

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads.

HOUSTON EAST & WEST TEXAS RAILROAD
HOUSTON & SHREVEPORT RAILROAD

EMPLOYEES' TIME TABLE No. 1

To Take Effect Sunday, November 17th, 1918,

At 12:01 A. M. "Central Time."

For the government and information of employees only, and not intended for the use of the public.
These Railroads reserve the right to vary from this Time Table at pleasure.

J. A. EDSON,
Federal Manager,
KANSAS CITY, MO.

C. E. JOHNSTON,
General Manager,
KANSAS CITY, MO.

E. H. HOLDEN,
Gen'l Supt. Transportation,
KANSAS CITY, MO.

R. T. WALKER,
Superintendent,
LUFKIN, TEXAS.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads.

HOUSTON AND SHREVEPORT RAILROAD
HOUSTON AND SHREVEPORT RAILROAD

CONDENSED SCHEDULES.

(CENTRAL TIME)

EASTWARD—Toward Shreveport.

WESTWARD—Toward Houston.

No. 12	No. 4	No. 2	Distance from Houston	STATIONS		Distance from Shreveport	No. 1	No. 3	No. 11	
7.15PM	9.00PM	7.30AM	0.00	Lv.	HOUSTON	Ar.	231.48	5.55PM	8.30AM	10.00AM
2.20AM	1.50AM	12.10PM	118.93	Ar.	LUFKIN	Lv.	112.55	1.10PM	3.30AM	2.20AM
3.20AM	2.00AM	12.30PM		Lv.		Ar.		12.50PM	3.20AM	1.50AM
4.35AM	3.00AM	1.20PM	138.97	Ar.	NACOGDOCHES	Lv.	92.51	11.59AM	2.20AM	12.25AM
		1.30PM		Lv.		Ar.				
10.30AM	7.00AM	5.25PM	231.48	Ar.	SHREVEPORT	Lv.	0.00	8.00AM	10.30PM	6.00PM
15.15	10.00	9.55		Through Time			9.55	10.00	16.00	
15.1	23.1	23.3		Miles Per Hour			23.3	23.3	14.4	

For the government and information of shippers, and for the use of the public, these Railroads reserve the right to vary from this time Table at pleasure.

R. T. WALKER,
Superintendent,
LUFKIN, TEXAS.

E. H. HOLDEN,
Gen'l Supt. Transportation,
KANSAS CITY, MO.

C. E. JOHNSTON,
General Manager,
KANSAS CITY, MO.

J. A. EDSON,
Federal Manager,
KANSAS CITY, MO.

EASTWARD—Toward Shreveport.

H. E. & W. T. R. R. and H. & S. R. R.—Lufkin to Shreveport.

EASTWARD—Toward Shreveport.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS										SECOND CLASS				FIRST CLASS			Distance from Lufkin	Time Table No. 1. November 17th, 1918.	
	88	86	84	82	80	74	72	161	24				12		155	4	2		STATIONS	
	G.C. & S.F. 202 Passenger Leave Daily	G.C. & S.F. 263 Freight Leave Daily Ex. Sunday	G.C. & S.F. 201 Passenger Leave Daily	G.C. & S.F. 264 Freight Leave Daily Ex. Sunday	G.C. & S.F. 274 Mixed Leave Daily Ex. Sunday	A. & N. R. 1 Mixed Leave Daily Ex. Sunday	A. & N. R. 2 Mixed Leave Daily Ex. Sunday	T. & N. O. Freight Leave Daily Ex. Monday	Local Freight Leave Daily				Through Freight Leave Daily		T. & N. O. Passenger Leave Daily	Passenger Leave Daily	Passenger Leave Daily			
24,367 F W Y						4.20 PM	9.40 AM		7.00 AM								2.00 AM	12.30 PM	0.00	LUFKIN
																			0.15	ST. L. S. W. CROSSING
Connection						4.35 PM	9.55 AM												2.15	P A. & N. R. CROSSING
1,030									7.30								2.11	f 12.40	4.20	DAVISVILLE
1,047									7.45								f 2.40	f 12.50	8.21	KURTH (Spur)
									9.15 AM	8.10						12.55 PM	2.57	1.16	19.58	DORR JUNCTION
14,269 W O									9.55	8.25						1.00 PM	s 3.00	s 1.20	20.04	P NACOGDOCHES
									10.05 AM	8.45						1.30 PM	3.12	1.40	23.16	P BONITA JUNCTION
1,560									9.00	9.00							3.19	f 1.46	25.43	REDFIELD
2,785									9.30	9.30							s 3.28	s 1.54	29.23	APPLEBY
1,445									9.45	9.45							f 3.35	f 1.59	31.84	MAYOTOWN
662									10.05	10.05							3.45	f 2.09	36.18	FITZE
16,995 Y									11.03	11.03							s 3.55	s 2.20	40.17	GARRISON
1,415									11.45 AM	11.45 AM							4.04	f 2.30	44.39	GALLAGHER
						2.10 PM			12.05 PM	12.05 PM							4.13	2.38	48.08	SHELBY JUNCTION
2,990						2.15 PM			12.33	12.33							s 4.15	s 2.39	48.63	TIMPSON
1,505									1.00	1.00							4.25	f 2.50	53.29	BOBO
Connection																			57.83	G. C. & S. F. CROSSING
4,317		6.05 PM	2.00 PM	8.45 AM	10.15 AM				1.33	1.33							s 4.39	s 3.04	58.16	TENAHA
1,294		6.10 PM	2.05 PM	8.50 AM	10.20 AM				1.53	1.53							f 4.50	f 3.15	62.72	PAXTON
1,682									2.20	2.20							s 5.08	s 3.31	69.72	JOAQUIN
4,250 W									2.40	2.40							s 5.13	s 3.36	71.59	HASLAM
2,660 Y									2.45	2.45							s 5.18	s 3.41	72.85	LOGANSFORD
1,300									3.15	3.15							f 5.32	f 3.55	78.75	FUNSTON
1,425									3.37	3.37							s 5.41	s 4.06	82.36	LONGSTREET
1,500									4.00	4.00							s 5.56	s 4.21	89.04	KEACHIE
1,610									4.33	4.33							f 6.08	f 4.33	94.19	PRESTON
																			100.24	T. & P. CROSSING
1,605 W									5.03	5.03							f 6.22	f 4.47	100.31	KEITHVILLE
1,140									5.30	5.30							f 6.34	f 5.00	105.62	LA ROSEN
																			107.59	T. & P. CROSSING
																			111.78	SHREVEPORT CREOSOTING CO. CROSSING
																			112.19	K. C. S. CROSSING
OF W Y 19,775									6.00 PM	6.00 PM							6.52	5.17	112.55	SHREVEPORT (H. & S. Depot)
																	7.00 AM	5.25 PM		SHREVEPORT (K. C. S. Depot)
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily				Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily			
	88	86	84	82	80	74	72	161	24				12		155	4	2			
	(0.05) 4.0	(0.05) 4.0	(0.05) 4.0	(0.05) 4.0	(0.05) 6.6	(0.15) 8.6	(0.15) 8.6	(0.50) 4.2	(11.00) 10.2				(7.10) 15.7		(0.85) 6.8	(5.00) 22.5	(4.55) 22.9			

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

Time Over District
Average Speed per Hour

Time Table No. 1. November 17th, 1918.	Distance from Shreveport	FIRST CLASS			SECOND CLASS				THIRD CLASS							Train Order Once Hours				
		1	3	156	11				23	162	71	73	81	83	85		87	89		
		Passenger	Passenger	T. & N. O. Passenger	Through Freight				Local Freight	T. & N. O. Freight	A. & N. R. 2 Mixed	A. & N. R. 1 Mixed	G. C. & S. F. 271 Mixed	G. C. & S. F. 264 Freight	G. C. & S. F. 201 Passenger		G. C. & S. F. 263 Freight	G. C. & S. F. 202 Passenger		
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily					
LUFKIN 0.15	112.55	f 12.50 PM	3.20 AM														Continuous			
ST. L. S. W. CROSSING 2.00	112.40																			
P A. & N. R. CROSSING 2.05	110.40											8.40 AM	3.25 PM							
DAVISVILLE 4.01	108.35	f 12.40	3.00																	
KURTH (Spur) 3.33	104.34	f 12.29	2.50				1.02													
CLIMAX 8.04	101.01	f 12.19	f 2.40				12.50													
DORR JUNCTION 0.46	92.97	12.01 PM	2.21	2.49 PM			12.27					4.35	10.50 AM							
P NACOGDOCHES 3.12	92.51	s 11.59 AM	s 2.20	2.46			12.25					4.30	10.45				Continuous			
P BONITA JUNCTION 2.27	89.39	11.48	2.09	2.28 PM			12.05 AM					4.10	10.05 AM							
REDFIELD 3.80	87.12	f 11.42	2.03				11.55 PM					3.50								
APPLEBY 2.61	83.32	s 11.32	s 1.54				11.40					3.35					8:00 AM to 5:00 PM			
MAYOTOWN 4.34	80.71	f 11.24	f 1.48				11.30					3.15								
FITZ 3.99	76.37	f 11.13	1.38				11.14					2.50								
GARRISON 4.22	72.38	s 11.03	s 1.28				10.50					2.20					8:00 AM to 5:00 PM			
GALLAGHER 3.69	68.16	f 10.50	1.17				10.25					1.50								
SHELBY JUNCTION 0.55	64.47	10.42	1.08				10.08					1.30		10.55 AM						
TIMPSON 4.66	63.92	s 10.40	s 1.06				10.00					1.25		10.50 AM			Continuous			
BOBO 4.54	59.26	f 10.27	12.53				9.38					1.00								
G. C. & S. F. CROSSING 0.33	54.72	10.15												10.30 AM	8.55 AM	2.15 PM	6.15 PM			
TENAHA 4.56	54.39	s 10.14	s 12.44				9.18					12.20 PM		10.20 AM	8.50 AM	2.05 PM	6.10 PM			
PAXTON 7.00	49.83	f 10.01	f 12.31				8.58					11.30 AM								
JOAQUIN 1.87	42.83	s 9.45	s 12.14				8.33					11.00					8:00 AM to 5:00 PM			
HASLAM 1.26	40.96	s 9.39	s 12.08				8.25					10.40					8:00 AM to 6:00 PM			
LOGANSPORT 5.90	39.70	s 9.35	s 12.04 AM				8.20					10.30					8:00 AM to 6:00 PM			
FUNSTON 3.61	33.80	f 9.22	f 11.51 PM				8.02					9.50								
LONGSTREET 6.68	30.19	s 9.15	s 11.45				7.50					9.35					8:00 AM to 5:00 PM			
KEACHIE 5.15	23.51	s 9.00	s 11.30				7.25					9.00					8:00 AM to 6:00 PM			
PRESTON 6.05	18.36	f 8.48	f 11.18				7.02					8.17								
T. & P. CROSSING 0.07	12.31																			
KEITHVILLE 5.31	12.24	f 8.35	f 11.04				6.42					7.55								
LA ROSEN 1.97	6.93	f 8.24	f 10.54				6.25					7.38								
T. & P. CROSSING 4.19	4.96																			
SHREVEPORT CREOSOTING CO. CROSSING 0.41	0.77																			
K. C. S. CROSSING 0.36	0.36																			
SHREVEPORT (H. & S. Depot)	0.00	8.08	10.38				6.00 PM					7.15 AM					Continuous			
SHREVEPORT (K. C. S. Depot)		8.00 AM	10.30 PM																	
		Leave Daily	Leave Daily	Leave Daily			Leave Daily					Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	
		1	3	156			11					23	162	71	73	81	83	85	87	89

Time Over District (4.50) (4.50) (0.21) (7.50) (11.00) (0.45) (0.15) (0.15) (0.05) (0.10) (0.05) (0.10) (0.05)
 Average Speed per hour..... 23.3 23.3 11.3 14.4 10.2 4.8 8.6 8.6 6.6 2.0 4.0 2.0 4.0

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RATING OF LOCOMOTIVES

IN MS OF 1,000 LBS. BEHIND TENDER.

April, 1908

HOUSTON TO SHREVEPORT.

SHREVEPORT TO HOUSTON.

HOUSTON TO HUMBLE	HUMBLE TO SHEPHERD	SHEPHERD TO NACOGDOCHES	NACOGDOCHES TO APPELBY	APPELBY TO GARRISON	GARRISON TO LOGANSPORT	LOGANSPORT TO SHREVEPORT	CLASS	ENGINE NUMBERS	SHREVEPORT TO LOGANSPORT	LOGANSPORT TO GARRISON	GARRISON TO NACOGDOCHES	NACOGDOCHES TO LUFKIN	LUFKIN TO LEGGETT	LEGGETT TO NAPIER	NAPIER TO HUMBLE	HUMBLE TO HOUSTON
Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING			Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING	Freight RATING
3275	2500	1140	900	800	1050	1430	T. 57 1/4 94...	335 to 346, inclusive.....	1250	1085	850	1335	1045	1730	2600	3275
5250	4000	1830	1440	1280	1680	2290	M. 63 3/8 126...	Superheated.....	2000	1740	1350	2140	1670	2770	4180	5250

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS

Less than 40 Ms 3
 More than 40 Ms 0

Engine rating is based on average weather conditions, with Maximum Speed of 25 Miles per Hour; Minimum Speed of 12 1/2 Miles per Hour.

Include Caboose in train tonnage at 30 Ms.
If trains cannot be given exact tonnage, a variation of 35 Ms. over or under is permissible.

SPUR TRACKS NOT OTHERWISE SHOWN

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

NAME	DISTANCE FROM HOUSTON, MILES.	NAME	DISTANCE FROM HOUSTON, MILES.	STATIONS	EAST	WEST	STATIONS	EAST	WEST
WESTHEIMER.....	6.64	SEVEN OAKS.....	81.63	Houston to Mount Houston.....	1.00	1.00	Burke to Lufkin.....	1.20	1.75
PORTER.....	24.36	BERING.....	84.28	Mount Houston to Bender.....	1.00	1.00	Lufkin to Kurth.....	1.20	1.00
HAZEL.....	26.11	LAURELIA.....	89.84	Bender to Humble.....	1.00	1.00	Kurth to Climax.....	2.55	1.75
SHIPMORE.....	26.61	BENFORD JUNCTION.....	95.45	Humble to Japan.....	1.30	1.00	Climax to Nacogdoches.....	1.00	1.00
PITTS.....	27.32	WAKEFIELD.....	99.80	Japan to New Caney.....	1.15	1.25	Nacogdoches to Redfield.....	1.00	1.00
BARNES.....	29.00	HAMMOCK.....	102.02	New Caney to Midline.....	1.30	1.25	Redfield to Appleby.....	1.50	2.50
KEEFER.....	30.82	EMPORIA (Siding).....	106.64	Midline to Cleveland.....	1.00	1.00	Appleby to Mayotown.....	1.50	1.00
THOMS.....	33.17	HOSHALL.....	113.32	Cleveland to Westcott.....	1.30	1.25	Mayotown to Fitze.....	1.00	1.30
SPLENDORA.....	34.46	FAIRCHILD.....	114.76	Westcott to Shepherd.....	1.30	1.00	Fitze to Garrison.....	1.25	1.00
EAST RIVER.....	38.30	PROSSER.....	120.53	Shepherd to Urbana.....	3.00	1.30	Garrison to Gallagher.....	1.00	1.00
GLADSTELL.....	40.32	COCHRAN.....	124.42	Urbana to Goodrich.....	2.15	2.00	Gallagher to Timpson.....	1.50	1.20
NIMROD.....	40.64	LOLA.....	130.84	Goodrich to B. & G. N. Jct.....	1.30	1.40	Timpson to Bobo.....	2.00	1.00
EXCELSIOR.....	46.08	LONSDALE.....	135.50	B. & G. N. Jct. to Livingston.....	1.00	1.60	Bobo to Tenaha.....	1.00	1.20
NORMANVALE.....	50.51	HENNING.....	160.17	Livingston to Marston.....	2.40	1.25	Tenaha to Paxton.....	1.85	1.40
NAPIER.....	54.16	GIBSON.....	175.92	Marston to Leggett.....	1.30	3.00	Paxton to Joaquin.....	1.00	1.00
MILLEDGE.....	57.28	HANSON.....	184.92	Leggett to Valda.....	3.00	1.25	Joaquin to Logansport.....	3.00	1.90
FISH BRANCH.....	58.83	SIAM.....	190.67	Valda to Moscow.....	1.20	3.00	Logansport to Longstreet.....	1.00	1.40
WALSH.....	59.27	CAYWOOD.....	195.27	Moscow to Corrigan.....	1.00	1.00	Longstreet to Keachie.....	1.40	1.50
B. & G. N. Junction.....	70.36	WASHBURN.....	202.71	Corrigan to Potomac.....	1.80	1.75	Keachie to Preston.....	2.00	1.00
BUCK.....	72.95	BUNGALOW.....	221.18	Potomac to Renova.....	1.15	1.00	Preston to Keithville.....	1.30	1.00
				Renova to Emporia.....	1.15	3.00	Keithville to La Rosen.....	1.20	2.00
				Emporia to Diboll.....	1.00	3.00	La Rosen to Shreveport.....	1.50	1.00
				Diboll to Burke.....	1.00	3.00			

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

For Nos. 1 and 2.

For Nos. 3 and 4.

PORTER (Spur).....24.36 M.P.	BUCK.....72.95 M.P.	WAKEFIELD.....99.80 M.P.	WASHBURN.....202.71 M.P.	PORTER.....24.36 M.P.	BUCK.....72.95 M.P.
SPLENDORA (Spur).....34.46 M.P.	SEVEN OAKS (Spur).....82.33 M.P.	HAMMOCK.....102.72 M.P.	BUNGALOW.....221.18 M.P.	SPLENDORA.....34.46 M.P.	BERING (Spur).....84.28 M.P.
GLADSTELL.....40.32 M.P.	BERING (Spur).....84.28 M.P.	HOSHALL.....113.32 M.P.		GLADSTELL.....40.32 M.P.	HAMMOCK.....102.72 M.P.
NORMANVALE.....50.51 M.P.	LAURELIA (Spur).....90.54 M.P.	HANSON.....185.62 M.P.			

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

HOME STAFF.

Houston.....
 Dr. R. W. Knox.....Chief Surgeon
 Dr. E. J. Hamilton.....House Surgeon
 Dr. H. C. Feagin.....Examining Surgeon
 Dr. G. H. Spurlock.....Examining Surgeon
 Dr. J. C. Ellis.....Local Oculist and Aurist
 Dr. Chas. B. Harwood.....Local Oculist and Aurist

LOCAL SURGEONS.

Humble.....Dr. J. B. DuBose
 New Caney.....Dr. W. H. Beasley
 Cleveland.....Dr. C. H. Robinson
 Shepherd.....Dr. M. J. Kuykendall
 Livingston.....Dr. B. C. Marsh
 Buck.....Dr. H. Bergman
 Leggett.....Dr. R. E. Dallard
 Moscow.....Dr. M. J. Taylor
 Corrigan.....Dr. W. G. Pullen
 Diboll.....Dr. A. T. Talley

Lufkin.....Dr. R. T. Cannon
 Examining Surgeon
 Dr. W. W. Dunn
 Nacogdoches.....Dr. F. R. Tucker
 Dr. W. I. M. Smith
 Appleby.....Dr. C. E. Samuels
 Garrison.....Dr. Geo. H. Turner
 Timpson.....Dr. M. H. E. Whiteside
 Dr. T. F. Whiteside

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

SPECIAL RULES AND REGULATIONS.

GENERAL.

1. With trains of more than twenty (20) cars engine must be detached before spotting for fuel or water.
2. Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of caboose.
3. In conformity with Rule 14-C, Enginemen must whistle out Flagman to protect the rear of their trains, and will recall them with engine whistle as per Rule 14-D, or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from the rear of train. Flagman must not wait for signal from either Engineman or Conductor to protect train.

(a) When a train is stopped by a block signal it may proceed when the signal is cleared. On single track send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, and then proceed under control to the next clear signal; or if the signal next in advance is in plain view and the track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in the Flagman from the rear.

4. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineman will whistle out a Flagman, after which he should call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for distance of one-half mile after first calling in Flagman. In cases of this kind it is reasonable to assume that some one has placed the stop signal to protect against broken rail or other track obstruction, and extreme care must be taken in moving train until full flagging distance has been covered.

5. Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on the Engineman's side. These signals consist of posts four (4) inches square extending three (3) feet above ground, with short fish-tail targets painted yellow, face of posts painted white, and sides and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to fifteen (15) miles per hour around curves protected by these signals; except that passenger trains will reduce to twenty (20) miles per hour and other trains to twelve (12) miles per hour on first curve east of Renova, reverse curve at 128-mile post and reverse curve at 129-mile post.

6. All trains displaying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose of freight trains, to be acknowledged by two short blasts of whistle from engine and proceed signal from Rear End.

7. Should an Interlocking Home Signal be found with light not burning or spectacle glass broken, showing white light, train should stop in advance of signal and proceed according to Interlocking Rules 630 and 663.

SIGNS AND CHARACTERS.

The following signs when placed opposite names of stations in Time Table indicate:

- P—Telegraphone.
- W—Water Station.
- F—Fuel Station.
- T—Turntable.
- O—Track Scales.
- Y—Wye.

LOCAL.

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

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

All trains register by slip at Lorain Street. Passenger trains only register at Bonita Junction and K. C. S. crossing, Shreveport.

Trains displaying green signals must be registered by Conductor in person instead of by slip.

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

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

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

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

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

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

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

The following signals must be acknowledged as prescribed by Rule 14 (g) or (h):

Explosion of one torpedo, explosion of two torpedoes, fusee burning red, fusee burning yellow, yellow flag or light at side of track.

When a watchman leaves his post of duty temporarily, he must display a yellow flag by day, or a yellow light by night, in a conspicuous place, to give notice to trainmen and yardmen that the crossing, usually protected by a watchman, is not so guarded.

Trains must get a clearance before leaving Lufkin and Nacogdoches.

SPEED REGULATIONS.

Freight train, in pulling away from stations and water tanks, will not exceed a speed limit of ten (10) miles per hour until train has moved its length, for purpose of allowing Trainmen to thoroughly inspect the train for defective equipment.

Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and diverging switches, and twenty-five (25) miles per hour over draw bridges, railroad crossings at grade; except that all trains will consume two (2) minutes in crossing Angelina trestle; and all trains reduce to ten (10) miles per hour over San Jacinto, Trinity, Neches and Sabine River bridges.

Trains will reduce speed through cities and towns as follows:

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

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

Trains, while handling oil tanks, loaded, of ten thousand gallons or eighty thousand pounds capacity, must not exceed fifteen (15) miles an hour. Engines backing up must not exceed fifteen (15) miles per hour.

HOUSTON TERMINALS

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

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

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

All trains must get proper signal from Switchtender (green flag or green light) at yard entrance to H. & T. C. Depot before proceeding.

Trains and Engines will be handled at H. & T. C. Depot on instructions and signals of Depot Master. All trains must clear or cut main passageway to waiting room promptly before engines are detached. Air must be used in switching passenger trains or cars, whether occupied or not.

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

WHISTLE CODES.

Towers 25 and 26.

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

Tower 68.

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

S. P. COUGHLIN, Train Master.
W. BRETSCHNEIDER, Division Engineer.
W. F. RENTZEL, Master Mechanic.

H. T. MELTON, Chief Dispatcher.

A. A. ECKERLE, Dispatcher, Lufkin.
S. A. THOMPSON, Dispatcher, Lufkin.
L. LEVEY, Dispatcher, Lufkin.

A. L. KUYKENDALL,
Superintendent Houston Terminals.

SPECIAL RULES AND REGULATIONS.

HOUSTON TERMINALS

Houston Terminals extend from N. & T. C. Depot to East Yard and from Tower 25 to West Yard.

All trains must clear the line of E. & N. O. Division first-class trains on double track between Tower 19 and Tower 25 and Houston.

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

All trains must get proper signal from Switchboard (green flag or green light) at yard entrance to N. & T. C. Depot before proceeding.

Trains and Engines will be handled at N. & T. C. Depot on instructions and signals of Depot Master. All trains must clear or cut main passageway to waiting room promptly before engines are detached. All must be used in switching passenger trains or cars, whether occupied or not.

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

WHISTLE CODES.

Tower 25 and 26

To South Main east.....	From any point
To Main line west for westbound passenger trains.....	From any point
To Old Main east.....	From any point
To H. E. & W. T. Transfer.....	From any point
To Main line west.....	From any point
Except passenger trains will blow.....	From any point
To Foundry.....	From any point
To Old Head.....	From any point
To H. E. & W. T. connection.....	From any point
To H. E. & T.....	From any point
To Main line.....	From any point
To E. & N. O. Division.....	From any point
To Westbound freight Main.....	From any point

Tower 25

Main line east or West for passenger trains.....	From any point
To Water Tank.....	From any point
To West Junction.....	From any point
To Tank Track.....	From any point
To Crescent No. 1.....	From any point
To Crescent No. 2.....	From any point
To North Main east.....	From any point
To South Main west.....	From any point
To South Switching lead.....	From any point
To North Switching lead.....	From any point
To West Yard of "Y".....	From any point

LOCAL

Standard clocks are located at Houston H. & T. C. Roundhouse, H. & T. C. Depot, Telegraph Office, Main Street Telegraph Office, Larkin and Westwood Telegraph Office.

Train registers are located at Houston H. & T. C. Depot, Hardy Street and Larkin Street, Larkin, Northwood, Houston Junction, Houston, Houston H. & T. C. Depot, N. & T. C. Depot, Easton and N. & T. C. Depot.

All trains register by sign at Larkin Street.

Passenger trains only register at Houston Junction and N. & T. C. Depot.

Tables displaying green signals must be registered by Conductor in person instead of by sign.

Books containing Bulletin and Circulars are located at Houston H. & T. C. Depot, Office and Hardy Street Telegraph Office, Larkin and Westwood Telegraph Office, at all roundhouses.

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

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

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Employees of the Houston & Galveston Railroad will be governed by the Rules, Regulations and Time Table of the Houston and West Texas Railroad when operating their own equipment.

SAFETY

The best safety device is a careful man. The employee who **thinks** before he **acts** and who by advice and example teaches others to do likewise, is a real safety man.

Every employee is a committee of one to report unsafe practices and conditions to safety committee members or proper officer. Are you doing your part? If not, start now and help **"Make every employee a safety man."** He owes it to himself! He owes it to his family.

GENERAL

1. With trains of more than twenty (20) cars engine must be detached before spotting for fuel or water.

2. Outfit cars and empty wooden coal and flat cars must be handled on test of main outfit cars to be placed next ahead of engine.

3. In conformity with Rule 14-C, Enginemen must whistle out flagman to protect the rear of their train and will recall them with engine whistle as per Rule 14-D or 14-E, as the case may be, when ready to proceed, unless a passenger train is due and will not start until a proceed signal is given from the rear. Flagman must not wait for signal from either Engineman or Conductor to protect train.

(a) When a train is stopped by a block signal it may proceed when the signal is cleared. On single track send a flagman ahead and to the rear (unless Rule 14-D or 14-E, as the case may be, when ready to proceed, unless a passenger train is due and will not start until a proceed signal is given from the rear. Flagman must not wait for signal from either Engineman or Conductor to protect train.)

(b) When a train is stopped by a block signal it may proceed when the signal is cleared. On single track send a flagman ahead and to the rear (unless Rule 14-D or 14-E, as the case may be, when ready to proceed, unless a passenger train is due and will not start until a proceed signal is given from the rear. Flagman must not wait for signal from either Engineman or Conductor to protect train.)

4. When a train is stopped by the application of one lamp, on the day or the red light unaccompanied, the Engineman will whistle out a flagman, after which he should call for a signal. If no one can be located as in charge of flag or light or responsible for the one lamp, train may proceed with caution for distance of one-half mile after first calling in flagman. In case of this kind it is responsible to assume that some one has placed the stop signal to protect against broken rail or other track obstruction, and extreme care must be taken in moving train until full backing distance has been covered.

5. Five hundred (500) feet in advance of all curves of 200 (2) degrees or more caution signals are set seven (7) feet from the rail on the Engineman's side. These signals consist of posts four (4) inches square extending three (3) feet above ground with short flat-lattice painted yellow face of posts painted white and sides and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to fifteen (15) miles per hour around curves protected by these signals; except that passenger trains will reduce to twenty (20) miles per hour and other trains to twelve (12) miles per hour on flat curves east of Houston, reverse curve at 185-mile post and reverse curve at 133-mile post.

6. All trains displaying signals for following sections must sound one long and two short blasts of engine whistle, starting both engine and caboose or freight train to be acknowledged by two short blasts of whistle from engine and proceed signal from Rear End.

7. Should an interlocking Home Signal be found with light not burning or electric light broken showing white light train should stop in advance of signal and proceed according to interlocking Rule 230 and 231.

SIGNS AND CHARACTERISTICS

The following signs when placed opposite hand of stations in Time Table:

- T-Telephone
- W-Water Station
- F-Fuel Station
- T-Transfer

A. L. KUYKENDALL,
Superintendent Houston Terminals.

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