freight	71 Local Freight	Daily Ex. Sun. & Legal Holidays	Sundays and Legal Holidays Only			
	Leave Daily Ex. Saturday	Leave Mon., Wed. and Fri.		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Tues., Thurs. and Sat.	Arrive Daily Ex. Sunday					
BKWTOP						10:00PM	9:40PM	7:45AM	0.0	(TO-R HOUSTON 1.0)	382.1	7:30AM	8:35AM	9:15PM				Continuous	Continuous			
I									1.0	SEMMES JCT. (Tower 108, M-K-T Cross.) 0.6	381.1							Continuous	Continuous			
I									1.8	TOWER 28 (H.B.&T. and I.-G.N. Crossings) 2.4	380.5							Continuous	Continuous			
I										Tower 68 ENGLEWOOD 1.4	388.1							Continuous	Continuous			
BKYP	10:45PM			9:20AM	2:00AM				4.0	TO-R TOWER 87 (H.B.&T. Crossing) 2.9	386.7				3:30PM	1:00AM		Continuous	Continuous			
IP	10:49			9:24	2:04	10:12	9:52	7:57	5.4	TO TOWER 87 (H.B.&T. Crossing) 1.4	386.7	7:13	8:17	8:59	3:18	12:50		Continuous	Continuous			
128 P	10:55			9:30	2:10	10:15	9:55	8:01	8.3	DAWES 4.7	388.8	7:09	8:13	8:55	3:13	12:44		Continuous	Continuous			
97 P	11:03			9:37	2:17	10:20	10:00	8:08	13.7	FAUNA 4.4	349.4	7:03	8:08	8:50	3:04	12:38		Continuous	Continuous			
77 P	11:10			9:43	2:23	10:25	10:05	8:13	16.9	SHeldon 4.2	345.2	6:58	8:03	8:45	2:55	12:29		Continuous	Continuous			
97 P	11:21			9:54	2:33	10:32	10:12	8:20	21.1	OROSBY 4.2	341.0	6:51	7:56	8:36	2:45	12:18		Continuous	Continuous			
97 P	11:35			10:07	2:45	10:40	10:20	8:28	28.5	SHEKES 7.4	338.6	6:41	7:47	8:27	2:32	12:04AM		Continuous	Continuous			
97 P	11:41			10:15	2:52	10:44	10:24	8:32	32.5	STILSON 2.9	329.6	6:36	7:42	8:22	2:25	11:57PM		Continuous	Continuous			
Yard 122 WKYP	11:51PM			10:27	2:57	10:48	10:28	8:36	35.4	TO DAYTON 6.1	326.7	6:31	7:38	8:19	2:20	11:51		Continuous	Continuous			
54 78 P	12:40AM			10:38	3:08	10:58	10:38	8:46	41.5	TO LIBERTY 3.2	320.6	6:20	7:28	8:08	2:05	11:29		Continuous	Continuous			
97 P	12:47			10:43	3:13	11:03	10:43	8:51	44.7	AMES 4.5	317.4	6:14	7:24	8:02	1:58	11:22		Continuous	Continuous			
97 P	12:58			10:51	3:21	11:08	10:48	8:56	49.2	RAYWOOD 4.7	312.9	6:09	7:19	7:57	1:49	11:08		Continuous	Continuous			
96 P	1:06			10:59	3:28	11:13	10:53	9:01	53.9	TO DEVERS 5.1	308.2	6:03	7:14	7:49	1:40	10:53		Continuous	Continuous			
73 P	1:16			11:07	3:36	11:18	10:58	9:06	59.0	FELICIA 5.1	303.1	5:57	7:08	7:43	1:31	10:35		Continuous	Continuous			
97 WP	1:30			11:20	3:49	11:24	11:04	9:12	64.1	TO NOME 5.4	298.0	5:50	7:02	7:38	1:18	10:29		Continuous	Continuous			
118 P	1:40			11:30	3:58	11:30	11:10	9:18	69.5	CHINA 4.1	292.6	5:43	6:56	7:32	1:09	10:10		Continuous	Continuous			
113 P	1:50			11:40	4:05	11:34	11:14	9:22	73.6	PINE ISLAND 4.9	288.5	5:38	6:51	7:27	1:00	10:00		Continuous	Continuous			
82 P	2:01			11:50AM	4:13	11:39	11:19	9:27	78.5	AMELIA 3.7	283.6	5:32	6:45	7:22	12:50	9:50		Continuous	Continuous			
IP									82.2	TOWER 74 (B.S.L. & W. Crossing) 0.9	279.9							Continuous	Continuous			
BKWO TYIP	2:15AM	7:30AM		12:30PM	4:45	11:45	11:25	9:33	83.1	TO-R TOWER 32 (T.A.N.O. and G.C.&S.F. Cross.) 0.6	279.0	5:27	6:40	7:14	12:30PM	9:40	11:30AM	7:00PM	Continuous	Continuous		
B						11:58PM	11:38	9:48	83.7	BEAUMONT (Pscr. Sta.) 1.4	278.4	5:25	6:38	7:12					Automatic	Automatic		
I									85.1	TOWER 31 (K.C.S. Crossing) 1.4	277.0								Automatic	Automatic		
86 P	7:45			12:43	5:10	12:06AM	11:46	9:56	89.8	CONNELL 4.2	273.8	5:10	6:24	6:50	11:59AM	9:03	10:59		Automatic	Automatic		
97 P	7:54			12:53	5:18	12:11	11:51	10:01	94.0	TERRY 5.7	268.1	5:05	6:19	6:45	11:50	8:55	10:50		Automatic	Automatic		
124 P	8:05			1:03	5:27	12:17	11:57PM	10:07	99.6	TULANE 3.4	262.5	4:59	6:13	6:39	11:39	8:44	10:39		Automatic	Automatic		
I									103.0	TOWER 11 (O. & N.W. Crossing) 1.5	259.1								Automatic	Automatic		
97 P	8:15			1:12	5:35	12:23	12:03AM	10:14	104.5	FRANCIS 1.1	257.6	4:53	6:07	6:32	11:29	8:34	10:24		Automatic	Automatic		
Yard P	10:22					12:28	12:09	10:22	105.6	TO ORANGE 4.5	256.5	4:51	6:05	6:30			10:22		Automatic	Automatic		
166 WP	11:15			1:35	5:56	12:40	12:23	10:34	110.9	ECHO 5.3	251.2	4:42	5:56	6:19	11:15	8:20	8:14		Automatic	Automatic		
60 P	11:25AM			1:45	6:08	12:47	12:30	10:40	115.4	TOOMEY 5.0	246.7	4:31	5:44	6:07	10:40	8:01	8:00		Automatic	Automatic		
98 P	12:05PM			1:55	6:18	12:54	12:37	10:49	120.4	VINTON 5.4	241.7	4:25	5:37	6:01	10:19	7:51	7:48		Automatic	Automatic		
86 WP	12:30			2:06	6:30	1:02	12:45	10:57	125.8	EDGERLY 5.7	238.3	4:18	5:29	5:54	10:08	7:40	7:24		Automatic	Automatic		
74 P	12:42			2:18	6:42	1:10	12:53	11:04	131.5	BRIMSTONE 2.1	230.6	4:11	5:22	5:48	9:57	7:28	6:54		Automatic	Automatic		
61 P	1:25			2:22	6:46	1:14	12:57	11:09	133.6	SULPHUR 5.5	228.5	4:08	5:19	5:45	9:53	7:24	6:46		Automatic	Automatic		
63 P	1:40			2:35	6:57	1:21	1:04	11:16	139.1	LOCKMOOR 2.1	223.0	4:00	5:11	5:37	9:43	7:13	6:14		Automatic	Automatic		
25 IP									141.2	WEST LAKE (K.C.S. Crossing) 2.1	220.9								Automatic	Automatic		
I										(K.C.S. Crossing) LAKE CHARLES 0.8	218.8	3:54	5:05	5:30					Automatic	Automatic		
I						1:37	1:20	11:29	143.8	(Mo. P. Crossing) LAKE CHARLES YARD	218.0	3:43AM	4:47AM	5:20PM	9:30AM	7:00PM	6:00AM		Automatic	Automatic		
166 BKWOYP		2:00PM		2:50PM	7:10AM	1:40AM	1:23AM	11:32AM	144.1										Automatic	Automatic		
	Arrive Daily Ex. Sunday	Arrive Mon., Wed. and Fri.		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thurs. and Sat.	Leave Daily Ex. Sunday				
	72	60		244	242	8	6	2				3	5	1	243	241	59	71				
	(3.20) 22.6	(6.30) 9.3		(5.30) 25.5	(6.10) 27.1	(8.40) 39.2	(8.43) 38.7	(3.47) 38.1				(3.47) 38.1	(3.48) 37.9	(3.55) 36.8	(6.00) 23.4	(6.00) 23.4	(5.30) 11.0	(4.55) 16.0				

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

See Special Instructions, Pages 8 and 10, for additional flag stops to entrain or detrain revenue passengers.

EASTWARD

GALVESTON SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water clocks, interlocking plants, turn tables, ways and tele-grams	EASTWARD					Distance from Galveston (via Tower 98)	TIME TABLE No. 17		Mile Post Location (via Tower 100)	WESTWARD			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations					
	THIRD CLASS		SECOND CLASS		FIRST CLASS		MARCH 8, 1942			FIRST CLASS		SECOND CLASS			THIRD CLASS			
	82 Local Freight	222 Freight	352 Freight	372 Freight			172 Passenger	171 Passenger		221 Freight	371 Freight	351 Freight			81 Local Freight			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Saturday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	Arrive Daily	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays					
						7.10 <sup>PM</sup>		9.45 <sup>AM</sup>					Sundays and Legal Holidays Only					
B						0.0	R	0.0										
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																		
Yard I						7.12 <sup>PM</sup>	0.6	35th St. Tower	34th STREET JUNCTION	56.8	9.40 <sup>AM</sup>			Continuous	Continuous			
Yard							0.7		35th ST. (G.C. & S.F. & G.W. Crossings)	56.7								
BKWOTP Yard		9.30 <sup>PM</sup>				7.15	1.1		41st ST. (G. W. and B.-R. I. Crossings)	56.3								
I		9.40				7.19	1.8	TO-R	GALVESTON (Yard Office)	55.6	9.36		7.00 <sup>AM</sup>	9.00 AM to 1.00 AM	5.00 PM to 1.00 AM			
102 P						7.24	4.5	Galveston Causway	ISLAND	52.9	9.31		6.50					
79 YIP		10.05				7.29	5.7		LIFT BRIDGE	51.7				Continuous	Continuous			
77 P							6.7		VIRGINIA POINT	50.7	9.26		6.40					
I							10.6		TEXAS CITY JUNCTION (Tower 73. T.C.T.R.R. Crossing)	46.8	9.21		6.30	See Item 54 Special Instructions				
P							13.2		NADEAU	44.2								
P						7.40	18.6		DICKINSON BAYOU DRAWBRIDGE	38.8								
76 P		10.30				7.42	18.9		SAN LEON (Passenger Station)	38.5	9.09							
I							20.0		SAN LEON	37.4	9.07		6.02					
96 P		10.50				7.51	25.4		OLEAR CREEK DRAWBRIDGE	32.0								
77 P		11.10				8.01	26.4		SEABROOK	31.0	8.57		5.45					
WYP		11.20					33.5		LA PORTE	23.9	8.47		5.29					
88 P		11.30				8.07	35.2		STRANG	22.2			5.25					
78 P		11.40				8.12	38.5		LINK FIVE	18.9	8.39		5.15					
17 P						8.17	43.1		DEEPWATER	14.3	8.34		5.05					
87 P		11.50				8.20	45.4		PASADENA	12.0	8.30							
Yard YIP	2.05 <sup>PM</sup>	11.59 <sup>PM</sup>	9.50 <sup>PM</sup>	2.15 <sup>PM</sup>		8.25	50.2		SINCO	10.4	8.26		4.56					
Yard I							51.8		HARRISBURG (Tower 30, T. & N. O. & P.T.R.A. Crossings)	7.2	8.21		4.48	7.40 <sup>AM</sup>	10.30 <sup>PM</sup>	8.40 <sup>AM</sup>		
Yard IP							52.2		TOWER 102, (I.-G. N. Crossing)	5.6				Automatic				
Yard P						8.31	52.9		BUFFALO BAYOU DRAWBRIDGE	5.2								
Yard IP	2.20	12.10 <sup>AM</sup>	10.15	2.30		8.32	53.3		GALENA JUNCTION	4.5	8.15							
Yard YP						8.33	54.1		TOWER 86 (H. B. & T. Crossing)	4.1	8.14		4.35	7.25	10.15	8.25		
BKYP Yard	2.40 <sup>PM</sup>	12.30 <sup>AM</sup>	10.30 <sup>PM</sup>	2.45 <sup>PM</sup>		8.33	54.1		BAER JUNCTION	3.3	8.13							
Yard YP							56.0		TO-R ENGLEWOOD				4.30 <sup>AM</sup>	7.15 <sup>AM</sup>	10.00 <sup>PM</sup>	8.15 <sup>AM</sup>		
Yard P									BAER JUNCTION	3.3								
Yard IP									T. & N. O. Crossing	2.3								
Yard I									TOWER 139 (I.-G.N. & H. B. & T. Crossings)	1.2				Continuous	Continuous			
Yard IP									SEMMES JUNCTION	1.0				Continuous	Continuous			
Yard YIP						8.38	55.9		TOWER 88		8.08			Continuous	Continuous			
Yard							58.0		(I.-G.N. & H. B. & T. Crossings)					Continuous	Continuous			
Yard IP						8.45	58.6		TOWER 26					Continuous	Continuous			
BKWOTP Yard						8.50 <sup>PM</sup>	59.1		Tower 103	1.0	8.02			Continuous	Continuous			
							59.6		TO-R HOUSTON	0.0	8.00 <sup>PM</sup>			Continuous	Continuous			
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	Arrive Daily						Leave Daily	Leave Daily Ex. Saturday	Leave Daily	Leave Daily Ex. Sunday				
	82	222	352	372	172						171	221	371	351	81			

(0.35) 9.9 (3.00) 18.1 (0.40) 8.7 (0.30) 11.6 (1.40) 35.8 ..... Time Over Subdivision ..... (1.45) 34.0 (2.30) 21.7 (0.25) 13.9 (0.20) 11.6 (0.25) 13.9  
 Average Speed per Hour

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72) Nos. 171 and 172 stop on flag at Kemah.

EASTWARD

LUFKIN SUBDIVISION

WESTWARD

Yard	EASTWARD						Mile Post Location	TIME TABLE No. 17 March 8, 1942		Distance From Lufkin	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	THIRD CLASS		SECOND CLASS		FIRST CLASS			27 Passenger	25 Passenger		131 Freight	143 Freight	215 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only			
	216 Local Freight	130 Freight	144 Freight	28 Passenger	26 Passenger	Arrive Daily										Arrive Daily	Arrive Daily	Arrive Daily
BKYP	7:35AM	8:15PM	1:00AM				358.1		120.1			7:35AM	3:45AM	3:00PM			Continuous	Continuous
IP							358.4		119.8								Continuous	Continuous
IP							360.4		117.8								Continuous	Continuous
BKWOY	7:41	8:21	1:06				360.5		117.7			7:22	3:29	2:49			Continuous	Continuous
IP									118.9		7:00AM	8:35PM					Continuous	Continuous
IP									118.4								Continuous	Continuous
IP									117.9		6:51	8:24					Continuous	Continuous
									117.4								Continuous	Continuous
	7:45	8:25	1:10				1.5		116.7		6:42	8:17		7:18	3:25		2:45	
							2.2		116.0									
62 P	7:55	8:28	1:13				2.3		115.9		6:40	8:15		7:14	3:22		2:35	
I							4.1		114.1									See Item 103, Special Instructions
77 P	8:10	8:41	1:26				9.2		109.0		6:30	8:05		7:02	3:10		2:20	
44 P	8:30	8:55	1:40				17.0		101.2		6:18	7:55		6:45	2:58		2:00	8:00AM to 5:00PM
41 P	8:45	9:07	1:52				23.8		94.9		6:07	7:43		6:32	2:46		1:40	
77 WP	9:05	9:18	2:03				28.3		89.9		5:58	7:36		6:20	2:36		1:25	
77 P	9:25	9:34	2:20				36.6		81.6		5:45	7:23		6:00	2:20		12:55	
P	10:05						43.2		75.0		5:34	7:11					12:35	12:01AM to 4:00PM 9:00AM to 11:00AM
W							43.7		74.5									
98 P	10:10	9:51	2:38				44.2		74.0		5:28	7:06		5:42	1:55		12:10PM	
97 P	10:28	9:59	2:48				48.5		69.7		5:22	6:59		5:32	1:47		11:55AM	
66 YP	10:46	10:09	3:00				53.8		64.4		5:13	6:51		5:13	1:36		11:40	
49 P	10:58	10:12	3:04				55.3		62.9		5:11	6:48		5:00	1:32		11:35	9:00AM to 6:00PM
59 WP	11:07	10:26	3:15				57.4		60.8		5:07	6:44		4:55	1:27		11:13	
49 P	11:17	10:31	3:20				59.8		58.4		5:02	6:40		4:46	1:18		11:05	
56 P	11:27	10:39	3:28				63.4		64.8		4:56	6:33		4:38	1:10		10:55	
34 P	11:36	10:46	3:36				67.3		60.9		4:49	6:27		4:29	12:58		10:30	
1-29 2-22 IP	11:46AM	10:53	3:43				70.3		47.9		4:43	6:23		4:22	12:53		10:20	Mechanical
62 P	12:10PM	11:00	3:48				71.5		46.7		4:39	6:20		4:18	12:49		10:15	Continuous
57 P	12:35	11:11	4:06				77.3		40.9		4:26	6:08		4:06	12:38		9:30	7:00AM to 4:00PM
42 P	12:45	11:16	4:34				79.7		38.5		4:21	6:03		3:55	12:34		9:00	Closed
22 Spur							83.7		34.5									
56 P	1:14	11:33PM	4:52				87.5		30.7		4:06	5:51		3:36	12:21		8:35	8:00AM to 5:00PM
56 WP	1:45	12:10AM	5:04				93.0		25.2		3:54	5:38		3:24	12:10AM		8:05	8:00AM to 12:00AM 4:00PM to 12:00AM
56 P	2:00	12:23	5:17				99.0		19.2		3:42	5:27		3:10	11:52PM		7:23	
54 P	2:25	12:39	5:35				106.7		11.5		3:28	5:15		2:53	11:37		7:05	7:00AM to 4:00PM
I							107.4		10.8									Mechanical
48 P	2:35	12:48	5:45				110.3		7.9		3:20	5:07		2:40	11:30		6:50	
BKWOY Yard	3:00PM	1:10AM	6:10AM				118.2		0.0		3:05AM	4:55PM		2:15AM	11:15PM		6:30AM	Continuous
	Arrive Tue., Thur. & Sat. 216	Arrive Daily 130	Arrive Daily 144	Arrive Daily 28	Arrive Daily 26						Leave Daily 27	Leave Daily 25	Leave Daily 131	Leave Daily 143	Leave Mon., Wed. & Fri. 215			

.....Time Over Subdivision.....  
 .....Average Speed per Hour.....  
 (7.25) 16.3 (4.55) 24.4 (5.10) 23.2 (3.55) 30.3 (3.33) 33.5

(3.55) 30.3 (3.40) 32.2 (5.20) 22.5 (4.30) 26.6 (3.30) 14.2  
 Nos. 25 and 26 will stop on flag at Porter, Splendor, Bering and Wakefield.

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





JACKSONVILLE SUBDIVISION

ROCKLAND SUBDIVISION

EASTWARD				WESTWARD				
THIRD CLASS 164 Local Freight	FIRST CLASS 156 Mixed	Distance From Dallas	TIME TABLE No. 17 March 8, 1942	Mile Post Location	FIRST CLASS 155 Mixed	THIRD CLASS 163 Local Freight	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
							Arrive Daily	Leave Daily
Leave Daily Ex. Sunday	Leave Daily				Arrive Daily	Leave Daily Ex. Sunday		
STATIONS								
BKP		8.00 <sup>PM</sup>	0.0	TO-R DALLAS (Union Station)		8.45 <sup>AM</sup>	8.30 AM to 12.30 AM	6.30 AM to 12.30 AM
Yard			2.0	FOREST AVENUE				
Yard BKWOTP	6.00 <sup>AM</sup>		6.3	R MILLER		12.30 <sup>PM</sup>		
Yard YIP			4.8	TO BELT JUNCTION (Tower 118 T. & N. O. Cross.)			Continuous	Continuous
Yard 90	P		5.0	FOX				
Time at Dallas (Union Station) and Miller for Information Only. See Dallas and Austin Divisions Current Time-Table for Movements Between These Points and Briggs.								
Yard IP	6.10 <sup>AM</sup>	8.25 <sup>PM</sup>	6.4	BRIGGS	315.0	8.10 <sup>AM</sup>	12.05 <sup>PM</sup>	Continuous
59 P	6.23	8.37	12.2	ELAM	309.2	7.57	11.48 <sup>AM</sup>	
28 P	6.35	8.49	17.6	KLEBERG	303.8	7.45	11.35	
48	6.50	9.00	22.6	SEAGOVILLE	298.8	7.33	11.20	
33 P	7.17	9.12	28.1	TO GRANDALL	293.3	7.17	11.05	7.00 AM to 4.00 PM
36 P	7.25	9.19	31.4	GASTONIA	290.0	7.07	10.47	
Yard 29 PW Y	8.00	9.40	38.3	TO KAUFMAN	288.1	6.42	10.30	6.15 AM to 3.15 PM
35 P	8.12	9.52	43.7	JIBA	277.7	6.32	10.00	
55 PW	8.30	10.05	49.4	KEMP	272.0	6.15	9.45	
17 P	8.42	10.15	54.0	GOSSETT	267.4	6.07	9.25	
41 P	9.00	10.28	59.2	TO MABANK	262.2	5.55	9.00	7.50 AM to 4.50 PM
13 P	9.25	10.45	66.1	EUSTACE	255.3	5.40	8.40	
40 P	9.37	10.55	70.3	STOCKARD	251.2	5.31	8.30	
Yard 40	10.15	11.20	78.4	TO ATHENS	243.0	5.15	8.10	Continuous
W			78.7	ST. L. S. W. CROSSING	242.7			
31 P	10.35	11.37	85.3	BAXTER	236.1	4.55	7.30	
41 P	10.50	11.50 <sup>PM</sup>	91.6	LA RUE	229.8	4.40	7.15	
29 PW	11.05	12.02 <sup>PM</sup>	97.6	POYNOR	223.9	4.25	7.00	
41 P	11.30	12.15	103.4	TO FRANKSTON	218.0	4.10	6.45	8.00 AM to 5.00 PM
32 P	11.45 <sup>AM</sup>	12.28	109.5	CUNNEY	211.9	3.56	6.25	
40 P	12.01 <sup>PM</sup>	12.40	116.0	FRYS GAP	206.4	3.45	6.12	
BKOP WT Yard	12.30 <sup>PM</sup>	12.55 <sup>PM</sup>	119.8	TO-R JACKSONVILLE	201.6	3.35 <sup>AM</sup>	6.00 <sup>AM</sup>	4.30 PM to 8.30 AM
	Arrive Daily Ex. Sunday	Arrive Daily			Leave Daily	Leave Daily Ex. Sunday		
	164	156			155	163		

(6.30) (4.55) ..... Time Over Subdivision ..... (5.10) (6.30)  
18.5 24.0 ..... Average Speed per Hour ..... 23.2 18.5

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

EASTWARD				WESTWARD						
THIRD CLASS 162 Local Freight	160 Local Freight	FIRST CLASS 156 Mixed	Distance From Jacksonville	TIME TABLE No. 17 March 8, 1942	Mile Post Location	FIRST CLASS 155 Mixed	159 Local Freight	161 Local Freight	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
									Arrive Daily	Leave Daily
Leave Daily Ex. Sunday	Leave Tues., Thurs. and Sat.	Leave Daily				Arrive Daily	Arrive Mon., Wed. and Fri.	Arrive Daily Ex. Sunday	Daily Ex. Sun. and Legal Holidays	Sundays and Legal Holidays Only
STATIONS										
BK WOTP Yard		6.00 <sup>AM</sup>	0.0	TO-R JACKSONVILLE	201.6	3.20 <sup>AM</sup>		12.01 <sup>PM</sup>	4.30 PM to 8.30 AM	4.30 PM to 8.30 AM
Yard			0.9	JAX JCT.	200.7	3.10				
30 P	6.12	1.22	5.8	TURNNEY	195.8	3.00		11.45 <sup>AM</sup>		
32 P	6.19	1.30	9.1	GALLATIN	192.5	2.50		11.35		
33 P	6.27	1.40	13.1	PONTA	188.5	2.40		11.25		
53 P	6.39	1.55	18.9	REKLAW	182.7	2.25		11.05		
41 P	6.51	2.10	24.5	SACUL	177.1	2.10		10.45		
38 P	7.02	2.25	29.5	TO CUSHING	172.1	1.45		10.30	8.00 AM to 8.00 PM	Closed
56 P	7.16	2.38	36.1	TRAWICK	165.5	1.30		10.05		
35 P	7.27	2.49	41.4	MAHL	160.2	1.17		9.50		
48 P	7.38	3.00	46.9	BONITA JUNCTION	154.7	1.05		9.38		
BKWP Yard	8.00 <sup>AM</sup>	6.00 <sup>AM</sup>	50.1	(TO-R) WACO DOCHES	151.5	12.28	12.40 <sup>PM</sup>	9.30 <sup>AM</sup>	Continuous	Continuous
Yard		6.05	3.48	A.B.S. (DORR JUNCTION	151.1	12.25	12.35			
Yard Y			61.4	HAYWARD JUNCTION	150.2					
41 P		6.15	3.57	HOYA	147.3	12.16	12.10 <sup>PM</sup>			
39 P		6.33	4.10	POE	140.1	12.01 <sup>AM</sup>	11.48 <sup>AM</sup>			
38 P		6.55	4.25	DUNAGAN (A. & N.R. Cross.)	132.4	11.45 <sup>PM</sup>	11.25			
55 P		7.15	4.39	HUNTINGTON	126.9	11.33	11.10			
56 P		7.35	4.55	SHAWNEE	120.1	11.18	10.45			
39 PW		7.52	5.10	TO ZAVALLA	114.3	11.05	10.25	8.00 AM to 5.00 PM	Closed	
39 P		8.07	5.22	DOLAN	109.3	10.51	10.10			
56 WYP		8.30	5.40	ROCKLAND	103.3	10.38	9.50			
17 P		8.50	5.56	CIMA	96.9	10.24	9.30			
40 P		9.00	6.04	TO COLMESNEIL	94.1	10.19	9.20	8.00 AM to 5.00 PM	Closed	
20 P		9.25	6.20	DOUCETTE	87.7	10.05	9.00			
32 P		9.45	6.28	TO WOODVILLE	84.7	9.57	8.30	6.00 AM to 3.00 PM	8.00 AM to 8.00 AM	
55 P		10.10	6.48	TO HILLISTER	76.9	9.39	8.00	6.15 AM to 3.15 PM	6.15 AM to 8.15 AM	
41 P		10.25	6.58	WARREN	72.4	9.29	7.45			
30 WP		10.33	7.04	HYATT	70.1	9.23	7.35			
56 P		10.50	7.17	LONGS	64.5	9.11	7.17			
43 P		11.20	7.35	TO KOUNTZE (GO & SF Cross.)	54.7	8.53	6.51	7.00 AM to 4.00 PM	7.50 AM to 9.40 AM	
41 P		11.30	7.42	NONA	51.3	8.44	6.44			
53 P		11.40 <sup>AM</sup>	7.50	WEISS	46.9	8.35	6.35			
50 P		12.05 <sup>PM</sup>	8.07	VOTH	38.5	8.19	6.17			
Yard BERTWY IP		12.30 <sup>PM</sup>	8.25	TO-R TOWER 32 (G&SF Cross.)	30.2	8.02	6.00 <sup>AM</sup>	Continuous	Continuous	
Yard B			8.35 <sup>AM</sup>	R BEAUMONT (Pasr. Sta.)	30.8	8.00 <sup>PM</sup>				
	Arrive Daily Ex. Sunday	Arrive Tues., Thurs. and Sat.	Arrive Daily		Leave Daily	Leave Mon., Wed. and Fri.	Leave Daily Ex. Sunday			
	162	160	156		155	159	161			

(2.00) (6.30) (7.25) ..... Time Over Subdivision ..... (7.20) (6.40) (2.31)  
25.0 18.5 23.2 ..... Average Speed per Hour ..... 23.2 18.0 20.0

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

Caro and Longs are flag stops for Nos. 155 and 156 for revenue passengers or exchange of U. S. Mail only.

### BAYTOWN SUBDIVISION

EASTWARD				WESTWARD			
SECOND CLASS				SECOND CLASS			
TIME TABLE No. 17				TIME TABLE No. 17			
March 8, 1942				March 8, 1942			
STATIONS				STATIONS			
Yard P	9:00 <sup>PM</sup>	0.0	BAYTOWN	25.2	3:15 <sup>AM</sup>		
BWOPY Yard	9:30	2.2	R GOOSE CREEK	23.0	3:00		
10	9:41	5.6	CEDAR BAYOU	19.6	2:40		
28 P	10:01	11.8	MONT BELVIEU	13.4	2:10		
Spur 7 East	10:10	13.9	JOENTZ	11.3	2:00		
15 P	10:30	18.6	ESPERSON	6.6	1:40		
46	10:50	23.5	JAMISON	1.7	1:20		
WYPK Yard	11:59 <sup>PM</sup>	25.2	TO-R DAYTON	0.0	1:15 <sup>AM</sup>		11:00 <sup>PM</sup> to 3:00 <sup>PM</sup>
Arrive Daily 190				Leave Daily 189			

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

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

### PALESTINE SUBDIVISION

EASTWARD				WESTWARD			
SECOND CLASS				SECOND CLASS			
TIME TABLE No. 17				TIME TABLE No. 17			
March 8, 1942				March 8, 1942			
STATIONS				STATIONS			
Yard WY	7:00 <sup>AM</sup>	0.0	R PALESTINE	31.5	6:40 <sup>AM</sup>		
I		1.1	I-G. N. CROSSING	30.4			Automatic
14	8:15	22.2	MAYDELLE	9.3	5:20		
Yard W	9:00	31.5	ST. L. S. W. CROSSING	2.0			
Yard	9:15 <sup>AM</sup>	32.7	NORTH RUSK	0.0	4:45		
			R RUSK (St. L. S. W. Station)	1.2	4:30 <sup>AM</sup>		

SEE ST. L. S. W. CURRENT TIME TABLE FOR MOVEMENTS BETWEEN JAX JCT. AND RUSK (ST. L. S. W. STATION)

Yard	10:20 <sup>AM</sup>	46.7	JAX JCT.	3:45 <sup>AM</sup>			
BKOPWT Yard	10:30 <sup>AM</sup>	47.9	TO-R JACKSONVILLE	3:40 <sup>AM</sup>			1:30 <sup>PM</sup> to 8:30 <sup>PM</sup>
Arrive Daily 182				Leave Daily 181			

(3.30) ... Time Over Subdivision ... (3.00)  
13.8 ... Average Speed per Hour ... 16.0

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72), Except No. 181 is Superior to No. 182.

### SABINE SUBDIVISION

EASTWARD				WESTWARD			
SECOND CLASS				SECOND CLASS			
TIME TABLE No. 17				TIME TABLE No. 17			
March 8, 1942				March 8, 1942			
STATIONS				STATIONS			
BKWOY Yard	2:30 <sup>AM</sup>	0.0	BEAUMONT	30.2	6:00 <sup>PM</sup>		Continuous
Yard		0.2	TO-R TOWER 32 <sup>1</sup> / <sub>2</sub> G. C. & S. F. CROSSING				
Yard		0.3	B. S. L. & W. CROSSING	29.9			
Yard		4.6	G. C. & S. F. CROSSING	29.8			
48		14.0	GUFFEY	25.5			
Yard 91 WPY	3:15	18.0	PORT ACRES	16.1			
Yard I		20.2	WEST PORT ARTHUR	12.1	4:55		
Yard P	4:00 <sup>AM</sup>	21.3	Tower 120 (K. O. S. Crossing)	1.1			Cabin
			R PORT ARTHUR	0.0	4:00 <sup>PM</sup>		
Arrive Daily Ex. Sunday 72				Leave Daily Ex. Sunday 71			

(1.33) ... Time Over Subdivision ... (2.00)  
14.2 ... Average Speed per Hour ... 10.6

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

## SPECIAL INSTRUCTIONS

ADDITIONAL FLAG STOPS TO  
ENTRAIN OR DETRAIN REVENUE PASSENGERS

Train	At Stations	Entrain or Detrain	Passengers to	Passengers from
1	Between Lake Charles and Houston	Detrain		Points East and North of New Orleans
	Between Lake Charles and Houston	Entrain	El Paso	
	Edgerly, Nome, Dayton, Crosby	Detrain		New Orleans
2	Between Houston and Lake Charles	Detrain		Points beyond Houston
	Between Houston and Lake Charles	Entrain	New Orleans or beyond	
5	Between Lake Charles and Houston	Detrain		Connecting lines at New Orleans
	Between Lake Charles and Houston	Entrain	West of San Antonio	
6	Between Houston and Lake Charles	Detrain		West of San Antonio

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:

Nominal Capacity	Journal	Total Weight Car and Contents
40,000 lbs.	3¼ x 7	66,000 lbs.
60,000 "	4¼ x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5½ x 10	169,000 "
140,000 "	6 x 11	210,000 "

Except: Hart Convertible Type Ballast Cars, load limit must not exceed 90,000 pounds.

PASSENGER ENGINES	
Numbers	Class
700-707	GS-1
650-672	P-14
631-633	P-13
622-630	P-9
610-621	P-6
600-609	P-5
388-399	T-23
273-278	A-1
201-272	B-23

## 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.
Christmas.....	December 25th.

## GENERAL

- 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.
- A train may arrive at a station in advance of its schedule arriving time.
- When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION and, if necessary to avoid accident, STOP.
- Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.
- Trains and engines must stop before crossing a railway at grade unless protected by an interlocking plant.
- Rule 10 (H), revised: A metal signal painted solid green on front and back will be used to mark limit of restriction in lieu of the green metal signal with white border as prescribed in second paragraph of Rule 10 (H).
- Roadmasters, B. & B. and signal supervisors, signal foremen, linemen, traveling motor-car repairmen, water-service repairmen, operators of roadway machines, and any employes who operate motor cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating motor cars and roadway machines.
- On a passenger train when approaching a station where engines are to be changed, or train is to be switched, trainman will open steam valve on rear of train one mile or more in advance, and sound Communicating Signal 16 (m). Before opening the valve, trainman must look forward on each side of train to observe whether employes or other pedestrians are walking along the track, who might be scalded by the discharge of steam, and consideration must be given to selecting a location for this operation where there is the least possibility of danger to employes, or pedestrians, or damage to property. Steam must not be blown from train line approaching or passing over street or highway crossings.
- At stations where there are two or more sidings, eastward trains must take most westerly siding, and westward trains the most easterly siding, for trains having authority to hold the main track, unless otherwise directed by train order or special instructions, or the movement made under flag protection.
- Engines must not be operated over the live rail of any track scale.

## LOCAL

## ALL SUBDIVISIONS

22. Cars, gross weight in excess of limits shown, and engines heavier than class indicated, must not be handled between the points named:

Between	Cars	Freight	Passenger
Houston and Lake Charles Yard	210,000	F-1	P-13-14
Houston and Galveston	210,000	F-1	P-6
Houston and Shreveport	210,000	F-1	P-9
Dallas and Beaumont	210,000	MK-5	P-6
Dayton and Baytown	210,000	M-10	
Beaumont and Port Arthur	210,000	MK-5	P-6
Rusk and Palestine	169,000	M-4	
Galena Junction and Galena (Houston Terminal)	210,000	SE-3	

23. Freight trains must be inspected at each water stop. When conditions are favorable, and, in the judgment of the conductor and engineer, it is safe to do so, and when additional stops can thereby be avoided, freight trains may run between water stops without stopping for inspection, provided the distance shall not be greater than indicated below:

Manifest Trains—60 miles, except may run between Englewood and Nome.

Other Freight Trains—50 miles, except may run between Englewood and Galveston; Meldrum and Shreveport.

Trainmen are not relieved of making inspection as prescribed by Rule 827 when stops are made at a lesser distance.

24. Spring Switches are located as follows:
- Livingston—West switch of siding; normal position for main track movement.
  - Lufkin—East switch of No. 1 track; normal position for main track movement.
  - Garrison—West end of double track; normal position for eastward track.
  - Garrison—East end of double track; normal position for westward track.

They are designated by two targets, one hexagon shape, painted white, bearing the letters "SS"; the other a standard red target.

Trains and engines may trail through spring switches when normally set, but when a stop is made before the entire engine or cars have passed over the points, a reverse movement must not be made until switch has been set by hand. After trailing through a spring switch, a reverse movement must not be made until it is known that both points have moved to proper position as prescribed by Rule 104 (C). Running switches must not be made over spring switches and blow-off cocks, sanders, or injectors must not be operated and boosters must not be started, while engines are standing on or passing over such switches.

Where reduction of speed over spring switches is required, it will be indicated by slow boards or by other speed restrictions applying within same limits.

A dwarf light type signal located 10 feet west of spring switch at west end of siding, Livingston, governs eastward movements, displaying a proceed indication when switch is normally set, and a stop indication when set for siding or when points do not fit up properly. Eastward trains finding the signal indicating stop must, unless switch is set for siding, examine the switch and know it is safe for passage of trains before proceeding.

A dwarf light type signal, located 8 feet east of spring switch, at intersection of No. 1 track with main track at east end of Lufkin yard, will govern westward movements. This signal will display proceed indication when switch is properly set for main track movements and stop indication when set for movements from the main track to No. 1 track, or when points do not fit up properly. Westward trains finding the signal indicating stop must, unless switch is set for yard track, examine the switch and know it is safe for passage before proceeding.

25. The following signals, equipped with triangular number plates, have spring switches included in their control limits. When indicating STOP, in addition to complying with provisions of Rule 509, careful inspection must be made of the switches, as indicated below, and it must be known that the route is safe for passage of trains before proceeding:

Signals	Location
1578—Garrison, Spring Switch, west end of double track.	
1587—Garrison, Spring Switch, east end of double track.	

26. F-1 and MK-5 class engines must not use the following tracks:

Beaumont	—Industry tracks; scale track.
Orange	—Industry tracks.
Toomey	—Mill spur.
Edgerly	—Team track, beyond east end of Warehouse.
Brimstone	—North end of spur.
Lockmoor	—Spur.
North Yard	—Tracks Nos. 4 and 5 north side of main track.
New Willard	—Texas Long Leaf Lumber Co. track.
Lufkin	—Repair Tracks 1 and 2; Short transfer; Long transfer east of freight station.
Nacogdoches	—Humble Oil Refining Co. track.
Haslam	—Hardwood spur beyond clearance point.
Shreveport (Freight Yard)	—West end No. 8 track; House tracks; K. C. S. wye.
Bois D'Arc	—Beyond point 800 feet from main track.
Kaufman	—Ice track.
Athens	—Curve in brick-yard track.
Jacksonville	—Freight station track; Old Yard tracks 2, 3, 4, 5, 6, and 7.
Lacyville	—Spur.
Manton	—Spur.
Dunagan	—Track leading to A. & N. R. R. beyond derail.
Warren	—Mill track.

27. Road engines must not use the following tracks:

Cement Spur	—East of Pasadena.
Manchester	—East and west legs of wye; P. T. R. A. transfer beyond derail.
Urbana	—Urbana Sand & Gravel Co. lead track to a point in excess of 100 feet beyond Highway 35. East switch of gin track connecting with U. S. & G. Co. lead must not be used for movements to or from gin track.
Lufkin	—All tracks Lufkin Foundry.
Jacksonville	—New Repair track; Haberlee Box Factory; House track to old depot; Humble spur; Holman Lumber Co. spur; Planer track.



## SPECIAL INSTRUCTIONS

28. A trainman is required to ride on rear platform of trains while crossing the following bridges and to watch for fires on or about these structures:

**Beaumont Subdivision:**

343.54, San Jacinto River, between Sheldon and Crosby.

**Lufkin Subdivision:**

60.97, Trinity River, east of Urbana.  
101.69 to 102.85 inc., Neches River, west of Renova.

**Shreveport Subdivision:**

161.05, Attoyac River, east of Garrison.

**Jacksonville Subdivision:**

268.65, west of Gossett.  
268.61, west of Gossett.  
268.00, Cedar Creek, west of Gossett.  
209.84, west of Frys Gap.  
207.31, west of Frys Gap.

**Rockland Subdivision:**

189.08, Mud Creek, west of Ponta.  
178.34, Angelina River, west of Sacul.  
103.92, Neches River, west of Rockland.  
75.82, Cypress Creek, east of Hillister.  
69.07, Hickory Creek, east of Hyatt.  
63.44, Village Creek, east of Long.  
52.89, Black Cypress Creek, east of Kountze.

**Palestine Subdivision:**

4.82, Beans Creek, just west of Beans Creek station.  
12.00, Talles Creek, west of Java.  
15.89, Neches River, east of Herring.  
21.58, east of Kossuth.  
22.75, west of Kossuth.

**29. Location of Bulletin Books:**

**Houston** —Train-order office, passenger station; Houston Avenue enginehouse; Hardy Street enginehouse; Yard office, Hardy Street; Yard office, Englewood.  
**Beaumont** —Tower 32, train-order office; Enginehouse; Baggage Room.  
**Lake Charles Yard** —Train-order office.  
**Galveston** —Union Depot; Yard office; Enginehouse.  
**Lufkin** —Train-order office; Enginehouse.  
**Nacogdoches** —Train-order office.  
**Shreveport** —K. C. S. & G. T. passenger station; St. L. S. W. yard office; St. L. S. W. enginehouse.  
**Jacksonville** —Train-order office; Enginehouse.  
**Miller** —Yard office; Enginehouse.  
**Dallas** —Union Station; Union Terminal enginehouse.  
**Goose Creek** —Station.

(See pages 8, 9, 10, 11, 12 and 13 for additional instructions, information and speed restrictions applicable to all subdivisions.)

**HOUSTON TERMINALS**

36. Movements in Houston Terminals will be made in accordance with the time-tables of the various divisions as follows:

Between Englewood and Tower 26—The Houston Division, the Dallas and Austin Divisions and/or the San Antonio Division.

Between Tower 26 and Boulevard Junction via Freight Route and between Houston Passenger Station and Eureka—The Dallas and Austin Divisions and/or the San Antonio Division.

Between Eureka and West Junction and between West Junction and Harrisburg—The San Antonio Division.

Other movements, Houston Terminals—The Houston Division.

37. The main tracks between Houston Passenger Station and Semmes Junction jointly by trains of the Beaumont, Lufkin, and Galveston Subdivisions; between Semmes Junction and Tower 26 jointly by trains of the Beaumont and Galveston Subdivisions, and between Tower 26 and Englewood by trains of the Galveston, Beaumont, and Lufkin Subdivisions of the Houston Division; the Hearne Subdivision of the Dallas and Austin Divisions, and Glidden Subdivision of the San Antonio Division.

On double track between Houston and Tower 87, Englewood and Tower 86, and within positive block limits on single track between Tower 86 and Harrisburg, trains may run extra, moving with the current of traffic on double track, without train-order authority, but must obtain a clearance before commencement of trip if an operator is on duty.

Second-class and inferior trains, and engines, may run ahead of first class trains between Houston and Tower 87 and between Englewood and Harrisburg without train-order authority, but must not occupy the main track when it is known a first-class train will thereby be delayed, and movements against the current of traffic may be made only under flag protection. Trains must run with caution between these points, expecting to find the main track occupied.

**38. Centralized Traffic Control System (C. T. C. S.):**

Train and engine movements on single track of the Freight Route between Tower 26 and Niles will be in accordance with Centralized Traffic Control signal indications, which supersede the superiority of trains. Such signals are of the light type, bearing number plates. Trains, after stopping, may pass a signal indicating "stop" only in compliance with Rule 663.

Trains may operate between Tower 26 and Niles without train-order authority. Signal No. 1, located at the west interlocking limits of Tower 26, just west of Maury Street, governs westward movements; Signal No. 16, located at the fouling point on eastward track, and Signal No. 14, located at the fouling point on westward track, at Niles, govern eastward movements entering the Centralized Traffic Control System limits. Other Centralized Traffic Control signals to govern westward or eastward movements, are located as follows:

Signal No. 3, westward	} near Old Signal Shop
Signal No. 4, eastward	
Signal No. 5, westward	} near North Main Street underpass
Signal No. 6, eastward	
Signal No. 9, westward	} at Houston Avenue
Signal No. 10, eastward	

Telephones for communication with the signal operator at Maury Street and with the assistant yardmaster at Hardy Street, are located as follows:

SA Yard Crossover west of Hardy Street

Signal No. 4  
Old Freight House Lead  
Signal No. 6  
West end Shop Lead  
Signal No. 10  
Niles.

Switch indicators of the semaphore type and hand-operated derrails are located at the fouling point of diverging tracks to govern movement to the main track, as follows:

SA Yard Crossover west of Hardy Street  
Old City Track  
Old Depot Lead  
San Jacinto Street Warehouse Lead  
Crossover west of North Main Street underpass  
West end No. 2 Shop Lead  
West end No. 1 Shop Lead.

Switch indicators are also located at the switches leading to Circus Track and the Black Yard, and hand-operated derrails located on Mid-Continent Mud Company spur and South Texas Grain Company spur No. 5.

Yard engines may enter main track from diverging tracks where switch indicators are provided when the indicator indicates "block clear." To enter main track when the indicator indicates "block occupied," or to enter main track where no indicator is provided, permission must first be obtained from the signal operator at Maury Street.

Trains must not exceed 15 miles per hour between Tower 26 and Niles and must proceed with caution, expecting to find governing signals indicating "stop."

39. The route for Nos. 171 and 172 is via double track of the Beaumont Subdivision between Houston passenger station and Tower 68, through west wye between Tower 68 and connection to the double track of the Galveston Subdivision just west of Wallisville Road, and via double track between that point and Tower 86.

Extra trains operating between Houston passenger station and Tower 86 must use the same route unless otherwise directed by train order.

40. Trains and engines must approach passenger yard, Houston, with caution and be governed by signals from switch tender as follows:

Proceed signal with green flag by day and green light by night before entering the passenger yard.

Proceed signal with yellow flag by day and yellow light by night before leaving the passenger yard.

The following whistle code will be sounded approaching Tower 108 for guidance of switch tender in handling switches at entrance to passenger yard:

No. 1,	o	o	o
No. 172,	o	o	o

41. All movements through crossovers and thoroughfare tracks, Englewood yard, and on wye tracks west end of Englewood yard must be made with caution, not exceeding 12 miles per hour, expecting to find such tracks and diverging tracks occupied.

42. F-1 and MK-5 class engines must not head through curve side of puzzle switches Englewood yard except those on west lead, back lead and new lead at west end of yard.

43. A spur track of 17-car capacity, serving Bethlehem Supply Co., and a spur track of 16-car capacity, serving Bethlehem Steel Co., both opening to the east, lead from the Galveston Subdivision westward track west of H. B. & T. crossing, Tower 86, and within interlocking limits. These are hand-operated switches, but cannot be operated until released by the signal operator. A derail, located at the fouling point in each track, is connected with and operated by lever of main-track switch, and switch must not be operated when engine or cars are between it and the derail. Movements from either spur to the main

track will be governed by dwarf signal located at the fouling point, and the main-track switch must not be operated unless switch indicator at the switch indicates block unoccupied.

An engine approaching Tower 86 from any direction, to use either spur, will sound two long and two short sounds of the whistle and when yellow light is displayed on signal bridge east of tower it will authorize movement to the spur-track switch with home signal indicating stop. Eastward movements must move entirely through the plant to receive the yellow signal.

Yard crews using either of these spurs will, when practicable, leave the main-track switch set for main-track movements, or leave a member of the crew at the main-track switch to restore it to normal position, if necessary, to avoid unnecessarily holding the interlocking route to the exclusion of other movements on either line.

44. Crossing gates, equipped with stop signs for use by day and light signals for use by night, are located 203 feet east and 303 feet west of Buffalo Bayou draw span 2-A between point of crossing with the Galveston Subdivision and Navigation Boulevard on the Polk Avenue Lead; normal position for rail traffic. By night, when the gates are set for rail traffic a green light will be displayed on each gate; when set for water traffic a stop sign will be displayed by day and in addition, a red light by night on each gate in the center of the main track. Movements must approach with caution and stop if route is not clear; when route is clear may proceed without stopping.

45. A standard crossing gate equipped with a light is located at the grade crossing between PTR A track and the T&NO Terminal Compress Spur (also known as the "Old Saw Mill Track"), Harrisburg.

The normal position of the gate will be for PTR A movements, the light on gate to display red when gate is set against movements, and green when the route is clear.

Movements approaching the crossing on either line must be made WITH CAUTION, prepared to stop before the crossing is reached. When gate is set against T&NO movements, PTR A movements may be made over the crossing without stopping. T&NO movements must stop, set the gate against PTR A movements, after observing that movements are not approaching on conflicting route, and when T&NO movement is completed over the crossing, gate must immediately be restored to normal position.

Should the gate be inoperative, or should light not be displayed by night, movements of both lines must stop and know that the route is clear before proceeding.

**GALVESTON SUBDIVISION**

51. Passenger trains must approach 37th Street crossing, Galveston, prepared to stop unless crossing is clear of vehicular traffic; other trains, and engines, must protect this crossing by flag before passing over it.

52. Galveston Yard Office is a train-order office for eastward trains only.

53. First-class trains and passenger extras may register at Galveston Yard Office by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.

54. Route through interlocking limits, Tower 73, Texas City Junction, is normally set for movement of Galveston Subdivision trains when signal operator is not on duty.

56. Engines must not be used on that portion of Old Bay Shore Line between switch to East La Porte Spur and end of track near Morgan's Point.

57. Overlap posts are located as follows:

Deepwater, governing eastward trains.

Sinco, governing westward trains.

58. The train-order signal located near switch leading to Glidden Subdivision, Harrisburg, governs trains moving exclusively on Galveston Subdivision. Trains moving to or from Glidden Subdivision of the San Antonio Division at Harrisburg will be governed by train-order signal located near Tower 30. Trains from Glidden subdivision at Harrisburg may leave Harrisburg without clearance when train order signal is changed to indicate proceed, in accordance with Rule 221.

59. Harrisburg is register station only for trains that originate or terminate there, and such trains may register by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.

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

63. Westward trains of the Galveston Subdivision, checking a regular train on register at Houston or Englewood, or identifying a train on opposite track between Houston and Tower 68 or between Englewood and Tower 86, will not be required to check against the same train before passing from double to single track.

**BEAUMONT, BAYTOWN AND SABINE SUBDIVISIONS**

70. Eastward trains of the Beaumont Subdivision, checking a regular train on register at Houston or Englewood, or 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.

## SPECIAL INSTRUCTIONS

71. Englewood is a train-order office only for trains that originate there, and a register station only for trains that originate or terminate there.
72. Tower 87 is a train-order office for eastward trains only.
73. Schedule time and train orders at Tower 87 apply at end of double track.
74. Car capacity of siding at Dayton, exclusive of engine and caboose, is 47 cars east of crossover and 110 cars west of crossover. Eastward trains holding main track and restricted by train order at the crossover should stop clear of signal bridge 1,415 feet west of crossover until opposing train has passed the home signal at east end of siding, to avoid stopping the opposing train at that point.
75. On Beaumont Subdivision, Tower 32, Beaumont, is a register station only for trains that originate or terminate there.
76. MK-5 class engines must not exceed 5 miles per hour on any wye track at Beaumont.
77. Within Beaumont City Limits, the unnecessary or unusually long or loud use of whistle, and the protracted or unnecessary use of the engine bell are forbidden.
78. At Beaumont, trains must approach Crockett, College, Franklin and Washington Streets with caution, and must not exceed 6 miles per hour over these crossings. Yard engines must flag over these crossings, and when using track serving Beaumont Water Works and Neches Lumber Company, must stop and protect Louisiana Street by flag before occupying crossing with engine or cars.
79. Mariposa Street viaduct just east of Tower 32, Beaumont, will not clear main on top of box car. Trainmen should not stand on top of box or other high cars while moving under this viaduct.
80. The following will govern with respect to unfulfilled train orders held by conductors and engineers who are relieved at Echo:
- (a) Conductors, before arriving at Echo, will list all unfulfilled train orders by their numbers and leave them on conductor's desk for the outgoing conductor.
- (b) Engineers, on arrival at Echo, will deliver all unfulfilled train orders to the outgoing engineer.
- (c) Outgoing conductor will check train orders against list and then check order numbers with engineer before leaving Echo. When there are no orders, memorandum made by conductor must so state.
81. Engines using Lockmoor Spur, near Lockmoor, must stop and protect by flag over highway crossing, Highway U. S. 90.
82. Main track between Lake Charles and Lake Charles Yard will be used jointly by trains of the Beaumont Subdivision and the De Ridder Subdivision of the Lafayette Division.
83. The siding at Lake Charles Yard is the first track north of main track, extending from crossover opposite train-order office to crossover in vicinity of Signals 2168-2169.
84. First-class trains may register at Lake Charles Yard by register ticket, Form 2642, and when required, obtain train-order check, Form R, of superior trains due.
85. Overlap posts are located as follows:  
Stilson, governing eastward trains.  
Sulphur, governing westward trains.  
Lockmoor, governing eastward trains.
86. Drawbridges not otherwise shown in time-table, are located as follows:  
Beaumont —Neches River (Interlocked).  
Echo —Sabine River (Interlocked).  
West Lake —Calcasieu River (Interlocked).  
West Port Arthur —Taylor's Bayou (Protected by point derail near station).
87. No. 2 will stop on flag at Ederly to receive or dispatch parcel post mail.  
No. 5 will not exceed 15 miles per hour passing station, West Lake, to permit dispatch of newspapers, and 4 miles per hour passing station, Liberty, to receive U. S. mail in baggage car.  
No. 8 will stop on flag at Sulphur to entrain or detrain revenue passengers only.
90. Engine arriving Baytown on No. 189 will assume the schedule of No. 190 unless otherwise directed.
91. Engine arriving Port Arthur on No. 72 will assume the schedule of No. 71 unless otherwise directed.
92. Eastward trains must stop and protect by flag over 16th Street crossing at east end of curve, Port Arthur.

## LUFKIN AND SHREVEPORT SUBDIVISIONS

101. Eastward trains of the Lufkin Subdivision, checking a regular train on register at Houston or Englewood, or identifying a train on opposite track between Houston and Semmes Junction, or between Englewood and Tower 26, will not be required to check against the same train before passing from double to single track.
102. H. B. & T. Crossing, Interlocking Station 71, MP 1.5, Lufkin Subdivision, is protected by light signals operated from Tower 26, movements in ac-

cordance with interlocking rules. Telephone connected with loud speaker in Tower 26, to communicate with signal operator, is located on instrument case near crossing.

103. H. B. & T. Crossing, Interlocking Station 76, MP 4.1, Lufkin Subdivision, is protected by light signals operated from H. B. & T. Tower 80, movements in accordance with interlocking rules. Telephone to communicate with signal operator is located in instrument case near crossing, and circuit extends to Tower 26.

105. Limits of sidings at stations named are as follows:  
Diboll —East switch to cross-over switch.  
Burke —West switch to cross-over switch.  
Appleby —West switch to cross-over switch.  
Paxton —West switch to cross-over switch.  
Longstreet —East switch to cross-over switch.

106. Automatic Block Signals at Dorr Junction govern eastward trains on the Shreveport Subdivision and westward trains on the Rockland Subdivision. Dwarf Signal 1511 on Rockland Subdivision is normally in STOP position. Westward trains on the Rockland Subdivision will stop clear of signal and be governed by switch indicator. If indicator indicates block unoccupied, switch may be operated and signal should then clear after an interval of one minute.

107. Main track between Dorr Junction and Bonita Junction will be used jointly by trains of the Shreveport and Rockland Subdivisions. Movements between Dorr Junction and water tank, Nacogdoches, must be made expecting to find main track occupied; movements between water tank, Nacogdoches, and Bonita Junction in accordance with Positive Block Signal indications, (see Page 12).

108. Trains must obtain clearance at Nacogdoches.

109. Trains must stop and a member of the crew protect by flag over Main Street crossing between freight and passenger stations, Nacogdoches, unless crossing is protected by some other employe and a signal is received to proceed over the crossing without stopping.

Speed over Main and Cox Streets, Nacogdoches, restricted to 6 miles per hour.

111. MK-5 and F-1 class engines, when switching brick yard, Garrison, will use west leg of wye.  
When MK-5 and F-1 class engines turn on wye at Garrison, and it is necessary for engine to head through east leg, it must head through from stem of wye toward main track and run with caution over highway crossing.

112. Shreveport city ordinance prohibits sounding of engine whistle within the city limits.

113. Track 1, Shreveport (Freight Yard), will be kept clear to be used as a siding.

114. Trains or engines originating or terminating in St. L. S. W. yard, Shreveport, must obtain from Y. & M. V. yardmaster, by telephone, No. 2-3294, authority for any movement to be made over Y. & M. V. joint track between T. & N. O. connection west of Jordan Street, east end of Shreveport (Freight Yard) and St. L. S. W. connection at Spring Street.

115. Trains operating to or from St. L. S. W. yard or K. C. S. & G. T. passenger station, Shreveport, will display indicators, if any, to or from those points and, when authorized to display green signals to or from Shreveport (Freight Yard) will display such signals to or from St. L. S. W. yard or K. C. S. & G. T. passenger station.

116. Train-order office and train register located in St. L. S. W. yard office, Shreveport. Westward trains must obtain clearance at St. L. S. W. yard office, authorizing movement from Shreveport (Freight Yard).

Shreveport (Freight Yard) is a register station for first-class trains only; register located in booth near east end of yard.

117. A westward train checking an opposing regular train on register at St. L. S. W. yard office, or identifying an opposing train between St. L. S. W. yard and Shreveport (Freight Yard), will not be required to check against the same train before leaving Shreveport (Freight Yard), and when check of first-class trains, Form R, is not received at St. L. S. W. yard office, will check against such trains at Shreveport (Freight Yard).

118. Maximum overhead and side clearance of structures, Y. & M. V. joint track, between T. & N. O. connection west of Jordan Street and St. L. S. W. connection at Spring Street, Shreveport, as follows:

Murphy Street Overpass:

Overhead, 19 feet.

Side, 7 feet, 6 inches.

Marshall Street Underpass—through girder span:

Overhead, no structure.

Side, 5 feet above top of rail, 7 feet, 2 inches.

Market Street Overpass:

Overhead, 19 feet, 4 inches.

Side, 8 feet, 11 inches.

Spring Street Overpass:

Overhead, 19 feet, 10 inches.

Side, 7 feet, 10 inches.

Side clearances are measured from center of track.

## JACKSONVILLE, ROCKLAND AND PALESTINE SUBDIVISIONS

127. Trains originating at Dallas (Union Station) must obtain clearance at that station, authorizing movement from Briggs, and must obtain clearance at Tower 118, Belt Junction.

Trains originating at Miller must obtain clearance at Tower 118, Belt Junction, authorizing movement from Briggs.

128. Westward trains arriving Briggs must leave register ticket, Form 2642, with operator at Tower 118, Belt Junction, showing time of arrival at Briggs and signals displayed, if any.

129. Houston Division dispatcher's telephone is located in car inspector's office at Fox.

131. Main track and other tracks at Kaufman will be used jointly by trains of the Jacksonville Subdivision and of the Paris Subdivision of the Dallas and Austin Divisions. Movements must be made expecting to find these tracks occupied. Houston Division trains or engines, using tracks of the Dallas and Austin Divisions at Kaufman, will be governed by current time-table of those divisions. Eastward trains must not exceed maximum speed of 10 miles per hour between a point 2,640 feet west of station, and the station, Kaufman, and must approach Paris Subdivision junction switches in accordance with the provisions of Rules 93 and 98.

132. Eastward trains requiring water at Kaufman will stop clear of highway crossing, near water tank, and detach engine if necessary to avoid obstructing highway crossing while taking water.

133. Siding at Kemp extends from east switch to cross-over switch.

134. Trains must obtain clearance at Athens.

135. Main track between Bonita Junction and Dorr Junction will be used jointly by trains of the Rockland and Shreveport Subdivisions. Movements between Bonita Junction and water tank, Nacogdoches, will be in accordance with Positive Block Signal indications, (see Page 12). Movements between water tank, Nacogdoches, and Dorr Junction must be made expecting to find the main track occupied.

The directions between Dorr Junction and Bonita Junction will be in accordance with the directions shown on Page 5, Shreveport Subdivision.

136. Trains must obtain clearance at Nacogdoches.

137. Trains must stop and a member of the crew protect by flag over Main Street crossing between passenger and freight stations, Nacogdoches, unless crossing is protected by some other employe and a signal is received to proceed over the crossing without stopping.

Speed over Main and Cox Streets, Nacogdoches, restricted to 6 miles per hour.

138. Automatic Block Signals at Dorr Junction govern eastward trains on the Shreveport Subdivision and westward trains on the Rockland Subdivision. Dwarf Signal 1511 on Rockland Subdivision is normally in STOP position. Westward trains on the Rockland Subdivision will stop clear of signal and be governed by switch indicator. If indicator indicates block unoccupied, switch may be operated and signal should then clear after an interval of one minute.

139. The siding at Kountze extends from the east switch to the cross-over switch.

140. Rockland Subdivision trains originating at Beaumont (Passenger Station) must obtain clearance at Tower 32.

141. First-class trains of the Rockland Subdivision may register at Tower 32 by register ticket, Form 2642.

142. MK-5 class engines must not exceed 5 miles per hour on any wye track at Beaumont.

143. Within Beaumont City Limits, the unnecessary or unusually long or loud use of whistle, and the protracted or unnecessary use of the engine bell are forbidden.

144. At Beaumont trains must approach Crockett, College, Franklin and Washington Streets with caution and must not exceed 6 miles per hour over these crossings.

145. Mariposa Street viaduct just east of Tower 32, Beaumont, will not clear main on top of box car. Trainmen should not stand on top of box or other high cars while moving under this viaduct.

146. Trains must stop and protect by flag over South Sycamore Street, Palestine.

147. Engine arriving Palestine on No. 181 will assume the schedule of No. 182 unless otherwise directed.

**SPEED**

**SPECIAL INSTRUCTIONS**

165. Unless otherwise further restricted, the following is maximum speed for trains between the points named:	Steam Passenger Trains			Gas Electric Motor Passenger Trains			Engines with two wheel engine trucks in passenger service			Manifest Freight Trains when handled by MK-5 class engines and when not handling any of the restricted cars shown in Item 165.			Freight and Mixed Trains			Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale test cars, and machines of similar kind on own wheels.		
	Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour			Miles per Hour		
	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves	Straight Track	Unprotected Curves	Protected Curves
<b>BETWEEN</b>																		
Houston and Lake Charles Yard	60	60	GOVERN	60	60	GOVERN	45	45	GOVERN	45	45	GOVERN	40	40	GOVERN	25	25	20
Houston and Galveston	55	55	GOVERN	55	55	GOVERN	40	40	GOVERN	40	40	GOVERN	35	35	GOVERN	25	25	20
Houston and Shreveport	50	50	GOVERN	50	50	GOVERN	40	40	GOVERN	40	40	GOVERN	40	40	GOVERN	25	18	18
Beaumont and Briggs	45	45	GOVERN	45	45	GOVERN	40	40	GOVERN	40	40	GOVERN	30	30	GOVERN	25	18	18
Beaumont and Port Arthur	35	30	GOVERN	35	35	GOVERN	30	25	GOVERN	25	25	GOVERN	20	15	GOVERN	15	15	15
Dayton and Baytown	30	25	GOVERN	30	30	GOVERN	25	20	GOVERN	20	15	GOVERN	20	15	GOVERN	15	15	15
Rusk and Palestine	25	20	GOVERN	25	25	GOVERN	25	20	GOVERN	20	15	GOVERN	20	15	GOVERN	18	15	15

165 (a). Through corporate limits of cities and towns named below, engines must not exceed speed indicated.

Station	M P H	Station	M P H
Houston	18	Diboll	15
Dayton	20	(Between 7:00 a. m. and 7:00 p. m. between second crossing east and second crossing west of station building)	10
Liberty	25	Lufkin	10
Beaumont	20	(Ellis Avenue)	4
(See Note)		Nacogdoches	6
Orange	15	Timpson	10
Vinton	25	Tenaha	15
Sulphur	25	Shreveport	15
Lake Charles	15	(Claiborne Ave.)	6
Livingston	18	Port Arthur	12
(Eastward)	10	Athens	18
(Westward)	10	Pasadena	20
Corrigan	15	(Note: Through corporate limits of Beaumont speed restriction of 20 miles per hour applies only over Fourth and Eleventh Streets, between Tower 32 and Tower 74.)	20
(Eastward trains between second crossing east and second crossing west of station building)	15		

165. (b). The speed indicated must not be exceeded at any point, by engines listed below, in any service, or when handled in tow:

30 miles per hour  
307 to 386  
481  
867 to 894

35 miles per hour  
803, 804, 807, 810, 811, 813, 819, 820, 826, 829, 831, 832, 838, 845, 848, 895, 896.

40 miles per hour  
800, 801, 802, 805, 806, 808, 809, 812, 814, 815, 816, 817, 818, 821, 822, 823, 824, 825, 827, 828, 830, 833, 834, 835, 836, 837, 839, 840, 841, 842, 843, 844, 846, 847, 849, 850.

Yard engines in service, running forward or backward with or without cars, and road engines in service, running backward with or without cars, or when shoving cars ahead of engine..... 20 miles per hour.

Yard engines, not equipped with engine trucks, in tow in charge of messenger and under sufficient steam to lubricate, moving forward or backward, rods in place or removed..... 20 miles per hour.

Road engines in tow in charge of messenger, and under sufficient steam to lubricate:  
Moving forward or backward, rods in place..... Freight train speed.

Moving forward or backward, main or side rods, or both, removed..... 20 miles per hour.

Road engines running forward, light, unless otherwise directed..... Freight train speed.

166. Maximum speed for trains is 45 miles per hour over railroad crossings at grade; 25 miles per hour over drawbridges; 15 miles per hour through crossings, junctions and other diverging switches, except as follows:  
Eastward passenger trains 25 miles per hour through turnout at end of double track, Tower 87;  
Trains 35 miles per hour over K. C. S. crossing, MP 277, east of Beaumont, and over O. & N. W. crossing, MP 259.1, west of Francis;  
Freight trains 30 miles per hour over K. C. S. crossing, West Lake, K. C. S. crossing, Lake Charles, and Mo. P. crossing, Lake Charles Yard;  
Trains 30 miles per hour over W. B. T. & S. crossing, West Livingston; Sou. Pine Lbr. Co. crossing east of Diboll; A. & N. R. crossing, Prosser, and T. & P. crossing, MP 225.8 east of LaRosen;  
Trains 15 miles per hour over G. C. & S. F. crossing, Tenaha, and T. & P. crossing, Keithville.  
Trains 20 miles per hour between distant signals and through interlocking limits, I-G. N. crossing, east of Palestine.

167. Speed specified must not be exceeded at points named below:  
**Houston Terminals**—  
15 miles per hour over diamond-shaped crossing at Tower 26, which is the crossing of the westward main track toward Houston Passenger Station and the eastward main track from Harry Street yard.  
10 miles per hour through east leg of wye, Shreveport Line Transfer, Tower 26.  
**Galveston Subdivision**—  
10 miles per hour between Bay Shore Junction and La Porte on old Bay Shore Line.  
**Beaumont Subdivision**—  
25 miles per hour over Bridge 343.54, San Jacinto River, between Sheldon and Crosby.  
5 miles per hour over Alley tracks and other tracks with sharp curvature at Orange.

**Lufkin Subdivision**—  
A-1 class engines 45 miles per hour at any point between MP 3 and Urbana. T-28, C-8, C-9, P-5 P-6, P-9, MK-5 and F-1 class engines must not exceed 15 miles per hour over steel span, Bridge 60.97, Trinity River, east of Urbana. Engines of these classes are prohibited from doubleheading or being operated coupled over this structure, and when handled in trains must be separated by not less than two cars; when doubleheaded train must be stopped and the lead engine cut off and moved separately over the steel span.  
**Shreveport Subdivision**—  
15 miles per hour on Garrison brick-yard tracks.  
**Jacksonville Subdivision**—  
MK-5 class or heavier engines 15 miles per hour over steel span, Bridge 311-A, west of Elam.  
**Palestine Subdivision**—  
10 miles per hour over Bridges 4.82, 12.00 and 15.89.  
**Baytown Subdivision**—  
Speed of M-6 class or heavier engines restricted to 10 miles per hour over Bridge 23-H, Goose Creek.

168. Speed shown under "Manifest Freight Trains", Item 165, may be observed when not handling:  
Loaded tank cars, except tank cars of 10,000 gallons capacity or less when not containing gasoline, naphtha, or other highly inflammable commodities;  
Any open-top car loaded with transformers, rail, poles or piling, twin or other multiple loads;  
Any other open-top cars where lading projects above ends or sides of car, unless car foreman or lead inspector, after careful inspection, certifies load in good condition for fast speed;  
Machines on own wheels such as cranes, derricks, ditching machines, or any other car restricted by rule or special instructions;  
Cars with arch bar type trucks.

169. Engines not equipped with trailer trucks, when used in passenger service must not exceed 55 miles per hour.

170. Wooden frame type system tank cars, 10,500-gallon capacity or less, may be handled only in the rear of trains, except that water cars used for supplying section quarters may be handled in the head end of local trains, and speed of trains handling such cars, is restricted to 20 miles per hour.

171. Mixed trains Nos. 155 and 156 may operate at maximum speed of thirty-five (35) miles per hour between Beaumont and Briggs when not handling any of the restricted equipment or cars as referred to in Items 165 and 168.

172. LOCATIONS WHERE SLOW BOARD RESTRICTIONS APPLY TO MORE THAN ONE CURVE, STRUCTURE OR EXTENDED SECTIONS OF TRACK

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Slow Board M.P.	Beginning of Restriction M.P.	End of Restriction M.P.	Location of Slow Board M.P.	Beginning of Restriction M.P.	End of Restriction M.P.
93.25	92.50	91.00	90.15	91.00	92.50
159.15	158.40	157.75	157.00	157.75	158.40
208.50	207.75	207.55	206.80	207.55	207.75
210.50	209.75	208.90	208.15	208.90	209.75
215.95	215.20	214.55	213.80	214.55	215.20
221.00	220.25	219.85	219.10	219.85	220.25
223.10	222.35	222.05	221.30	222.05	222.35
235.35	234.60	233.65	232.90	233.65	234.60
253.50	252.75	251.85	251.10	251.85	252.75
254.75	254.00	253.50	252.75	253.50	254.00
312.25	311.50	310.85	310.10	310.85	311.50
314.50	313.75	312.65	311.90	312.65	313.75

**SPEED TABLE**  
This table is for information in determining speed per mile and in no way affects rules or special instructions 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	0	30	2	0	49	1	13
8	7	30	31	1	56	50	1	12
10	6	0	32	1	52	51	1	10
12	5	0	33	1	49	52	1	9
15	4	0	34	1	45	53	1	7
16	3	45	35	1	42	54	1	6
17	3	31	36	1	40	55	1	5
18	3	20	37	1	37	56	1	4
19	3	9	38	1	34	57	1	3
20	3	0	39	1	33	58	1	2
21	2	51	40	1	30	59	1	1
22	2	43	41	1	27	60	1	0
23	2	36	42	1	25	65	0	55
24	2	30	43	1	23	70	0	51
25	2	24	44	1	21	75	0	48
26	2	18	45	1	20	80	0	45
27	2	13	46	1	18	85	0	42
28	2	8	47	1	16	90	0	40
29	2	4	48	1	15	95	0	38
						100	0	36

**RATING OF ENGINES IN FREIGHT SERVICE**

CLASS	ENGINE NUMBERS	Houston and Lake Charles Yard Beaumont and Port Arthur	Beaumont To Hyatt	Hyatt To Seagoville	Seagoville To Dallas	Dallas To Seagoville	Seagoville To Doucette	Doucette To Loups	Loups 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
M-4	410 to 459...	4850	4310	1840	3680	3050	1750	2390	4770	3500	1670	1220	1490	1525	2605	3960	4850
M-9-11	550 to 565...	6000	5020	2130	4280	3540	2030	2770	5900	4025	1920	1390	1710	1745	3010	4580	6000
M-10	500 to 514...	6000	5020	2130	4280	3540	2030	2770	5900	4025	1920	1390	1710	1745	3010	4580	6000
P-5	600 to 609...	5050	4490	1900	3810	3170	1820	2480	4960	3250	1550	1120	1370	1400	2430	3700	5050
T-28	388 to 399...	6000	5020	2130	4280	3540	2030	2770	5900	4025	1920	1390	1710	1745	3010	4580	6000
C-8-9	800 to 850...	7500	7500	3250	6500	5500	3200	4300	7500	6000	3100	2300	2850	2850	5150	6700	7500
MK-5	738 to 794...	9000	9000	3850	7300	6200	3800	5000	9000	6750	3500	2700	3300	3300	5800	7500	9000
F-1	953 to 999...									8750	4600	3400	4200	4200	7500	9600	

NOTE—These ratings represent maximum loading of engines behind tenders expressed in units of 1,000 lbs. (m's).

## SPECIAL INSTRUCTIONS

## POSITIVE BLOCKS

Positive block signals have semaphore arms painted the same as interlocking signals, and their indications are the same as those displayed by interlocking signals.

Trains and engines will operate within positive block limits in accordance with positive block signal indications, which supersede the superiority of trains, but second-class and inferior trains and engines will not occupy a positive block, or overlap in connection therewith, when it is known a first-class train will thereby be delayed.

To enter a positive block when signal indicates STOP, the movement must be made in accordance with the provisions of Paragraph (d) or Paragraph (e), Rule 509, but before applying Paragraph (e), trainmen and engineers must assure themselves, either by means of vision or telephonic communication, that the block is not occupied by an opposing train.

Through interlocking plants, located within positive block limits, interlocking rules apply; and automatic block signals located within positive block limits will be respected in accordance with automatic block system rules.

## BETWEEN NACOGDOCHES AND BONITA JUNCTION

Signal 1384 near water tank, east end of Nacogdoches yard, governs movements from that point to Bonita Junction.

Signal 1415 on Shreveport Subdivision, and Signal 1546 on Rockland Subdivision at Bonita Junction, govern movements Bonita Junction to Nacogdoches.

## BETWEEN TOWER 86 AND HARRISBURG

Signal 45 on signal bridge west of Tower 86 governs movements from that point to Harrisburg.

Signal 70 at Harrisburg governs movements from that point to signal bridge west of Tower 86.

Yard engines may operate between Tower 86 and Harrisburg in accordance with rules governing yard movements and in accordance with positive block signal indications, but must not occupy main track when it is known a first-class train will thereby be delayed.

## REMOTE SWITCH CONTROL

Interlocking signals and interlocking rules govern movements over electrically-operated switches.

When the signal is not cleared or the switch is not set for the route required, trainmen or engineers will communicate with the signal operator by telephone, located in booth or on instrument case.

Instructions for operating electrically-operated switches by hand, when so authorized by the signal operator, are located in telephone box.

Before moving over an electrically-operated switch with the signal indicating STOP, it must be known the switch is properly set, and a speed of 12 miles per hour must not be exceeded until the entire train has passed over the switch.

## BONITA JUNCTION

The switch connecting the Rockland Subdivision with the Shreveport Subdivision at Bonita Junction is electrically-operated from the train-order office at Nacogdoches; the top arm of the two-arm signal governs movement toward Shreveport; the lower arm toward Jacksonville.

## DAYTON

The switch at east end of siding at Dayton is electrically-operated from the train-order office.

Circuit controller is provided for use in operating the switch by hand with standard switch stand, equipped with targets displaying the usual aspect for position of switch. This apparatus is to be used by trainmen or engineers when train-order office is closed.

Trains using the switch shall stop before reaching the home signal governing the route, to operate the switch. When switch lever is operated, position of the home signal should change to indicate STOP, after which the position of switch will electrically be changed to correspond with the changed position of switch target and signal governing the route should then change to PROCEED indication. If the switch fail to operate to position desired, it must be manually operated in accordance with instructions posted on inside of telephone box door.

Trains shall not operate over this switch against a STOP indication of home signal unless points of switch are spiked. If switch is found inoperative or does not properly operate when position of switch lever is changed, a member of crew shall immediately notify the operator during train-order office hours, or the dispatcher when train-order office is closed.

## CABIN INTERLOCKING PLANTS

West Lake, K. C. S. Crossing, normally set for T. & N. O.  
Lake Charles Yard, Mo. P. Crossing, normally set for T. & N. O.  
Between Guffey and Chaison, K. C. S. Crossing, normally set for K. C. S.  
Port Arthur, K. C. S. Crossing, normally set for K. C. S.  
Tenaha, G. C. & S. F. Crossing, normally set for T. & N. O.

Instructions for operating Cabin Interlocking Plants by member of crew, are conveniently located at each plant. As soon as movement on either route is completed through the plant, route and signals must be left in normal position.

## MECHANICAL INTERLOCKING PLANTS

West Livingston, W. B. T. & S. Crossing, normally set for T. & N. O.  
Sou. Pine Lbr. Co. Crossing, M. P. 107.4 East of Diboll, normally set for T. & N. O.  
Prosser, A. & N. R. Crossing, normally set for T. & N. O.

When signals are not clear trains will be governed by Paragraph (c), Rule 663.

## AUTOMATIC INTERLOCKING PLANTS

O. & N. W. Crossing, MP 259.1, west of Francis  
K. C. S. Crossing, MP 277.0, east of Beaumont  
I.-G. N. Crossing, MP 5.6, east of Harrisburg  
T. & P. Crossing, MP 219.2, Keithville  
T. & P. Crossing, MP 226.5, east of LaRosen  
I.-G. N. Crossing, MP 30.4, east of Palestine

Normal position of governing signals is STOP.

Signals governing route through plant should clear when train enters approach circuit if intersecting route is not occupied. When train enters approach circuit and signals do not clear, send member of crew to crossing to ascertain conditions. If a train on intersecting route is observed standing on approach circuit or moving away from interlocking plant, member of crew will unlock box marked "T. & N. O. RELEASE", turn knob on the release to the right as far as it will go, then permit it to run down, after which signal should assume PROCEED position.

If a train on intersecting route is observed approaching crossing, release must not be operated until such train has passed the crossing or has stopped.

If member of crew at crossing cannot see a train on intersecting route and home signal fails to assume PROCEED position, he should immediately operate release as described above and, if home signal then fails to clear, train must be governed by Paragraph (c), Rule 663.

## INTERLOCKING WHISTLE CODES

## TOWER 108, M-K-T CROSSING BETWEEN HOUSTON AND SEMMES JCT.

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 \_\_\_\_\_  
Eastward main track westward, from any point o \_\_\_\_\_ o o \_\_\_\_\_  
Westward main track eastward from any point \_\_\_\_\_ 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 \_\_\_\_\_ o \_\_\_\_\_  
To Shreveport main track o \_\_\_\_\_ o o \_\_\_\_\_  
To Galveston main track o \_\_\_\_\_

## TOWER 26, I-G-N, H. B. &amp; T. and T. &amp; N. O. CROSSINGS BETWEEN SEMMES JUNCTION, ENGLEWOOD, and NORTH YARD

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 \_\_\_\_\_  
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 \_\_\_\_\_ o o \_\_\_\_\_  
Freight house transfer, from any point \_\_\_\_\_ o \_\_\_\_\_ o \_\_\_\_\_  
Old Head, from any point o \_\_\_\_\_ o \_\_\_\_\_  
H. B. & T. interchange, from any point o o \_\_\_\_\_ o \_\_\_\_\_  
Icing Plant, from any point \_\_\_\_\_ o \_\_\_\_\_  
I.-G. N. interchange, from any point \_\_\_\_\_ o \_\_\_\_\_ o \_\_\_\_\_  
Freight main track westward, from any point o \_\_\_\_\_  
Inbound Enginehouse Lead from any point \_\_\_\_\_  
Outbound Enginehouse Lead from any point \_\_\_\_\_ o o \_\_\_\_\_  
New Lead from any point o \_\_\_\_\_

## TOWER 68, WEST END ENGLEWOOD

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 \_\_\_\_\_  
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 \_\_\_\_\_  
Polk Avenue lead, from any point \_\_\_\_\_  
Creosote No. 1, from any point o \_\_\_\_\_  
Creosote No. 2, from any point o o \_\_\_\_\_ o o \_\_\_\_\_  
South Switching lead, from any point o \_\_\_\_\_ o \_\_\_\_\_  
Middle Switching lead, from any point o \_\_\_\_\_ o o \_\_\_\_\_  
North Switching lead, from any point \_\_\_\_\_ o o \_\_\_\_\_  
Freight Main West from any point 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 \_\_\_\_\_  
For ice house track o o \_\_\_\_\_ o o \_\_\_\_\_  
New lead from any point o o o o \_\_\_\_\_

## TOWER 87, H. B. &amp; T. CROSSING, EAST END ENGLEWOOD

Main track for movement with the current of traffic, from main track \_\_\_\_\_  
Main track eastward, from any other point \_\_\_\_\_ o 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 74, B. S. L. &amp; W. CROSSING, BEAUMONT

Main track eastward or westward, from main track \_\_\_\_\_  
Main track to or from long lead \_\_\_\_\_ o o \_\_\_\_\_

## TOWER 32, G. C. &amp; S. F. and T. &amp; N. O. CROSSING, BEAUMONT

Main track eastward or westward, from main track \_\_\_\_\_  
To new main track, from any point \_\_\_\_\_ o 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 \_\_\_\_\_ o \_\_\_\_\_  
Industry track, from any point \_\_\_\_\_

## TOWER 139, H. B. &amp; 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 other point \_\_\_\_\_ o o \_\_\_\_\_  
Bayou City Press spur, from any point o \_\_\_\_\_

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

Main track for movement with the current of traffic from any point \_\_\_\_\_  
Eastward main track eastward from any point \_\_\_\_\_ o o \_\_\_\_\_  
Westward main track eastward from any point \_\_\_\_\_ o \_\_\_\_\_  
Bethlehem Supply Co. Spur from any point \_\_\_\_\_ o o \_\_\_\_\_

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

To Houston Division main track, from any point \_\_\_\_\_  
To Glidden Subdivision main track, from any point o \_\_\_\_\_  
To saw mill, from any point \_\_\_\_\_ o o \_\_\_\_\_  
To Cut Off between Harrisburg and Manchester o \_\_\_\_\_ o \_\_\_\_\_

## CLEAR CREEK DRAW BRIDGE

Main track eastward or westward, \_\_\_\_\_

## DICKINSON BAYOU DRAW BRIDGE

Main track eastward or westward, \_\_\_\_\_

## TOWER 38, G. H. &amp; H. and G. C. &amp; S. F. CROSSINGS, ON T. &amp; N. O. "Z" TRACK, (Postoffice and 49th Sts.), GALVESTON

Old main track \_\_\_\_\_ o 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. &amp; S. F. &amp; 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 \_\_\_\_\_ **H**



## SPECIAL INSTRUCTIONS

### GALVESTON CAUSEWAY

The Lift Bridge on Galveston Causeway and the switches at Virginia Point and Island, are protected by interlocking home signals, distant signals and derails, and all switches, derails and signals on the causeway and its approaches, are operated by signal operator at the Lift Bridge. Between Virginia Point and Island trains will be governed by interlocking signals and interlocking rules.

When the light is not burning in a semaphore signal by night, trains will reduce speed sufficiently to observe position of the semaphore arm and be governed by its indications. 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.

Trains approaching the causeway at Virginia Point or Island will sound one long blast of whistle. The route given must be used. If a train is stopped by signals at Virginia Point or Island, conductor or engineer must immediately communicate with the signal operator at the Lift Bridge for instructions. Telephones for this purpose are located in boxes painted white at the home signals. Trains passing an interlocking signal indicating STOP, on authority of the signal operator as prescribed by Rule 663, will not exceed 6 miles per hour to the next signal or end of block, must carefully check the route and watch for trains on conflicting routes, open derails or other obstruction.

If a train receives a PROCEED indication at Virginia Point or Island, and cannot immediately accept the route, conductor or engineer must promptly notify the signal operator by telephone. Conductors must notify signal operator and secure permission before entering the block when their trains have work to perform, or may be detained on the causeway.

Passenger trains must not exceed one mile in two and one-half minutes, and freight trains one mile in five minutes between Virginia Point and Island.

Trains moving through any crossover between Virginia Point and Island must not exceed eight miles per hour.

Speed of all trains is restricted to 10 miles per hour through puzzle switch at Island end of causeway.

A trainman must ride on the rear of each train while crossing the causeway.

#### 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 WITH CAUTION—Arm 45 degrees upward, or yellow light.
- PROCEED—Arm vertical, or green light.

#### WHISTLE SIGNALS

- From Causeway to G. C. & S. F. main track.
- From Causeway to T. & N. O. main track.
- o From Causeway to G. H. & H. main track.
- o For siding. Trains which are to take siding at Virginia Point or Island, or detour to another line at Virginia Point or Island, will, when passing the Lift Bridge, sound whistle calling for the route desired

### COMPANY SURGEONS

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
Houston	Dr. Judson L. Taylor	Chief Surgeon	Diboll	Dr. J. R. Dale, Jr.	Local Surgeon	Lufkin	Dr. J. H. Wade	Examining Surgeon
Houston	Dr. J. E. Gandy	Asst. Chief Surgeon	Eustace	Dr. L. L. Cockrell	Local Surgeon	Lufkin	Dr. O. M. Dillon	Oculist
Houston	Dr. J. L. Patteson	Local Surgeon	Frankton	Dr. G. H. Moss	Local Surgeon	Mabank	Dr. A. Y. Jennings	Local Surgeon
Houston	Dr. H. C. Feagin	Local Surgeon	Galveston	Dr. W. C. Fisher, Jr.	Division Surgeon	Nacogdoches	Dr. C. F. Neuville	Local Oculist
Houston	Dr. L. P. Kirkpatrick	Local Surgeon	Galveston	Dr. A. O. Singleton	Division Surgeon	Nacogdoches	Dr. C. T. Smith	Local Surgeon
Houston	Dr. W. J. Snow	Local Aurist	Galveston	Dr. Edward R. Thompson	Local Surgeon	Orange	Dr. G. F. Middlebrook	Local Surgeon
Houston	Dr. E. M. Arnold	Local Oculist	Garrison	Dr. J. L. Fuller	Local Surgeon	Orange	Dr. F. W. Lawson	Examining Surgeon
Houston	Dr. Ray Collins	Local Surgeon	Goose Creek	Dr. G. A. Lillie	Examining Surgeon	Orange	Dr. T. O. Woolley	Local Oculist and Aurist
Houston	Dr. George E. Rohrer	Local Surgeon	Goose Creek	Dr. L. A. Hankins	Local Surgeon	Palestine	Dr. A. D. Wages	Local Oculist
Houston	Dr. Edwin A. Moers	Local Surgeon	Humble	Dr. H. E. McKay, Jr.	Local Surgeon	Palestine	Dr. R. H. Hunter	Local Surgeon
Houston	Dr. E. K. Chunn	Local Surgeon	Humble	Dr. M. E. Canon	Local Surgeon	Port Arthur	Dr. A. R. Autrey	Examining Surgeon
Houston	Dr. Allan Collette	Local Surgeon	Jacksonville	Dr. R. T. Travis	Local Surgeon	Port Arthur	Dr. E. W. Vaughn	Local Oculist and Aurist
Houston	Dr. Donald M. Gready	Local Surgeon	Jacksonville	Dr. J. M. Travis	Local Surgeon	Port Arthur	Dr. M. A. King	Local Surgeon
Houston	Dr. W. K. Green	Local Surgeon	Jacksonville	Dr. J. B. McDougale	Local Oculist and Aurist	Port Arthur	Dr. T. H. Cobble	Local Surgeon
Athens	Dr. J. K. Webster	Local Surgeon	Jacksonville	Dr. J. N. Bone	Examining Surgeon	Seagrville	Dr. A. E. Watkins	Local Surgeon
Beaumont	Dr. H. B. Barr	Division Surgeon	Jacksonville	Dr. W. A. Ramsey	Local Surgeon	Shreveport	Dr. H. J. Quinn	Examining Surgeon
Beaumont	Dr. E. H. Lindsey	Division Surgeon	Jacksonville	Dr. R. J. Rowe	Local Surgeon	Shreveport	Dr. W. L. Atkins	Oculist and Aurist
Beaumont	Dr. O. S. Hodges	Division Oculist	Jacksonville	Dr. Guy G. Shaw	Local Surgeon	Sulphur	Dr. A. H. La Fargue	Local Surgeon
Beaumont	Dr. C. H. Hendry	Local Oculist	Jacksonville	Dr. H. A. Taylor	Local Surgeon	Sulphur	Dr. R. B. Marshall	Local Surgeon
Beaumont	Dr. E. D. Mills	Local Surgeon	Kountze	Dr. W. W. Anderson	Local Surgeon	Tennaha	Dr. W. E. Deberry	Local Surgeon
China	Dr. N. E. Laidacker	Local Surgeon	Liberty	Dr. E. J. Tucker	Local Surgeon	Texas City	Dr. B. P. Fleming	Local Surgeon
Cleveland	Dr. Walter Leggett	Local Surgeon	La Porte	Dr. D. R. Aves	Local Surgeon	Vinton	Dr. Wm. F. Brooks	Local Surgeon
Colmesnell	Dr. J. S. Mann	Local Surgeon	Livingston	Dr. W. W. Flowers	Local Surgeon	Warren	Dr. D. A. Berwick	Local Surgeon
Crosby	Dr. A. B. C. Pope	Local Surgeon	Logansport	Dr. V. L. Sandifer	Local Surgeon	Woodville	Dr. J. F. Shivers	Local Surgeon
Dayton	Dr. J. T. Tadlock	Local Surgeon	Lufkin	Dr. L. H. Denman	Local Surgeon	Zavalla	Dr. J. H. Alexander	Local Surgeon

#### General Hospital—

Southern Pacific Hospital, Thomas Street, between James and Paschal, Houston.

#### Emergency Hospital—

T. E. Schumpert Memorial Hospital, Shreveport; Hotel Dieu, Beaumont; Nan Travis Memorial Hospital, Jacksonville; St. Mary's Infirmary, 727 Market Street, Galveston.

### STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Cement Spur	Galveston	10.2	5-E
Deer Park	"	17.0	22-E
Kemah	"	32.3	10-E
Bender	Lufkin	13.3	42
Porter	"	24.4	22
Keefe	"	30.8	11-W
Splendora	"	34.5	16
Excelsior	"	46.1	8-W
Normanvale	"	50.5	15
Marston	"	75.2	21
Bering	"	84.9	12-W
Wakefield	"	99.8	10-W
Renova	"	103.1	14-W
Gibson	Shreveport	175.9	10-W
Kotter	"	204.6	7
Viterbo	Sabine	20.7	6-W
Hebert	"	23.0	18-W
Rosedale	Rockland	34.9	19
Gilburg	"	36.0	3-E
Mt. Evergreen	"	36.5	14
Ariola	"	43.3	14-E
Olive	"	57.6	10-E
Hester	"	62.3	10
Milton	"	80.0	17-E
Griffin	"	90.1	8
Martin	"	106.2	14-W
Manton	"	134.3	11-W
Platt	"	137.1	7-E
Lacyville	"	143.6	7-W
Caro	"	163.2	15
Reese	Jacksonville	210.3	11
Bois D'Arc	"	295.3	17
Beans Creek	Palestine	4.7	6
Java	"	11.0	8
Mewshaw	"	13.6	6
Herring	"	16.5	6
Jarvis	"	19.5	3
Kossuth	"	22.8	2-E
Deanwright	"	25.5	6-E

Note—Chaison is a Station on spur track 3.3 miles from Guffey on Sabine Subdivision.

#### 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, 1205 Hardy Street	Houston
C. Edward Zemp, 413 Pearl St.	Beaumont
Jacksonville Drug Company	Jacksonville
C. E. Walker, 104 Murphy St.	Dallas
A. C. Kennedy	Lufkin
Youngblood Jewelry Co., 605 Milam St.	Shreveport
G. R. Herring	Goose Creek
H. J. Ganter & Sons	Galveston

**J. J. Moore,**  
Superintendent, Houston

**T. H. Meeks,**  
Assistant Superintendent, Houston

**R. A. Newsome,**  
Trainmaster, Houston

**C. T. McKittrick,**  
Trainmaster, Houston

**M. E. Taylor,**  
Traveling Engineer, Houston

**C. F. Moser,**  
Traveling Engineer, Houston

**J. L. South,**  
Terminal Trainmaster, Beaumont

**T. G. Gready,**  
Chief Train Dispatcher, Houston

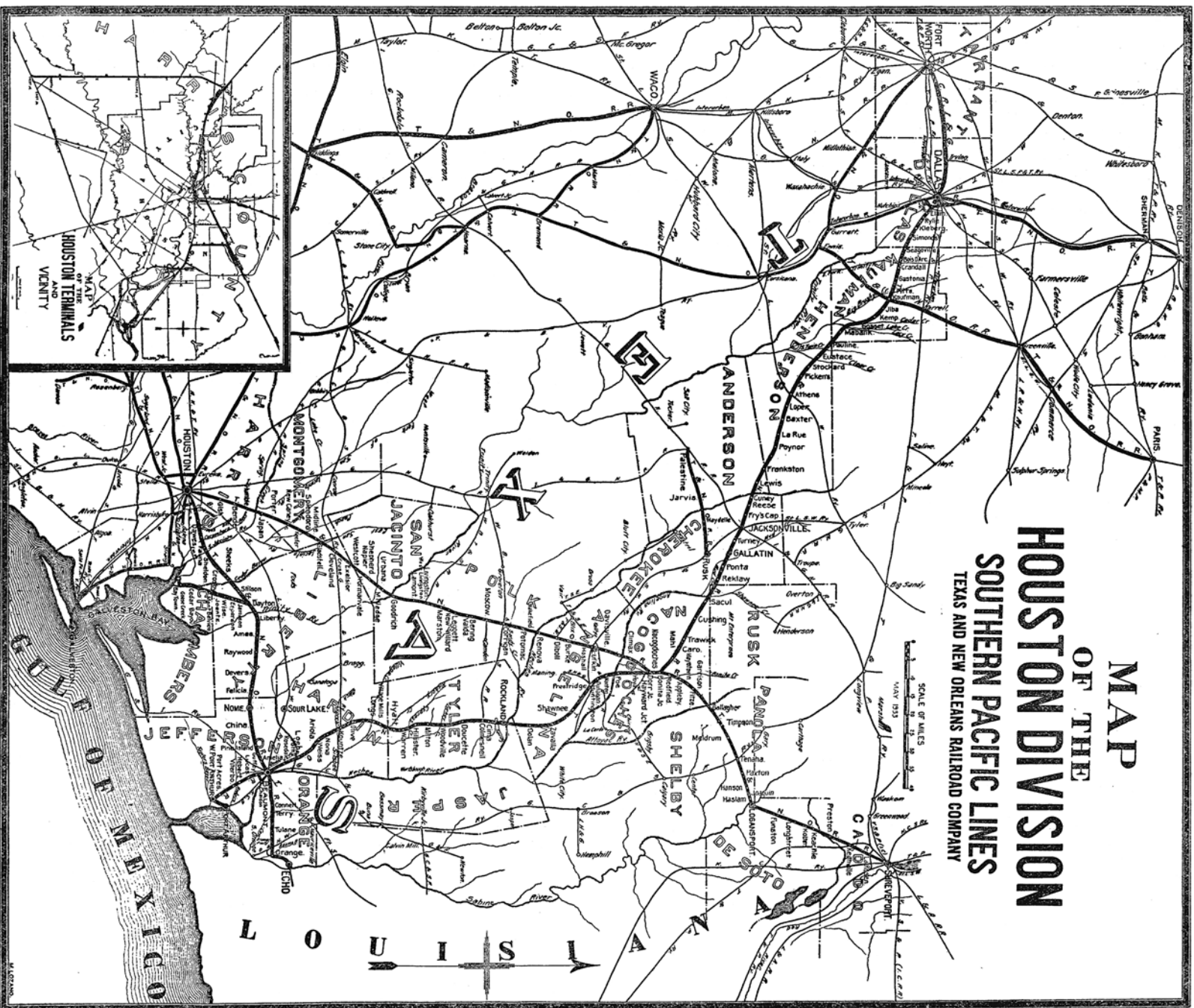
**S. A. Gauthreaux,**  
Chief Train Dispatcher, Houston

**C. C. Bourgeois**  
Chief Train Dispatcher, Houston

Traveling Engineer will exercise duties of Trainmaster when on line.



# MAP OF THE HOUSTON DIVISION SOUTHERN PACIFIC LINES TEXAS AND NEW ORLEANS RAILROAD COMPANY



MAP  
OF THE  
HOUSTON DIVISION  
SOUTHERN PACIFIC LINES  
TEXAS AND NEW ORLEANS RAILROAD COMPANY