

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

**TIME TABLE**

FOR THE

**HOUSTON TERMINALS**

To Take Effect Monday, September 7, 1925, at 12:01 A. M.

CENTRAL TIME

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

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

L. B. McDONALD  
*Assistant General Manager.*

O. C. CASTLE,  
*Superintendent of Transportation.*

WESTWARD

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

TERMINAL SUBDIVISION

Length of Sidings in Cars, Location of Buildings, and Fuel Stations, Standard Clocks, Interlocking Plants, Turn Tables, Wyes and Telephones.

FIRST CLASS

Main train schedule table with columns for train numbers (7, 45, 17, 101, 176, 309, 19, 174, 5, 303, 25, 3, 13, 109, 301, 15, 43, 307, 172, 11, 202, 27), departure times, arrival times, and station names (HARRISBURG, GALENA JUNCTION, BAER JUNCTION, ENGLEWOOD, SEMMES JUNCTION, etc.).

TIME AT NORTH YARD FOR INFORMATION ONLY. SEE BEAUMONT DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN NORTH YARD AND TOWER 26.

North Yard schedule table with columns for train numbers, departure times, arrival times, and station names (NORTH YARD, I.-G. N. CROSSING, TOWER 71, TOWER 26, SEMMES JUNCTION, etc.).

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

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 yards at Houston.

Note—See Pages 3, 4, 5 and 6 for additional trains on Terminal Subdivision. First class trains may, if there are no train orders for such trains, leave West Junction, Eureka, Harrisburg and Tower 87 (H. B. & T. Crossing) without a clearance card if train order signal is changed to indicate "PROCEED" after engineman calls for it.

TERMINAL SUBDIVISION

EASTWARD

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

Distance from Englewood	Distance from Houston	Distance from West Jct.	FIRST CLASS																						Train Order Office Hours and Hours of Signaling at Interlocking Stations
			TIME TABLE NO. 4																						
			Sept. 7, 1925																						
STATIONS			46	8	20	18	310	171	4	102	26	304	173	6	302	203	12	16	42	308	14	175	110	28	
			Austin Division Passenger	Sunset Mail	Texas Limited	The Owl	Passenger	Galveston Passenger	Passenger	Sunset Limited	Shreveport Passenger	Victoria Division Passenger	Galveston Passenger	Passenger	Victoria Division Passenger	Passenger Motor	New Orleans Limited	The Hustler	Austin Division Passenger	Passenger	The Sunbeam	Passenger	Sunset Express	Shreveport Passenger	
			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 Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	
5.8	7.2		TO HARRISBURG (Tower 30 GH&SA Cross.)																						Continuous
4.2	5.1		Tower 102 (I.-G. N. Cross.)																						Continuous
3.1	4.5		GALENA JUNCTION																						Continuous
2.7	4.1		(Tower 86 H. B. & T. Cross.)																						Continuous
1.9	3.3		BAER JUNCTION																						Continuous
1.9			BAER JUNCTION																						Continuous
0.0			TO-R ENGLEWOOD																						Continuous
	3.3		BAER JUNCTION																						Continuous
	2.3		G. H. & S. A. CROSSING																						Continuous
	1.3		I. & G. N. CROSSING																						Continuous
	1.2		H. B. & T. CROSSING																						Continuous
	1.0		SEMMES JUNCTION																						Continuous
5.5			TO Tower 87 (HB&T Cross.)																						Continuous
4.0			TO-R ENGLEWOOD																						Continuous
3.7			TOWER 68																						Continuous
1.7			Tower 25 (I.-G. N. Cross.)																						Continuous
1.6			Tower 26 (HB&T Cross.)																						Continuous

TIME AT NORTH YARD FOR INFORMATION ONLY. SEE BEAUMONT DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN NORTH YARD AND TOWER 26.

Distance from Englewood	Distance from Houston	Distance from West Jct.	TIME AT NORTH YARD FOR INFORMATION ONLY. SEE BEAUMONT DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN NORTH YARD AND TOWER 26.																						Train Order Office Hours and Hours of Signaling at Interlocking Stations	
			NORTH YARD																							
			46	8	20	18	310	171	4	102	26	304	173	6	302	203	12	16	42	308	14	175	110	28		
			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	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
3.0			NORTH YARD																						9.00PM	
2.9			I.-G. N. CROSSING																						Continuous	
2.2			TOWER 71 (H. B. & T. Cross.)																						8.55	
1.4			TOWER 26 (T. & N. O. Cross.)																						Continuous	
1.0			SEMMES JUNCTION																						Continuous	
0.5			Tower 108 (M-K-T Cross.)																						Continuous	
0.0	13.8		TO-R HOUSTON (Grand Central Station)			6.40AM	7.40AM	6.55AM	7.20AM	7.30AM	8.00AM	9.00AM	9.20AM	9.25AM	1.15PM	1.20PM	3.30PM	4.50PM	5.25PM	6.40PM	5.50PM	6.05PM	6.25PM	6.30PM	6.35PM	9.00PM
	11.9		BOULEVARD J'NTION																						8.50PM	
	9.4		TO EUREKA (Tower 13 M-K-T Cross.)			6.25AM	6.35	6.40AM	7.05AM	7.20			8.55		1.00			4.35		5.15	5.35PM	5.50PM	6.12	6.17PM		8.05
	5.2		BELLAIRE JUNCTION (G. H. & S. A. CROSS.)				6.29		7.10AM				8.49		12.54			4.29		5.10		6.05PM				7.59
	1.2		NORTH JUNCTION				6.22						8.42		12.47			4.22		5.03						7.52
	0.0		TO WEST JUNCTION				6.20AM						8.40AM		12.45PM			4.20PM		5.01PM						7.50PM

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)  
Note—See pages 2, 4, 5, and 6 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 yards at Houston.

First-class trains may, if there are no train orders for such trains, leave West Junction, Eureka, Harrisburg and Tower 87 (H. B. & T. Crossing) without a clearance card if train order signal is changed to indicate "PROCEED" after engineman calls for it.

TERMINAL SUBDIVISION

WESTWARD

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

Length of sidings in cars, location of bulletin, water and fuel stations, standard clocks, interlocking plants, turn tables, wyes and telephones.	THIRD CLASS						SECOND CLASS								TIME TABLE NO. 4 Sept. 7, 1925				Distance from Harrisburg	Distance from Tower 87	Distance from North Yard	Distance from Houston	
	188	71	82	51	216	385	239	242	391	352	243	343	245	144	222	STATIONS							
	Mixed Leave Daily Ex. Sunday	Local Freight Leave Daily Ex. Monday	Local Freight Leave Daily	Way Freight Leave Daily	Local Freight Leave Daily Ex. Sunday	Local Freight Leave Daily Ex. Sunday	Austin Mdse. Leave Daily	Sunset Manifest Freight Leave Daily	Through Freight Leave Daily	Victoria Division Freight Leave Daily Ex. Monday	Sunset Manifest Freight Leave Daily	New York Steamer Freight Leave Daily	Houston Mdse. Freight Leave Daily	Sunset Manifest Freight Leave Daily	New York Steamer Freight Leave Daily								
IY			1.47PM						7.25PM		7.19AM				11.42PM	TO HARRISBURG (Tower 30 GH&SA Cross.) 1.5	0.0						
I																Tower 102 (I.-G. N. Cross.) 1.2	1.5						
94 P	4.23PM															GALENA JUNCTION 0.3	2.7						
PYI																(Tower 86H. B. & T. Cross.) 0.8	3.8						
P									7.37		7.39				12.01AM	BAER JUNCTION	4.6						
K Yard			2.30PM						8.00PM		7.55AM				12.30AM	BAER JUNCTION 1.9	4.6						
																TO-R ENGLEWOOD } Double Track	5.8						
P																BAER JUNCTION 1.1	4.6						
																G. H. & S. A. CROSSING 1.0	4.9						
																I. -G. N. CROSSING 0.1	5.9						
																H. B. & T. CROSSING 0.2	6.0						
																SEMMEES JUNCTION	6.2						
I		2.40PM									7.04AM		4.00AM			TO Tower 87 (HB&T Cross.) 1.4	0.0						
K Yard		2.59PM		6.30AM	6.15AM	6.15AM			7.00PM		9.15AM		6.00AM	4.30AM	2.30AM	TO-R ENGLEWOOD 0.2	1.4						
I																TOWER 68 2.0	1.7						
I																Tower 25 (I.-G. N. Cross.) 0.1	3.7						
I				6.45	6.25	6.30			7.15		9.25		6.15		2.38	Tower 26 (HB&T Cross.)	3.9						

TIME AT NORTH YARD FOR INFORMATION ONLY. SEE BEAUMONT DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN NORTH YARD AND TOWER 26.

						6.45AM									2.45AM						
I																					
I																					
I																					
BKWFT Yard	4.40PM																				
Yard				7.15		6.40			7.33		9.40				6.45						
IY				7.30AM		6.50			7.45PM		9.50				7.05AM						
P						7.10AM					10.10AM										
Y																					
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
	188	71	82	51	216	385			239	242	391	352	243	343	245	144	222				

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

Note—See pages 2, 3, 5 and 6 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).

Second-class and inferior trains operating between Englewood and Eureka will move via single track between Tower 26 and Boulevard Junction, unless otherwise directed by train order.

Second-class and inferior trains operating between Englewood and West Junction will move via Harrisburg, unless otherwise directed by train order.

Second-class and inferior trains may register at Eureka by register ticket (Form 2642) and secure train order check of trains (Form "R") from dispatcher.

On double track between Bellaire Junction and Eureka, and between Tower 26 and Englewood, trains may run moving with current of traffic without running orders. Eastward second-class and inferior trains may run ahead of first-class trains between Bellaire Junction and Boulevard Junction, and between Tower 26 and Englewood, without train order authority; but will not enter main track when it is known that a first-class train will thereby be delayed.

TERMINAL SUBDIVISON

EASTWARD

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

Distance from Englewood	Distance from Houston	Distance from West Jct.	TIME TABLE NO. 4 Sept. 7, 1925	SECOND CLASS										THIRD CLASS						Train Order Office Hours and Hours of Signalmen at Interlocking Stations					
				221	246	344	240	143	243	392	351	242				187	72	81	215		386	50			
				Mdse. Freight	Beaumont Mdse. Freight	Packing House Express	Houston Mdse.	Sunset Manifest Freight	Sunset Manifest Freight	Through Freight	Victoria Division Freight	Sunset Manifest Freight				Mixed	Local Freight	Local Freight	Local Freight		Local Freight	Local Freight	Local Freight		
STATIONS				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	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily							
5.8	7.2		TO HARRISBURG (Tower 30 GH&SA Cross.) 1.5	1.24AM					10.00AM			7.25PM												Continuous	
4.2	5.6		Tower 102 (I.-G. N. Cross.) 1.2																					Continuous	
3.1	4.5		GALENA JUNCTION 0.3											6.50AM										Continuous	
2.7	4.1		(Tower 86 H. B. & T. Cross.) 0.8																					Continuous	
1.9	3.3		BAER JUNCTION	1.12					9.48			7.10													
1.9			BAER JUNCTION 1.9																						
0.0			TO-R ENGLEWOOD	1.00AM					9.40AM			7.00PM							7.45AM						
	3.3		BAER JUNCTION 1.1																						
	2.3		G. H. & S. A. CROSSING 1.0																						
	1.3		I.-G. N. CROSSING 0.1																						
	1.2		H. B. & T. CROSSING 0.2																						
	1.0		SEMMES JUNCTION																						
	5.5		TO Tower 87 (HB&T Cross.) 1.4		1.34AM								10.34PM						7.59AM					Continuous	
	4.0		TO-R ENGLEWOOD 0.3		1.30AM	2.30AM	6.00AM	6.45AM			6.20PM		10.30PM						7.55AM	2.36PM	4.00PM	4.20PM		Continuous	
	3.7		TOWER 68 2.0																					Continuous	
	1.7		Tower 25 (I.-G. N. Cross.) 0.1																					Continuous	
	1.6		Tower 26 (HB&T Cross.) 0.6			2.10	5.25	6.10		6.00										2.23	3.40	4.00		Continuous	

TIME AT NORTH YARD FOR INFORMATION ONLY; SEE BEAUMONT DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN NORTH YARD AND TOWER 26.

3.0			NORTH YARD 0.2					6.00AM																	
2.9			I.-G. N. CROSSING 0.6																						
2.2			TOWER 71 (H. B. & T. Cross.) 0.8																						Continuous
1.4			TOWER 26 (T. & N. O. Cross.)																						Continuous
1.0			SEMMES JUNCTION 0.5																						
0.5			Tower 108 (M-K-T Cross.) 0.5																						Continuous
0.0	13.8		TO-R HOUSTON (Grand Central Station) 1.9											6.35AM											Continuous
	11.9		BOULEVARD J'NTION 3.5			1.56	5.10				5.47											3.25	3.45		
	9.4		TO EUREKA (Tower 13 M-K-T Cross.) 4.2			1.50AM	5.00AM				5.40											3.15	3.35PM		Continuous
	5.2		BELLAIRE JUNCTION (G. H. & S. A. Crossing) 3.9								5.25PM											3.00PM			
	1.2		NORTH JUNCTION 1.2																						
	0.0		TO WEST JUNCTION																						Continuous
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	
				221	246	344	240	143	243	392	351	242			187	72	81	215	386	50					

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

Note—See pages 2, 3, 4, and 6 for additional trains on Terminal Subdivision.

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On double track between Bellaire Junction and Eureka, and between Tower 26 and Englewood, trains may run moving with current of traffic without running orders. Eastward second-class and inferior trains may run ahead of first-class trains between Bellaire Junction and Boulevard Junction, and between Tower 26 and Englewood, without train order authority; but will not enter main track when it is known that a first-class train will thereby be delayed.

# 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 30, HARRISBURG

- To Galveston Subdivision main track, from any point \_\_\_\_\_
- To Harrisburg 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 Harrisburg Subdivision trains meet at Harrisburg, the Westward train will take siding unless otherwise directed by train order.

## TOWER 13, EUREKA

- 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 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 \_\_\_\_\_

The main line junction switch at Baer Junction is operated from Tower 86, H. B. & T. Crossing. Trains operating over this switch should be governed by signal indication. If, after communicating with towerman, he should request operation of the switch, see instructions in box attached to instrument case.

For guidance of switch tenders at Grand Central Station, enginemen should sound the following whistle signals:

- At San Jacinto Street for Westward movement.
  - Train No. 7 \_\_\_\_\_ o
  - Train No. 101 o \_\_\_\_\_ o
  - Train No. 176 o \_\_\_\_\_
- At Hickory Street for Eastward movement.
  - G. H. and S. A. \_\_\_\_\_ o
  - H. & T. C. o \_\_\_\_\_
  - Victoria Division o o \_\_\_\_\_ 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. 4 Sept. 7, 1925		Distance from Houston	THIRD CLASS	
	187	Mixed		STATIONS			188	Mixed
	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday				
	6.50AM	0.0	GALENA JUNCTION	4.5	4.23PM			
		3.0	3.0 FIDELITY	7.5				
	7.05AM	4.7	1.7 GALENA	9.1	4.05PM			
		3.8	0.8 OLINTON	8.2				
Yard PW								
	187				188			
	Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday			

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 and San Antonio Railway Co. (includes 31.53 - 2nd track)	2,133.75
Texas and New Orleans Railroad Company (includes 8.19 - 2nd track)	474.31
Texas State Railroad	32.68
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co., I. & V. R. R. Co. and F. & A. Ry. Co. (includes 40.97 - 2nd track)	679.68
Houston & Texas Central Railroad Company (includes 4.69 - 2nd track)	868.45
The Houston East and West Texas Railway Company	190.59
Houston & Shreveport Railroad Company	39.80
<b>Total Mileage</b>	<b>4,419.26</b>

## MAIN LINE

Texas and New Orleans Railroad Company	11.4
The Galveston, Harrisburg and San Antonio Railway Company	15.0
Houston & Texas Central Railroad Company	16.5
The Houston East and West Texas Railway Company	2.6
<b>Total Main Line</b>	<b>45.5</b>

## BRANCHES

Galena Junction to Clinton	T. & N. O. R. R. Co.	3.8
Clinton to Galena	T. & N. O. R. R. Co.	1.7
<b>Total Branches</b>		<b>5.5</b>
<b>Total Houston Terminals</b>		<b>50.5</b>

## COMPANY SURGEONS

### 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

### HOSPITALS

#### General Hospital—

Southern Pacific Hospital, Thomas St., between James and Paschal, Houston.

#### First Aid Hospital—

T. & N. O. General Shops, Houston.

## Legal Holidays:

- New Year's Day.....January 1st.
- Washington's Birthday.....February 22nd.
- Decoration Day.....May 30th.
- Independence Day.....July 4th.
- Labor Day.....First Monday in September.
- Thanksgiving Day.....Last Thursday in November.
- Christmas.....December 25th.

## 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			

## TIME 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. Connors, 1801 Hardy 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. Employees 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.

13. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, marker lamps (not lighted); By night, green lights to the front and side and red lights to the rear; except when the train is clear of the main track to be passed by another train, green lights must be displayed to front, side and rear.

14. All trains and engines must be brought to a full stop before crossing another railway at grade unless protected by an interlocking plant, except trains between North Junction and Eureka, and between Semmes Junction and Baer Junction, will not be required to stop for railway crossings between these points.

## LOCAL

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

## 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.

58. Passenger trains must not exceed a speed of fifty (50) miles per hour and freight trains thirty-five (35) miles per hour over territory not covered by Rules 56 and 57.

## 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: Signal 31, located on Main Line at Baer Junction; signal 33, located on Westward Freight Main at Baer Junction; signal 70, located at Harrisburg.

First-class trains will operate under positive block signal indication.

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 positive block signal indications, as against the same class or inferior trains.

## 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.

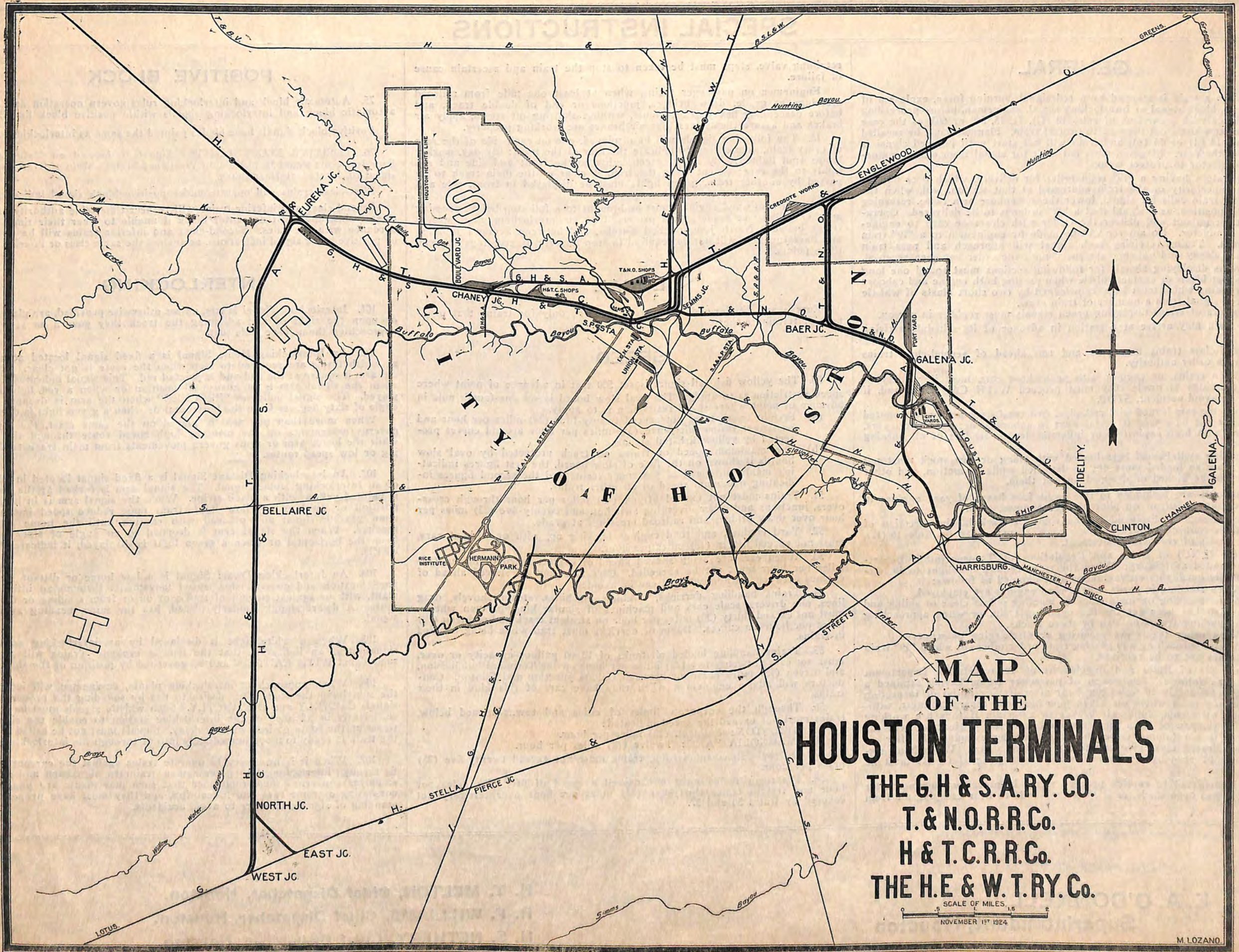
105. When a white light is displayed by an interlocking semaphore signal, it is an indication that the lens is broken. Trains will approach such signal WITH CAUTION and be governed by position of the signal arm.

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 employees 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, Houston

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



**MAP  
OF THE  
HOUSTON TERMINALS**

**THE G. H. & S. A. RY. CO.  
T. & N. O. R. R. Co.  
H & T. C. R. R. Co.  
THE H. E. & W. T. RY. Co.**

SCALE OF MILES  
0 .5 1 1.5 2  
NOVEMBER 1ST 1924