

## DIVISION OFFICERS

A. F. JUDD.....Superintendent.....Kingsville, Texas  
R. H. DOLLAR.....Ass't Supt.....De Quincy, La.  
J. W. MARSHALL.....Trainmaster.....De Quincy, La.  
K. K. KENNERLY.....Road Foreman  
of Engines.....De Quincy, La.  
Division  
E. N. MALONE.....Trainmaster.....De Quincy, La.

**SAFETY FIRST**



# GULF COAST LINES

HOUSTON NORTH SHORE RAILWAY CO.

## BAYTOWN SUBDIVISION

(DE QUINCY DIVISION)

## TIME-TABLE

# No. 24

Effective 12:01 A. M.

**SUNDAY, JULY 17, 1955**

CENTRAL STANDARD TIME

Superseding Timetable No. 23, dated  
April 4, 1954

FOR THE INFORMATION AND GOVERNMENT OF  
EMPLOYES CONCERNED.

The Railroad Company reserves the right to vary therefrom  
as circumstances may require.

R. P. HART, Chief Operating Officer  
L. A. GREGORY, Asst. Chief Operating Officer.  
M. L. SMITH, General Superintendent Transportation.  
E. C. SHEFFIELD, General Manager.  
V. A. GORDON, Assistant General Manager.  
E. W. HARGRAVE, Asst. General Supt. Transportation.



## SPECIAL INSTRUCTIONS

The following rules are repeated from the Uniform Code of Operating Rules for emphasis:

**GENERAL NOTICE** (in part): SAFETY is of the FIRST importance in the discharge of duty.

**GENERAL RULES** (in part): Rule B: Employees must be conversant with and obey the rules and special instructions.

**RULE E** (in part): Employees must render every assistance in their power in carrying out the rules and instructions. Courteous co-operation between employes is required for proper functioning under the rules and instructions.

**RULE 108**: In case of doubt or uncertainty, the SAFE course MUST be taken.

**RULE 101** (Paragraph 3): When storms, fogs or other conditions obscure track or signals, from points where they are plainly seen under normal conditions, speed must be restricted to insure seeing and complying with indications of any and all signals, regardless of loss of time.

**RULE 99(c)**: Conductors must not allow other duties to interfere with the proper protection of their train, and must require their flagman to act promptly and in accordance with the Rules.

**RULE 107** (Item 3): Enginemen are jointly responsible with the conductor for the safety of the train and proper observance of the rules; and although they are under the direction of the conductor regarding the management of trains, they will not comply with any instructions which imperil the safety of the train or involve a violation of rules.

**RULE 107** (Item 6): Brakemen and firemen, after carefully reading train orders, must keep them in mind and assist in their observance, call attention of conductor or engineer immediately to any apparent failure to observe train orders, or to clear the time of superior trains, or to comply with rules and instructions.

When safety of trains and observance of rules or train orders are involved, brakemen and firemen are responsible to the extent of their ability to prevent accident or violation of rules. They will not comply with any instructions which imperil the safety of the train or involve a violation of the rules.

When the conductor or engineer fails to take action to stop the train, and an emergency requires, brakeman and firemen must take immediate action to stop the train.

**ITEM 2** (Instructions to Train Dispatchers): The train dispatcher is in position to render valuable service in bringing about 100% observance of the rules; first, by habitually conforming to the rules in the performance of his own duties; second, by requiring compliance with the rules on the part of operators, trainmen and others with whom his duties bring him in daily contact, and third, by immediately reporting any rule violation, any negligence of duty or any irregularity relating to the movement of trains and the handling and execution of train orders.

He must bear in mind that his more extended means of communication and consequent knowledge of conditions, gives him a point of view not available to any other person connected with train or yard movements and that it is his duty to impart that knowledge to any person when it will promote safety or expedite the movement of trains.

### NOTE WELL AND REMEMBER:

1. No officer or employe has the authority to violate a rule.

2. No officer or employe has the authority to tell anyone to violate a rule.

3. Rules can be eliminated, modified or changed by (a) Paster in the Book of Rules, after being properly authorized; (b) by Special Instructions Supplementary to the Uniform Code of Operating Rules (in time-table or in pamphlet form); (c) by General Order; (d) by train order, when properly authorized.

4. No employee will be censured for failure to make schedule, or make up lost time on a schedule, when to do so, a disregard for safety or rules will be involved.

5. Conductors and Enginemen must inform themselves of conditions, and during and after heavy storms, or any conditions which may restrict visibility or condition of track, must restrict speed of their train to insure ABSOLUTE SAFETY. When storm, fogs or other conditions obscure track or signals, speed of train must be restricted to insure seeing and complying with signal indications. THESE INSTRUCTIONS MUST BE OBSERVED REGARDLESS OF LOSS OF TIME.



General Manager



**ATTENTION  
TRAIN AND ENGINE CREWS**

Always keep in mind that the revenue passenger is the BUYER, and that it is your job to make every Buyer a satisfied customer. To that end, the following matters deserve your constant attention:

1. If an error or misstatement has been made somewhere along the route, put forth every effort to correct it. Nothing should be considered too trivial.

2. Ever be alert to the safety and comfort of your passengers, and freely give information and advice when requested. The aged, infirm and the young passenger traveling unaccompanied require special attention. Be helpful to them in every way possible, particularly in assisting them on and off trains, and occasionally inquire as to their comfort.

3. Protect both coach and sleeper passengers against undue noise or disturbance, particularly at night. Remember they pay to sleep.

4. The avoidance of arguments or friction with passengers is a test of your diplomacy. A calm and pleasant manner, regardless of the circumstances, is the best assurance of your success.

5. Keep posted on connecting line train service, arbitrary holds they have in effect for our trains, and advise passengers so as to avoid, as far as possible, any uneasiness on their part about missing connections, and when same is unavoidable, tell them what time the next connection is due to depart.

6. Cheerfully offer explanation of unusual delays and pass such information to other members of your crew—Brakeman, Porter, Pullman and Dining Car employees—so they too may advise passengers. Generally speaking, passengers will gladly accept a condition which they understand, but on the contrary are irritated when kept in ignorance.

7. Neatness of appearance and courtesy bespeak pride in your job, and create good-will for the Railroad.

8. Being considerate of others is the key to popularity. This applies to the institution and individual alike. Many of your passengers may be riding a train for their

first time. This is especially true of the younger generation. Kind and attentive treatment to make them feel at home creates additional passenger traffic.

9. Remember that people traveling on passes have a right to that privilege, and are entitled to the same courteous treatment as other passengers. A satisfied "free-transportation" passenger is always a booster.

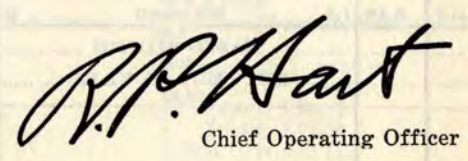
10. On crowded trains, Missouri Pacific Lines employes riding on passes should, and will if properly approached, cheerfully cooperate in seeing that revenue passengers are given every possible consideration.

11. Train Porter should keep coaches clean and in tidy condition at all times. Toilets particularly are the source of adverse comment. Inspect them frequently.

12. AVOID ROUGH HANDLING OF YOUR TRAIN. Missouri Pacific Lines enginemen have an enviable reputation for smooth starting, running and stopping of their trains. Never lose sight of this feature, as passengers are more disposed to avoid the route that does not give them a smooth ride, than they are to exert the effort involved in registering complaints about it.

13. Of equal importance is SMOOTH HANDLING OF FREIGHT TRAINS. Rough handling results in damaged lading and delays due to damaged equipment, which creates dissatisfied customers.

14. On-time delivery of passengers and freight at destination is what the customers pay for and expect. Your best efforts, always within the zone of safety, should be extended to keep your trains on time.

  
Chief Operating Officer



## BAYTOWN TO MK YARD

Station Numbers	Distance from Baytown	TIMETABLE NO. 24 JULY 17, 1955	TRAINS WESTWARD						
			FIRST CLASS						SECOND CLASS
			7 Passenger	17 Passenger	19 Passenger	31 Passenger	35 Passenger	37 Passenger	661 Local Freight
STATIONS			Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily
H 33	0.00	LS BAYTOWN	5 15 AM	5 30 AM	7 05 <sup>20</sup> AM	2 55 PM	4 00 PM	4 10 PM	9 15 PM
		H. O. CO. RAILROAD CROSS							
	2.74	HO CROSSING	s 5 25	s 5 40	s 7 15	s 3 05	s 4 10	s 4 20	9 30
H 29	4.31	NORTH BAYTOWN	f 5 28	f 5 43	f 7 19	f 3 08	f 4 13	f 4 23	
H 28	4.88	P DURHAM YARD	Y f 5 30	f 5 45	f 7 21	f 3 10	f 4 14	f 4 24	9 40
H 27	6.83	P COADY	f 5 34	f 5 49	f 7 24	f 3 14	f 4 20	f 4 30	
H 25	8.04	P McNAIR	f 5 37	f 5 55	f 7 27	f 3 18	f 4 23	f 4 33	
H 22	10.88	LS HIGHLANDS	Y s 5 42	6 00 AM	s 7 32	3 25 PM	s 4 30	s 4 40	10 10
H 18	15.61	P RIDLON	f 5 52		f 7 42		f 4 40	f 4 50	
	18.09	OAKLEY	f 5 57		f 7 47		f 4 45	f 4 56	
H 14	19.57	P GREENS BAYOU	6 00 AM		7 50 AM		4 50 PM	f 5 00 <sup>40</sup>	10 40
H 9	24.88	LS MK YARD	Y					5 15 PM	11 10 PM
		BASIN SIDING							11 20
	29.88	SETTEGAST YARD							11 40 PM
			Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily

## MK YARD TO BAYTOWN

Siding Capacity in Cars	Distance from Houston	TIMETABLE NO. 24 JULY 17, 1955	TRAINS EASTWARD						
			FIRST CLASS						SECOND CLASS
			8 Passenger	20 Passenger	22 Passenger	36 Passenger	40 Passenger	42 Passenger	660 Local Freight
STATIONS			Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily
Yard	33.36	LS BAYTOWN	6 55 AM	7 05 <sup>19</sup> AM	8 40 AM	3 55 PM	5 45 PM	6 20 PM	3 30 AM
		H. O. CO. RAILROAD CROSS							
	30.62	HO CROSSING	s 6 46	s 6 56	s 8 31	s 3 46	s 5 36	s 6 08	3 15
	29.05	NORTH BAYTOWN	f 6 43	f 6 53	f 8 28	f 3 43	f 5 33	f 6 05	
Yard	28.48	P DURHAM YARD	Y f 6 42	f 6 52	f 8 26	f 3 41	f 5 31	f 6 03	3 05
50	26.53	P COADY	f 6 38	f 6 48	f 8 22	f 3 37	f 5 27	f 5 59	
	25.32	P McNAIR	f 6 34	f 6 44	f 8 18	f 3 34	f 5 24	f 5 55	
50	22.48	LS HIGHLANDS	Y s 6 30	6 40 AM	s 8 13	3 30 PM	s 5 20	s 5 50	2 25
	17.75	P RIDLON	f 6 20		f 8 03		f 5 10	f 5 40	
	15.29	OAKLEY	f 6 13		f 7 58		f 5 03	f 5 33	
50	13.79	P GREENS BAYOU	6 10 AM		7 55 AM		5 00 <sup>37</sup> PM	f 5 30	1 50
Yard	8.48	LS MK YARD	Y					5 20 PM	1 30 AM
		BASIN SIDING							12 10 AM
		SETTEGAST YARD							11 55 PM
			Daily	Daily Except Sunday	Daily	Daily	Daily Except Sunday	Daily	Daily



All westward trains are superior to trains of the same class in the opposite direction, EXCEPT:

- No. 8 is superior to No. 19.
No. 20 is superior to No. 19.
No. 36 is superior to No. 35 and No. 37.

SPECIAL INSTRUCTIONS

ALL TRAINS AND ENGINES EXCEPT FIRST CLASS TRAINS move between Baytown and Durham Yard at RESTRICTED SPEED without time table or train order authority.

Time applies Durham Yard, west wye switch.
First class trains move between passenger shed, Baytown, and West Round House lead switch, Baytown, at restricted speed expecting main track to be occupied.

All sections except the last will display two green lights only by day and by night in the places provided for that purpose on the front of the engine.

Extra trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

(See Rules 20, 20(a), 20(b), 20(c), 23 and 24.)

Between Basin Siding and Settegast Yard all trains will be governed by Time-Table, Rules and Special Instructions of the Houston Belt & Terminal Railway Company.

Time shown at Basin Siding and Settegast Yard is for information only.

Add the following to Rule 285:

When advance view permits, start reducing speed before reaching approach signal and when such view is sufficient, to 30 MPH before reaching it.

REGISTER STATIONS

Highlands and Greens Bayou are register stations for all Westward first class trains and first class Eastward trains originating at Highlands and Greens Bayou.

At initial stations shown below, when the train order signal indicates "Proceed" and no operator on duty, or when there is no train order signal and no operator on duty, it will not be necessary for a regular train to have a Clearance, Form C, as required by Rule 83 (a).

- Baytown. Highlands. Greens Bayou. MK Yard.

MAXIMUM SPEED

Motor Bus tangent 35 MPH. Freight trains 20 MPH.
Motor Bus curves 15 MPH.

SPEED RESTRICTIONS

All trains stop before moving over bridge 13.5 Greens Bayou and see if track is in line and safe to proceed.

Motor Busses 25 MPH over trestle and 10 MPH over steel span San Jacinto River.

Freight trains 15 MPH over trestle and 10 MPH over steel span, San Jacinto River.

Trains, Engines and Motor Busses stop before moving over crossing at Humble Co. Hospital, Baytown.

Engine horns or bells must not be sounded in the immediate vicinity of Humble Co. Hospital except to prevent an accident.

SPECIAL INSTRUCTIONS COVERING PROTECTION OF PUBLIC CROSSINGS AT GRADE SUPPLEMENTING RULE 103:

All Subdivs.:

Light engines, or engines with cars, when making reverse movement over public crossings, at grade, protected by crossing signals, if, after passing over crossing signal is cut out, before making reverse movement, crossing must be protected by member of crew on the ground on the crossing, and movement over crossing must be made only on his signal.

YARD LIMITS

Table with 4 columns: Yard Name, From MP, Pole, To MP, Pole. Rows include MK Yard, Highlands, Durham Yard, Baytown.

RAILROAD CROSSING AT GRADE.

HO Co. RR crossing MP 30.04 not gated.

STANDARD CLOCK

Baytown, Texas

WATCH INSPECTORS

R. Robson, Baytown, Texas
Houston Watch Co., Houston, Texas

GENERAL ORDER BOOKS

Baytown, Texas

Maximum permissible Coopers classification of engines and work equipment to be operated and maximum gross weight of car and lading to be handled between MK Yard and Baytown.

E-45- gross weight of car and lading 210,000 lbs.

Explanation of Cooper's Classification:

Table with 3 columns: Classification, Engine Numbers, Work Equipment. Rows include E-30, E-35, E-40, E-42, E-45.



Employes must provide themselves with a copy and be conversant with all rules and instructions applicable to their duties, including:

Maintenance and Operation of Air Brake, Air Signal and Steam Heat Equipment.

Rules and Regulations Governing the Use of Blue Signals. Safety Rule Book.

I. C. C. Regulations for the Transportation of Explosives, Inflammables and Other Dangerous Articles.

**TRAINS STOP ON SIGNAL**

In addition to stops and flags shown in time table, Interurban cars stop on signal to pick up and discharge passengers at places designated by station names or signs as "Car Stop."

**BUSINESS TRACKS**

Miller-Estes Spur.....	M. P. 10, Pole 9, Capacity 12 Cars
Sheffield Road Team Spur.....	M. P. 12, Pole 13, Capacity 3 Cars
Diamond Alkali Spur.....	M. P. 14, Pole 16
Ordnance Spur.....	M. P. 15, Capacity 12 Cars
Mantu Spur.....	M. P. 19, Pole 5, Capacity 8 Cars

**Capacity of Engines in tons in addition to weight of engine tender and caboose.**

	2 Unit Diesel Engines	Single Unit Diesels
	1500 H. P.	4112 To 4251
	<b>Tons</b>	<b>Tons</b>
Eastward MK Yard to Baytown.....	7100	4650
Westward Baytown to MK Yard.....	7100	4650

Rule 35 is changed to read:

"The following signals will be used by flagman:

- A red flag
- Day Signals—Not less than 10 torpedoes and six fuses
- Night Signals—A white light
- Not less than 10 torpedoes and six fuses.

Rule 221(d) changed to read:

"Operators must have the following signal appliances ready for immediate use:

- 1 red flag
- 1 white flag
- 1 white light
- 8 torpedoes
- 6 red fuses."

Passenger trains handling freight cars must not exceed maximum speed of freight trains, except upon authority of Superintendent.

Where maximum speed will permit engines in either freight or passenger service may be operated at the following speed:

**TRAINS HANDLING DISABLED ENGINES AND ENGINES IN TOW:** Miles Per Hour

All Diesel Engines and Motor Cars dead in tow or disabled in Charge of Crew:

With trucks and traction motors in good running condition..... Maximum Train Speed, or Maximum Engine Speed for particular engine whichever is lower (See Item 2-B)

With trucks or parts of same not in good running condition..... As Authorized By Superintendent:

Diesel engines (road or switch) for movement dead in tow must have cut-out cock in supply line to control air reservoir closed and control air reservoir drained; all switches opened; main fuses removed; reverser drums and main power contactors blocked.

With flat spot 2 3/4" or more in length for 36" diameter wheels used on E. M. D. passenger diesels.... 10

With flat spot 3" or more in length for 40" and 42" diameter wheels used on all road and switch diesels 10

No restriction for flat spots shorter than above specified lengths.

**STEAM ENGINES—MAXIMUM ENGINE SPEED AND SPEED RESTRICTIONS:**

Because of 100% Dieselization of motive power on this division, this timetable does not include maximum engine speed and restrictions for steam engines. Manner of handling steam engines, either in service or in tow, will be governed by instructions issued by Superintendent or Trainmaster at the time of handling.

Chemical Spray Cars, when side spray booms have been removed, or raised and fastened in vertical position..... Maximum Train Speed

**TRAIN ORDER, FORM X, REQUIRED WHEN HANDLING RESTRICTED EQUIPMENT**

When there is to be handled any unit of equipment mentioned in above, causing the speed of the train handling to be restricted below the maximum train speed, a Train Order, Form X, must be issued, specifying the speed restriction. Conductors must require such an order before leaving the station from which restricted equipment is handled.

**EXPLANATION OF CHARACTERS**

- CS—Continuous train order office.
- LS—Limited train order office (hours of service specified by General Order).
- P—Telephone communication only.
- TP—Telegraph or telephone office; not a train order office.
- D—Diesel oil.
- Y—Wye.
- T—Turntable.
- B—Base Radio Station.
- §—Track scales.
- \*—Mail crane.

Register stations are shown in full face type.

**EXPLANATION OF STOPS**

- s—Regular stop.
  - f—Stop on signal for passengers, mail, baggage and express.
  - a—Stop on signal to receive or discharge revenue passengers.
  - b—Stop on signal to receive revenue passengers.
  - c—Stop on signal to discharge revenue passengers.
- Passenger trains will stop at non-stop stations to discharge passengers holding tickets from connecting lines.



**WORK EQUIPMENT, DERRICKS, CRANES, ETC.**

Wrecking Cranes (self-propelled) see table below:

Maximum freight train speed	Permissible speed of trains handling self-propelled wrecking cranes
15 MPH	10 MPH
20 "	15 "
25 "	15 "
30 "	20 "
35 "	20 "
40 "	25 "
45 "	30 "
50 "	30 "

Pile Drivers ..... 25  
 Steam Shovels ..... 25  
 Bridge Derrick Cars (non-revolving) Boom connected ..... 30

Bridge derrick cars may be shipped with boom either connected or disconnected. If boom is connected, derrick car must be coupled to flat car and support provided for boom; boom must be chained or cabled to car stake irons with sufficient play to allow for not less than 3 inches nor more than 6 inches lateral movement; uncoupling levers must be disconnected between derrick car and idler car; derrick cars may be handled in train with boom ahead or trailing as requested by messenger accompanying.

Bridge Derrick Cars (non-revolving), boom disconnected may be handled at maximum speed.

Bridge derrick cars shipped with boom disconnected must have boom disconnected at inboard connection on derrick car, boom falls and swing lines must be disconnected from boom and rear end of derrick car must be faced toward front of train.

Bridge derrick-pile driver (combination machine) ..... 25

Bridge derrick-pile driver (combination machine) may be shipped either as a derrick or as a pile-driver. When shipped as a derrick, its movement shall be governed by the regulations applying to wrecking cranes. When shipped as a pile driver, its movement shall be governed by the regulations applying to pile drivers.

American Ditchers, self-propelled ..... 25

American ditchers, self-propelling, must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be supported exclusively by its cables. Bucket must be raised to clear idler car approximately eight inches and shored firmly against boom through 4 inch by 6 inch timber with all slack taken out of hoist cable. Water tank and boiler should be drained and rear of machine must be faced toward front of train.

Locomotive Cranes or Clam Shells..... 25

Locomotive cranes or clam shells must be coupled to flat car and uncoupling levers between machine and flat car must be disconnected. Boom must be disconnected from rotating portion of machine and supported entirely upon flat car. Cables need not be removed from boom, but must be left slack between machine and boom. Water tank and boiler should be drained and coal bunker should be emptied. The rear of machine must face toward front of train, except when machine is accompanied by tender for use on bridge construction work and reversal is necessary from junction point to job to place it in working position upon arrival at destination. Machines having flexible coupling in drive shaft to provide for long wheel base may be handled in train at speed of 25 miles per hour when this permissible speed is clearly stenciled upon side of cab.

American Ditchers, loaded on flat cars..... 25

Yard (clam shell) and "Burro" Cranes, loaded on flat cars ..... 25

Jordan Spreaders and Spreader-Ditchers..... 25

Jordan spreaders and spreader-ditchers must be headed in working direction. The plows, wings and braces must be secured in shipping position by the pins, bolts, chains, etc., provided for this purpose.

Scale test cars must be handled next to caboose and may be handled at maximum speed.

Rail unloaders must have boom disconnected and stored on car, and may be handled at maximum speed.

Where maximum train speed is 25 miles per hour or less, speed of trains handling Wrecking Cranes, Pile Drivers and Jordan Ditchers or Spreader-Ditchers must be restricted to five miles per hour less than such maximum train speed.

# MISSOURI PACIFIC LINES EMPLOYEES HOSPITAL ASSOCIATION

## HOSPITAL, PALESTINE, TEXAS

**DR. H. A. HAVERLAH, Chief Surgeon,**  
**Palestine, Texas.**

**DISTRICT SURGEONS:**

- Dr. F. W. Braastad.....Houston, Texas
- Dr. D. Lewis Moore.....Houston, Texas
- Dr. G. E. Dodd.....Houston, Texas

**LOCAL SURGEONS:**

- Dr. F. W. Braastad.....Houston, Texas
- Dr. D. Lewis Moore.....Houston, Texas
- Dr. G. E. Dodd.....Houston, Texas
- Dr. P. S. Russell.....Baytown, Texas
- Dr. L. A. Hankins.....Baytown, Texas

**EYE, EAR, NOSE AND THROAT**

- Dr. Louis J. Giraud.....Houston, Texas
- Dr. F. R. Guilford.....Houston, Texas
- Dr. Wm. K. Wright.....Houston, Texas
- Dr. H. I. Davis.....Baytown, Texas

The Medical and Surgical Service at Houston, Texas, is under the Supervision of Drs. F. W. Braastad, D. Lewis Moore, and G. E. Dodd as District Surgeons at East End Medical Clinic, 5424 Canal Street, Houston, Texas. Telephone WE-6629.

In emergency cases call Medical Exchange, PR-2201, for one of these Doctors.

When passengers or employees are injured, and require treatment, the nearest company surgeon will be called. When absolutely necessary outside surgeons may be called, but as far as practicable, only to give first aid. They must be so informed at the time.

If the injured person is a trespasser upon the right of way of this company, such person must be turned over to the county authorities of the county in which the injury occurs.

Hospital ambulance will meet patients who are on cots, sick or injured, at Palestine depot. Do not call or wire for ambulance where patients can be carried to hospital in car. Conductors when wiring chief surgeon or dispatcher, will state whether ambulance or car will be needed.