

**W. E. WESTRUP**

Superintendent



**DISPATCHERS**

**N. N. NELSON**

**S. N. SMITH**

**M. L. PARKE**

**L. R. MACKLIN**

# Galveston, Houston and Henderson Railroad Company

---

---

**TIME TABLE No. 46**

**EFFECTIVE SUNDAY, AUGUST 10, 1958**

**12:01 A. M.**

**CENTRAL STANDARD TIME 90TH MERIDIAN**

---

---

This Time Table is for the information and guidance of the employees of this Company only, and it is not intended as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure.

Note: All concerned must provide themselves with a copy of Uniform Code of Operating Rules.

---

---

**ALL PREVIOUS TIME TABLES AND SUPPLEMENTS  
THERE TO ARE VOID AND MUST BE DESTROYED.**

**H. E. SMITH,**  
President and General Manager.

**Time Table No. 46**

**Effective 12:01 A. M. August 10, 1958**

<b>SOUTHWARD</b>				Distance from Houston	<b>STATIONS AND CONNECTING TRACKS</b>	Distance from Galveston	<b>NORTHWARD</b>						
Second Class		<b>71</b>					Second Class		<b>72</b>				
				M. K. T. Freight Daily Except Sunday									
		Leave AM 3.15		0.00	<b>HOUSTON M.K.T. YARD</b>	49.30				Arrive AM 9.15			
		3.18		0.03	Automatic Block System { T. & N. O. Connection Buffalo Bayou Bridge}	49.27				9.11			
				0.19		Automatic Block System	49.11						
		3.23		0.60	H. B. & T. Crossing H.B.&T. Int'lock'g 116-A H. B. & T. Connection (Canal Street)	48.6				9.06			
		3.25 AM Arrive		1.00	M.P. Crossing Houston M.P. Yard	48.3				9.04 AM Leave			
		<b>71</b>								<b>72</b>			

Trains and Engines reduce speed to 10 miles per hour over Buffalo Bayou Bridge, Houston.

**Time Table No. 46**

**Effective 12:01 A. M. August 10, 1958**

SOUTHWARD			Distance from Houston	STATIONS	Capacity of Sidings Freight Cars	Telegraph Calls	Distance from Galveston	NORTHWARD			
Second Class								Second Class		Telegraph Office Hours	
71	165							72	164		
M. K. T. Freight Daily Except Sunday	M. P. Freight Daily							M. K. T. Freight Daily Except Sunday	M. P. Freight Daily		
Leave	Leave							Arrive	Arrive		
AM 3.25			1.0	HOUSTON M.P. Yard 0.4	Yard		49.3	AM 9.04			
			1.4	M.P. Crossing 0.2			47.9				
			1.6	T&NO Crossing 0.1			47.7				
3.30			1.7	H.B.&T. JUNCTION 1.9	Automatic Block System		47.6	8.59			
				H. B. & T. Int'lock'g 85							
3.38	AM 3.18		3.6	H.B.&T. CONN'CT. (Hughes Street) 2.2		CB	46.7		8.51	AM 1.10	Continuous
				T & N. O. Int'lock'g 30							
3.45	3.25		5.8	HARRISBURG 4.7		81	HB	43.5	8.44	1.03	Continuous
3.59	3.39		10.5	DUMONT 3.7	88		38.8	8.30	12.49		
4.10	3.48		14.2	GENOA 2.6	100	NA	35.1	8.19	12.39	See Note 1 Below	
			16.8	OLCOTT 4.8			32.5				
4.26	4.04		21.6	WEBSTER 1.3	90		27.7	8.03	12.23		
			22.9	FONDREN 1.3			26.6				
4.34	4.09		24.2	LEAGUE CITY 1.4			25.1	7.55	12.15		
4.37	4.12		25.6	SHELL SIDING 3.0	150		23.7	7.52	12.12		
4.42	4.17		28.6	DICKINSON 2.6		DN	20.7	7.48	12.07	See Note 2 Below	
4.47	4.22		31.2	HULEN PARK 4.9	100		18.1	7.43	12.02 AM		
5.00	4.32		36.1	LA MARQUE 2.5			13.2	7.30	PM 11.52		
5.29	4.50		38.6	T. & N. O. Int'lock'g 73 TEXAS CITY JCT. T. C. T. Connection 4.1	150	JC	10.7	7.01	11.35	Continuous	
5.40	5.00		42.7	VIRGINIA POINT G.C.&S.F. Connection T. & N. O. Connection 0.9			6.6	6.50	11.22		
			43.6	Causeway Lift Bridge Interlocking 97 1.0			5.7				
5.50	5.10		44.6	G. C. & S. F. Connection T. & N. O. Connection ISLAND 2.1			4.7	6.40	11.12		
			47.6	T. & N. O. In'lock'g 38 (49th St.) 0.4			1.7				
6.00 AM	5.30 AM		48.0	ROUNDHOUSE W	Yard	DI	1.3	6.30 AM	11.00 PM	See Note 3 Below	
Arrive	Arrive							Leave	Leave		
<b>71</b>	<b>165</b>							<b>72</b>	<b>164</b>		

Note 1—7:30 AM to 12 N—1 PM to 4:30 PM daily except Saturday and Sunday

Note 2—8 AM to 12N—1 PM to 5 PM daily except Saturday and Sunday

Note 3—10:30 PM to 2:30 PM daily. 2:30 PM to 10:30 PM Thursday

Northward Trains Are Superior To Southward Trains of the Same Class. Except No. 71 is Superior to No. 72.

Maximum speed allowed passenger trains 59 miles per hour.

Maximum speed allowed freight trains 45 miles per hour. Diesel engines running backward without pilot on end

facing direction of movement or moving forward showing cars must not exceed a speed of 20 miles per hour.

Registering Stations: — Roundhouse, HB&T Connection (Hughes St.) Interlocking 85.

Towermen-Telegraphers at HB&T Connection (Hughes-Street) interlocking 85, will register for all trains. W—Water Crane.

Standard Clock: Roundhouse.

General Order Books:—Roundhouse, HB&T Connection (Hughes Street), Milby Street Roundhouse, McKinney Ave. Yard Office, Settegast Yard Telegraph Office, Settegast Yard Diesel Roundhouse, Eureka Yard and Eureka Roundhouse.

## SPECIAL RULES

1. Automatic interlocking has replaced manually operated interlocking at 36th Street, Galveston. Rule 344 of Uniform Code of Operating Rules applies. Instructions in box on door of relay house at GC&SF Railway crossing, 35th Street, govern movement over GC&SF crossing. All other crossings formerly protected by manually operated interlocking must be protected as per Rule 98 of Uniform Code of Operating Rules.

2. Rule 93 governs yard engines operating between Houston MKT Yard and Harrisburg, and Rule 93-A between Harrisburg and Mile Post 10 Pole 2.

3. M.P. freight trains will enter and leave GH&H main track at HB&T Connection (Hughes Street), Interlocking 85.

4. Following stations have Yard limits:

Galveston:	Yard limits extend to M.P. 40.67.
Texas City Junction:	Yard limits extend between M.P. 37 pole 17 and M.P. 39.96.
Houston:	Yard limits extend to M.P. 10 pole 2.

5. Diesel-Electric locomotives must not be operated over submerged track in excess of five (5) miles per hour or through water greater than two (2) inches above top of rail.

6. Trains and engines must not exceed eighteen (18) M.P.H. over public crossings within City Limits of Houston between signs located at M.P. 10 pole 2 and just north of T&NO Interlocking 108.

7. All trains reduce speed through La Marque and Dumont to the extent necessary to avoid collision with vehicular traffic.

8. Rules 20, 20(a), 20(b), 20(c), 23 and 24 of the Uniform Code are modified and/or otherwise made to provide that M.P. trains and MKT trains when run as sections on the GH&H Railroad all such, except the last, will display two green lights only by day and by night in the places provided for that purpose on the front of the engine and that when run as Extra these trains will display two white lights only by day and by night in the places provided for that purpose on the front of the engine.

9. Rule No. 19 of the Uniform Code is modified to the extent that the conventional markers on Missouri Pacific Lines passenger trains operating over the GH&H Railroad may be replaced with a single light of prescribed type, which must show red to the rear of such passenger trains by day and by night at all times; except that outside of automatic block signal territory only, when train is in the clear in siding to be passed by a following train, the light must be turned to show green to the rear and again turned to show red to the rear before train fouls the main track. When the rear car is not provided with electric current for light of prescribed type, a lighted red lantern may be substituted therefor.

10. Southward freight trains must stop at Shell Siding and make necessary inspection of equipment with a view of locating hot boxes and other defects.

11. Trains, engines or cars must not be operated over highway crossing located in vicinity of Mile Post 15 Pole 2 (Finger Spur) between 6:30 AM and 9:30 AM and between 3:00 PM and 6:00 PM. Not more than four crossings must be made during each allowable time.

## SPUR TRACKS & LOCATIONS

<u>NAME</u>	<u>Location:</u>	<u>End Connected:</u>	<u>Car Capacity:</u>
Kellogg Spur	MP.11.6	north	28
HL&P Spur No. 1	MP.12.7	north	31
Finger Spur	MP.15.07	south	123
McDonough Spur	MP.15.35	north	60
Oil Spur (Ellington Field)	MP.17.2	south	7
Humble Oil Spur (Propane)	MP.17.3	north	16
HL&P Spur No. 2	MP.22.6	south	56
Fondren Spur	MP.22.9	north	20
Kilgore Spur	MP.24.09	north	18
Hay Spur	MP.31.2	north	9
Shell Spur	MP.39.4	north	9

# SPECIAL RULES GOVERNING MOVEMENTS—GALVESTON CAUSEWAY

1. Switches at Virginia Point and Island are protected by standard interlocking system with home and approach signals.
2. Lift Bridge is protected by standard interlocking system with home and approach signals and derails.
3. All switches, derails and signals on Galveston Causeway and its approaches are operated by towerman at Lift Bridge.
4. Between Virginia Point and Island trains will be governed by the interlocking signals which supersede the superiority of trains within these limits, but do not dispense with the use or observance of other signals whenever and wherever required.
5. When trains are approaching the Causeway at Virginia Point or Island, one long blast of the whistle must be sounded. The route given must be used.  
If a train receives a clear signal at Virginia Point or Island, and signal cannot be accepted immediately, the Conductor or Engineer must promptly notify the towerman by telephone.
6. If a train is stopped at Virginia Point or Island, Conductor or Engineer must immediately communicate with towerman at the Lift Bridge for instructions. Telephones for this purpose are provided at the home signals and are housed in boxes painted gray.
7. Hand signals authorizing a train to pass a fixed signal may be given by the towerman or signal maintainer in charge, who must be on the ground and use a yellow flag by day and a yellow light by night.
- 7-a. Conductor or Engineer may be authorized by communicating with the towerman, over telephone, to proceed by sending a flag ahead to check the line-up through the plant when stopped by a home signal. Towerman must know definitely that the route to be used is set and clear of opposing trains before authorizing the train to proceed. Trains accepting such authority must not exceed a speed of six (6) miles per hour to the next signal or end of block and must carefully watch for trains on conflicting routes; for open derails and other obstructions in the block.
8. Passenger trains must not exceed a speed of thirty (30) miles per hour and Freight trains must not exceed a speed of twenty (20) miles per hour at any point on tangent track between Virginia Point and Island. Speed restrictions of trains and engines through crossovers and turnouts between Virginia Point and Island, fifteen (15) miles per hour.
9. Passenger trains must be given precedence.
10. Conductors must notify the towerman and secure permission before entering the block when their trains have work to do, or may be detained on the Causeway.
11. When the light is not burning in a semaphore signal, trains will reduce speed sufficiently to observe position of semaphore arm and be governed by its indication. All switches are equipped with lights giving indication only in the facing direction. A green light by day or night indicates switch is set for through route; a yellow light by day or night indicates switch is set for diverging route.
12. Brakeman or Flagman must ride on rear end of each train while crossing the Causeway, prepared to flag following trains when necessary.
13. Employees whose duties require their use must be provided with insulated cars, track levels and gauges; they must use every precaution to avoid making metallic contact between the rails.

## DESCRIPTION AND INDICATION OF SIGNALS

The following indications will govern:

STOP—Arm horizontal, or red light.

PROCEED UNDER CONTROL—Arm 45 degrees upward, or yellow light.

PROCEED—Arm vertical, or green light.

## WHISTLE SIGNALS

- (a) ————— From Causeway to G. C. & S. F. Main Track.
- (b) ————— ————— From Causeway to T. & N. O. Main Track.
- (c) ————— ————— o From Causeway to G. H. & H. Main Track.

Trains which are to detour to another line at Virginia Point or Island, will, when passing Lift Bridge, sound whistle calling for route desired as per above code.

# WHISTLING CODE

---

## T. & N. O.—FORTY-NINTH ST. INTERLOCKING NO. 38 GALVESTON—NORTHWARD

From any Point on G. H. & H. Tracks to  
Main Track ..... 1 Long Blast

From any Point on G. H. & H. Tracks to  
21 Lead ..... 3 Long Blasts

From any Point on G. H. & H. Tracks to  
Stock Pen Lead ..... 2 Long Blasts

From any Point on G. H. & H. Tracks to  
G. C. & S. F. Yard..... 2 Long and 1 Short Blasts

From any Point on G. H. & H. Tracks to  
T. & N. O. Yard..... 2 Long and 2 Short Blasts

From any Point on G. H. & H. Tracks to G. H. & H.  
Transfer and Rip Tracks ..... 1 Long and 2 Short Blasts

## T. & N. O.—FORTY-NINTH ST. INTERLOCKING NO. 38 GALVESTON—SOUTHWARD

From any Point on G. H. & H. Tracks to Main Track.....1 Long Blast

From any Point on G. H. & H. Tracks to stock track  
and Roundhouse Lead ..... 2 Long Blasts

From any Point on G. H. & H. Tracks to 21 Lead.....3 Long Blasts

From G. C. & S. F. and T. & N. O. Yards to T. & N. O.  
Post Office Track ..... 1 Long and 1 Short Blast

From G. C. & S. F. and T. & N. O. Yards to  
G. H. & H. Transfers ..... 1 Long and 2 Short Blasts

## T. C. T. INTERLOCKING NO. 73, TEXAS CITY JUNCTION

Northward Main Track ..... 1 Long Blast

Northward Drill Track to Siding..... 2 Long and 3 Short Blasts

To and From T. C. T. Yards..... 1 Long and 2 Short Blasts

Southward Main Track ..... 1 Long Blast

Southward on Siding for Drill Track..... 2 Long and 3 Short Blasts

## T. & N. O. INTERLOCKING NO. 30, HARRISBURG

Northward Main Track ..... 1 Long Blast

Northward on Siding for Main Track ..... 1 Long and 1 Short Blast

Southward Main Track ..... 1 Long Blast

Southward for Siding ..... 1 Long and 1 Short Blast

## H. B. & T. INTERLOCKING NO. 85 H. B. & T. CONNECTION (HUGHES STREET), HOUSTON

One (1) long blast in either direction for main track.  
One (1) long and one (1) short blast for diverging route.

## H. B. & T. INTERLOCKING NO. 116-A (Canal Street, Houston)

One (1) Long Blast in either direction.

## BONNER'S POINT INTERLOCKING NO. 108 TEXAS AND NEW ORLEANS RAILROAD

Eastward Main Westward  
from any point ..... 1 Long and 1 Short Blast

Eastward Main Eastward  
from any point ..... 1 Short, 1 Long and 1 Short Blast

G. H. & H. Connection, from any point..... 1 Short and 2 Long Blasts

## M. K. T. RAILROAD

Main Track Northward or Southward..... 1 Long Blast

## WATCH INSPECTORS

---

**J. LEWIS LOPEZ**

2118 Post Office Street  
GALVESTON, TEXAS

**LESTER INGRAM**

328 Highway 3  
LA MARQUE, TEXAS

**CLAUD S. JUDD**

State Highway No. 3  
LEAGUE CITY, TEXAS

**HOUSTON WATCH CO.**

911 Franklin Street  
HOUSTON, TEXAS

---

## COMPANY SURGEONS

---

**DR. J. J. DELANEY**

**DR. W. W. STEPHEN**

22nd and Ave. I

} Chief Surgeons, Galveston

**DR. WELDON G. KOLB**

**DR. WILLIAM T. ANDERSON**

} Local Surgeons  
La Marque

**DR. ELAINE MANTOOTH**, Local Surgeon, Dickinson

**DR. W. W. O'DONNELL**, Local Surgeon, Houston

---

## LOCATION OF WATER CRANES

---

Galveston