

Southern Pacific's Eastern Lines 1946 - 1996





Table of Contents

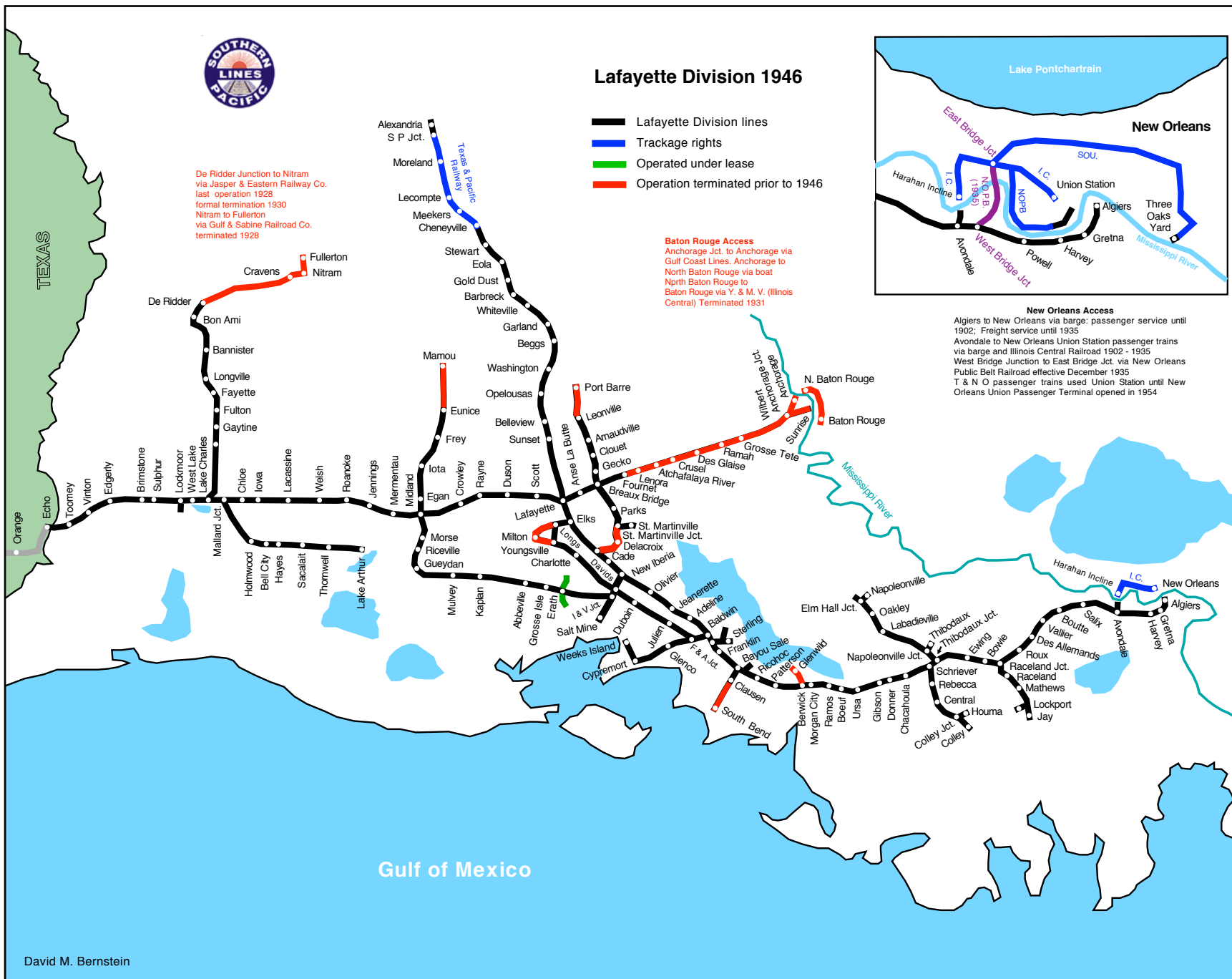
Acknowledgments	5
Introduction	7
1 • The New Orleans Terminal <i>Connections to the East</i>	9
2 • The Lafayette Division <i>Avondale to the Texas Border at Echo</i>	21
3 • The Houston Division <i>Echo to Houston / Houston to Shreveport / Houston to Galveston</i>	65
4 • The Houston Terminal <i>The hub of the Texas & Louisiana lines</i>	119
5 • The Dallas and Austin Divisions <i>Houston to Denison / Central Texas</i>	177
6 • The Victoria Division <i>San Antonio and Houston to the Rio Grande Valley</i>	257
7 • The San Antonio Division <i>Houston to El Paso</i>	289
8 • Lines and Stations 1946	371
Photograph Location Index	410
Abbreviated Names and Acronyms	412

Maps

System Map 1851 - 1996	8	Dallas and vicinity	214
New Orleans and vicinity	9	Waco and vicinity	236
Lafayette Division 1946	23	Victoria Division 1946	257
Houston Division 1946	65	Corpus Christi and vicinity 1960	276
Beaumont and vicinity 1960	68	San Antonio Division (East) 1946	289
Shreveport and vicinity 1960	110	San Antonio and vicinity	324
Houston Terminal	119	San Antonio Division (West) 1946	340
Downtown Houston 1950	120	El Paso and vicinity 1946	361
Dallas and Austin Divisions 1946	177		



Chapter 2 • The Lafayette Division

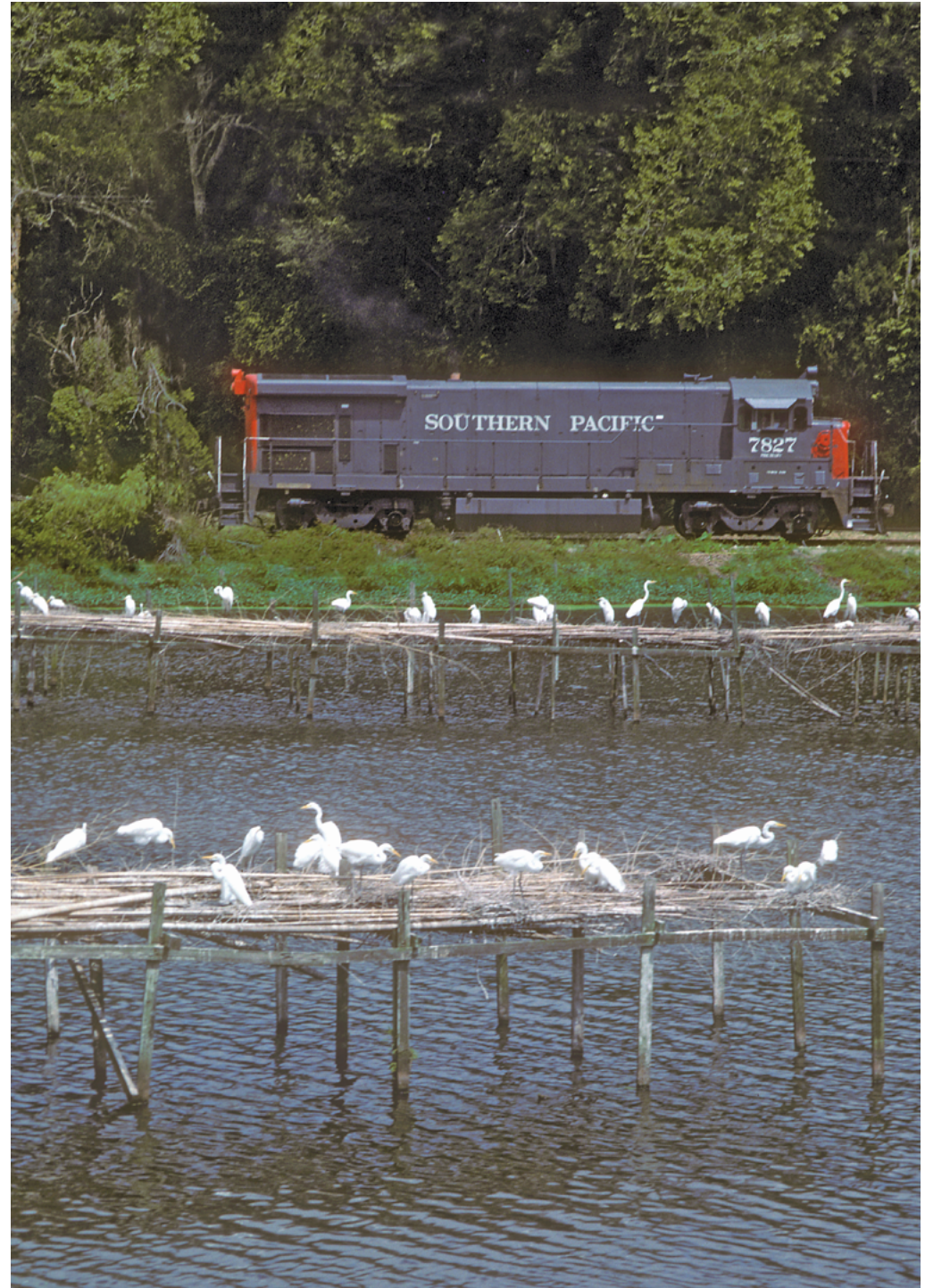




(above and page 56) B30-7 7827 switching the McIlhenny Company tabasco sauce plant at Avery Island on the Salt Mine Branch.

(right) The Salt Mine Branch Local shares Avery Island with residents of the wild-life sanctuary founded by Edward Avery McIlhenny.

(three photos Southern Pacific Transportation Company)





The fireman is performing oiling duties on Pacific type locomotive No. 620 at Lufkin on November 11, 1953. Train No. 25 is halfway on its 232 mile run from Shreveport to Houston. The train was discontinued the following year, making its last run through Lufkin on August 4, 1954. Trains 25 and 26 were assigned steam power until their discontinuance, normally 4-6-2 Pacifics. After streamlined Pacifics 650-652 were bumped by PA-1 Diesels off the *Sunbeam* and *Hustler* during 1951 - 1952 they were occasionally assigned passenger runs between Houston and Shreveport. (Joe R. Thompson courtesy of the Railroad & Heritage Museum, Temple, Texas)



(left) The eastbound Cleveland Turn from Englewood switching at Cleveland in June 1980. Cleveland, located 44 miles from Tower 26, had a joint Southern Pacific - Santa Fe station and was an interchange point between the two railroads. The railroad crossing at grade was protected by stop signs until 1954 when automatic interlocking No. 202 was installed. *(Joe R. Thompson courtesy of the Railroad & Heritage Museum, Temple, Texas)*

(below) Crew members exchanging greetings during a meet at Shepherd on March 17, 1989. B30-7 No. 7876 leads an eastward train en route Lufkin on the main track passing the caboose of the westward train in the siding. Mile posts on the Lufkin Subdivision were numbered from zero in Houston to 230.8 at Jordan Street in Shreveport. Timetable direction from Houston to Shreveport was eastward, Shreveport to Houston westward. *(Tom Kline)*



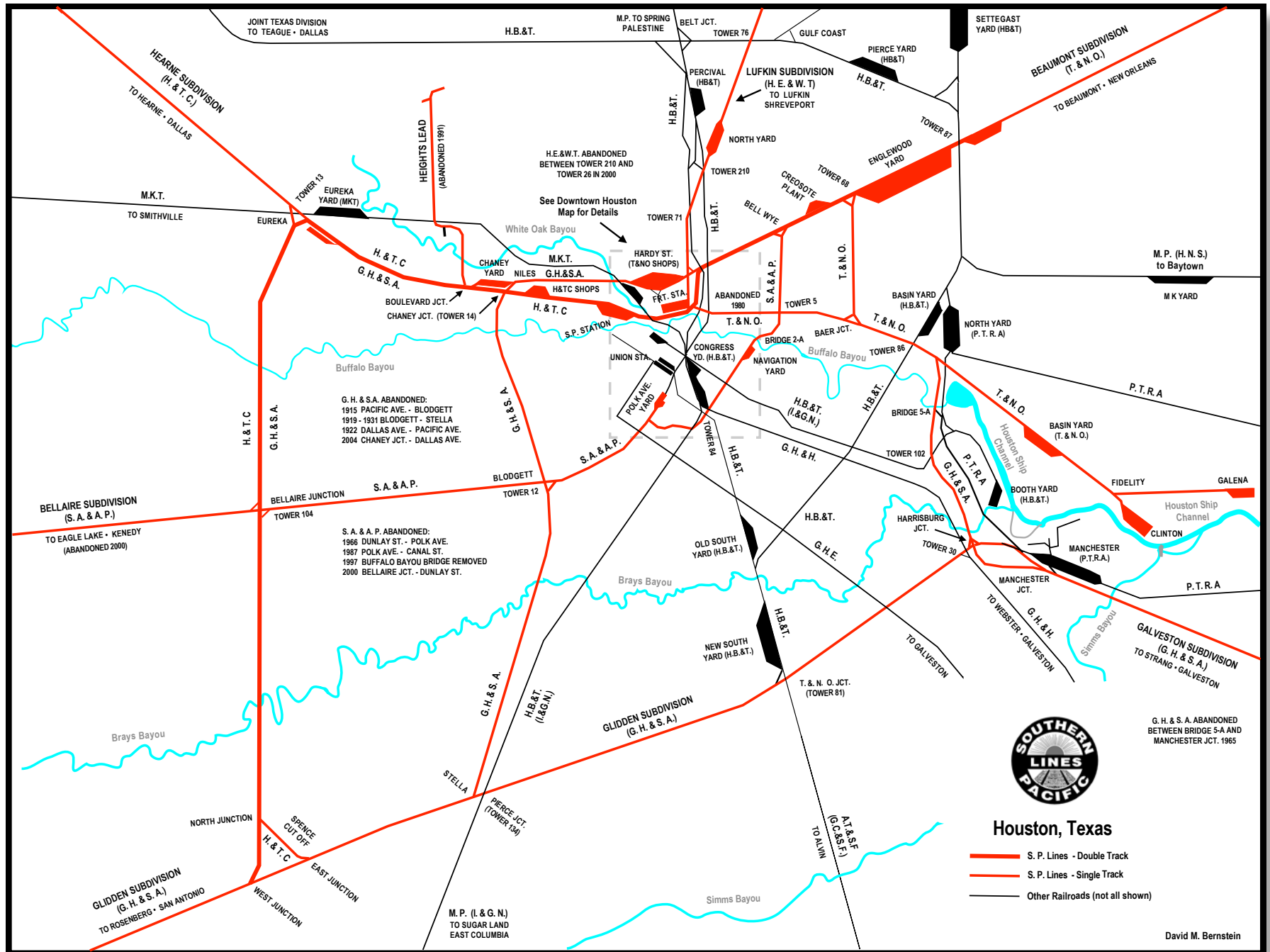
The Texas State Railroad was constructed between Rusk and Palestine between 1893 and 1908 by the State of Texas. It became a common carrier railroad in 1907 and was operated by the Rusk Penitentiary. Effective November 25, 1921 the Texas & New Orleans Railroad operated the Texas State Railroad under lease from the State of Texas. The T. & N. O. constructed the 8 mile Gallatin Branch between Gallatin and Rusk during 1908 and 1909 to connect with the Texas State Railroad. The Gallatin Branch was abandoned in 1934 T. & N. O. and acquired trackage rights between Jacksonville and Rusk on the St. Louis Southwestern Railway (Cotton Belt). T. & N. O. declined to renew lease of the Texas State Railroad effective October 31, 1962.

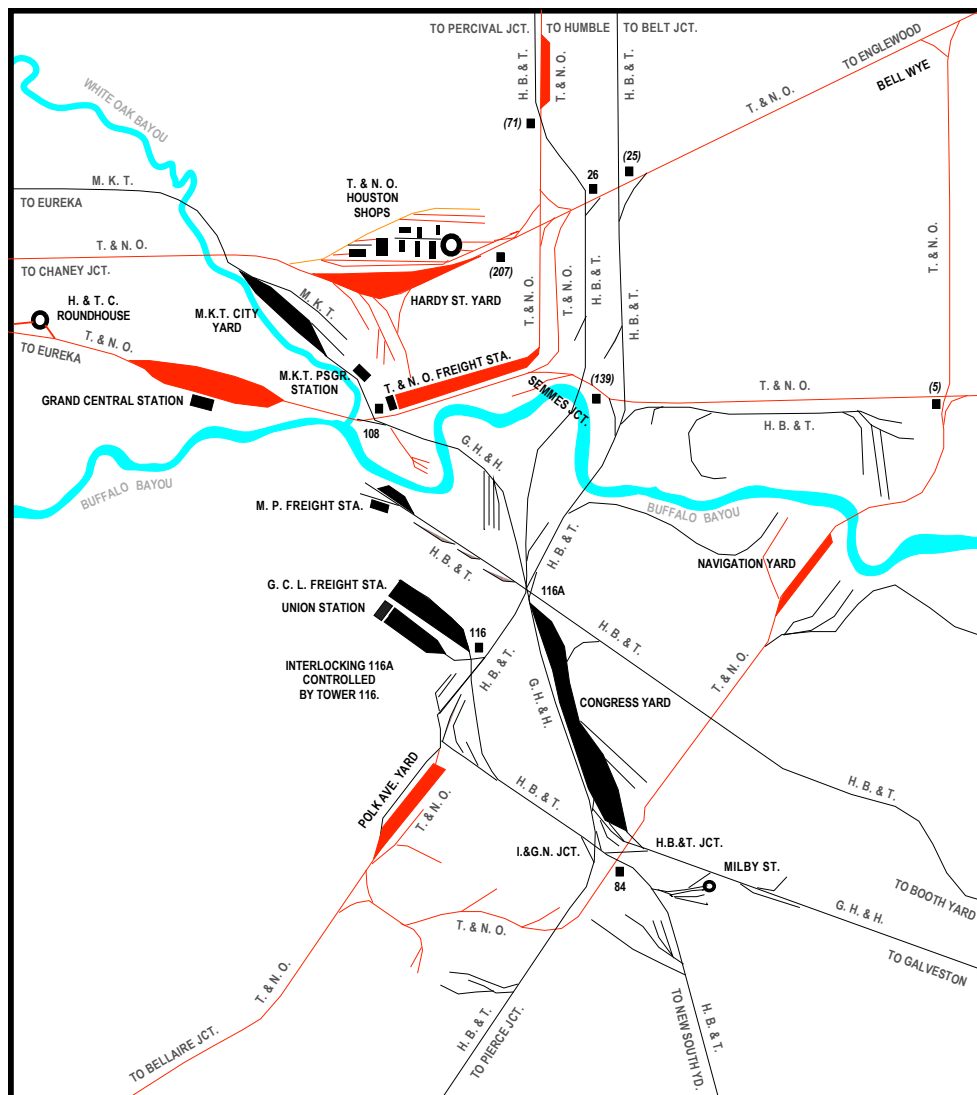
(right) T. & N. O. SW1 No. 11 worked several years on the Palestine Subdivision hauling Trains 190 and 191 between Palestine and Jacksonville. This photo was taken at Palestine on November 10, 1952. *(Ralph Carlson courtesy of Joe Dale Morris)*

(below) Southern Pacific station at Palestine in the 1950s. *(Southern Pacific Company, John R. Signor Collection)*



Chapter 4 • The Houston Terminal





Houston, Texas Downtown 1950

■ INTERLOCKING TOWERS (NUMBERS IN ITALICS
ARE TOWERS NOT IN SERVICE IN 1950)

DAVID M. BERNSTEIN



The Southern Pacific Building located at 913 Franklin Avenue in Houston was constructed in 1910 and served as headquarters for Southern Pacific's Texas and Louisiana Lines and for the Houston Division. The white four story Topek Building attached to the main structure on Travis Street served as a records storage facility until it was condemned and torn down in 1990. Following the 1996 Union Pacific merger the building was sold and converted to residential units named the Bayou Lofts. The photograph above dates from mid 1950s.

(Houston Metropolitan Research Collection, Houston Public Library)



Eastward Train No. 244 departing Englewood on August 21, 1957, en route to Avondale Yard near New Orleans. The railroad crossing in the foreground is the Houston Belt & Terminal Railway, protected by interlocking controlled by the Southern Pacific operator at Tower 87. The single blade semaphore signal is the Tower 87 train order signal, which was a train order office for eastward trains only. (George Werner)



Englewood Crest Tower in 1958. (*Joe R. Thompson courtesy Railroad & Heritage Museum, Temple, Texas*). Below is the same view 30 years later. (*Steve Standifer*)
 (left) A New Orleans bound double stack container train is changing crews near the east end of Englewood Yard. (*Southern Pacific Transportation Company*)





(above) The eastbound *Sunset Limited* is meeting a westward freight train at West Street in the mid 1950s. The overhead signal bridge was located east of Tower 26 which is hidden behind the freight train. The track curving to the left in the foreground connects the S. P. to the Houston Belt & Terminal Railway which crosses behind the signal bungalow in the left margin. The box cars in the background are on the H. B. & T.



(below) Alco - G. E. RSD5 No. 186 crossing West Street with a long eastward transfer run from Englewood.

(both photos Joe R. Thompson courtesy of Railroad & Heritage Museum, Temple, Texas)





Train No. 2, the eastbound *Sunset Limited*, departing from Grand Central Station to New Orleans with stops at Beaumont, Orange, Lake Charles and Lafayette. The extra fare train between Los Angeles and New Orleans was streamlined in 1950 with new 15 car train sets consisting of sleeping cars, a full lounge car with a shower and bath, chair cars, dining car and coffee shop lounge car. The steam locomotive to the left is on Train No. 26 to Shreveport. (Joe R. Thompson courtesy of the Railroad & Heritage Museum, Temple, Texas)



(above) The *Hustler* stopping at the passenger station in Hearne en route to Houston on September 6, 1953. The Hustler made its final run 11 months later on August 11, 1954.
(Charles M. Kiefner courtesy of George Werner)

S·P
The friendly Southern Pacific



The first section of Train No. 342 is switching at the east end of Ennis yard in 1949. No. 342 operated daily from Denison to Englewood Yard in Houston. Engine 957 is displaying green flags indicating at least one more section of No. 342 will follow. At night green lights will be displayed instead of flags. The semaphore signal bearing the "A" plate is an absolute signal for the Absolute - Permissive Block System between mile post 230.7 and mile post 232.6 at Ennis. (Roger S. Plummer courtesy of Gordon Bassett)



Train LADAF (Los Angeles to Dallas) disturbs the tranquility of the countryside near Trumbull, 25 miles south of Dallas on June 21, 1986. The approaching train spooked a horse grazing near the track and is captured fleeing in the photograph (*John Carr*)



A double headed eastbound rock train departing Austin April 4, 1953 during the last month of steam operations in Austin. *(Steele Craver Collection)*

The Austin Subdivision extended 115 miles from Hempstead to Austin. Passenger service between Houston and Austin consisted of daylight trains 42 and 43 (discontinued October 19, 1949) and overnight trains 45 and 46 (discontinued December 9, 1951). Freight Trains 239 and 240 were abolished May 2, 1958, ending through freight service between Houston and Austin, thereafter traffic between Houston and Austin was handled via Hearne. The only regular freight trains remaining between Hempstead and Giddings were locals 236 and 237. The line was abandoned between Hempstead and Chappell Hill (10 miles) in 1961, between Chappell Hill and Brenham (8 miles) in 1962 and between Brenham and Giddings (31 miles) in 1980. Three miles in Brenham was sold to the Santa Fe Railway in 1980. On August 12, 1986, the City of Austin purchased from S. P. 162 miles of trackage between Giddings and Llano and between Fairland and Marble Falls. The remaining 1.5 miles in Austin between Canadian Street and Congress Avenue was sold to the City of Austin on February 11, 1987.



Extra 778 West meeting No. 372 at Kendleton, 13 miles west of Tower 17, on January 19, 1952. No. 372 operated daily between Victoria and Houston's Englewood Yard at that time performing local work between Victoria and Tower 17. In the left photograph crew members of No. 372 are conversing before the meet at Kendleton.
(Charles H. Kiefner courtesy of George Werner)

In 1952 service consisted of passenger trains 303 and 304, the *Border Limited*, between Houston and Corpus Christi, freight trains 351 and 352 between Houston and Brownsville and freight trains 371 and 372 between Houston and Victoria, supplemented by extra trains. Passenger service was discontinued December 27, 1952.

Through freight service between Tower 17 and Victoria ceased in October 1986 in favor of routing via Flatonia and Cuero. The line was abandoned between Wharton and Victoria (62 miles) on November 30, 1993. Union Pacific sold the line to the Kansas City Southern Railroad in 2000, which spent \$173.5 million for rehabilitation and reopened the line for service in June 2009.



Train ENBVY (Ennis to Brownsville) at the west end of Darby siding on December 8, 1977 after meeting train CCHOY (Corpus Christi to Houston). (*John Carr*)



(above) GP35 No. 6560 leading an eastbound train down the main track at Rosenberg with a westbound train waiting in the east siding on December 26, 1975. There were two sidings, the 6010 foot "east siding" designated as Rosenberg siding controlled by the train dispatcher and the 4581 foot "west siding" designated as Tower 17 siding controlled by the tower operator. The "east siding" was removed in 1987. *(Forrest Becht)*

(left) Interior of Tower 17 on September 1, 1996 showing the pistol grip interlocking control machine. *(Tom Kline)*





Westbound Train No. 243 passing Tower 112 in San Antonio on December 22, 1951. The underpass is Roosevelt Avenue which originally crossed at grade east of the tower. Tower 112 was placed in service on December 30, 1919 and was originally referred to as River Crossing Interlocking for the San Antonio River behind the photographer. Tower 112 assumed control of the former San Antonio Belt & Terminal (Katy) crossing west of the San Antonio River from Tower 2 on February 20, 1920 (the crossing was removed in 1986). Tower 112 replaced Tower 2 (Probant Street) protecting the San Antonio & Aransas Pass Railway crossing which was removed September 24, 1925. In 1970 Tower 112 assumed control of the Tower 105 interlocking protecting the Missouri Pacific crossing near the stockyards. Tower 121 was closed in 1987 and its functions assumed by the S. P. Train Dispatcher at the passenger station. (Charles H. Kiefner courtesy of George Werner)



Three views of Texas & New Orleans Railroad operations between Del Rio and Sanderson in the early 1950s. In the photograph above F3A No. 300 is handling the second section of train No. 244. The opposite page photographs depict two freight trains along U. S. Highway 90 west of Del Rio in the 1950s. *(all photos Southern Pacific Company)*



1892 and at the time was the third highest bridge in the world at 326 feet above the low water mark. The first high bridge was originally 2,180 feet in length and was reinforced in 1910 and 1929 to handle heavier trains. On December 21, 1944 the present day high bridge was opened, located 440 feet downstream of the 1892 high bridge which was dismantled in 1949. (page 346 left) Eastbound *Sunset Limited* crossing the 1892 high bridge. (page 346 upper right) Eastward freight train on the 1944 high bridge in the early 1950s. (page 346 lower right) Both high bridges circa 1946. (three photos Southern Pacific Company). Above an eastbound train crossing the 1944 high bridge on April 8, 1996 (Blair Kooistra)

Chapter 8 • Lines and Stations 1946

Table	Division	Subdivision	Line or Branch	End Point	End Point	Miles	Max. Speed	
							Psg.	Frt.
1	Lafayette	Avondale	Avondale Line	West Bridge Junction, LA	Lafayette, LA	134.3	60	45
2	Lafayette	Echo	Lafayette Line	Lafayette, LA	Echo, TX	106.6	65	50
3	Lafayette	Avondale	Algiers Spur	Algiers, LA	West Bridge Junction, LA	10.2	20	20
4	Lafayette	Lockport	Lockport Btanch	Raceland Junction. LA	Lockport, LA	9.7	35	20
5	Lafayette	Lockport	Jay Spur	McLeod Switch, LA	Jay, LA	4.9	20	20
6	Lafayette	Houma	Houma Branch	Schriever, LA	Houma, LA	14.5	25	25
7	Lafayette	Houma	Colley Spur	Colley Junction, LA	Colley, LA	4.0	20	20
8	Lafayette	Houma	Napoleonville Branch	Thibodaux Junction, LA	Napoleonville, LA	21.7	25	25
8	Lafayette	Houma	Napoleonville, Branch	Napoleonville Jct., LA	Thibodaux, LA	0.6	25	25
9	Lafayette	Houma	Elm Hall Spur	Elm Hall Junction, LA	Glenwood, LA	2.8	20	20
10	Lafayette	Cypremort	Cypremort Branch	Baldwin, LA	Weeks, LA	19.2	30	30
11	Lafayette	Youngsville	Sterling Branch	Caffery	Sterling Junction, LA	3.2	20	20
11	Lafayette	Youngsville	Columbia Spur	Columbia, LA	Caffery Junction, LA	1.7	20	20
12	Lafayette	Youngsville	Youngsville Branch	F. & A. Junction, LA	Youngsville, LA	33.1	15	15
13	Lafayette	Midland	Midland Branch	New Iberia, LA	Eunice, LA	80.6	40	30
14	Lafayette	Midland	Salt Mine Branch	I. & V. Junction	Salt Mine, LA	4.3	35	20
15	Lafayette	Midland	Gary Spur	Clense, LA	Gary, LA	1.7	10	10
16	Lafayette	Alexandria	Alexandria Branch	Lafayette, LA	Cheneyville, LA	60.2	45	30
16	Lafayette	Alexandria	Alexandria Branch	S. P. Junction, LA	Alexandria, LA	0.8	10	10
17	Lafayette	Breaux Bridge	Baton Rouge Branch	Lafayette (B-R Jct.), LA	Fournet, LA	12.6	30	20
18	Lafayette	Breaux Bridge	Port Barre Branch	St. Martinville, LA	Leonville, LA	28.4	25	20
19	Lafayette	Avondale	Shadyside Spur	Shadyside, LA	Gulf Coast Refinery, LA	2.2	20	20
20	Lafayette	Avondale	Bayou Sale Spur	Bayou Sale, LA	Clausen, LA	2.2	10	10
21	Lafayette	Avondale	Long Plantation Spur	Elks, LA	Milton, LA	7.6	20	20
22	Lafayette	Lake Arthur	Lake Arthur Branch	Mallard Junction, LA	Lake Arthur, LA	33.4	25	20
23	Lafayette	De Ridder	De Ridder Branch	Lake Charles Yard, LA	De Ridder, LA	44.5	30	25
24	Houston	Beaumont	Beaumont Line	Echo, TX	Englewood, TX	106.9	65	50
25	Houston	Sabine	Sabine Branch	Tower 32 (Beaumont), TX	Port Arthur, TX	21.3	35	25
26	Houston	Sabine	Old Sabine Main	West Port Arthur, TX	W. Port Arthur Team Track, TX	2.1	20	20
27	Houston	Sabine	Chaison Spur	Chaison Junction, TX	Chaison, TX	3.1	20	20
28	Houston	Rockland	Rockland Branch	Tower 32 (Beaumont), TX	Jacksonville, TX	171.4	45	30
29	Houston	Jacksonville	Jacksonville Branch	Jacksonville, TX	Briggs, TX	103.4	45	30

Line Segments Abandoned Prior to 1946						
Table	Division	Subdivision	Line or Branch	End Point	End Point	Miles*
82	Lafayette		Bayou Sale Spur	Bayou Sale, LA	South Bend, LA	8.6
83	Lafayette		Long Plantation Spur	Banks, LA	Milton, LA	3.7
84	Lafayette		Milton Branch	Youngsville, LA	Milton, LA	4.6
84	Lafayette		Port Barre Branch	Cade, LA	St. Martinville Junction, LA	6.0
85	Lafayette		Port Barre Branch	Leonville, LA	Port Barre, LA	6.2
86	Lafayette		Baton Rouge Branch	Fournet, LA	Sunrise, LA	39.0
87	Lafayette		Midland Branch	Eunice, LA	Mamou, LA	8.9
88	Lafayette		Glenwild Spur	Berwick, LA	Glenwild, LA	3.9
89	Lafayette		Lake Peignuer Spur	Clense, LA	Barba, LA	3.9
90	Lafayette		Columbia Spur	Columbia, LA	Camperdown, LA	1.9
91	Houston		Sour Lake Branch	Nome, TX	Sour Lake, TX	7.3
92	Houston		Sabine Branch	West Port Arthur, TX	Sabine, TX	10.3
93	Beaumont		Turpentine Branch	Rockland, TX	Turpentine, TX	11.1
94	Beaumont - Galveston		Bay Shore Line	Morgan's Point, TX	Seabrook, TX	9.5
95	Beaumont - Galveston		Sylvan Beach Cutoff	East La Porte, TX	La Porte, TX (Passenger Sta.)	1.9
96	Houston		Old G. H. & S. A. Main	Mile Post 3, TX	Stella Junction, TX	7.4
97	Houston		Palestine Branch	Gallatin, TX	Rusk, TX	8.5
98	Dallas	Mexia	Nelleva - Mexia Cutoff	Nelleva Junction, TX	Mexia Junction, TX	94.2
99	Dallas		Lancaster Branch	Hutchins, TX	Lancaster, TX	4.7
100	Dallas	Paris	Paris Branch	Ennis, TX	Kaufman, TX	29.6
101	Dallas	Paris	Paris Branch	Greenville, TX	Commerce, TX	14.4
102	H. & T. C. First Division		Red River Extension	Denison, TX	Red River City, TX	3.7
103	Dallas	Waco	Waco Branch	Waco, TX	Ross, TX	11.2
104	Austin		Lockhart Branch	Shiner Junction, TX	Lockhart, TX	54.0
105	Victoria	Damon	Damon Branch	Guy, TX	Damon, TX	5.4
106	Victoria		Hawkinsville Branch	Van Vleck, TX	Hawkinsville, TX	12.4
107	San Antonio	La Grange	La Grange Branch	Glidden, TX	La Grange, TX	24.7

* mileage abandoned prior to 1946.

A	Automatic interlocking	M	Manual interlocking	TO	Train order office	APB	Absolute Permissive Block System
B	Timetable bulletins	O	Fuel oil	W	Water	CTC	Centralized Traffic Control
C	Cabin interlocking	P	Telephone	X	Railroad crossing not interlocked	DT	Double Track
D	Drawbridge not interlocked	R	Train register	Y	Wye or balloon track	*	Train office not open continuously
K	Standard clock	T	Turntable	ABS	Automatic Block Signal System		

Table 49 • Dallas Division					
▼ Westward		Denison Subdivision • Denison Line		Eastward ▲	
MP		Stations	TO	Facilities	Sidings
230.9	APB	Ennis (<i>Ennis Line</i>)	NY	BKOPRTWY	
233.7	CTC	Garrett (<i>Fort Worth Branch</i>)			
238.7	↑ ABS	Palmer	PB	P	35
242.7		Trumbull			
245.9		Ferris	FE	P	E86 W48
250.0		Wilmer		P	69
254.4	↓	Hutchins		P	27
258.8		Miller	DK	BKOPRTW	180
261.2	CTC	Belt Junction (Tower 118) (Old H. & T. C. Main Crossing)		MPY	
2.0	DT	Forest Avenue (End of T. & N. O. ownership)			
0.0	ABS				
<i>via Missouri Kansas Texas Railroad (0.3 mile)</i>					
		Tower 19 (G. C. & S. F. Crossing)			
<i>via Dallas Union Terminal Company (1.5 miles)</i>					
		Dallas (Union Station)	UT*	BMOPRTWY	
2.0	↑ CTC	Belt Junction (<i>Old H. & T. C. Main</i>)		MPY	
2.7		Fox		P	100
4.1		Briggs (<i>Jacksonville Branch</i>) (<i>Old T. & N. O. Main</i>)		P	
4.8		T. & P. Junction (Tower 119) (Texas & Pacific Crossing)	KG	MP	
9.4	↓	Rawlins		P	75
13.8		Gifford (<i>Old H. & T. C. Main</i>)		P	
273.0					
277.2		Richardson		P	60
282.1		Plano (S. S. W. Crossing)	PY	MP	55
288.5		Allen		P	78
296.3		McKinney	MK*	PWY	66
303.0		Melissa			
305.2		Mims		P	68
307.6		Anna		P	
312.9		Van Alstyne	VA*	P	70
319.1		Howe		P	75

Table 49 • Dallas Division					
▼ Westward		Denison Subdivision • Denison Line		Eastward ▲	
MP		Stations	TO	Facilities	Sidings
328.5	↑ CTC ↓	Sherman		BPWY	
328.8		Tower 16 (T. & P. Crossing)	DO	MR	
330.3		North Sherman Junction	SN	BKPR	
337.3		Texas Electric Railway Crossing		X	
337.5		Tower 93 (Two M. K. T. Crossings)		M	
337.9		Denison	DE	BKOPRTW	
(107.0 miles)					
C. T. C. between west end Ennis Yard and Garrett controlled by Ennis Operator. C. T. C. from Miller to and including Fox controlled by Tower 118 Operator. C. T. C. From but excluding Fox to T. & P. Junction controlled by Tower 119 Operator. Texas & Pacific Railway operates on T. & N. O. between Forest Ave. and T. & P. Junction. T. & N. O. spur tracks cross Texas Electric Railway at Anna and Van Alstyne. S. L. S. F. & T. interlocking on stem of wye at Sherman manual operation by T. & N. O. S. L. S. F. & T. (Frisco) operates on T. & N. O. between Sherman and Denison. North Sherman Jct. is a train order office only for trains which originate there. C. T. C. between Sherman and Denison controlled by Tower 16 Operator.					

Table 50 • Dallas Division					
▼ Westward		Denison Subdivision • Old H. & T. C. Main		Eastward ▲	
MP		Stations	TO	Facilities	Sidings
260.8		Belt Jct. (Tower 118) (<i>Denison Line</i>)		MPY	
261.2		Denison Line Crossing (North Leg Wye)		M	
263.6		D. T. R. & U. D. Crossing		X	
263.8		Tower 10 (G. C. & S. F. Crossing)		M	
264.5		Dallas (Freight Station)		P	
267.6		Armo			
268.5		Hiland (Tower 35 • M. K. T. Crossing)		C	
269.3		Soumethun			
270.1		Oasis			
271.3		Vickery			
273.0		Gifford (<i>Denison Line</i>)		P	
(12.2 miles)					
North leg wye crossing MP 261.2 is controlled by Tower 118 Operator. Tower 10 interlocking is controlled by Tower 19 Operator. Tower 35 cabin interlocking normally lined for M. K. T. Crosses Dallas Street Railway at Forest Ave., Commerce St., Harwood St., Enroy St., Austin St., Main St., Swiss Ave., Live Oak St., State St. and Haskell Ave.					

Line Segments Abandoned Prior to 1946

These tables tabulate line segment which were abandoned prior to 1946. Station names in italics are on segments existing in 1946 and are shown for reference only.

Table 93 • Beaumont Division Turpentine Branch					
▼ Westward					Eastward ▲
MP		Stations	TO	Facilities	Sidings
0.0		Rockland (<i>Rockland Branch</i>)	??	BKOPRWY	
5.0		Kyle Quarry			
5.4		Earle			
7.1		Aldridge			
10.2		Turpentine			
11.1		End of Track			
(12.3 miles • none in service 1946)					
Source: Beaumont Division Timetable No. 2 • February 1, 1925					

Table 94 • Beaumont - Galveston Division Bay Shore Line					
▼ Westward					Eastward ▲
MP		Stations	TO	Facilities	Sidings
0.0		Strang (<i>Galveston Line</i>)		PWY	
1.5		Bay Shore Jct. (<i>Sylvan Beach Cutoff</i>)			
3.3		Morgan's Point			
3.9		Bay Ridge			
4.4		Beach Park			
5.2		La Porte (Passenger Station) (<i>Sylvan Beach Cutoff</i>)			25
6.3		Angelina			
7.4		Oaks			
8.7		Red Bluff			
10.5		Surf			
12.8		Seabrook (<i>Galveston Line</i>)	SB		
(12.8 miles • 3.3 miles in service 1946)					
Source: Beaumont - Galveston Division Timetable No. 96 • June 22, 1924					

Table 95 • Beaumont - Galveston Division Sylvan Beach Cutoff					
▼ Westward					Eastward ▲
MP		Stations	TO	Facilities	Sidings
1.5		Bay Shore Jct. (<i>Bay Shore Line</i>)			
3.0		East La Porte			
4.9		La Porte (Passenger Station) (<i>Bay Shore Line</i>)			
(4.9 miles • 1.9 miles in service 1946)					
Source: Beaumont - Galveston Division Timetable No. 96 • June 22, 1924					

Table 96 • Houston Division Old G. H. & S. A. Main					
▼ Westward					Eastward ▲
MP		Stations	TO	Facilities	Sidings
0.0		Hardy Street (<i>T. & N. O. Beaumont Line</i>)		BKOPRTWY	
2.1		Chaney Junction (Tower 14 • H. & T. C. Crossing)		M	
3.9		Tewena			
4.7		Blodgett			
4.9		Tower 12 (S. A. & A. P. Crossing)		M	
10.4		Stella Junction (<i>Glidden Line</i>)			
(10.4 miles • 3.0 miles in service 1946)					
Source: Houston Division Timetable No. 124 • February 7, 1915					

Table 97 • Houston Division Palestine Branch					
▼ Westward					Eastward ▲
MP		Stations	TO	Facilities	Sidings
0.0		Gallatin (Rockland Branch)		PY	
1.5		Checkup			
4.9		Stayton			
7.3		North Rusk		W	
8.5		Rusk (S. S. W. Station)		PT	
(8.5 miles • none in service 1946)					
Source: Houston Division Timetable No. 8 • March 25, 1934					