

# SOUTHERN PACIFIC LINES

## Texas and New Orleans Railroad Company



### HOUSTON DIVISION TIMETABLE

# 34

EFFECTIVE SUNDAY, MARCH 20, 1949  
AT 12.01 A.M.  
CENTRAL STANDARD TIME

FOR THE GOVERNMENT AND INFORMATION  
OF EMPLOYEES ONLY

---

T. M. SPENCE,  
*General Manager*

J. J. MOORE,  
*Assistant General Manager*

T. B. OLLIS,  
*Superintendent of Transportation*

H. L. BELL,  
*Superintendent*

### DIVISION OFFICERS

E. P. EVANS.....Assistant Superintendent.....Houston  
E. A. KELLEY.....Terminal Superintendent.....Houston  
C. T. McKITTRICK.....Senior Assistant Terminal  
Superintendent.....Houston  
D. R. KIRK, SR.....Assistant Terminal  
Superintendent.....Houston  
R. A. NEWSOME.....Trainmaster.....Houston  
C. E. JOHNSON.....Trainmaster.....Houston  
H. E. RICHARDSON.....Trainmaster.....Houston  
P. C. MAYES.....Trainmaster.....Houston  
E. E. BARNETT.....Traveling Engineer.....Houston  
D. R. KIRK, JR.....Assistant Trainmaster.....Houston  
J. O. MADDOX.....Assistant Trainmaster.....Houston  
C. C. BOURGEOIS.....Chief Train Dispatcher.....Houston  
G. T. McMAHON.....Chief Train Dispatcher.....Houston  
R. F. STEWART.....Chief Train Dispatcher.....Houston

Traveling Engineers will exercise duties of Trainmaster.



**INTERLOCKING WHISTLE CODES****INTERLOCKING 108, M-K-T CROSSING BETWEEN HOUSTON AND SEMMES JUNCTION**

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 \_\_\_\_\_  
 To Shreveport main track o o \_\_\_\_\_ o o  
 To Galveston main track o \_\_\_\_\_

**INTERLOCKING 26, I-G-N, H. B. & T. AND T. & 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 \_\_\_\_\_  
 Freight house transfer, from any point \_\_\_\_\_ o  
 Old Head, from any point o \_\_\_\_\_ o  
 H. B. & T. interchange, from any point o o \_\_\_\_\_  
 Icing Plant, from any point \_\_\_\_\_  
 I-G. N. interchange, from any point \_\_\_\_\_ o \_\_\_\_\_ o  
 Freight main track westward, from any point o \_\_\_\_\_  
 Inbound Enginehouse Lead, from any point \_\_\_\_\_  
 Outbound Enginehouse Lead, from any point \_\_\_\_\_ o o  
 New Lead, from any point o \_\_\_\_\_ o \_\_\_\_\_

**INTERLOCKING 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 \_\_\_\_\_  
 North Switching lead, from any point \_\_\_\_\_ o \_\_\_\_\_ o  
 Freight Main West, from any point o o \_\_\_\_\_  
 Freight Main East, from any point \_\_\_\_\_ o o  
 Old Wye, from any point o o \_\_\_\_\_  
 New Wye, from any point \_\_\_\_\_ o  
 26 lead, from any point \_\_\_\_\_ o  
 For ice house track o o \_\_\_\_\_ o o  
 New lead, from any point o o o o \_\_\_\_\_

**INTERLOCKING 87, H. B. & 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

**INTERLOCKING 74, B. S. L. & W. CROSSING, BEAUMONT**

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

**INTERLOCKING 32, G. C. & S. F. AND T. & 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 \_\_\_\_\_  
 Industry track, from any point \_\_\_\_\_

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

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

**INTERLOCKING 30, T. & N. O., G. H. & 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 \_\_\_\_\_

**INTERLOCKING 38, G. H. & H. AND G. C. & S. F. CROSSINGS, ON T. & 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  
 T. N. O. Yard, from any point \_\_\_\_\_ o o

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

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

**INTERLOCKING 131, T. & P. CROSSING, TERRELL**

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

**CABIN INTERLOCKING**

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 by member of crew, are conveniently located at each interlocking station. As soon as movement on either route is completed through the interlocking limits, route and signals must be left in normal position.

**MECHANICAL INTERLOCKING**

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**

O. & N. W. Crossing,	M P 259.1, west of Orange
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
T. P.-St. L. S. F. & T. Crossing,	Paris
H. B. & T. Crossing,	On industrial lead between Semmes Jct. and Baer Jct.
I.-G. N. Crossing,	On industrial lead between Semmes Jct. and Baer Jct.

Normal position of governing signals is STOP.

Signals governing route through interlocking limits 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 is not observed on intersecting route or standing on approach circuit or moving away from interlocking station, 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 home signal fails to assume proceed position, train must be governed by Rule 663.

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.

**PARIS (T. & P. AND ST. L. S. F. & T. CROSSINGS)**

If signal does not assume PROCEED indication after train has entered the approach circuit, and there is no train approaching on either intersecting route, unlock box marked "T&NO AND GC&SF RELEASE" located at southwest corner of interlocking, if T&P crossing is to be obstructed; or the box marked "T&NO" located at the southwest intersection with the StLSF&T, if StLSF&T crossing is to be obstructed, and push button which should cause signal to assume PROCEED indication. Should the signal fail to clear, train may proceed as prescribed by Paragraph (c), Rule 663.

**REMOTE INTERLOCKING**

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 enginemen 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.

**DAYTON**

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

**BOULEVARD JUNCTION**

Both switches of the crossover just east of Heights Boulevard are operated from Interlocking 13, Eureka.

Semi-automatic dwarf light signal, located to the north of Chaney Yard, yard lead track, west of Harvard Street, governs westward movements entering the interlocking limits from any of the Chaney Yard tracks; normal position is stop. The route must be set against conflicting movements by the signal operator at Interlocking 13, Eureka, and the west switch of the lead must be set for the lead by a member of the crew before semi-automatic dwarf light signal will indicate proceed. Trains or engines must not enter main track from lead, Chaney Yard, unless so authorized by telephone by signal operator at Interlocking 13, Eureka, when telephone communication is possible.

Location of local telephones connected with Interlocking 13, Eureka:

- Mechanism case at signal bridge.
- Mechanism case east of Harvard Street.
- Instrument House, Heights Boulevard.

**CENTRALIZED TRAFFIC CONTROL SYSTEM (C. T. C.)****Centralized Traffic Control Limits between Tower 26 and Niles (Freight Route).**

Absolute signal located at west interlocking limits, Tower 26, just west of Maury Street, governs westward movements;

Absolute signal located at fouling point on eastward track, and

Absolute signal located at fouling point on westward track at Niles, govern eastward movements.

Yard engines may enter main track from diverging tracks where switch indicators are located 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 located, permission must first be obtained from the Signal Operator at Maury Street, and movements must be made in compliance with Rule 776.

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

S. A. Yard crossover west of Hardy Street.

At Signal near old Signal Shop.

Old freight house lead.

At first signal west of North Main Street underpass.

West end shop lead.

Signal at Houston Avenue.

Niles.

Trains must not exceed 15 miles per hour between Tower 26 and Niles and must proceed with caution.

**Centralized Traffic Control Limits Between Nacogdoches and Bonita Junction**

Absolute signal located at fouling point, Bonita Junction, Rockland Subdivision, governing eastward trains, and

Absolute signal located at fouling point, Bonita Junction, Shreveport Subdivision, governing westward trains.

Absolute signal at MP-138.4, 300 feet east of east switch, Nacogdoches Yard, governing eastward trains.

The switch connecting the Rockland Subdivision with the Shreveport Subdivision at Bonita Junction is operated from train order office, Nacogdoches.

When necessary to use Junction Switch at Bonita Junction, for switching, signal operator Nacogdoches must be notified by telephone to operate switch for each movement.

At Bonita Junction, telephone is located in booth near junction switch.

**Centralized Traffic Control Limits Between Tower 86 and Tower 30, Harrisburg**

Absolute signal located on signal bridge west of Tower 86, MP-4.5.

Absolute signal located at MP-7, east of Glidden Subdivision Switch, Harrisburg.

Trains and/or engines may enter main track from diverging tracks within C. T. C. System between Tower 86 and Tower 30, Harrisburg, when switch indicators indicate "block clear," except PTR A yard engines before entering main track from either direction at Buffalo Bayou, must obtain permission from signal operator, Tower 30, Harrisburg. When signal operator releases electric switch lock, indicator in case will indicate clear. Trainmen will then turn lock crank to left which will unlock switch. When switch is set for movement from PTR A connection on to T. N. O. main track, Home Signal governing route will indicate proceed. After restoring switch to normal position, turn crank to right, close and lock door of case.

Telephones are located at Home Signals.

Signal operator at Interlocking 86, will not clear signals authorizing westward movements from Interlocking 86 until he has communicated with the signal operator at Interlocking 30, Harrisburg, and has received authority for such movements, when wire communication is possible.

Trains and or engines must proceed with caution between Tower 86 and Tower 30, Harrisburg.



# 4 EASTWARD BEAUMONT SUBDIVISION

**Timetable No. 34**  
March 20, 1949

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS		FIRST CLASS				Distance From Houston
	60 Local Freight	68 Local Freight	244 Freight	242 Freight	4 Acadian	6 Argonaut	8 Alamo	2 Sunset Limited	
	Leave Mon., Wed. and Fri.	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
Houston Yard	BKWOTP				9.45PM	8.15PM	8.40AM	7.45AM	Double Track
	I								
	I								
	I								
	BKYP	8.00AM	9.20AM	12.40AM					
Beaumont Yard	IP	8.04	9.24	12.44	9.59	8.29	8.54	7.58	Automatic Block System
	128 P	8.14	9.30	12.50	10.02	8.32	8.57	8.02	
	97 P	8.24	9.38	12.58	10.07	8.37	9.02	8.07	
	77 P	8.39	9.46	1.06	10.11	8.41	9.06	8.11	
	97 P	9.11	9.54	1.14	10.16	8.46	9.11	8.16	
	97 P	9.25	10.06	1.28	10.23	8.53	9.18	8.23	
	N 152 Yard WYP	10.00	10.20	1.42	10.31	s 9.03	f 9.28	8.31	
	s 78 P	10.25	10.32	1.54	10.39	s 9.13	s 9.40	8.38	
	97 P	10.35	10.38	2.00	10.44	9.16	9.45	8.41	
	97 P	10.48	10.48	2.10	10.49	9.21	9.50	8.46	
	96 P	11.05	10.58	2.20	10.54	9.26	f 9.55	8.51	
	73 P	11.20	11.08	2.30	10.59	9.31	10.01	8.56	
	97 WP	11.45AM	11.18	2.40	11.04	9.36	f 10.07	9.01	
	118 P	12.01PM	11.28	2.50	11.10	9.42	10.12	9.06	
	113 P	12.21	11.36	3.00	11.14	9.46	10.16	9.10	
82 P	12.35	11.50AM	3.11	11.19	9.51	10.21	9.15		
Orange Yard	98 P	12.45	12.05PM	3.16	11.21	9.53	10.23	9.17	Automatic Block System
	IP								
	BKWO TYIP	1.10PM	12.15	3.25					
	PKB	7.30AM			s 11.40	s 10.14	s 10.44	s 9.26	
	I								
D.T. Orange Cars (Yd. OB KWP)	96 P	7.43	12.25	3.38	11.45	10.19	10.49	9.31	D.T.
	110 P	7.48	12.31	3.45	11.48	10.22	10.53	9.34	
	97 P	8.00	12.40	3.53	11.52	10.27	10.57	9.38	
	124 P	8.11	12.51	4.04	11.58PM	10.33	11.03	9.44	
	I								
	97 P	8.21	1.03	4.15	12.04AM	10.39	11.09	9.49	
	P	8.22							
	P				s 12.14	s 10.50	s 11.19	f 9.51	
	8.45AM	1.20PM	4.30AM	12.35AM	11.10PM	11.35AM	10.05AM		
	Arrive Mon., Wed. and Fri.	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	

STATIONS		Distance From Houston
TO-R	D.T.	
HOUSTON	0.0	Double Track
1.0 SEMMES JCT. (Tower 108, M-K-T Cross.)	1.0	
0.6 TOWER 26 (H.B.&T. and I-G.N. Crossings)	1.6	
2.0 TOWER 68	3.6	
0.4 TO-R ENGLEWOOD	4.0	
1.4 TO TOWER 87 (H.B.&T. Crossing)	5.4	
2.9 DAWES	8.3	
4.4 FAUNA	12.7	
4.2 SHELDON	16.9	
4.2 TO CROSBY	21.1	
7.4 SHEEKS	28.5	
6.9 TO DAYTON	35.4	
6.1 LIBERTY	41.5	
3.2 AMES	44.7	
4.5 RAYWOOD	49.2	
4.7 TO DEVERS	53.9	
5.1 FELICIA	59.0	
5.1 TO NOME	64.1	
5.4 CHINA	69.5	
4.1 PINE ISLAND	73.6	
4.9 AMELIA	78.5	
2.2 BEAUMONT SIDING	80.7	
1.5 TOWER 74 (B.S.L. & W. Crossing)	82.2	
0.9 R TOWER 32 (T.&N.O. and G.C.&S.F. Cross.)	83.1	
0.6 TO-R BEAUMONT (Psg. Sta.)	83.7	
1.4 K. C. S. Crossing	85.1	
1.6 POWER	86.7	
3.1 CONNELL	89.8	
4.2 TERRY	94.0	
5.6 TULANE	99.6	
3.4 O. & N. W. Crossing	103.0	
1.5 ORANGE SIDING	104.5	
0.8 ORANGE JCT.	105.3	
0.3 TO-R ORANGE (Psg. Sta.)	105.6	
5.3 ECHO	110.9	

(1.15) 21.7      (5.10) 15.3      (4.00) 26.7      (3.50) 28.9      (2.50) 39.1      (2.55) 38.0      (2.55) 38.0      (2.20) 47.5

.....Time Over Subdivision.....  
.....Average Speed Per Hour.....

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

**EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

Double track Echo extends from east switch at Signal 2507 to west crossover located 1300 feet west of water column at Signal 2516. See Page 21 for additional flag stops. Tower 32 is Train Order Office for westward trains only.



# BEAUMONT SUBDIVISION

WESTWARD 5

Mile Post Location	Timetable No. 34 March 20, 1949		FIRST CLASS				SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations.
			3	5	7	1	243	241	59	69	
			Acadian	Argonaut	Alamo	Sunset Limited	Freight	Freight	Local Freight	Local Freight	
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tue., Thur. & Sat.	Arrive Daily Except Monday	Daily	
362.1	TO-R	HOUSTON 1.0	7.30AM	9.10AM	7.50PM	7.55PM				Continuous	
361.1		SEMME'S JCT. (Tower 108, M-K-T Cross.) 0.6								Continuous	
360.5		TOWER 26 (H.B.&T. and I-G.N. Crossings) 2.0								Continuous	
358.5		TOWER 68 0.4								Continuous	
358.1	TO-R	ENGLEWOOD 1.4					3.10PM	12.40AM	12.10PM	Continuous	
356.7		TOWER 87 (H.B.&T. Cross.) 2.9	7.14	8.54	7.30	7.40	2.58	12.26	11.55AM	Continuous	
353.8		DAWES 4.4	7.10	8.50	7.26	7.37	2.52	12.20	11.50		
349.4		FAUNA 4.2	7.05	8.45	7.21	7.32	2.43	12.10AM	11.40		
345.2		SHELDON 4.2	7.00	8.39	7.16	7.28	2.34	11.59PM	11.30		
341.0	TO	CROSBY 7.4	f 6.55	8.34	f 7.11	7.23	2.25	11.50	11.20	7.00AM to 4.00PM	
333.6		SHEEKS 6.9	6.44	8.23	7.02	7.15	2.10	11.34	10.50		
326.7	TO	DAYTON 6.1	f 6.36	8.09	f 6.53	7.08	1.55	11.21	10.20 10.00	Continuous	
320.6		LIBERTY 3.2	s 6.25	7.58	s 6.43	7.01	1.42	11.08	9.40		
317.4		AMES 4.5	6.16	7.54	6.34	6.57	1.32	10.59	9.15		
312.9		RAYWOOD 4.7	6.11	7.49	6.29	6.52	1.22	10.49	9.05		
308.2	TO	DEVERS 5.1	s 6.03	7.44	f 6.23	6.47	1.10	10.30	8.51	8.00AM to 5.00PM	
303.1		FELICIA 5.1	5.58	7.39	6.17	6.42	12.55	10.18	8.30		
298.0	TO	NOME 5.4	f 5.50	7.34	f 6.12	6.37	12.42	10.07	8.16	8.30AM 4.30PM 11.30PM 7.30AM	
292.6		CHINA 4.1	5.44	7.28	6.06	6.31	12.31	9.58	8.02		
288.5		PINE ISLAND 4.9	5.40	7.24	6.02	6.27	12.21	9.46	7.53		
283.6		AMELIA 2.2	5.35	7.19	5.57	6.22	12.11	9.35	7.43		
281.4		BEAUMONT SIDING 1.5	5.32	7.16	5.54	6.19	12.05PM	9.30	7.38		
279.9		TOWER 74 (B.S.L. & W. Crossing) 0.9								Continuous	
279.0	TO-R	TOWER 32 (T.&N.O. and G.C. & S.F. Cross.) 0.6					11.56AM	9.20	7.30AM	Continuous	
278.4	R	BEAUMONT (Psgr. Sta.) 1.4	s 5.25	s 7.09	s 5.47	s 6.12			11.15AM	Continuous	
277.0		K.C.S. Crossing 1.6								Automatic	
275.4		POWER 3.1	5.05	6.53	5.28	6.03	11.42	9.07	10.49		
272.3		CONNELL 4.2	5.02	6.50	5.25	6.00	11.35	9.01	10.30		
268.1		TERRY 5.6	4.58	6.46	5.21	5.56	11.25	8.53	10.20		
262.5		TULANE 3.4	4.52	6.40	5.15	5.50	11.03	8.42	10.05		
259.1		O.&N.W. Crossing 1.5								Automatic	
257.6		ORANGE SIDING 0.8	4.46	6.34	5.09	5.44	10.45	8.32	9.49		
256.8		ORANGE JCT. 0.3							9.45		
256.5		ORANGE (Psgr. Sta.) 5.3	s 4.44	s 6.32	s 5.07	f 5.42					
251.2	TO-R	ECHO D.T.	4.30AM	6.20AM	4.55PM	5.35PM	10.25AM	8.20PM	8.14AM	Continuous	
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tue., Thur. & Sat.	Leave Daily Except Monday	
			<b>3</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>243</b>	<b>241</b>	<b>59</b>	<b>69</b>	

.....Time Over Subdivision..... (3.00) (2.50) (2.55) (2.20) (4.45) (4.20) (3.01) (4.40)  
 .....Average Speed Per Hour..... 37.8 39.1 38.0 47.5 22.5 21.0 9.2 17.6

**Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)**  
**EXCEPT: No. 1 is Superior to All Trains Except No. 2. No. 2 is Superior to All Trains.**

Opposing second and inferior class and extra trains and engines must clear Nos. 1 and 2 not less than 5 minutes. Second and inferior class and extra trains and engines in the same direction must clear Nos. 1 and 2 at the time such trains are due to leave the next station in the rear where time is designated but not less than 5 minutes. Nos. 1 and 2 must not be delayed sawing freight trains.

Double track Echo extends from east switch at Signal 2507 to west crossover located 1300 feet west of water column at Signal 2516. See Page 21 for additional flag stops. Tower 32 is Train Order Office for westward trains only.



6 EASTWARD

LUFKIN SUBDIVISION

Length of sidings in cars, location of builets, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Timetable No. 34 March 20, 1949		Distance From Lufkin
		216 Local Freight	130 Freight	144 Freight	28 Passenger	26 Passenger	STATIONS		
		Leave Daily Except Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Houston Yard	BKYP	7.35AM	6.15PM	1.00AM			TO-R ENGLEWOOD 0.4 TOWER 68 2.0 I.-G.N. Crossing 0.1 H.B. & T. Crossing	120.2	
	IP							119.8	
	IP							117.8	
		7.41	6.21	1.06				117.7	
	BKWOTP				11.00PM	9.00AM		TO-R HOUSTON 0.5 M.K.T Crossing 0.5 SEMME JCT. 0.5 T. & N.O. Crossing 0.7 H.B. & T. Crossing 0.7 I.-G.N. CROSSING 0.3 NORTH YARD 1.6 TOWER 76, (H.B. & T. Crossing) 4.9 GISH 8.0 HUMBLE 6.3 BOY 5.0 NEW CANEY 8.0 MIDLINE 6.9 TO CLEVELAND (G.C. & S.F. Cross.) 1.0 CLEVELAND SIDING 4.3 WESTCOTT 5.3 NAPIER 1.5 SHEPHERD 2.1 MILLEDGE 2.4 URBANA 3.6 GOODRICH 3.9 LAMONT 3.0 WEST LIVINGSTON 1.2 LIVINGSTON 5.8 TO NEW WILLARD 2.4 LEGETT 3.8 VALDA 4.0 MOSCOW 5.5 CORRIGAN 6.0 POTOMAC 7.7 DIBOLL 3.6 BURKE 7.9 TO-R LUFKIN (St. L. S. W. Crossing)	118.9
	IP				11.03	9.03			118.4
	IP								117.9
									117.4
									116.7
									116.0
62 P	7.55	6.28	1.13	11.10	9.10	115.7			
I						114.1			
77 P	8.10	6.41	1.26	11.20	9.20	109.2			
99 P	8.30	6.55	1.40	s11.30	s 9.29	101.2			
68 P	8.45	7.09	1.52	11.41	9.40	94.9			
77 WP	9.05	7.19	2.03	f11.51PM	s 9.50	89.9			
77 P	9.25	7.36	2.22	12.03AM	10.00	81.9			
WP				s12.15	s10.12	75.0			
98 P	10.15	7.53	2.38	12.19	10.15	74.0			
97 P	10.35	8.01	2.48	12.26	10.22	69.7			
66 YP	10.45	8.12	3.00	12.34	10.29	64.4			
49 P	10.58	8.16	3.04	s12.39	s10.34	62.9			
77 WP	11.10	8.24	3.15	12.43	10.38	60.8			
49 P	11.19	8.30	3.20	12.47	f10.42	58.4			
56 P	11.35	8.38	3.28	f12.53	f10.48	54.8			
34 P	11.45	8.47	3.36	12.59	10.54	50.9			
29 P	11.55AM	8.53	3.43	1.04	10.59	47.9			
62 P	12.10PM	8.59	3.48	s 1.10	s11.07	46.7			
88 P	12.35	9.11	4.10	f 1.20	s11.18	40.9			
42 P	12.45	9.16	4.33	f 1.25	f11.23	38.5			
75 P	12.55	9.24	4.41	1.30	11.28	34.7			
56 P	1.25	9.33	4.50	f 1.39	s11.35	30.7			
62 WP	1.45	9.47	5.04	s 1.50	s11.47	25.2			
56 P	2.00	10.00	5.17	2.00	11.57AM	19.2			
76 P	2.25	10.16	5.35	s 2.15	s12.09PM	11.5			
48 P	2.35	10.30	5.45	f 2.20	f12.16	7.9			
BKWOTYP Yard	3.00PM	11.00PM	6.10AM	2.35AM	12.30PM	0.0			
	Arrive Daily Except Saturday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	216	130	144	28	26				

(7.25) 16.2 (4.45) 25.3 (5.10) 23.2 (3.35) 33.1 (3.30) 33.8 ..... Time Over Subdivision.....  
 .....Average Speed Per Hour.....

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

No. 26 will stop on flag at Porter, Splendora and Wakefield.



# LUFKIN SUBDIVISION

WESTWARD 7

Mile Post Location	Timetable No. 34 March 20, 1949	FIRST CLASS			SECOND CLASS			THIRD CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
		27	25		131	143		215		
		Passenger	Passenger		Freight	Freight		Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
STATIONS		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily		Arrive Daily Except Sunday		
358.0	TO-R ENGLEWOOD				5.55AM	3.10AM		3.00PM	Continuous	Continuous
	0.4									
358.4	TOWER 68								Continuous	Continuous
	2.0									
360.4	TOWER { I.-G.N. Crossing								Continuous	Continuous
	0.1									
360.5	TOWER 26 { H.B. & T. Crossing				5.43	2.50		2.49	Continuous	Continuous
	TO-R HOUSTON	7.00AM	4.10PM						Continuous	Continuous
	0.5									
	TOWER { M.K.T. Crossing								Continuous	Continuous
	108 { SEMMES JCT.									
	0.5									
	TOWER { T. & N.O. Crossing								Continuous	Continuous
1.5	TOWER 26 { H.B. & T. Crossing									
	0.7									
2.2	I.-G.N. CROSSING									
	0.3									
2.5	NORTH YARD	6.43	3.53		5.35	2.40		2.35		
	1.6									
4.1	TOWER 76, (H.B. & T. Crossing)								See Item 82, Special Instructions	
	4.9									
9.0	GISH	6.33	3.44		5.23	2.25		2.20		
	8.0									
17.0	TO HUMBLE	s 6.22	s 3.33		5.06	2.07		2.00	7.30AM to 4.30PM	Closed
	6.3									
23.3	BOY	6.10	3.21		4.53	1.52		1.40		
	5.0									
28.3	NEW CANEY	f 6.03	s 3.14		4.42	1.42		1.25		
	8.0									
36.3	MIDLINE	5.52	3.02		4.25	1.27		12.55		
	6.9									
43.2	TO CLEVELAND (G.C.&S.F. Cross.)	s 5.42	s 2.52						Continuous	Continuous
	1.0									
44.2	CLEVELAND SIDING	5.36	2.45		4.10	1.12		12.10PM		
	4.3									
48.5	WESTCOTT	5.30	2.39		4.01	1.04		11.55AM		
	5.3									
53.8	NAPIER	5.23	2.32		3.49	12.52		11.40		
	1.5									
55.3	TO SHEPHERD	f 5.20	s 2.29		3.46	12.48		11.35	7.30AM to 4.30PM	Closed
	2.1									
57.4	MILLEDGE	5.15	2.23		3.42	12.43		11.10		
	2.4									
59.8	URBANA	5.11	f 2.19		3.36	12.31		10.59		
	3.6									
63.4	GOODRICH	f 5.05	f 2.13		3.28	12.22		10.48		
	3.9									
67.3	LAMONT	5.00	2.08		3.12	12.13		10.30		
	3.0									
70.3	WEST LIVINGSTON	4.55	2.03		3.05	12.06		10.20		
	1.2									
71.5	TO LIVINGSTON	s 4.52	s 2.00		2.59	12.02AM		10.15	7.30AM to 3.30PM 10.30PM to 6.30AM	7.30AM to 3.30PM 10.30PM to 6.30AM
	5.8									
77.3	TO NEW WILLARD	s 4.40	s 1.44		2.47	11.49PM		9.30	7.00AM to 4.00PM	Closed
	2.4									
79.7	LEGGETT	f 4.33	f 1.38		2.41	11.42		9.00		
	3.8									
83.5	VALDA	4.26	1.30		2.33	11.32		8.45		
	4.0									
87.5	TO MOSCOW	s 4.21	s 1.25		2.25	11.22		8.35	8.00AM to 5.00PM	Closed
	5.5									
93.0	TO CORRIGAN	s 4.08	s 1.12		2.13	11.08		8.05	7.30AM to 3.30PM 5.00PM to 1.00AM	11.00AM to 2.00PM
	6.0									
99.0	POTOMAC	3.55	1.00		2.00	10.54		7.23		
	7.7									
106.7	TO DIBOLL	s 3.44	s 12.48		1.40	10.38		7.05	7.00AM to 4.00PM	Closed
	3.6									
110.3	BURKE	f 3.37	f 12.41		1.31	10.30		6.50		
	7.9									
118.2	TO-R LUFKIN (St. L. S. W. Crossing)	3.25AM	12.30PM		1.15AM	10.15PM		6.30AM	Continuous	Continuous
		Leave Daily	Leave Daily		Leave Daily	Leave Daily		Leave Daily Except Sunday		
		<b>27</b>	<b>25</b>		<b>131</b>	<b>143</b>		<b>215</b>		

.....Time Over Subdivision.....	(3.35)	(3.40)	(4.40)	(4.55)	(8.30)
.....Average Speed Per Hour.....	33.1	32.3	25.7	24.4	14.2

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

No. 25 will stop on flag at Porter, Splendor and Wakefield.



# 8 EASTWARD SHREVEPORT SUBDIVISION

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.

### THIRD CLASS

### SECOND CLASS

### FIRST CLASS

**Timetable No. 34**  
March 20, 1949

Distance From Shreveport

### STATIONS

Yard	Class	THIRD CLASS			SECOND CLASS		FIRST CLASS		Automatic Block System	Distance From Shreveport
		218 Local Freight Leave Daily Except Sunday	144 Freight Leave Daily	130 Freight Leave Daily	26 Passenger Leave Daily	28 Passenger Leave Daily				
Lufkin Yard	BKWOTYP	6.00AM	6.30AM	12.30AM			12.35PM	2.40AM	TO-R LUFKIN (ST. L. S. W. CROSSING) 2.2	114.5
	IP								(A. & N. R. CROSSING) PROSSER 2.0	112.3
12							12.43	2.48	DAVISVILLE 7.3	110.3
71	P	6.25	6.56	12.59			12.54	2.59	CLIMAX 8.1	103.0
Nacogdoches Yard	PWO	6.45	7.16	1.18			1.05	3.11	DORR JUNCTION 0.4	94.9
	BKWP	7.00	7.30	1.30			s 1.13	s 3.26	TO NACOGDOCHES 3.2	94.5
	P	7.10	7.38	1.38			1.18	3.31	BONITA JUNCTION 2.2	91.3
68	P	7.15	7.43	1.43			1.23	3.36	REDFIELD 3.8	89.1
78	P	7.25	7.51	1.51			f 1.30	s 3.44	APPLEBY 7.0	85.3
28	P	7.42	8.07	2.05			1.40	3.56	FITZE 4.0	78.3
D.T. 86 Cars	YP	8.05	8.17	2.15			s 1.48	s 4.06	TO GARRISON 4.2	74.3
	P	8.15	8.27	2.24			1.54	4.13	GALLAGHER 4.2	70.1
43	WP	8.37	8.37	2.33			s 2.03	s 4.23	TO TIMPSON 4.5	65.9
68	WP	9.05	8.50	2.48			2.10	4.30	MELDRUM 4.8	61.4
	I								G. C. & S. F. CROSSING 0.3	56.6
59	P	9.40	9.02	3.00			s 2.21	s 4.43	TO TENAHA 4.5	56.3
75	P	9.50	9.12	3.10			f 2.28	4.48	PAXTON 7.0	51.8
80	P	10.05	9.25	3.26			s 2.40	s 5.00	TO JOAQUIN 1.9	44.8
70	P	10.17	9.30	3.30			f 2.44	5.03	HASLAM 1.3	42.9
	P	10.40	9.35	3.33			s 2.49	s 5.09	TO LOGANSPORT 5.9	41.6
55	P	11.08	10.02	3.45			2.57	5.20	FUNSTON 3.6	35.7
86	P	11.20	10.10	3.53			s 3.05	s 5.27	LONGSTREET 6.7	32.1
55	WP	11.45	10.23	4.07			s 3.17	s 5.38	TO KEACHIE 5.3	25.4
71	P	11.59AM	10.35	4.18			f 3.25	5.46	PRESTON 6.1	20.1
10	IP	12.15PM	10.50	4.32			f 3.35	f 5.56	(T. & P. CROSSING) KEITHVILLE 2.4	14.2
72	P	12.20	10.55	4.37			3.39	6.00	STAPLES 2.9	11.8
30		12.28	11.02	4.43			3.44	6.04	LA ROSEN 2.0	8.9
Shreveport Yard	I								T. & P. CROSSING 1.7	6.9
	86 P	12.40	11.15	4.51			3.51	6.10	WEST SIDING 2.9	5.2
	54 P	12.55	11.25	5.03			3.58	6.18	R SHREVEPORT YARD 0.4	2.3
		12.56PM	11.26AM	5.05AM			3.59PM	6.19AM	JORDAN	1.9

Time at Shreveport (K. C. S. & G. T. Co. Passenger Station and St. L. S. W. Yard) for Information Only. See K. C. S. & G. T. Co. and I. C. R. R. Co. Current Time Tables for Movements Between These Points and Jordan.

Yard	Class	218	144	130	26	28	Distance From Shreveport
BKP					4.10PM	6.30AM	R SHREVEPORT (K. C. S. & G. T. Co. Psgr. Sta.) 1.2
BKWOTYP Yard		1.15PM	11.45AM	5.25AM			TO-R SHREVEPORT (St. L. S. W. Yard) 0.0
		Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
		<b>218</b>	<b>144</b>	<b>130</b>	<b>26</b>	<b>28</b>	

(7.15) 15.7      (5.15) 21.8      (4.55) 23.3      (3.35) 31.6      (3.50) 29.9      .....Time Over Subdivision.....  
.....Average Speed Per Hour.....

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

Trains must obtain clearance at Nacogdoches.



# SHREVEPORT SUBDIVISION

**WESTWARD 9**

Mile Post Location	Timetable No. 34 March 20, 1949		FIRST CLASS		SECOND CLASS		THIRD CLASS			Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	STATIONS		25	27	143	131	217					
			Passenger	Passenger	Freight	Freight	Local Freight				Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Monday						
118.2	TO-R	LUFKIN (ST. L. S. W. CROSSING) 2.2	12.25PM	3.17AM	9.15PM	12.15AM	1.30PM				Continuous	Continuous
120.4	Automatic Block System	(A. & N. R. CROSSING) PROSSER 2.0									Mechanical	
122.4		DAVISVILLE 7.3	12.17	3.10								
129.7		CLIMAX 8.1	12.06PM	<b>2.59</b>	8.48	11.48PM	<b>12.54</b>					
137.8		DORR JUNCTION 0.4	11.54AM	2.43	8.32	11.32	12.22					
138.2		TO	NACOGDOCHES 3.2	s11.53	s 2.42	8.30	11.30	12.20			Continuous	Continuous
141.4		} C.T.C.	BONITA JUNCTION 2.2	11.42	2.26	8.19	11.20	12.06				
143.6			REDFIELD 3.8	11.38	2.22	8.14	11.15	12.01PM				
147.4		} P.R.	APPLEBY 7.0	f11.33	s 2.17	8.06	11.07	11.50AM				
154.4			FITZE 4.0	11.22	<b>2.05</b>	7.52	10.53	11.35				
158.4		TO	GARRISON 4.2	s11.16	s 1.58	7.44	10.45	<b>11.16</b>			8.30AM to 4.30PM 11.45PM to 7.45AM	11.00AM to 2.00PM
162.6		GALLAGHER 4.2	11.07	1.47	7.35	10.36	10.50					
166.8	TO	TIMPSON 4.5	s11.01	s 1.40	7.26	10.27	10.40			7.30AM to 4.30PM	Closed	
171.3		MELDRUM 4.8	10.51	1.28	7.16	10.17	10.07					
176.1		G. C. & S. F. CROSSING 0.3								Cabin		
176.4	TO	TENAHA 4.5	s10.43	s 1.20	7.04	10.07	<b>9.40</b>			Continuous	Continuous	
180.9		PAXTON 7.0	f10.33	1.07	6.55	9.58	<b>9.12</b>					
187.9	TO	JOAGUIN 1.9	s10.22	s12.55	6.41	9.44	8.50			8.00AM to 5.00PM	Closed	
189.8		HASLAM 1.3	f10.17	f12.50	6.37	9.39	8.30					
191.1	TO	LOGANSPOUT 5.9	s10.14	s12.48	6.34	9.36	8.20			8.00AM to 5.00PM	Closed	
197.0		FUNSTON 3.6	<b>10.02</b>	12.36	6.22	9.24	7.47					
200.6		LONGSTREET 6.7	s 9.56	s12.30	6.14	9.17	7.40					
207.3	TO	KEACHIE 5.3	s 9.46	s12.20	6.01	9.03	7.25			8.30AM to 5.30PM	Closed	
212.6		PRESTON 6.1	f 9.36	f12.09AM	5.50	8.52	7.10					
218.5		(T. & P. CROSSING) KEITHVILLE 2.4	f 9.26	f11.59PM	5.38	8.40	6.56			Automatic		
220.9		STAPLES 2.9	9.22	11.54	5.33	8.35	6.51					
223.8		LA ROSEN 2.0	9.18	11.50	5.27	8.29	6.45					
225.8	A.B.S.	(T. & P. CROSSING) WEST SIDING 2.9								Automatic		
227.5			9.13	11.43	5.19	8.20	6.37					
230.4		R	SHREVEPORT YARD 0.4	9.08	11.37	5.12	8.13	6.28				
230.8		JORDAN I. C.-K. C. S. & G. T. Jct. Switches	9.06AM	11.35PM	5.11PM	8.12PM	<b>6.19AM</b>					

Time at Shreveport (K. C. S. & G. T. Co. Passenger Station and St. L. S. W. Yard) for Information Only. See K. C. S. & G. T. Co. and I. C. R. R. Co. Current Time Tables for Movements Between These Points and Jordan.

	R SHREVEPORT (K. C. S. & G. T. Co. Psgr. Sta.)	9.00AM	11.30PM						
	TO-R SHREVEPORT (St. L. S. W. Yard)			5.00PM	8.00PM	6.00AM		Continuous	Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Monday			
		<b>25</b>	<b>27</b>	<b>143</b>	<b>131</b>	<b>217</b>			

.....Time Over Subdivision..... (3.25) (3.47) (4.15) (4.15) (7.30)  
 .....Average Speed Per Hour..... 33.2 30.3 26.9 26.9 15.2

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

Trains must obtain clearance at Nacogdoches.



Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS	FIRST CLASS	Distance From Galveston (via Tower 68)	Timetable No. 34 March 20, 1949	Mile Post Location	FIRST CLASS	SECOND CLASS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	222	172				171	221		
	Freight	Passenger				Passenger	Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily		
B	5.30PM	0.0	R	GALVESTON (Union Depot)	57.4	10.00AM			

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.

Station	Class	Time		Mile Post	Notes	Mile Post	Time		Notes
		Arrive	Leave				Arrive	Leave	
Galveston Yard	I		5.32PM	0.6	35th St. Tower	56.8	9.55AM		Continuous
				0.7	34th STREET JUNCTION				
				1.1	35th ST. (G.C. & S.F. & G.W. Crossings)	56.7			
				1.8	41st ST. (G. W. and B.-R. I. Crossings)	56.3			
	BKW OTP	9.30PM	5.35	1.8	GALVESTON (Yard Office)	55.6	9.49	7.00AM	7AM to 3PM 5PM to 1AM
		9.40	5.39	4.5	ISLAND	52.9	9.44	6.50	
	I			5.7	LIFT BRIDGE	51.7			
	P			6.7	VIRGINIA POINT	50.7			Continuous
	79 YIP	10.05	5.50	10.6	TO TEXAS CITY JUNCTION (T.C.T.R.R. Crossing)	46.8	9.34	6.30	Continuous
	60 P		5.58	18.2	NADEAU	44.2	9.23		
Houston Yard	I			18.6	DICKINSON BAYOU DRAWBRIDGE	38.8			
	P		6.05	18.9	SAN LEON (Passenger Station)	38.5	9.16		
	76 P	10.30	6.07	20.0	SAN LEON	37.4	9.14	6.02	
	I			25.4	CLEAR CREEK DRAWBRIDGE	32.0			
	96 P	10.50	6.17	26.4	SEABROOK	31.0	9.04	5.45	
	77 P	11.10	6.27	33.5	TO LA PORTE	23.9	8.54	5.29	8.00AM to 5.00PM
	WYP	11.20		35.2	STRANG	22.2		5.25	
	88 P	11.30	6.34	38.5	LINK FIVE	18.9	8.45	5.15	
	25		6.37	40.4	DEER PARK	17.0	8.42		
	78 P	11.40	6.41	43.1	DEEPWATER	14.3	8.37	5.05	
17 P		6.47	45.4	TO PASADENA	12.0	8.33		7.00AM to 4.00PM	
87 P	11.50PM	6.50	47.0	SINCO	10.4	8.25	4.56		
YIPW		6.56	50.2	TO HARRISBURG (Tower 30, T. & N.O. & P.T.R.A. Crossings)	7.2	8.21	4.48	Continuous	
I			51.8	I.-G. N. Crossing	5.6			Automatic	
IP			52.2	BUFFALO BAYOU DRAWBRIDGE	5.2				
P		7.02	52.9	GALENA JUNCTION	4.5	8.16			
IP	12.10AM	7.03	53.3	TOWER 86 (H. B. & T. Crossing)	4.1	8.15	4.35	Continuous	
YP		7.05	54.1	BAER	3.3	8.13			
BKYP	12.30AM		56.0	TO-R ENGLEWOOD			4.30AM	Continuous	
IP		7.11	55.9	TOWER 68		8.09		Continuous	
YIP			58.0	(I.-G.N. & H.B. & T. Crossings)				Continuous	
IP			58.6	TOWER 26				Continuous	
			59.1	SEMME'S JUNCTION	1.0			Continuous	
BKWTOP		7.30PM	59.6	TO-R HOUSTON	0.0	8.00AM		Continuous	

(3.00) (2.00) ..... Time Over Subdivision..... (2.05) (2.30)  
 18.1 29.8 ..... Average Speed Per Hour..... 28.6 21.7

**Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)**  
 Texas City (M. P. 44.7), is a regular stop for Nos. 171 and 172.  
 Nos. 171 and 172 stop on flag at Kemah.  
 Harrisburg (Tower 30) is Train Order Office for westward trains only.  
 Galveston (yard office) is Train Order Office for eastward trains only.



Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	THIRD CLASS		SECOND CLASS	Distances From Dallas	Timetable No. 34 March 20, 1949	Mile Post Location	SECOND CLASS	THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations	
	164 Local Freight		156 Mixed				155 Mixed	163 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Leave Tue., Thur. & Sat.		Leave Daily				Arrive Daily	Arrive Mon., Wed. & Fri.			
BKP			8.00PM	0.0	TO-R DALLAS (Union Station)		8.45AM			6.30AM to 12.30AM	6.30AM to 12.30AM
				2.0	FOREST AVENUE						
BKWTP	6.30AM			6.3	TO-R MILLER			2.00PM		Continuous	Continuous
YIP				4.3	TO BELT JUNCTION (Tower 118 T. & N. O. Cross.)					Continuous	Continuous
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.

	P	6.40AM		8.25PM	6.4	BRIGGS	315.0	8.10AM	1.42PM		
59	P	6.55		8.37	12.2	ELAM	309.2	7.57	1.30		
28	P	7.10	f	8.49	17.6	KLEBERG	303.8	f 7.45	1.10		
30	P	7.33	f	9.00	22.6	SEAGOVILLE	298.8	f 7.33	12.55		
38	P	7.44	s	9.12	28.1	CRANDALL	293.3	s 7.17	12.40	7.00AM to 4.00PM	Closed
20	P	7.51		9.19	31.4	GASTONIA	290.0	7.07	12.30		
Yard BO-29 KPWY		8.09	s	9.40	38.3	KAUFMAN	283.1	s 6.42	12.10PM	6.15AM to 3.15PM	6.15AM to 8.15AM
35		8.20		9.52	43.7	JIBA	277.7	6.32	11.30AM		
55	PW	8.30	s	10.05	49.4	KEMP	272.0	s 6.15	11.15		
41	P	9.00	s	10.28	59.2	MABANK	262.2	s 5.55	10.30	7.50AM to 4.50PM	Closed
16	P	9.25	s	10.45	66.1	EUSTACE	255.3	s 5.40	10.10		
40	P	9.37		10.55	70.2	STOCKARD	251.2	5.31	10.00		
40	P	10.15	s	11.20	78.4	ATHENS	243.0	s 5.15	9.40	Continuous	Continuous
	W				78.7	ST. L. S. W. CROSSING	242.7				
31	P	10.35	f	11.37	85.3	BAXTER	236.1	f 4.55	9.00		
41	P	10.50	f	11.50PM	91.6	LA RUE	229.8	s 4.40	8.45		
29	PW	11.05	f	12.02AM	97.5	POYNOR	223.9	s 4.25	8.30		
41	P	11.30	s	12.15	103.4	FRANKSTON	218.0	s 4.10	8.15	7.30AM to 4.30PM	Closed
15	P	11.45AM		12.28	109.5	CUNEY	211.9	f 3.56	7.55		
11					111.1	REESE	210.3				
40	P	12.01PM		12.40	115.0	FRYS GAP	206.4	3.45	7.42		
BKOPWT Yard		12.30PM		12.55AM	119.8	JACKSONVILLE	201.6	3.35AM	7.30AM	4.00PM to 8.00AM	4.00PM to 8.00AM
		Arrive Tue., Thur. & Sat.		Arrive Daily				Leave Daily	Leave Mon., Wed. & Fri.		
		164		156				155	163		

(6.00) 19.5 (4.55) 24.3 .....Time Over Subdivision..... (5.10) 23.2 (6.30) 18.0  
 .....Average Speed Per Hour.....

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



12 EASTWARD

ROCKLAND SUBDIVISION

WESTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking, turn tables, wires and telephones.	THIRD CLASS		SECOND CLASS	Distance From Jacksonville	Timetable No. 34 March 20, 1949	Mile Post Location	SECOND CLASS	THIRD CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	162 Local Freight	160 Local Freight	156 Mixed				155 Mixed	159 Local Freight	161 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only	
	Leave Daily Except Sunday	Leave Daily Except Monday	Leave Daily				Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sunday			
Jacksonville Yard	BWKOTP	6.00AM	1.10AM	0.0	TO-R JACKSONVILLE	201.6	3.20AM		12.01PM	4.00PM to 8.00AM	4.00PM to 8.00AM	
				0.9	JAX JCT.	200.7	3.10					
30	P	6.12	1.22	5.8	TURNEY	195.8	3.00		11.45AM			
31	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	PW	7.02	2.25	29.5	TO CUSHING	172.1	1.45		10.30	7.30AM to 4.30PM	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			
Nacogdoches Yard	BKWP	8.00AM	6.00AM	50.1	TO-R NACOGDOCHES	151.5	12.50	12.28	12.40PM	9.30AM	Continuous	Continuous
	PWO		6.05	50.5	DORR JUNCTION	151.1	12.25	12.20PM				
	Y			51.4	HAYWARD JUNCTION	150.2						
39	P	6.33	4.10	61.5	POE	140.1	12.01AM	11.48AM				
	P			69.2	A. & N. R. CROSSING							
55	P	7.15	4.39	74.7	DUNAGAN	132.4	11.33PM	11.10				
56	P	7.35	4.55	81.5	HUNTINGTON	126.9	11.18	10.45				
39	PW	7.52	5.10	87.3	TO ZAVALLA	114.3	11.05	10.25		8.00AM to 5.00PM	Closed	
39	P	8.07	5.22	92.3	DOLAN	109.3	10.51	10.10				
56	WYP	8.30	5.40	98.3	ROCKLAND	103.3	10.38	9.50				
17	P	8.50	5.56	104.7	CIMA	96.9	10.24	9.30				
40	P	9.05	6.04	107.5	TO COLMESNEIL	94.1	10.19	9.05		6.00AM to 3.00PM	6.00AM to 8.00AM	
20	P	9.30	6.20	113.9	DOUCETTE	87.7	10.05	8.40				
32	P	9.45	6.28	116.9	TO WOODVILLE	84.7	9.57	8.30		7.30AM to 4.30PM	6.00AM to 8.00AM	
55	P	10.10	6.48	124.7	TO HILLISTER	76.9	9.39	8.00		6.15AM to 3.15PM	6.15AM to 8.00AM	
41	P	10.25	6.58	129.2	WARREN	72.4	9.29	7.45				
12 Spur W			7.04	131.8	HYATT	69.8	9.23					
56	P	10.50	7.17	137.1	LONGS	64.5	9.11	7.17				
43	P	11.20	7.35	146.9	TO KOUNTZE (G.C. & S.F. Cross.)	54.7	8.53	6.51		7.00AM to 6.30PM	7.00AM to 3.00PM	
53	P	11.40AM	7.50	154.7	PAULA	46.9	8.35	6.35				
50	P	12.05PM	8.07	163.1	VOTH	38.5	8.19	6.17				
Beaumont Yard	BKWOTY				TO-R TOWER 32 (G.C. & S.F. Cross.)	30.2	8.02	6.00AM		Continuous	Continuous	
	IP	12.30PM	8.25	171.4								
	PKB		8.35AM	172.0	TO-R BEAUMONT (Psg. Sta.)	278.4	8.00PM			Continuous	Continuous	
		Arrive Daily Except Sunday	Arrive Daily Except Monday	Arrive Daily			Leave Daily	Leave Daily Except Sunday	Leave Daily Except Sunday			
		162	160	156			155	159	161			

(2.00) (6.30) (7.25)  
25.0 18.6 23.1

.....Time Over Subdivision.....  
.....Average Speed Per Hour.....

(7.20) (6.40) (2.31)  
23.2 18.1 19.9

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

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

Trains must obtain clearance at Nacogdoches.



**EASTWARD**

**PARIS SUBDIVISION**

**WESTWARD 13**

Length of sidings in cars, location of bulletin water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS			Distance From Paris	Timetable No. 34 March 20, 1949	Mile Post Location	SECOND CLASS		Train Order Office Hours and Hours of Signal Operators at Interlocking Stations		
	Yard	Arrive Daily Except Sunday	262 Local Freight				STATIONS	Leave Daily Except Sunday	261 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
KWOTPB I		2.30PM	0.0	PARIS (St. L.S.F. & T. and T. & P. Crossings)	124.3	7.00AM					
21		1.50	7.4	7.4 ATLAS	116.9	7.30					
20		1.40	9.9	2.5 HOWLAND	114.4	7.40					
22		1.15	17.2	7.3 ENLOE	107.1	8.05					
16		1.00	22.0	4.8 COOPER	102.3	8.30					
19		12.35	26.9	4.9 KLONDIKE	97.4	8.45					
34		12.01PM	37.5	10.6 (St. L. S. W. Crossing) TO COMMERCE	86.8	9.30AM			Continuous	Continuous	

Trains operate between Greenville and Commerce via St. L. S. W. Ry. and will be governed by the rules and regulations, current timetable and special instructions of that line while on its tracks.

Greenville Yard	W	Arrive Daily Except Sunday	Distance	TO	STATIONS	Mile Post	Arrive Daily Except Sunday	261	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays Only
34	I		51.3	TO	GREENVILLE 0.6	73.0				
			51.9		L. A. & T. CROSSING 1.2	72.4				
			53.1		M-K-T CROSSING 15.2	71.2				
27		9.50	68.3	9.8	QUINLAN	56.0	12.05PM			
26		9.15	78.1	5.2	BRIN	46.2	12.40			
26		8.30	83.3	0.6	TO TERRELL (T. & P. Crossing)	41.0			Continuous	Continuous
Yard BOKWY		8.00AM	94.0	10.1	TO-R KAUFMAN	30.3	2.30PM		6.15AM to 3.15PM	6.15AM to 8.15AM

(6.30) .....Time Over Subdivision..... (7.30)  
14.4 .....Average Speed Per Hour..... 12.5

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

**EASTWARD**

**SABINE SUBDIVISION**

**WESTWARD**

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	Beaumont Yard	Distance From Beaumont	Timetable No. 34 March 20, 1949	Mile Post Location	STATIONS	Train Order Office Hours and Hours of Signal Operators at Interlocking Stations				
						Arrive Daily Except Sunday	262	Daily Except Sunday and Legal Holidays	Sunday and Legal Holidays Only	
										0.0
BKWOT YP I		0.0								
80			0.2		B. S. L. & W. CROSSING 0.1	29.9				
			0.3		G. C. & S. F. CROSSING 4.3	29.8				
			4.6		GUFFEY 9.4	25.5				
Port Arthur Yard	WPY I P		14.0		PORT ACRES 4.0	16.1				
			18.0		WEST PORT ARTHUR 2.2	12.1				
			20.2		K. C. S. Crossing 1.1	1.1			Cabin	
		21.3		TO	PORT ARTHUR	0.0			7.15AM to 4.15PM	Closed

.....Time Over Subdivision.....  
.....Average Speed Per Hour.....

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



14 EASTWARD		BAYTOWN SUBDIVISION				WESTWARD					
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS			Distance From Baytown	Timetable No. 34		Mile Post Location	SECOND CLASS			Train Order Office Hours
			190		March 20, 1949			189			
			Freight					Freight			
			Leave Daily		STATIONS			Arrive Daily			
Baytown Yard	P				END BAYTOWN SUBDIV.		25.2				
	BWOPYK		9.30PM	0.0	TO-R	BAYTOWN	23.0	2.45AM		6.30PM to 8.30AM	
Dayton Yard	P		10.15	9.6		MONT BELVIEU	13.4	1.55			
	P		10.45	16.4		ESPERSON	6.6	1.25			
	43		11.05	21.3		DAYTON SIDING	1.7	1.05			
	WYP		11.20PM	23.0	TO-R	DAYTON	0.0	1.00AM		Continuous	
			Arrive Daily					Leave Daily			
			190					189			

(1.50) .....Time Over Subdivision..... (1.45)  
 12.5 .....Average Speed Per Hour..... 13.1

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

Sunday and Legal Holiday Office Hours, Baytown, 9:00 P. M. to 11:00 P. M.

EASTWARD		PALESTINE SUBDIVISION				WESTWARD					
Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlockings, turn tables, wyes and telephones.	SECOND CLASS			Distance From Palestine	Timetable No. 34		Mile Post Location	SECOND CLASS			Train Order Office Hours
			192		March 20, 1949			191			
			Freight					Freight			
			Leave Daily Except Sunday		STATIONS			Arrive Daily Except Sunday			
Yard	WY		7.00AM	0.0	R	PALESTINE	31.5	6.40AM			
	I			1.1		I.-G.N. CROSSING	30.4			Automatic	
14			8.15	22.2		MAYDELLE	9.3	5.20			
				29.5		McCROSSIN (St. L. S. W. Crossing)	2.0				
Yard	W		9.00	31.5		NORTH RUSK	0.0	4.45			
Yard			9.15AM	32.7	R	RUSK (St. L. S. W. Station)	1.2	4.30AM			

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

Jacksonville Yard			10.20AM	46.7		JAX JCT.		3.45AM		
	BKOPWT		10.30AM	47.9	TO-R	JACKSONVILLE		3.40AM		4.00PM 8.00AM
			Arrive Daily Except Sunday					Leave Daily Except Sunday		
			192					191		

(3.30) .....Time Over Subdivision..... (3.00)  
 13.6 .....Average Speed Per Hour..... 15.9

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. (See Rule S-72)  
 Except No. 191 is Superior to No. 192.



## GENERAL

1. A train may arrive at a station in advance of its schedule arriving time.
2. When trains, or engines with or without cars, meet or pass in vicinity of highway crossings at grade they must proceed **WITH CAUTION**, and, if necessary to avoid accident, **STOP**.
3. Employees are forbidden to ride on pilots of road engines, are forbidden to ride on foot boards of yard engines in direction of movement, and are forbidden to take position, either seated or standing, on handrails of yard or road engines.
4. Roadmasters, B. & B. and signal supervisors, signal foreman, linemen, traveling track-car repairmen, water-service repairmen, operators of roadway machines, and any employees who operate track cars, must use watches as prescribed by Rule 2, and must be provided with current time-table while operating track cars and roadway machines.
5. 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, time table bulletin, special instructions, or the movement made under flag protection.
6. Absolute-Permissive Block System limits will be indicated by the abbreviations A. P. B., used in conjunction with brackets at left of station column.
7. Otherwise than as provided by Rule 17, when an engine is standing or running, headlight, or white light if no headlight, must be displayed by night to the front and rear, except when coupled to a car, light next to car may be extinguished.

## LOCAL ALL SUBDIVISIONS

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

Between	Cars	Class Engine	
		Freight	Passenger
Houston and Echo	251,000	F-1	P-13
Houston and Shreveport	251,000	F-1	P-13
Houston and Galveston	251,000	F-1	P-13
Beaumont and Bonita Junction	251,000	F-1	P-13
Bonita Junction and Dallas	251,000	MK-5	P-9
Kaufman and Paris	210,000	C-9	
Dayton and Baytown	210,000	C-9	
Beaumont and Port Arthur	251,000	MK-5	P-9
Rusk and Palestine	169,000	M-4	
Galena Junction and Galena (Houston Terminal)	251,000	SE-3	

21. 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.

Trainmen are not relieved of making inspections as prescribed by Rules 827 and 828 when stop is made for any other purpose. Provisions of Rule 830 must be closely observed.

### 22. Spring switches are located as follows:

Livingston	—West switch of siding; normal position for main track movement.
Corrigan	—West switch of siding, normal position 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.
Echo	—West end of double track; normal position for eastward track.
Echo	—East end of double track; normal position for westward track.
Beaumont	—East end Beaumont yard at cross-over switch connecting old main track and new main track; normal position for westward movement old main track.
Boulevard Junction	—Switch connecting eastward main track of Freight Route with westward main track from the direction of passenger station; normal position for eastward movement to Freight Route.

Boulevard Junction—Switch connecting westward main track of the Freight Route with westward main track from the direction of passenger station; normal position for through movements from direction of the passenger station.

Niles —East end double track; normal position for westward track.

23. Signals equipped with triangular number plates having spring switches within their control limits are located as follows:

Signals	Location
1193	—Lufkin, east switch of No. 1 track.
1578	—Garrison, west end of double track.
1587	—Garrison, east end of double track.
2516	—Echo, west end of double track.
2507	—Echo, east end of double track.

Dwarf light type signals governing facing point movements are located at the following spring switches:

Livingston—West switch of siding; normal position for main track movement.

Corrigan —West switch of siding; normal position for main track movement.

Beaumont—East end Beaumont Yard at crossover switch connecting old main track and new main track; normal position for westward movement old main track.

At Livingston and Corrigan these signals display proceed indications when switches they protect are set for main track and stop indications when switches are set for diverging track. Trains finding these signals indicating stop must, unless switches are set for diverging track, examine the switch and know it is safe for passage before proceeding.

At Beaumont the Signal will display proceed indication when the switch is set for movement on either track, green indication for movement to new main track; yellow indication for movement to old main track. Enginemen and trainmen finding this signal displaying red indication must examine the switch and know it is safe for the passage of trains before proceeding. This switch may be trailed through when set in either position.

When spring switches are located within the limits of Centralized Traffic Control or Absolute-Permissive Block Systems and an absolute signal governing facing point movement over such switches indicates "STOP," in addition to complying with the rules and special instructions applying thereto, a careful inspection must be made of the switches and it must be known that the route is safe for the passage of trains before proceeding.

A spring switch is so located at the east end double track, Niles.

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

Beaumont	—Industry tracks; scale track.
Orange	—Industry tracks.
North Yard	—Track No. 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 Yard	—West end No. 8 track; House tracks; K. C. S. wye.
Athens	—Curve in brick-yard track.
Jacksonville	—Freight station track; Old Yard Tracks 2 and 7.
Hayward Jct.	—No. 2 track.
Lacyville	—Spur.
Dunagan	—Track leading to A. & N. R. R. beyond derail.
Warren	—Mill track.

### 25. Road engines must not use the following tracks:

Mud Spur	—Sinco—(must not go beyond four car lengths from switch).
Urbana	—Urbana Sand & Gravel Co. lead track to a point in excess of 100 feet beyond Highway 35.
Corrigan	—Timber Dock track beyond second Timber Dock.
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.
Terrell	—Becknell track.



26. 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:**

343.77 and 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, east of Wakefield.

**Shreveport Subdivision:**

161.05, Attoyac River, east of Garrison.

**Jacksonville Subdivision:**

268.65, east of Kemp.  
268.61, east of Kemp.  
268.00, Cedar Creek, east of Kemp.  
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 Longs.  
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.

**Paris Subdivision:**

42.47, Kings Creek, east of Terrell.  
52.32, Sabine River, between Brin and Quinlan.  
58.26 to 58.76, Caddo River Bottom, east of Quinlan.  
110.45 and 110.77, North Sulphur River Bottom, east of Enloe.  
112.93, Honey Creek, west of Howland.  
119.76, Auds Creek, east of Atlas.

28. Circular books are located at stations with time table bulletin books. In addition to location shown on schedule page, time table bulletin books are located as follows:

Houston —Train-order office, passenger station; Houston Avenue enginehouse; Hardy Street enginehouse; Yard office, Hardy Street; Yard Office, Englewood; Polk Avenue Yard, Chaney Yard, Switchtender, Milam Street.

Shreveport—K. C. S. & G. T. passenger station; St. L. S. W. Yard office; St. L. S. W. enginehouse.

Beaumont—Enginehouse; Yardman's locker room, and yard office.

(See pages 2, 3, 15, 17, 18, 19, 20, 21, 22 and 23 for additional instruction, information and speed restrictions applicable to all subdivisions.)

29. In addition to location shown on schedule page of time table, standard clocks are located as follows:

Houston —Enginemens' Register Room, Hardy Street.  
Beaumont —Enginehouse.

**HOUSTON TERMINALS**

30. 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 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 the San Antonio Division.

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

Between Harrisburg and Englewood the San Antonio Division and Houston Division.

Other movements, Houston Terminals—The Houston Division.

31. The main tracks between Houston Passenger Station and Semmes Junction will be used jointly by trains of the Beaumont, Lufkin and Galveston Subdivisions and between Semmes Junction and Tower 26 jointly by trains of the Beaumont and Galveston Subdivisions.

On double track between Houston and Tower 87 and between Englewood and Tower 86 trains will operate in compliance with Rule D-251, but second and inferior class trains and engines will not occupy the main track when it is known a first-class train

will be delayed thereby. Trains moving with the current of traffic may run extra without train order authority. Movements against the current of traffic will be made only under flag protection. Trains must run with caution between these points.

32. Trains and engines entering or leaving or operating through passenger station yard at Houston must run with caution, not exceeding eight (8) miles per hour between San Jacinto Street Crossing at Tower 108, east of the station yard, and Houston Avenue underpass, west of the station yard, 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  
No. 7, ——— o  
No. 172, o ——— ———

33. F-1 and MK-5 class engines must not head through curve side of puzzle switches located on middle buster lead tracks, Middle 10 to 16 inclusive, Englewood Yard.

34. When yard engines are making movements on shop lead over Wallisville Road Crossing, a member of the crew must take position at the crossing to give warning to highway traffic of approaching movement.

35. 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 interlocking station it will authorize movement to the spur-track switch with home signal indicating stop. Eastward movements must move entirely through the interlocking limits 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.

36. 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.

37. A standard crossing gate equipped with a light is located at the grade crossing between PTR A track and the T. & N. O. 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. & N. O. movements, PTR A. movements may be made over the crossing without stopping. T. & N. O. movements must stop, set the gate against PTR A. movements, after observing that movements are not approaching on conflicting route, and when T. & N. O. 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.



38. SE-3 class yard engines 175 to 186 inclusive must not be used over following territory:  
 Heights Industrial Lead.  
 Polk Avenue Industries.  
 Lockwood Extension Industries.  
 Schumacher No. 2, Chaney Yard.

39. Track leading from Track No. 1 to Track No. 3, west end of Englewood Yard must not be used by GS-1 and F-5 class engines.

#### BEAUMONT, BAYTOWN AND SABINE SUBDIVISIONS

50. 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.

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

52. Tower 87 is a train-order office for eastward trains only. Schedule time and train orders at Tower 87 apply at end of double track.

53. Enginemen avoid applying brakes and working heavy throttle while passing over San Jacinto River bridge 343.77, 343.54 and Neches River bridge 277.64.

54. Car capacity of north siding at Dayton, exclusive of engine and caboose, is 47 cars east of cross-over 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.

55. Beaumont City Ordinance prohibits the sounding of engine whistle, except where there is imminent danger of an accident, or blowing out of engine boiler, within city limits.

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

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

59. Beaumont (passenger station) is train order office for eastward trains only. Eastward trains must obtain a clearance at Beaumont (passenger station).

60. Beaumont (passenger station) is a register station only for Beaumont subdivision trains that originate or terminate there and is a register station for Nos. 155 and 156 of the Rockland subdivision.

Tower 32 is a register station only for Beaumont subdivision trains that originate and terminate there and for Sabine Subdivision trains.

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

63. Engines larger than M-4 class must not use the balloon track at the Consolidated Steel Corporation, Ltd., plant, Orange, Texas. Engines larger than M-10 class must not use interchange or industry tracks Orange.

64. Inbound crews arriving Echo on train where crews change, will remain on duty until relieved by outbound crews, unless otherwise instructed.

65. Storage track No. 1 Echo, capacity 64 cars, Storage track No. 2 Echo, capacity 100 cars.

66. First-class trains, not displaying signals for a following section, may register at Echo by Register Ticket (Form 2642), and when required, be furnished train order check, Form V, of superior trains due, that have arrived or left.

67. Trains must stop and protect by flag over 16th Street crossing at east end of curve, Port Arthur.

Trains and engines must approach west gate road crossing leading into the Texas Co. Refinery with caution, and all switching movements over this crossing must be protected by a member of the crew.

69. Engine larger than M-4 class must not use connection between T. & N. O. tracks and Gulf classification yard, West Port Arthur.

70. Eastward trains must obtain clearance at Baytown during train order office hours. No. 190 must obtain clearance before departure from Baytown.

71. Overlap post is located as follows:  
 Amelia, governing eastward trains.

72. Drawbridges not otherwise shown in time-table, are located as follows:

Beaumont —Neches River (Interlocked).  
 West Port Arthur —Taylor's Bayou (Protected by point derail near station).

#### LUFKIN AND SHREVEPORT SUBDIVISIONS

80. 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.

81. H. B. & T. Crossing, Interlocking Station 71, MP 1.5, Lufkin Subdivision, is protected by light signals operated from Tower 26, movements in accordance with interlocking rules. Telephone connected with loud speaker in Tower 26, to communicate with signal operator, is located on instrument case near crossing.

82. 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.

83. Limits of siding at stations named are as follows:  
 Paxton —West switch to cross-over switch.

84. A standard crossing gate equipped with a light is located at the grade crossing between the switch track of the St. Louis Southwestern Railroad Company and the main track of the Texas and New Orleans Railroad Company at Lufkin, Texas.

The normal position of the gate is for T. & N. O. 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 (RESTRICTED SPEED), prepared to stop before the crossing is reached. When gate is set against ST. L. S. W. movements, T. & N. O. movements may be made over the crossing without stopping at restricted speed of ten miles per hour. ST. L. S. W. movements must stop, set the gate against T. & N. O. movement, after observing that movements are not approaching on conflicting route, and when ST. L. S. W. 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 on either line must stop and the route known to be clear before proceeding.

85. Main track between Prosser and Lufkin will be used jointly by T. & N. O. and A. & N. R. trains. Movement will be made in accordance with provisions of Rule 93.

86. Angelina County Lumber Company log trains operate between Prosser and Potomac.

Connecting switch with tram line of Angelina County Lumber Company, open from the east, located on south side of main track just west of telephone booth, Potomac, approximately equal distance from east and west switches of siding.

At Potomac, schedules and train-orders apply at the siding switch where inferior trains must enter the siding as prescribed by second paragraph of Rule 5, except in cases where superior trains are restricted by train-order at "ACL CO. SWITCH POTOMAC."



Two connections with A. & N. R. at Prosser, one located 615 feet west of A. & N. R. crossing, and the other 785 feet east of A. & N. R. crossing, by use of Shreveport Subdivision main track, form a wye for A. & N. R. and for Angelina County Lumber Company train operation.

Rule 98 applies with respect to the tram line connection at Potomac and the two connections at Prosser.

87. Signal 1511 located on Rockland Subdivision at fouling point Dorr Junction 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.

88. 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 with caution expecting to find main track occupied; movement between water tank, Nacogdoches, and Bonita Junction in accordance with Centralized Traffic Control System.

89. 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.

90. 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. When switching at brick yard, Garrison, use west leg of wye.

91. Automatic block signal No. 1601 east of Garrison governing westward trains is designated as "Grade Signal." When this signal indicates "Stop" trains will be governed by Rule 509(d).

92. Shreveport city ordinance prohibits sounding of engine whistle within city limits.

93. Track 4, Shreveport Yard, will be kept clear to be used as a siding. Capacity 54 cars.

95. 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 Jordan will display such signals to or from St. L. S. W. yard or K. C. S. & G. T. passenger station.

96. 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 Jordan.

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

97. 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 Jordan, will not be required to check against the same train before leaving Shreveport yard, and when check of first-class trains, Form V, is not received at St. L. S. W. yard office, will check against such trains at Shreveport yard.

98. Maximum overhead and side clearance of structures, I. C. joint track, between Jordan 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.

99. Eastward trains take water at Timpson. Westward trains take water at Meldrum. Westward freight trains take full tank of water at Nacogdoches, at tank located near Stone Mill.

100. Train Register is located in office of Crew Clerks at Hardy Street, Houston, and westward Lufkin Subdivision Second Class, Third Class and Extra Trains that terminate at Hardy Street, Houston, without moving via Englewood will register at Hardy Street.

### JACKSONVILLE, ROCKLAND AND PALESTINE SUBDIVISIONS

101. 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 Miller, authorizing movement from Briggs.

102. Angelina County Lumber Company log trains operate between Dunagan and Zavalla.

Connecting switch with tram line of Angelina County Lumber Company opens from the west located at Zavalla on the north side of main track one-half mile east of east switch to siding.

At Zavalla, schedules and train orders apply at the siding switch where inferior trains must enter the siding as prescribed by second paragraph of Rule 5 except in cases where superior trains are restricted by train order at A. C. L. Co. switch, Zavalla.

At Dunagan train orders apply at A. C. L. Co. switch.

Yard limit boards at Zavalla are located at the station One Mile Signs.

Rule 98 applies with respect to tram line connections at Dunagan and Zavalla.

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

104. Main track and other tracks at Kaufman will be used jointly by trains of the Jacksonville Subdivision and of the Paris Subdivision. Movements must be made expecting to find these tracks occupied. 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.

105. Account shortage of water at Kemp, eastward trains will take full tank of water at Kaufman; westward trains take full tank of water at Poynor.

106. Athens is an emergency water station. When necessary take water at Athens, each individual case must be reported to Superintendent's office by wire, giving approximate amount and cause.

107. 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 Centralized Traffic Control System. Movements between water tank, Nacogdoches, and Dorr Junction must be made with caution expecting to find the main track occupied.

The directions between Dorr Junction and Bonita Junction will be in accordance with the directions shown on Pages 8 and 9, Shreveport Subdivision.

109. 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.

110. Signal 1511 located on Rockland Subdivision at fouling point Dorr Junction 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.

112. Beaumont City Ordinance prohibits the sounding of engine whistle, except where there is imminent danger of an accident, or blowing out of engine boiler, within city limits.

114. Tower 32 is train order and register station for Rockland Subdivision trains except Nos. 155 and 156. No. 155 will obtain a clearance before leaving Beaumont (passenger station).



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

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

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

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

119. Engine arriving Palestine on No. 191 will assume the schedule of No. 192 unless otherwise directed.

### GALVESTON SUBDIVISION

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

121. 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.

122. The train-order signal located near P.T.R.A. crossing Tower 30, 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.

124. A storage track has been constructed at Sinco, capacity 60 cars. This track springs from the main track approximately 500 feet west of La Porte Road underpass and west end of this track connects with the east end of the present siding.

126. Derail located on Sinco Mud Spur eight (8) car lengths west of gate to protect plant engine. Cars must not be dropped or kicked into this track, and engines must not be operated beyond the gate.

127. Overlap posts are located as follows:  
Deepwater, governing eastward trains.  
Sinco, governing westward trains.

128. Crossover has been installed 1,040 feet from west end of siding Nadeau, forming team track with capacity 17 cars, and derails installed on team track.

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

130. First class trains and extra trains originating at 34th Street, Galveston, must obtain clearance at Galveston Yard Office, and may register at Galveston Yard Office by register ticket, Form 2642, and when required, obtain train order check, Form V, of superior trains due that have arrived or left.

132. 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.

### PARIS SUBDIVISION

140. When an operator is not on duty the crew assigned to or ordered for the train may assume the schedule of No. 261 at Paris and leave Paris without a clearance.

141. Trains must approach highway crossing between freight and passenger stations, Cooper WITH CAUTION, and, if necessary to avoid accident, STOP. Switching movements over this crossing must be protected by a member of the crew.

142. Eastward trains must obtain clearance at Commerce. Westward trains must obtain clearance at Greenville.

143. Trains must stop before reaching the fouling point of the St. L. S. W. main track at Greenville and Commerce, and will not proceed until proceed signal is received from a member of the train crew. Before operating the switch or giving proceed signal, trainmen must observe and know that there is not a train approaching on the route to be used.

145. Trains take water at Terrell only in emergency.

146. The normal position of the east wye switch on the Paris Subdivision at Kaufman is for movements direct to and from the wye, and the east wye switch on the Paris Subdivision, when not in use, must be kept set and locked in this position.

147. Main tracks and other tracks at Kaufman will be used jointly by trains of the Jacksonville Subdivision and of the Paris Subdivision. Movement must be made expecting to find these tracks occupied. Trains on the Paris Subdivision approaching the junction switches with the Jacksonville Subdivision must move in accordance with the provisions of Rules Nos. 93 and 98.

### SPEED TABLE

**This table is for information in determining speed per mile and in no way effects 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

**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.	3¾x 7	66,000 lbs.
60,000 "	4¼x 8	103,000 "
80,000 "	5 x 9	136,000 "
100,000 "	5½x10	169,000 "
140,000 "	6 x11	210,000 "
200,000 "	6½x12	251,000 "

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



# SPECIAL INSTRUCTIONS

## SPEED

150. Unless otherwise further restricted, the following is maximum speed for trains between the points named:	Passenger Trains	Engines with two wheel engine trucks in passenger service	Manifest Freight Trains when handled by engines not otherwise restricted and when not handling any of the restricted cars shown in Item 153.	Freight and Mixed Trains	Trains handling derricks, ditchers, power 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						
	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>															
Tower 87 and Echo.....	65	65		50	50		50	50		50	50	25	25	20	
Harrisburg and Galveston.....	55	55	SPEED BOARDS GOVERN	40	40	FREIGHT TRAIN SPEED ON SPEED BOARDS	40	40	SPEED BOARDS GOVERN	35	35	SPEED BOARDS GOVERN	25	25	20
North Yard and Shreveport.....	50	50		40	40		40	40		35	35	25	18	18	
Beaumont and Briggs.....	45	45		40	40					30	30	25	18	18	
Beaumont and Port Arthur.....	35	30		30	25					25	25	SPEED BOARDS GOVERN	20	15	15
Dayton and Baytown.....	30	25		25	20					20	15	SPEED BOARDS GOVERN	20	15	15
Rusk and Palestine.....	25	20		25	20					20	15	SPEED BOARDS GOVERN	18	15	15
Kaufman and Paris.....	40	35		35	30					25	25	SPEED BOARDS GOVERN	20	15	15

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

Station	M.P.H.	Station	M.P.H.
Houston.....	18	crossing east	
Dayton.....	20	and second	
Liberty.....	25	crossing west	
Beaumont.....	20	station building)	15
Orange.....	15	Lufkin.....	10
Livingston		(Ellis Avenue)...	4
(Eastward).....	18	Nacogdoches	
(Westward).....	10	(Main and Cox	
Corrigan		street).....	6
(Eastward trains		Timpson.....	10
between second		Tenaha.....	15
crossing east		Shreveport.....	15
and second		(Claiborne Ave.)	6
crossing west of		Port Arthur.....	12
station building)		Athens.....	18
ing).....	15	Pasadena.....	20
Diboll		Kaufman.....	20
(Between 7:00 a.		Terrell.....	20
m. and 7:00 p.m.		Greenville.....	20
between second		Logansport	
		(Eastward).....	20
		(Westward).....	15

150(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		
323 to 386	481 to 498	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.		

Steam yard engines in service, running forward or backward with or without cars.....20 miles per hour  
 Steam 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  
 Diesel-electric yard engines in service running forward, or backward, with or without cars, or being hauled in train, forward or backward....40 miles per hour

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

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

Road engines moving backward, in service or in tow, rods in place.....20 miles per hour

Road engines running under own steam or hauled in train, when all the weight has been removed from only one pair of drivers, or engine truck removed.....20 miles per hour

Road engines moving forward or backward, main or side rods, or both, removed.....20 miles per hour

Gas-electric motor passenger cars while being hauled in trains, forward or backward.....60 miles per hour

Gas-electric motor passenger cars running backward, either with or without cars.....20 miles per hour

150(c) Speed of freight trains handling logs loaded on flat or logging cars.....25 miles per hour

151. Speed specified must not be exceeded at points named below.

Maximum speed for trains is 45 miles per hour over railroad crossings at grade; 35 miles per hour over drawbridges between Houston and Echo and 25 miles per hour over other drawbridges; 15 miles per hour through crossovers, junctions and other diverging switches, except as follows:

**Houston Terminals—**

10 miles per hour through east leg of wye, Lufkin Subdivision Transfer, Tower 26.

Maximum speed of passenger trains is 40 MPH and freight trains 30 MPH between Tower 68 and Tower 87.

**Galveston Subdivision—**

10 miles per hour between Bay Shore Junction and La Porte on old Bay Shore Line.

**Beaumont Subdivision—**

Eastward passenger trains 25 miles per hour through turnout at end of double track, Tower 87.

30 miles per hour over B. S. L. & W. crossing, Tower 74, Beaumont.

Westward trains 20 miles per hour over spring switch east end Beaumont yard.

Trains 35 miles per hour over K. C. S. crossing, MP-277, east of Beaumont, and 45 miles per hour over O. & N. W. crossing, MP-259.1, west of Francis.

5 miles per hour over Alley tracks and other tracks with sharp curvature at Orange.



## SPEED

**Shreveport Subdivision—**

15 miles per hour on Garrison brick-yard tracks.  
 Trains 30 miles per hour over A. & N. R. crossing, Prosser and T. & P. crossing, MP-225.8 east of La Rosen.  
 Trains 15 miles per hour over G. C. & S. F. crossing, Tenaha and 20 MPH over T. & P. crossing, Keithville, until engine has passed home signal.

F-1 engines must not exceed 15 MPH in backing up on curved track.

**Paris Subdivision**

Passenger trains must not exceed 35 and Freight trains 20 miles per hour between Enloe and Paris.

Trains must not exceed 20 miles per hour between home signals Interlocking 79 Paris.

**Palestine Subdivision—**

10 miles per hour over Bridges 4.82, 12.00 and 15.89.  
 Trains 20 miles per hour between distant signals and through interlocking limits, I.-G. N. crossing, east of Palestine.

152. Passenger trains handling steel wheel converted box cars or foreign line converted box cars equipped with steel wheels, snubbers and AB brake equipment for movement in passenger trains, must not exceed the following maximum speeds:

BETWEEN	Maximum Speed Allowed When Handling Converted Box Cars Equipped With	
	Steel Wheels Only	Steel Wheels, Snubbers and AB Brake Equipment
Houston and Echo.....	50 MPH	55 MPH
Houston and Galveston.....	40 MPH	45 MPH
Houston and Shreveport.....	40 MPH	45 MPH
Beaumont and Briggs.....	40 MPH	40 MPH

All other subdivisions—Maximum freight train speed.

153. Speed shown under "Manifest Freight Trains," Item 150, may be observed when not handling:

Loaded tank cars of more than 10,000 gallons capacity, cars containing gasoline, naphtha, or other highly inflammable commodities;

Open-top cars loaded with transformers, rails, poles or piling, twin or other multiple loads;

Open-top cars where lading projects above ends or sides of car, unless lead inspector 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.

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

Maximum speed for M-21 class engines in any service will be as follows:

Houston and Echo: 45 miles per hour.

Other subdivisions: 35 miles per hour.

155. 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.

156. 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 150 and 153.

158. Locations where speed board restrictions apply to more than one curve, structure or extended sections of track.

**Rockland and Jacksonville Subdivisions—**

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Speed Board M. P.	Beginning of Restriction M. P.	End of Restriction M. P.	Location of Speed 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

**Lufkin Subdivision—**

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Speed Board M. P.	Beginning of Restriction M. P.	End of Restriction M. P.	Location of Speed Board M. P.	Beginning of Restriction M. P.	End of Restriction M. P.
99.07	99.82	100.41	101.16	100.45	99.82

**Shreveport Subdivision—**

FOR EASTWARD TRAINS			FOR WESTWARD TRAINS		
Location of Speed Board M. P.	Beginning of Restriction M. P.	End of Restriction M. P.	Location of Speed Board M. P.	Beginning of Restriction M. P.	End of Restriction M. P.
124.98	125.73	126.46	127.21	126.46	125.73
126.75	127.50	130.50	131.25	130.50	127.50
132.63	133.38	134.86	135.61	134.86	133.38
154.85	155.60	156.07	156.82	156.07	155.60

159. The following equipment must not be operated by own power or towed through water in excess of height above top of rail as indicated below. When operated by own power or towed through water above top of rail, speed of three miles per hour must not be exceeded.

Maximum height of water above top of rail

1. Diesel-electric locomotives..... 4 inches
2. Gas-Electric Motor Cars..... 4 inches
3. Streamlined passenger equipment..... 6 inches
4. Steam locomotives and conventional passenger equipment..... 12 inches

When Diesel-Electric locomotives or gas-electric motor cars are operated by own power, controller should be in series position.

**ADDITIONAL FLAG STOPS TO ENTRAIN OR DETRAIN REVENUE PASSENGERS**

Train	At Stations	Entrain Passengers to or Beyond	Detrain Passengers from or Beyond
5	Between Echo and Houston	San Antonio	Connecting Lines at New Orleans
6	Between Houston and Echo		Beyond Houston including Connecting Lines at Houston
4	Between Houston and Echo		From Train 14 and connecting lines Houston



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

Station	Subdivision	Mile Post Location	Car Capacity and Direction Opening if Spur
Kemah	Galveston	32.3	10-E
Texas City	"	44.7	
Porter	Lufkin	24.4	22
Keefer	"	30.8	11-W
Splendor	"	34.5	16
Marston	"	75.2	21
Bering	"	84.9	12-W
Wakefield	"	99.8	10-W
Gibson	Shreveport	175.9	10-W
Kolter	"	204.6	8-W
Viterbo	Sabine	20.7	20
Hebert	"	23.0	18-W
Rosedale	Rockland	34.9	19
Gilburg	"	36.0	3-E
Ariola	"	43.3	14-E
Nona	"	51.3	16-E
Martin	"	106.2	18
Platt	"	137.1	7-E
Lacyville	"	143.6	7-W
Caro	"	163.2	15
Stargas	Jacksonville	304.9	6-W
Eula	Paris	41.8	
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
Vercal	"	27.9	6-E
Francis	Beaumont	259.16	10-W
Cedar Bayou	Baytown	19.6	5-W

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, 1206 Hardy Street.....	Houston
C. Edward Zemp, 413 Pearl Street.....	Beaumont
W. H. Tillery, 614 Pearl Street.....	Beaumont
Jacksonville Drug Company.....	Jacksonville
C. E. Walker, 104 Murphy Street.....	Dallas
Ray's Jewelry Store, 105 So. First Street.....	Lufkin
A. C. Kennedy.....	Lufkin
Youngblood Jewelry Co., 605 Milam Street.....	Shreveport
Robson Jewelry Co., 220 West Texas Avenue.....	Baytown
M. Baum, 2128 Post Office Street.....	Galveston
J. Lewis Lopez, 2118 Post Office.....	Galveston
R. E. Cook.....	Paris

**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 cross-over between Virginia Point and Island must not exceed eight miles per hour.

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.

**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.....	Fourth Thursday in November.
Christmas.....	December 25th.



**RATINGS OF ENGINES IN FREIGHT SERVICE - IN UNITS OF 1000 POUNDS (MS)**

CLASS	ENGINE NUMBERS	Houston and Galveston	Houston to Goodrich	Goodrich to Nacogdoches	Nacogdoches to Appleby	Garrison and Appleby	Garrison to Shreveport	Shreveport to Joaquin	Joaquin to Garrison	SSW Yard to Jordan	Appleby to Diboll	Diboll to Potomac	Potomac to Moscow	Moscow to Leggett	Leggett to Napier	Napier to Houston
M-10	500 to 514	6000	5130	2980	2460	2820	2870	2460	2460	2360	2980	2460	2570	2980	3850	5130
M-21	520 to 529	7200	6490	3760	3120	2400	3630	3120	3120	2990	3760	3120	3250	3760	4870	6490
C-8-9	800 to 850	9000	6960	4040	3340	2520	3830	3900	3340	3200	4040	3340	3480	4040	5220	6960
MK-5	738 to 794	12,000	8200	4760	3950	2950	4590	4590	3950	3780	4760	3950	4100	4760	6150	8200
F-1	955 to 999		11,000	5800	4800	3820	5600	5600	4800	4600	5800	4800	5000	5800	7500	11,000

CLASS	ENGINE NUMBERS	Houston and Edo	Beaumont and Warren	Warren to Colmesneil, Rockland to Nacogdoches	Colmesneil to Nacogdoches to Mahl	Mahl to Jacksonville Frys Gap to Seagoville	Jacksonville to Frys Gap	Seagoville to Dallas	Dallas to Seagoville	Seagoville to Mabank, Doucette to Warren	Mabank to Athens	Athens to Cuneo, Jacksonville to Poe	Cuneo to Jacksonville to Cima	Poe to Dumagan, Cima to Doucette	Dumagan to Rockland	Paris and Kaufman
M-4	412 to 459	4850	4850	2580	2350	2790	2350	4080	3420	2890	2430	2580	2350	2430	2980	3000
M-9-11	550 to 563	6000	5800	2900	2650	3130	2650	4660	3860	3250	2750	2900	2650	2750	3360	3500
M-10	500 to 514	6000	6000	2980	2720	3220	2720	4780	3970	3340	2820	2980	2650	2820	3450	3500
M-21	520 to 529	7200	7200	3760	3200	4030	3200	5990	5100	4200	3570	3760	3200	3570	4360	4500
C-8-9	800 to 850	7500	8000	4040	3400	4300	3400	6500	5500	4500	3830	4040	3400	4700	4500	4500
MK-5	738 to 794	9000	9000	4830	4120	5140	7900	10,000	8600	5320	4300	4830	3830	5500	6700	6700
F-1	955 to 999		6300	5800	4900	6200	4900	10,000	8600	6450	5500	5800	4900	5500	6700	6700
T-28	388 to 399	6000	6300	3030	2830	3380	2830	4970	4150	3500	2940	3030	2830	2940	3620	3650

**COMPANY SURGEONS**

LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE	LOCATION	NAME	TITLE
Houston	Dr. J. R. Gandy	Chief Surgeon	Corrigan	Dr. B. F. Frink	Local Surgeon	Lufkin	Dr. L. H. Denman	Local Surgeon	Lufkin	Dr. H. W. Wade	Examining Surgeon
Houston	Dr. K. Donak	Ass't Chief Surgeon	Crosby	Dr. A. W. Jester	Local Surgeon	Lufkin	Dr. J. H. Wade	Examining Surgeon	Lufkin	Dr. B. H. Hyatt	Local Oculist & Aurist
Houston	Dr. W. G. Bryan	Local Surgeon	Dayton	Dr. E. R. Richter	Examining Surgeon	Lufkin	Dr. A. Y. Jennings	Local Surgeon	Mabank	Dr. C. F. Beall	Local Oculist and Aurist
Houston	Dr. H. C. Frank Cole	Examining Surgeon	Diboll	Dr. J. R. Dale, Jr.	Local Surgeon	Nacogdoches	Dr. J. W. Lawson	Examining Surgeon	Nacogdoches	Dr. F. W. Beal	Examining Surgeon
Houston	Dr. W. Frank Cole	Local Surgeon	Eustace	Dr. L. R. Moss	Local Surgeon	Orange	Dr. F. W. Shaddock	Examining Surgeon	Orange	Dr. C. B. Shaddock	Examining Surgeon
Houston	Dr. Ray Collins	Local Surgeon	Frankston	Dr. G. H. Fisher, Jr.	Division Oculist	Orange	Dr. T. O. Woolley	Local Oculist and Aurist	Orange	Dr. A. D. Wages	Local Oculist and Aurist
Houston	Dr. Edwin A. Moers	Local Surgeon	Galveston	Dr. W. B. Potter	Local Surgeon	Orange	Dr. R. H. Hunter	Local Surgeon	Orange	Dr. R. L. Lewis	Examining Surgeon
Houston	Dr. Edw'd M. Gready	Local Surgeon	Galveston	Dr. Edward R. Thompson	Local Surgeon	Orange	Dr. W. W. McCristion	Local Surgeon	Orange	Dr. Owen R. O'Neill	Local Surgeon
Houston	Dr. E. S. Crocker	Local Surgeon	Galveston	Dr. Fred W. Shelton	Examining Surgeon	Orange	Dr. E. F. Veatch	Oculist and Aurist	Orange	Dr. P. E. Jones	Local Surgeon
Houston	Dr. B. H. Bayer	Local Surgeon	Galveston	Dr. J. L. Fuller	Local Surgeon	Orange	Dr. E. W. Vaughn	Local Surgeon	Orange	Dr. Frank R. Keith	Local Surgeon
Houston	Dr. Frank J. Ernst	Local Surgeon	Galveston	Dr. H. E. McKay, Jr.	Examining Surgeon	Orange	Dr. A. R. Auty	Local Surgeon	Orange	Dr. W. E. McFee	Local Surgeon
Houston	Dr. J. A. Collette	Local Surgeon	Galveston	Dr. M. B. Canon	Local Surgeon	Orange	Dr. M. A. King	Local Surgeon	Orange	Dr. M. A. King	Local Surgeon
Houston	Dr. R. F. Zepeda	Local Surgeon	Galveston	Dr. E. T. Travis	Local Surgeon	Orange	Dr. T. H. Cobble	Local Surgeon	Orange	Dr. A. B. Watkins	Local Surgeon
Houston	Dr. J. L. Patterson	Local Surgeon	Galveston	Dr. J. N. Bone	Local Surgeon	Orange	Dr. H. J. Jones	Examining Surgeon	Orange	Dr. W. G. Jones	Examining Surgeon
Houston	Dr. R. E. Henderson	Local Surgeon	Galveston	Dr. H. S. Taylor	Local Surgeon	Orange	Dr. D. M. Hale	Local Surgeon	Orange	Dr. W. E. Deberry	Local Surgeon
Houston	Dr. G. A. Little	Examining Surgeon	Galveston	Dr. W. M. de Viaming	Local Surgeon	Orange	Dr. E. D. Lane	Local Surgeon	Orange	Dr. G. W. Beeler	Local Surgeon
Baytown	Dr. R. A. Hankins	Local Surgeon	Humble	Dr. W. A. Kaufman	Local Surgeon	Orange	Dr. G. R. Manske	Local Surgeon	Orange	Dr. B. P. Fleming	Local Surgeon
Baytown	Dr. H. I. Davis	Oculist and Aurist	Jacksonville	Dr. H. A. Taylor	Local Surgeon	Orange	Dr. J. F. Shivers	Local Surgeon	Orange	Dr. J. H. Alexander	Examining Surgeon
Baytown	Dr. H. B. Barr	Local Surgeon	Jacksonville	Dr. A. L. Delaney	Local Surgeon	Orange	Dr. J. H. Alexander	Examining Surgeon	Orange		
Beaumont	Dr. E. H. Landsey	Division Surgeon	Jacksonville	Dr. Don P. Schulz	Local Surgeon	Orange			Orange		
Beaumont	Dr. C. H. Hendry	Examining Surgeon	Jacksonville	Dr. J. W. Flowers	Examining Surgeon	Orange			Orange		
Beaumont	Dr. E. D. Mills	Div. Oculist & Aurist	Jacksonville	Dr. V. L. Sandifer	Examining Surgeon	Orange			Orange		
Beaumont	Dr. J. A. Carter	Local Oculist and Aurist	Jacksonville	Dr. W. M. J. Garland	Local Surgeon	Orange			Orange		
Beaumont	Dr. P. H. McNamee	Local Surgeon	Jacksonville			Orange			Orange		
Cleveland	Dr. E. D. Clements	Examining Surgeon	Jacksonville			Orange			Orange		
Cleveland	Dr. J. S. Mann	Examining Surgeon	Jacksonville			Orange			Orange		
Commerce	Dr. C. F. Blair	Examining Surgeon	Jacksonville			Orange			Orange		
Cooper	Dr. O. F. Jones	Local Surgeon	Jacksonville			Orange			Orange		
Cooper	Dr. O. G. Jones	Local Surgeon	Jacksonville			Orange			Orange		
Cooper	Dr. H. A. Wall	Local Surgeon	Jacksonville			Orange			Orange		
Corrigan			Jacksonville			Orange			Orange		

**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.



# HOUSTON DIVISION SOUTHERN PACIFIC LINES

TEXAS & NEW ORLEANS RAILROAD CO.

