

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads.

TEXAS & NEW ORLEANS RAILROAD BEAUMONT DIVISION

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILROAD GALVESTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, November 17th, 1918,

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

For the government and information of employes only, and not intended for the use of the public.
The Railroad reserves the right to vary from this Time Table at pleasure.

W. B. SCOTT,
Federal Manager.

G. S. WAID,
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. 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. 101	No. 243
							0.00	Lv. EL PASO (Union Depot) Ar.	1194.00					5.30 PM	7.55 AM	8.00 AM
							451.00	Ar. DEL RIO Lv. Lv. DEL RIO Ar.	743.00					1.50 AM	6.40 PM	6.00 PM
							620.00	Ar. SAN ANTONIO (Commerce Street) Lv. Lv. SAN ANTONIO Ar.	574.00				7.00 AM	7.50 PM	1.20 PM	3.15 AM
							888.00	Ar. GALVESTON Lv.	420.00							11.00 PM
							831.00	Ar. HOUSTON (H. & T. C. R. R. Depot) Lv. Lv. HOUSTON Ar.	363.00		4.00 PM	8.45 PM	11.30 PM	11.00 AM	6.45 AM	7.00 AM
							942.00	Ar. ECHO Lv. Lv. ECHO Ar.	252.00		11.10 AM	4.35 PM	7.30 PM	7.15 AM	3.15 AM	8.00 PM
							1048.00	Ar. LAFAYETTE Lv. Lv. LAFAYETTE Ar.	146.00	9.30 PM	6.50 AM	12.35 PM	4.20 PM	4.00 AM	12.01 AM	10.40 AM
							1181.00	Lv. AVONDALE Lv.	13.00	4.00 PM		6.55 AM	12.25 PM	12.03 AM	8.05 PM	11.40 PM
							1194.00	Ar. NEW ORLEANS Lv.	0.00	3.05 PM		5.55 AM	11.25 AM	11.00 PM	7.00 PM	
								Ar. ALGIERS Lv.								10.30 PM
								THROUGH TIME		6.25	9.10	14.50	19.35	42.30	36.55	105.30
								MILES PER HOUR		22.7	22.5	24.5	29.2	28.0	32.3	11.2

MILEAGE SOUTHERN PACIFIC LINES (In Texas and Louisiana)

The Galveston, Harrisburg & San Antonio Railroad.....	1,358.69
Texas & New Orleans Railroad.....	467.63
M. L. & T. R. R., L. W. R. R. and I. & V. R. R.....	640.17
Houston & Texas Central Railroad.....	858.05
The Houston East & West Texas Railroad.....	190.94
Houston & Shreveport Railroad.....	39.78
Total Mileage.....	3,555.26

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. H. C. Feagin.....Examining Surgeon. Dr. R. H. Harrison.....Examining Surgeon. Dr. C. B. Harwood.....Local Oculist and Aurist. Dr. J. C. Ellis.....Local Oculist & Aurist.</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.....Division Surgeon. Dr. L. Goldstein.....Division Surgeon. Dr. O. S. Hodges.....Local Oculist.</p> <p><i>China</i>.....Dr. N. E. Laidacker.....Local Surgeon. <i>Crandall</i>.....Dr. A. D. Ledbetter.....Local Surgeon. Dr. H. V. Reeves.....Local Surgeon.</p> <p><i>Colmesneil</i>.....Dr. B. L. Jordan.....Local Surgeon. <i>Cushing</i>.....Dr. Fred W. Caricker.....Local Surgeon.</p>	<p><i>Dallas</i>.....Dr. Elbert Dunlap.....Division Surgeon. Dr. L. M. Nance.....Examining Surgeon. Dr. E. H. Cary.....Local Oculist.</p> <p><i>Dayton</i>.....Dr. J. T. Tadlock.....Local Surgeon. <i>Doucette</i>.....Dr. H. G. Bevil.....Local Surgeon. <i>Eustace</i>.....Dr. L. L. Cockrell.....Local Surgeon. <i>Felicia</i>.....Dr. J. E. Thweatt.....Local Surgeon.</p> <p><i>Frankston</i>.....Dr. G. H. Moss.....Local Surgeon. <i>Galveston</i>.....Dr. W. C. Fisher.....Division Surgeon. Dr. S. M. Morris.....Oculist.</p> <p><i>Gallatin</i>.....Dr. Wiley Smith.....Local Surgeon. <i>Huntington</i>.....Dr. S. W. Bullett.....Local Surgeon. <i>Jacksonville</i>.....Dr. F. A. Fuller.....Local Surgeon.</p> <p>Dr. M. B. Canon.....Local Surgeon. <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. <i>Liberty</i>.....Dr. C. W. Nelson.....Local Surgeon. <i>Mabank</i>.....Dr. W. P. Irvine.....Local Surgeon. <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. <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. <i>Rusk</i>.....Dr. T. H. Cobble.....Local Surgeon. <i>Sabine</i>.....Dr. Lindsay Smith.....Local Surgeon. <i>Seagoville</i>.....Dr. O. Glenn.....Local Surgeon. <i>Sour Lake</i>.....Dr. E. W. Cook.....Local Surgeon. <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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Table with columns for Train Order, Class (Third, Second, First), Station, Time, Distance from Houston/Algiers, and Train Order Office Hours. Includes sub-headers for 'EASTWARD' and 'WESTWARD' directions.

Summary table with columns for Train Order (72, 244, 24, 22, 102, 10, 8, 6, 4, 3, 5, 7, 9, 101, 21, 23, 243, 71) and rows for Time Over District and Average Speed per Hour.

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

EXCEPT No. 9 is Superior to Nos. 4 and 6; No. 7 is Superior to Nos. 6 and 8. No. 5 is Superior to No. 6. All Westward First-Class Trains are Superior to Nos. 22 and 24.

No. 6 will stop 11 hours and 15 minutes at Beaumont and get clearance before leaving.

Connell is regular stop for Nos. 3, 4, 5 and 6.

Nos. 3, 4, 5 and 6 will stop on flag at Oilla, located 2.9 miles west of Tulane.

Length of Sidings in feet and loca- tion of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS			FIRST CLASS				Distance from Houston (H. & T. C. Passenger Station) Via Main Line	Time Table No. 1. November 17th, 1918.	Distance from Galveston (Union Depot) Via Bay Shore Line	FIRST CLASS				SECOND CLASS			THIRD CLASS			Train Order Office hours
	189	187	81	335	243	203	175	173	171	172				174	176	202	244	336	82	188	190			
	Mixed	Mixed	Local Freight	Victoria Division Freight	Sunset Manifest Freight	Passenger Motor	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger Motor	Sunset Manifest Freight	Victoria Division Freight	Local Freight	Mixed	Mixed			
	Lv. Daily Ex. Sun.	Lv. Daily Ex. Sun.	Leave Daily	Leave Daily Ex. Saturday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Arrive Daily				Arrive Daily	Arrive Daily	Arrive Daily Ex Sunday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arr. Daily Ex. Sat. and Sun	Arr. Daily Ex. Sat. and Sun.			
FOPTWY Yard	6.50AM	6.35AM				5.15PM	6.30PM	1.00PM	8.00AM	0.0	HOUSTON (H. & T. C. Station)	61.6	8.50AM	7.45PM	10.35PM	7.45AM				5.45PM	4.40PM	Continuous		
										0.4	BONNER'S PT. (M. E. & T. CROSS'G)	61.2												
										0.7	SEMMES JUNCTION	60.9												
										1.2	H. B. & T. RY. CROSSING	60.4												
										1.3	I. & G. N. CROSSING	60.3												
										2.3	S. A. & A. P. CROSSING	59.3												
FOPWY			8.00AM		9.00PM	7.00AM					ENGLEWOOD	59.3				7.00PM	7.55AM			4.30PM				
4,980 PY			8.13		9.10	7.13	5.26	6.40	1.10	3.3	BAER H. B. & T. CROSSING	58.3	8.38	7.30	10.23	7.30			7.13					
4,221	7.05AM	6.50AM					5.28			4.7	MAGERS	56.9							7.08		5.28PM	4.23PM		
										5.7	H. O. L. & M. P. CROSSING	55.9												
2,449 PY			8.33AM		9.25PM	7.24AM	5.32	6.45	1.15	7.2	G. H. & S. A. Crossing HARRISBURG	54.4	8.32	7.22	10.15	7.24	6.15PM	7.00AM		3.50PM		Continuous		
WY										8.7	MANCHESTER	52.9												
4,499							5.36	6.49	1.19	9.8	SINCO	51.8	8.28	7.17	10.11	7.20								
1,189							5.40	6.52	1.22	12.0	PASADENA	49.6	8.25	7.14	10.08	7.16								
5,094							5.44	6.55	1.25	14.3	DEEPWATER	47.3	8.22	7.10	10.05	7.12								
1,249							5.48	6.58	1.28	16.6	DEER PARK (Spar)	45.0	8.19	7.06	10.02	7.08								
4,500							5.52	7.01	1.31	19.0	LINK FIVE	42.6	8.16	7.01	9.59	7.04								
PWY 1,808							5.58	7.08	1.36	22.2	STRANG	39.4	8.11	6.55		6.57						6.30 PM to 6.30 AM		
							6.05	7.15	1.43	25.3	MORGAN'S POINT	36.3	8.04	6.49		6.52								
							6.08	7.18		26.1	BAY RIDGE	35.5	8.01	6.47		6.50								
2,260 P							6.15	7.22	1.51	27.4	LA PORTE BEACH	34.2	7.58	6.45		6.48								
							6.17	7.25		28.3	ANGELINA	33.3	7.54	6.42		6.45								
							6.19	7.28	1.56	29.6	OAKS	32.0	7.52	6.40		6.43								
							6.21	7.30	1.58	30.9	RED BLUFF	30.7	7.49	6.38		6.39								
							6.24	7.34	2.01	32.7	SURF (Spar)	28.9	7.45	6.35		6.35								
							6.26	7.36	2.03	34.1	TOD	27.5	7.42	6.33		6.32								
							6.31PM	7.39	2.06	35.0	SEABROOK	26.6	7.40	6.31		6.30AM								
PWY										22.2	STRANG				9.54							6.30 PM to 5.30 AM		
4,170										23.9	LA PORTE				9.51							8.00 AM to 7.00 PM		
9,505 Y										31.0	SEABROOK	26.6			9.42							7.00 AM to 6.00 PM		
										32.4	DRAW BRIDGE	25.2												
PWY 6,153										38.4	SAN LEON	19.2	7.30	6.21	9.31									
4,708										44.3	NADEAU	13.3	7.22	6.13	9.22									
9,758 Y										46.9	TEXAS CITY JUNCTION T. C. T. CROSSING	10.7	7.18	6.09	9.19									
6,406										50.8	VIRGINIA POINT	6.8	7.14	6.05	9.15							Continuous		
										52.9	ISLAND	4.7	7.04	5.55	9.05									
FOPTW Yard										57.6	GALVESTON	0.0	6.55AM	5.45PM	8.55PM									

Arr. Daily Ex. Sun. 189 187 81 335 243 203 175 173 171 172 174 176 202 244 336 82 188 190
 (0.15) (0.15) (0.33) (0.25) (0.24) (1.16) (2.00) (1.55) (1.55) (1.55) (2.00) (1.40) (1.15) (0.45) (0.55) (0.40) (0.17) (0.17)
 18.8 18.8 8.9 11.8 18.0 27.6 30.8 32.1 32.1 32.1 32.1 30.8 24.5 28.0 6.5 5.3 7.3 16.6 16.5
Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 No. 176 will use Main Line between Seabrook and Strang. All other first-class trains will use Bay Shore Line between Seabrook and Strang.
 Nos. 202 and 203 will stop on flag at Crescent.
 Nos. 172, 173, 174 and 175 will stop on flag at Kemah and Clifton.
 Nos. 172, 173 and 175 will stop on flag at Bay View.
 Prefix a indicates flag Sundays only.
 Prefix b indicates stop to discharge passengers from points west of Seabrook only, or to pick up passengers for points beyond Houston.
 Prefix h indicates stop daily except Sunday to discharge passengers from points west of Seabrook only; and stop on flag Sundays only to pick up or discharge passengers to and from all points.

WESTWARD TEXAS & NEW ORLEANS RAILROAD. EASTWARD
Clinton Sub-Division.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Station.	THIRD CLASS		Distance from Magers	Time Table No. 1. November 17th, 1918.	Distance from Clinton	THIRD CLASS	
	189 Mixed	187 Mixed				188 Mixed	190 Mixed
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday				Arrive Daily Ex. Sat. & Sun.	Arrive Daily Ex. Sat. & Sun.
	7.05AM	6.50AM	0.0		6.9	5.27PM	4.23PM
	7.15AM		2.6		4.6		4.15PM
		7.05AM	4.6		2.0	5.15PM	
Yard PW			6.9		0.0		
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				Leave Daily Ex. Sat. & Sun.	Leave Daily Ex. Sat. & Sun.
	189	187				188	190

(0.10) 15.6 (0.15) 18.4 Time Over District (0.12) 23.0 (0.08) 19.5
 .. Average Speed per Hour ..
Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.

WESTWARD— TEXAS & NEW ORLEANS RAILROAD. EASTWARD—
Toward Sour Lake. Sour Lake Sub-Div. Toward Nome

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Nome	Time Table No. 1. November 17th, 1918.	Distance from Sour Lake	SECOND CLASS		Train Order Office hours
	195 Mixed	193 Mixed				194 Mixed	196 Mixed	
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
9,334 PWY	6.35PM	1.30PM	0.0		7.2	1.10PM	4.40PM	7.00AM to 6.00PM
1,411	6.45	1.40	4.2		3.0	12.40	4.20	
			6.2		1.0			
Yard PW	7.15PM	2.00PM	7.2		0.0	12.30PM	4.10PM	
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	
	195	193				194	196	

(0.40) 10.8 (0.30) 14.0 Time Over District (0.40) 10.8 (0.30) 14.0
 .. Average Speed per Hour ..
Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 No. 193 will wait 30 minutes for No. 5 unless otherwise instructed
 No. 195 will wait 30 minutes for No. 3 unless otherwise instructed,

WESTWARD. THE GALVESTON, HARRISBURG & SAN ANTONIO R. R.—Stella Sub-Div. EASTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS		SECOND CLASS		Distance from Harrisburg	Time Table No. 1. November 17th, 1918.	Distance from Stella.	SECOND CLASS		THIRD CLASS		Train Order Office hours
	81 Local Freight		335 Victoria Division Freight	243 Sunset Manifest Freight				244 Sunset Manifest Freight	336 Victoria Division Freight	82 Local Freight		
	Leave Daily		Lv. Daily Ex. Saturday	Leave Daily				Arrive Daily	Ar. Daily Ex. Monday	Arrive Daily		
6,279 PW	8.33AM		9.25PM	7.24AM	0.00		11.13	6.15PM	7.00AM		3.50PM	Continuous
					3.00		8.13					
					7.60		3.53					
Yard PY	8.50		9.49	7.49	7.80		3.33	5.42	6.43		3.23	
PY					9.87		1.26					
Y	9.25AM		10.15PM	8.15AM	11.13		0.00	5.30PM	6.35AM		3.10PM	Continuous
	Arrive Daily		Ar. Daily Ex. Saturday	Arrive Daily				Leave Daily	Lv. Daily Ex. Monday		Leave Daily	
	81		335	243				244	336		82	

(0.62) 10.5 (0.50) 13.4 (0.51) 13.0 Time Over District (0.45) 14.8 (0.25) 26.7 (0.40) 16.4
 .. Average Speed per Hour ..
Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule 72).
EXCEPT: No. 243 is Superior to all Second Class Trains.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS		Distance from Tracthead	Time Table No. 1, November 17th, 1918	Distance from Dallas	FIRST CLASS		THIRD CLASS		Train Order Office hours
	161 Freight	159 Freight		155 Passenger				156 Passenger		160 Freight	162 Freight	
	Leave Daily Ex. Monday	Leave Daily Ex. Sunday		Leave Daily				Arrive Daily		Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	
					8.15 AM	30.17	BEAUMONT (Passenger Station)	289.7	8.00 PM			
FOPTWY Yard		7.45 AM			30.47	BEAUMONT (Yard Office)						Continuous
759		8.05		f 8.28	34.86	ROSEDALE (Spur)	284.5	f 7.43			1.45	
3,000 (Pas'ng)		8.20		s 8.35	38.45	VOTH	280.9	s 7.35			1.25	
2,310		8.50		f 8.50	46.80	WEISS	272.5				12.25	
3,515		9.20		s 8.59	51.21	NONA	268.0	s 7.09			12.01 PM	
3,446 W		9.50		s 9.10	54.56	KOUNTZE	264.7	s 7.02			11.45 AM	7.00 AM to 7.00 PM
420		10.05		f 9.17	57.58	G. C. & S. F. Ry. 3.0 [Crossing] OLIVE (Spur)	261.7	f 6.52			11.20	
1,905		10.35		f 9.29	64.36	LONGS	254.9	f 6.36			10.35	
4,620 Y		10.50		s 9.32	65.58	VILLAGE MILLS (Spur)	253.8	s 6.33			10.25	
3,300 W		11.12		f 9.42	69.40	HYATT	249.9	f 6.23			9.42	
1,330		11.35 AM		s 9.50	72.35	WARREN	246.9	s 6.15			9.25	
1,383		12.01 PM		s 10.00	76.80	HILLISTER	242.4	s 6.03			9.00	
940				f 10.08	79.85	SENECA (Spur)	239.3	f 5.55				
8,021 W		1.05		s 10.24	84.60	WOODVILLE	234.6	s 5.45			8.10	8.00 AM to 7.00 PM
1,453		1.40		s 10.34	87.61	DOUCETTE	231.6	s 5.35			7.45	
5,891		2.30		s 10.49	94.04	COLMESNEIL	225.2	s 5.18			7.15	7.00 AM to 6.00 PM
1,258		3.15		s 10.55	96.80	CIMA	222.4	s 5.09			7.00	
6,545 FWY	6.15 AM	3.45 PM		s 11.12	103.23	ROCKLAND	215.9	s 4.54			6.30 AM	6.00 AM to 2.00 AM
2,190	6.35			f 11.25	109.23	ENAL	209.9	f 4.37			1.55	
2,211 W	6.55			s 11.36	114.27	ZAVALLA	204.8	s 4.26			1.35	
1,972	7.15			f 11.49 AM	120.05	SHAWNEE	199.0	f 4.10			1.10	
4,592	7.45			s 12.04 PM	126.84	St. L. S. W. Ry. 6.8 [Crossing] HUNTINGTON	192.2	s 3.53			12.45	7.00 AM to 6.00 PM
2,058	8.05			f 12.14	131.95	DUNAGAN	187.1	f 3.34			12.14 PM	
3,189 W	8.30			f 12.31	140.08	POE	179.1	f 3.16			11.35 AM	
2,283 Y	8.55			f 12.47	147.29	HOYA	171.7	f 2.59			11.10	
				s 12.52	150.20	HAYWARD JUNCTION	169.7	s 2.53				
	9.15			s 12.55	151.02	DORR JUNCTION (Spur)	168.1	s 2.49			10.50	
OW	9.55			f 1.00	151.42	NACOGDOCHES	167.6	s 2.46			10.45	Continuous
1,780 P	10.05			s 1.20	154.38	BONITA JUNCTION	164.5	s 2.28			10.05	
3,310	10.30			s 1.44	160.08	MAHL	159.0	s 2.14			9.30	
490	10.55			s 1.52	163.13	CARO	155.7	s 2.06			9.07	7.00 AM to 6.00 PM
1,796	11.10			s 2.00	165.40	TRAWICK	153.7	s 2.00			8.40	
3,331	11.35 AM			s 2.17	172.03	CUSHING	147.1	s 1.45			8.20	7.00 AM to 6.00 PM
5,853 WY	12.01 PM			s 2.31	177.06	SACUL	142.0	s 1.32			7.55	
1,826	12.25			s 2.45	182.65	REKLAW	136.5	s 1.20			7.35	
1,900	1.05			s 2.59	188.44	PONTA	130.7	s 1.05			7.15	
1,832 PY	1.25			s 3.12	192.49	GALLATIN	126.6	s 12.54			6.55	
1,760	1.45			f 3.20	195.78	TURNNEY	123.3	f 12.43			6.35	
Yard FPTW	2.15 PM			s 3.35 PM	201.47	JACKSONVILLE	117.6	s 12.30 PM			6.15 AM	Continuous
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday		Arrive Daily				Leave Daily			Leave Daily Ex. Monday	Leave Daily Ex. Sunday
	161	159		155				156			160	162

(8.00)
12.4

(8.00)
9.2

(7.20)
23.4

(7.30)
22.8

(8.00)
9.3

(8.00)
12.4

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

No. 155 will wait at Beaumont 30 minutes for connection with No. 9 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 track 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		FIRST CLASS		Distance from Track End	STATIONS	Distance from Dallas	FIRST CLASS		THIRD CLASS		Train Order Office hours	
	165 Local Freight	Leave Daily	155 Passenger	147 Passenger				148 Passenger	156 Passenger	166 Local Freight	Arrive Daily		Arrive Daily
Yard	6.00AM		3.45PM		201.47	JACKSONVILLE	117.6	12.10PM		3.30PM	Continuous		
2,250	6.20		f 3.58		206.31	4.9 FRY'S GAP	112.7	f 11.53AM		3.10			
1,815	6.35		s 4.07		210.21	3.9 REESE	108.8	s 11.45		2.57			
3,300	6.43		f 4.12		211.79	1.7 ANDY	107.1	f 11.40		2.52			
1,806	6.50		4.16		213.56	1.7 LEWIS	105.4	11.36		2.45			
4,337	7.18		s 4.30		217.97	4.4 FRANKSTON	101.0	s 11.27		2.30	7.00 AM to 6.00 PM		
1,886	7.28		4.35		220.35	2.4 CHEW	98.6	11.19		2.15			
1,772 W	7.45		s 4.43		223.83	3.6 POYNOR	95.0	s 11.12		2.00			
4,078	8.02		s 4.57		229.74	5.9 LA RUE	89.1	s 10.58		1.35			
1,833	8.22		f 5.12		235.86	6.2 BAXTER	82.9	f 10.43		1.10			
340					238.97	3.1 TREEBLA (Spar)	79.8						
					242.62	3.6 ST. L. S. W. CROSSING	76.2						
7,020 WY	9.30		f 5.30 s 5.50	8.00AM	242.94	0.3 ATHENS	75.9	s 6.45PM s 10.26		12.45	9 AM to 7 PM 9 PM to 7 AM		
578			f 6.02	f 8.13	248.44	5.6 PICKENS (Spar)	70.3	f 6.34	f 10.09				
2,221	10.02		f 6.09	f 8.19	251.15	2.7 STOCKARD	67.6	f 6.27	f 10.02	12.05PM			
2,160 W	10.15		s 6.18	s 8.28	255.19	3.9 EUSTACE	63.7	f 6.18	s 9.52	11.50AM			
1,020	10.35		f 6.26	f 8.36	258.26	3.1 PAULINE	60.6	f 6.07	f 9.43	11.30			
6,628 Y	11.00		s 6.38	s 8.44	262.16	3.9 MABANK	56.7	s 5.57	s 9.33	11.00	8.00 AM to 7.00 PM		
1,140	11.20		f 6.50	f 8.56	267.24	5.1 GOSSETT	51.6	s 5.45	f 9.20	10.40			
2,881 W	11.40AM		s 7.03	s 9.10	271.96	4.6 KEMP	47.0	s 5.33	s 9.10	10.20	7.00 AM to 6.00 PM		
325					274.75	4.0 LAGO (Spar)	43.0						
1,985	12.01PM		f 7.15	f 9.23	277.63	1.6 JIBA	41.4	f 5.18	f 8.50	9.55			
7,454 WY	12.20		s 7.30	s 9.37	282.92	5.4 KAUFMAN	36.0	s 5.05	s 8.38	9.37	7.00 AM to 3.00 AM		
					283.34	0.4 T. M. CROSSING	35.6						
2,001	12.40		f 7.47	f 9.51	289.96	6.6 GASTONIA	29.0	f 4.45	f 8.19	8.50			
4,087 W	12.55		s 7.55	s 9.59	293.20	3.2 CRANDALL	25.8	s 4.35	s 8.10	8.10	7.00 AM to 6.00 PM		
615					295.51	2.4 BOIS D'ARC (Spar)	23.4	f					
1,409	1.25		s 8.07	s 10.12	298.76	3.1 SEAGOVILLE	20.3	s 4.23	s 7.56	7.30			
1,333	1.35		f 8.13	f 10.17	301.06	2.5 SIMONDS	17.8	f 4.16	f 7.47	7.05			
1,714	1.43		s 8.20	s 10.22	303.80	2.5 KLEBERG	16.3	s 4.11	s 7.41	6.55			
1,640	1.51		f 8.27	f 10.27	306.88	2.3 RYLIE	13.0	f 4.06	f 7.35	6.45			
1,337	2.05		f 8.35	f 10.35	309.21	3.1 ELAM	9.9	f 3.59	f 7.28	6.35			
8,788	2.50		8.51	10.50	316.29	7.1 WANTMORE JUNCTION	2.8	3.44	7.14	6.15			
	3.00		8.56	10.55	317.30	1.0 T. & N. O. R. R. JUNCTION	1.8	3.40	7.12	6.10			
FOTWY Yard	3.30PM		9.15PM	11.10AM	319.10	1.8 DALLAS	0.0	3.30PM	7.00AM	6.00AM	Continuous		
	Arrive Daily		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily			
	165		155	147				148	156	166			

(9.30)
12.5

(5.30) (3.10)
21.4 23.9

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

(3.15) (5.10)
23.8 22.8

(9.30)
12.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
Except: No. 147 is Superior to Nos. 148 and 156.

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. 1, November 17th, 1918.		Distance from Track End	FIRST CLASS				Train Order Office hours
	151					152							
	Passenger					Passenger							
Leave Daily				Arrive Daily									
STATIONS													
				10.10 AM	0.0	BEAUMONT (Passenger Station)	30.8	5.00 PM					
					0.3	BEAUMONT (Yard Office)	30.5						Continuous
WPFTOY Yard				s 10.23	5.2	GUFFEY	25.6	s 4.44					
4,094				10.28	7.0	LUCAS (Spur)	23.8	f 4.39					
1,027				f 10.31	7.8	HEBERT (Spur)	23.0	f 4.36					
591				f 10.42	12.5	DELPHINE (Spur)	18.3	f 4.25					
3,355				f 10.47	14.5	ELVISTA	16.3	f 4.20					
1,673 WPY				s 10.57	18.5	WEST PORT ARTHUR (Spur)	12.3	s 4.10					
					20.5	K. C. S. CROSSING	14.3						
1,600 P				s { 11.07 11.12	21.8	PORT ARTHUR (Spur)	15.6	s { 3.58 3.53					
					20.5	K. C. S. CROSSING	14.3						
1,673 WPY				s 11.22	18.5	WEST PORT ARTHUR (Spur)	12.3	s 3.42					
2,605				f 11.34	22.4	ROUND LAKE	8.4	f 3.30					
1,264				s 11.49 AM	28.3	SABINE PASS	2.5	s 3.15					
Yard PWY				12.01 PM	30.0	SABINE	0.8	3.10 PM					8.00 AM to 7.00 PM
					30.8	TRACK END	0.0						
				Arrive Daily				Leave Daily					
				151				152					

(1.51) Time Over District (1.50)
 20.2 Average Speed per Hour 20.4
 Westward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 NOTE.— 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 Sub-Division.

Westward. BURR'S FERRY, BROWNEDEL & CHESTER RAILROAD. Eastward.
 Turpentine Sub-Division.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				Distance from Rusk	Time Table No. 1, November 17th, 1918.		Distance from Turpentine	THIRD CLASS	
	103					104				
	Mixed					Mixed				
Leave Daily				Arrive Daily						
STATIONS										
Yard PY				3.25 PM	0.00	GALLATIN	8.29	12.35 PM		
				f 3.35	2.41	CHECKUP (Spur)	5.88	f 12.22		
				f 3.46	5.65	STAYTON	2.64	f 12.11		
Yard W				f 3.55	7.20	NEP	1.09	f 12.02 PM		
Yard FPT				4.05 PM	8.29	RUSK	0.00	11.55 AM		
				Arrive Daily				Leave Daily		
				103				104		

Length of Sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		Distance from Rockland.	Time Table No. 1, November 17th, 1918.		Distance from Turpentine.	SECOND CLASS	
	1			2				
	Mixed			Mixed				
Leave Daily		Arrive Daily						
STATIONS								
				11.30 AM	0.0	ROCKLAND	10.1	3.10 PM
				f 11.40	3.3	GALLUM	6.8	f 2.05
				f 11.50 AM	4.9	KYLE QUARRY	5.2	f 1.50
				f 12.05 PM	7.1	ALDRIDGE	3.0	f 1.20
				12.30 PM	10.1	TURPENTINE	0.0	12.55 PM
				Arrive Daily				Leave Daily
				1				2

(1.00) Time Over District (2.15)
 10.0 Average Speed per Hour 4.4
 Westward 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.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 Derailing Switch located 1,000 feet west of west leg wye, Gallatin, for Eastward trains and 250 feet west of Rusk Tank for Westward trains.

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

CLASS	ENGINE NUMBERS	ECHO, HOUSTON AND GALVESTON BEAUMONT AND SABINE	Rating
E. 69	78 (E-22)	240 to 249, inclusive	Saturated
E. 69	75 (E-22)	250 to 258, inclusive	Saturated
E. 73	92 (E-23)	262 to 266, inclusive, and 269	Saturated
E. 73	92 (E-23)	261, 267, 268, 270, 271 and 272	Superheater
A. 84	110 (A-1)	273, 274 and 276	Saturated
A. 84	110 (A-1)	275	Superheater
A. 77	110 (A-1)	277	Saturated
A. 77	(A-1)	278	Saturated
A. 79	102 (A-2)	285, 286 and 287	Saturated
A. 79	102 (A-2)	288	Saturated
A. 81	105 (A-3)	289 to 292, inclusive	Superheater
M. 63	126 (M-4)	411, 412, 415 to 427, inclusive; 429, 431 to 435, inclusive; 437, 438, 440 to 459, inclusive	Saturated
M. 63	126 (M-4)	410, 413, 414, 428, 430, 436 and 439	Superheater
M. 63	148 (M-8)	460 and 461	Superheater
M. 63	154 (M-8)	462, 463, 464, 466, 467 and 469	Superheater
M. 63	154 (M-8)	465	Saturated
M. 63	148 (M-8)	468	Saturated
M. 63	144 (M-6)	482	Superheater
M. 63	140 (M-6)	483	Saturated
M. 63	144 (M-6)	484	Saturated
M. 63	152 (M-11)	500 to 514, inclusive	Superheater
M. 63	147 (M-9)	550	Saturated
M. 63	147 (M-9)	551 to 556, inclusive	Superheater
M. 63	150 (M-10)	560 to 562, inclusive; 564 and 565	Saturated
M. 63	150 (M-10)	563	Superheater
C. 57	187 (C-8)	800 to 806, inclusive	Superheater
C. 57	187 (C-9)	810, 813, 815, 817, 818, 822, 824, 828, 830, 831, 834, 839, 841, 842; 844 to 849, inclusive	Superheater
C. 57	187 (C-8)	807	Saturated
C. 57	187 (C-9)	808, 809, 811, 812, 814, 816, 819, 820, 821, 823, 825, 826, 827, 829, 832, 833, 835, 836, 837, 838, 840, 843	Saturated
P. 77	141 (P-5)	900 to 909, inclusive	Superheater

To find maximum load that can be hauled at 12 1/2 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	WEST		EAST	
	WEST	EAST	WEST	EAST
Sabine and Beaumont	1.00	1.00	Trawick and Cushing	1.12
Beaumont and Voth	1.04	1.00	Cushing and Sacul	1.25
Voth and Ariola	1.56	1.00	Sacul and Reklaw	1.25
Ariola and Weiss	1.04	1.00	Reklaw and Ponta	1.50
Weiss and Nona	1.56	1.00	Ponta and Gallatin	1.06
Nona and Kountze	1.00	1.00	Gallatin and Turney	1.06
Kountze and Village Mills	1.30	1.00	Turney and Jacksonville	1.00
Longs and Hyatt	1.00	1.00	Jacksonville and Fry's Gap	1.00
Hyatt and Warren	1.00	1.80	Fry's Gap and Andy	2.25
Warren and Hillister	1.12	1.00	Andy and Lewis	1.50
Hillister and Seneca	1.00	1.50	Lewis and Frankston	1.00
Seneca and Colmesneil	1.00	1.00	Frankston and Poyner	1.87
Colmesneil and Cima	1.00	2.25	Poyner and LaRue	1.25
Cima and Rockland	2.25	1.00	LaRue and Mabank	1.00
Rockland and Enal	1.25	2.25	Mabank and Gossett	1.12
Enal and Zavalla	1.00	1.00	Gossett and Kemp	1.25
Zavalla and Shawnee	1.06	1.87	Kemp and Jiba	1.00
Shawnee and Huntington	1.06	2.25	Jiba and Kaufman	1.50
Huntington and Dunagan	1.25	1.00	Kaufman and Gastonia	1.00
Dunagan and Manton	1.00	1.87	Gastonia and Crandall	1.06
Manton and Poe	1.50	1.00	Crandall and Seagoville	1.00
Poe and Hoya	1.12	1.12	Seagoville and Simonds	1.20
Hoya and Nacogdoches	1.87	1.87	Simonds and Kleburg	1.00
Nacogdoches and Bonita Jct	1.00	2.25	Kleburg and Elam	1.20
Bonita Jct. and Mahl	1.00	1.00	Elam and Dallas	1.44
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. 69	66 (E-17)	239	1030	1725	1515	1030	1300	2500
E. 63	66 (E-20)	225 to 236	1685	1115	1800	1645	1115	1445
E. 63	60 (E-19)	237 and 238	1685	1115	1850	1685	1115	1445
T. 56	84 (T-21)	636	1355	2225	2035	1355	1740	3290
T. 56	100 (T-25)	666 to 675	2165	1535	2600	2375	1535	1955
T. 63	100 (T-25)	676 to 680	2165	1535	2600	2375	1535	1955
T. 57	102 (T-24)	333 and 334	3100	1525	2500	2300	1525	2200
T. 57	94 (T-23)	335 to 346	3100	1525	2500	2300	1525	2200
T. 57	65 (T-17)	347	3100	1525	2500	2300	1525	2200
T. 57	83 (T-19)	360, 361, 363 to 366	3100	1525	2500	2300	1525	2200
T. 55	83 (T-19)	368	3100	1525	2500	2300	1525	2200
T. 63	100 (T-25)	681	4000	1750	2875	1750	2550	4500
T. 63	112 (T-27)	688 to 698	4000	1750	2875	1750	2550	4500
M. 63	126 (M-4)	410 to 459, except—	5000	2000	3250	3000	2000	3200
M. 63	126 (M-4)	410, 413, 414, 428, 430, 436, 439 & 451	5250	2500	3600	3300	2500	3200
M. 63	152 (M-11)	500 to 514	4020	2370	4020	4020	2370	3600

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	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 14-c, 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 fuse, that the fuse 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. Passenger 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 freight trains will reduce to fifteen (15) miles per hour between Sabine and Dallas.
6. Trains displaying 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.

8. SIGNS AND CHARACTERS.

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

P—Telephone.	T—Turntable.
W—Water Station.	O—Track Scales.
F—Fuel Station.	Y—Wye.

Register stations are indicated by bold face type.

LOCAL.

Strang and Seabrook are register stations for first-class trains only. Passenger trains, except those originating or terminating at Seabrook, will register at Seabrook and Strang by REGISTER TICKET when train order office is open. When train order office is closed trains will stop and conductors personally register.

Eastward trains will register at West Junction by REGISTER TICKET, and secure check of register by train order, from Dispatcher.

Beaumont Passenger Station is register station only for Jacksonville and Sabine Sub-Division first-class trains, and for Trains Nos. 6, 21, 22, 23 and 24 of the Echo Sub-Division.

Beaumont Yard Office is register station only for Jacksonville and Sabine Sub-Division trains, and Echo Sub-Division trains that originate or terminate there.

E. S. L. & W. Crossing is Register Station only for Echo Sub-Division trains that originate or terminate there. Such trains will register by REGISTER TICKET.

Jacksonville and Sabine Sub-Division First-Class trains will register at Beaumont Yard Office by REGISTER TICKET.

Echo Sub-Division trains that originate at Beaumont Passenger Station or Yard Office or E. S. L. & W. Crossing, will be furnished by Train Order, check of trains due, which are superior, or of the same class, that have arrived or left.

Nos. 5, 7, 9 and 101 will register at Echo by REGISTER TICKET, and secure check of register by Train Order, from Dispatcher.

Trains originating at the following stations may leave without a clearance card: Harrisburg, Seabrook, Magers, Galena, Fidelity, Stella, Blodgett, Sour Lake, Gallatin, Rusk and Turpentine.

LOCATION OF BULLETIN AND CIRCULAR BOOKS: Telegraph office, Grand Central Station and Fifth Ward Yard Office, Houston; Passenger Station and Yard Office, Beaumont; Echo; Rockland; Jacksonville; Union Station and H. & T. C. Yard Office, Dallas; Sour Lake; Rusk; and at all Roundhouses.

LOCATION OF STANDARD CLOCKS: H. & T. C. and T. N. & O. Roundhouses, Telegraph Office in Grand Central Station and Fifth Ward Yard Office, Houston; Beaumont Yard Office; Echo; Rockland; Jacksonville; Union Station and H. & T. C. Yard Office at Dallas.

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 train order authority.

For the purpose of distinguishing between the two routes, between Strang and Seabrook, the route via La Porte will be designated as the MAIN LINE. The route via La Porte Beach will be designated as the BAY SHORE LINE.

Freight trains will use the MAIN LINE between Strang and Seabrook.

Trainmen and Enginemen will be governed by the current Time-Table, Rules and Regulations, of the Houston East & West Texas Railroad between Dorr Junction and Bonita Junction; of the Houston & Texas Central Railroad between T. & N. O. Junction and Dallas Yard Office; of the Dallas Union Terminal Company between Central Junction and the Union Terminal Station at Dallas; and of the Galveston Terminal Association between Island and Galveston.

Trainmen and Enginemen will be governed by special rules and regulations in Galveston Terminal Association Time Table covering the operation of Galveston Causeway.

When trains of the same class, and Extra trains, meet at Bonita Junction, Eastward trains will take siding.

Switch leading from West leg of wye to passing track at Seabrook must be kept set and locked for wye.

All trains will throw off register ticket at Virginia Point showing on same, number of Engine, number of loaded and empty cars and tonnage of train.

Passenger trains will approach Yard Office at Echo under control, expecting to find main track occupied.

Attention of Trainmen and Enginemen is called to Block Signal No. 3576, at east end of Englewood yard, which governs eastward movements, being located on north side of the main track.

Semi-automatic block signals at Semmes Junction govern train movements through the various routes in the normal direction of traffic. Movements against the current of traffic on double track will be made only under flag protection. When signals are at "Stop," trains will not proceed until indication is changed to "Proceed," except under flag protection.

Interlocker signals at H. B. & T. Crossing east of Englewood; E. S. L. & W. Crossing; T. & Ft. S. Crossing; O. & N. W. Crossing; S. A. & A. P. Crossing; Tower 86, H. B. & T. Crossing; and Harrisburg, are semi-automatic.

Trains must obtain proper signals from switch tender, with green flag by day and green light by night, before proceeding into passenger station at Houston.

SPEED REGULATIONS.

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

Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions, and other diverging switches, and twenty-five (25) miles per hour over draw-bridges, and railroad crossings at grade, except Neches River Draw Span at Beaumont, over which speed is restricted to ten (10) miles per hour, and Trinity River Draw Span, over which speed is restricted to fifteen (15) miles per hour.

Passenger trains must not exceed thirty-five (35) miles per hour, and freight trains twenty (20) miles per hour, over Neches River trestle.

The speed of Consolidation engines is restricted to twenty (20) miles per hour over Neches, Trinity and San Jacinto River Bridges and Trestles.

While running within the corporate limits of Cities and Towns named below, trains must not exceed the speed indicated:

HOUSTON—Run with caution within the City Limits.
 MAGNOLIA PARK—Twelve (12) miles per hour.
 DAYTON—Fifteen (15) miles per hour between switches to house track.
 LIBERTY—Fifteen (15) miles per hour between third street crossing east of Trinity River and East Switch.
 BEAUMONT—Six (6) miles per hour between Main Street and Passenger Station; fifteen (15) miles per hour between Passenger Station and Sabine & East Texas Railroad crossing.
 ORANGE—Ten (10) miles per hour over road crossings between Adams Bayou and East Switch.
 PORT ARTHUR—Twelve (12) miles per hour between K. C. S. Crossing and Passenger Station.

The maximum speed for Pacific and Atlantic type Engines on the Echo Sub-Division is fifty (50) miles per hour. On Galveston Division, the maximum speed for Pacific and Atlantic type Engines is fifty (50) miles per hour, and E-23 class Engines fifty-five (55) miles per hour, except the Bay Shore Line, over which speed of passenger trains is restricted to forty (40) miles per hour on straight track, and twenty-five (25) miles per hour on curves. The speed of passenger trains is restricted to twenty-five (25) miles per hour between Sabine and Beaumont, and forty (40) miles per hour between Beaumont and Dallas.

The maximum speed for freight trains on the Echo Sub-Division and the Galveston Division is thirty (30) miles per hour; on the Sabine, Jacksonville, and Dallas Sub-Divisions twenty (20) miles per hour.

The maximum speed for trains handling loaded oil tanks of 12,000 gallons capacity or over, is twenty-five (25) miles per hour on the Echo Sub-Division and Galveston Division; eighteen (18) miles per hour on Sabine, Jacksonville, Dallas and Sour Lake Sub-Divisions. Such cars must not be handled on the Rusk or Turpentine Sub-Division.

The maximum speed for engines backing up, with or without trains, is fifteen (15) miles per hour.

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

POSITIVE BLOCK LIMITS: Signal No. 025, between Englewood and Baer, and Signal No. 34, at Baer.

Westward Main Track Signals, H. B. & T. Crossing, Tower No. 86, and Signal No. 66 at Harrisburg.

Normal position of signals governing movements between Harrisburg and Westward Main Track Signals at H. B. & T. Crossing, Tower No. 86, and Westward movements, Englewood to Baer, is at "Stop." Normal position of signal governing Eastward movements, Baer to Englewood, is at "Proceed."

Main track between Baer and Westward Main Track signals, H. B. & T. Crossing, Tower 86, and siding between Baer and Buffalo Bayou Bridge, are each block-signaled in both directions, so that trains occupying these sections of track will not affect positive block sections.

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 must not enter block if unable to clear their time, in accordance with the rules. Second-class and inferior trains will be governed by Block Signal indications, as against the same class or inferior trains.

Eastward trains entering Block Limits at Harrisburg will be governed by Signal No. 66, which will go to "Proceed" position when train reaches overlap, if track to Westward Main Track Signals at H. B. & T. Crossing, Tower No. 86, is not occupied; and trains may proceed to cross-over at H. B. & T. Crossing, Tower No. 86, for opposing trains. Signal No. 34 at Baer, will remain at "Proceed" position if track, Baer to Englewood, is not occupied.

Westward trains from Englewood will be governed by Signal No. 025, which will go to "Proceed" position when train enters Block Limit, if track between Englewood and Baer is not occupied. If Signal No. 33 at Baer is at "Proceed" position, trains will use siding and enter Main Track through cross-over at H. B. & T. Crossing. If Signal No. 33 is at "Stop" position, and siding occupied, train will enter Main Track at Baer, being governed by Main Track Signals Nos. 31 and 32.

Eastward trains via Englewood will enter siding at first switch east of Buffalo Bayou Bridge. Westward trains must not use siding between cross-over at H. B. & T. Crossing and Buffalo Bayou Bridge, except in emergency, and then under flag protection.

Switch Indicators govern trains using them.

Interlocking and Automatic Block Signal Rules govern operation and use of Interlocking and Automatic Block Signals within these limits.

Positive Block Signals have blades painted same as Interlocking Signals, and in addition number is painted on each side of number plates.

SPECIAL RULES GOVERNING MOVEMENT OF TRAINS BETWEEN STELLA AND EAST JUNCTION UNDER POSITIVE 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 Track. If these signals are in clear position and train is ready to proceed, switch may be thrown for Main Track, after which signal 114 should change to clear position, and train may proceed to Stella under Block Signal protection.

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

INTERLOCKING WHISTLE CODES.

BONNER'S POINT.

Main Track eastward or westward for Passenger trains	_____
Westward Main eastward.....From any point	_____
Westward Main westward....." " "	_____
Eastward Main westward....." " "	_____
Eastward Main eastward....." " "	_____
M. K & T. Transfer....." " "	_____
South Texas Grain Company's Spur...	_____
Automobile Platform....." " "	_____
Direct Navigation Company track....." " "	_____
G. H. & H. connection....." " "	_____

MISSOURI, KANSAS & TEXAS R. R.

Main track northward or southward.
The Lead

In case route is not given as called for, Engineman should indicate by whistle the track occupied by his engine; then call for route wanted.

TOWERS 25 and 26.

Eastward main track, eastward..From any point	_____
and Main track west from westward passengers.	_____
Westward main track, eastward..From any point	_____
H. E. & W. T. T. Transfer....." " "	_____
Westward main track, westward " " "	_____
Except Passenger trains will blow " " "	_____
Roundhouse" " "	_____
Old Head" " "	_____
H. E. & W. T. connection....." " "	_____
H. B. & T....." " "	_____
Icing Plant....." " "	_____
To I. & G. N....." " "	_____
Westward Freight main track.. " " "	_____

TOWER 6S.

Main Track East or West for passenger trains...	_____
Water Tank"From any point	_____
Baer Junction" " " "	_____
Tank Track" " " "	_____
Creosote No. 1....." " "	_____
Creosote No. 2....." " "	_____
Westward Main Track, Eastward. " " "	_____
Eastward Main Track, Westward. " " "	_____
South Switching Lead....." " "	_____
North Switching Lead....." " "	_____
East Leg of "Y"....." " "	_____

TOWER 30, HARRISBURG.

To Main Track"From any point _____

To Saw Mill" " " " _____

To Transfer Track" " " " _____

Approaching Double Track or for Passing Track..... o o o _____

Eastward trains will approach Harrisburg under control and stop to clear East Switch passing track, unless Home Interlocking Signal is Clear.

Westward trains via Stella approach East Switch passing track, Harrisburg, under control, prepared to take siding, if main track is occupied.

SEABROOK.

o o _____ To or from Bay Shore Line at Drawbridge.

_____ Main Track (for train approaching on Main Track from either direction.)

BEAUMONT.

_____ Long Whistle Main Track

o o o _____ North or south horn

o _____ Indicates Industry Track

o o _____ Cross-over.

_____ o New Main.

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
18	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			81	44
22	2	43	42	1	25	62			82	44
23	2	36	43	1	23	63			83	43
24	2	30	44	1	21	64			84	43
25	2	24	45	1	20	65			85	42
26	2	18	46	1	18	66			86	42
27	2	13	47	1	16	67			87	41
28	2	8	48	1	15	68			88	41
29	2	4	49	1	13	69			89	40
30	2		50	1	12	70			90	40

R. J. BARRY,
Superintendent.

Assistant Superintendents:

- T. H. MEEKS,**
- W. L. COX,**
- G. W. McGOWAN,**
- THOMAS SCOTT,**
- C. P. KENNEDY,**
- GEO. MILTON.**

HOUSTON

- B. S. HOLLIMON, Chief Dispatcher,**
- Y. M. MARTIN, Night Chief Dispatcher,**
- L. J. KUESTER, Dispatcher,**
- T. G. GREASY, Dispatcher,**
- A. O'LEARY, Dispatcher.**

JACKSONVILLE

- C. W. CRABB, Chief Dispatcher,**
- E. P. DOLAN, Dispatcher,**
- W. O. SHERWOOD, Dispatcher.**
- A. A. PORTER, Dispatcher.**

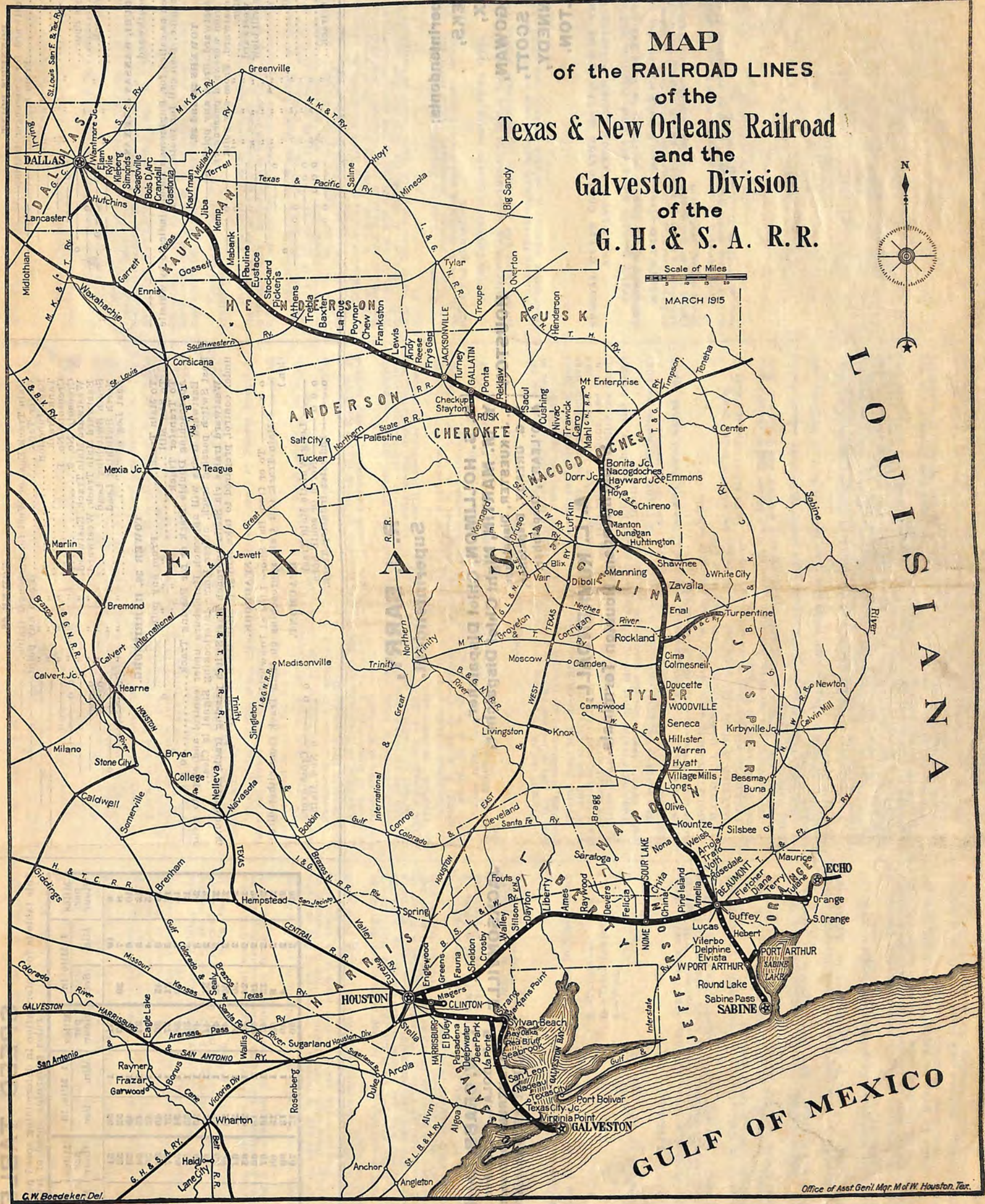
A. L. KUYKENDALL,
Superintendent Houston Terminals.

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

Scale of Miles
0 5 10 15 20
MARCH 1915



INTERLOCKING WHISTLE CODES



C.W. Boedeker, Del.

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