

TEXAS & NEW ORLEANS RAILROAD Co.
THE GALVESTON, HARRISBURG & SAN ANTONIO
RAILWAY COMPANY.

GALVESTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, April 15th, 1917,

At 12:01 A. M. "Central Time."

**For the government and information of employes only, and not intended for the use of the public.
These Companies reserve the right to vary from this Time Table at pleasure.**

G. S. WAID,

Vice-President and General Manager.

CONDENSED SCHEDULES.

(CENTRAL TIME.)

EASTWARD—Toward New Orleans.

WESTWARD—Toward San Francisco.

EASTWARD—Toward New Orleans.									WESTWARD—Toward San Francisco.									
No. 244	No. 102	No. 12	No. 10	No. 8	No. 6	No. 4	No. 2	Distance from El Paso	STATIONS	Distance from New Orleans	No. 1	No. 3	No. 5	No. 7	No. 9	No. 11	No. 101	No. 243
								0.00	Ar. EL PASO (Union Depot) Lv.	1194.00					6.30 PM		11.00 PM	6.05 PM
								451.00	Ar. DEL RIO Lv.	743.00				5.05 PM	2.50 AM		9.45 AM	8.50 AM
								620.00	Ar. SAN ANTONIO (Commerce Street) Lv.	574.00				11.00 AM	8.50 PM		4.50 AM	8.30 PM
								888.00	Ar. GALVESTON Lv.	420.00								10.30 PM
								831.00	Ar. HOUSTON (H. & T. C. R. R. Depot) Lv.	363.00				11.50 PM	11.30 AM		10.10 PM	2.45 AM
								942.00	Ar. ECHO Lv.	252.00				11.15 PM	11.10 AM	7.15 AM	10.00 PM	1.00 AM
								1048.00	Ar. LAFAYETTE Lv.	146.00				8.10 PM	7.50 AM	4.07 AM	7.00 PM	5.20 PM
								1181.00	Ar. AVONDALE Lv.	13.00				11.23 AM	4.16 PM			4.50 PM
								1194.00	Ar. NEW ORLEANS Lv.	0.00				11.20 AM	4.13 PM			
									Ar. ALGIERS Lv.									10.25 PM
									THROUGH TIME									
									MILES PER HOUR									

MILEAGE SUNSET-CENTRAL LINES

The Galveston, Harrisburg & San Antonio Railway Company	1,348.92
Texas & New Orleans Railroad Company	474.82
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co.	640.17
Houston & Texas Central Railroad Company	857.67
The Houston East & West Texas Railway Company	190.94
Houston & Shreveport Railroad Company	39.78
Total Mileage	3,552.30

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS									SECOND CLASS	FIRST CLASS									Distance from Houston	Time Table No. 82.	Distance from Algiers	FIRST CLASS						SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	72	246	244	12	10	8	6	4	102		101	3	5	7	9	11	243	245	71														
	Beaumont Local Freight	Mdsc. Freight	Sunset Manifest Freight	New Orleans Limited	Sunset Express	Sunset Mail	Local Passenger	Local Passenger	Sunset Limited		Sunset Limited	Local Passenger	Local Passenger	Sunset Mail	Sunset Express	Texas Limited	Sunset Manifest Freight	Mdsc. Freight	Houston Local Freight														
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday															
WFTOY Yard				6.50PM	7.25AM	8.25PM	3.00PM	9.20AM	10.05AM	0.0	DN HOUSTON (H. & T. C Depot)	362.0	10.00PM	3.30PM	7.45PM	11.15PM	11.10AM	7.15AM							24 hours								
										0.6	SEMME'S JUNCTION	361.4													24 hours								
										1.6	DN HOUSTON (5th Ward, Hardy St.)	361.6													24 hours								
										1.7	H. E. & W. T. CROSSING	361.4													24 hours								
										3.7	H. B. & T. CROSSING	360.4													24 hours								
				7.02	7.37	8.35	3.12	9.31	10.15	5.0	I. & G. N. CROSSING	360.3													24 hours								
Yard OWY	7.00AM Sec No. 11	8.40PM	12.01PM							5.4	END OF DOUBLE TRACK	358.3	9.44	3.12	7.31	10.57	10.52	6.59							24 hours								
										8.5	ENGLEWOOD	357.0							1.00AM	8.20AM	2.00PM				24 hours								
7,737	7.12	9.00	12.35	7.08	7.43	8.41	3.19	9.37	10.21	8.5	H. B. & T. CROSSING	356.6													24 hours								
5,604	7.25	9.32	12.45	7.15	7.48	8.46	3.25	9.42	10.26	12.8	GREENS	353.5	9.37	3.02	7.24	10.51	10.45	6.51	12.35	7.43	1.35				24 hours								
4,917	7.53	10.00	12.55	7.21	7.53	8.51	3.31	9.48	10.31	16.9	FAUNA	349.2	9.32	2.55	7.15	10.46	10.39	6.45	12.23	7.25	1.15				24 hours								
9,168 W	8.30	10.35	1.15	7.29	8.00	8.57	3.40	9.58	10.37	21.1	SHELDON	345.1	9.27	2.49	7.06	10.41	10.31	6.39	12.11AM	6.50	1.00				24 hours								
4,479	8.55	11.00	1.38	7.39	8.10	9.12	3.51	10.10	10.46	28.5	DN CROSBY	340.9	9.21	2.42	6.58	10.35	10.19	6.32	11.52PM	6.32	12.45	7.00AM to 3.00AM			24 hours								
3,331	9.05	11.15	1.50	7.44	8.15	9.20	3.57	10.17	10.50	32.5	WALLEY	333.5	9.12	2.30	6.45	10.25	10.10	6.22	11.28	6.00	12.10				24 hours								
7,258	9.53	11.35	2.00	7.49	8.19	9.24	4.03	10.23	10.55	35.5	4.0	329.5	9.04	2.22	6.39	10.20	10.02	6.16	11.15	5.50	12.01PM				24 hours								
14,830 W	10.34	11.55PM	2.20	7.59	8.29	9.35	4.15	10.34	11.05	41.5	STILSON	326.5	9.00	2.16	6.34	10.16	9.58	6.12	11.00	5.40	11.45AM	8.30AM to 7.30PM			24 hours								
4,501	11.10	12.10AM	2.32	8.04	8.35	9.42	4.21	10.40	11.10	44.7	DN LIBERTY	320.5	8.50	2.04	6.23	10.06	9.47	6.01	10.30	5.05	11.05 9.47				24 hours								
8,848	11.30	12.29	2.50	8.10	8.42	9.55	4.28	10.47	11.15	49.2	4.5	317.3	8.46	1.56	6.16	10.02	9.41	5.55	10.20	4.50	9.30				24 hours								
7,042	11.55AM	12.45	3.05	8.16	8.48	10.03	4.36	10.55	11.20	53.9	RAYWOOD	312.8	8.40	1.48	6.09	9.55	9.35	5.49	9.55	4.35	9.15				24 hours								
7,656	12.25PM	1.00	3.20	8.28	8.56	10.09	4.43	11.03	11.27	59.1	4.7	308.1	8.34	1.40	6.02	9.46	9.28	5.42	9.20	4.20	8.48	8.00AM to 7.00PM			24 hours								
9,334 WY	1.21	1.20	3.34	8.38	9.10	10.17	4.53	11.15	11.33	64.1	DN DEYERS	302.9	8.28	1.31	5.54	9.39	9.20	5.34	8.58	4.00	8.15	7.00PM to 6.00AM			24 hours								
9,287	2.00	1.40	3.48	8.46	9.19	10.25	5.01	11.24	11.40	69.5	5.0	297.9	8.19	1.21	5.45	9.31	9.10	5.26	8.38	3.34	7.50	8.00AM to 7.00PM			24 hours								
8,162	2.15	1.55	4.01	8.53	9.24	10.30	5.09	11.32	11.45	73.9	5.4	292.5	8.09	1.10	5.35	9.22	9.00	5.16	8.09	2.55	7.10	7.15AM to 6.15PM			24 hours								
7,602	2.30	2.18	4.15	9.08	9.30	10.36	5.21	11.40	11.50AM	78.4	4.4	288.1	8.02	1.03	5.29	9.16	8.55	5.11	7.25	2.35	6.40				24 hours								
										82.0	4.5	283.6	7.54	1.25	5.21	9.08	8.48	5.04	7.10	2.13	6.20				24 hours								
										83.1	3.6	280.0													24 hours								
										83.7	B. S. L. & W. CROSSING	278.9													24 hours								
										85.3	1.1	278.3	7.46	1.25	5.10	8.58	8.33	4.55	6.50	1.50	6.00AM				24 hours								
										86.3	G. B. & K. C. CROSSING	276.7													24 hours								
1,473				9.28	9.51	10.56	5.46	12.33	12.05PM	86.3	0.6	275.7	7.38	1.26	4.57	8.46	8.27	4.43							24 hours								
5,104		3.25	5.15	9.33	9.56	11.02	5.51	12.40	12.10	89.8	DN BEAUMONT	272.2	7.32	1.20	4.50	8.41	8.22	4.38	6.20		12.55				24 hours								
8,365		3.40	5.30	9.41	10.03	11.08	6.00	12.50	12.15	94.1	1.0	267.9	7.26	1.15	4.43	8.36	8.16	4.32	6.10		12.40				24 hours								
7,215 W		4.25	6.10	9.49	10.10	11.16	6.10	1.00	12.22	99.6	3.5	262.4	7.19	1.15	4.35	8.28	8.09	4.25	5.55		12.25				24 hours								
791										102.9	4.3	259.1													24 hours								
Yard O		4.45	6.40	10.00	10.22	11.26	6.22	1.15	12.30	105.6	DN O. & N. W. CROSSING	256.4	7.10	1.15	4.27	8.20	8.01	4.17	5.37		12.05AM				7.00AM to 6.00PM								
Yard WFTY		5.10AM	7.00AM	10.15PM	10.35AM	11.37PM	6.34AM	1.30PM	12.40PM	110.7	2.7	251.3	7.00	1.23	4.16	8.10	7.50	4.07	5.20PM		11.50PM				24 hours								
				6.50AM	6.45PM	7.50AM	5.10PM		8.00PM		5.1														24 hours								
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		DN ECHO		7.00	1.23	4.16	8.10	7.50	4.07	5.20PM		11.50PM				24 hours								
	72	246	244	12	10	8	6	4	102		NEW ORLEANS		11.30AM		5.55AM	12.20AM	11.30PM	8.15PM							24 hours								
	(8.00) 9.6	(8.30) 12.5	(6.50) 15.1	(3.21) 33.1	(3.05) 36.0	(3.09) 35.2	(3.29) 31.9	(3.40) 30.3	(2.35) 43.0															24 hours									

Time Over District..... (3.00) 37.0 (3.47) 29.3 (3.24) 32.6 (3.00) 37.0 (3.15) 34.2 (3.03) 33.4 (7.40) 13.8 (8.30) 12.5 (8.00) 9.6

Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 EXCEPT, That No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains.
 Train No. 9 is Superior to Trains Nos. 4 and 6. Train No. 7 is Superior to Trains Nos. 12 and 8. Train No. 243 is Superior to all Second-Class Trains.
 Train No. 6 stops at Beaumont 12 hours and 5 minutes and will get clearance before leaving Beaumont.
 Train No. 12 will stop on flag at Connell located 800 feet east of East Switch Diana.
 Connell regular stop for Passengers for Trains Nos. 3, 4, 5 and 6. Trains Nos. 3, 4 and 6 stop on flag at Oilla, located 2.0 mile west of Tulane. No. 5 stops at Oilla when flagged only to pick up fragile Parcel Post Mail.

4 WESTWARD—Toward Galveston. THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY—Galveston Division. EASTWARD—Toward Houston.

Length of Sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS					SECOND CLASS					FIRST CLASS					Distance from Houston (H. & T. C. Passenger Depot)	Time Table No. 82. April 15th, 1917.	Distance from Galveston (Union Depot)	FIRST CLASS					SECOND CLASS			THIRD CLASS		Telegraph Office hours
	189	81	187	335	243	203	201	175	173	171	172	174	176	202	204				244	336	190	82	188						
	Clinton Freight	Local Freight	Clinton Branch Mixed	Victoria Division Freight	Sunset Manifest Freight	Motor Car	Motor Car	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Motor Car	Motor Car				Sunset Manifest Freight	Victoria Division Freight	Mixed Freight	Local Freight	Freight						
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Saturday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday									
WFTOY Yard			6.45 AM			5.00 PM	5.30 AM	8.00 PM	11.35 AM	7.40 AM	0.0	DNP HOUSTON (H. & T. C. 0.4 Depot)	61.6	8.50 AM	7.50 PM	11.10 PM	7.45 AM	7.35 PM			5.45 PM			24 hours					
											0.4	M. K. & T. CROSSING 0.3	61.2																
											0.7	SEMME'S JUNCTION 0.5	60.9				7.42												
											1.2	H. B. & T. RY. CROSSING 0.1	60.4																
											1.3	I. & G. N. CROSSING 1.0	60.3																
											2.3	S. A. & A. P. CROSSING 1.0	59.3																
WOY	9.00 AM	8.00 AM See No. 336		9.00 PM	2.45 AM	Train No. 203 will use Bay Shore Line Strang to Seabrook.	Train No. 201 will use Bay Shore Line Strang to Seabrook.	No. 175 will use Bay Shore line Strang to Seabrook	No. 173 will use Bay Shore line Strang to Seabrook	Train No. 171 will use Bay Shore Line Strang to Seabrook		ENGLEWOOD 1.0	55.3																
4,980 Y						5.10	5.40	8.10	11.44	7.50	3.3	P BAER H. B. & T. CROSSING 1.4	58.3	8.37	7.36	10.58	7.30	7.23			5.22	4.30 PM	8.10 AM						
3,221	9.10		7.00 AM								4.7	P MAGERS 1.0	56.9								7.15	5.20 PM	7.55 AM						
2,449 Y	10.00 AM	8.25 AM		9.25 PM	3.10 AM	5.16	5.45	8.15	11.49	7.55	7.2	H. O. L. & M. P. CROSSING 1.5	55.9																
WY			See Clinton Branch								8.3	G. H. & S. A. Crossing DNP HARRISBURG 1.5	54.4	8.31	7.31	10.52	7.24	7.17	9.25 PM	7.00 AM	1.30 PM	3.50 PM	See Clinton Branch	24 hours					
4,499						5.20	5.48	8.18	11.52	7.58	9.8	MANCHESTER 1.1	53.3																
1,189						5.24	5.51	8.21	11.55	8.01	12.0	EL BUEY 2.2	51.8	8.27	7.27	10.49	7.20	7.13											
5,094						5.28	5.55	8.24	11.59	8.04	14.3	PASADENA 2.3	49.6	8.24	7.23	10.49	7.16	7.09											
1,249						5.32	5.58	8.27	12.02	8.08	16.6	DEEPWATER 2.3	47.3	8.20	7.19	10.44	7.12	7.05											
4,500						5.36	6.02	8.30	12.05	8.13	19.0	DEER PARK (Spur) 2.4	45.0	8.17	7.15	10.44	7.07	7.01											
YW						5.42	6.07	8.34	12.10	8.19	22.2	LINK FIVE 3.2	42.6	8.13	7.12	10.38	7.04	6.58											
1,808						5.47	6.12	8.38	12.14	8.24		NP STRANG 3.1	39.4	8.06	7.08	10.34	6.58	6.53						8.00 PM to 7.00 AM					
						5.50		8.40	12.16	8.26		MORGAN POINT 0.8	36.3	8.01			6.53	6.48											
5,893						5.55	6.16	8.44	12.19	8.30		BAY RIDGE 1.3	35.5	7.59			6.51												
						6.00		8.47	12.23	8.33		P SYLVAN 2.2	34.2	7.56			6.49	6.43											
						6.04		8.49	12.26	8.36		OAKS 1.3	32.0	7.51			6.44	6.39											
						6.08		8.52	12.29	8.39		RED BLUFF 1.8	30.7	7.48			6.42	6.37											
						6.12		8.54	12.31	8.42		SURF (Spur) 1.4	28.9	7.45			6.39	6.35											
						6.20 PM	6.30 AM	8.56	12.34	8.45		TOD 0.9	27.5	7.42			6.37												
												SEABROOK 2.6	26.6	7.40			6.35 AM	6.30 PM											
4,170											22.2	N STRANG 1.7	35.4		7.08	10.34								8.00 PM to 7.00 AM					
9,505 Y								8.56	12.34	8.45	23.9	D LA PORTE 7.1	33.7		7.06	10.32								8.30 AM to 7.30 PM					
											31.0	D SEABROOK 1.4	26.6	7.40	6.56	10.23								7.15 AM to 6.15 PM					
6,153 YW											34.1	DRAW BRIDGE 6.0	23.5																
4,708								9.06	12.44	8.55	38.4	SAN LEON 5.9	19.2	7.28	6.44	10.13													
9,758								9.14	12.52	9.03	44.3	NADEAU 2.6	13.3	7.20	6.35	10.04													
6,496								9.17	12.56	9.07	46.9	DN TEXAS CITY JUNCTION T. C. T. CROSSING 3.9	10.7	7.16	6.31	10.00								24 hours					
3,970								9.22	1.01	9.12	50.8	DN VIRGINIA POINT 2.1	6.8	7.11	6.26	9.56								24 hours					
								9.29	1.08	9.19	52.9	ISLAND 0.4	4.7	7.04	6.19	9.49													
								9.30	1.09	9.20	53.4	LINK FOUR 3.2	4.3	7.03	6.18	9.48													
WFTO Yard	Arrive Daily Ex. Sunday 189	Arrive Daily Ex. Sunday 81	Arrive Daily Ex. Sunday 187	Arrive Daily Ex. Saturday 335	Arrive Daily 243	Arrive Daily 203	Arrive Daily 201	Arrive Daily 175	Arrive Daily 173	Arrive Daily 171	57.6	DN GALVESTON 0.0	0.0	6.55 AM	6.10 PM	9.40 PM								24 hours					

..... Time Over District..... (1.00) 4.9 (0.25) 11.8 (0.15) 18.8 (0.25) 11.8 (0.25) 11.8 (1.15) 28.0 (1.00) 35.0 (1.40) 37.0 (1.45) 35.2 (1.50) 33.6 Average Speed per Hour (1.55) 32.1 (1.40) 34.6 (1.30) 38.4 (1.10) 30.0 (1.05) 33.0 (0.35) 8.4 (0.55) 5.3 (0.40) 7.3 (0.35) 12.4 (0.15) 10.4

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72. EXCEPT, That No. 243 is Superior to all Second Class Trains.

Trains Nos. 171, 172, 173, 175, 201, 202, 203 and 204 will not use Main Line between Strang and Seabrook.
Trains Nos. 171, 172, 173, 174 and 175 will stop on flag at Kemah, Bayview and Clifton-by-the-Sea.
Trains 172, 202 and 203 will stop at Bonner's Point.

Trains Nos. 172 and 175 stop on flag Sunday only at Harrisburg, Pasadena, Deepwater and Deer Park.
Train No. 171 must wait 30 minutes for connection T. & N. O. No. 11, unless otherwise instructed.
Train No. 173 must wait 80 minutes for connection T. & N. O. No. 9, unless otherwise instructed.

Trains Nos. 202 and 203 will stop at Crescent on flag.
Train No. 202 will not require clearance from Seabrook.
Prefix a. to let off passengers from beyond Houston and south of Seabrook, or pick up passengers for Galveston.

Trains must be governed by G. C. & S. F. Ry. rules while crossing Bay Bridge between Island and Virginia Point. See special instructions on page 11.

Cartex Spur located 2.6 miles west of La Porte.
Cement Spur located 1 mile west of El Buey.
Passenger trains must not use less than 7 minutes between Virginia Point and Island.

WESTWARD.

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY—Stella Branch.

EASTWARD. 5

Table with columns for Third Class, Second Class, First Class, and STATIONS. Includes train numbers 81, 335, 243, 15, 5, 6, 16, 244, 336, 82. Time Table No. 82, April 15th, 1917.

(1.00) 11.1 (0.50) 13.4 (0.50) 13.4 (0.06) 24.9 (0.05) 39.9 (0.06) 24.9 (0.06) 24.9 (0.45) 14.8 (0.40) 16.6 (0.50) 13.4

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule 72). EXCEPT, That No. 243 is Superior to all Second Class Trains.

WESTWARD

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY—Stella-Blodgett Branch.

EASTWARD

Table with columns for First Class, STATIONS, and First Class. Includes train numbers 15, 5, 6, 16. Time Table No. 82, April 15th, 1917.

(0.07) 41.0 (0.08) 35.8 (0.10) 28.7 (0.10) 28.7

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

WESTWARD—Toward Rusk. TEXAS & NEW ORLEANS R. R. EASTWARD—Toward Gallatin. Rusk Branch.

WESTWARD TEXAS & NEW ORLEANS RAILROAD. EASTWARD Clinton-Galena Branch.

Table with columns for Third Class, Time Table No. 82, and Third Class. Includes train numbers 105, 103, 104, 106. April 15th, 1917.

Table with columns for Third Class, Time Table No. 82, and Third Class. Includes train numbers 189, 187, 188, 190. April 15th, 1917.

(0.35) 14.0 (0.35) 14.0 (0.35) 14.0 (0.35) 14.0

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

No. 106 will not leave Rusk until No. 103 arrives.

Derailing Switch located 1,000 feet west of west leg wye, Gallatin, for east-bound trains and 250 feet west of Rusk Tank for west-bound trains.

(0.15) 19.6 (0.30) 17.8 (0.15) 19.6 (0.30) 17.8

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

No. 188 must not leave Clinton until No. 187 arrives. No. 190 must not leave Clinton until No. 189 arrives.

TEXAS & NEW ORLEANS RAILROAD.
WESTWARD—Toward Sour Lake. Sour Lake Branch. EASTWARD—Toward Nome.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS			Distance from Nome	Time Table No. 82, April 15th, 1917	Distance from Sour Lake	SECOND CLASS		
	195	193	191				192	194	196
	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed
	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily
9,834 WY	5.55PM	1.30PM	9.20AM	0.0	D P NOME	7.2	8.55AM	1.10PM	4.40PM
1,411	f 6.10	f 1.40	f 9.45	4.2	4.2 CHITA	3.0	f 8.40	f 12.50	f 4.20
	s	s	s	6.2	2.0 GRAYBURG	1.0	s	s	s
Yard W	6.25PM	2.00PM	9.50AM	7.2	1.0 SOUR LAKE	0.0	8.20AM	12.40PM	4.10PM
	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily
	195	193	191				192	194	196
	(0.30)	(0.30)	(0.30)		Time Over District		(0.35)	(0.30)	(0.30)
	14.0	14.0	14.0		Average Speed per Hour		12.3	14.0	14.0

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

No. 195, unless otherwise instructed, will wait 30 minutes for No. 5.
 No. 193, unless otherwise instructed, will wait 30 minutes for No. 3.
 No. 191, unless otherwise instructed, will wait 30 minutes for No. 9.

BURR'S FERRY, BROWDEL & CHESTER RAILWAY COMPANY.
WESTWARD. EASTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		Distance from Rockland.	Time Table No. 82, April 15th, 1917	Distance from Turpentine.	SECOND CLASS	
	1	2				2	
	Mixed	Mixed				Mixed	
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily
Yard WFY	12.55PM	0.0	D	ROCKLAND	10.1	4.15PM	
	1.00	1.4		1.4 DOWNMAN	8.7	3.30	
	f 1.10	4.9		3.5 KYLE QUARRY	5.2	f 3.00	
Y	1.25	7.1		2.2 ALDRIDGE	3.0	f 2.30	
	1.40PM	10.1		3.0 TURPENTINE	0.0	2.00PM	
	Arrive Daily					Leave Daily	
	1					2	
	(0.45)			Time Over District		(.15)	
	13.4			Average Speed per Hour		4.9	

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

No. 2 will not leave Turpentine until No. 1 arrives.
 No. 1 will wait 30 minutes for No. 155 unless otherwise instructed.
 Nos. 1 and 2 stop on flag at Jeans Spur.

TEXAS & NEW ORLEANS RAILROAD.
WESTWARD—Toward Sabine. Sabine Sub-Division. EASTWARD—Toward Beaumont.

Length of sidings in feet, and location of Scales, Telephone, Fuel, Water and Turning Stations.	FIRST CLASS			Distance from Beaumont	Time Table No. 82, April 15th, 1917	Distance from Track End	FIRST CLASS			Telephone Office hours
	151	152	152				152	152		
	Passenger	Passenger	Passenger				Passenger	Passenger		
	Leave Daily	Arrive Daily	Arrive Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
WFTOY	10.00AM	0.0	DNP	BEAUMONT	30.8	5.05PM			24 hours	
Yard	s 10.10	5.2		5.2 GUFFEY	25.6	s 4.48				
4,094	10.13	7.0		1.8 LUCAS (Spur)	23.8	4.44				
	f 10.15	7.8		0.8 HEBERT (Spur)	23.0	f 4.43				
659	f 10.20	10.0		2.2 VITERBO (Spur)	20.8	f 4.39				
591	f 10.23	12.5		2.5 DELPHINE (Spur)	18.3	f 4.34				
3,355	f 10.27	14.5		2.0 ELVISTA	16.3	f 4.30				
1,673 WPY	s 10.40	18.5	P	4.0 WEST PORT ARTHUR (Spur)	12.3	s 4.23				
		20.5		2.0 K. C. S. CROSSING	14.3					
1,600 P	s { 10.50 10.55	21.8	P	1.3 PORT ARTHUR (Spur)	15.6	s { 4.08 4.05				
		20.5		1.3 K. C. S. CROSSING	14.3					
1,673 WPY	s 11.05	18.5	P	2.0 WEST PORT ARTHUR (Spur)	12.3	s 3.53				
2,605	f 11.15	22.4		3.9 ROUND LAKE	8.4	f 3.43				
1,264	s 11.30	28.3		5.9 SABINE PASS	2.5	s 3.34				
Yard PWY	11.40AM	30.0	D P	1.7 SABINE	0.8	3.30PM			8.00 AM to 7.00 PM	
		30.8		0.8 TRACK END	0.0					
	Arrive Daily					Leave Daily				
	151					152				
	(1.35)			Time Over District		(1.35)				
	23.7			Average Speed per Hour		23.7				

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

NOTE.—No. 152 will not leave Sabine until No. 151 arrives.
 Nos. 151 and 152 will stop on flag at Keith Lake Gulley.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Beaumont	Time Table No. 82, April 15th, 1917	Distance from Dallas	FIRST CLASS		SECOND CLASS		THIRD CLASS		Telegraph Office hours
	161	159	163	155	156	164				160	162					
	Freight	Freight	Through Freight	Passenger	Passenger	Through Freight				Freight	Freight					
	Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily				STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday			
WFTOY Yard		7.45 AM	10.00 PM	9.55 AM	0.0	DNP	BEAUMONT	289.7	7.20 PM		9.05 PM		2.30 PM			24 hours
759		8.05	10.20	10.06	5.2		ROSEDALE (Spar)	284.5	f 7.04		8.25		1.45			
2,057 (Ind'y) W 3,000 (Pass'g)		8.30	10.36	10.14	8.8	P	VOYH	280.9	s 6.55		8.15		1.25			
2,310		8.55	11.04	10.31	17.2		WEISS	272.5			7.40		12.25			
3,515		9.20	11.24	10.39	21.7		NONA	268.0	s 6.27		7.25		12.01 PM			
3,446 W		9.50	11.45	10.47	25.0	D	KOUNTZE	264.7	s 6.19		7.07		11.30 AM			7.00 AM to 6.00 PM
420		10.10	11.59 PM	10.53	28.0		G. C. & S. F. Ry.] 3.0 [Crossing OLIVE (Spar)	261.7	s 6.12		6.55		11.05			
1,905		10.35	12.30 AM	11.07	34.8		LONGS	254.9	f 5.58		6.16		10.35			
4,620 Y		10.50	12.35	11.09	35.9		VILLAGE MILLS (Spar)	253.8	s 5.56		6.10		10.25			
3,300 W		11.19	12.59	11.19	39.8		HYATT	249.9	f 5.48		5.48		10.00			
1,330		11.35 AM	1.14	11.25	42.8		WARREN	246.9	s 5.39		5.32		9.30			
1,383		12.01 PM	1.35	11.35	47.3		HILLISTER	242.4	s 5.30		5.15		9.00			
940				11.41	50.4		SENECA (Spar)	239.3	f 5.22							
8,021 W		1.05	2.15	11.49	55.1	D	WOODVILLE	234.6	s 5.12		4.32		8.10			8.00 AM to 7.00 PM
1,453		1.40	2.30	11.55 AM	58.1		DOUCETTE	231.6	s 5.04		4.15		7.45			
5,891		2.20	3.00	12.10 PM 12.30	64.5	D	COLMESNEIL	225.2	s 4.50		3.45		7.15			7.00 AM to 6.00 PM
1,258		2.55	3.15	12.37	67.3		CIMA	222.4			3.30		7.00			
6,545 FWY	6.00 AM	3.45 PM	4.20	12.50	73.8	D	ROCKLAND	215.9	s 4.30		3.00		6.30 AM	2.00 PM		6.00 AM to 5.00 PM
2,190	6.20		4.45	1.05	79.8		ENAL	209.9	f 4.13		2.20		1.35			
2,211 W	6.40		5.10	1.16	84.9		ZAVALLA	204.8	s 4.00		1.55		1.16			
1,972	7.00		5.35	1.28	90.7		SHAWNEE	199.0	f 3.48		1.28		12.40			
4,592	7.30		6.00	1.42	97.5	D	St. L. S. W. Ry.] 6.8 [Crossing HUNTINGTON	192.2	s 3.34		12.46		12.15 PM			7.00 AM to 6.00 PM
2,058	7.50		6.20	1.53	102.6		DUNAGAN	187.1	f 3.22		12.25 PM		11.50 AM			
3,189 W	8.15		6.47	2.09	110.6		FOE [A. & N. R. R.]	179.1	f 3.07		11.40 AM		11.20			
2,283	8.40		7.15	2.23	118.0		HOYA	171.7	f 2.52		11.06		10.55			
				2.28	120.0		HAYWARD JUNCTION	169.7			2.46					
	9.00		7.28	2.30	121.6		DORR JUNCTION (Spar)	168.1			2.43		10.52			
	9.40		7.55	2.38	122.1		NACOGDOCHES	167.6	s 2.38		10.50		10.30			24 hours
1,780 P	9.50		8.10	2.48	125.2	DNP	BONITA JUNCTION	164.5			2.30		10.35			9.50
3,310	10.15		8.30	3.00	130.7	P	MAHL	159.0	s 2.18		10.15		9.15			
490	10.40		8.52	3.07	134.0	D	CARO	155.7	s 2.10		9.58		8.52			7.00 AM to 6.00 PM
1,796	11.15		9.00	3.12	136.0		TRAWICK	153.7	s 2.05		9.50		8.25			
3,331	11.35 AM		9.25	3.25	142.6	D	CUSHING	147.1	s 1.52		9.25		8.05			7.00 AM to 6.00 PM
5,853 WY	12.01 PM		9.45	3.35	147.7		SACUL	142.0	s 1.42		8.55		7.40			
1,826	12.20		10.06	3.46	153.2		REKLAW	136.5	s 1.32		8.35		7.20			
1,900	12.45		10.28	3.57	159.0		PONTA	130.7	s 1.20		8.10		7.00			
1,832 PY	1.10		10.45	4.06	163.1	P	GALLATIN	126.6	s 1.10		7.50		6.40			
1,760	1.30		11.05	4.13	166.4		TURNEY	123.3	f 1.01		7.35		6.20			
Yard WFT	2.00 PM		11.50 AM	4.23 PM	172.1	DNP	JACKSONVILLE	117.6	f 12.50 PM		7.15 AM		6.00 AM			24 hours
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					Leave Daily		Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday			
	161	159	163	155					156		164	160	162			

(8.00) 12.4 (8.00) 9.2 (13.50) 12.5 (6.08) 25.0 (6.30) 26.5 (13.50) 12.5 (8.00) 9.2 (8.00) 12.4

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

No. 155 wait at Beaumont 30 minutes for connection No. 10 unless otherwise instructed. Nos. 155 and 156 will stop on flag at Ariola, Griffin, Baber, Manton, Platt and Clevenger. Trains must approach Voth, Rockland, Nacogdoches, Caro and Gallatin expecting to find Main Line occupied. Derailing Switch located 1,000 feet east of Jacksonville yard.

Length of sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				SECOND CLASS		FIRST CLASS		Distance from Beaumont	Time Table No. 82, April 15th, 1917.	Distance from Dallas	FIRST CLASS		SECOND CLASS		THIRD CLASS		Telegraph Office hours
	165 Local Freight		163 Through Freight		155 Passenger	147 Passenger	148 Passenger	156 Passenger				164 Through Freight	166 Local Freight					
	Leave Daily Ex. Sunday		Leave Daily		Leave Daily	Leave Daily	Arrive Daily	Arrive Daily				Arrive Daily	Arrive Daily Ex. Sunday					
Yard	6.00AM		12.30PM		4.30PM	4.20AM	172.1	DN	JACKSONVILLE	117.6	11.10PM	12.30PM	6.45AM		3.30PM		24 hours	
2,250	6.25		1.00		f 4.38	f 4.30	177.0		4.9 FRYS GAP	112.7	f 10.57	f 12.15	6.25		3.15			
1,815	6.40		1.20		s 4.45	f 4.38	180.9		3.9 REESE	108.8	f 10.47	s 12.05	5.38		3.00			
3,300	6.50		1.30		f 4.48	f 4.42	182.6		1.7 ANDY	107.1	f 10.42	f 12.01PM	5.30		2.52			
1,806	6.58		1.40		4.51	f 4.46	184.3		1.7 LEWIS	105.4	f 10.38	11.57AM	5.20		2.45			
4,337	7.25		2.00		s 5.01	s 4.56	188.7	D	4.4 FRANKSTON	101.0	s 10.28	s 11.48	4.56		2.30		7.00 AM to 6.00 PM	
1,886	7.35		2.17		5.06	f 5.01	191.1		2.4 CHEW	98.6	f 10.22	11.44	4.30		2.17			
1,772	7.58		2.35		s 5.14	f 5.09	194.5		3.6 POYNOR	95.0	f 10.14	s 11.37	4.15		2.00			
4,078	8.18		2.55		s 5.25	f 5.20	200.6		5.9 LA RUE	89.1	f 10.00	s 11.27	3.45		1.45			
1,833	8.38		3.15		f 5.38	f 5.31	206.8		6.2 BAXTER	82.9	f 9.47	f 11.15	3.20		1.25			
40							209.9		3.1 TREBLA (Spar)	79.8								
							213.5		3.6 ST. L. S. W. CROSSING	76.2								
7,020	9.30		3.40		f 5.52 s 6.12	s 5.45	213.8	DN	0.3 ATHENS	75.9	s 9.34	s 11.01	2.50		1.00		9 AM to 7 PM 9 PM to 7 AM	
578					f 6.23	f 5.58	219.4		5.6 PICKENS (Spar)	70.3	f 9.20	f 10.45						
2,221	10.05		4.10		f 6.28	f 6.04	222.1		2.7 STOCKARD	67.6	f 9.15	f 10.39	2.14		12.15			
2,160	10.32		4.20		s 6.36	f 6.11	226.0		3.9 EUSTACE	63.7	f 9.08	s 10.32	1.54		12.01PM			
1,020	10.50		4.35		f 6.42	f 6.18	229.1		3.1 PAULINE	60.6	f 9.00	f 10.26	1.39		11.40AM			
6,628	11.10		4.50		s 6.50	s 6.26	233.0	D	3.9 MABANK	56.7	s 8.53	s 10.17	1.23		11.10		8.30 AM to 7.30 PM	
1,140	11.25		5.10		f 6.59	f 6.35	238.1		5.1 GOSSETT	51.6	s 8.44	f 10.10	1.03		10.45			
2,881	11.50AM		5.35		s 7.08	s 6.44	242.7	D	4.6 KEMP	47.0	s 8.36	s 10.02	12.45		10.25		6.30 AM to 5.30 PM	
325							246.7		4.0 LAGO (Spar)	43.0								
1,985	12.10PM		6.00		f 7.20	f 6.56	248.3		1.6 JIBA	41.4	f 8.25	f 9.50	12.23		10.00			
7,454	12.30		6.30		s 7.33	s 7.10	253.7	DN	5.4 KAUFMAN	36.0	s 8.15	s 9.37	12.03AM		9.37		7.00 AM to 3.00 AM	
							254.1		0.4 T. M. CROSSING	35.6								
	12.50		6.55		f 7.47	f 7.23	260.7		6.6 GASTONIA	29.0	f 8.01	f 9.20	11.28PM		8.35			
4,087	1.10		7.08		s 7.54	s 7.30	263.9	D	3.2 CRANDALL	25.8	s 7.54	s 9.13	11.10		8.15		7.30 AM to 6.30 PM	
615							266.3		2.4 BOIS D'ARC (Spar)	23.4	f							
1,409	1.40		7.34		s 8.05	s 7.41	269.4		3.1 SEAGOVILLE	20.3	s 7.34	s 9.01	10.48		7.41			
1,333	1.50		8.00		f 8.10	f 7.46	271.9		2.5 SIMONDS	17.8	f 7.28	f 8.56	10.38		7.10			
1,714	1.58		8.15		s 8.15	s 7.51	274.4		2.3 KLEBERG	15.3	s 7.23	s 8.51	10.28		7.01			
1,640	2.06		8.30		f 8.20	f 7.56	276.7		2.3 RYLIE	13.0	f 7.17	f 8.46	10.18		6.51			
1,337	2.20		8.50		f 8.26	f 8.03	279.8		3.1 ELAM	9.9	f 7.10	f 8.39	10.05		6.43			
8,788	2.50		9.45		8.39	8.25	286.9		7.1 WANTMORE JUNCTION	2.8	6.55	8.25	9.45		6.23			
	3.00		9.53		8.48	8.31	287.9		1.0 T. & N. O. R. R. JUNCTION	1.8	6.47	8.20	9.35		6.15			
Yard	3.30PM		10.05PM		9.10PM	8.55AM	289.7	DN	1.8 DALLAS	0.0	6.30PM	8.05AM	9.20PM See No. 155		6.00AM		24 hours	
	Arrive Daily Ex. Sunday		Arrive Daily		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday			
	165		163		155	147					148	156	164		166			

(9.30)
12.5

(9.35)
12.5

(4.23)
26.8

(4.35)
25.8

..... Time Over District.....
..... Average Speed per Hour.....

(4.40)
25.3

(4.35)
26.6

(9.25)
12.5

(9.30)
12.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

RATING OF LOCOMOTIVES.

IN M'S OF 1,000 POUNDS BEHIND TENDER

April 9, 1911.

T. & N. O. R. R. AND GALVESTON DIVISION

CLASS	ENGINE NUMBERS	ECHO, HOUSTON AND GALVESTON BEAUMONT AND SABINE	
		RATING	
M. 63 $\frac{20}{28}$ 126	439, 440, 456.....	5500	
M. 63 $\frac{20}{28}$ 126	410 to 438, 441 to 455, 457 to 459.....	4800	
M. 63 $\frac{21}{28}$ 148	460, 461, 468.....	5000	
M. 63 $\frac{15}{28}$ $\frac{1}{2}$ $\frac{2}{3}$ 154	462 to 465, 467.....	4500	
M. 63 $\frac{15}{28}$ $\frac{2}{3}$ 144	484.....	4800	
M. 63 $\frac{20}{28}$ 140	483.....	4800	
M. 63 $\frac{21}{28}$ 152	500 to 514.....	6500	
T. 56 $\frac{10}{28}$ 100	666 to 677.....	3600	
T. 63 $\frac{10}{28}$ 100	678 to 681.....	3500	
T. 69 $\frac{20}{28}$ 97	682 to 684.....	3400	
T. 63 $\frac{20}{28}$ 112	688 to 698.....	4000	
T. 63 $\frac{20}{28}$ 160	700 to 702.....	6500	
C. 57 $\frac{20}{28}$ 184	800 to 840.....	7000	

To find maximum load that can be hauled at 10 miles per hour on ruling grade between any two stations, multiply rating by figures in column opposite station desired, north or south, as the case may be

STATIONS	NORTH	SOUTH	STATIONS	NORTH	SOUTH
Beaumont and Loeb.....	1.04	1.00	Sacul and Reklaw.....	1.25	1.68
Loeb and Ariola.....	1.56	1.00	Reklaw and Ponta.....	1.50	1.68
Ariola and Weiss.....	1.04	1.00	Ponta and Gallatin.....	1.06	2.25
Weiss and Nona.....	1.56	1.00	Gallatin and Turney.....	1.06	1.68
Nona and Water Tank.....	1.56	1.00	Turney and Jacksonville.....	1.00	2.25
Water Tank and Kountze.....	1.00	1.00	Jacksonville and Fry's Gap.....	1.00	1.06
Kountze and Olive.....	1.30	1.00	Fry's Gap and Andy.....	2.25	1.00
Olive and Longs.....	1.30	1.00	Andy and Lewis.....	1.50	1.12
Longs and Village Mills.....	1.00	1.00	Lewis and Frankston.....	1.00	2.25
Village Mills and Hyatt.....	1.00	1.00	Frankston and Poyner.....	1.87	1.50
Hyatt and Warren.....	1.00	1.80	Poyner and LaRue.....	1.25	2.25
Warren and Hillister.....	1.12	1.00	LaRue and Baxter.....	1.06	1.00
Hillister and Seneca.....	1.00	1.50	Baxter and Athens.....	1.00	1.00
Seneca and Woodville.....	1.00	1.00	Athens and Stockard.....	1.00	1.00
Woodville and Colmesneil.....	1.00	1.00	Stockard and Eustace.....	1.00	1.00
Colmesneil and Cima.....	1.00	2.25	Eustace and Pauline.....	1.00	1.00
Cima and Rockland.....	2.25	1.00	Pauline and Mabank.....	1.12	1.06
Rockland and Enal.....	1.25	2.25	Mabank and Gossett.....	1.12	1.12
Enal and Zavalla.....	1.00	1.00	Gossett and Kemp.....	1.25	2.25
Zavalla and Shawnee.....	1.06	1.87	Kemp and Water Tank.....	1.00	1.50
Shawnee and Huntington.....	1.06	2.25	Water Tank and Jiba.....	1.00	2.25
Huntington and Dunagan.....	1.25	1.00	Jiba and Kaufman.....	1.50	1.50
Dunagan and Manton.....	1.00	1.87	Kaufman and Gastonia.....	1.00	1.88
Manton and Poe.....	1.50	1.00	Gastonia and Crandall.....	1.06	1.12
Poe and Hoya.....	1.12	1.12	Crandall and Water Tank.....	2.25	1.00
Hoya and Nacogdoches.....	1.87	1.87	Water Tank and Seagoville.....	1.00	2.25
Nacogdoches and Bonita Jct.....	1.00	2.25	Seagoville and Simonds.....	1.20	1.00
Bonita Jct. and Mahl.....	1.00	1.00	Simonds and Kleburg.....	1.00	1.00
Mahl and Trawick.....	1.25	1.00	Kleburg and Elam.....	1.20	1.56
Trawick and Cushing.....	1.12	1.12	Elam and Dallas.....	1.44	1.04

CLASS	ENGINE NUMBERS	BEAUMONT TO HYATT	HYATT TO SEAGOVILLE	SEAGOVILLE TO DALLAS	DALLAS TO SEAGOVILLE	SEAGOVILLE TO DOUCETTE	DOUCETTE TO VILLAGE MILLS	VILLAGE MILLS TO BEAUMONT
		Freight	Freight	Freight	Freight	Freight	Freight	Freight
		RATING	RATING	RATING	RATING	RATING	RATING	RATING
E. 63 $\frac{10}{28}$ 66	225 to 236.....	1685	1115	1800	1645	1115	1445	2750
T. 57 $\frac{10}{28}$ 102	333.....	3100	1525	2500	2300	1525	2200	3825
M. 63 $\frac{20}{28}$ 126	410 to 438, 441 to 455, 457 to 459.....	5000	2000	3250	3000	2000	3200	5250
M. 63 $\frac{20}{28}$ 126	439, 440, 456.....	5500	2500	3600	3300	2500	3750	5750
T. 56 $\frac{10}{28}$ 84	608, 610, 612, 614, 615, 617, 620, 622 to 624, 626, 629, 632, 634 to 637, 644, 646, 649, 650, 653.....	2035	1355	2225	2035	1355	1740	3290
T. 56 $\frac{10}{28}$ 100	666 to 677.....	2165	1535	2600	2375	1535	1955	4000
T. 63 $\frac{20}{28}$ 112	688 to 698.....	4000	1750	2875	2630	1750	2550	4500

SPUR TRACKS ON SABINE-DALLAS DISTRICT NOT OTHERWISE SHOWN.

Distance from Beaumont	STATIONS	Distance from Dallas	Distance from Beaumont	STATIONS	Distance from Dallas
6.4	.....Gilbert Spur.....	283.3	106.9	.....Platt Spur.....	182.8
13.7	.....Ariola.....	276.0	137.4	.....Dalmont Spur.....	152.3
32.7	.....Hester Spur.....	257.0	150.4	.....Guinn Spur.....	138.6
63.2	.....Wilson Spur.....	226.5	168.4	.....Pepperwine.....	121.3
93.8	.....Baber Spur.....	195.9	235.7	.....Ashald Spur.....	4.0
104.9	.....Manton.....	184.8			

SOUTHERN PACIFIC HOSPITAL LOCATED CORNER JAMES AND PASCHAL STREETS, HOUSTON, TEXAS.

Houston.....	Dr. R. W. Knox.....Chief Surgeon.	Dallas.....	Dr. Elbert Dunlap.....Division Surgeon.	La Porte.....	Dr. John Paschal.....Local Surgeon.
	Dr. E. J. Hamilton.....House Surgeon.		Dr. L. M. Nance.....Local Surgeon.	Liberty.....	Dr. C. W. Nelson.....Local Surgeon.
	Dr. H. C. Feagin.....Examining Surgeon.		Dr. E. H. Cary.....Local Oculist.	Mabank.....	Dr. W. P. Irvine.....Local Surgeon.
	Dr. C. C. Cody.....Examining Surgeon.	Dayton.....	Dr. J. T. Tadlock.....Local Surgeon.	Nacogdoches.....	Dr. F. C. Ford.....Local Surgeon.
	Dr. F. R. Lummis.....Examining Surgeon.	Doucette.....	Dr. J. H. Thomas.....Local Surgeon.		Dr. A. A. Nelson.....Local Surgeon.
	Dr. C. C. Green.....Local Surgeon.	Eustace.....	Dr. L. L. Cockrell.....Local Surgeon.	Orange.....	Dr. J. C. Seastrunk.....Local Surgeon.
	Dr. C. B. Farwood.....Local Oculist and Aurist.	Felicia.....	Dr. D. P. Harris.....Local Surgeon.	Port Arthur.....	Dr. W. S. Winter, Sr.....Local Surgeon.
	Drs. Ralston, Foster & Logue.....Local Oculists & Aurists	Frankston.....	Dr. G. H. Moss.....Local Surgeon.		Dr. W. S. Winter, Jr.....Local Surgeon.
Athens.....	Dr. C. R. Johnson.....Local Surgeon.	Galveston.....	Dr. W. C. Fisher.....Division Surgeon.	Poyner.....	Dr. M. A. King.....Local Surgeon.
	Dr. A. H. Easterling.....Local Surgeon.		Dr. W. C. Fisher, Jr.....Local Surgeon.	Rusk.....	Dr. T. H. Cobble.....Local Surgeon.
Beaumont.....	Dr. H. A. Barr.....Local Surgeon.		Dr. S. M. Morris.....Oculist.	Sabine.....	Dr. Lindsay Smith.....Local Surgeon.
	Dr. L. Goldstein.....Local Surgeon.	Gallatin.....	Dr. Wiley Smith.....Local Surgeon.	Seagoville.....	Dr. O. Glenn.....Local Surgeon.
	Dr. O. S. Hodges.....Local Oculist.	Huntington.....	Dr. S. W. Bullett.....Local Surgeon.	Seabrook.....	Dr. S. F. Curry.....Local Surgeon.
	Dr. W. F. Taliaferro.....Local Oculist.	Jacksonville.....	Dr. F. A. Fuller.....Local Surgeon.	Sour Lake.....	Dr. T. O. Darby.....Local Surgeon.
China.....	Dr. N. E. Laidacker.....Local Surgeon.		Dr. M. B. Canon.....Local Surgeon.	Warren.....	Dr. B. L. Jordan.....Local Surgeon.
Crandall.....	Dr. A. D. Ledbetter.....Local Surgeon.	Kaufman.....	Dr. B. J. Hubbard.....Local Surgeon.	Woodville.....	Dr. J. B. Roberts.....Local Surgeon.
	Dr. H. V. Reeves.....Local Surgeon.		Dr. W. J. Pollard.....Local Surgeon.		Dr. R. E. Dicken.....Local Surgeon.
Crosby.....	Dr. Earl Acker.....Local Surgeon.	Kemp.....	Dr. W. A. Watkins.....Local Surgeon.	Zavalla.....	Dr. R. B. Warren.....Local Surgeon.
Cushing.....	Dr. Fred W. Caricker.....Local Surgeon.	Kountze.....	Dr. Jno. T. Roberts.....Local Surgeon.		

SPECIAL RULES AND REGULATIONS

GENERAL.

1. With trains of more than twenty (20) cars engine must be detached before spotting for fuel or water.
2. Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of caboose.
3. In conformity with Rule 14C, Enginemen must whistle out Flagman to protect the rear of their trains, and will recall them with engine whistle as per Rule 14-D, or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from the rear of train. Flagman must not wait for signal from either Engineman or Conductor to protect train.
 - (a) When a train is stopped by a block signal it may proceed when the signal is cleared. On single track send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, and then proceed under control to the next clear signal; or if the signal next in advance is in plain view and the track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after calling in the Flagman from the rear.
4. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineman will whistle out a Flagman, after which he should call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for distance of one-half mile after calling in Flagman. In cases of this kind it is reasonable to assume that some one has placed the stop signal to protect against broken rail or other track obstruction, and extreme care must be taken in moving train until full flagging distance has been covered.
5. Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on the Engineman's side. These signals consist of posts four (4) inches square extending three (3) feet above ground, with short fish-tail targets painted yellow, face of posts painted white, and sides and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals; except that on Dallas-Sabine District freight trains to fifteen (15) miles per hour.
6. All trains carrying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose of freight trains, to be acknowledged by two short blasts of whistle from engine and proceed signal from Rear End.

SIGNS AND CHARACTERS.

The following signs when placed opposite names of stations in Time Table indicate:

- | | |
|------------------------------------|-----------------|
| DN—Day and Night Telegraph Office. | F—Fuel Station. |
| D—Day Telegraph Office. | T—Turntable. |
| N—Night Telegraph Office. | O—Track Scales. |
| P—Telegraphone. | Y—Wye. |
| W—Water Station. | |

LOCAL.

Standard Clocks are located at H. & T. C. and T. & N. O. Roundhouses, Telegraph Offices in Grand Central Station and Hardy Street Yard Office Houston, Beaumont, Echo, Rockland, Jacksonville, Union Station and H. & T. C. Yard Office at Dallas and Union Depot and Yard Office at Galveston.

Train Registers are located at Telegraph Office Grand Central Station and Hardy Street Yard Office Houston, Union Depot and Yard Office at Galveston, Yard Office and Passenger Station Beaumont, Yard Office Echo, Strang, Seabrook, West Port Arthur, Port Arthur, Sabine, Rockland, Nacogdoches, Bonita Junction, Jacksonville, Union Station and H. & T. C. Yard Office Dallas. For Branches: at Rusk, Gallatin, Nome, Sour Lake and Harrisburg.

Passenger Trains register by slip at Beaumont Yard Office, Strang, Seabrook, Galveston Yard Office.

Freight trains will not register at Bonita Junction, Beaumont Passenger Station, Strang, Seabrook.

Nos. 5, 7, 9, 11 and 101 will register by slip at Echo, and get register check there from Dispatcher.

Books containing Bulletins and Circulars are located at Telegraph Office Grand Central Station and Hardy Street Yard Office Houston, Passenger Station and Yard Office Beaumont, Telegraph Office Echo, Rockland, Jacksonville, Union Station and H. & T. C. Yard Office Dallas, Union Depot and Yard Office Galveston, Sour Lake, Rusk and at all Roundhouses.

Trains will be governed by the Time Table, Rules and Regulations of the Houston East & West Texas Railway Company between Dorr Junction and Bonita Junction; of the Houston & Texas Central Railway Company, between T. & N. O. Junction and Dallas Yard Office; of the Dallas Union Terminal Company, between Central Junction and The Union Terminal Company Station at Dallas; of the Union Passenger Depot Company of Galveston, between Union Depot Junction and Union Depot at Galveston.

When trains of same class meet at Bonita Junction, eastward train will take siding.

Passenger trains with 900 class or heavier Engines will back out of sidings at Greens, Pine Island, north track Raywood, south track Devers, and between west switch and crossover Tulane.

West Leg of Wye leading from passing track Seabrook will be lined up and kept locked for Wye track.

West Switch Seabrook Passing Track located at Draw Bridge will be operated by Bridge Tenders day and night. Whistle code for Switch will be o o (two short and one long). Conductors and rear brakemen must know this switch properly lined up after pulling out of or into siding. Passenger trains from and to Bay Shore Line will use new extension passing track as main line between Wye and Draw Bridge.

SPEED REGULATIONS.

Freight trains, in pulling away from stations and water tanks, will not exceed ten (10) miles per hour until train has moved its length, for purpose of allowing Trainmen to thoroughly inspect the train for defective equipment.

Trains must not exceed fifteen (15) miles per hour through crossovers, junctions and other diverging switches, and twenty-five (25) miles per hour over draw-bridges and railroad crossings at grade; except trains must not exceed ten (10) miles per hour over Neches River Draw Bridge, Beaumont.

Passenger trains not exceed thirty-five (35) miles an hour and freight trains twenty (20) miles an hour over Neches River Trestle.

Trains will reduce speed through cities and towns as follows:
Orange—Fifteen (15) miles an hour between First Road Crossing east of Adams Bayou and the third street east of Passenger Station.

Beaumont—Six (6) miles an hour between Main Street and Passenger Station; fifteen (15) miles an hour between Passenger Station and Sabine and East Texas Crossing.

Liberty—Fifteen (15) miles an hour between East Switch and Third Crossing east of Trinity River.

Dayton—Fifteen (15) miles an hour between Switches of House Track. Houston—Run with caution within the City Limits.

Passenger trains with 900 class or heavier engines not exceed sixty (60) miles per hour between Echo and Galveston, except not exceed fifty (50) miles an hour between Mile Posts 299 and 305, LaPorte and Texas City Junction, Island and Galveston Yard Office, and forty-five (45) miles an hour on Bay Shore Line.

Passenger trains with engines lighter than 900 class not exceed fifty (50) miles an hour between LaPorte and Texas City Junction, Island and Galveston Yard Office and on Bay Shore Line.

All passenger trains not exceed twenty (20) miles an hour between Galveston Yard Office and Union Depot Galveston, forty (40) miles an hour between Sabine and Beaumont and between Kemp and T. & N. O. Junction, forty-five (45) miles an hour between Beaumont and Kemp.

Freight trains not exceed thirty-five (35) miles an hour between Echo and Virginia Point, except twenty-five (25) miles an hour between Mile Posts 299 and 305, and Island and Galveston Yard Office, twenty-five (25) miles an hour between Sabine and Kemp and twenty (20) miles an hour between Kemp and T. & N. O. Junction.

Switch Engines six (6) miles an hour on curves and ten (10) miles an hour elsewhere on Chaison line.

Engines backing up must not exceed fifteen (15) miles per hour.

Trains between K. C. S. Crossing and Port Arthur not exceed twelve (12) miles an hour.

Trains handling oil tanks, loaded, of twelve thousand gallons, or one hundred thousand pounds capacity, must not exceed twenty-five (25) miles an hour between Echo and Galveston and eighteen (18) miles an hour between Sabine and T. & N. O. Junction, Nome and Sour Lake, and will not be handled on Rusk Branch or B. F. B. & C. Railway.

WHISTLE CODES.

BEAUMONT INTERLOCKING WHISTLE CODE.

- Long Whistle Main Line.
- o o o — North or south horn.
- o — Indicates Industry track.
- o o — Cross-over.
- o — New Main.

AT TOWER 38, GALVESTON.

- Right Main Line North or South.....
 - Wrong Main Line North or South.....
 - Roundhouse.....
 - Valley Yard..... o o o
 - G. H. & H. Yard..... o o
 - New Transfer Yard..... o
 - So. Pacific Yard..... o o
 - Post Office Street..... o o
- Engine on any track except right main line should sound where they are, then sound for the track they want.
Engine going from G. H. & H. to G. C. & S. F. Yard should sound o o and then sound for the track they want according to G. C. & S. F. Code.

TOWER 30, HARRISBURG.

- To Main Line.....From any point.....
 - To Saw Mill..... " " " " o
 - To Transfer Track..... " " " " o
 - Approaching Double Track or for Passing Track..... o o o
- Eastward trains will approach Harrisburg under full control and stop to clear East Switch passing track, unless Home Interlocking Signal is received.
Westward trains via Stella approach East Switch passing track, Harrisburg, under full control, prepared to take siding, if main track is occupied.

HOUSTON TERMINAL.

The double track extends from north end of passenger and freight yard, at Tenth Street, to Houston Heights Boulevard, Chaney Junction from east end H. & T. C. Passenger Yard to Tower 68 west end of Englewood Yard. Between these points engine and train movements must be made on the right-hand track in the direction they are moving. Trains east must take the eastward main track, and trains moving in the opposite direction must take the westward main track. Movements contrary to the above must be made by train order or under proper protection.

All trains must obtain proper signal from Switch Tender, with green flag by day and with green light by night, before proceeding into station at Houston.

Trains and engines will be handled at depot in accordance with signals of Depot Master. All trains must clear or cut main entrance to depot promptly before engines are detached.

Air must be used in switching passenger trains and cars, whether occupied or unoccupied.

All trains approach diverging and cross-over switches at Semmes Junction under full control, keeping sharp lookout for other trains. Clear signal must be obtained from Switch Tender and properly acknowledged before proceeding.

Switches at Buffalo Bayou Bridge will be handled by Bridge Tender. Whistle code, three short and one long o o o.

Before moving onto Main Line, West Switch Magers Passing Track, be governed by position of Switch Indicator, which will show clear when Block unoccupied.

WHISTLE CODES.

TOWERS 25 and 26, FIFTH WARD.

The following revised Whistle Code will be in effect at towers in Houston Terminals, effective August 25, 1912:

- To South Main east.....From any point.....
- and Main Line west from westbound passengers.
- To Old Main east.....From any point..... o
- To H. E. & W. T. Transfer..... " " " " o
- To Main Line west..... " " " " o
- Except Passenger trains will blow " " " " o
- To Roundhouse..... " " " " o
- To Old Head..... " " " " o
- To H. E. & W. T. connection.... " " " " o
- To H. B. & T..... " " " " o o
- Iceing Plant..... " " " " o o
- To I. & G. N..... " " " " o o o
- Westbound Freight Main..... " " " " o o

REVISED WHISTLE CODE FOR TOWER 68.

- Main Line East or West for passenger trains....
- To Water Tank.....From any point.....
- To Baer Junction..... " " " " o
- To Tank Track..... " " " " o
- To Creosote No. 1..... " " " " o o
- To Creosote No. 2..... " " " " o o
- To North Main east..... " " " " o
- To South Main west..... " " " " o
- To South Switching Lead..... " " " " o
- To North Switching Lead..... " " " " o
- To East Leg of "Y"..... " " " " o o

CHANAY JUNCTION.

Passenger trains blow one long blast and answer proper signal from Switch Tender at Boulevard. Freight trains will enter and leave H. & T. C. single Main Track at Boulevard. Blow o o o for Transfer and o for Main Line.

(1) Where not otherwise provided, one long (—) whistle will be for the main line at any tower.

(2) If a signal is given by towerman in error, or signal cannot be acted on after it has been answered, notify him by sounding o o.

(3) If you want to make a switch into a plant, that is, not pass through it or change from one route to another, call for the point where you will come up to the plant.

SPECIAL RULES COVERING MOVEMENT OF TRAINS BETWEEN STELLA AND EAST JUNCTION UNDER AUTOMATIC BLOCK SIGNALS.

Trains between Stella and East Junction will operate under protection of Automatic Block Signals instead of by Time Table or Train Orders.

EASTWARD—Trains from Eureka will observe position of Block Signals 112 and 113 governing movement on Main Line. If these signals are in clear position and train is ready to proceed, switch may be thrown for Main Line, after which signal 114 should change to clear position, and train may proceed to Stella under Block Signal protection.

WESTWARD—Trains entering Main Line at Stella will be governed by position of Home Block Signals at point of entrance. If clear in both directions they may enter Main Line and proceed.

All trains will get clearance and leave register ticket at West Junction and Eureka.

Main Line train order Semaphore at Eureka governs trains over H. & T. C. Main Line only.

Train order Semaphore on Eureka Cut-off governs trains over Cut-off.

SPECIAL RULES COVERING MOVEMENT OF TRAINS BETWEEN ENGLEWOOD, BAER JUNCTION AND HARRISBURG, UNDER POSITIVE BLOCK SIGNALS.

Block limits, Signal No. 025 between Englewood and Baer, Signal No. 31 at Baer, and Signal No. 66 at Harrisburg. Normal position of signals governing Eastward movement Harrisburg to Baer, and Westward movement Englewood to Baer, is at Block or Stop position; those governing Westward movement Baer to Harrisburg, and Eastward movements Baer to Englewood, Clear or Proceed position.

First-class trains will operate under Time Table authority and Block Signal protection.

Second-class and inferior trains will respect Time Table authority of first-class trains, and will not enter Block if unable to clear their time. Second-class and inferior trains will be governed entirely by Block Signal indication as against trains of same or inferior class.

Eastward trains entering Block Limits at Harrisburg will be governed by Signal No. 66, which, if track to Baer Passing Track is not occupied, will go to Proceed position when train reaches over-lap, and train may proceed to Baer Passing Track for opposing trains. Signal No. 34, east end of Baer Passing Track, will remain at Proceed position if track Baer to Englewood not occupied.

Westward trains from Englewood will be governed by Signal No. 025, which will remain at Proceed position if Block between Englewood and Baer not occupied. If Signal No. 33 at Baer is at Proceed position train will use Passing Track to enter Main Line. If Signal No. 33 at Stop position, and Passing Track occupied by opposing train, Westward train will be governed by Signals No. 31 and No. 32, using hand switches to enter Main Line, if Block not occupied.

Westward trains from Houston will be governed by Signal No. 31 and H. B. & T. main track Home Signal.

Interlocking and Automatic Block Signal Rules cover operation and use of these signals within these limits.

Eastward Second and inferior class trains via Englewood will enter Magers passing track at Buffalo Bayou Draw Bridge. Westward trains must not use Magers Passing Track except in emergency and then under full flag protection.

Switch Indicator at East Crossover Switch, East end Magers and Clinton Branch, govern Passing Track from West end of Magers to H. B. & T. Tower.

SPECIAL RULES AND REGULATIONS GOVERNING OPERATION OVER GALVESTON CAUSEWAY.

In addition to these rules, special instructions will be issued, as may be necessary. Special instructions, whether they conflict with these rules or not, shall be observed while in effect.

Passing track on arches will hold thirty-nine (39) freight cars, caboose and engine.

Classification of trains moving over these tracks is abolished. Passenger trains will be given preference over these tracks.

Trains displaying classification signals will continue the same over these tracks.

Operators at Virginia Point act as Train Dispatchers.

The movement of trains and engines will be supervised by the Chief Dispatcher of the Gulf Colorado & Santa Fe Railway Company at Galveston, who will issue instructions to signal-men when necessary.

"Proceed" hand signals must always be given with a yellow flag or lamp and it must be definitely known that no engine or train is in the block and that route is properly set up before they are given.

Trains having work to do which may detain them between Island and Virginia Point must so notify the Signal-man and obtain his permission before entering the block. The Signal-man must obtain authority to give this permission from the Chief Dispatcher at Galveston.

DESCRIPTION OF SIGNALS.

All switches, Island to Virginia Point inclusive, are protected by signals, including the Lift Bridge.

Train movements will be governed by Three (3) position Upper Quadrant Semaphore Signal Indications.

The arm extended at right angles to the post by day, or a red light displayed at night, indicates "STOP."

The arm inclined upward at an angle of 45 degrees, or less, to the post, by day, or a yellow light displayed at night, indicates "CAUTION" (proceed "UNDER CONTROL").

The arm in vertical position, or at 90 degrees to the post, by day, or a green light displayed at night, indicates "PROCEED".

Night signals are displayed on all facing point switches. A green target by day, or a green light displayed at night, indicates switch is set for through route.

A yellow target by day, or a yellow light displayed at night, indicates switch is set for cross-over or lead.

LOCATION OF JUNCTIONS AND SIGNALS.

ISLAND.

The signals at Island for southward trains are located on signal bridge across tracks 1300 feet north of Island Tower.

The signals governing northward G. H. & H. trains are located on signal bridge across G. H. & H. tracks 400 feet south of Island Tower.

The G. H. & S. A. and G. C. & S. F. northward signals are on posts located on their respective tracks 500 feet south of Island Tower.

ISLAND JUNCTION "A."

Island Junction "A" is located at the south end of the south trestle on the north side of Island, and is the junction of two steam road tracks and the G. H. E. (interurban) track.

Signals at this point are handled from the Island Tower.

Signals governing the movement of northward steam trains are located on the right-hand side of the tracks about 300 feet south of the Junction Switch.

Signal governing the east track is located on a post.

Signal governing the west or middle track is a dwarf signal located between the middle and east track.

Signal governing the movement of G. H. E. (interurban) northward trains is located on the west or left-hand side of the west (interurban) track, the arm extending toward the tracks.

Signal governing the movement of southward trains is located about 300 feet north of Junction Switch on the east or left-hand side of the track, and governs the movement of ALL southward trains approaching Island Junction "A."

LIFT BRIDGE.

Signals governing the approach to Lift Bridge are on signal bridge across the track 600 feet north and 600 feet south of Lift Bridge.

LIFT BRIDGE JUNCTION "B."

Lift Bridge Junction "B" is located at the north end of the south trestle and at the south end of the arches, and is the junction point for two steam road tracks and G. H. E. (interurban) track over the arches.

The signals at this point are handled from the "Lift Bridge Tower."

The signal governing the movement of northward trains is located on a post about 300 feet south of the Junction Switch, and governs the movement of all northward trains.

Signal governing the movement of southward trains on the main line is located on the left-hand side of the track on a post about 300 feet north of the Junction Switch.

The signal governing the movement of southward trains on the siding is a dwarf signal and is located on the right-hand side of the track about 300 feet from Junction Switch and between the siding and G. H. E. (interurban) track.

The signal governing southward G. H. E. (interurban) trains is located on the dividing wall on the right-hand side of the track.

LIFT BRIDGE JUNCTION "A."

Lift Bridge Junction "A" is located at the north end of the arches and at the south end of the north trestle, and is the north junction point for the two steam road tracks and the G. H. E. (interurban) track over arches.

The signals at this point are handled from the Lift Bridge Tower.

Signals governing the movement of northward steam trains are located on the right-hand side of the tracks about 300 feet south of the junction switch.

Signal governing the main line track is located on a post.

Signal governing the siding is a dwarf signal located between the siding and main line track.

Signal governing the movement of G. H. E. (interurban) northward trains is located on the west side of the west (interurban) track on a pole, the arm extending toward the tracks.

Signal governing the movement of southward trains is located on a post about 300 feet north of the junction switch on the east or left-hand side of the track and governs the movement of all southward trains approaching Lift Bridge Junction "A."

For Steam Lines and Interurban Trains on arches:

The east track will be known as Main Line.

Middle track will be known as siding.

West track is Exclusive Interurban Track.

VIRGINIA POINT.

Signal governing the movement of northward trains is located on a post on the right-hand side of the track about 300 feet south of the G. H. & S. A. junction switch; this governs all northward trains.

Signals governing trains of the G. H. & S. A. and G. H. & H. are located on signal bridges across their respective tracks 500 feet north of Virginia Point Tower.

Signal governing the southward movement of G. C. & S. F. trains is located on a post about 1400 feet north of Virginia Point.

Signal governing the southward movement of G. H. E. trains (interurban) is located on a post about 500 feet north of Virginia Point.

NORTHWARD TRAINS APPROACHING ISLAND.

Northward trains approaching Island will be given signal permitting them to go on the Causeway to Island Junction "A." If that signal is clear, or at caution, trains will be permitted to go to Lift Bridge Junction "B"; if that signal is at clear, or caution, trains will be permitted to proceed to Lift Bridge Junction "A," providing signal on the Signal Bridge, governing the Draw, is clear, or at caution.

If the signal at Lift Bridge Junction "A" is at clear, or caution, trains will be permitted to proceed to the signal approaching Virginia Point. If that signal is at clear, or caution, trains will be permitted to proceed to their respective lines.

G. H. E. (interurban) trains enter on Causeway Tracks at Island Junction "A."

SOUTHWARD TRAINS APPROACHING VIRGINIA POINT.

Southward trains approaching Virginia Point will be given signals permitting them to go on the Causeway to Lift Bridge Junction "A." If that signal is at clear, or caution, trains will be permitted to go to Lift Bridge Junction "B," provided the signal on the Signal Bridge governing the Draw is clear, or at caution.

If signals at Lift Bridge Junction "B" are clear, or at caution, trains will be permitted to proceed to Island Junction "A"; if that signal is clear, or at caution, trains will be permitted to proceed to Island Signal Bridge, except G. H. E. (interurban) trains who go on to their own line at Island Junction "A" are not governed by signals beyond.

If the signal on the Signal Bridge north of Island is at clear, or caution, steam trains will be permitted to go to their respective lines.

If trains should be put on the siding, on the arches, between Lift Bridge Junction "A" and Lift Bridge Junction "B," they will remain there until they get a clear or caution signal, which will permit them to proceed.

Trains running over the Trestle between Virginia Point and Island will be governed as follows:—

RULES.

Passenger trains between S. P. Junction Switch at Virginia Point and Lift Bridge Junction "A" (north end of arches) will use three (3) minutes. Between Lift Bridge Junction "B" and Island Junction "A" (south end of trestle) will use two (2) minutes.

Freight trains between S. P. Junction Switch at Virginia Point and Lift Bridge Junction "A" (north end of arches) will use five (5) minutes. Between Lift Bridge Junction "B" (south end of arches) and Island Junction "A" (south end of trestle) will use four (4) minutes.

SPECIAL INSTRUCTIONS.

At Island Junction "A" there is located on the concrete fence on the west side of the interurban track a telephone, which can be used in case of necessity to raise Virginia Point and Island offices. One (1) ring calls for Virginia Point, two (2) rings calls for Island.

Section-men and Bridge-men will provide themselves with insulated hand and push cars and track gauges. Great care must be taken by the track forces not to connect the two rails with any metallic material.

Southward trains will not require a clearance card at Virginia Point, except G. H. & S. A. trains will be governed by the Train Order Signal, as prescribed by G. H. & S. A. rules. Neither northward or southward trains will require a clearance card at Island.

Conductors must leave with signal-men at Virginia Point and Island a register slip showing the number of the train, name of Engineer and Conductor and number of cars in train, including caboose, and must report by message to these signal-men any delay which may have occurred to the train, stating full particulars.

Brakeman or Flagman must ride on rear end of each train while crossing the Causeway, prepared, in case of emergency, to flag following trains.

SPECIAL WHISTLE SIGNALS.

(a) ——— To be given by all trains approaching Island from the south, Virginia Point from the north and Lift Bridge from either direction.

(b) ——— To be given by trains approaching Virginia Point from the south and Island from the north:

(c) ——— For G. C. & S. F. Main Track.

(d) ——— For G. H. & S. A. Main Track.

(e) ——— For G. H. & H. Main Track.

(f) o o To be given by northward trains passing and approaching Virginia Point and by southward trains passing Virginia Point and approaching Island:

To be given by trains receiving a "PROCEED" or "CAUTION" signal.

TRAIN ORDER SIGNALS.

The Train Order Signals at Virginia Point are located on south side and in center of the Tower.

The top Arm is G. H. & S. A. Train Order Signal for north and southward trains.

The second or middle Arm is G. C. & S. F. Train Order Signal for northward trains only.

The third or lower Arm is G. H. & H. Train Order Signal for northward trains only.

There are no Train Order Signals for controlling southward G. H. & H. and G. C. & S. F. trains, and if it becomes necessary to issue an order to southward trains of these roads, the Operator at Virginia Point will hold train with Interlocking Signal, or a red flag by day or a red light at night.

There are no Train Order Signals at Island Tower.

WARNING.

Overhead trolley wire over trestle, height twenty-three (23) feet from top of rail.

All employees are hereby notified that it is dangerous to stand erect upon, or to be on the side of cars, especially of ordinary height or width, while passing over or through Lift Bridge. Necessary precaution must be used by all employees to protect themselves from injury from structures at such points while riding on top or side of cars.

SPEED TABLE.

This table is for information in determining speed per mile and in no way affects rules governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10	71	51	
8	7	30	32	1	52	52	1	9	72	50	
10	6		33	1	49	53	1	7	73	49	
12	5		34	1	45	54	1	6	74	49	
15	4		35	1	42	55	1	5	75	48	
16	3	45	36	1	40	56	1	4	76	47	
17	3	31	37	1	37	57	1	3	77	47	
18	3	20	38	1	34	58	1	2	78	46	
19	3	9	39	1	33	59	1	1	79	45	
20	3		40	1	30	60	1		80	45	
21	2	51	41	1	27	61		50	81	44	
22	2	43	42	1	25	62		58	82	44	
23	2	36	43	1	23	63		57	83	43	
24	2	30	44	1	21	64		56	84	43	
25	2	24	45	1	20	65		55	85	42	
26	2	18	46	1	18	66		54	86	42	
27	2	13	47	1	16	67		54	87	41	
28	2	8	48	1	15	68		63	88	41	
29	2	4	49	1	13	69		52	89	40	
30	2		50	1	12	70		51	90	40	

Assistant Superintendents,

- H. J. MICKSCH,
- W. L. COX,
- J. T. CLARK,
- L. W. ROWE,
- H. H. UECKERT,
- A. L. KUYKENDALL.

HOUSTON

- B. S. HOLLIMON, Chief Dispatcher,
- Y. M. MARTIN, Night Chief Dispatcher,
- C. E. KUESTER, Dispatcher,
- C. W. CRABB, Dispatcher,
- L. J. KUESTER, Dispatcher.

T. C. WORTHINGTON, Superintendent Houston Terminals.

C. R. MORRILL, Superintendent.

JACKSONVILLE

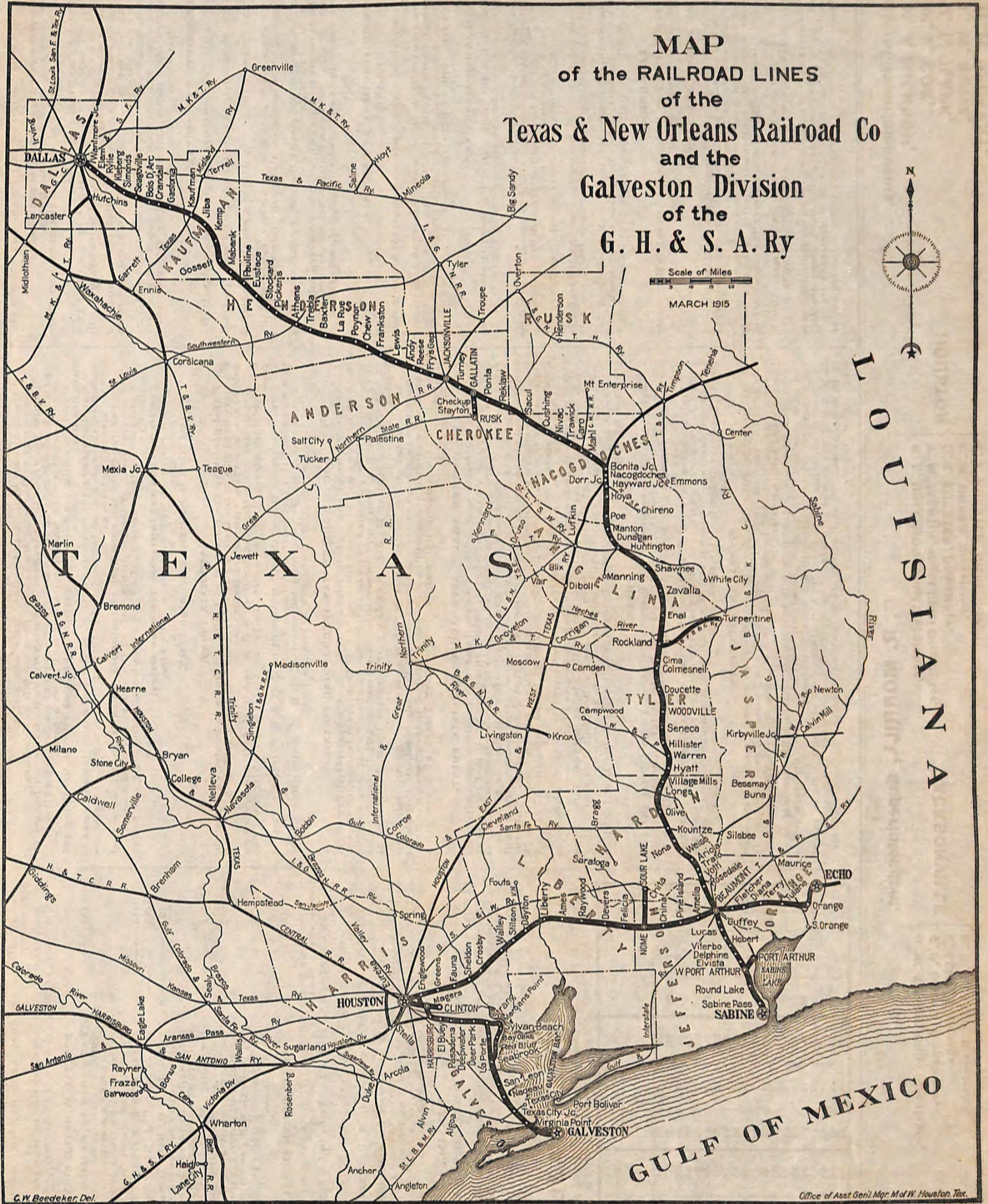
- G. W. EMERY, Chief Dispatcher,
- E. P. DOLAN, Dispatcher,
- L. LEVY, Dispatcher,
- C. W. LESTER, Dispatcher.

EXTRA DISPATCHER—W. O. SHERWOOD

MAP of the RAILROAD LINES of the Texas & New Orleans Railroad Co and the Galveston Division of the G. H. & S. A. Ry



Scale of Miles
MARCH 1915



C. W. Beedeker, Del.

Office of Asst. Gen'l. Mgr. M. of W. Houston, Tex.