

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TIME TABLE

FOR THE

HOUSTON TERMINALS

To Take Effect Saturday, November 1, 1924, at 12:01 A. M.

CENTRAL TIME

For the government and information of employees only, and not intended for the use of the public.

G. S. WAID,
Vice President and General Manager.

O. C. CASTLE,
Superintendent of Transportation.

WESTWARD Tower 87 to West Junction and from east yard to Semmes Junction. Eastward from Harrisburg to Semmes Junction and Englewood.

TERMINAL SUBDIVISION

Table with columns for train numbers (45, 7, 101, 17, 176, 3, 19, 5, 174, 303, 25, 3, 109, 15, 301, 43, 1, 172, 11, 202, 27), departure/arrival times, and station names (TO-R HARRISBURG, GALENA JUNCTION, etc.). Includes a 'FIRST CLASS' header and 'TIME TABLE No. 1 November 1, 1924'.

(0.18) 20.8 (0.29) 27.7 (0.30) 27.4 (1.08) 8.8 (0.19) 22.1 (0.25) 20.6 (0.18) 20.8 (0.15) 22.4 (0.19) 22.1 (0.30) 27.4 (0.14) 14.6 (0.24) 14.0 (0.45) 25.3 (0.18) 20.8 (0.30) 27.4 (0.13) 20.8 (0.25) 20.6 (0.19) 22.1 (0.48) 23.7 (0.21) 20.0 (0.12) 15.0Time Over Subdivision.....Average Speed per Hour.....

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

Note.—See Pages 3, 4 and 5 for additional trains on Terminal Subdivision.

Englewood is train order office only for trains that originate there. Schedule time and train orders apply at the end of double track at Tower 87 (H. B. & T. Crossing). Trains must obtain proper signals from switch tender, with green flag by day and green light by night, before proceeding into passenger station at Houston. Freight trains operating over Terminal subdivision between Englewood and Eureka will use single track between Tower 26 and Boulevard Junction, unless otherwise directed by train order.

Freight trains operating between Englewood and West Junction will go via Harrisburg unless otherwise directed by train order. The maximum speed for passenger trains on Terminal subdivision is fifty (50) miles per hour. The maximum speed for freight trains on Terminal subdivision is thirty-five (35) miles per hour. Freight trains are required to flag over all important street and road crossings between Eureka and Englewood where not protected by flagmen or automatic crossing signals.

Regular trains for which there are no orders may leave West Junction, Eureka, Tower 87 and Harrisburg on Terminal subdivision without a clearance card if train order signal is cleared when engineman calls for it. For guidance of Switch Tenders, Enginemen must use the following whistle signals for eastward movement at Hickory Street: G. H. & S. A., o. H. & T. C., o. Victoria Division, o o. S. A. & A. P., Nos. 2 and 4, o o.

TERMINAL SUBDIVISON

EASTWARD

West Junction to Tower 87 and from Semmes Junction to east yard.
Westward Semmes Junction to Harrisburg.

Distance from Houston	Distance from West Jet.	TIME TABLE NO. 1 November 1, 1924	FIRST CLASS																			Train Order Office Hours and Hours of Signalmen at Interlocking Stations					
			46 Austin Division Passenger	8 Sunset Mail	20 Dallas Division Passenger	18 Passenger	4 S. A. & A. P. Passenger	171 Galveston Passenger	4 Passenger	102 Sunset Limited	26 Shreveport Passenger	304 Victoria Division Passenger	173 Galveston Passenger	6 Passenger	203 Passenger Motor	12 New Orleans Limited	302 Victoria Division Passenger	42 Austin Division Passenger	16 Dallas Division Passenger	2 S. A. & A. P. Passenger	175 Passenger		110 Sunset Express	28 Shreveport Passenger			
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
7.16		HARRISBURG (Tower 30 GH&SA Cross.) 1.29						8.21 AM						1.37 PM	5.42 PM							6.53 PM		Continuous			
5.87		Tower 102 (I.-G. N. Cross.) 1.26																						Continuous			
4.61		GALENA JUNCTION 1.07																						Continuous			
3.54		BAER JUNCTION (Tower 86 H. B. & T. Cross.) 1.09						8.14						1.29	5.35							6.45		Continuous			
2.45		Tower 5 (S. A. & A. P. Cross.) 0.97																						Continuous			
1.48		I.-G. N. CROSSING 0.14																									
1.34		H. B. & T. CROSSING 0.20																									
1.14		SEMME'S JUNCTION																									
5.64		To Tower 87 (HB&T Cross) 1.45						7.37 AM			9.13 AM	9.32 AM			3.42 PM	6.52 PM						9.12 PM		Continuous			
4.19		TO-R ENGLEWOOD 2.25																						Continuous			
3.94		TOWER 68 2.06																						Continuous			
1.88		Tower 25 (I.-G. N. Cross.) 0.12																						Continuous			
1.76		Tower 26 (HB&T Cross.) 0.62																						Continuous			
3.23		EAST YARD 0.18										9.34 AM											8.41 PM				
3.05		I.-G. N. CROSSING 0.65																						Continuous			
2.40		TOWER 71 (H. B. & T. Cross.) 0.76																						Continuous			
1.64		TOWER 26										9.30											8.37	Continuous			
1.14		SEMME'S JUNCTION 0.46																						Continuous			
0.68		Tower 108 (M-K-T Cross.) 0.68																						Continuous			
0.0	13.74	TO-R HOUSTON (Grand Central Station) 1.48	5.45 AM	6.50 AM	6.55 AM	7.25 AM	7.40 AM	8.05 AM	9.00 AM	9.20 AM	9.25 AM	9.10 AM	1.15 PM	1.20 PM	3.30 PM	5.25 PM	6.40 PM	5.30 PM	5.45 PM	6.05 PM	6.10 PM	6.30 PM	6.35 PM	9.00 PM	8.00 PM	8.30 PM	Continuous
12.26		BOULEVARD J'NTION 3.03																									
9.23		TO-R EUREKA (Tower 13 M-K-T Cross.) 4.09	5.30 AM	6.35	6.40 AM	6.50 AM	7.25					8.55	1.00			5.15	5.30	5.50 PM	5.55 PM	6.15			7.45		Continuous		
5.14		R. BELLAIRE (Tower 104 SA&AP Cross) 1.45					7.15 AM					8.49	12.54			5.10	5.24				6.08 PM		7.39		Continuous		
3.69		Westmoreland Ry. Cross. 2.53																									
1.16		NORTH JUNCTION 1.16										8.42	12.47			5.03	5.17						7.32				
0.0		TO-R WEST JUNCTION										8.40 AM	12.45 PM			5.01 PM	5.15 PM						7.30 PM		Continuous		
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
			46	8	20	18	4	171	4	102	26	304	173	6	203	12	302	42	16	2	175	110	28				

Time Over Subdivision.....	(0.15)	(0.30)	(0.15)	(0.47)	(0.25)	(0.16)	(0.13)	(0.30)	(0.9)	(0.30)	(0.17)	(0.12)	(0.17)	(0.41)	(0.30)	(0.15)	(0.15)	(0.22)	(0.18)	(0.42)	(0.11)
Average Speed per Hour.....	18.0	27.4	18.0	12.8	20.6	26.2	26.0	27.4	20.0	27.4	24.7	28.0	24.7	28.0	27.4	18.0	18.0	23.5	23.3	27.1	18.5

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

Note: See pages 2, 4 and 5 for additional trains on Terminal Subdivision.

Englewood is train order office only for trains that originate there. Schedule time and train orders apply at the end of double track at Tower 87 (H. B. & T. Crossing). Trains must obtain proper signals from switch tender, with green flag by day and green light by night, before proceeding into passenger station at Houston. Freight trains operating over Terminal subdivision between Englewood and Eureka will use single track between Tower 26 and Boulevard Junction, unless otherwise directed by train order.

Freight trains operating between Englewood and West Junction will go via Harrisburg unless otherwise directed by train order. The maximum speed for passenger trains on Terminal subdivision is fifty (50) miles per hour. The maximum speed for freight trains on Terminal subdivision is thirty-five (35) miles per hour. Freight trains are required to flag over all important street and road crossings between Eureka and Englewood where not protected by flagmen or automatic crossing signals.

Regular trains for which there are no orders may leave West Junction, Eureka, Tower 87 and Harrisburg on Terminal subdivision without a clearance card if train order signal is cleared when engineman calls for it. For guidance of Switch Tenders, Enginemen must use the following whistle signals for eastward movement at Hickory Street:
G. H. & S. A., _____ o.
H. & T. C., o _____.
Victoria Division, o o _____.
S. A. & A. P., Nos. 2 and 4, o _____ o.

TERMINAL SUBDIVISON

WESTWARD

Tower 87 to West Junction and from east yard to Semmes Junction. Eastward from Harrisburg to Semmes Junction and Englewood.

Table with columns for Third Class (188, 71, 82, 216, 51) and Second Class (244, 144, 239, 242, 336, 243, 241, 343, 245, 222). Rows include stations like HARRISBURG, GALENA JUNCTION, BAER JUNCTION, SEMMES JUNCTION, ENGLEWOOD, TOWER 68, EAST YARD, TOWER 71, TOWER 26, BOULEVARD J'N'TION, TO-R EUREKA, R. BELLAIRE, NORTH JUNCTION, and TO-R WEST JUNCTION. Includes arrival and departure times and distances.

Summary table with columns for arrival times and average speeds for various train classes.

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TERMINAL SUBDIVISON

EASTWARD

West Junction to Tower 87 and from Semmes Junction to east yard.
Westward Semmes Junction to Harrisburg.

Distance from Houston Distance from West Jct.	TIME TABLE NO. 1 November 1, 1924	SECOND CLASS										THIRD CLASS					Train Order Office Hours and Hours of Signalmen at Interlocking Stations						
		244 New Orleans Manifest Freight	221 Mdse. Freight	246 Beaumont Mdse. Freight	240 Houston Mdse.	143 Sunset Manifest Freight	243 Sunset Manifest Freight	335 Victoria Division Freight	344 Packing House Express	242 Sunset Manifest Freight	187 Mixed	72 Local Freight	81 Local Freight	215 Local Freight	50 Local Freight								
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
7.16	HARRISBURG (Tower 30. GH&SA Cross.) 1.29		1.24AM					10.00AM	9.25PM														Continuous
5.87	Tower 102 (I.-G. N. Cross.) 1.26																						Continuous
4.61	GALENA JUNCTION 1.07																						Continuous
3.54	BAER JUNCTION (Tower 86 H. B. & T. Cross.) 1.09		1.12					9.48	9.10														Continuous
2.45	Tower 5 (S. A. & A. P. Cross.) 0.97																						Continuous
1.48	I.-G. N. CROSSING 0.14																						
1.34	H. B. & T. CROSSING 0.20																						
1.14	SEMMES JUNCTION																						
5.64	To Tower 87 (HB&T Cross.) 1.45	12.05AM		1.34AM																			Continuous
4.19	ENGLEWOOD 25	12.01AM	1.00AM	1.30AM	6.00AM	6.45AM	9.40AM	9.00PM	10.00PM	10.30PM			7.44AM										Continuous
3.94	TOWER 68 2.06												7.40AM	7.45AM	3.36PM	4.20PM							Continuous
1.88	Tower 25 (I.-G. N. Cross.) 0.12																						Continuous
1.76	Tower 26 (HB&T Cross.) 0.62																						Continuous
3.23	EAST YARD 0.18					6.25AM																	Continuous
3.05	I.-G. N. CROSSING 0.65																						Continuous
2.40	TOWER 71 (H. B. & T. Cross.) 0.76																						Continuous
1.64	TOWER 26																						Continuous
1.14	SEMMES JUNCTION 0.46																						Continuous
0.68	Tower 108 (M-K-T Cross.) 0.68																						Continuous
0.0	13.74 TO-R HOUSTON (Grand Central Station) 1.48												6.35AM										Continuous
12.26	BOULEVARD J'NTION 3.03																						Continuous
9.23	TO-R EUREKA (Tower 13 M-K-T Cross.) 4.09					5.00AM																	Continuous
5.14	R BELLAIRE (Tower 104 SA&AP Cross.) 1.45																						Continuous
3.69	Westmoreland Ry. Cross. 2.53																						Continuous
1.16	NORTH JUNCTION 1.16																						Continuous
0.0	TO-R WEST JUNCTION																						Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily						
		244	221	246	240	143	243	335	344	242			187	72	81	215	50						

Time Over Subdivision.....	(0.04)	(0.24)	(0.04)	(1.00)	(0.20)	(0.20)	(0.25)	(1.00)	(0.04)			(0.15)	(0.04)	(0.21)	(0.25)	(0.45)
Average Speed per Hour.....	22.5	13.7	22.5	9.0	12.0	14.7	11.8	9.0	22.5			18.8	22.5	14.0	9.6	12.0

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Freight trains operating over Terminal subdivision between Englewood and Eureka will use single track between Tower 26 and Boulevard Junction, unless otherwise directed by train order.

Freight trains operating between Englewood and West Junction will go via Harrisburg unless otherwise directed by train order.
The maximum speed for passenger trains on Terminal subdivision is fifty (50) miles per hour. The maximum speed for freight trains on Terminal subdivision is thirty-five (35) miles per hour.
Freight trains are required to flag over all important street and road crossings between Eureka and Englewood where not protected by flagmen or automatic crossing signals.

Regular trains for which there are no orders may leave West Junction, Eureka, Tower 87 and Harrisburg on Terminal subdivision without a clearance card if train order signal is cleared when engineman calls for it.
For guidance of Switch Tenders, Enginemen must use the following whistle signals for eastward movement at Hickory Street:
G. H. & S. A., _____ o.
H. & T. C., o _____
Victoria Division, o o _____
S. A. & A. P., Nos. 2 and 4, o _____ o.

INTERLOCKING WHISTLE CODES

TOWER 108.

Main track for movement with the current of traffic, from main track _____
 Eastward main track eastward from any other point _____ o
 Westward main track westward from any other point o _____ o
 Eastward main track westward from any point 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 _____
 To Galveston main track o _____

TOWERS 25 AND 26.

Main track for movement with the current of traffic, from main track _____
 Eastward main track eastward, from any other point _____ o
 Westward main track westward, from any other point o _____ o
 Eastward main track westward, from any point o _____
 Westward main track eastward, from any point _____ o _____
 H. E. & W. T. Transfer, from any point o o _____
 H. E. & W. T. connection, from any point o o _____
 Roundhouse lead, from any point _____
 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 _____

TOWER 68.

Main track for movement with the current of traffic, from main track _____
 Eastward main track eastward, from any other point _____ o
 Westward main track westward, from any other point o _____ o
 Eastward main track westward, from any point o _____
 Westward main track eastward, from any point _____ o _____
 West leg of wye, from any point _____
 Tank track, from any point _____
 Creosote No. 1, from any point o _____
 Creosote No. 2, from any point 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

TOWER 87.

Main track for movement with the current of traffic, from main track _____
 Main track eastward, from any other point _____ o
 Eastward main track westward, from any point o _____
 Westward main track eastward, from any point _____ o _____
 To yard, from any point o _____
 To switching lead, east yard, from any point _____

TOWER 86.

Main track eastward or westward, from main track _____
 Main track eastward, from any other point _____ o
 Main track westward, from any other point o _____
 Siding eastward or westward, from trains on siding _____
 From main track, eastward on siding o _____ o
 From main track, westward on siding _____ o _____

Between six (6) AM and ten (10) PM eastward trains which are to take siding at first switch east of Buffalo Bayou Bridge must sound one short and two long blasts of the whistle as a signal to bridge tenders to set the switch for the siding.

TOWER 30.

To Galveston Subdivision main track, from any point _____
 To Stella Subdivision main track, from any point o _____
 To saw mill, from any point _____ o
 To Cut Off between Harrisburg and Manchester o _____ o
 Eastward trains must approach Harrisburg WITH CAUTION and stop clear of east switch to siding unless home interlocking signal indicates proceed. When Stella Subdivision trains meet at Harrisburg, the Westward train will take siding unless otherwise directed by train order.

TOWER 13.

Main track for movement with the current of traffic, from main track, (except Terminal Subdivision main track westward) _____
 Terminal Subdivision main track westward o _____
 Eastward main track eastward, from any other point _____ o
 Westward main track westward, from any other point o _____ o
 Eastward main track westward, from any point o _____
 Westward main track eastward, from any point _____ o _____
 To wye track, from any point o o _____ o

TOWER 104.

Main track for movement with the current of traffic, from main track _____
 Eastward main track eastward, from any other point _____ o
 Westward main track westward, from any other point o _____ o
 Eastward main track westward, from any point o _____
 Westward main track eastward, from any point _____ o _____
 Transfer, from any point o _____

WESTWARD

GALENA SUBDIVISION

EASTWARD

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	THIRD CLASS		Distance from Galena Junction	TIME TABLE No. 1 November 1, 1924		Distance from Houston	THIRD CLASS	
	187	Mixed		STATIONS			188	Mixed
	Leave Daily Ex. Sunday						Arrive Daily Ex. Sunday	
	6.50AM	0.00		GALENA JUNCTION 3.05	4.61	4.23PM		
		3.05		FIDELITY 1.89	7.66			
	7.05AM	4.94		GALENA 0.77	9.56	4.05PM		
Yard PW		3.82		CLINTON	8.43			
	187					Leave Daily Ex. Sunday		
						188		
	(0.15) 18.4		Time Over Subdivision.....Average Speed per Hour.....		(0.18) 15.3		

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

MILEAGE SOUTHERN PACIFIC LINES (IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company.....	1,358.69
Texas & New Orleans Railroad Company.....	467.63
Texas State Railroad.....	32.60
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co.	640.17
Houston & Texas Central Railroad Company.....	858.05
The Houston East & West Texas Railway Company.....	190.94
Houston & Shreveport Railroad Company.....	39.78
Total Mileage.....	3,587.86

MAIN LINE

Texas & New Orleans Railroad Company.....	7.83
The Galveston, Harrisburg & San Antonio Railway Company.....	4.54
Houston & Texas Central Railroad Company.....	17.67
The Houston East & West Texas Railway Company.....	2.65
Total Main Line.....	32.69

BRANCHES

Galena Junction to Clinton.....T. & N. O. R. R. Co.....	7.46
Clinton to Galena.....T. & N. O. R. R. Co.....	1.90
Total Branches.....	9.36
Total Houston Terminals.....	42.05

COMPANY PHYSICIANS

Houston.....	Dr. R. W. Knox.....	Chief Surgeon
	Dr. C. C. Green.....	Assistant Chief Surgeon
	Dr. F. A. Waples.....	Division Surgeon
	Dr. H. C. Feagin.....	Examining Surgeon
	Dr. R. H. Harrison.....	Examining Surgeon
	Dr. T. A. Dickson.....	Local Oculist and Aurist
	Dr. M. L. O'Banion.....	Local Oculist and Aurist
	Dr. J. L. Taylor.....	Local Surgeon
	Dr. R. H. McMeans.....	Local Surgeon

SPEED TABLE

This table is for information in determining speed per mile and in no way affects rules governing speed of trains.

Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in		Miles Per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60		
27	2	13	44	1	21			

WATCH INSPECTORS

Sidney F. Ball, General Time Inspector.....	Chicago, Illinois
L. L. Doty, Assistant General Time Inspector.....	Chicago, Illinois
Houston Watch Company, Southern Pacific Building.....	Houston, Texas
W. E. Conners, 1702 Conti Street.....	Houston, Texas

SPECIAL INSTRUCTIONS

GENERAL

1. When a train is stopped by a red signal, burning fusee, explosion of one torpedo, block signal or interlocking signal, engineman, before proceeding in accordance with provisions of rules 10 (G), 11, 15, 509 or 663, as the case may be, must whistle out flagman to protect train. Flagman must be recalled as per rule 14 (d) or 14 (e), and train will not start until proceed signal is given from the rear. Flagman must not wait for signal from either engineman or conductor to protect train.

2. Operators having a "19" train order for delivery, which does not restrict the superiority of the train addressed at that station, will, when the approaching train calls for signal, lower the semaphore arm twice, returning it to STOP position, as a signal that a "19" order is to be delivered. Operator will then go out and deliver the Order with clearance card to engineman and conductor. No answer will be made by engineman to a "19" train order signal. Trains receiving such signal will approach and pass train order office slowly and not increase speed until the order has been received.

3. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.

Conductors of trains displaying green signals must register in person.

4. A train may arrive at a station in advance of its schedule arriving time.

5. Third-class trains may pass and run ahead of second-class trains without train order authority.

6. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.

7. Open top cars loaded with rail, pipe, structural steel, poles and mounted wheels, must not be placed in trains next to cabooses, occupied outfit cars, cars loaded with high explosives or inflammables, or tenders of oil burning locomotives.

8. Running switches of cars loaded with piling or live stock must not be made. Cars so loaded must not be detached while in motion, and other cars must not be kicked or dropped against them.

9. Employes are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.

10. Green signals displayed to the right of track in the direction of movement, in connection with yellow signals as prescribed by Rule 10-(H), define the limits of restricted movement.

11. Rule 17 (C) of Rules and Regulations of Transportation Department is amended as follows: When the rules require headlight to be displayed, electric headlights on engines will be dimmed as follows:

- (a) When standing in yards, where yard engines are employed.
- (b) When standing on main track at meeting points clear of siding and switch has been set for the opposing train, or when approaching or passing trains on two or more tracks.
- (c) When other trains are receiving or discharging passengers.
- (d) When approaching and passing train order offices at which "19" train orders are to be received.

12. Rule 875 of Rules and Regulations of Transportation Department is amended as follows: Enginemen of passenger trains having attained a speed of approximately 10 miles per hour after leaving initial or inspection stations, or any point where air brake pipe has been separated, must, without shutting off steam, apply air brakes to ascertain if they are working properly. Brakeman of train must station himself on platform of rear car where there is a retaining valve and when hearing escaping air after air brakes are released must give enginemen proceed signal. When hand signals can not be seen by enginemen communicating signal (16-H) must be used.

If enginemen fail to receive proceed signal in prescribed manner after running test has been made, or if brakeman fails to hear escaping air from retaining valve, steps must be taken to stop the train and ascertain cause of failure.

Enginemen on passenger trains, when at least one mile from railroad crossings at grade, draw bridges, junctions or end of double track, and before descending heavy grades must, without shutting off steam, apply air brakes and assure themselves that air brakes are working properly.

LOCAL

Trains which are not displaying signals for following sections may register at Harrisburg, West Junction and Eureka by Register Ticket (Form 2642).

Bellaire, Eureka and Englewood are register stations only for trains that originate or terminate there.

Trains originating at Harrisburg, West Junction and Eureka will be furnished by train order (Form "R"), check of trains due, which are superior, or of the same class that have arrived or left.

Trains may leave Tower 87 and East Yard without a check of overdue trains as prescribed by Rule 83.

SPEED

50. The yellow fish-tail signal is set 500 feet in advance of point where speed restriction is to apply. The oval slow board is set one-fourth mile in advance of point where speed restriction is to apply.

(a) Freight trains must not exceed twenty-four (24) miles per hour and passenger trains thirty-five (35) miles per hour around curves protected by yellow fish-tail signals.

(b) The maximum speed of trains on track protected by oval slow boards is shown on the face of slow board, the first figures indicating maximum speed of passenger trains and the second figures indicating maximum speed of all other trains.

51. Trains must not exceed fifteen (15) miles per hour through crossings, junctions and other diverging switches, and twenty-five (25) miles per hour over draw bridges and railroad crossings at grade.

52. Yard engines, and road engines backing up, with or without cars, must not exceed fifteen (15) miles per hour.

53. When cars are being shoved ahead of engine, speed of fifteen (15) miles per hour must not be exceeded. Cars must not be shoved ahead of engines between stations when it can be avoided.

54. Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale cars and machines of similar kind, on own wheels, must not exceed thirty (30) miles per hour on straight track and eighteen (18) miles per hour on curves. Boom of derricks must trail while being handled in trains.

55. Trains handling loaded oil tanks of 12,000 gallons capacity or over, must not exceed twenty-five (25) miles per hour on the Terminal Subdivision, and fifteen (15) miles per hour between Galena Junction and Clinton. Conductors will advise enginemen when they have cars of this kind in their trains.

56. Through the corporate limits of cities and towns named below, trains must not exceed the speed indicated:

(a) HOUSTON: Eighteen (18) miles per hour.

(b) MAGNOLIA PARK: Twelve (12) miles per hour.

57. On the Galena subdivision, trains must not exceed twenty-five (25) miles per hour.

POSITIVE BLOCK

75. Automatic block and interlocking rules govern operation and use of automatic block and interlocking signals within positive block limits.

Positive block signals have blades painted the same as interlocking signals.

76. **POSITIVE BLOCK LIMITS:** Westward main track signals at Tower 86 and signal No. 70 at Harrisburg.

First-class trains will operate under time table authority and block signal protection.

Second-class and inferior trains will respect time table authority of first-class trains, and must not enter block if unable to clear their time, in accordance with the rules. Second-class and inferior trains will be governed by block signal indications, as against the same class or inferior trains.

Eastward trains via Englewood will enter siding at first switch east of Buffalo Bayou Bridge. Westward trains must not use siding between crossing and H. B. & T. Crossing and Buffalo Bayou Bridge, except in emergency, and then under flag protection.

INTERLOCKING

101. Interlocking Signal Masts, unless otherwise provided, are placed over or upon the right of and adjoining the track they govern as seen when approaching them (See Rule 600).

102. An Interlocking Home Signal is a fixed signal located at a point at which trains are required to stop when the route is not clear. The signal arm is square at the end and is painted red. This signal indicates "STOP" when the signal arm is in horizontal position or when a red light is displayed. The signal indicates "PROCEED" when the arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed.

When more than one arm is placed on the same mast, the top arm governs movements on the main or high speed route through the plant, while the lower arm or arms govern movements from main track to diverging or low speed routes.

103. An Interlocking Distant Signal is a fixed signal located in advance of an Interlocking Home Signal. The signal arm is forked at the end and is painted yellow with a black stripe. When the signal arm is in horizontal position or displays a yellow light, train must reduce speed immediately upon passing signal and proceed with caution until the home signal is reached. When the signal arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed, it indicates "PROCEED."

104. An Interlocking Dwarf Signal is a low home or distant signal of fixed location and governs slow speed movements through an interlocking plant, with or against current of traffic or on or from a siding or diverging route. A dwarf signal, similarly placed, has the same meaning as a high signal.

105. When a white light is displayed by an interlocking semaphore signal, it is an indication that the lens is broken. Trains will approach such signal WITH CAUTION and be governed by position of the signal arm.

106. When approaching interlocking plants, enginemen will indicate to the signalman the route they desire to use by sounding the proper whistle signals CLEARLY and DISTINCTLY. Such whistle signals must be sounded sufficiently in advance of the interlocking station to enable the signalman to set up the route desired without delay. Signals must not be called for until the train is ready to move immediately into or through the interlocking limits.

107. When it is necessary to operate trains against the current of traffic through interlocking limits, enginemen, trainmen, signalmen and all other employes concerned must remember that such movements are unusual, necessitating extreme care and precaution, and they must have proper understanding of signals, in order to avoid accidents.

E. A. O'DONNELL,
Superintendent.

H. T. MELTON, Chief Dispatcher, Houston.
R. F. WILLIAMS, Chief Dispatcher, Houston.
H. S. NETHERY, Chief Dispatcher, Houston.

