

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

HOUSTON EAST & WEST TEXAS RAILWAY COMPANY
HOUSTON & SHREVEPORT RAILROAD COMPANY

TIME TABLE

FOR THE

SHREVEPORT DIVISION

To Take Effect Friday, October 1, 1920, 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.

CONDENSED SCHEDULES.

(CENTRAL TIME)

EASTWARD—Toward Shreveport.

WESTWARD—Toward Houston.

No. 212	No. 144	No. 28	No. 26	Distance from Houston	STATIONS	Distance from Shreveport	No. 25	No. 27	No. 143	No. 211
	9.10PM	9.00PM	7.45AM	0.00	Lv. HOUSTON Ar.	232.32	6.15PM	7.10AM	6.45AM	
7.30PM	5.00AM 6.00AM	1.50AM 2.00AM	12.55PM 1.15PM	118.93	Ar. LUFKIN Lv. Lv. Ar	113.39	1.10PM 12.50PM	2.10AM 2.00AM	10.30PM 9.45PM	5.45AM
9.30PM	7.05AM	3.00AM	2.05PM	138.97	Ar. NACOGDOCHES Lv. Lv. Ar	93.35	11.59AM	1.00AM	8.20PM	4.20AM
4.00AM	1.20PM	7.00AM	6.05PM	232.42	Ar. SHREVEPORT Lv.	0.00	8.00AM	9.00PM	2.30PM	10.15PM
8.30	16.10	10.00	10.20		Through Time		10.15	10.10	16.15	7.30
13.8	14.8	23.1	22.4		Miles Per Hour		22.6	22.6	14.4	15.4

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
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 3,555.26

MAIN LINE

T. & N. O. R. R. Co.—Grand Central Depot to Semmes Junction70
H. E. & W. T. Ry. Co.—Semmes Junction to Sabine River	190.94
H. & S. R. R. Co.—Sabine River to H. & S. Freight Depot, Shreveport	39.78
K. C. S. Ry. Co.—H. & S. Freight Depot to K. C. S. Passenger Depot.....	.90

Total Shreveport Division 232.32

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	1	
27	2	13	44	1	21			

EASTWARD—Toward Shreveport.

HOUSTON—LUFKIN—Sub-Division

WESTWARD—Toward Houston.

Capacity of Side Tracks in Cars & location of Scales, Fuel, Water and Turning Stations	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Houston	Time Table No. 80. October 1, 1920	Distance from Lufkin	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office hours
	222 Local Freight Leave Daily	144 Sunset Manifest Freight Leave Daily	28 Passenger Leave Daily	26 Passenger Leave Daily	25 Passenger Arrive Daily	27 Passenger Arrive Daily				143 Sunset Manifest Freight Arrive Daily	221 Local Freight Arrive Daily					
												STATIONS				
					9.00PM	7.45AM	0.00	HOUSTON (H. & T. C. Depot)	118.93	6.15PM	7.10AM					Continuous
							0.00	M. K. & T. CROSSING	118.43							
Yard	8.15AM	9.10PM					0.00	ENGLEWOOD	120.15			6.45AM		6.00PM		
OWY					9.08	7.52	.78	TOWER 26-T. & N. O. Crossing	117.45	6.04	6.58					
Y							1.54	H. B. & T. CROSSING	116.69							
							2.19	I. & G. N. CROSSING	116.04							
Yard	8.35	9.25			9.15	7.57	2.37	EAST YARD	115.86	6.00	6.53	6.25		5.40		
							4.10	H. B. & T. CROSSING	114.13							
56	8.55	9.45			9.26	8.10	9.38	MOUNT HOUSTON	108.87	5.47	6.41	6.00		5.15		
49	9.07	9.58			9.32	8.18	13.23	BENDER	105.00	5.38	6.32	5.45		5.00		
Yard WY	9.30	10.10			9.39	8.26	17.07	HUMBLE	101.16	5.31	6.25	5.25		4.40		Continuous
42	9.55	10.30			9.52	8.40	23.33	JAPAN	94.91	5.17	6.08	4.45		4.00		
43 W	10.20	10.50			10.04	8.52	28.35	NEW CANEY	89.88	5.05	5.55	4.25		3.40		8.30 AM to 5.30 PM
34	10.45	11.20			10.25	9.12	36.61	MIDLINE	81.62	4.47	5.37	3.55		3.10		
							37.36	FOSTER LUMBER CO. CROSSING	80.87							
98	11.20	11.50PM			10.43	9.33	43.25	CLEVELAND	74.98	4.32	5.20	3.35		2.50		8.00 AM to 5.00 PM
Connection W					10.44	9.40	43.71	G. C. & S. F. CROSSING	74.52	4.30	5.16					
60	11.45AM	12.10AM			10.55	9.53	48.37	WESTCOTT	69.86	4.18	5.03	3.15		2.30		
92 Y	12.10PM	12.32			11.05	10.04	53.76	NAPIER YARD	64.47	4.06	4.52	2.45		2.10		
53	12.15	12.40			11.08	10.08	55.33	SHEPHERD	62.90	4.03	4.50	2.40		1.42		Continuous
53	12.45	1.00			11.20	10.19	60.03	URBANA	58.20	3.48	4.37	2.20		1.22		
35	1.10	1.14			11.28	10.28	63.44	GOODRICH	54.79	3.40	4.28	2.08		1.10		8.00 AM to 5.00 PM
38	1.30	1.29			11.37	10.38	67.28	LAMONT	50.95	3.30	4.19	1.53		12.54		
56 Connection	1.45	1.40			11.44	10.45	70.36	B. & G. N. CROSSING	47.87	3.23	4.12	1.40		12.42		
18	1.55	1.48			11.49	10.50	71.52	LIVINGSTON	46.71	3.20	4.09	1.35		12.32		Continuous
23	2.15	2.10			11.58PM	11.00	75.28	MARSTON	43.05	3.08	3.57	1.24		12.22		
66	2.25	2.21			12.03AM	11.06	77.47	NEW WILLARD	40.76	3.01	3.51	1.13		12.10PM		8.00 AM to 5.00 PM
46 Y	2.55	2.28			12.09	11.12	79.69	LEGGETT	38.54	2.55	3.46	1.05		11.45AM		Continuous
39	3.10	2.40			12.19	11.22	83.67	VALDA	34.56	2.44	3.36	12.45		11.22		
24	3.35	2.51			12.30	11.32	87.51	MOSCOW	30.72	2.33	3.26	12.30		10.30		8.00 AM to 5.00 PM
44	4.15	3.12			12.44	11.49AM	93.01	CORRIGAN	25.22	2.16	3.12	12.10AM		10.00		Continuous
Connection							93.05	M. K. & T. CROSSING	25.18							
27	4.40	3.33			12.58	12.03PM	99.11	POTOMAC	19.12	1.59	2.56	11.50PM		9.20		
17 W	5.00	3.50			1.09	12.12	103.08	RENOVA	15.15	1.48	2.46	11.27		9.00		
23							106.10	EMPORIA	12.13							
39	5.20	4.05			1.17	12.23	106.76	DIBOLL	11.47	1.39	2.38	11.06		8.45		7.30 AM to 5.30 PM
52	5.45	4.25			1.26	12.33	110.20	BURKE	7.93	1.29	2.30	10.55		8.24		7.00 AM to 4.00 PM
FWYT Yard	6.30PM	5.00AM			1.50AM	12.55PM	118.23	LUFKIN	00.0	1.10PM See No. 26	2.10AM See No. 25	10.30PM		8.00AM		Continuous
	Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily		Leave Daily		
	222	144			28	26				25	27	143		221		

(10.15) (7.50) (4.50) (5.05) Time Over District (5.05) (5.10) (8.15) (10.00)
 12.5 14.2 24.6 23.1 Average Speed per Hour 23.2 23.5 14.8 12.4

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

EASTWARD—Toward Shreveport.

LUFKIN—SHREVEPORT—Sub-Division.

Capacity of Side Tracks in Cars, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS											SECOND CLASS			FIRST CLASS			Distance from Houston	Time Table No. 80.			
	92	90	88	86	84	82	80	74	72	161	224	167	212	144	155	28	26		October 1 1920.			
	G.C. & S.F. 210 Passenger	G.C. & S.F. 209 Passenger	G.C. & S.F. 202 Passenger	G.C. & S.F. 263 Freight	G.C. & S.F. 201 Passenger	G.C. & S.F. 264 Freight	G.C. & S.F. 274 Mixed	A. & N. R. 1 Mixed	A. & N. R. 2 Mixed	T. & N. O. Freight	Local Freight	T. & N. O. Through Freight	Through Freight	Sunset Manifest Freight	T. & N. O. Passenger	Passenger	Passenger					
Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily						
FWY Yard								4.25 PM	9.30 AM		8.00 AM						2.00 AM	1.15 PM	118.23	LUFKIN		
Connection								4.40 PM	9.45 AM		8.10								118.38	0.15		
13																			120.38	ST. L. S. W. CROSSING 2.00		
19																			122.43	P A. & N. R. CROSSING 2.05		
17																			126.44	DAVISVILLE 4.01		
																			129.77	KURTH (Spur) 3.33		
Yard WO										9.15 AM	9.10		6.50 AM	9.25	7.00		12.13 PM	2.48	137.81	CLIMAX 8.04		
										9.55	9.15		7.30	9.30	7.05		12.25	3.00	138.27	DORR JUNCTION 0.46		
29										10.05 AM	9.30		7.45 AM	9.50	7.20		12.37 PM	3.12	141.39	P NACOGDOCHES 3.12		
35											9.45			10.08	7.30			3.19	143.66	P BONITA JUNCTION 2.27		
26											9.55			10.22	7.42			3.28	147.46	REDFIELD 3.80		
15											10.10			10.30	7.50			3.35	150.07	APPLEBY 2.61		
50 Y											10.30			10.50	8.10			3.45	154.41	MAYOTOWN 4.34		
25											11.03			11.05	8.25			3.55	158.40	FITZE 3.99		
Connection											11.45 AM			11.25	8.45			4.04	162.62	GARRISON 4.22		
79								2.20 PM			12.05 PM			11.37	8.57			4.13	166.31	GALLAGHER 3.69		
27								2.25 PM			12.33			11.45 PM	8.58			4.15	166.86	SHELBY JUNCTION 0.55		
Connection	3.46 AM	11.28 PM	6.56 PM	2.00 PM	9.06 AM	10.15 AM					1.00			12.02 AM	9.14			4.25	171.52	TIMPSON 4.66		
37	3.50 AM	11.33 PM	7.00 PM	2.05 PM	9.10 AM	10.20 AM					1.33			12.23	9.35			4.39	176.06	BOBO 4.54		
28											1.53			12.43	10.01			4.50	176.39	G. C. & S. F. CROSSING 0.33		
33											2.20			1.10	10.30			5.08	180.95	TENAHA 4.56		
Yard W											2.40			1.30	10.45			5.13	187.95	PAXTON 7.00		
18 Y											2.45			1.40	10.55			5.18	189.82	JOAQUIN 1.87		
28											3.15			2.00	11.15			5.32	191.08	HASLAM 1.26		
28											3.37			2.15	11.30			5.41	196.98	LOGANSFORD 5.90		
27											3.53			2.35	11.54 AM			5.56	200.59	FUNSTON 3.61		
23											4.33			2.55	12.14 PM			6.08	207.27	LONGSTREET 6.68		
																			212.42	KEACHIE 5.15		
																			218.47	PRESTON 6.05		
29 W											4.55			3.15	12.37			6.22	218.54	T. & P. CROSSING 0.07		
19											5.42			3.35	12.57			6.34	223.85	KEITHVILLE 5.31		
																			225.82	LA ROSEN 1.97		
																			230.01	T. & P. CROSSING 4.19		
																			230.42	SHREVEPORT CROSSTING CO. CROSSING 0.41		
POFWY Yard											6.00 PM			4.00 AM	1.20 PM			6.52	230.62	K. C. S. CROSSING 0.30		
																		7.00 AM	231.62	SHREVEPORT (H. & S. Depot) 0.90		
	Arrive Daily	Arrive Daily	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		SHREVEPORT (K. C. S. Depot)		
	92	90	88	86	84	82	80	74	72	161	224			167	212	144		155	28	26		
	(0.04)	(0.05)	(0.08)	(0.05)	(0.05)	(0.05)	(0.05)	(0.15)	(0.15)	(0.50)	(10.00)			(0.55)	(8.30)	(7.30)		(0.24)	(5.00)	(4.50)	Time Over District	
	4.0	4.0	4.0	4.0	4.0	4.0	6.6	8.6	8.6	4.2	11.2			4.0	13.6	15.4		7.5	22.5	23.5	Average Speed per Hour	

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 Except, No. 143 is superior to No. 212.

LUFKIN—SHREVEPORT SUB-DIVISION

WESTWARD—Toward Houston.

Time Table No. 80. October 1, 1920.	Distance from Shreveport K. C. S. Depot	FIRST CLASS			SECOND CLASS			THIRD CLASS									Train Order Office Hours		
		25	27	156	143	211	168	223	162	71	73	81	83	85	87	89		91	93
		Passenger	Passenger	T. & N. O. Passenger	Sunset Manifest Freight	Through Freight	T. & N. O. 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		G.C. & S.F. 208 Passenger	G.C. & S.F. 210 Passenger
Arrive Daily	Arrive Daily	Arrive Daily	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	Arrive Daily	Arrive Daily		
LUFKIN 0.15	113.39	12.50PM	2.00AM		9.45PM	5.45AM See No. 144		6.30PM		8.30AM	4.15PM							Continuous	
ST. L. S. W. CROSSING 2.00	113.24																		
P A. & N. R. CROSSING 2.05	111.24									8.10AM	4.00PM								
DAVISVILLE 4.01	109.19	12.40	1.35																
KURTH (Spur) 3.33	105.18	12.29	1.26		9.10	5.10		6.05											
CLIMAX 8.04	101.85	12.19	1.17		8.55	4.55		5.50											
DORR JUNCTION 0.46	93.81	12.01PM	1.01	2.48PM	8.25	4.25	5.15PM	5.25	11.10AM										
P NACOGDOCHES 3.12	93.35	11.59AM	1.00	2.45	8.20	4.20	4.55	5.20	11.00AM									Continuous	
P BONITA JUNCTION 2.27	90.23	11.48	12.48	2.30PM	8.05	4.04	4.45PM	4.55	10.05AM										
REDFIELD 3.80	87.96	11.42	12.41		7.58	3.57		4.40											
APPLEBY 2.61	84.16	11.32	12.32		7.46	3.45		4.25										8:00AM to 5:00PM	
MAYOTOWN 4.34	81.56	11.24	12.25		7.38	3.35		4.10											
FITZE 3.99	77.21	11.13	12.15		7.24	3.14		3.52										8:00AM to 5:00PM	
GARRISON 4.22	73.22	11.03	12.05AM		7.06	2.56		3.37											
GALLAGHER 3.69	69.00	10.50	11.55PM		6.46	2.36		3.07											
SHELBY JUNCTION 0.55	65.31	10.42	11.46		6.33	2.23		2.41			11.15AM								
TIMPSON 4.66	64.75	10.40	11.45		6.32	2.22		2.40			11.10AM							Continuous	
BOBO 4.54	60.10	10.27	11.31		6.12	2.06		2.00											
G. C. & S. F. CROSSING 0.33	55.57	10.15									10.30AM	9.16AM	2.15PM	7.25PM	11.38PM	3.55AM		8:00AM to 5:00PM	
TENAHA 4.56	55.23	10.14	11.20		5.53	1.50		1.33			10.20AM	9.10AM	2.05PM	7.20PM	11.33PM	3.50AM		8:00AM to 5:00PM	
PAXTON 7.00	50.67	10.01	11.02		5.36	1.35		1.10											
JOAQUIN 1.87	43.67	9.45	10.47		5.11	1.10		12.40PM										8:00AM to 5:00PM	
HASLAM 1.26	41.80	9.39	10.39		5.05	12.55		11.59AM										Continuous	
LOGANSFORT 5.90	40.54	9.35	10.34		4.57	12.47		11.35										8:00AM to 5:00PM	
FUNSTON 3.61	34.64	9.22	10.21		4.35	12.25		11.15										8:00AM to 5:00PM	
LONGSTREET 6.68	31.03	9.15	10.15		4.17	12.07AM		10.15										8:00AM to 5:30PM	
KEACHIE 5.15	24.35	9.00	10.00		3.53	11.43PM		9.45											
PRESTON 6.05	19.21	8.48	9.48		3.33	11.23		9.17											
T. & P. CROSSING 0.07	18.15																		
KEITHVILLE 5.31	13.08	8.35	9.34		3.08	10.58		8.55											
LA ROSEN 1.97	7.77	8.24	9.24		2.50	10.40		8.38											
T. & P. CROSSING 4.19	5.80																		
SHREVEPORT CREOSOTING CO. CROSSING 0.41	1.61																		
K. C. S. CROSSING 0.30	1.20																	Continuous	
SHREVEPORT (H. & S. Depot) 0.90	0.90	8.05	9.05		2.30PM	10.15PM		8.20AM											
SHREVEPORT (K. C. S. Depot)	0.00	8.00AM	9.00PM																
		Leave Daily	Leave Daily	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 Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	
		25	27	156	143	211	168	223	162	71	73	81	83	85	87	89	91	93	

Time Over District	(4.50)	(5.00)	(0.21)	(7.15)	(7.30)	(0.30)	(10.10)	(0.45)	(0.20)	(0.15)	(0.05)	(0.10)	(0.05)	(0.10)	(0.05)	(0.05)	(0.05)	(0.05)
Average Speed per hour	23.3	22.6	11.3	15.5	15.4	7.5	12.5	4.8	8.6	8.6	6.6	2.0	4.0	2.0	4.0	4.0	4.0	4.0

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
Except, No. 143 is Superior to No. 212.

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	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	Freight RATING
5900	4230	1800	1440	1405	1725	2375		465 and 468	2000	1700	1585	2155	1800	2700	4500	5900
6500	4650	1980	1585	1545	1900	2610	460 to 464, 466, 467, 469	2200	1870	1745	2370	1980	2970	4950	6500	
4775	3625	1520	1210	1195	1465	2030	{ 411, 416, to 419, 421, 424, 426, 427, 429 } { ..432, 434, 435, 440 to 450, 453 to 458.. }	1705	1435	1345	1855	1520	2345	3880	4775	
5250	3990	1670	1330	1315	1610	2235	{ 410, 412 to 415, 420, 422, 423, 425, 428 } { ... to 431, 436 to 439, 451, 452, 459 ... }	1875	1580	1480	2040	1670	2580	4270	5250	
4200	3190	1355	1075	1055	1295	1790	688 to 696, 698	1510	1270	1195	1640	1355	2070	3400	4200	
3775	2880	1220	970	950	1170	1615	666 to 675, 678 to 680	1360	1140	1075	1480	1220	1870	3075	3775	
3425	2585	1080	850	835	1035	1455	301 to 332	1205	1010	950	1315	1080	1670	2790	3425	
3275	2475	1040	825	810	995	1580	335 to 346	1160	975	915	1260	1040	1600	2670	3275	

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 12 1/2 Miles per Hour; over Ruling Grade.

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		STATIONS			
				EAST	WEST	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	M. P. 94	93.89	Humble to Japan	1.30	1.00	Climax to Nacogdoches	1.00	1.00
BARNES (Siding)	29.00	WAKEFIELD	99.80	Japan to New Caney	1.15	1.25	Nacogdoches to Redfield	1.00	1.00
KEEFER	30.82	HAMMOCK	102.02	New Caney to Midline	1.30	1.25	Redfield to Appleby	1.50	2.50
THOMS	33.17	HOSHALL (Siding)	113.32	Midline to Cleveland	1.00	1.00	Appleby to Mayotown	1.50	1.00
SPLENDORA	34.46	PROSSER	120.53	Cleveland to Westcott	1.30	1.25	Mayotown to Fitze	1.00	1.30
EAST RIVER	38.30	COCHRAN	124.42	Westcott to Shepherd	1.30	1.00	Fitze to Garrison	1.25	1.00
GLADSTELL	40.32	KURTH	126.44	Shepherd to Urbana	3.00	1.30	Garrison to Gallagher	1.00	1.00
NIMROD	40.64	LOLA	130.84	Urbana to Goodrich	2.15	2.00	Gallagher to Timpson	1.50	1.20
EXCELSIOR	46.08	HENNING	160.17	Goodrich to B. & G. N. Jct.	1.30	1.40	Timpson to Bobo	2.00	1.00
NORMANVALE	50.51	HOUGHTON	165.28	B. & G. N. Jct. to Livingston	1.00	1.60	Bobo to Tenaha	1.00	1.20
ROSS SPUR	51.54	GIBSON	175.92	Livingston to Marston	2.40	1.25	Tenaha to Paxton	1.85	1.40
MILLEDGE	57.28	HANSON	184.92	Marston to Leggett	1.30	3.00	Paxton to Joaquin	1.00	1.00
FISH BRANCH	58.83	SIAM	190.67	Leggett to Valda	3.00	1.25	Joaquin to Logansport	3.00	1.90
M. P. 61	61.40	WASHBURN	202.73	Valda to Moscow	1.20	3.00	Logansport to Longstreet	1.00	1.40
B. & G. N. Junction (Siding)	70.36	BUNGALOW	221.18	Moscow to Corrigan	1.00	1.15	Longstreet to Keachie	1.40	1.50
BUCK	72.95			Corrigan to Potomac	1.80	1.75	Keachie to Preston	2.00	1.00
				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. 25 and 26.

PORTER (Spur) 24.36 M.P.	BUCK 72.95 M.P.	WAKEFIELD (Spur) ... 99.80 M.P.
SPLENDORA (Spur) 34.46 M.P.	SEVEN OAKS (Spur) ... 82.33 M.P.	HAMMOCK (Spur) ... 102.72 M.P.
GLADSTELL 40.32 M.P.	BERING (Spur) 84.28 M.P.	HOSHALL 113.32 M.P.
ROSS (Spur) 51.54 M.P.	LAURELIA (Spur) 90.54 M.P.	HANSON (Spur) 185.62 M.P.

For Nos. 27 and 28.

PORTER (Spur) 24.36 M.P.	BUCK 72.95 M.P.
SPLENDORA (Spur) ... 34.46 M.P.	BERING (Spur) 84.28 M.P.
GLADSTELL 40.32 M.P.	HAMMOCK (Spur) ... 102.72 M.P.

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, Engineer must whistle out Flagman to protect rear of train and will recall Flagman 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 rear of train. Flagman must not wait for signal from either Engineer or Conductor to protect train.

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

(b) At stations where trains meet in block signal territory, when train holding main track is stopped by block signal which has been placed in stop position by the opposing train, it will be permissible for the train holding main track to proceed under control, as soon as the opposing train starts into siding, provided the main track between switches is seen to be clear.

(c) At night when burning fuses are placed by Flagmen at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by trainmen who placed them, that the fuses were placed for following trains.

4. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineer will whistle out a Flagman, then 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 a distance of one-half mile, after first calling in Flagman. In cases of this kind, it is reasonable to assume that someone has placed the stop signals to protect against broken rail or other track obstructions, and extreme care must be taken in moving train until full flagging distance has been covered.

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

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

Conductors of trains displaying green signals must register in person instead of by slip.

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

8. 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 Engineer's side. These signals consist of post, four (4) inches square, extending three (3) feet above ground, with short fish-tail targets painted yellow, face of post painted white, and side and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals.

9. The following signs, when placed opposite names of stations in time-tables, indicate:

- O—Track Scales.
- P—Telephone.
- F—Fuel Station.
- T—Turn Table.
- Y—Wye.
- W—Water Station.

Register stations are indicated by bold face type.

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, H. & S. Freight Depot, K. C. S. Passenger Station.

All trains register by slip at Lorain Street.

Passenger trains only register at Bonita Junction.

Books containing Bulletins and Circulars are located at Houston H. & T. C. Telegraph Office and Hardy Street Telegraph Office; Lufkin and Shreveport, H. & S. Freight Depot and K. C. S. Passenger Station; 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 and Gulf, Colorado & Santa Fe Railroad using main track at Timpson and trains of the Gulf, Colorado & Santa Fe Railroad using main track at Tenaha.

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.

Trains must get a clearance before leaving Lufkin and Nacogdoches.

SPEED REGULATIONS.

Trains will consume two (2) minutes in crossing Angelina trestle; and 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 handling tank cars, loaded, of ten thousand gallons or eighty thousand pounds capacity, must not exceed fifteen (15) miles an hour. Conductors will advise Engineers when they have cars of this kind in their trains.

Engines backing up must not exceed fifteen (15) miles per hour.

Passenger trains reduce to 25 miles per hour and other trains 15 miles per hour over track protected by caution signals.

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.

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.

Semi-automatic block signals at Semmes Junction govern train movements through the avrious routes in the normal direction of traffic. Movements against the current of traffic on double track will be made only under flag protection. When signals are at "Stop," trains will not proceed until indication is changed to "Proceed," except under flag protection.

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 _____

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

Houston.....	Dr. R. W. Knox.....	Chief Surgeon
	Dr. F. A. Waples.....	House Surgeon
	Dr. H. C. Feagin.....	Examining Surgeon
	Dr. R. H. Harrison.....	Examining Surgeon
	Dr. C. C. Green.....	Local Surgeon
	Dr. J. L. Taylor.....	Local Surgeon
	Dr. M. L. O'Banion.....	Local Oculist and Aurist
	Dr. F. A. Dickson.....	Local Oculist and Aurist

Humble.....	Dr. J. B. DuBose
New Caney.....	Dr. W. H. Beazley
Cleveland.....	Dr. C. H. Robinson
Livingston.....	Dr. B. C. Marsh
Buck.....	Dr. H. Bergman
Moscow.....	Dr. C. V. Bomar
Corrigan.....	Dr. W. G. Pullen
Diboll.....	Dr. J. D. Dale, Jr.

LOCAL SURGEONS.	
Lufkin.....	Dr. R. T. Cannon Examining Surgeon
Nacogdoches.....	Dr. W. W. Dunn Dr. F. R. Tucker Dr. W. I. M. Smith
Appleby.....	Dr. C. E. Samuels
Garrison.....	Dr. Geo. H. Turner Dr. J. B. Spradley
Timpson.....	Dr. D. C. Bussy Dr. T. F. Whiteside

Tenaha.....	Dr. W. J. Spivey Dr. E. S. Carroll Dr. T. G. Calhoun
Joaquin.....	Dr. W. A. Ramsey Dr. E. N. Foster
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

WATCH INSPECTORS.

Webb C. Ball, General Time Inspector	Chicago, Ill.
W. F. Hayes, Assistant General Time Inspector.....	Chicago, Ill.

Houston Watch Company, S. P. Building.....	Houston, Texas
Kennedy Jewelry Company	Lufkin, Texas

W. E. Conners, 1702 Conti Street.....	Houston, Texas
W. E. Gordon, 1920 Texas Avenue.....	Shreveport, La.

R. T. WALKER,
Superintendent

W. F. RENTZEL, Road Foreman of Engines

A. L. KUYKENDALL,
Assistant Superintendent

HOUSTON

- Y. M. MARTIN, Chief Dispatcher.
- H. T. MELTON, Asst. Chief Dispatcher.
- V. V. RAGLAND, Asst. Chief Dispatcher.
- C. S. MORSE, Dispatcher
- S. A. THOMPSON, Dispatcher.
- S. F. COUGHLIN, Dispatcher.
- J. J. DERMODY, Dispatcher.

E. A. O'DONNELL,
Superintendent Houston Terminals.

Road Foreman of engines will exercise duties of Trainmaster when on line.

MAP OF THE SHREVEPORT DIVISION H.E & W.T.RY. H & S.R.R.

SCALE OF MILES
0 10 20 30 40
JULY-1920

