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Gulf, Colorado and Santa Fe Railway Company

GULF DIVISION

SUPPLEMENT H TO

EMPLOYES' TIME TABLE No. 141

H141

IN EFFECT

SUNDAY,
JULY 23, 1939

AT 12:01 O'CLOCK A. M.

"CENTRAL STANDARD" TIME

H141

Superseding Time Table No. 141, Dated February 20, 1938, and any Supplements thereto

This Time Table is for the Government and Information of Employes of this Company only

W. E. MAXSON,
Vice-President and General Manager,
Galveston, Texas

R. B. BALL,
Assistant General Manager,
Galveston, Texas

J. P. COWLEY,
Superintendent,
Galveston, Texas

A. G. FISH,
Trainmaster,
Galveston, Texas

M. M. KILLEN,
Trainmaster,
Beaumont, Texas

S. E. STEPP
Chief Dispatcher,
Galveston, Texas

C. S. NEAL,
Asst. Chief Dispatcher,
Beaumont, Texas

S. R. TWYMAN C. B. CAMPBELL W. H. GUESS E. E. BAKER V. V. ANDERSON
Dispatchers, Galveston, Texas

L. C. PORTER W. F. BAKER C. M. PEARCY E. L. McCONNELL
Dispatchers, Beaumont, Texas

2002/045

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SPECIAL RULES AND REGULATIONS

Effective on the Gulf Division and superseding all general rules inconsistent therewith

1. A copy of the book entitled "The Atchison, Topeka and Santa Fe System, Rules and Regulations of the Operating Department" dated 1927, must be in the hands of all employes whose duties are in any way prescribed thereby.

2. The first paragraph of General Rule No. 5 is abrogated. Not more than two times are given for a train at any station; where one is given, it is, unless otherwise indicated, the leaving time; where two, they are the arriving and leaving times. Unless otherwise indicated the time applies to the switch where an inferior train enters the siding. Where there is no siding, it applies to the place from which fixed signals are operated. Where there is neither siding nor fixed signal, it applies to the place where traffic is received or discharged.

3. General Rule No. 15 is amended to provide that the restricted speed signal shall be observed for a distance of one mile after exploding unattended torpedoes.

4. General Rule No. 360 is modified as follows:

Station announcements will be omitted between the hours of 10:00 p. m. and 6:00 a. m., when in the judgment of the conductor they are unnecessary, but should there be any passenger to detrain, a member of the crew must inform such passenger or passengers.

5. General Rules Nos. 701, 702, 703 and 704. When upper quadrant signals are used as dwarf or low home signals, they will display the same indications as high home signals and have the same names. Red light will be displayed for the stop indication.

6. General Rule No. 711, is amended to read:

Interlocking and block signals, unless otherwise provided, do not affect the superiority of trains under the time table or train rules and do not dispense with the use or the observance of other signals whenever or wherever they may be required, except that indications of interlocking signals governing the use of routes within home signal limits of interlocking plants supersede the superiority of trains within such limits.

7. General Rule No. 872 is amended to read:

When the engine has been coupled on and gauge shows a sufficient pressure in the brake pipe, the trainman or inspector making the test will request the engineman to apply the brakes, and will then go to each car and observe the piston to see that the brake is set. When the last car is reached, if the brakes are set properly, he will give a signal to the engineman to release the brakes, and will then examine each car to see that the brake releases, and on arriving at the engine will report to the engineman the number of brakes in good order and working, also the number of brakes cut out or inoperative.

When this test is made by inspectors, air brake clearance card, Form 1184, will be prepared by them and delivered to conductor and each engineman on head end of train, who must have a copy before departing.

This test must also be made when changing crews or engine handling brakes upon any train, except helper engines attached or detached subsequent to such tests, in which case test shall be made as per Rule 875. A test of the train brakes is not necessary when detaching helper engines from the rear of passenger or freight trains, except where otherwise provided.

On passenger trains arriving at terminals where engine is not detached, train switched or angle cock closed, this test will be made in the following manner: The arriving engineman will, after stopping, make a full service application and leave brakes applied on train. Employes making inspection will examine each brake to see that it is applied, then signal for engineman to release and again examine train to see that each brake is released.

8. Bulletin books or boards are located at Galveston Union Depot, Galveston 42nd Street, 59th Street, Algoa, Alvin, New South Yard, Houston, Sealy, Bellville Yard, Matagorda, New Gulf Jct., Somerville, Conroe, Silsbee, Calder Avenue, Beaumont, Ferry Landing, Kirbyville, San Augustine, Longview and Oakdale.

9. **Except as otherwise provided, all northward trains are superior to southward trains of the same class.**

10. The following stations have yard limits (see General Rule No. 93): Galveston, (Yard limits extend from 9th St. landing, to Yard Limit Board north of Virginia Point), Texas City Jct., Algoa, Alvin, Duke, (Yard limits extend from Yard Limit Board south of Arcola to Yard Limit Board north of Sugarland Jct.), Thompsons, Rosenberg, Sealy, Bellville Yard (Yard limits extend from yard limit board south of Bellville Yard to yard limit board north of Bellville), Pearland, New South Yard, Eagle Lake, Lake Side, Boedecker Jct., Bonus, Glen Flora, Wharton, Lane City, Bay City, Wadsworth, Gulf Hill, Matagorda, Cane Jct., Newgulf Jct., Guy, Long Point, Somerville, Navasota, Wood, Dobbin (Yard limits extends from yard limit board South of Dobbin to yard limit board north of Bobville), Peel Jct., Conroe, Butlerburg, Cleveland, Romayor, Bragg, Silsbee, Beaumont (Yard limits extends from yard limit board north of Calder Ave. to yard limit board south of Beaumont), Port Bolivar, Buna, Kirbyville, Jasper, Browndell, Pineland, Bronson, San Augustine, Center, Tenaha, Gary, Carthage, Longview, L. C. & N. Jct., Elizabeth, Calcasieu, Oakdale.

11. Standard clocks are located as follows: Galveston Telegraph office, 42nd Street, 59th Street, New South Yard, Houston, Sealy, Bellville Yard, Somerville, Conroe, Silsbee, Calder Avenue, Longview, San Augustine, and Oakdale.

12. While running through the corporate limits of cities and towns named below, trains must not exceed speed shown, and the engine bell must be kept ringing within such limits: Six (6) miles per hour—Galveston, Alvin, Rosenberg, Bay City. Fifteen (15) miles per hour—Navasota. Eighteen (18) miles per hour—Houston.

13. Speed of passenger trains will ordinarily be that prescribed in the schedule, but in case of delay, requiring greater speed in order to enable trains to regain schedules, make meeting points, or secure connections, the speed may be so moderately increased above that prescribed in the schedule, but not exceeding the maximum engine speed specified in this rule, as in the judgment of the conductor and engineman in charge of the train may be safe and prudent, due consideration being always given to condition of track and all the circumstances.

Gas electric Motor Cars when operating through water must not exceed a speed two miles per hour and must not be operated through water exceeding four inches over ball of rail.

FIRST AND HOUSTON DISTRICTS
MAXIMUM ENGINE SPEED IN MINUTES AND SECONDS PER MILE

CLASS OF ENGINE	SERVICE: PASSENGER: Galveston to Alvin and Houston District		PASSENGER: Alvin to Rosenberg		PASSENGER: Rosenberg to Bellville Yard		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
90-151	1	05	1	05	1	05	1	43	1	30
246-261	1	05	1	05	1	05	1	43	1	30
419	1	05	1	05	1	05	1	43	1	30
542	0	48	1	00	0	51	1	30	1	30
640-649-664	1	30	1	30	1	30	1	30	1	30
729-759-769	1	30	1	30	1	30	1	30	1	30
900	1	43	1	43	1	43	1	43	2	00
1014-1050	1	12	1	12	1	12	1	30	1	43
1226-1270-1290	0	48	1	00	0	51	1	20	1	30
1337	0	48	1	00	0	51	1	20	1	30
1480	0	48	1	00	0	51	1	20	1	30
1550	0	48	1	00	0	51	1	20	1	30
1600	1	43	1	43	1	43	1	43	2	00
1900-1950	1	30	1	30	1	30	1	30	1	43
3010-3020	1	43	1	43	1	43	1	43	2	00
3400	0	48	1	00	0	51	1	20	1	30
3500	0	48	1	00	0	51	1	20	1	30
3800-3900	1	43	1	43	1	43	1	43	1	43
4000	1	20	1	20	1	20	1	20	1	30
Switch, no truck	3	00	3	00	3	00	3	00	3	00
All other classes							2	00	1	43
All classes, backing	3	00	3	00	3	00	3	00	3	00

SOMERVILLE, CONROE, SILSBEE, SAN AUGUSTINE AND LONGVIEW DISTRICTS:

CLASS OF ENGINES	SERVICE: PASSENGER: Somerville to Beaumont Silsbee to Longview		PASSENGER: Kirbyville to Oakdale		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.	Min.	Sec.
90-151	1	12	1	20	2	00	1	43
246-261	1	12	1	20	2	00	1	43
419	1	12	1	20	2	00	1	43
542	1	12	1	20	2	00	2	00
640-649-664	1	20	1	30	2	00	2	00
729-759-769	1	20	1	30	2	00	2	00
900	1	43	1	43	2	00	2	00
1014-1050	1	20	1	30	2	00	2	00
1226-1270-1290	1	12	1	20	2	00	1	43
1337	1	12	1	20	2	00	1	43
1480	1	12	1	20	2	00	1	43
1550	1	12	1	20	2	00	1	43
1600	1	43	1	43	2	00	2	00
1900-1950	1	20	1	30	2	00	2	00
3010-3020	1	43	1	43	2	00	2	00
3400	1	12	1	20	2	00	1	43
3500	1	12	1	20	2	00	1	43
4000	1	20	1	30	2	00	2	00
Gas Electric Motors M 120-150	1	12	1	20				
Switch, no truck	3	00	3	00	3	00	3	00
All other classes					2	00	1	43
All classes, backing	3	00	3	00	3	00	3	00

MATAGORDA DISTRICT

CLASS OF ENGINES	SERVICE: Passenger		Freight and Mixed		Light	
	Min.	Sec.	Min.	Sec.	Min.	Sec.
All Classes	2	00	2	00	2	00
All Classes, backing	4	00	4	00	4	00

GARWOOD AND HALL DISTRICTS

	Min.	Sec.	Min.	Sec.	Min.	Sec.
All Classes	3	00	3	00	3	00
All Classes, backing	4	00	4	00	4	00

PORT BOLIVAR DISTRICT

	Min.	Sec.	Min.	Sec.	Min.	Sec.
All Classes	2	00	2	00	2	00
All Classes, backing	4	00	4	00	4	00
Gas Electric Motors M 120-150	2	00			2	00

Where permanent slow boards permit train speeds in excess of the maximum engine speeds prescribed in these tables, the maximum engine speeds prescribed in these tables must be observed.

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Other lines' engines operating over the Gulf Division will not exceed the maximum speed prescribed in these tables for engines of the same type in the same class of service.

Passenger trains will not exceed a rate of speed of twenty-five (25) miles per hour or two (2) minutes and 24 seconds per mile and freight trains will not exceed rate of speed of twenty (20) miles per hour or three (3) minutes per mile through turn-outs at 59th Street south cross-over, Virginia Point cross-over from west Causeway track to main track, South Siding switch Alvin, North Siding switch Algoa, North Switch of Siding Rosenberg, North and South Siding switch Wallis, North and South Siding Switches Peters, South Switch Bellville Yard, North and South Siding Switches Hastings, Pearland and Mykawa. Maximum speed of all trains entering or leaving all other turn-outs and cross-overs ten (10) miles per hour or six (6) minutes per mile.

Trains and engines must run at restricted speed on sidings.

Trains handling dead engines with side rods in position must not exceed speed of one (1) mile in three (3) minutes.

Locomotives with side rods all removed, and all drivers on the rail may be handled at speed of one (1) mile in four (4) minutes. Where tire is broken, or axle is broken, necessitating the swinging of one pair of wheels, the speed must not exceed one (1) mile in six minutes.

Trains handling steam derricks, steam shovels, steam ditcher, clam shell or pile driver must not exceed a rate of speed of fifteen (15) miles per hour or four (4) minutes per mile on the Garwood District; a rate of speed of twenty (20) miles per hour or three (3) minutes per mile on the Matagorda, Somerville, Conroe, San Augustine, Longview, Port Bolivar, Silsbee and Oakdale Districts, and a rate of speed of twenty-four (24) miles per hour or two (2) minutes and thirty (30) seconds per mile on all other districts.

14. No freight train will be run more than 65 miles without receiving the inspection required by General Rule No. 314.

15. In Texas a railroad company has a right to eject from its trains any passenger who refuses upon demand to produce a proper ticket or other transportation, or pay his fare to his destinations, and he may be expelled at any point on the line of the road whether at a station or otherwise, with this limitation: In case a person is, by reason of any infirmity, unable to travel or find his way from the point where he is put off to a dwelling house or town, or the weather so inclement as to render it unsafe or inhuman to eject a person at a point other than a station, then such person should be ejected from the train at a station where suitable accommodation can be procured for his safety and comfort.

Drunken or disorderly persons, or others whose conduct and appearance is such as is calculated to operate as a serious annoyance to other passengers or is disgusting, or a passenger who is guilty of gross misconduct, either by insulting or assaulting other passengers or train employes, who uses vile or profane language in the car, or who threatens to assault other passengers or train employes, may lawfully be expelled from the train at any place, provided the place is not such as to cause want or injury; this may be done whether fare has been paid or not.

16. Employes are forbidden to place their hands or feet on couplers on moving cars or engines. When necessary to adjust coupler by other means than with lifting levers, it should be done only when engines or cars are standing and not less than ten (10) feet apart.

17. All employes are hereby advised that in order to decrease the killing of stock the Company has found it necessary to extend its fences at a number of stations on the line so as to include portions of the side tracks, and that surface or pit cattle guards have been or will be placed in the main and side tracks at various stations. All employes having to do switching or other work on such tracks will take notice hereof, and from time to time advise themselves of the location of such cattle guards and use the necessary precaution to prevent being caught in same, as the Company will not be liable or responsible in damages to anyone injured by being caught in such cattle guards.

18. It is dangerous to have flame lights of any kind near oil tanks, oil cars, oil pipe lines, oil pumps, oil vats, or any receptacle used in handling or storing oil. Employes are particularly enjoined against having flame lights near openings where oil is exposed.

19. The presence of more than two men on the footboard of an engine, one on each side of coupler, is prohibited.

Except in lead switching, or when more than one switch or derail is to be thrown, the presence of more than one man on the front end of an engine in direction of movement is prohibited.

Except in lead switching, employes must not ride between engines and cars, and must never do so while couplings are being made between engines and cars.

20. General Rule No. 310. List of overhead and side obstructions which may be dangerous:

FIRST DISTRICT

BETWEEN MILE POSTS	BRIDGE NUMBER	NAME
4 and 6	5A	Galveston Bay
48 and 49	48A	Brazos River
93 and 94	93B	Viaduct

HALL DISTRICT

BETWEEN MILE POSTS	BRIDGE NUMBER	NAME
10 and 11	10A	San Bernard

SOMERVILLE AND CONROE DISTRICTS:

BETWEEN MILE POSTS	BRIDGE NUMBER	NAME
14 and 15	14B	Brazos River
26 and 27	26 A	Navasota River
88 and 89	88 OA	Viaduct
110 and 111	110 A	Trinity River
146 and 147	146 A	Village Creek

SAN AUGUSTINE DISTRICT:

72 and 73	72 C	Viaduct

LONGVIEW DISTRICT:

146 and 147	146 Aa	Viaduct
180 and 181	180 Ba	Viaduct
196 and 197	196 E	Sabine River

OAKDALE DISTRICT:

17 and 18	17 A	Sabine River
38 and 39	38 Aa	Viaduct
40 and 41	40 Aa	Viaduct

PORT BOLIVAR DISTRICT:

35 and 36	35A	Mud Bayou

21. Following Railroad crossings, Junctions and Draw Bridges are protected by interlocking plant:

Galveston Wharf Company Crossing	M. P.	0.3
Avenue "A" Junction	M. P.	0.4
Galveston T. & N. O. Crossing	M. P.	1.4
Island	M. P.	4.2
Lift Bridge	M. P.	5.3
Virginia Point	M. P.	6.3
Arcola—I. & G. N. Crossing	M. P.	42.9
Sugarland—Sugarland Railroad Crossing Sugarland Junction	M. P.	46.2
Rosenberg, T. & N. O. Crossing Rosenberg Junction	M. P.	66.2
Wallis, T. & N. O. Crossing	M. P.	82.2
Sealy, M. K.-T. Crossing	M. P.	94.6
T. & N. O. Crossing T. & N. O. Junction	M. P.	19.3
Eagle Lake T. & N. O. Crossing	M. P.	17.4
Eagle Lake T. & N. O. Crossing	M. P.	17.7
Eagle Lake T. & N. O. Crossing	M. P.	18.2
Wharton T. & N. O. Crossing	M. P.	42.9
Bay City T. & N. O. Crossing	M. P.	68.4
Bay City St. L. B. & M. Crossing	M. P.	69.1
Navasota, T. & N. O. Crossing	M. P.	28.3
Dobbin, B. R. I. Crossing	M. P.	50.1
Conroe, I. & G. N. Crossing	M. P.	72.3
Beaumont, T. & N. O. Crossing	M. P.	0.7
P. B. Jct.	M. P.	0.5
Mud Bayou Bridge	M. P.	36.0
Teneha, T. & N. O. Crossing	M. P.	151.6

General Rule No. 780. Two arm semaphore signal just south of T. & N. O. Crossing at Bay City. Top arm governs southward movements on main track. Lower arm governs movements to north end of siding and T. & N. O. transfer.

Interlocking plant Navasota northward home signal equipped with two arms; upper arm governs movements to main track. Lower arm governs movements to siding.

General Rules Nos. 98-A and 98-B. All trains and engines must stop at following crossings at grade.

Guy, T. & N. O. Crossing	M. P.	15.9
Newgulf Junction, T. & N. O. Crossing	M. P.	27.3
Cleveland, T. & N. O. Crossing	M. P.	95.1
Kountze, T. & N. O. Crossing	M. P.	143.4
Bleakwood, O. & N. W. Crossing	M. P.	5.3
DeRidder, K. C. S. Crossing	M. P.	38.5
DeRidder, T. & N. O. Crossing	M. P.	39.0
Oakdale, Missouri Pacific Crossing	M. P.	80.6
Beaumont, T. & N. O., K. C. S., B. S. L. & W. Crossings	M. P.	76.4

22. The St. L. B. & M. Ry. and T. & N. O. R. R. markers will display green instead of yellow indications and such green indications will have the same meaning as yellow. (See General Rule No. 19).

T. & N. O. R. R. Engines will display indicators instead of white flags. Such indicators will have the same meaning as white flags. (See General Rule No. 21).

(Continued on page 17)

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All trains must obtain Clearance Card at Galveston, Alvin and Bellville Yard; No. 6 must also secure Clearance Card at Rosenberg.

All second and third class trains and extra trains must obtain Clearance Card at 59th Street.

St. L. B. & M., Northward trains must obtain Clearance Card before occupying joint main track at Algoa.

G. C. & S. F., first class trains must register by Form 903 at 59th Street and Algoa.

Trains and engines using T. & N. O. R. R., between Rosenberg Jct., and T. & N. O. Jct., will be governed by Time Table, Rules and Regulations of T. & N. O. R. R.

Trains and engines using the Union Passenger Depot tracks between 35th Street Jct., and Galveston Union Depot will be governed by Time Table schedules of Union Passenger Depot Company of Galveston, and will observe special instructions contained in such Time Table.

Double track between 35th Street Jct., and Island.

AUTOMATIC BLOCK SYSTEM
M. P. 0.4 to M. P. 28.7,
M. P. 66.2 to M. P. 106.2.

Automatic Block—On single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indications of signals in both directions have been observed.

INTERLOCKED REMOTE CONTROLLED SWITCHES: These switches are equipped with switch target indicating green for main track and yellow for turnouts in facing point direction only. Interlocking signals governing movement over these switches indicate proceed, or proceed at restricted speed for main track, and proceed at restricted speed for turnouts.

Trains stopped by any of these signals will confer with signalman by telephone and unless otherwise instructed by signalman, will spike switch, then block will be flagged as prescribed by General Rule No. 830-A.

Telephones are located on signal masts at all remote controlled switches in boxes marked "Telephone."

Remote controlled switches handled from telegraph office by operators:
- South end of south lead track, Bellville Yard.
- South switch of siding, Wallis.
- South end siding and north wye switch, Alvin.
- North end siding, Algoa.

Other switches handled by interlocking:
- North switch of north siding, Sealy.
- North switch of siding, Wallis.
- North switch of siding, Rosenberg.
- North end house track, Rosenberg.

Galveston:
- T. & N. O. Crossing, M. P. 1.4.
- Crossovers north and south of crossing.
- Yard switch from northward main track to Valley Yard.
- Yard switch from south main track to south end 58th Street Yard.
- T. & N. O. connecting track and engine lead track.
- Crossover from northward to southward main track and Avenue "A" connecting track, 36th Street.

SPRING SWITCHES: Houston District Junction Switch and East Wye Switch, Alvin are equipped with spring switch, normal position of which is lined for Houston District.

Peters, North and South end of siding. El Pleasant, North and South end of siding.

Trains and engines may trail through these switches but must not take slack nor make backward movement until switch is properly lined. On sidings where spring switches are installed dwarf signals are used governing movement from siding to main track. If dwarf or high signal is in stop position, instructions how to proceed will be found posted in box painted white. After instructions have been complied with, trains may proceed as per General Rule No. 830-A.

Matagorda District trains and engines will use First District main track at Sealy between Passenger Station and South Switch at restricted speed, keeping out of the way of First District trains and engines. First District trains and engines must operate within the above limits at restricted speed, looking out for Matagorda District trains and engines.

Hall District trains and engines will use First District main track at Thompsons at restricted speed, keeping out of the way of First District trains and engines. First District trains and engines must operate within above limits at restricted speed, looking out for Hall District trains and engines.

PERMANENT SLOW BOARDS ARE LOCATED
M. P. 66.8, 64.2, 49.0, 45.8.

Nos. 15 and 16 will stop on flag at Iowa Colony M. P. 39.7.

Distance from Galveston M. P. 0.0 located 0.4 miles from Galveston Union Depot.

NOS. 29, 37, 39, 561 AND 581 HAVE NO TIME TABLE AUTHORITY.

SOUTHWARD

29	581	561	37	39	515	511	5	15	Rising Grade Ascending	SUPPLEMENT H To TIME TABLE No. 141 July 23, 1939	Capacity of Sidings
					First Class						
Way Freight	St. L. B. & M. No. 81 Thru Freight	St. L. B. & M. No. 61 Thru Freight	Fast Freight	Fast Freight	St. L. B. & M. No. 15 Mail & Express	St. L. B. & M. No. 11 Mail & Express	The Ranger	Texas Express	Ft. Per Mile	STATIONS	Cars
Leave Tues., Thur., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
AM 8.00			AM 4.15	PM 9.30			AM 5.15	PM 3.09		**BELLVILLE YARD**	Yard
							5.21	f 3.18	16.3	5.9 PETERS	100
									16.3	5.7 M-K-T CROSSING	
							s 5.27	s 3.28	23.7	0.1 SEALY	Yard
							5.35	f 3.37		7.6 EL PLEASANT	111
							5.40	s 3.43	34.8	4.7 T. & N. O. Crossing WALLIS	120
							5.47	f 3.51	12.1	6.0 ORCHARD	111
							5.52	f 3.58	8.4	4.9 DYER	122
							6.00 AM Arrive Daily		1.6	5.1 Rosenberg Jct. T. & N. O. Crossing	
								s 4.08	.0	0.4 **ROSENBERG**	261
								s 4.13	2.1	2.5 RICHMOND	
								f 4.20	29.0	4.7 CRABB	123
								s 4.27	3.2	3.6 BOOTH	123
								s 4.35	7.9	4.6 THOMPSONS	121
								f 4.41	2.6	4.2 SUGARLAND JCT. Sugarland Ry. Crossing	
								f 4.45	18.4	1.9 DUKE	123
								f 4.48	1.0	1.4 ARCOLA I-G. N. Crossing	18
								f 4.58	2.4	6.9 MANVEL	123
	PM 9.40	PM 7.20	AM 6.20 6.30	AM 2.30 3.15	PM 9.59	AM 10.19	Leave Daily AM 8.07	s 5.08 6.59	7.9	7.4 **ALVIN**	Yard
	9.50 PM	7.30 PM			10.05 PM	10.25 AM	8.13[16]	f 7.06	5.2	4.2 **ALGOA**	136
							8.17	f 7.11	.0	3.7 ARCADIA	79
							8.20	f 7.14	1.0	2.5 ALTA LOMA	123
							8.25	f 7.19	1.6	4.0 HITCHCOCK	123
							8.29	7.23	3.2	3.2 TEXAS CITY JCT.	122
							8.35	7.29	14.7	4.7 VIRGINIA POINT	38
							8.40	7.34	.0	2.1 ISLAND	
4.00 PM			7.30 AM	5.30 AM			8.43	7.38	.0	2.0 **59th STREET**	Yard
									.0	0.8 T. &. N. O. CROSSING	
									.0	1.0 Ave. A Jct. 36th STREET	
							8.46	7.42	.0	0.1 WHARF CO. CROSSING	
							8.48 AM	7.43 PM	.0	35th STREET Jct. 0.7 **GALVESTON** Union Depot	
							8.50 AM	7.45 PM		(106.6)	
Arrive Tues., Thur., Sat	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
(13.0)	(25.2)	(25.2)	(33.7)	(14.3)	(42.0)	(36.0)	(51.1)	(40.2)		Average speed per hour	

Via T. & N. O. R. R. AND HOUSTON DISTRICT

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SUPPLEMENT H
To
TIME TABLE
No. 141
July 23, 1939

NORTHWARD

Distance from Galveston	Office of Communication	STATIONS	Ruling Grade Ascending Ft. Per Mile	Fuel, Water, Turn Tables and Wyes	First Class 16 Chicago Express Arrive Daily	6 The Ranger Arrive Daily	512 St. L. B. & M. No. 12 Mail & Express Arrive Daily	516 St. L. B. & M. No. 16 Mail & Express Arrive Daily	38 Kansas City Fast Freight Arrive Daily	40 Fast Freight Arrive Daily	560 St. L. B. & M. No. 60 Thru Freight Arrive Daily	580 St. L. B. & M. No. 80 Thru Freight Arrive Daily	30 Way Freight Arrive Mon., Wed., Fri.
Miles													
106.2	O	**BELLVILLE YARD**		F W T	PM 12.05 PM	PM 11.30			AM 6.00	PM 10.35			PM 2.55
		5.9	25.8										
100.3		PETERS			f11.53	11.19							
		5.7	26.9										
94.6		M-K-T CROSSING											
		0.1	37.4										
94.5	O	SEALY		F W Y	s11.42	s11.08							
		7.6											
86.9		EL PLEASANT			f11.32	10.58							
		4.7	27.9										
82.2	O	T. & N. O. Crossing WALLIS		W Y	s11.24	10.52							
		6.0	13.2										
76.2	O	ORCHARD			f11.15	10.44							
		4.9	16.3										
71.3		DYER			f11.07	10.39							
		5.1	12.1										
66.2		Rosenberg Jct. T. & N. O. Crossing				10.31 PM Leave Daily							
		0.4	7.3										
65.8	O	**ROSENBERG**		W Y	s10.59								
		2.5	2.1										
63.3		RICHMOND			s10.51								
		4.7	26.9										
58.6		CRABB			f10.43								
		3.6	9.5										
55.0		BOOTH			s10.37								
		4.6	33.7										
50.4	O	THOMPSONS			s10.31								
		4.2	33.7										
46.2		SUGARLAND JCT. Sugarland Ry. Crossing			f10.24								
		1.9	4.7										
44.3		DUKE		W	f10.21								
		1.4	6.3										
42.9		ARCOLA I.-G. N. Crossing			f10.19								
		6.9	4.7										
36.0		MANVEL			f10.10								
		7.4	10.5										
28.6	O	**ALVIN**		F W Y	10.00 s 8.18	Arrive Daily PM s 8.24	PM s 5.57	AM s 6.47	1.00 12.20 AM	8.15 7.55 PM	PM 6.30	PM 3.15	
		4.2	6.3										
24.4	O	**ALGOA**		Y	f 8.13[5]	8.19	5.50 PM	6.40 AM			6.20 PM	3.00 PM	
		3.7	2.1										
20.7		ARCADIA			f 8.05	8.15							
		2.5	5.2										
18.2		ALTA LOMA			f 8.00	8.12							
		4.0	12.1										
14.2	O	HITCHCOCK		W	s 7.55	s 8.07							
		3.2	7.9										
11.0		TEXAS CITY JCT.			7.50	8.03							
		4.7	8.9										
6.3		VIRGINIA POINT			7.43	7.58							
		2.1	.0										
4.2		ISLAND			7.38	7.53							
		2.0	15.3										
2.2	O	**59th STREET**		W	7.35	7.50			11.00 PM	7.00 PM			7.00 AM
		0.8	.0										
1.4		T. & N. O. CROSSING											
		1.0	.0										
0.4		Ave. A Jct. 36th STREET			7.32	7.47							
		0.1	.0										
0.3		WHARF CO. CROSSING 35th STREET Jct.			7.31 AM	7.46 PM							
		0.7	.0										
	O	**GALVESTON** Union Depot		F W T	7.30 AM	7.45 PM							
		(106.6)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Mon., Wed., Fri.
		Average speed per hour			(36.6)	(43.9)	(36.0)	(36.0)	(15.8)	(32.0)	(25.2)	(16.8)	(13.1)

VIA HOUSTON DISTRICT AND T. & N. O. R. R.

Houston District trains and engines will use First District main track at Alvin between north end of storage track and south end of south siding at restricted speed, keeping out of the way of First District trains and engines.

First District trains and engines must operate within above limits at restricted speed, looking out for Houston District trains and engines.

No. 105 approaching Alvin will head around North leg of wye and back their train on First District Main track to Alvin passenger station.

No. 106 leaving Alvin will back their train on First District Main Track to North Wye Switch then head around the North Wye to Houston District.

PERMANENT SLOW BOARDS ARE LOCATED
M. P. 28.3, 43.3, 48.1,
M. P. 62.7, 65.5, 105.9.

NOS. 30, 38, 40, 560 AND 580 HAVE NO TIME TABLE AUTHORITY.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity
Iowa Colony	39.7	19

FOR INFORMATION ONLY, AND NOT TO BE USED FOR TRAIN MOVEMENT.

Nos. 5 and 6 operate via H. B. & T. Railway between Houston and T. & N. O. Jct., and via T. & N. O. R. R. between T. & N. O. Jct., and Rosenberg Jct., on following schedules:

6 Leave Daily	STATIONS	5 Arrive Daily
PM 9.30	HOUSTON	AM 7.05
	4.7	
9.43	T. & N. O. JCT.	6.50
	31.6	
10.31 PM	ROSENBERG JCT.	6.00 AM
Arrive Daily	36.3	Leave Daily

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HOUSTON DISTRICT

SOUTHWARD

141	137	581	561	515	511	119	105	5	15	Ruling Grade Ascending	SUPPLEMENT H To TIME TABLE No. 141 July 23, 1939	Capacity of Sidings	Distance from Alvin
				First Class									
Way Freight	Fast Freight	St. L. B. & M. No. 81 Thru Freight	St. L. B. & M. No. 61 Thru Freight	St. L. B. & M. No. 15 Mail & Express	St. L. B. & M. No. 11 Mail & Express	G. C. & S. F. No. 6	G. C. & S. F. No. 16	The Ranger	Texas Express				
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ft. Per Mile	STATIONS	Cars	Miles
				PM 9.20	AM 9.40	PM 9.30	AM 9.15	AM 7.30	PM 6.15		HOUSTON		24.0
											3.3		
				9.32	9.52	9.41	9.27	7.41	6.27		Double Track Jct.		20.7
											0.5		
PM 7.25	PM 11.00	PM 9.00	PM 6.45	9.33	9.53	9.42	9.28	7.42	6.28		New South Yard		20.2
											0.9		
				PM 9.34	AM 9.54	PM 9.43 PM	AM 9.29	AM 7.43	PM 6.29		T. & N. O. Jct. T. & N. O. CROSSING		19.3
											5.4		
				9.40	10.00		f 9.36	7.49	f 6.35	0.1	MYKAWA	119	13.9
										10.5	4.0		
				9.45	10.05		f 9.41	7.53	f 6.41	.0	PEARLAND	119	9.9
											5.9		
				9.51	10.11		9.48	7.59	6.49	.0	HASTINGS	141	4.0
											4.0		
8.05 PM	12.15 AM	9.40 PM	7.20 PM	s 9.57 PM	s 10.17 AM		s 9.57 AM	s 8.05 AM	s 6.56 PM	1.9	**ALVIN**	Yard	.0
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(24.0)		
(30.3)	(16.1)	(30.3)	(34.6)	(50.3)	(50.3)	(21.7)	(41.3)	(52.6)	(42.8)	Average speed per hour			

Trains and engines will be governed by Time Table, Rules and Regulations of the H. B. & T. Co., between T. & N. O. Jct. and Houston, times shown herein between New South Yard and Houston are for information only and do not confer time table authority.

AUTOMATIC BLOCK SYSTEM
M. P. 0.0 to M. P. 19.3.

Automatic Block—On single track trains in clear on siding or other tracks will not use siding switches (or other switches not equipped with switch indicators) until indications of signals in both directions have been observed.

Switches handled by Interlocking: T. & N. O. Junction switch, M. P. 19.3.

SPRING SWITCHES: Junction Switch and East Wye Switch, Alvin, normal position of which is lined for Houston District. North and South end of siding at Hastings, Pearland and Mykawa. Trains and engines may trail through these switches, but must not take slack nor make backward movement until switch is properly lined. On sidings where spring switches are installed dwarf signals are used governing movement from siding to main track. If dwarf or high signal is in stop position instructions how to proceed will be found posted in box painted white. After instructions have been complied with, trains may proceed as per Rule 830-A.

First District trains and engines using Houston District main track at Alvin must operate at restricted speed, keeping out of the way of Houston District trains and engines.

Houston District trains and engines must operate within above limits at restricted speed, looking out for First District trains and engines.

No. 105 approaching Alvin will head around North leg of wye and back its train on First District Main track to Alvin passenger station.

No. 106 leaving Alvin will back its train on First District Main Track to North Wye Switch then head around the North wye to Houston District.

PERMANENT SLOW BOARDS ARE LOCATED
M. P. 0.7

NOS. 137, 141, 561 AND 581 HAVE NO TIME TABLE AUTHORITY.

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SUPPLEMENT H
To
TIME TABLE
No. 141
July 23, 1939

NORTHWARD

First Class

Office of Communication	STATIONS	Ruling Grade Ascending Ft. Per Mile	Fuel, Water, Turn Tables and Wyes	16 Chicago Express Arrive Daily	6 The Ranger Arrive Daily	106 G. C. & S. F. No. 15 Arrive Daily	120 G. C. & S. F. No. 5 Arrive Daily	512 St. L. B. & M. No. 12 Mail & Express Arrive Daily	516 St. L. B. & M. No. 16 Mail & Express Arrive Daily	560 St. L. B. & M. No. 60 Thru Freight Arrive Daily	580 St. L. B. & M. No. 80 Thru Freight Arrive Daily	138 Way Freight Arrive Daily	140 Fast Freight Arrive Daily
				AM	PM	PM	AM	PM	AM				
O	HOUSTON			9.05	9.10	6.00	m 7.05	6.40	7.30				
	3.3												
	Double Track Jct.			8.52	8.55	5.47	6.53	6.27	7.16				
	0.5												
										PM	PM	AM	AM
O	New South Yard			8.51	8.54	5.46	6.52	6.26	7.15	7.20	4.10	5.00	7.30
	0.9	.0											
	T. & N. O. Jct.			AM	PM	PM	AM	PM	AM				
O	T. & N. O. CROSSING			8.50	8.53	5.45	6.50 AM	6.25	7.14				
	5.4												
	MYKAWA			f 8.43	8.46	f 5.38		6.18	7.08				
	4.0	.0											
O	PEARLAND		W	s8.37	8.41	f 5.32		6.13	7.03				
	5.9	2.6											
	HASTINGS			8.28	8.32	5.24		6.06	6.55				
	4.0	1.5											
				8.21	8.26	5.12		5.59	6.50	6.30	3.15	3.30	6.30
O	**ALVIN**		F W Y	AM	PM	PM		PM	AM	PM	PM	AM	AM
	(24.0)			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	Average speed per hour			(39.9)	(42.8)	(35.0)	(18.8)	(44.5)	(48.2)	(24.2)	(22.0)	(13.4)	(20.2)

All trains must obtain Clearance Card at Alvin and Houston.

All second and third class trains and extra trains must obtain Clearance Card at New South Yard.

First class trains must register by Form 903 at New South Yard.

Connection with Houston Belt and Terminal Property is located 600 feet north of T. & N. O. Crossing.

Trains and engines using T. & N. O. R. R., between Rosenberg Jct. and T. & N. O. Jct., will be governed by Time Table, Rules and Regulations of the T. & N. O. R. R.

NOS. 138, 140, 560 AND 580 HAVE NO TIME TABLE AUTHORITY.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity
Emsco Spur	15.3	22
Carters Spur	15.7	4
Dixie Spur	16.9	7
Golf Crest Spur	18.0	11

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All trains must obtain Clearance Card at Sealy and Matagorda.

Matagorda District trains and engines will use First District main track at Sealy between passenger station and south switch at restricted speed, keeping out of the way of First District trains and engines. First District trains and engines must operate within the above limits at restricted speed, looking out for Matagorda District trains and engines.

Hall District trains and engines will use Matagorda District main track at Cane Jct., at restricted speed, keeping out of the way of Matagorda District trains and engines. Matagorda District trains and engines must operate within above limits at restricted speed, looking out for Hall District trains and engines.

Switches handled by Interlocking;—North end Bay City, Eagle Lake North Switch Rice Mill.

No switch lights on Matagorda District.

PERMANENT SLOW BOARDS ARE LOCATED

Southward	Northward
M. P. 68.7	M. P. 69.5

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	Mile Post	Car Capacity	NAME	Mile Post	Car Capacity
Curran	3.2	3	Sorrels	39.2	11
Rexville	5.6	54	Kluever	41.0	10
Lafitte	10.8	17	Payne	46.7	9
Riceland	19.7	15	Leffman	48.0	10
Dorman	34.1	17	Rymer's	78.2	22

SUPPLEMENT H
To
TIME TABLE
No. 141
July 23, 1939

SOUTHWARD Second Class 111 Mixed — Leave Daily Ex. Sunday	SOUTHWARD Second Class 115 Mixed — Leave Daily Ex. Sunday	Distance from Sealy — Miles	Capacity of Sidings — Cars	Ruling Grade Ascending — Ft. Per Mile	STATIONS	Ruling Grade Ascending — Ft. Per Mile	Fuel, Water, Turn Tables and Wyes	Office of Communication	NORTHWARD Second Class 116 Mixed — Arrive Daily Ex. Sunday	NORTHWARD Second Class 112 Mixed — Arrive Daily Ex. Sunday
	AM 6.45	0.0	Yard		**SEALY**		F W Y	O	PM 2.00	
				23.7	10.1	19.5				
	f 7.07	10.1	62		BEARD				f 1.35	
				17.9	7.3	11.6				
		17.4			T. & N. O. CROSSING					
				.0	0.3	17.9				
		17.7			T. & N. O. CROSSING					
				.0	0.1	17.9				
	7.25	17.8	37		DAR JCT.		W Y		1.15	
				.0	0.4	.0				
		18.2			T. & N. O. CROSSING					
				.0	0.1	.0				
AM 7.35[115]	s 7.30[111] s 9.40[112]	18.3			EAGLE LAKE			O	s 1.05	AM s 9.30[115]
				.0	0.1	.0				
		18.2			T. & N. O. CROSSING					
				.0	0.4	.0				
7.38	9.45	17.8	37		DAR JCT.		W Y		12.52	9.23
				31.6	0.8	31.6				
7.40	9.50	18.6	60		LAKESIDE				12.50	9.18
				15.7	1.3	26.4				
7.45 AM	9.55	19.9			RAYNER JCT.				12.45	9.15 AM
				9.5	2.9	9.4				
	s 10.02	22.8	14		MATTHEWS				s 12.35	
				22.1	2.3	34.3				
	f 10.10	25.1	21		McDOW				f 12.25	
				24.8	3.0	13.2				
	s 10.20	28.1	29		BONUS		Y		s 12.15	
				21.2	1.2	23.7				
	f 10.25	29.3	23		NEDRA				f 12.10	
				11.6	3.2	22.1				
	s 10.35	32.5	37		EGYPT				s 12.01 PM	
				4.2	4.6	6.3				
	s 10.48	37.1	74		GLEN FLORA			O	s 11.48	
				.0	5.8	19.5				
		42.9			T. & N. O. CROSSING					
				.0	0.4	22.1				
	s 11.05 11.25[116]	43.3	76		WHARTON		W	O	11.20 s 10.30[115]	
				.0	6.4	8.9				
	11.45	49.7	22		ARNIM				10.05	
				4.2	1.9	5.2				
	s 11.50	51.6	33		LANE CITY		Y		s 9.55	
				4.7	3.7	12.6				
	s 11.59	55.3	113		**CANE JCT.**		Y		s 9.40	
				.0	1.3	.0				
	PM s 12.05	56.6	17		MAGNET				s 9.35	
				10.6	4.0	10.6				
	12.15	60.6	16		McCROSKEY				9.25	
				4.7	2.1	4.2				
	12.25	62.7	60		CHALMERS				9.15	
				7.9	5.7	11.6				
		63.4			T. & N. O. CROSSING					
				.0	0.3	3.1				
	s 12.55 1.50	63.7	56		BAY CITY		W Y	O	9.00 s 8.15	
				.0	0.4	1.5				
		69.1			St. L. B. & M. Crossing					
				11.6	10.6	23.7				
	s 2.25	79.7	45		WADSWORTH			O	s 7.40	
				8.9	5.3	11.0				
	s 2.50	85.0	64		GULF HILL				s 7.15	
				12.1	5.1	10.5				
	3.30 PM	90.1	Yard		**MATAGORDA**		F W Y	O	7.00 AM	
					90.1					
Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
(9.6)	(16.6)				Average speed per hour				(16.4)	(6.4)

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GARWOOD DISTRICT

SOUTHWARD Second Class 111 Mixed Leave Daily Ex. Sunday	Capacity of Sidings: Cars	Distance from Rayner Jct.: Miles	Ruling Grade Ascending: Ft. Per Mile	SUPPLEMENT H To TIME TABLE No. 141 July 23, 1939 STATIONS	Ruling Grade Ascending: Ft. Per Mile	Fuel, Water, Turn Tables and Wyes	Office of Communication	NORTHWARD Second Class 112 Mixed Arrive Daily Ex. Sunday
AM 7.45		.0	12.1	RAYNER JCT.	42.2			AM 9.15
				2.8				
f 7.55		2.8	58.0	CALHOUN	58.0			f 9.05
				1.6				
f 8.00	16	4.4	.0	ENGLEHART	11.6			f 9.00
				2.3				
8.10	17	6.7		BOEDECKER JCT.		Y		8.50
				1.0				
s 8.15	26	7.7	3.1	ELDRIDGE	1.0			
				1.0				
	12	10.6	.0	NORTHINGTON	.0			
				2.9				
	20	11.4	.0	CONVICT CAMP	.0			
				0.8				
	22	12.7	.0	ZELLA	.0			
				1.1				
	27	13.8	.0	BONUS	.0			
				1.0				
8.20	17	6.7	.0	BOEDECKER JCT.	8.4	Y		8.50
				2.9				
8.30 AM	Yard	9.6		GARWOOD				8.40 AM
Arrive Daily Ex. Sunday				(9.6)				Leave Daily Ex. Sunday
(18.6)				Average speed per hour				(15.4)

No switch lights on Garwood District.

NO. 111 IS SUPERIOR TO NO. 112.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

Name	Mile Post	Car Capacity
Womack	2.0	10
Burns	3.1	17
Vance	3.6	17
Haney	4.8	10
Faber Planting Co.	8.5	17
Herbert	9.8	15

HALL DISTRICT

SOUTHWARD Second Class 117 Mixed Leave Wed. Only	113 Mixed Leave Daily Ex. Sunday	Capacity of Sidings: Cars	Distance from Thompsons: Miles	Ruling Grade Ascending: Ft. Per Mile	SUPPLEMENT H To TIME TABLE No. 141 July 23, 1939 STATIONS	Ruling Grade Ascending: Ft. Per Mile	Fuel, Water, Turn Tables and Wyes	Office of Communication	NORTHWARD Second Class 114 Mixed Arrive Daily Ex. Sunday	118 Mixed Arrive Wed. Only
	PM 12.01	126		7.9	THOMPSONS	5.3		O	PM 6.30	
					11.0					
	f12.55	112	11.0	5.8	LONG POINT	11.6			f 5.45	
					4.9					
			15.9		T. & N. O. CROSSING					
					0.2					
	f 1.25	113	16.1		GUY				f 5.20	
				6.3	11.2	10.6				
PM 2.10	2.10 PM	113	27.3		NEWGULF T. & N. O. CROSSING		W Y		4.35 PM	PM 3.50
					2.4					
			29.7		AREY					
				4.8	4.2	4.2				
2.45 PM		113	33.9		CANE JCT.		Y			3.15 PM
Arrive Wed. Only	Arrive Daily Ex. Sunday				(33.9)				Leave Daily Ex. Sunday	Leave Wed. Only
(11.3)	(12.0)				Average speed per hour				(13.7)	(11.3)

All trains must obtain Clearance Card at Thompsons.

Hall District trains and engines will use Matagorda District main track at Cane Jct., at restricted speed, keeping out of the way of Matagorda District trains and engines. Matagorda District trains and engines must operate within above limits at restricted speed, looking out for Hall District trains and engines.

Hall District trains and engines will use First District main track at Thompsons at restricted speed, keeping out of the way of First District trains and engines.

First District trains and engines must operate within above limits at restricted speed, looking out for Hall District trains and engines. No switch lights on Hall District.

NO. 113 IS SUPERIOR TO NO. 114.
NO. 117 IS SUPERIOR TO NO. 118

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

Name	Mile Post	Car Capacity
Mooredale	19.4	5

GALVESTON TERMINAL DISTRICT

SOUTHWARD Second Class 245 Mixed Leave Mon., Wed., Fri.	Distance from Galveston: Miles	Ruling Grade Ascending: Ft. Per Mile	SUPPLEMENT H To TIME TABLE No. 141 July 23, 1939 STATIONS	Ruling Grade Ascending: Ft. Per Mile	Office of Communication	NORTHWARD Second Class 246 Mixed Arrive Tues., Thur., Sat.
PM 12.45	6.6		FERRY LANDING Port Bolivar		O	AM 9.00
			3.9			
1.45 PM	2.7		GALVESTON 9th ST. LANDING			8.00 AM
Arrive Mon., Wed., Fri.		.0	(3.9)	.0		Leave Tues., Thur., Sat.
			Average speed per hour			

Trains and engines must approach 9th St. Landing at restricted speed. Movements on or off barge at 9th St. Landing and Ferry Landing will be governed by signals from Barge Captain.

"Navigation bridge" on transfer barge will not clear a man riding on top or side of a car. Trainmen and Switchmen must not ride on top or side of cars when being handled on or off the barge.

Passengers from Galveston for No. 246 use Cab which departs from Galveston Union Depot at 7:45 A. M.

Passengers on No. 245 destined Galveston will use Cab from Ninth Street Ferry to Galveston Union Depot, arriving Galveston 2:00 P. M.

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SOMERVILLE DISTRICT

SUPPLEMENT H
To
TIME TABLE
No. 141
July 23, 1939

SOUTHWARD Third Class	SOUTHWARD Second Class	SOUTHWARD First Class	Capacity of Sidings	Distance from Somerville	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	NORTHWARD Second Class	NORTHWARD Third Class
	239	**205**								**206**	**238**	
	Fast Freight	Motor								Motor	Fast Freight	
	Leave Daily	Leave Daily	Cars	Miles	Ft. Per Mile		Ft. Per Mile			Arrive Daily	Arrive Daily	
	PM 6.50	**AM** 4.45	Yard	.0		**SOMERVILLE**		O	F W T Y	**PM** 11.30	**AM** 8.30	
					52.8	5.5	31.7					
	7.03	f 4.54	63	5.5		SCOFIELD				f11.14	8.05	
					52.8	6.5	40.2					
	7.16	s 5.06	42	12.0		OLAY				s11.00	7.45	
					26.4	2.2	30.0					
	7.21	f 5.10		14.2		GILLEY				f10.54	7.40	
					26.9	4.2	16.3					
	7.34	f 5.18	125	18.4		ALLENFARM				f10.46	7.25	
					20.0	4.3	20.0					
		f 5.25		22.7		HERRINGTON				f10.37		
					52.8	5.6	42.2					
	8.00	s 5.39	Yard	28.3 28.3		NAVASOTA T. & N. O. Crossing		O		s10.26	6.55	
					44.8	5.1	26.4					
	8.12	f 5.49	102	33.4		WOOD			W Y	f10.13	6.25	
					106.1	4.4	68.6					
	8.32	f **5.59**[238]	60	37.8		YARBORO				f10.03	**5.59**[205]	
					59.1	2.8	51.7					
	8.40	f 6.05		40.6		STONEHAM				f 9.57	5.45	
					.0	3.0	52.8					
	8.50	s 6.12	42	43.6		PLANTERSVILLE				s 9.50	5.35	
					67.0	5.5	61.7					
	9.05	f 6.23	67	49.0		BOBVILLE			W	f 9.38	5.20	
					.0	1.0	53.3					
		s 6.25		50.1		B.-R. I. Crossing DOBBIN		O		s 9.35		
					82.8	4.7	57.0					
	9.25[206]	6.36	30	54.8		**PEEL JCT.**			Y	**9.25**[239]	5.00	
						0.9						
		s 6.40		55.7		MONTGOMERY				s 9.18		
					61.7	0.9	52.9					
	9.25	6.46	30	54.8		**PEEL JCT.**			Y	9.11	5.00	
					73.9	5.9	60.7					
	9.45	f 6.58		60.7		KEENAN				f 8.58	4.45	
					67.0	2.9	60.7					
	9.55	f 7.04	42	63.6		HONEA				f 8.52	4.35	
					65.4	3.7	54.9					
	10.10	f 7.12	40	67.3		LEONIDAS				f 8.44	4.25	
					59.6	5.0	55.9					
	10.25 **PM**	7.21 **AM**	Yard	72.3		**CONROE**		C	F W T Y	8.33 **PM**	4.10 **AM**	
	Arrive Daily	Arrive Daily				(72.3)				Leave Daily	Leave Daily	
	(20.1)	(29.8)				Average speed per hour				(26.6)	(15.2)	

All trains must obtain Clearance Card at Somerville and Conroe.

Somerville District trains and engines will use Second District Southern Divisio n main track between South Siding Switch Somerville and Somerville Passenger station at restricted speed, keeping out of the way of Second District Southern Division trains and engines. Second District Southern Division trains and engines must operate within the above limits at restricted speed, looking out for Somerville District trains and engines.

Switches handled by Interlocking: South end of siding at Navasota.

Nos. 205 and 206 stop on flag at Cowl.

PERMANENT SLOW BOARDS ARE LOCATED

Southward	Northward
M. P. 10.9, 13.8, 25.1	M. P. 55.2, 52.4, 44.5,
M. P. 35.1, 42.3, 50.1	M. P. 38.8, 29.2, 15.2,
M. P. 54.0.	M. P. 12.2.

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	MILE POST	CAR CAPACITY
Hanrahan	31.1	11
Cowl	64.7	2

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SUPPLEMENT H
To
TIME TABLE
No. 141
July 23, 1939

SOUTHWARD Third Class	SOUTHWARD Second Class	SOUTHWARD First Class	Capacity of Sidings	Distance from Somerville	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD First Class	NORTHWARD Second Class	NORTHWARD Third Class
233	**239**	**205**								**206**	**238**	**234**
Way Freight	Fast Freight	Motor								Motor	Fast Freight	Way Freight
Leave Tues., Thur., Sat.	Leave Daily	Leave Daily	Cars	Miles	Ft. Per Mile		Ft. Per Mile			Arrive Daily	Arrive Daily	Arrive Mon., Wed., Fri.
AM 6.00	**PM** 10.35	**AM** 7.25	Yard	72.3		**CONROE**				**PM** 8.30	**AM** 4.05	**PM** 3.00
					56.4	I-G-N Crossing	60.2	C	F W T Y			
						2.5						
6.10	10.45	f 7.29	59	74.8		BEACH				f 8.25	3.55	2.50
					54.9	2.4	61.2					
6.30	10.55	f 7.33		77.2		YOUENS				f 8.20	3.45	2.40
						2.1						
6.40	11.00	f 7.37	42	79.3		WAUKEGAN				f 8.16	3.40	2.20
					76.5	3.9	63.3					
6.50		f 7.45		83.2		TIMBER				f 8.08		2.05
					17.4	2.0	56.4					
7.00	11.15	f 7.49	125	85.2		SECURITY				f 8.04	3.20	1.55
					52.8	4.6	41.1					
7.25	11.30	s 7.59	42	89.3		FOSTORIA		C		s 7.56	3.05	1.35
					60.1	5.3	57.0					
						T. & N. O. Crossing						
8.10[205]	11.45	s **8.10**[233]	87	95.1		CLEVELAND		C	W	s 7.44	2.50	12.55
					26.4	5.3	17.4					
8.30	11.55	f 8.19								f 7.33	2.30	12.05 **PM**
				100.4		PELICAN						
					5.3	2.0	14.7					
	AM											
8.40	12.01	f 8.22	63	102.4		HIGHTOWER				f 7.28	2.25	11.59
					24.8	3.2	31.7					
8.55	12.10	f 8.28	42	105.6		RAYBURN				f 7.21	2.10	11.45
					19.5	5.6	31.1					
9.55	12.30	s 8.39	103	111.2		ROMAYOR		C	W Y	s 7.10	1.50	10.45
					6.3	3.0	4.2					
10.05	12.40	f 8.45		114.2		MILVID				f 7.03	1.30	10.30
					31.7	1.9	.0					
10.10	12.45	f 8.48	42	116.1		RYE				f 6.59	1.25	10.25
					.0	1.8	10.0					
10.15	12.50	f 8.51	35	117.9		FUQUA				f 6.55	1.20	10.20
					31.7	3.8	34.8					
10.30	**1.05**[238]	s 8.58	42	121.7		VOTAW				s 6.48	**1.05**[239]	10.05
					17.4	6.6	19.3					
10.50	1.20	f 9.09	85	128.3		BRAGG			W	f 6.36	12.45	9.45
					15.8	5.3	23.2					
11.05	1.35	f **9.18**[234]	42	133.6		LELAVALE				f 6.26	12.25	**9.18**[205]
					16.3	2.1	7.9					
						HONEY ISLAND						
11.20		s 9.22	16	135.7						s 6.22		9.05
					30.6	2.7	27.9					
11.30	1.45	f 9.26								f 6.17	12.10 **AM**	8.45
			42	138.4		DIES						
					31.7	5.0	31.7					
						T. & N. O. Crossing						
11.55	2.00	s 9.38	125	143.4		KOUNTZE		C		s 6.07	11.57	8.35
					30.6	5.0	31.7					
PM 12.10	2.15	9.48	43	148.4		FRESENIUS				5.57	11.40	8.10
					31.7	3.9	10.5					
12.30 **PM**	2.30 **AM**	9.55 **AM**	Yard	152.3		**SILSBEE**		C	F W T Y	5.50 **PM**	11.30 **PM**	8.00 **AM**
Arrive Tue., Thur. Sat.	Arrive Daily	Arrive Daily				(80.0)				Leave Daily	Leave Daily	Leave Mon., Wed., Fri.
(13.7)	(20.4)	(32.0)				Average speed per hour				(30.0)	(17.5)	(12.8)

All trains must obtain Clearance Card at Conroe and Silsbee.
First class trains must register at Silsbee passenger station, all other trains at Silsbee yard office.
First class trains must approach Silsbee passenger station at restricted speed, expecting to find main track occupied by other first class trains.
Nos. 205 and 206 will stop on flag at Dolen and Thicket.
Connection with Kirby Lumber Tram M. P. 135.9.

PERMANENT SLOW BOARDS ARE LOCATED
M. P. 152.2

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	MILE POST	CAR CAPACITY
Butlerburg	73.4	60
Dolen	107.4	34
Thicket	125.9	9

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SILSBEE DISTRICT

SOUTHWARD				Capacity of Sidings	Distance from Beaumont	Ruling Grade Ascending	SUPPLEMENT H To TIME TABLE No. 141 July 23, 1939	Ruling Grade Ascending	Office of Communication	Fuel, Water Turn Tables and Wyes	NORTHWARD			
Second Class		First Class									First Class		Second Class	
245	239	201	205								206	202	238	246
Mixed	Fast Freight	Motor	Motor								Motor	Motor	Fast Freight	Mixed
Leave Mon., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Cars	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tues., Thur., Sat.
	AM 3.30	PM 1.51	AM 10.00[202]	Yard	21.0	25.3	SILSBEE	41.1	O	F W T Y	PM 5.45	AM 10.00[205]	PM 10.30	
		f 2.00	f10.09		15.7		5.3 FLETCHER 1.9				f 5.33	f 9.48		
	3.53	f 2.03	f10.12	59	13.8	24.8	LUMBERTON 5.3	12.1			f 5.30	f 9.45	10.05	
	4.08	f 2.14	f10.21	43	8.5	22.7	VOTH 3.7	20.6	O		f 5.20	f 9.35	9.50	
		f 2.21	f10.27		4.8	23.2	HELBIG 3.6	16.8			f 5.13	f 9.27		
AM 7.30	4.35 AM	s 2.27	s10.34	Yard	1.2	4.7	CALDER AVENUE 0.5	6.3	O	F W T	s 5.05	s 9.19	9.30 PM	PM 1.30
					0.7		T. & N. O. CROSSING 0.2							
7.35 AM		2.30	10.37		0.5		P. B. JCT. 0.5				5.02	9.17		1.25 PM
		2.35 PM	10.45 AM		.0		BEAUMONT		O	Y	5.00 PM	9.15 AM		
Arrive Mon., Wed., Fri.	Arrive Daily	Arrive Daily	Arrive Daily				(21.0)				Leave Daily	Leave Daily	Leave Daily	Leave Tues., Thur., Sat.
(8.0)	(18.4)	(28.0)	(28.0)	Average speed per hour							(28.0)	(28.0)	(19.8)	(8.0)

First class trains must obtain Clearance Card at Silsbee and Beaumont, all other trains must obtain Clearance Card at Silsbee and Calder Avenue.

Nos. 201, 202, 205 and 206 must register at Calder Avenue by Form 903.

No. 201 must register by Form 903 at P. B. Jct.

Double track extends between Double Track Jct., and Beaumont Passenger Station. **All switches must be lined for track No. 2.**

Between 11:00 P. M. and 7:00 A. M. all trains and engines will stop at North Street, Calder Avenue and Laurel Avenue, Beaumont, flagman will precede trains and engines over these streets.

Between 10:00 P. M. and 6:00 A. M. all trains and engines will stop at Crockett Street and Mariposa Street, Beaumont, flagman will precede trains and engines over these streets

First class trains must approach Silsbee Passenger Station at restricted speed, expecting to find main track occupied by other first class trains.

Silsbee District Train 201 will back their train on San Augustine District main track from Silsbee Passenger Station to North wye switch and head around North leg of wye to Silsbee District main track.

Silsbee District Train 202 will head around North leg of wye at Silsbee and back their train on San Augustine District main track from North wye switch to Silsbee passenger station.

Switches handled by interlocking:

Railroad Avenue connecting track switch at Crockett Street and the three wye switches in vicinity of Mariposa Street, Beaumont.

Spring Switch—Double track Junction switch at Crockett Street, Beaumont. Trains and engines may trail through this switch but must not take slack nor make backward movement until switch is properly lined.

Silsbee District trains and engines will use Port Bolivar District main track between P. B. Jct. and B. S. L. & W. Crossing at restricted speed keeping out of the way of Port Bolivar District trains and engines. Port Bolivar District trains and engines must operate within the above limits at restricted speed, looking out for Silsbee District trains and engines.

PERMANENT SLOW BOARDS ARE LOCATED

— Northward —

M. P. 20.6

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	MILE POST	CAR CAPACITY
Seth	17.7	9

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LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	MILE POST	CAR CAPACITY
Temco McElroy	28.4	0
	93.8	3
Magasco	99.6	38
La Merle	101.7	3
Conville	111.8	3

SUPPLEMENT H
To
TIME TABLE
No. 141
July 23, 1939

SOUTHWARD Third Class 253 Way Freight Leave Mon., Wed., Fri.	SOUTHWARD Third Class 251 Way Freight Leave Tues., Thur., Sat.	SOUTHWARD First Class 201 Motor Leave Daily	Capacity of Sidings Cars	Distance from Beaumont Miles	Ruling Grade Ascending Ft. Per Mile	STATIONS	Ruling Grade Ascending Ft. Per Mile	Office of Communication	Fuel, Water Turn Tables and Wyes	NORTHWARD First Class 202 Motor Arrive Daily	NORTHWARD Third Class 252 Way Freight Arrive Mon., Wed., Fri.	NORTHWARD Third Class 254 Way Freight Arrive Tues., Thur., Sat.
	AM 7.00	AM 10.18	Yard	120.4		**SAN AUGUSTINE**		C	F W T	PM 1.31	AM 11.30	
					81.8	5.5	45.4					
	7.20	10.30	23	114.9		VENABLE				1.20	11.05	
					54.9	1.0	48.0					
	7.25	f10.32		113.9		STEEP CREEK				f 1.18	10.55	
						4.0						
	7.55	f10.40 252	49	109.9		REBECCA				f 1.10	10.40 201	
					36.9	5.2	48.5					
	8.45	s10.51	47	104.7		BRONSON		C	W	s12.59	10.15	
					50.6	0.8						
				103.9	.0	T. L. Co. Tram Crossing						
						6.4	52.8					
	9.17	s11.05	49	97.5		PINELAND		C		s12.40	9.35	
					41.1	6.9	52.8					
	9.40	s11.18	47	90.6		BROOKELAND		C		s12.27	8.45	
					32.2	3.2	44.8					
	9.55	f11.23	48	87.4		BROWNDELL			W	f12.21	8.20	
					76.0	3.2	.0					
	10.15	11.33	47	84.2		HORTON		B		12.13	8.05	
					32.7	5.5	41.1					
	10.30	f11.44	47	78.7		COLLINS				f12.03 PM	7.45	
					38.0	5.1	42.7					
	10.50	s11.53 202	92	73.6		JASPER		C	W Y	s11.53 201	7.20	
					39.0	6.5	47.5					
	11.10	PM f12.05	47	67.1		KEITHTON				f11.38	6.20	
					58.0	4.7	52.8					
	11.31 202	f12.12	41	62.4		ROGANVILLE				f11.31 251	6.05	
					41.1	6.2	48.5					
	11.55	f12.22		56.2		BONAMI				f11.21	5.45	
					24.2	3.8	47.5					
PM 2.00	PM 12.15 1.00 201	12.30 s12.50 251	Yard	52.5 52.4		J. and E. JCT. **KIRBYVILLE**		C	F W Y	11.15 s10.55	5.30	AM 5.30
					40.1	4.4	31.1					
2.15	1.15	s12.59	63	48.0		CALL JCT.		C		s10.46	4.45	4.45
					31.7	4.8	42.2					
2.25	1.25	1.07	70	43.2		LE VERTE				10.39	4.30	4.30
					30.0	4.8	31.7					
2.35	1.35	s 1.16		38.4		BESSMAY		C		s10.32	4.15	4.15
					26.4	2.3	23.7					
2.50	1.50	s 1.21	59	36.1		BUNA		C	W	s10.27	4.10	4.10
					16.8	6.0	27.9					
3.05	2.05	f 1.30	71	30.1		QUINN				f10.19	3.55	3.55
					3.1	3.5	12.6					
3.20	2.20	f 1.36		26.6		EVADALE				f10.14	3.45	3.45
					15.8	3.1	19.0					
3.35	2.35	1.41	39	23.5		LILLARD				10.09	3.37	3.37
					31.6	2.8	10.0					
4.00 PM	3.00 PM	1.48 PM	Yard	21.0		G. B. Tram Crossing **SILSBEE**		C	F W T Y	10.05 AM	3.30 AM	3.30 AM
Arrive Mon., Wed., Fri.	Arrive Tues., Thur., Sat.	Arrive Daily				(99.7)				Leave Daily	Leave Mon., Wed., Fri.	Leave Tues., Thur., Sat.
(15.7)	(13.7)	(31.4)				Average speed per hour				(32.2)	(12.5)	(15.7)

All trains must obtain Clearance Card at Silsbee, Kirbyville and San Augustine.

Trains and engines will not be required to stop at Tram Road crossings but must approach same at restricted speed.

Oakdale District trains and engines will use San Augustine District main track between south leg of wye and Oakdale District main track connection switch Kirbyville at restricted speed, keeping out of the way of San Augustine District trains and engines. San Augustine District trains and engines must operate within the above limits at restricted speed, looking out for Oakdale District trains and engines.

First class trains must approach Silsbee Passenger station at restricted speed, expecting to find main track occupied by other first class trains.

Silsbee District Train 201 will back their train on San Augustine District main track from Silsbee passenger station to North wye switch and head around North leg of wye to Silsbee District main track.

Silsbee District Train 202 will head around North leg of wye at Silsbee and back their train on San Augustine District main track from North wye switch to Silsbee passenger station.

Nos. 201 and 202 will stop on flag at McElroy, La Merle and Conville.

Connection with Temple Lumber Company's Tram at M. P. 28.4.

Connection with Kirby Lumber Company's Tram at M. P. 26.9, M. P. 36.8, M. P. 48.8 and 62.8.

PERMANENT SLOW BOARDS ARE LOCATED

Southward	Northward
M. P. 117.8, 108.8, 106.9, 104.2,	M. P. 25.8, 80.5, 83.1, 102.1
M. P. 102.8, 87.1, 83.4, 26.7.	M. P. 103.4, 104.9, 107.9, 115.0

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LONGVIEW DISTRICT

SUPPLEMENT H
To
TIME TABLE
No. 141
July 23, 1939

SOUTHWARD Third Class	SOUTHWARD First Class		Capacity of Sidings	Distance from Beaumont	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Office of Communication	Fuel, Water Turn Tables and Wyes	NORTHWARD First Class		NORTHWARD Third Class
263		**201**								**202**		**264**
Way Freight		Motor								Motor		Way Freight
Leave Daily Ex. Sunday		Leave Daily	Cars	Miles	Ft. Per Mile		Ft. Per Mile			Arrive Daily		Arrive Daily Ex. Sunday
PM		**AM**								**PM**		**PM**
5.00		7.15	Yard	207.6		**LONGVIEW**		O	F W T Y	4.45		9.00
					139.9	6.5	93.4					
5.25		f 7.27	36	201.1		WOODALL				f 4.25		8.40
					26.4	4.0	73.9					
5.35		f 7.34	37	197.1		TALLYS				f 4.16		8.30
					71.2	1.8	73.9					
5.40		f 7.38		195.3		EASTON				f 4.12		8.20
					69.6	3.8	63.3					
5.50		f 7.45	32	191.5		FLANAGAN				f 4.05		8.10
					52.3	3.7	52.8					
6.10		s 7.52		187.8		TATUM		O		s 3.57		7.55
					41.7	1.2	51.7					
6.20		7.54	27	186.6		MARTIN'S CREEK				3.54		7.30
					61.7	5.2	79.2					
7.00 264		s 8.04	73	181.4		BECKVILLE		O		s 3.46		**7.00** 263
					90.2	9.7	73.9					
8.25		s 8.24	43	171.7		CARTHAGE		O		s 3.29		6.15
					124.6	6.5	144.1					
8.50		f 8.37	23	165.2		DANIELS				f 3.14		4.50
					83.5	3.5	108.2					
9.10		s 8.45	26	161.7		GARY		O	Y	s 3.07		4.35
					52.8	6.4	63.3					
9.35		f 8.57	37	155.3		SAXET				f 2.55		4.15
					31.1	3.7	32.2					
10.15		s 9.09	45	151.6		T. & N. O. CROSSING TENAHA		O		s 2.46		4.00
					30.6	5.0	51.7					
10.40		f 9.19	48	146.6		FLAT FORK				f 2.31		3.25
					32.7	6.8	64.9					
11.40		s 9.35	41	139.8		CENTER		O	W Y	s 2.17		3.00
						6.8						
		f 9.49		133.0		CHOICE				f 2.02		
					67.5	1.6	47.5					
AM 12.15		f 9.52	50	131.4		NEUVILLE				f**1.59** 264		**1.59** 202
					81.3	2.9	32.7					
12.30		10.00	24	128.5		DUFF				1.52		1.35
					43.8	1.5	48.0					
12.35		f10.03	96	127.0		CALGARY		B		f 1.49		1.20
						2.4						
		f10.07		124.6		BLAND LAKE				f 1.45		
					43.8	4.2	48.0					
1.00 **AM**		10.15 **AM**	Yard	120.4		**SAN AUGUSTINE**		O	F W T	1.36 **PM**		1.00 **PM**
Arrive Daily Ex. Manday		Arrive Daily				(87.2)				Leave Daily		Leave Daily Ex. Sunday
(10.9)		(29.0)				Average speed per hour				(27.8)		(10.9)

All trains must obtain Clearance Card at Longview and San Augustine.
Nos. 201 and 202 will stop on flag at Haysland, M. P. 176.5.
Location of water tanks not shown on face of Time Table: Iron Bayou, M. P. 177.9, and Murvaul Creek, 163.2.

PERMANENT SLOW BOARDS ARE LOCATED

Southward			Northward		
M. P. 207.4,	203.6,	197.3,	M. P. 128.7,	155.5,	161.1
M. P. 182.1,	171.8,	167.9,	M. P. 166.8,	171.1,	180.8
M. P. 162.0,	156.3,	131.0.	M. P. 196.5,	202.8,	204.1

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SUPPLEMENT H
To
TIME TABLE
No. 141
July 23, 1939

SOUTHWARD Third Class	SOUTHWARD First Class		Capacity of Sidings	Distance from Kirbyville	Ruling Grade Ascending	STATIONS	Ruling Grade Ascending	Office of Communication	Fuel, Water Turn Tables and Wyes	NORTHWARD First Class	NORTHWARD Third Class
295		**291**								**292**	**296**
Way Freight		Motor								Motor	Way Freight
Leave Mon., Wed., Fri.		Leave Daily	Cars	Miles	Ft. Per Mile		Ft. Per Mile			Arrive Daily	Arrive Tues., Thur., Sat.
AM 7.00		**AM** 7.50	Yard	80.9	.0	**OAKDALE**	20.0	O	W Y	**PM** 3.50	**AM** 11.30
				80.6		Missouri Pacific Crossing					
				80.2		H.D.E.Co.TRAM Crossing					
				80.0		CALCASIEU					
					32.2	7.6	16.8				
				72.4		I. L. Co. TRAM Crossing					
7.40		s 8.10	50	72.1		ELIZABETH		O		s 3.30	11.00
					32.7	5.4	45.9				
8.00		8.21	51	66.7		HERBERT				3.20	10.30
					34.8	1.2	44.8				
8.10		f 8.23		65.5		DIDO				f 3.17	10.25
					32.7	3.1	26.9				
8.30[291]		s **8.30**[295]	51	62.4		PITKIN		O		s 3.11	10.10
					31.7	5.4					
9.10		f 8.42	61	57.0		CRAVENS				f 3.00	9.50
					33.2	6.5	47.5				
9.55		f 8.55	61	50.5		MARKEE				f 2.47	9.25
					34.3	5.8	48.5				
10.15		f**9.07**[296]	59	44.7		TENNANT				f 2.34	**9.07**[291]
					22.1	1.1	43.3				
10.20		f 9.10		43.6		IKES				f 2.31	8.55
					36.9	4.6	47.5				
10.40		9.20	Yard	39.0		L. C. & N. JCT.			W Y	2.20	8.40
					32.0	0.7					
10.50		s 9.25		39.7		DeRIDDER		O		s 2.15	8.20
						0.7	21.0				
11.00		9.30	Yard	39.0		T. & N. O. CROSSING L. C. & N. JCT.			W Y	2.10	8.15
						0.5					
				38.5		K. C. S. CROSSING					
					31.7	4.9	31.7				
11.15		9.41	48	33.6		SHEAR				1.59	7.55
					25.3	2.5	18.4				
11.25		f 9.46	26	31.1		PUJO				f 1.54	7.47
					5.2	3.5	7.9				
11.50		f 9.53	59	27.6		NEALE				f 1.47	7.35
					15.8	6.0	32.2				
PM 12.15		s10.07	52	21.6		MERRYVILLE		O		s 1.34	7.10
						4.1					
				17.5		STATE LINE					
						1.7					
12.30		f10.19	41	15.8		BONWIER				f 1.21	6.30
					26.4	7.2	26.4				
1.06[292]		f10.33	43	8.6		BENCINI				f**1.06**[295]	6.10
					23.7	3.3	26.4				
1.30		f10.40		5.3		O. & N. W. CROSSING BLEAKWOOD				f 1.00	6.00
					28.5	5.3	33.7				
1.50 **PM**		10.50 **AM**	Yard	.0		J. & E. Jct. **KIRBYVILLE**		O	F W Y	12.50 **PM**	5.45 **AM**
Arrive Mon., Wed., Fri.		Arrive Daily				(80.9)				Leave Daily	Leave Tues., Thur., Sat.
(12.1)		(27.0)				Average speed per hour				(27.0)	(12.7)

All trains must obtain Clearance Card at Kirbyville and Oakdale.

Trains and engines will not be required to stop at Tram Road crossings but must approach same at restricted speed.

Oakdale District trains and engines will use San Augustine District main track between J. & E. Jct., and south leg of wye Kirbyville at restricted speed, keeping out of the way of all San Augustine District trains and engines. San Augustine District trains and engines must operate within the above limits at restricted speed, looking out for Oakdale District trains and engines.

Trains and engines using T. & N. O. R. R., main track between L. C. & N. Jct., and DeRidder will be governed by Time Table, Rules and Regulations of the T. & N. O. R. R. Times shown herein between those points are for information only, and do not confer time table authority.

Connection with Kirby Lumber Co. Tram at M. P. 3 and Merryville.

Connection with Hillyer-Deutsch-Edwards Lumber Company's Tram at M. P. 77.6.

Nos. 291 and 292 will stop on flag at Fawil, Chasmore, Sugrue and Mab.

No switch light on Oakdale District.

PERMANENT SLOW BOARDS ARE LOCATED

—Southward—	—Northward—
M. P. 80.2, 0.9	M. P. 0.2, 79.2

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	MILE POST	CAR CAPACITY
Fawil	12.1	3
Chasmore	46.5	5
Sugrue	55.3	30
Mab	74.2	9

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PORT BOLIVAR DISTRICT

SOUTHWARD		Capacity of Sidings	Distance from Galveston	Ruling Grade Ascending	SUPPLEMENT H To TIME TABLE No. 141 July 23, 1939	Ruling Grade Ascending	Office of Communication	Fuel, Water, Turn Tables and Wyes	NORTHWARD	
Second Class										Second Class
245										246
Mixed										Mixed
Leave Mon., Wed., Fri.		Cars	Miles	Ft. Per Mile	STATIONS	Ft. Per Mile				Arrive Tues., Thur., Sat.
AM 7.30					CALDER AVE.					PM 1.30
					0.6					
AM 7.35		Yard	77.1		P. B. JOT.					PM 1.25
					B. S. L. & W. CROSSING			Y		
			76.4	2.6	K. C. S. CROSSING	6.3				
					T. & N. O. CROSSING					
				1.0	5.5	2.6				
f 7.45		17	70.9		BROOKS					f 1.05
				12.6	2.9	2.1				
f 7.55		27	68.0		CHEEK		B			f12.55
				5.2	5.0	15.8				
f 8.10		45	63.0		FANNETT					f12.35
				.0	3.6	15.8				
8.20			59.4		MOREY					12.26
				5.2	2.3	1.0				
s 8.40		43	57.1		HAMSHIRE		C			s12.20
				11.0	5.3	7.3				
s 9.00		43	51.8		WINNIE		C	W		s12.01 PM
				.0	2.1	6.8				
f 9.10		54	49.7		STOWELL					f11.50
				4.2	4.9	12.6				
f 9.25		43	44.8		SEA BREEZE					f11.35
				.0	3.5	9.5				
f 9.35		10	41.3		WHITE'S RANCH		B			f11.25
				.0	7.1	2.1				
s10.10		32	34.2		HIGH ISLAND		C	W		s11.00
				5.2	7.1	10.5				
f10.35		66	27.1		GILCHRIST					f10.40
				.0	2.5	.0				
10.45		38	24.6		CAPLEN					10.30
				1.0	6.2	.0				
f11.10		65	18.4		PATTON					f10.10
				2.6	4.7	.0				
f11.25		16	13.7		FLAKE					f 9.55
				13.2	6.2	14.7				
f11.45			7.5		PORT BOLIVAR (Pass. Depot)		B	Y		f 9.35
				.0	0.9	.0				
11.55 AM		Yard	6.6		FERRY LANDING		C	F W		9.30 AM
Arrive Mon., Wed., Fri.					(70.5)					Leave Tues., Thur., Sat.
(15.9)					Average speed per hour					(17.6)

All trains must obtain Clearance Card at Ferry Landing.

Silsbee District trains and engines will use Port Bolivar District main track between P. B. Jct. and B. S. L. & W. Crossing at restricted speed keeping out of the way of Port Bolivar District trains and engines. Port Bolivar District trains and engines must operate within the above limits at restricted speed, looking out for Silsbee District trains and engines.

Between 11:00 P. M. and 7:00 A. M. all trains and engines will stop at North Street, Calder Avenue and Laurel Avenue, Beaumont, flagman will precede trains and engines over these streets.

Between 10:00 P. M. and 6:00 A. M. all trains and engines will stop at Crockett Street and Mariposa Street, Beaumont, flagman will precede trains and engines over these streets.

Double track extends between Double Track Jct., and Beaumont Passenger station. All switches must be lined for track No. 2.

Trains and engines must approach Ferry Landing at restricted speed. Movements on or off barge at Ferry Landing and 9th Street Landing will be governed by signals from Barge Captain.

"Navigation bridge" on transfer barge will not clear a man riding on top or side of a car. Trainmen and switchmen must not ride on top or side of cars when being handled on or off the barge.

Switches handled by interlocking:

Railroad Avenue connecting track switch at Crockett Street and the three Wye switches in vicinity of Mariposa Street, Beaumont.

Spring Switch—Double track Junction switch at Crockett Street, Beaumont. Trains and engines may trail through this switch but must not take slack nor make backward movement until switch is properly lined.

No switch lights on Port Bolivar District.

Nos. 245 and 246 will stop on flag at Fig Ridge.

PERMANENT SLOW BOARDS ARE LOCATED

— Southward —	— Northward —
M. P. 7.9	M. P. 7.0

LOCATION AND CAPACITY OF TRACKS NOT SHOWN ON FACE OF TIME TABLE

NAME	MILE POST	CAR CAPACITY
Boyt	65.4	10
Fig Ridge	47.7	8

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State Laws Governing Railroad Employes

Article 6368.—Every Conductor, Baggagemaster, Engineer, Brakeman, or other servant of any such railroad corporation, employed in a passenger train or at a station for passengers shall wear upon his hat or cap a badge which shall indicate his office, and the initial letters or the style of the corporation by which he is employed.

No Conductor or Collector without such badge shall demand or be entitled to receive from any passenger any fare, toll, ticket or exercise any of the powers of his office, and no other of the said officers or servants without such badge, shall have any authority to meddle or interfere with the passengers, their baggage or their property.

Article 6371. A bell of at least thirty pounds weight and a whistle shall be placed on each locomotive engine, and the whistle shall be blown and the bell rung at a distance of at least eighty rods from the place where the railroad shall cross any public road or street, and such bell shall be kept ringing until it shall have crossed such public road, or stopped; and each locomotive engine approaching a place where two lines of railway cross each other shall, before reaching such railway crossing be brought to a full stop; and the corporation operating such railroad shall be liable for all damage which shall be sustained by any person by reason of any such neglect; the full stop at such crossing may be discontinued when the railroads crossing each other shall put into full operation at such crossings an interlocking switch and signal apparatus or shall have a flagman in attendance at such crossing.

Article 1672. **Failure to ring bell and blow whistle.** Any engineer having charge of a locomotive engine while such engine is approaching a place where two lines of railway cross each other who shall before reaching such railway crossing fail to bring such engine to a full stop, or who shall fail to blow the whistle and ring the bell on such engine at the distance of at least eighty rods from the place where the railroad shall cross any public road or street, or who shall fail to keep said bell ringing until such engine shall have crossed said road or street or stopped, shall be fined not less than five nor more than one hundred dollars, provided that the full stop at such crossing may be discontinued when the railroads crossing each other shall put into full operation at such crossing an interlocking switch and signal apparatus, or shall have a flagman in attendance at such crossing; provided, however, that the governing bodies of every city or town having a population of 5,000 or more inhabitants according to the last Federal census may regulate by ordinance the ringing of bells and blowing of whistles within their corporate limits, and a compliance with said ordinance, will be full compliance with the terms and provisions of this act and a sufficient warning to the public at such crossings as such ordinance may affect.

In addition to complying with this law, when anyone in an automobile or other vehicle, riding, or walking, is approaching a crossing and apparently does not intend to stop, an additional alarm should be given by whistle, brakes set in emergency, and everything possible done to prevent an accident.

Where the engineer cannot at the same time blow the whistle and set the brakes, and it is apparent that the train or engine cannot be stopped before reaching the crossing, and other party has still time to stop before reaching the crossing, additional alarm by whistle should be first given and then brakes immediately set.

All persons are prohibited from blowing whistles on any locomotive or single blast therefrom within the limits of the city of Houston, for a period of longer than five seconds except when imminent danger of accident.

Article 6377.—In forming a passenger train, baggage or freight or merchandise or lumber cars shall not be placed in rear of passenger cars; and if they or any of them, shall be so placed, and any accident happens to life or limb, the officer or agent who so directed, or knowingly suffered such an arrangement, and the Conductor and Engineer of the train shall each and all be held guilty of intentionally causing the injury and be punished accordingly.

The attention of all employes is called to the extracts of law published above.

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PASSENGERS OR BAGGAGE WILL NOT BE CARRIED ON FREIGHT TRAINS.

Any train will carry stockmen when in charge of stock if they hold attendants agreement and transportation credentials, Form 67 Regular.

Agents must not sell tickets to or from stations where trains do not stop except as herein provided or on special instructions from Superintendent.

Trains 5 and 6 are operated via T. & N. O. R. R. between Rosenberg and Houston. Tickets must not be sold for these trains to passengers destined to Main Line points between Rosenberg and Alvin.

Trains 15 and 16 are operated G. C. & S. F. Main Line, via Alvin and Houston District (Not via T. & N. O. R. R.)

Train 5 will stop at any station to discharge passengers holding ticket of other lines' issue, including A. T. & S. F., P. & S. F. and A. T. & S. F. Coast Lines from Newton, Kansas, and beyond, or from points west of Guthrie, Oklahoma.

Train 5 will stop on flag at any station to receive or discharge passengers destined to or from points west of Temple.

Train 5 will stop at any station between Purcell and Galveston to receive or discharge passengers destined to or from stations Clay to Beaumont, inclusive.

Train 6 will stop at any station to receive passengers destined to points Newton, Kansas, and beyond, or west of Guthrie, Oklahoma.

Train 6 will stop on flag at any station between Galveston and Purcell to receive or discharge passengers to or from points west of Temple.

Train 6 will stop at any station between Galveston and Purcell to receive or discharge passengers destined to or from stations Beaumont to Clay, inclusive.

THE FOLLOWING SIGNS PLACED BEFORE THE FIGURES INDICATE:

s—Regular Stop; f—Stop on signals; m—Stop for meals; B—Booth telephone; C—Office of communication; W—Water; F—Fuel; T—Turn Table; Y—Wye.

SURGEONS OF THE G. C. & S. F. HOSPITAL ASSOCIATION

Dr. A. C. SCOTT, Chief Surgeon
Dr. O. F. GOBER, Chief Physician
Dr. M. W. SHERWOOD, Chief Surgeon
Dr. G. V. BRINDLEY, Chief Surgeon
Dr. B. P. WOODSON, Chief Oculist
} Temple

Dr. O. A. TRENCKMAN	Bellville	Dr. C. S. SYKES, Oculist	Galveston	Dr. J. M. GOBER	Beaumont
Dr. O. E. STECK	Bellville	Dr. J. R. LAUGHLIN	Eagle Lake	Dr. GRADY BEVIL	Beaumont
Dr. F. W. HOVER	Sealy	Dr. L. B. OUTLAR	Wharton	Dr. J. T. McREE	Longview
Dr. VIRGIL GORDON	Sealy	Dr. C. A. SHOULTZ	Bay City	Dr. L. N. MARKHAM	Longview
Dr. W. T. BROWN	Wallis	Dr. J. W. SIMONS	New Gulf	Dr. V. R. HURST, Oculist	Longview
Dr. JNO. S. YATES	Rosenberg	Dr. G. V. PAZDRAL	Somerville	Dr. LYNN C. HOOKER	Carthage
Dr. CHAS. W. YATES	Rosenberg	Dr. S. D. COLEMAN	Navasota	Dr. T. L. HURST	Center
Dr. C. V. NICHOLS	Richmond	Dr. W. P. INGRUM	Conroe	Dr. J. H. ELLINGTON	San Augustine
Dr. J. C. GALBREATH	Alvin	Dr. EDWIN B. HAILEY	Conroe	Dr. A. J. RICHARDSON	Jasper
Dr. J. M. O'FARRELL	Houston	Dr. E. B. CLEMENTS	Cleveland	Dr. W. R. KELLY	Jasper
Dr. W. S. RED, JR.	Houston	Dr. W. H. BEAZLEY	Silsbee	Dr. W. F. McCREIGHT	Kirbyville
Dr. S. C. RED	Houston	Dr. I. R. FOWLER	Silsbee	Dr. R. L. LOVE	De Ridder
Dr. GEO. T. LEE	Galveston	Dr. ERNEST ROBERTSON	Beaumont	Dr. L. F. GREY	Oakdale
Dr. SAM S. TEMPLIN	Galveston	Dr. J. B. SWONGER, Oculist	Beaumont	Dr. F. W. HEATH	Oakdale

WATCH INSPECTORS, GULF, COLORADO AND SANTA FE RAILWAY

R. D. MONTGOMERY, General Watch Inspector ..... Topeka, Kansas
J. H. MACE, Assistant General Watch Inspector. (Road and Station Service) Kansas City, Mo.

W. H. FROEBEL	Bellville	R. J. SLAGLE	Houston	W. M. GUSFIELD	Beaumont
R. W. HACKBARTH	Sealy	W. T. DUNLAP	Somerville	F. J. CUMMINGS	Oakdale
W. G. PUGH	Alvin	J. H. ROSE	Conroe	G. Z. MOORE	San Augustine
HERBERT J. GANTER	Galveston	T. E. BATTON	Silsbee	R. S. McCARLEY	Longview

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SPECIAL INSTRUCTIONS TO BE OBSERVED BY TRAINS AND ENGINES IN APPROACHING AND WHILE ON THE GALVESTON CAUSEWAY

1. Switches at Virginia Point and Island are protected by standard interlocking system with home and distant signals and derails.
2. Lift Bridge is protected by standard interlocking system with home and distant 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 house in boxes painted white.
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 one (1) mile in two and one-half minutes at any point between Virginia Point and Island. Freight trains must not exceed a speed of one (1) mile in five minutes between Virginia Point and Island.
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 train when necessary.
13. Employes 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 indicators will govern:

STOP—Arm horizontal, or red light, or purple light.

PROCEED AT RESTRICTED SPEED—Arm 45 degrees upward, or yellow light.

PROCEED—Arm vertical, 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.

(d) o ——— For siding. Trains which are to take siding at Virginia Point, or detour to another line at Virginia Point or Island, will, when passing Lift Bridge, sound whistle calling for route desired as per above code.

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SANTA FE
SAFETY FIRST

"Every employe should report promptly to his Superintendent, Trainmaster or some member of Safety Committee or other proper person, every unsafe condition or practice."

(See General Rules E and F, Book of Rules)

