

THE HOUSTON NORTH SHORE RAILROAD

*Sandy Lindsey
Lee College*

During a period not yet dominated by the automobile and deficient in highways, the thirty-two mile long Houston North Shore Railroad skirted the bay shore and promoted the development of the north side of the ship channel located on Houston's east side. The electric railroad connected Houston, an inland port city of southeastern Texas,¹ with developing farm and oil producing communities along the North Shore-Bay Area which included the communities of Highlands, Baytown, Pelly, and Goose Creek. Highlands is located twenty-seven miles to the east of Houston, on the east side of the San Jacinto River, six miles north of the San Jacinto Monument.² Six miles southeast of Highlands, Baytown is located on the Houston Ship Channel, thirty miles from Houston and forty miles from the Gulf of Mexico.³ To serve the transportation needs of such diverse communities, the railroad's dual passenger and freight service was an innovative approach from the conventional passenger-oriented interurban lines which some critics have observed as the "conclusive interurban to be built in the United State."⁴

In 1924, the railroad was constructed and built by the late Harry K. Johnson, an experienced engineer and railroad builder, who was also the promoter and builder of the Beaumont Street Railway System, the Orleans-Kenner line out of New Orleans and other roads throughout the country.⁵ Making Houston and later Highlands his home, Mr. Johnson speculated the possibilities and saw the need for an electric interurban railroad connecting Baytown to Houston.

Drawing from his earlier experience as a promoter, Johnson considered the population, industrial growth, and land development potential as pre-requisites to the formation of a railroad. His personal files indicated that Baytown and Goose Creek had a combined population of about sixteen thousand, and the population of residents in the area of the Turning Basin to Galena (which is now called Galena Park) was about three thousand. There was nothing between Galena and Baytown, a distance of fifteen miles, but a few farms and country houses. Johnson's papers also revealed the industrial growth of the individual industries along the north side of the ship channel.⁶ Promoters with the Elena Farms, which is now Highlands, contemplated building a canning factory adjacent to the tracks when the electric interurban railroad was completed.⁷ Another favorable condition that interested Johnson was the prospect for a riverside park, a proposal made by S. Herbert Hore from Kansas, consulting expert for the City of Houston on park and city planning. The riverside park was to extend along the San Jacinto River from the Southern Pacific Line bridge which crosses the river between Sheldon and Crosby, eighteen miles northeast of Houston, to Lynchburg where the ship channel enters the San Jacinto River, a total distance of thirteen miles.⁸

Surmising the possibilities of the area, Johnson secured rights-of-way and began construction of the Houston North Shore Railroad before a charter was granted. Two grading crews worked on the rights-of-way under the contractor, W. A. Smith. The road, laid with eight pound rail and gravel ballast, extended across the property of the Humble Oil and Refining Company at Baytown, with the grading beginning at the main gate of the refinery and extending toward Houston. Grading was also started on the right-of-way near Elena.⁹



Mr. Harry K. Johnson



Map showing Houston North Shore Railroad Route.

The right-of-way work progressed rapidly. However, the two year duration of the railroad construction was complicated with a variety of legal problems concerning the charter. Johnson and his attorney, F. W. Franklin of Houston, were in Austin on June 27, 1925, to file for the charter of the Houston North Shore Railroad. Filing of the charter followed a hearing held in the State Department with Judge D. A. Gregg in which Ed Kennedy, promoter of the Houston, Beaumont and Orange Interurban Company, protested the granting of the charter. Kennedy's contentions were that Harry K. Johnson had started work on the North Shore interurban line from Houston to Goose Creek, and his line ran between Kennedy's proposed line and the source of revenue – the north side industries. Kennedy was not present at the hearing; in fact, none of those who had protested the granting of the Houston North Shore Railroad charter were present. A telegram from B. E. Norrel, president of the Houston, Beaumont and Orange Interurban Line, and McFarlane and Dillard, attorneys for Ed Kennedy, stated that it would be impossible to attend the hearing and asked for an extension of time because the engineer of the road could not get his data ready at the time. On the other hand, a message from the Goose Creek Chamber of Commerce urged the approval of the charter, stating that the Kennedy road did not propose to touch Goose Creek. Judge Gregg and Assistant Attorney General May explained that the State was not concerned with the question of right-of-way, but with the legal phase of the charter. The articles of incorporation of the Houston North Shore Railway Company, with capital stock of \$100,000 and a proposal to build a line from Houston via Baytown to Goose Creek, a distance of thirty-two miles, was filed in the Secretary of State's Department and received approval from the Attorney General's Department. The incorporators were Harry K. Johnson, R. W. Franklin, L. E. Blankenbecker, M. F. Smith and M. G. Johnson. According to the *Houston Chronicle*, June 27, 1925, Mr. Johnson stated:

I have acquired over 10,000 acres along the proposed route and have so far spent approximately \$100,000 on the project. I have been working quietly on the project since October acquiring property and rights-of-way. It is my purpose to proceed with the work of construction of the road and expect to have it completed by February, 1926.¹⁰

On this same day, June 27, 1925, in Houston, another suit was filed in Judge Roy F. Campbell's court against Johnson and W. A. Smith, contractor for the Houston North Shore Railroad. The hearing on permanent injunction was filed by Sid Mitchell who asserted that he owned a one-seventh interest in part of two hundred six acres next to the Baytown Refinery land through which the right-of-way extended and about which Mitchell had not been consulted.¹¹

As legal implications were arbitrated and the charter was granted to the Houston North Shore Railroad, construction continued. By September 17, 1925, grading had been completed from Baytown to the San Jacinto River, a distance of ten miles.¹²

With the completion of the entire right-of-way and a section of the railroad graded, a tour group was invited to inspect the construction. Officials of the company and a group of more than fifty representatives from Houston and the Tri-City Chambers of Commerce toured the Houston North Shore Railroad. Being a promoter, Johnson exalted the railroad and the surrounding land. Leaving Houston by cars, the group rode in private cars over the right-of-way of the railroad to the San Jacinto River. The bridge under construction was inspected, and the group crossed the river by way of a barge. On the east side of the river, the party boarded flat cars



A ton of dynamite used daily to clear right-of-way.

which a steam engine pulled over the track that was laid from the river to Baytown where the group again boarded automobiles and drove along the right-of-way to Goose Creek. The group observed the construction which was being done by a work force of five hundred and twenty-five men who had cleared the right-of-way, blasted stumps, for which a ton of dynamite had been used daily, and were building bridges that entailed eight thousand eight hundred feet of trestles.¹³

Rapidly progressing, the first section of the Houston North Shore Railroad was completed by August 29, 1926. The poles, cross arms, insulators and brackets for holding the interurban wire had been installed. In September a contract for power with the Houston Electric Company was signed, and the Standard Electric Construction Company of New Orleans installed overhead transmission lines.¹⁴ With this section of the railroad completed, electric cars transported not only the railroad's workmen to and from work but also those workmen that were employees of the Humble Oil and Refinery Company. Regular service also began between Highlands and Baytown, but the train schedule ran in accordance with the working hours of the shift and construction men at the refinery.¹⁵ On Wednesday, January 28, 1927, at 3:30 p.m., the workmen and officials celebrated the driving of the last spike in the railroad between Baytown and Houston. This twenty-six mile, \$1,200,000 section had been under construction for about a year and a half. Completion of the track between baytown and Houston enabled the hauling of materials and equipment for the \$400,000, one-mile trestle across the San Jacinto River.¹⁶

The trestle, still in use today, reaches from the Highlands bank across the San Jacinto River near the mouth of Bear Bayou in Channelview. The Houston North Shore Railroad obtained its permit from the War Department on September 30, 1926, for construction of the bridge. All of the poles, crossties and bridge timbers were creosoted and bought from the American Creosote Works in New Orleans for the amount of \$230,000. This one order amounted to more than five hundred carloads. The bridge was composed of seven steel spans, the longest of which was one hundred and sixty feet, with the remaining six each fifty-four feet long. The Virginia Bridge and Iron Company received the contract for providing the iron and steel, while the construction was under the supervision of the Austin Bridge Company from Dallas. Constructing the mile-long bridge was a major engineering undertaking due to the low land and the fact that, as a safeguard from flooding, the bridge had to be built twenty-five feet above the water.¹⁷

While construction of the bridge continued and rails were being laid from Baytown to Goose Creek, the Houston North Shore Railroad was purchased May 1, 1927, by the Beaumont, Sour Lake and Western Railway, which was one of the Gulf coast lines of the Missouri Pacific. An application to gain control of the Houston North Shore Railroad was presented before the Interstate Commerce Commission on March 23, 1927. The hearing was conducted in Washington by Examiner Sullivan with W. L. Cook representing the Missouri Pacific lines. Value of the railroad was estimated at \$1,150,000 which the Missouri Pacific purchased with capital stock and by lease.¹⁸

Pending the time of application for Missouri Pacific to take control of the Houston North Shore Railroad, plans were made to inaugurate passenger train service by April 1, 1927. Prior to this time, Johnson had ordered four ultra-modern electric passenger cars built by the American Car Company of St. Louis. The four interurbans were olive green and upholstered in black leather. According to some reports, the cars, with writing desks, restrooms and smoking compartments, were classed as being among the finest in America.¹⁹ The new single ended interurbans



Highlands Station



Building the tracks across the swampy San Jacinto River.



Building trestle across San Jacinto River.

had their individual names painted beneath the windows on both sides of the cars, honoring the cities of Baytown, Goose Creek, Highlands, and Houston; however, later the cars were numbered, and the names removed. Baytown became car 525; Goose Creek, 526; Highlands, 524; and Houston, 523. At the same time, air whistles on the new electric interurbans were replaced with air horns. With passenger service maintained by the four \$20,000 electric interurbans, freight would be hauled by an electric locomotive. Johnson ordered the engine from Baldwin Locomotive Works in Baltimore. Number 512 was a brand new steeple cab electric locomotive possessing a sixteen hundred horsepower pull at the coupling and capable of hauling twenty cars with a capacity of one hundred thousand pounds each. In addition to the new locomotive, other freight equipment consisted of car number 528, purchased secondhand from the Coal Belt Electric that ran out of Herrin, Illinois. The combination line carbox motor was unlike any other equipment.²⁰

The power by which the locomotives and interurbans operated was furnished by the Houston Lighting and Power Company. The overhead transmission lines were installed according to specifications compiled by A. N. Feinemen of the Railway Department, General Electric Company. Located equidistant along the Houston North Shore Railroad, the substations consisted of one 500 kilowatt machine and three 300 kilowatt automatic substations. The central substation located in Highlands was the only one manually operated. Thirty-five volts A.C. of current were transmitted to the four substations and were stepped down to six hundred volts D.C., which was the voltage carried on the interurban wire.²¹

On May 11, 1927, power was to be provided for the first run of the new interurbans from Houston to Baytown. The new cars would run from Houston transporting many employees of the Humble Oil and Refinery to their Eighth Annual Company Picnic being held in Baytown for the first time. To the disappointment of many, the new electric interurban could not run because at the last minute installation of various electrical devices could not be made and steam trains had to carry the passengers to the Humble Company picnic.²²

The thirty-two mile long Houston North Shore Railroad that had transported passengers from Houston to Baytown for the annual Humble day festivities was officially controlled by Missouri Pacific Railroad as of May 1, 1927. C. W. Strain, passenger traffic manager, announced that hourly service would be provided for passengers beginning at 8 a.m. every day. A car would arrive at Union Station every hour until 8 p.m. After a three hour hiatus, a last car would leave at 11 p.m. to accommodate those who attended the theater in downtown Houston. The first car from Baytown would leave at 8 a.m. and the last car would depart at 9 p.m. The outbound cars left the Union Station and moved via Crawford, to Texas Ave., to Travis St., to Franklin St., to Main St. and over the North Main viaduct. The cars from Baytown arrived over the North Main viaduct to Franklin, to Fannin, to Prairie, to Crawford, then on to Union Station. The trip from Houston to Baytown took approximately one hour and forty minutes. Stops along the North Shore Railroad were provided at Greens Bayou, Market, Sheldon Road, Timberland, Cedar Bluff, Park, Highlands, Coady, Wooster, Baytown, Goose Creek and Pelly. Actually, the Interurban stopped wherever someone was walking by the tracks and could hop aboard. Fares from Houston to Greens Bayou were thirty-five cents, to Cedar Bluff – fifty cents, to Highlands – fifty-five cents and to Baytown – seventy-five cents.²³

The sale of the Houston North Shore Railroad provided the north side of the ship channel with two major trunk line roads, the Southern Pacific and the Missouri

HOUSTON NORTH SHORE RAILWAY

DISTANCES AND FARES

SUBJECT TO CHANGE WITHOUT NOTICE

DISTANCES BETWEEN

HOUSTON, TEXAS, AND GOOSE CREEK, TEXAS and Intermediate Stations

STATIONS	Miles from Houston
HOUSTON (Main Street)	00.00
REENS BAYOU	12.54
MARKET	14.00
HELDON ROAD	16.82
TIMBERLAND	18.00
EDAR BLUFF (West Bank)	18.94
ARK (East Bank)	19.00
HIGHLANDS	21.47
COADY	25.50
WOOSTER	28.40
DAYTOWN	29.34
GOOSE CREEK	32.50

Information Furnished Concerning
**INDUSTRIAL SITES, FARMS
AND COUNTRY HOMES**
on application to
INDUSTRIAL DEPARTMENT
604-5 Union National Bank Building
or Agent, Highlands Depot, Highlands, Texas

FROM & TO	Reens Bayou	Market	Heldon Road	Timberland	Edar Bluff	Park	Highlands	Coady	Wooster	Daytown	Goose Creek
Houston	\$.30	\$.36	\$.40	\$.45	\$.50	\$.55	\$.55	\$.65	\$.70	\$.75	\$.85
Reens Bayou		.05	.10	.15	.20	.25	.35	.40	.45	.55	
Market	.35	.05	.05	.10	.15	.20	.30	.35	.40	.50	
Heldon Rd.	.40	.10	.05	.05	.10	.15	.25	.30	.35	.45	
Timberland	.45	.15	.10	.05	.05	.10	.20	.25	.30	.40	
Edar Bluff	.50	.20	.15	.10	.05	.05	.15	.20	.25	.35	
Park	.50	.20	.15	.10	.05		.05	.15	.20	.35	
Highlands	.55	.25	.20	.15	.10	.05		.10	.15	.20	.30
Coady	.65	.35	.30	.25	.20	.15	.10		.05	.10	.20
Wooster	.70	.40	.35	.30	.25	.20	.15	.10		.05	.15
Daytown	.75	.45	.40	.35	.30	.25	.20	.10	.05		.10
Goose Cr'k	.85	.55	.50	.45	.40	.35	.30	.20	.15	.10	

SUNDAY EXCURSIONS

Round Trip Ticket One Fare: Applicable Only Between the
Following Stations:

Between Houston and Cedar Bluff
Between Houston and Park
Between Houston and Highlands
Between Houston and Daytown
Between Houston and Goose Creek

Between Goose Creek Daytown and Highlands.
Between Goose Creek Daytown and Park
Between Goose Creek Daytown and Cedar Bluff

COMMUTERS' BOOK

Commuters' Book: Good for 30 Days from Date of Issue, and
Only When Presented by Purchaser:

1. 52 Rides	Houston to Cedar Bluff	\$16.10
2. 52 Rides	Houston to Highlands	17.15
3. 52 Rides	Houston to Daytown	23.40
4. 52 Rides	Houston to Goose Creek	25.50
5. 52 Rides	Daytown to Cedar Bluff	8.05

WORKMEN'S BOOK

Workmen's Book: Good for 30 Days from Date of Issue, and
Only When Presented by Purchaser:

52 Rides	Between Daytown and Goose Creek	\$ 3.00
52 Rides	Between Daytown and Coady	3.75
52 Rides	Between Daytown and Highlands	5.25

Pacific. Purchase of the railroad by Missouri Pacific indicated to some the improvement of the port and an expansion of industries along the ship channel.

The freight service was not instituted simultaneously with the passenger traffic because of a tariff, which did not take effect until November 1, 1926.²⁴ Scheduling of freight depended upon the volume of business, stated J. E. Anderson, Assistant to the Executive Vice President of Missouri Pacific; however, within a week, three crude oil trains entered Baytown over the Houston North Shore Railroad. These electric freight locomotives, built by the Baldwin Locomotive Works, were the first of their type ever operated in the south.²⁵

In a few short years the Houston North Shore made vast contributions to the surrounding area. Plans were made to build a vegetable packing plant adjacent to the railroad near Highlands which would serve truck growers of the area in icing vegetables being shipped to market. Many inquiries from East Texas and Louisiana farmers had been made concerning the agricultural possibilities. Johnson said:

There is no doubt in my mind that a new farming community which will have an important part in the Texas commerce will develop following the completion of the interurban.²⁶

Purchasing the Houston North Shore Railroad, the Missouri Pacific had the facilities and offered every inducement to industries and to truck and berry growers to locate along the railroad. Having direct connection with the Northern markets, the Missouri Pacific could offer and furnish transportation that gave growers of truck and berries in the territory advantage over any other locality.²⁷

The construction of a telegraph office in Goose Creek along the track was another contribution of the Houston North Shore Railroad.²⁸ Lack of transportation between Houston and the San Jacinto battleground had cut attendance to various events held at the state park. Located six miles north of the Battleground, the Highlands interurban station would help alleviate the attendance problem. It was probable that a short-line bus service would be available for transportation from the station to the Battleground.²⁹ The railroad with its electric interurbans also made transportation possible for Highlands school children when the Highlands school district consolidated with the Goose Creek Consolidated Independent School District.³⁰ Mrs. Anna Keith Chandler recalls that she rode the interurban from Highlands to Robert E. Lee High School in Baytown many days, and after completing high school, she used the interurban as her means of transportation to secretarial school in Houston.³¹ The interurban provided transportation for many employees that worked along the ship channel and in Houston. During the gas rationing of World War II, the interurban was filled with workmen commuting to the Humble Refinery. World War II also brought a boom to freight business along the tracks of the Houston North Shore Railroad. Three or four main troop trains transferred guard troops every few months to and from the Humble Oil and Refinery and the army base. Scheduled on the thirty-two mile railroad were nine freight and fifty-two first class jobs. The railroad company was handling as many as three and four hundred cars a day for the refineries alone.³² The Houston North Shore Railroad also carried mail from Baytown and Goose Creek to Houston.³³

The railroad also provided transportation which contributed to such pleasures as a Sunday afternoon outing to the San Jacinto River for a picnic or an all-day Saturday shopping trip into Houston.³⁴ Many children, such as myself, were victims of these all-day shopping trips. On other pleasant little trips, one might ride the interurban with his grandmother from Highlands to Baytown to get a chocolate ice



Interurban on trestle across San Jacinto River.



Last Run of Electric Car 524.

cream cone at Rettig's Ice Cream Parlor and then sit on a bench under a shade tree to wait for the next interurban for the return trip home.

The interurban was a safe means of transportation; according to *Railway Workers*, it was one of the safest trains in the United States.³⁵ However, two workers were injured, and there was a tragedy connected with the Houston North Shore Railroad. Working on the trestle across the San Jacinto River, J. B. McCord, an electric welder, and an assistant, E. A. Whitmire, stepped on a small platform on the side of the track as a train approached. The train struck a handcar that had been lifted from the rails which knocked the men thirty feet into the water below the trestle. Both of the men were seriously injured.³⁶ The only tragedy connected with the railroad was that of Clyde O'Donnell Norris, seventeen years of age, who was hired by Missouri Pacific as a night watchman on the trestle across the San Jacinto River to keep people off the trestle. It was believed the boy fell asleep while lying between the rails about midway on the trestle. The engineer of the train did not see Norris until it was too late.³⁷

One other accident occurred on a foggy Saturday morning, December 29, 1945, which involved the head-on collision of two North Shore interurbans near the Coady crossing which is midway between Highlands and Baytown. H. L. Dunn, the conductor, was the most serious injured; however, seventeen passengers were injured.³⁸

The Houston North Shore Railroad lost its trackage rights to Union Station in Houston during the late 1930's. Rail service then terminated at McCarthy Avenue in north Houston and passengers were carried to Union Station in a Missouri Pacific bus.³⁹ After the loss of trackage rights to Union Station, the railroad purchased Evans auto-railers for mail carrying. These strange looking vehicles had both rubber tires for highway use and retractable flanged wheels for use on the rails. By 1946 the railroad lost the mail contract, and the vehicles were junked.⁴⁰

Due to the high cost of providing electric power and suitable maintenance for the overhead system, the Missouri Pacific decided to replace the electric cars in 1948 with an experimental rail bus system. On September 25, 1948, car 524 previously named Highlands, was the last electric interurban to run between Houston and Baytown. The rail buses were ordinary city buses manufactured by the Twin Coach Company in St. Louis with mounted flanged wheels instead of the usual rubber tires. Considerable operational difficulties were encountered with these buses, due to their lack of weight as well as to their inability to trigger crossing signals. After finding a method to ground the rail bus wheels, the company ordered more of the buses.⁴¹

In its prime, the Houston North Shore included well over twenty-five round trips a day, but by 1948 this number had fallen to two. The company showed a loss of \$12,239 in the running of the last year of the interurban. Total revenue for four runs – two round trips, one to Greens Bayou and one to the Missouri Pacific yard, was less than \$5,000. On September 25, 1961, Missouri Pacific Railroad Company received official notification of the Texas Railroad commission's decision to allow service to stop.⁴²

The service stopped; however, the Houston North Shore Railroad is still intact and used daily by Missouri Pacific freight trains. In the early 1970's, the railroad was extended across the Cedar Bayou Stream to the new U.S. Steel plant. In keeping with the line of first events, the bridge that crosses Cedar Bayou is the first and only vertical lift bridge west of the Mississippi River.⁴³

Thus, from one man's vision to see the potential for a railroad to skirt the

bayshore, the Houston North Shore Railroad established an epoch in the development on the north side of the ship channel. It is somewhat remarkable that this thirty-two mile long track is still intact but no longer offers passenger service to an area possessing congested highways which create many transportation needs.

NOTES

¹In the early 1920's, Houston was considered the largest inland port in the world, linked to the Gulf of Mexico by way of the fifty mile long ship channel that was formerly Buffalo Bayou.

²In the late 1920's, Highlands was a farming community which was adjacent to the five hundred fifty acre Elena Farms, primarily a fig orchard which was advocating the building of a canning plant.

³Baytown was created January 28, 1948, by the consolidation of Pelly and Goose Creek, and by the establishment of the Humble Oil and Refining Company which produced around sixty million barrels of oil in the mid 1920's.

⁴Roger H. Grant, "Interurbans are the Wave of the Future: Electric Railway Promotion in Texas," *Southwestern Historical Quarterly*, LXXXIV (July-April, 1980-1981), 48.

⁵"The News of the Industry," *Electric Railway Journal*, 12 September 1925, pp. 411-412.

⁶As an indication of Mr. Johnson's thorough research, the following information was found in his personal files:

Houston Terminal and Refining Co., 300 men, Municipal Warf and Delvator 600 men, Southern Pacific Terminals and Morgan Ship Line Wharves estimated 200 men, Sanders and Co. 10 men, Keene and Wulf Refining Co. 436 men, Galena Signal Oil Refinery 400 men, Cullinan Interests, construction 30 men, The Humble Oil and Refinery, Baytown, 1600 men, and Goose Creek Oil Fields estimated 300 men.

Harry K. Johnson, Personal Papers, "Workmen employed at Plants along North Side of Ship Channel," No date.

⁷"Packing Plant May be Built at Highlands," *Houston Chronicle*, 28 November 1926, n. p.

⁸"San Jacinto Makes Ideal Playground," *The Houston Chronicle*, 6 February 1925, n. p.

⁹"Interurban Line to Baytown Assured," *Post Dispatch*, 25 June 1925, n. p.

¹⁰"Charter Granted at Capital for North Shore Line," *The Houston Chronicle*, 27 June 1925, n. p.

¹¹"Interurban Line has Difficulties," *Houston Post Dispatch*, 27 June 1925, n. p.

¹²"North Shore Line Work Progresses," *Houston Post Dispatch*, 17 September 1925, n. p.

¹³"New Interurban Line is Inspected," *Houston Post Dispatch*, 23 November 1926, n. p.

¹⁴"Interurban Cars to be Running in Thirty Days," *Goose Creek Tribune*, 28 September 1926, n. p.

¹⁵Joe Allen, "Highlands Man Sees Great Future for Community With Completion of Interurban," *Semi-Weekly Tribune*, 26 November 1926, n. p.

¹⁶"Electric Railroad Track Finished," *Goose Creek Tribune*, 28 January 1927, n. p.

¹⁷"Orders for Material Being Placed by Texas Road," *Electric Railway Journal*, 1 August 1925, n. p.

¹⁸"Seeks Control of Interurban," *Press*, 16 March 1927, n. p.

¹⁹"Johnson Receives Photos of His New Interurban Cars," *Semi-Weekly Tribune*, 22 February 1927, n. p.

²⁰Paul De Verter II, "The Singing Wire," *Houston, Texas: Newsletter of the Gulf Coast Railroad Club*, June 1963, n. p.

²¹Harry K. Johnson, *Scenes Along the Houston North Shore Railway*, Houston, Texas: No Date, p. 3.

²²"Humble Company Holding Annual Goose Creek Picnic," *The Houston Chronicle*, 11 May 1927, n. p.

²³"Interurban is MOPAC Line," *Press*, 2 May 1927, n. p.

²⁴"North Shore Road Service Started," *Post Dispatch*, 3 May 1927, n. p.

²⁵"Crude Coming Into Baytown Now Over Interurban Line," *Semi-Weekly Tribune*, 8 July 1927, n. p.

²⁶"North Shore Road to Make Truck Farm Accessible," *The Houston Chronicle*, 28 November 1926, n. p.

²⁷Johnson, pp. 7-8.

²⁸"Railway Builder Assures City Telegraph Office and Eastern Terminals of Line," *Semi-Weekly Tribune*, 19 April 1926, n. p.

²⁹*Post Dispatch*, 13 November 1926, n. p.

³⁰Olga Bernice Miller Haenel, *A Social History of Baytown, Texas, 1912-1956*: Unpublished

thesis, The University of Texas, 1958, p. 130.

³¹Personal interview with Mrs. Anna Keith Chandler, 16 October 1983.

³²Haenel, p. 133.

³³DeVerter, p. 3.

³⁴"Travel by North Shore Railway Declared Better Than Expected," *Post Dispatch*, 21 June 1927, n. p.

³⁵Wanda Orton, "History and Growth of the Interurban for Baytown and Houston," *The Baytown Sun*, 27 December 1981, section D, p. 4.

³⁶"Electric Workers Injured by Train," *Post Dispatch*, 17 February 1927, n. p.

³⁷"Watchman on Span Hit by Locomotive," Newspaper article from scrapbook, no name, no date, n. p.

³⁸"18 Hurt in Interurban Collision," *The Daily Sun*, 29 December 1945, n. p.

³⁹"Interurban Only Direct Line to East Harris Area," *The Daily Sun*, 28 January 1939, n. p.

⁴⁰DeVerter, pp. 3-4.

⁴¹Orton, p. 4.

⁴²John Marsh, "Run to End on Thursday," *The Baytown Sun*, 25 October 1961, n. p.

⁴³Orton, pp. 2-3.

BIBLIOGRAPHY

Allen, Joe, "Highlands Man Sees Great Future for Community with completion of Interurban," *Semi-Weekly Tribune*, 26 November 1926.

Chandler, Anna Keith, Personal interview, 16 October 1983.

"Charter Granted at Capital for North Shore Line," *The Houston Chronicle*, 27 June 1925.

"Crude Coming into Baytown Now Over Interurban Line," *Semi-Weekly Tribune*, 8 July 1927.

DeVerter, Paul H., "The Singing Wire," Houston Texas: Newsletter of the Gulf Coast Railroad Club, June 1963.

"18 Hurt in Interurban Collision," *The Daily Sun*, 29, December 1945.

"Electric Railroad Track is Finished," *Tribune*, 28 January 1927.

"Electric Workers Injured by Train," *Post Dispatch*, 17 February 1927.

Grant, Roger H., "Interurbans Are the Wave of the Future: Electric Railway Promotion in Texas," *Southwestern Historical Quarterly*, LXXXIV (July-April, 1980-81), 48.

Haenel, Olga Bernice Miller, *A Social History of Baytown, Texas, 1912-1956*; Dissertation, The University of Texas, 1958.

"Humble Company Holding Annual Goose Creek Picnic," *The Houston Chronicle*, 11 May 1927.

"Interurban Cars to be Running in Thirty Days," *Goose Creek Tribune*, 28 September 1926.

"Interurban Line to Baytown Assured," *Post Dispatch*, 25 June 1925.

"Interurban Line has Difficulties," *Houston Post Dispatch*, 27 June 1925.

"Interurban Only Direct Line to East Harris Area," *The Daily Sun*, 28 January 1939.

Johnson, Harry K., Personal Papers, "Workmen Employed at Plants Along North Side of Ship Channel," No date.

Johnson, Harry K., "Scenes Along the Houston North Shore Railway," Houston, Texas: No date.

"Johnson Receives Photos of His New Interurban Cars," *Semi-Weekly Tribune*, 22 February 1927.

Marsh, John, "Run to End on Thursday," *The Baytown Sun*, 25 October 1961.

"New Interurban Line is Inspected," *Houston Post Dispatch*, 23 November 1926.

"North Shore Line Work Progresses," *Houston Post Dispatch*, 17 September 1925.

North Shore Road Service Started," *Houston Post Dispatch*, 3 May 1927.

"North Shore Road to Make Truck Farms Accessible," *The Houston Chronicle*, 28 November 1926.

Orton, Wanda, "History and Growth of the Interurban for Baytown and Houston," *The Baytown Sun*, 27 December 1981, Section D, p. 4.

"Orders for Materials Being Placed by Texas Road," *Houston Post Dispatch*, 1 August 1925.

"Packing Plant May be Built at Highlands," *The Houston Chronicle*, 28 November 1926.

Post Dispatch, 13 November 1926.

"Railway Builder Assures City Telegraph Office and Eastern Terminus of Line," *Semi-Weekly Tribune*, 19 April 1926.

"San Jacinto Makes Ideal Playground," *The Houston Chronicle*, 6 February 1925.

"Seeks Control of Interurban," *Houston Press*, 16 March 1927.

"The News of the Industry," *Electric Railway Journal*, 12 September 1925, pp. 411-412.

Travel by North Shore Railway Declared Better than Expected," *Houston Post Dispatch*, 21 June 27.

"Watchman on Span Hit by Locomotive," newspaper article from scrapbook, no name, no date.