

# SOUTHERN PACIFIC LINES

IN TEXAS

TEXAS & NEW ORLEANS RAILROAD COMPANY

AND

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY

*(Galveston Division)*

## EMPLOYEES' TIME TABLE

To Take Effect Sunday, September 23rd, 1917,

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

For the Government and Information of Employees 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.**

		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	
		2.30 AM	9.45 AM		11.30 PM					0.00	Ar. EL PASO (Union Depot)	Lv. Ar.	1194.00					6.30 PM		11.00 PM	6.05 PM	
		2.05 PM	10.53 PM		2.40 PM					451.00	Ar. DEL RIO	Lv. Ar.	743.00				5.05 PM	2.50 AM		9.45 AM	8.50 AM	
		3.20 PM	11.03 PM		2.50 PM	5.30 AM												2.40 AM		9.40 AM	8.05 AM	
		3.40 AM	3.53 AM		8.30 PM	11.30 AM				620.00	Ar. SAN ANTONIO (Commerce Street)	Lv. Ar.	574.00				11.00 AM	8.50 PM		4.50 AM	8.30 PM	
		4.31 AM	4.00 AM		11.30 PM	12.15 PM												7.20 AM		6.35 PM	4.40 AM	8.00 PM
		3.40 AM								888.00	Ar. GALVESTON	Lv. Ar.	420.00									10.30 PM
		10.00 PM	10.00 AM		7.00 AM	7.40 PM				831.00	Ar. HOUSTON (H. & T. C. R. R. Depot)	Lv. Ar.	363.00		3.30 PM	7.45 PM	11.50 PM	11.00 AM		10.10 PM	2.45 AM	
		12.01 AM	10.05 AM	6.50 PM	7.25 AM	8.25 PM	3.00 PM	9.20 AM										11.05 PM	10.30 AM	7.15 AM	10.00 PM	1.00 AM
		7.00 AM	12.40 PM	10.15 PM	10.35 AM	11.37 PM	6.34 AM	1.30 PM		942.00	Ar. ECHO	Lv. Ar.	252.00		11.23 AM	4.16 PM	8.10 PM	7.20 AM	4.07 AM	7.00 PM	5.20 PM	
		7.20 AM						1.33 PM							11.20 AM	4.13 PM					4.50 PM	
		3.44 PM	3.20 PM	1.23 AM	1.40 PM	2.43 AM	10.30 AM	6.00 PM		1048.00	Ar. LAFAYETTE	Lv. Ar.	146.00		6.50 AM	12.16 PM	5.10 PM	4.00 AM	1.00 AM	4.07 PM	8.35 AM	
		4.02 PM	3.25 PM	1.28 AM	1.45 PM	2.48 AM	10.45 AM		5.30 AM					9.00 PM		12.01 PM	5.05 PM	3.55 AM	12.55 AM	4.02 PM	8.25 AM	
			6.55 PM	5.40 AM	5.35 PM	6.40 AM	4.00 PM		10.40 AM	1181.00	Ar. AVONDALE	Lv. Ar.	13.00	4.00 PM		7.00 AM	1.25 PM	12.08 AM	9.15 PM	12.30 PM		
			8.00 PM	6.50 AM	6.45 PM	7.50 AM	5.10 PM		11.40 AM	1194.00	Ar. NEW ORLEANS	Lv. Ar.	0.00	3.05 PM		5.55 AM	12.20 PM	11.00 PM	8.15 PM	11.30 AM		
		2.00 AM									Ar. ALGIERS	Lv. Ar.									10.25 PM	
		95.30	34.15	12.00	43.15	25.50	14.10	8.40	6.10		THROUGH TIME			5.55	8.40	13.50	28.45	42.30	11.00	35.30	91.40	
		12.5	34.8	30.2	27.5	28.7	25.6	25.1	23.7		MILES PER HOUR			24.7	25.0	26.2	25.8	28.0	33.0	33.6	13.0	

**MILEAGE SOUTHERN PACIFIC LINES (In Texas and Louisiana)**

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
<b>Total Mileage.....</b>	<b>3,552.30</b>

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

<p><i>Houston</i>..... Dr. R. W. Knox..... Chief Surgeon.                  Dr. E. J. Hamilton..... House Surgeon.                  Dr. C. C. G. een..... Examining Surgeon.                  Dr. G. H. Spurlock..... Examining Surgeon.                  Dr. C. B. Harwood..... Local Oculist and Aurist                  Drs. Ralston, Foster &amp; Logue..... Local Oculists &amp; Aurists.</p> <p><i>Athens</i>..... Dr. C. R. Johnson..... Local Surgeon.                  Dr. A. H. Easterling..... Local Surgeon.</p> <p><i>Beaumont</i>..... Dr. H. A. Barr..... Local Surgeon.                  Dr. L. Goldstein..... Local Surgeon.                  Dr. G. H. Reed..... Local Surgeon.                  Dr. O. S. Hodges..... Local Oculist.                  Dr. W. F. Taliaferro..... Local Oculist.</p> <p><i>China</i>..... Dr. N. E. Laidacker..... Local Surgeon.</p> <p><i>Crandall</i>..... Dr. A. D. Ledbetter..... Local Surgeon.                  Dr. H. V. Reeves..... Local Surgeon.</p> <p><i>Crosby</i>..... Dr. Earl Acker..... Local Surgeon.</p> <p><i>Colmesneil</i>..... Dr. B. L. Jordan..... Local Surgeon.</p>	<p><i>Cushing</i>..... Dr. Fred W. Caricker..... Local Surgeon.</p> <p><i>Dallas</i>..... Dr. Elbert Dunlap..... Division Surgeon.                  Dr. L. M. Nance..... Local Surgeon.                  Dr. E. H. Cary..... Local Oculist.                  Dr. J. T. Tadlock..... Local Surgeon.</p> <p><i>Dayton</i>..... Dr. J. H. Thomas..... Local Surgeon.</p> <p><i>Doucette</i>..... Dr. L. L. Cockrell..... Local Surgeon.</p> <p><i>Eustace</i>..... Dr. D. P. Harris..... Local Surgeon.</p> <p><i>Felicia</i>..... Dr. G. H. Moss..... Local Surgeon.</p> <p><i>Frankston</i>..... Dr. W. C. Fisher..... Division Surgeon.</p> <p><i>Galveston</i>..... Dr. W. C. Fisher, Jr..... Local Surgeon.                  Dr. S. M. Morris..... Oculist.</p> <p><i>Gallatin</i>..... Dr. Wiley Smith..... Local Surgeon.</p> <p><i>Huntington</i>..... Dr. S. W. Bullett..... Local Surgeon.</p> <p><i>Jacksonville</i>..... Dr. F. A. Fuller..... Local Surgeon.                  Dr. M. B. Canon..... Local Surgeon.</p> <p><i>Kaufman</i>..... Dr. B. J. Hubbard..... Local Surgeon.                  Dr. W. J. Pollard..... Local Surgeon.</p> <p><i>Kemp</i>..... Dr. W. A. Watkins..... Local Surgeon.</p>	<p><i>Kountze</i>..... Dr. Jno. T. Roberts..... Local Surgeon.</p> <p><i>La Porte</i>..... Dr. John Paschal..... Local Surgeon.</p> <p><i>Liberty</i>..... Dr. C. W. Nelson..... Local Surgeon.</p> <p><i>Mabank</i>..... Dr. W. P. Irvine..... Local Surgeon.</p> <p><i>Nacogdoches</i>..... Dr. F. C. Ford..... Local Surgeon.                  Dr. A. A. Nelson..... Local Surgeon.</p> <p><i>Orange</i>..... Dr. J. C. Seastrunk..... Local Surgeon.</p> <p><i>Port Arthur</i>..... Dr. W. S. Winter, Sr..... Local Surgeon.                  Dr. W. S. Winter, Jr..... Local Surgeon.</p> <p><i>Poyner</i>..... Dr. M. A. King..... Local Surgeon.</p> <p><i>Rusk</i>..... Dr. T. H. Cobble..... Local Surgeon.</p> <p><i>Sabine</i>..... Dr. Lindsay Smith..... Local Surgeon.</p> <p><i>Seagoville</i>..... Dr. O. Glenn..... Local Surgeon.</p> <p><i>Seavrook</i>..... Dr. S. F. Curry..... Local Surgeon.</p> <p><i>Sour Lake</i>..... Dr. T. O. Darby..... Local Surgeon.</p> <p><i>Woodville</i>..... Dr. J. B. Roberts..... Local Surgeon.                  Dr. R. E. Dicken..... Local Surgeon.</p> <p><i>Zavalla</i>..... Dr. R. B. Warren..... Local Surgeon.</p>
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Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS									Distance from Houston	Time Table No. 84.	Distance from Algiers	FIRST CLASS						SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	THIRD CLASS		SECOND CLASS	FIRST CLASS					FIRST CLASS						SECOND CLASS	THIRD CLASS	THIRD CLASS						
	72	246	244	12	10	8	6	4	102		STATIONS						243	245	71				
Beaumont Local Freight	Mdse. Freight	Sunset Manifest Freight	New Orleans Limited	Sunset Express	Sunset Mail	Local Passenger	Local Passenger	Sunset Limited							Sunset Limited	Sunset Manifest Freight	Mdse. 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					
FOPTWY Yard				6.50PM	7.25AM	8.25PM	3.00PM	9.20AM	10.05AM	0.0	HOUSTON (H. & T. C Depot)	362.0	10.00PM	3.30PM	7.45PM	11.05PM	10.30AM	7.15AM					24 hours
										0.6	SEMME'S JUNCTION	361.4											24 hours
										1.6	HOUSTON (5th Ward, Hardy St.)	361.6											
										1.7	H. E. & W. T. CROSSING	361.4											
										3.7	H. B. & T. CROSSING	360.4											
				7.02	7.36	8.35	3.12	9.32	10.15	3.7	I. & G. N. CROSSING	360.3											
										5.0	END OF DOUBLE TRACK	358.3	9.44	3.12	7.31	10.52	11.15	6.59					
FOPWY Yard	7.00AM Sec No. 11	8.40PM	12.01AM							5.4	ENGLEWOOD	357.0											
										8.5	H. B. & T. CROSSING	356.6											
7,737	7.12	9.00	12.35	7.08	7.42	8.41	3.19	9.39	10.21	8.5	GREENS	353.5	9.37	3.02	7.24	10.45	10.05	6.51	12.35		7.42	1.35	
5,604	7.25	9.32	12.45	7.15	7.47	8.46	3.25	9.45	10.26	12.8	FAUNA	349.2	9.32	2.55	7.15	10.40	10.00	6.45	12.23		7.25	1.15	
4,917	7.52	9.55	12.55	7.21	7.52	8.51	3.31	9.54	10.31	16.9	SHELDON	345.1	9.26	2.49	7.04	10.35	9.54	6.39	12.11AM		6.50	1.00	
9,168 W	8.30	10.28	1.15	7.29	7.59	8.58	3.40	10.04	10.37	21.1	CROSBY	340.9	9.19	2.42	6.56	10.28	9.47	6.32	11.52PM		6.32	12.45	7.00AM to 3.00AM
4,479	8.55	11.00	1.38	7.39	8.09	9.10	3.51	10.14	10.46	28.5	WALLEY	333.5	9.10	2.30	6.45	10.18	9.36	6.22	11.28		6.00	12.10	
3,231	9.05	11.15	1.50	7.44	8.15	9.19	3.57	10.20	10.50	32.5	STILSON	329.5	9.04	2.22	6.39	10.12	9.30	6.16	11.15		5.50	12.01PM	
7,258	9.25	11.35	2.00	7.49	8.19	9.24	4.03	10.25	10.55	35.5	DAYTON	326.5	9.00	2.16	6.34	10.08	9.25	6.12	11.00		5.40	11.45AM	9.00AM to 8.00PM
14,830 W	10.36	11.55PM	2.20	7.59	8.31	9.37	4.15	10.36	11.05	41.5	LIBERTY	320.5	8.50	2.04	6.23	9.57	9.14	6.01	10.30		5.05	11.05	24 hours
4,591	11.10	12.10AM	2.32	8.04	8.37	9.51	4.21	10.41	11.10	44.7	AMES	317.3	8.46	1.56	6.16	9.51	9.08	5.55	10.20		4.50	9.30	
8,848	11.30	12.29	2.50	8.10	8.44	9.58	4.28	10.48	11.15	49.2	RAYWOOD	312.8	8.40	1.48	6.09	9.45	9.01	5.49	9.58		4.35	9.15	8.00AM to 7.00PM
7,042	11.55AM	12.45	3.05	8.16	8.53	10.05	4.36	10.55	11.20	53.9	DEVERS	308.1	8.34	1.40	6.02	9.38	8.53	5.42	9.20		4.20	8.53	7.00PM to 6.00AM
7,656	12.25PM	1.00	3.20	8.28	9.03	10.12	4.43	11.03	11.27	59.1	FELICIA	302.9	8.28	1.31	5.54	9.31	8.46	5.34	8.58		4.00	8.15	7.00PM to 6.00AM
9,334 WY	1.21	1.20	3.34	8.38	9.13	10.19	4.53	11.15	11.33	64.1	NOME	297.9	8.19	1.21	5.45	9.24	8.39	5.26	8.38		3.34	7.50	7.00AM to 7.00PM
9,267	2.00	1.40	3.48	8.46	9.20	10.26	5.01	11.24	11.40	69.5	CHINA	292.5	8.09	1.10	5.35	9.17	8.29	5.16	8.09		2.55	7.10	7.15AM to 6.15PM
8,162	2.15	1.55	4.01	8.53	9.27	10.32	5.09	11.32	11.45	73.9	PINE ISLAND	288.1	8.02	1.03	5.29	9.12	8.24	5.11	7.25		2.35	6.40	
7,602	2.30	2.18	4.15	9.05	9.34	10.38	5.21	11.40	11.51AM	78.4	AMELIA	283.6	7.54	12.54	5.21	9.05	8.18	5.04	7.10		2.18	6.20	
										82.0	B. S. L. & W. CROSSING	280.0											
										83.1	G. B. & K. C. CROSSING	278.9											
FOPTWY Yard	3.00PM	3.00	4.50	9.18	9.42	10.46	5.35	11.55	NOON	83.7	BEAUMONT	278.3	7.46	12.45	5.10	8.55	8.10	4.55	6.50		1.50	6.00AM	24 hours
				9.22	9.47	10.50	5.40	12.25	12.00	85.3	T. & FT. S. CROSSING	276.7											
1,473				9.28	9.53	10.56	5.46	12.33	12.05PM	86.3	FLETCHER	275.7	7.38	12.16	4.57	8.45	7.58	4.43					
5,104		3.25	5.15	9.33	9.59	11.01	5.51	12.40	12.10	89.8	DIANA	272.2	7.32	12.10PM	4.50	8.40	7.53	4.38	6.20			12.55	
8,365		3.40	5.30	9.41	10.05	11.07	6.00	12.50	12.15	94.1	TERRY	267.9	7.26	11.55AM	4.43	8.35	7.47	4.32	6.10			12.40	
7,215 W		4.25	6.10	9.49	10.13	11.15	6.10	1.00	12.22	99.6	TULANE	262.4	7.19	11.45	4.35	8.28	7.40	4.25	5.55			12.25	
791										102.9	O. & N. W. CROSSING	259.1											
Yard O		4.45	6.40	10.00	10.23	11.24	6.22	1.15	12.30	105.6	ORANGE	256.4	7.10	11.35	4.27	8.20	7.31	4.17	5.37			12.05AM	6.45AM to 5.45PM
FTWY Yard		5.10AM	7.00AM	10.15PM	10.35AM	11.37PM	6.34AM	1.30PM	12.40PM	110.7	ECHO	251.3	7.00PM	11.23AM	4.16PM	8.10PM	7.20AM	4.07AM	5.20PM			11.50PM	24 hours
				6.50AM	6.45PM	7.50AM	5.10PM		8.00PM		NEW ORLEANS		11.30AM		5.55AM	12.20PM	11.00PM	8.15PM					
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	
	72	246	244	12	10	8	6	4	102			101	3	5	7	9	11	243		245		71	

(8.00)	(8.30)	(6.59)	(3.21)	(3.05)	(3.08)	(3.29)	(3.40)	(2.35)		(3.00)	(3.47)	(3.24)	(2.52)	(3.05)	(3.03)	(7.40)	(8.30)	(8.60)
9.6	12.5	15.1	33.1	36.0	35.4	31.9	30.3	43.0	Time Over District	37.0	29.3	32.6	38.7	36.0	36.4	13.8	12.5	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.  
 No. 9 is Superior to Nos. 4 and 6. No. 7 is Superior to Nos. 12 and 8. No. 243 is Superior to all Second-Class Trains.

No. 6 stops at Beaumont 12 hours and 5 minutes and will get clearance before leaving Beaumont.  
 No. 12 will stop on flag at Connell, located 800 feet east of East Switch Diana.  
 Connell regular stop for Nos. 3, 4, 5 and 6.  
 Nos. 3, 4, and 6 stop on flag at Oilla, located 2.9 mile west of Tulane.







**WESTWARD. THE GALVESTON, HARRISBURG & SAN ANTONIO RY.—Stella Branch. EASTWARD.**

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	Time Table No. 84. September 23rd, 1917.					Distance from Harrisburg	Time Table No. 84. September 23rd, 1917.					Distance from Stella	Telegraph Office hours
	THIRD CLASS		SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS		THIRD CLASS		
	81 Local Freight	335 Victoria Division Freight	243 Sunset Manifest Freight	15 G.C. & S.F. Passenger	5 G.C. & S.F. Passenger		6 G.C. & S.F. Passenger	16 G.C. & S.F. Passenger	244 Sunset Manifest Freight	336 Victoria Division Freight	82 Local Freight		
	Leave Daily	Lv. Daily Ex. Saturday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Monday	Arrive Daily			
6,279 PW	8.31 AM	9.25 PM	3.10 AM		0.00			9.25 PM	7.00 AM	3.50 PM		24 hours	
					3.00								
					7.60								
Yard PY	8.50	9.50 See G.C. & S.F. 15	3.35	9.49 PM See No. 335	7.80		7.28 PM	7.08 AM	8.52	6.43	3.23		
Y	9.25 AM	10.15 PM	4.00 AM	9.55 PM	8.55 AM	11.13			8.40 PM	6.35 AM	3.10 PM	24 hours	
	Arrive Daily	Ar. Daily Ex. Saturday	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Monday	Leave Daily		
	81	335	243	15	5		6	16	244	336	82		

(0.54) (0.50) (0.50) (0.06) (0.05) ..... Time Over District ..... (0.06) (0.06) (0.45) (0.25) (0.40)  
 10.4 13.4 13.4 33.3 39.9 ..... Average Speed per Hour ..... 24.9 24.9 14.8 26.7 16.4

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

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	Time Table No. 84. September 23rd, 1917.			Distance from Sour Lake	Time Table No. 84. September 23rd, 1917.			Distance from Nome	Telegraph Office hours
	SECOND CLASS				SECOND CLASS				
	195 Mixed	193 Mixed	191 Mixed		192 Mixed	194 Mixed	196 Mixed		
	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily			
9,334 PWY	5.50 PM	1.30 PM	9.20 AM	0.0					
1,411	6.10	1.40	9.35	4.2					
				6.2					
Yard PW	6.20 PM	2.00 PM	9.50 AM	7.2					
	Arrive Daily	Arrive Daily	Arrive Daily						
	195	193	191		192	194	196		

(0.30) (0.30) (0.30) ..... Time Over District ..... (0.30) (0.30) (0.30)  
 14.0 14.0 14.0 ..... Average Speed per Hour ..... 14.0 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.

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

**WESTWARD. THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY—STELLA-BLODGETT BRANCH. EASTWARD.**

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS		Distance from Blodgett	Time Table No. 84. September 23rd, 1917.		Distance from Stella	FIRST CLASS	
	15 G.C. & S.F. Passenger	5 G.C. & S.F. Passenger		6 G.C. & S.F. Passenger	16 G.C. & S.F. Passenger			
	Leave Daily	Leave Daily		Arrive Daily	Arrive Daily			
	9.42 PM	8.42 AM	0.00			4.78	7.38 PM	7.18 AM
5,780	9.49 PM	8.50 AM	4.78			0.00	7.28 PM	7.08 AM
	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily
	15	5					6	16

(0.07) (0.08) ..... Time Over District ..... (0.10) (0.10)  
 40.0 35.8 ..... Average Speed per Hour ..... 28.7 28.7

**Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.**  
 Passenger Trains not exceed 40 miles per hour.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		Distance from Magers	Time Table No. 84. September 23rd, 1917.		Distance from Clinton	THIRD CLASS	
	189 Mixed	187 Mixed		188 Mixed	190 Mixed			
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
	1.40 PM	7.00 AM	0.0			6.9	7.50 AM	5.20 PM
			2.6			4.6		
			4.6			2.0		5.10
Yard PW	1.55 PM	7.30 AM	6.9			0.0	7.35 AM	2.50 PM
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday
	189	187					188	190

(0.15) (0.30) ..... Time Over District ..... (0.15) (0.30)  
 19.6 17.8 ..... Average Speed per Hour ..... 28.0 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.



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. 84, September 23rd, 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	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday		
FOPTWY Yard		7.45 AM	10.00 PM	9.50 AM	0.0				289.7	BEAUMONT	7.20 PM	9.05 PM	2.30 PM		24 hours	
759		8.05	10.20	f 10.01	5.2				284.5	ROSEDALE (Spar)	f 7.00	8.25	1.45			
3,000 (Pas'ng)		8.30	10.36	s 10.09	8.8				280.9	VOTH	s 6.53	8.15	1.25			
2,310		8.55	11.04		10.26	17.2			272.5	WEISS		7.40	12.25			
3,515		9.20	11.24	s 10.34	21.7				268.0	NONA	s 6.27	7.25	12.01 PM			
3,446 W		9.50	11.45	s 10.42	25.0				264.7	KOUNTZE	s 6.19	7.07	11.45 AM		7.00 AM to 7.00 PM	
420		10.05	11.59 PM	s 10.48	28.0				261.7	G. C. & S. F. Ry.] 3.0 (Crossing OLIVE (Spar)	s 6.12	6.55	11.20			
1,905		10.35	12.30 AM	f 11.00	34.8				254.9	LONGS	f 5.58	6.16	11.00 10.35			
4,620 Y		10.50	12.35	s 11.02	35.9				253.8	VILLAGE MILLS (Spar)	s 5.56	6.10	10.25			
3,300 W		11.12	12.59	f 11.12	39.8				249.9	HYATT	f 5.48	5.48	10.00			
1,330		11.35 AM	1.14	s 11.18	42.8				246.9	WARREN	s 5.39	5.32	9.30			
1,383		12.01 PM	1.35	s 11.27	47.3				242.4	HILLISTER	s 5.30	5.15	9.00			
940				f 11.34	50.4				239.3	SENECA (Spar)	f 5.22					
8,021 W		1.05	2.15	s 11.43	55.1				234.6	WOODVILLE	s 5.12	4.32	8.10		8.00 AM to 7.00 PM	
1,453		1.40	2.30	s 11.52 AM	58.1				231.6	DOUCETTE	s 5.04	4.15	7.45			
5,891		2.30	3.00	f 12.05 PM 12.25	64.5				225.2	COLMESNEIL	s 4.50	3.45	7.15		7.00 AM to 6.00 PM	
1,258		3.15	3.15	12.30	67.3				222.4	CIMA		3.15	7.00			
6,545 FWY	6.00 AM	3.45 PM	4.20	s 12.44	73.8				215.9	ROCKLAND	s 4.30	3.00	6.30 AM	2.00 PM	6.00 AM to 5.00 PM	
2,190		6.20	4.45	f 12.58	79.8				209.9	ENAL	f 4.16	2.20	1.35			
2,211 W		6.40	5.10	s 1.10	84.9				204.8	ZAVALLA	s 4.03	1.55	1.10			
1,972		7.00	5.35	f 1.22	90.7				199.0	SHAWNEE	f 3.49	1.22	12.40			
4,592		7.30	6.00	s 1.36	97.5				192.2	St. L. S. W. Ry.] 6.8 (Crossing HUNTINGTON	s 3.35	12.46	12.15 PM		7.00 AM to 6.00 PM	
2,058		7.50	6.20	f 1.47	102.6				187.1	DUNAGAN	f 3.24	12.25 PM	11.50 AM			
3,189 W		8.15	6.47	f 2.04	110.6				179.1	POE (A. & N. R. R. R.)	f 3.08	11.40 AM	11.20			
2,283		8.40	7.15	f 2.19	118.0				171.7	HOYA	f 2.52	11.06	10.55			
				2.23	120.0				169.7	HAYWARD JUNCTION		2.48				
		9.00	7.28	2.26	121.6				168.1	DORR JUNCTION (Spar)		2.45	10.52			
OW		9.40	7.55	s 2.37	122.1				167.6	NACOGDOCHES	s 2.37	10.50	10.30		24 hours	
1,780 P		9.50	8.15	2.45	125.2				164.5	BONITA JUNCTION		2.29	10.35	9.50		
3,310		10.15	8.30	s 2.57	130.7				159.0	MAHL	s 2.18	10.15	9.15			
490		10.40	8.52	s 3.03	134.0				155.7	CARO	s 2.12	9.58	8.52		7.00 AM to 6.00 PM	
1,796		11.15	9.00	s 3.07	136.0				153.7	TRAWICK	s 2.07	9.50	8.25			
3,331		11.35 AM	9.25	s 3.19	142.6				147.1	CUSHING	s 1.55	9.25	8.05		7.00 AM to 6.00 PM	
5,853 WY		12.01 PM	9.45	s 3.29	147.7				142.0	SACUL	s 1.43	8.55	7.40			
1,826		12.20	10.06	s 3.40	153.2				136.5	REKLAW	s 1.31	8.35	7.20			
1,900		12.45	10.28	s 3.51	159.0				130.7	PONTA	s 1.20	8.10	7.00			
1,832 PY		1.10	10.45	s 4.01	163.1				126.6	GALLATIN	s 1.10	7.50	6.40			
1,760		1.30	11.05	f 4.09	166.4				123.3	TURNNEY	f 1.01	7.35	6.20			
Yard FPTW		2.00 PM	11.50 AM	4.20 PM	172.1				117.6	JACKSONVILLE	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	(6.10) 27.6							(6.30) 26.4	(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. 84, September 23rd, 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	Leave Daily	Leave Daily	Leave Daily	
FPTW	6.00AM	12.30PM See No. 156	4.30PM	5.00AM	172.1	JACKSONVILLE	117.6	11.00PM	12.25PM See No. 163	6.45AM	3.30PM	24 hours				
Yard	6.25	1.00	f 4.38	f 5.09	177.0	4.9 FRYS GAP	112.7	f 10.47	f 12.13	6.25	3.15					
2,250	6.40	1.20	s 4.45	f 5.17	180.9	3.9 REESE	108.8	f 10.40	s 12.05	5.38	3.00					
1,815	6.50	1.30	f 4.48	f 5.19	182.6	1.7 ANDY	107.1	f 10.37	f 12.01PM	5.30	2.52					
3,300	6.58	1.40	4.51	f 5.22	184.3	1.7 LEWIS	105.4	f 10.33	11.57AM	5.22	2.45					
1,806	7.25	2.00	s 5.01	s 5.31	188.7	4.4 FRANKSTON	101.0	s 10.24	s 11.48	4.56	2.30	7.00 AM to 6.00 PM				
4,337	7.35	2.17	5.06	f 5.36	191.1	2.4 CHEW	98.6	f 10.19	11.43	4.30	2.17					
1,886	7.58	2.35	s 5.14	f 5.43	194.5	3.6 POYNOR	95.0	f 10.12	s 11.36	4.15	2.00					
1,772 W	8.18	2.55	s 5.25	f 5.54	200.6	5.9 LA RUE	89.1	f 10.00	s 11.26	3.45	1.45					
4,078	8.38	3.15	f 5.38	f 6.06	206.8	6.2 BAXTER	82.9	f 9.47	f 11.13	3.20	1.25					
1,833					209.9	3.1 TREBLA (Spur)	79.8									
340					213.5	3.6 ST. L. S. W. CROSSING	76.2									
7,020 WY	9.30	3.40	f 5.52 s 6.12	s 6.20	213.8	0.3 ATHENS	75.9	s 9.34	s 10.58	2.50	1.00	9 AM to 7 PM 9 PM to 7 AM				
578			f 6.23	f 6.32	219.4	5.6 PICKENS (Spur)	70.3	f 9.20	f 10.42							
2,221	10.05	4.10	f 6.28	f 6.37	222.1	2.7 STOCKARD	67.6	f 9.15	f 10.37	2.14	12.15					
2,160	10.29	4.20	s 6.36	s 6.45	226.0	3.9 EUSTACE	63.7	f 9.08	s 10.29	1.54	12.01PM					
1,020 W	10.50	4.35	f 6.42	f 6.51	229.1	3.1 PAULINE	60.6	f 9.00	f 10.23	1.39	11.40AM					
6,022 Y	11.10	4.50	s 6.50	s 6.58	233.0	3.9 MABANK	56.7	s 8.53	s 10.15	1.23	11.10	8.30 AM to 7.30 PM				
1,140	11.25	5.10	f 6.59	f 7.07	238.1	5.1 GOSSETT	51.6	s 8.44	f 10.06	11.03	10.45					
2,881 W	11.50AM	5.35	s 7.08	s 7.17	242.7	4.6 KEMP	47.0	s 8.36	s 9.57	12.45	10.25	7.00 AM to 6.00 PM				
325					246.7	4.0 LAGO (Spur)	43.0									
1,985	12.10PM	6.00	f 7.20	f 7.28	248.3	1.6 JIBA	41.4	f 8.25	f 9.45	12.23	10.00					
7,454 WY	12.30	6.30	s 7.33	s 7.42	253.7	5.4 KAUFMAN	36.0	s 8.15	s 9.32	12.03AM	9.32	7.00 AM to 3.00 AM				
					254.1	0.4 T. M. CROSSING	35.6									
2,001	12.50	6.55	f 7.47	f 7.55	260.7	6.6 GASTONIA	29.0	f 8.01	f 9.18	11.28PM	8.25					
4,087 W	1.10	7.08	s 7.54	s 8.02	263.9	3.2 CRANDALL	25.8	s 7.54	s 9.11	11.10	8.02	7.30 AM to 6.30 PM				
615					266.3	2.4 BOIS D'ARC (Spur)	23.4	f								
1,469	1.40	7.34	s 8.05	s 8.13	269.4	3.1 SEAGOVILLE	20.3	s 7.34	s 9.00	10.48	7.41					
1,333	1.50	8.00	f 8.10	f 8.18	271.9	2.5 SIMONDS	17.8	f 7.28	f 8.55	10.38	7.10					
1,714	1.58	8.15	s 8.15	s 8.23	274.4	2.5 KLEBERG	15.3	s 7.23	s 8.50	10.28	7.01					
1,640	2.06	8.30	f 8.20	f 8.29	276.7	2.3 RYLIE	13.0	f 7.17	f 8.45	10.18	6.51					
1,337	2.20	8.50	f 8.26	f 8.39	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	8.54	286.9	7.1 WANTMORE JUNCTION	2.8	6.55	8.25	9.45	6.23					
	3.00	9.53	8.48	8.59	287.9	1.0 T. & N. O. R. R. JUNCTION	1.8	6.47	8.20	9.35	6.15					
FOTWY Yard	3.30PM	10.05PM	9.10PM	9.20AM	289.7	1.8 DALLAS	0.0	6.30PM	8.05AM	9.20PM See No. 155	6.00AM	24 hours				
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily					
	165	163	155	147				148	156	164	166					

(9.30) 12.5      (9.35) 12.5      (4.20) 27.1      (4.20) 27.1      ..... Time Over District ..... (4.30) 26.2      (4.20) 27.1      (9.25) 12.5      (9.30) 12.5  
..... Average Speed per Hour .....

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



WESTWARD—Toward Sabine.

TEXAS & NEW ORLEANS RAILROAD — Sabine Sub-Division.

EASTWARD—Toward Beaumont.

Length of sidings in feet, & location of Scales, Telegraph, Fuel, Water and Turning Stations.	FIRST CLASS				Distance from Beaumont	Time Table No. 84, September 23rd, 1917	Distance from Track End	FIRST CLASS				Telegraph Office hours		
								151 Passenger					152 Passenger	
								Leave Daily					Arrive Daily	
WFPTOY Yard					10.00AM	0.0		<b>BEAUMONT</b>	30.8	5.00PM			24 hours	
Yard					s 10.10	5.2		5.2 GUFFEY	25.6	4.39				
4,094					10.13	7.0		1.8 LUCAS (Spur)	23.8	4.35				
1,027					f 10.15	7.8		0.8 HEBERT (Spur)	23.0	4.33				
591					f 10.23	12.5		4.7 DELPHINE (Spur)	18.3	4.23				
3,355					f 10.27	14.5		2.0 ELVISTA	16.3	f 4.19				
1,673 WPY					s 10.40	18.5		4.0 WEST PORT ARTHUR (Spur)	12.3	s 4.10				
						20.5		2.0 K. C. S. CROSSING	14.3					
1,600 P					s { 10.50 10.55	21.8		1.3 PORT ARTHUR (Spur)	15.6	s { 3.57 3.52				
						20.5		1.3 K. C. S. CROSSING	14.3					
1,673 WPY					s 11.05	18.5		2.0 WEST PORT ARTHUR (Spur)	12.3	s 3.39				
2,605					f 11.15	22.4		3.9 ROUND LAKE	8.4	f 3.31				
1,204					s 11.30	28.3		5.9 SABINE PASS	2.5	s 3.18				
Yard PWY					11.40AM	30.0		1.7 SABINE	0.8	3.15PM			8.00 AM to 7.00 PM	
						30.8		0.8 TRACK END	0.0					
					Arrive Daily 151					Leave Daily 152				

(1.35) ..... Time Over District ..... (1.40)  
23.7 ..... Average Speed per Hour ..... 23.4

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—Viterbo.

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

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			Distance from Gallatin	Time Table No. 84, September 23rd, 1917.	Distance from Rusk	THIRD CLASS		
	105 Mixed	103 Mixed					104 Mixed	106 Mixed	
	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	
Yard PY	4.10PM	1.25PM	0.00	<b>GALLATIN</b>	8.29	12.55PM	3.50PM		
	f 4.19	f 1.35	2.41	2.41 CHECKUP (Spur)	5.88	f 12.44	f 3.37		
	f 4.33	f 1.47	5.65	3.24 STAYTON	2.64	f 12.34	f 3.27		
W	f 4.38	f 1.53	7.20	1.55 NEP	1.09	f 12.28	f 3.22		
Yard FPT	4.45PM	2.10PM	8.29	1.09 RUSK	0.00	12.20PM	3.15PM		
	Arrive Daily 105	Arrive Daily 103				Leave Daily 104	Leave Daily 106		

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

Length of Sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		Distance from Rockland.	Time Table No. 84, September 23rd, 1917	Distance from Turpentine.	SECOND CLASS	
	1 Mixed					2 Mixed	
	Leave Daily					Arrive Daily	
Yard WFY	12.55PM	0.0	<b>ROCKLAND</b>	10.1	4.15PM		
	f 1.10	4.9	4.9 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 1				Leave Daily 2		

(0.45) ..... Time Over District ..... (2.15)  
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. 1 will wait 30 minutes for No. 155 unless otherwise instructed.  
Nos. 1 and 2 stop on flag at Jeans Spur. No. 2 will not leave Turpentine until No. 1 arrives.

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.



### RATING OF LOCOMOTIVES - In M's of 1000 Pounds Behind Tender.

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

CLASS	ENGINE NUMBERS	ECHO, HOUSTON AND GALVESTON BEAUMONT AND SABINE	
		RATING	
M. 63	126	428, 439, 456...	5500
M. 63	126	410 to 427, 429 to 438, 440 to 455, 457 to 459.	4800
M. 63	148	460, 468	5000
M. 63	154	462, 464, 465, 467	4500
M. 63	144	484	4800
M. 63	140	483	4800
M. 63	148	461, 463, 466, 469	6500
M. 63	140	482	6500
M. 63	152	500 to 514	6500
T. 63	100	678 to 681	3500
T. 63	112	688 to 698	4000
T. 63	160	700 to 702	6500
C. 57	184	800 to 840	7000

To find maximum load that can be hauled at 12½ 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
Sabine and Beaumont	.....	1.00	1.00	Trawick and Cushing	.....	1.12	1.12
Beaumont and Loeb	.....	1.04	1.00	Cushing and Sacul	.....	1.25	1.00
Loeb and Ariola	.....	1.56	1.00	Sacul and Reklaw	.....	1.25	1.68
Ariola and Weiss	.....	1.04	1.00	Reklaw and Ponta	.....	1.50	1.68
Weiss and Nona	.....	1.56	1.00	Ponta and Gallatin	.....	1.06	2.25
Nona and Kountze	.....	1.00	1.00	Gallatin and Turney	.....	1.06	1.68
Kountze and Village Mills	.....	1.30	1.00	Turney and Jacksonville	.....	1.00	2.25
Longs and Hyatt	.....	1.00	1.00	Jacksonville and Fry's Gap	.....	1.00	1.06
Hyatt and Warren	.....	1.00	1.80	Fry's Gap and Andy	.....	2.25	1.00
Warren and Hillister	.....	1.12	1.00	Andy and Lewis	.....	1.50	1.12
Hillister and Seneca	.....	1.00	1.50	Lewis and Frankston	.....	1.00	2.25
Seneca and Colmesneil	.....	1.00	1.00	Frankston and Poyner	.....	1.87	1.50
Colmesneil and Cima	.....	1.00	2.25	Poyner and LaRue	.....	1.25	2.25
Cima and Rockland	.....	2.25	1.00	LaRue and Mabank	.....	1.00	1.00
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 Jiba	.....	1.00	1.50
Shawnee and Huntington	.....	1.06	2.25	Jiba and Kaufman	.....	1.50	1.50
Huntington and Dunagan	.....	1.25	1.00	Kaufman and Gastonia	.....	1.00	1.88
Dunagan and Manton	.....	1.00	1.87	Gastonia and Crandall	.....	1.06	1.12
Manton and Poe	.....	1.50	1.00	Crandall and Seagoville	.....	1.00	1.00
Poe and Hoya	.....	1.12	1.12	Seagoville and Simonds	.....	1.20	1.00
Hoya and Nacogdoches	.....	1.87	1.87	Simonds and Kleburg	.....	1.00	1.00
Nacogdoches and Bonita Jct	.....	1.00	2.25	Kleburg and Elam	.....	1.20	1.56
Bonita Jct. and Mahl	.....	1.00	1.00	Elam and Dallas	.....	1.44	1.04
Mahl and Trawick	.....	1.25	1.00	.....	.....	.....	.....

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	1/2 66	225 to 236	1115	1800	1645	1115	1445	2750
T. 57	1/2 102	333 to 364	1525	2500	2300	1525	2200	3825
M. 63	1/2 126	410 to 438, 441 to 455, 457 to 459.	5000	2000	3250	3000	2000	3200
M. 63	1/2 126	428, 439, 456	5500	2500	3600	3300	2500	3750
T. 56	1/2 84	636	2035	1355	2225	2035	1355	1740
T. 56	1/2 100	666 to 677	2165	1535	2600	2375	1535	1955
T. 63	1/2 112	688 to 698	4000	1750	2875	2630	1750	2550

#### STATIONS AND SPUR TRACKS NOT OTHERWISE SHOWN.

Distance from Beaumont	STATIONS	Distance from Dallas	Distance from Beaumont	STATIONS	Distance from Dallas	Distance from Houston	STATIONS	Distance from Galveston
6.4	.... Gilbert Spur	283.3	106.9	.... Platt Spur	182.8	10.9	.... Cement Spur	46.7
13.7	.... Ariola	276.0	137.4	.... Dalmont Spur	152.3	33.1	.... Kemah	24.5
32.7	.... Hester Spur	257.0	150.4	.... Guinn Spur	138.6	34.5	.... Bay View	23.1
63.2	.... Wilson Spur	226.5	168.4	.... Pepperwine	121.3	36.0	.... Clifton-by-the-Sea	21.6
93.8	.... Baber Spur	195.9	285.7	.... Ashald Spur	4.0			
104.9	.... Manton	184.8						



# 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.

(b) At meeting points in Block Signal Territory, when trains holding main track are stopped by block signals which have been placed at stop by the opposing train, it will be permissible for the train holding main track to proceed under control as soon as the opposing train starts in siding, provided the main track is seen to be clear between switches.

(c) At night when burning fuses are placed by flagmen at meeting points for following trains, it will be permissible for trains in the opposite direction to pass when notified by trainman who placed the fusee, that the fusee has been placed for following trains.

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 train men.

7. Should an Interlocking Home Signal be found with light not burning or spectacle glass broken, showing white light, train should stop in advance of signal and proceed according to Interlocking Rules 630 and 663.

## SIGNS AND CHARACTERS.

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

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

## 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.

Third Class and Extra Trains may pass and run ahead of Second Class Trains, and Extra Trains may pass and run ahead of Third Class Trains without orders. 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.

When consolidated engines are used east of Houston, speed is restricted to twenty (20) miles an hour over Neches, Trinity River and San Jacinto River Bridges.

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. All Passenger trains not exceed fifty (50) miles an hour between Island and Galveston Yard Office and forty-five (45) miles an hour on Bay Shore Line; 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, Island and Galveston Yard Office, and between Sabine and Kemp, 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 — 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.....
- G. H. & H. Yard.....
- 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 and then sound for the track they want according to G. C. & S. F. Code.
- New Transfer Yard.....
- So. Pacific Yard.....
- Post Office Street.....

### TOWER 30, HARRISBURG.

- To Main Line.....From any point.....
- To Saw Mill....." " ".....
- To Transfer Track....." " ".....
- Approaching Double Track or for Passing Track.....
- 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 Bellaire, 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.....
- To H. E. & W. T. Transfer....." " ".....
- To Main Line west....." " ".....
- Except Passenger trains will blow " " ".....
- To Roundhouse....." " ".....
- To Old Head....." " ".....
- To H. E. & W. T. connection....." " ".....
- To H. E. & T....." " ".....
- Iceing Plant....." " ".....
- To I. & G. N....." " ".....
- Westbound Freight Main....." " ".....

### REVISED WHISTLE CODE FOR TOWER 68.

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

### CHANNEY 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 — 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-Jap, 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 Galveston, Harrisburg & San Antonio Railway Company at Houston, 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 Houston.

## 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. southward 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) — To be given by northward trains passing and approaching Virginia Point and by southward trains passing Virginia Point and approaching Island:
- (g) — For siding.
- (h) — Signal-man must notify Signal-man at opposite end of the block promptly after these signals are sounded passing their respective Towers, and Signal-man at opposite end of block will line up track accordingly.
- (i) — 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 Seconds
	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		53	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,
- A. L. KUYKENDALL,
- J. T. CLARK,
- H. H. UECKERT,
- G. W. MCGOWAN,
- C. F. STRICKLAND.

### HOUSTON

- B. S. HOLLIMON, Chief Dispatcher,
- Y. M. MARTIN, Night Chief Dispatcher,
- L. J. KUESTER, Dispatcher,
- L. LEVY, Dispatcher,
- W. O. SHERWOOD, Dispatcher.

### W. L. COX, Superintendent.

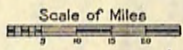
### JACKSONVILLE

- G. W. EMERY, Chief Dispatcher,
- E. P. DOLAN, Dispatcher,
- C. W. LESTER, Dispatcher,
- J. O. DRIVER, Dispatcher.

### T. C. WORTHINGTON, Superintendent Houston Terminals.



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

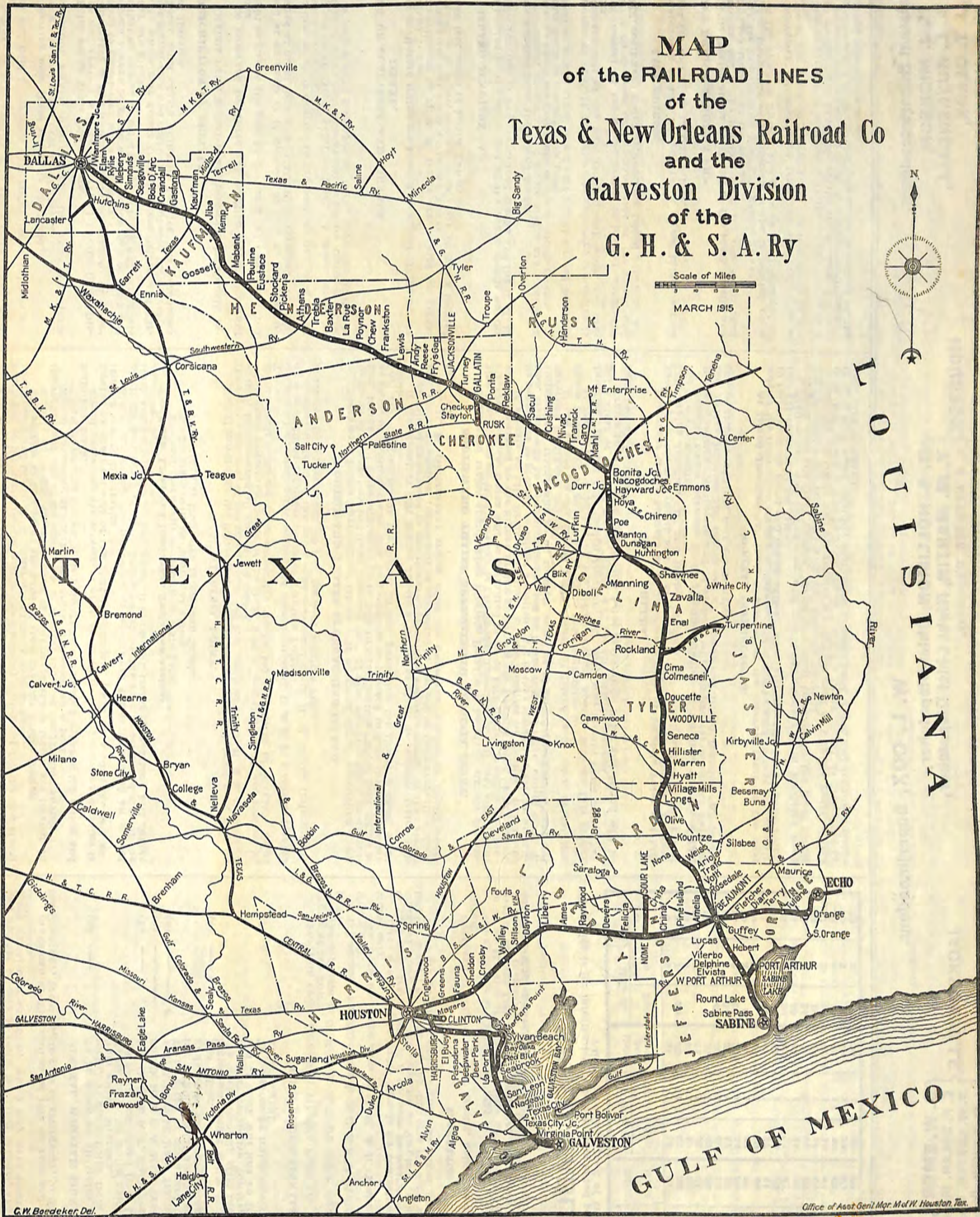


MARCH 1915



LOUISIANA

GULF OF MEXICO



G. W. Baedeker, Del.

Office of Asst. Genl. Mgr. M. of W. Houston, Tex.