

SOUTHERN PACIFIC LINES

IN TEXAS

TEXAS & NEW ORLEANS RAILROAD COMPANY
BEAUMONT DIVISION

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY
GALVESTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Monday, March 1, 1920,

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.

CONDENSED SCHEDULES.

EASTWARD—Toward New Orleans.

Mountain Time West of Del Rio. Central Time East of Del Rio.

WESTWARD—Toward San Francisco.

EASTWARD—Toward New Orleans.								STATIONS			WESTWARD—Toward San Francisco.						
No. 244	No. 102	No. 10	No. 8	No. 6	No. 4	No. 2	Distance from El Paso		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					Ar. 4.30 PM	Ar. 6.55 AM	Ar. 7.00 AM	
							451.00	Ar. DEL RIO	Lv. 743.00					Ar. 12.50 AM	Ar. 5.40 PM	Ar. 5.00 PM	
							620.00	Lv. SAN ANTONIO (Commerce Street)	Ar. 574.00				Ar. 7.00 AM	Ar. 6.35 PM	Ar. 1.05 PM	Ar. 1.45 AM	
							888.00	Ar. GALVESTON	Lv. 420.00							Ar. 11.00 PM	
							831.00	Ar. HOUSTON (H. & T. C. R. R. Depot)	Lv. 363.00		Ar. 3.45 PM	Ar. 8.45 PM	Ar. 11.30 PM	Ar. 11.00 AM	Ar. 6.45 AM	Ar. 7.00 AM	
							942.00	Ar. ECHO	Lv. 252.00		Ar. 11.10 AM	Ar. 4.35 PM	Ar. 7.30 PM	Ar. 7.15 AM	Ar. 3.15 AM	Ar. 8.00 PM	
							1048.00	Ar. LAFAYETTE	Lv. 146.00		Ar. 9.30 PM	Ar. 12.20 PM	Ar. 4.15 PM	Ar. 3.55 AM	Ar. 11.55 PM	Ar. 10.00 AM	
							1181.00	Ar. AVONDALE	Lv. 13.00		Ar. 4.00 PM	Ar. 6.55 AM	Ar. 12.25 PM	Ar. 12.03 AM	Ar. 8.05 PM	Ar. 11.40 PM	
							1194.00	Ar. NEW ORLEANS	Lv. 0.00		Ar. 3.05 PM	Ar. 5.55 AM	Ar. 11.25 AM	Ar. 11.00 PM	Ar. 7.00 PM		
								Ar. ALGIERS	Lv.							Ar. 10.30 PM	
								THROUGH TIME		Ar. 6.25	Ar. 8.55	Ar. 14.50	Ar. 19.35	Ar. 42.30	Ar. 36.55	Ar. 105.30	
								MILES PER HOUR		Ar. 22.7	Ar. 24.4	Ar. 24.5	Ar. 29.2	Ar. 28.0	Ar. 32.3	Ar. 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. F. A. Waples..... House Surgeon. Dr. H. C. Feagin..... Examining Surgeon. Dr. R. H. Harrison..... Examining Surgeon. Dr. C. B. Harwood..... Local Oculist and Aurist. Dr. M. L. O'Banion..... Local Oculist and Aurist. Dr. C. C. Green..... Local Surgeon. Dr. J. L. Taylor..... Local Surgeon. Dr. M. J. Taylor..... Local Surgeon. <i>Aldridge and Rockland</i>..... Dr. J. C. Fortenberry..... Local Surgeon. <i>Athens</i>..... Dr. C. R. Johnson..... Local Surgeon. Dr. A. H. Easterling..... Local Surgeon. <i>Beaumont</i>..... Dr. H. A. Barr..... Division Surgeon. Dr. L. Goldstein..... Division Surgeon. Dr. O. S. Hodges..... Local Oculist. <i>China</i>..... Dr. N. E. Laidacker..... Local Surgeon. <i>Crandall</i>..... Dr. A. D. Ledbetter..... 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. <i>Dayton</i>..... Dr. J. T. Tadlock..... Local Surgeon. <i>Doucette</i>..... Dr. H. G. Bevil..... Local Surgeon. <i>Erustace</i>..... Dr. L. L. Cockrell..... Local Surgeon. <i>Felicia</i>..... Dr. J. M. Kirby..... Local Surgeon. <i>Frankston</i>..... Dr. G. H. Moss..... Local Surgeon. <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. Dr. M. B. Canon..... Local Surgeon. Dr. J. M. Travis..... Local Surgeon. <i>Kaufman</i>..... Dr. B. J. Hubbard..... Local Surgeon. Dr. W. J. Pollard..... Local Surgeon. <i>Kemp</i>..... Dr. W. A. Watkins..... Local Surgeon. Dr. F. A. Fuller..... Local Surgeon. <i>Liberty</i>..... Dr. J. A. Lovett..... Local Surgeon.</p>	<p><i>Kountze</i>..... Dr. Jno. T. Roberts..... Local Surgeon. Dr. H. R. James..... 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. <i>Orange</i>..... Dr. J. C. Seastrunk..... Local Surgeon. Dr. F. W. Lawson..... Local Surgeon. <i>Port Arthur</i>..... Dr. W. S. Winter, Sr..... Local Surgeon. Dr. W. S. Winter, Jr..... Local Surgeon. <i>Poyner</i>..... Dr. M. A. King..... Local Surgeon. <i>Rusk</i>..... Dr. T. H. Cobble..... Local Surgeon. <i>Sea Brook</i>..... Dr. S. F. Curry..... Local Surgeon. <i>Seagoville</i>..... Dr. O. Glenn..... Local Surgeon. <i>Sour Lake</i>..... Dr. E. W. Cook..... Local Surgeon. <i>Voith</i>..... Dr. D. P. Harris..... Local Surgeon. <i>Woodville</i>..... Dr. J. B. Roberts..... Local Surgeon. Dr. R. E. Dicken..... Local Surgeon. <i>Zavalla</i>..... Dr. R. B. Warren..... Local Surgeon.</p>
--	---	---

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	EASTWARD—Toward New Orleans.					Echo Sub-Division.					WESTWARD—Toward San Francisco.					Train Order Office Hours			
	THIRD CLASS		SECOND CLASS	FIRST CLASS					Distance from Houston	Time Table No. 87. March 1, 1920.	Distance from Algiers	FIRST CLASS					SECOND CLASS	THIRD CLASS	
	72 Beaumont Local Freight Leave Daily Ex. Sunday	244 Sunset Manifest Freight Leave Daily		102 Sunset Limited Leave Daily	10 Sunset Express Leave Daily	8 Sunset Mail Leave Daily	6 Local Passenger Leave Daily	4 Local Passenger Leave Daily				3 Local Passenger Arrive Daily	5 Local Passenger Arrive Daily	7 Sunset Mail Arrive Daily	9 Sunset Express Arrive Daily		101 Sunset Limited Arrive Daily	243 Sunset Manifest Freight Arrive Daily	71 Houston Local Freight Arrive Daily Ex. Monday
OF PTWY Yard				6.00 PM	7.25 AM	8.10 PM	3.15 PM	9.05 AM	0.0	HOUSTON 0.6	362.0								Continuous
									0.6	SEMME'S JUNCTION 1.2	361.4								Continuous
									1.6	HOUSTON (5th Ward) 0.2	361.6								Continuous
									1.7	H. E. & W. T. CROSS'G 1.0	361.4								
									3.7	H. B. & T. CROSSING 0.1	360.4								
				6.10	7.35	8.25	3.25	9.15	3.7	I. & G. N. CROSSING 2.0	360.3								
FOPWY Yard	7.00 AM	9.00 PM							5.0	END DOUBLE TRACK 1.3	358.3	3.25	8.25	10.33	10.15	6.15			
									5.4	ENGLEWOOD 0.4	357.0								
7.737 P	7.12	9.25		6.16	7.42	8.32	3.32	9.22	8.5	H. B. & T. CROSSING 3.1	356.6								Continuous
7.04 P	7.25	9.45		6.22	7.47	8.38	3.39	9.29	12.8	GREENS 4.3	353.5	3.14	8.16	10.24	10.08	6.08			4.40 1.35
4.917 P	7.52	10.11		6.28	7.52	8.44	3.47	9.37	16.9	FAUNA 4.1	349.2	3.06	8.10	10.17	10.02	6.02			4.25 1.15
9.168 PW	8.30	10.40		6.38	8.00	8.53	3.57	9.48	21.1	SHELDON 4.2	345.1	2.58	8.03	10.11	9.56	5.56			4.05 1.00
4.479 P	8.55	11.15		6.50	8.11	9.05	4.10	10.02	28.5	CROSBY 7.4	340.9	2.48	7.54	10.02	9.48	5.47			3.45 12.45
3.231 P	9.05	11.30		6.57	8.17	9.11	4.18	10.10	32.5	WALLEY 4.0	333.5	2.32	7.41	9.51	9.38	5.36			3.10 12.16
10.288	9.25	11.45 PM		7.03	8.22	9.16	4.26	10.18	35.5	STILSON 3.0	329.5	2.22	7.35	9.45	9.30	5.30			2.55 12.01 PM
14.830 W	10.31	12.10 AM		7.15	8.33	9.29	4.39	10.31	41.5	DAYTON 6.0	326.5	2.14	7.30	9.40	9.25	5.25			2.40 11.45 AM
4.591 P	11.10	12.25		7.21	8.40	9.36	4.47	10.39	44.7	LIBERTY 3.2	320.5	1.59	7.15	9.29	9.14	5.14			1.40 10.31
8.848 P	11.30	1.05		7.27	8.46	9.42	4.54	10.47	49.2	AMES 4.5	317.3	1.48	7.05	9.20	9.07	5.06			1.20 9.30
7.042 P	11.55 AM	1.20		7.34	8.53	9.49	5.03	10.56	53.9	RAYWOOD 4.7	312.8	1.40	6.57	9.13	9.01	4.59			1.05 9.15
7.056 P	12.25 PM	1.35		7.42	9.02	9.56	5.13	11.06	59.1	DEVERS 5.2	308.1	1.31	6.48	9.06	8.53	4.52			12.50 8.53
9.334 PWY	1.09	1.55		7.52	9.13	10.05	5.25	11.19	64.1	FELICIA 5.0	302.9	1.20	6.38	8.59	8.42	4.43			12.30 8.15
9.267 P	2.00	2.10		8.00	9.20	10.12	5.35	11.29	69.5	NOME 5.4	297.9	1.09	6.27	8.51	8.35	4.35			12.10 AM 7.50
4.162 P	2.15	2.25		8.06	9.25	10.18	5.43	11.37	73.9	CHINA 4.4	292.5	1.25	6.15	8.41	8.25	4.24			11.50 PM 7.10
7.602 P	2.30	2.40		8.12	9.31	10.24	5.55	11.45	78.4	PINE ISLAND 4.5	288.1	1.24	6.05	8.35	8.19	4.18			11.30 6.40
									82.0	AMELIA 3.6	283.6	1.23	5.55	8.29	8.13	4.12			11.10 6.20
									83.1	B. S. L. & W. CROSS'G 1.1	280.0								Continuous
									83.4	G. B. & K. C. CROSS'G 0.3	278.9								Continuous
FOPWY Yard	3.00 PM	3.00							83.7	BEAUMONT (Yard Office) 0.3	278.6								6.00 AM
				8.20	9.42	10.34	6.15	11.57	83.7	BEAUMONT (Pass. Station) 1.6	278.3	12.25	5.45	8.20	8.03	4.03			10.34
				8.25	9.45	10.37	5.30	12.17	85.3	T. & FT. S. CROSSING 1.0	276.7	12.05	5.35	8.17	8.00	4.00			
1.473				8.32	9.51	10.42	5.36	12.25	86.3	FLETCHER 3.5	275.7	11.57 AM	5.23	8.08	7.53	3.53			
5.104 P		3.48		8.38	9.56	10.47	5.41	12.32	89.8	DIANA 4.3	272.2	11.51	5.18	8.03	7.48	3.48			9.50
8.365 P		4.15		8.45	10.02	10.53	5.48	12.42	94.1	TERRY 5.5	267.9	11.44	5.10	7.57	7.42	3.42			9.30
7.215 P w		4.45		8.54	10.10	11.01	5.58	12.53	99.6	TULANE 3.3	262.4	11.34	5.00	7.50	7.35	3.35			8.54
791									102.9	O. & N. W. CROSSING 2.7	259.1								7.00 AM to 11.00 PM
Yard O		5.15		9.12	10.27	11.15	6.20	1.15	105.6	ORANGE 5.1	256.4	11.24	4.50	7.41	7.26	3.26			8.30
FTWY Yard		5.50 AM		9.25 PM	10.40 AM	11.27 PM	6.34 AM	1.33 PM	110.7	ECHO	251.3	11.10 AM	4.35 PM	7.30 PM	7.15 AM	3.15 AM			11.00 PM to 8.00 AM
	Arrive Daily Ex. Sunday 72	Arrive Daily 244		Arrive Daily 102	Arrive Daily 10	Arrive Daily 8	Arrive Daily 6	Arrive Daily 4				Leave Daily 3	Leave Daily 5	Leave Daily 7	Leave Daily 9	Leave Daily 101			Leave Daily 243
	(8.00) 9.6	(8.50) 12.0		(8.25) 32.4	(8.15) 34.0	(8.17) 33.7	(4.04) 27.2	(4.08) 26.8		Time Over District.....	(4.15) 26.0	(4.00) 27.6	(3.20) 33.2	(3.15) 34.0	(3.15) 34.0				(9.00) 11.8
										Average Speed per Hour.....									(8.00) 9.6

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.

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

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

*Tower at T. V. & N. Crossing, 2,798 feet west of Station Dayton, is continuous train order office.

WESTWARD—Toward San Francisco

Eureka Sub-Division

Length of sidings in feet and location of Scales, Telegraph, Phone, Fuel, Water & Turning Stations	THIRD CLASS		SECOND CLASS		FIRST CLASS										Distance from Houston	TIME TABLE No. 87. March 1, 1920	
	71	23	81	21	3	1	17	5	15	303	301	9	7	101		STATIONS	ENGLEWOOD 3.65 HOUSTON (Hardy St.) 2.4 CHANEY JUNCTION
	S. A. & A. P. Local Freight	H. & T. C. Local Freight	S. A. & A. P. Through Freight	Steamer Freight	S. A. & A. P. Passenger	S. A. & A. P. Passenger	H. & T. C. Passenger The Owl	H. & T. C. Passenger	H. & T. C. Passenger	Victoria Division Passenger	Victoria Division Passenger	Sunset Express	Sunset Mail	Sunset Limited				HOUSTON (H. & T. C. Depot) 1.48 CHANEY JUNCTION 3.03 EUREKA TOWER (M. & T. Crossing) 4.09 BELLAIRE (S. A. & A. P. Crossing) 1.45 WESTMORELAND RY. 2.53 NORTH JUNCTION 1.16 WEST JUNCTION
WY Yard	7.00AM	6.30AM	9.40AM	6.20AM											0.00		
WFPTOY Yard	7.25	6.55	10.05	6.45											3.65		
Yard															6.05		
Yard					9.00PM	9.00AM	11.15PM	9.10PM	9.20AM	5.10PM	9.10AM	11.00AM	11.30PM	6.45AM	0.00		
	7.40	7.15	10.20	7.03	9.08	9.08	11.23	9.18	9.28	5.18	9.18	11.08	11.38	6.53	1.48		
	7.52	7.30AM	10.31	7.15AM	9.15	9.15	11.30PM	9.25PM	9.35AM	5.25	9.25	11.15	11.45	7.00	4.51		
	8.15AM		10.55AM		9.25PM	9.25AM				5.31	9.32	11.21	11.51	7.06	8.61		
															10.05		
										5.38	9.38	11.28	11.57	7.13	12.58		
Y										5.40PM	9.40AM	11.30AM	11.59PM	7.15AM	13.74		
	Arrive Daily except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	71	23	81	21	3	1	17	5	15	303	301	9	7	101			
	(1.15)	(1.00)	(1.15)	(0.55)	(0.25)	(0.25)	(0.15)	(0.15)	(0.15)	(0.30)	(0.30)	(0.30)	(0.29)	(0.30)			Time Over District
	10.5	9.0	10.5	9.8	20.6	20.6	18.0	18.0	18.0	27.4	27.4	27.4	28.3	27.4			Average Speed per Hour

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

For guidance of Switch Tenders, Enginemen must use the following whistle signals:
 Southward at Hickory Street:
 Southward H. & T. C. o —
 Southward G. H. & S. A. — o.
 Victoria Division, o o —
 S. A. & A. P., Nos. 1 and 3, — — o o.

Freight trains via Hardy Street use T. & N. O. transfer and enter and leave H. & T. C. main line track at Chaney Junction.
 Blow three short and one long for transfer.
 All trains must obtain proper signal from Switch Tender with green flag by day and green light by night at Tenth Street, Houston, before proceeding into station.

The maximum speed for passenger trains on Eureka Sub-Division is Fifty (50) miles per hour. The maximum speed for freight trains on Eureka Sub-Division is thirty (30) miles per hour.
 The speed of all trains is restricted to six (6) miles per hour over street crossings within the City Limits of Houston.
 Freight trains are required to flag over all important street and road crossings between Eureka and Englewood.

WESTWARD		EASTWARD	
Clinton Sub-Division.		Toward Sour Lake.	
THIRD CLASS	THIRD CLASS	THIRD CLASS	THIRD CLASS
187	188	195	193
Mixed	Mixed	Mixed	Mixed
Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Leave Daily	Leave Daily
6.50AM	4.23PM	6.35PM	1.30PM
7.05AM	4.05PM	6.45	1.40
Arrive Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily	Arrive Daily
187	188	195	193

WESTWARD—		EASTWARD—	
Toward Sour Lake.		Toward Nome	
SECOND CLASS	SECOND CLASS	SECOND CLASS	SECOND CLASS
195	193	194	196
Mixed	Mixed	Mixed	Mixed
Leave Daily	Leave Daily	Arrive Daily	Arrive Daily
6.35PM	1.30PM	1.00PM	4.40PM
6.45	1.40	12.30	4.20
7.15PM	2.00PM	12.20PM	4.10PM
Arrive Daily	Arrive Daily	Leave Daily	Leave Daily
195	193	194	196

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

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,

Eureka Sub-Division

EASTWARD—Toward New Orleans

TIME TABLE No. 87 March 1, 1920	Distance from West Junction	FIRST CLASS										SECOND CLASS		THIRD CLASS		Train Order Office Hours	
		102	8	10	302	304	16	6	18	2	4	22	80	24	70		
		Sunset Limited	Sunset Mail	Sunset Express	Victoria Division Passenger	Victoria Division Passenger	H. & T. C. Passenger	H. & T. C. Passenger	H. & T. C. Passenger The Owl	S. A. & A. P. Passenger	S. A. & A. P. Passenger	Packing House Express	S. A. & A. P. Through Freight	H. & T. C. Local Freight	S. A. & A. P. Local Freight		
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			
ENGLEWOOD	18.31											7.30 PM	2.25 PM		5.15 PM	2.15 PM	
HOUSTON (Hardy St.)	14.66																Continuous
CHANEY JUNCTION	12.26																
HOUSTON (H. & T. C. Depot)	13.74	5.40 PM	3.00 PM	7.00 AM	6.10 PM	1.15 PM	6.30 PM	6.25 AM	7.10 AM	6.35 PM	8.55 AM						Continuous
CHANEY JUNCTION	12.26	5.32	2.52	6.52	6.02	1.07	6.22	6.17	7.02	6.27	8.47	7.10	1.45		4.46	1.30	
EUREKA TOWER (M. K. & T. Crossing)	9.23	5.25	2.45	6.45	5.55	1.00	6.15 PM	6.10 AM	6.55 AM	6.20	8.40	6.50 PM	1.20		4.30 PM		Continuous
BELLAIRE (S. A. & A. P. Crossing)	5.14	5.17	2.39	6.39	5.49	12.54				6.10 PM	8.30 AM		1.10 PM			1.00 PM	
WESTMORELAND RY.	3.69																
NORTH JUNCTION	1.16	5.12	2.32	6.32	5.42	12.47											
WEST JUNCTION	0.00	5.10 PM	2.30 PM	6.30 AM	5.40 PM	12.45 PM											Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday	
		102	8	10	302	304	16	6	18	2	4	22	80		24	70	
Time Over District		(0.30)	(0.30)	(0.30)	(0.30)	(0.30)	(0.15)	(0.15)	(0.18)	(0.25)	(0.25)	(0.40)	(1.15)		(0.45)	(1.15)	
Average Speed per Hour		27.4	27.4	27.4	27.4	27.4	18.0	18.0	18.0	20.6	20.6	13.5	10.5		12.0	10.5	

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

Trainmen and Enginemen of the S. A. & A. P. Railroad will be governed by the current Time Table, Rules and Regulations of the Beaumont-Galveston Division.

Bellaire is register station only for trains originating or terminating there. Trains for which there are no orders may leave West Junction, Bellaire and Eureka without a clearance card.

WESTWARD.		Stella Sub-Division										EASTWARD.			
Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS	SECOND CLASS		FIRST CLASS		Distance from Harrisburg	Time Table No. 87 March 1, 1920.	Distance from Stella.	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours
	81	335	243	17	5				6	18	244	336	82		
	Local Freight	Victoria Division Freight	Sunset Manifest Freight	G.C. & S.F. Passenger	G.C. & S.F. Passenger				G.C. & S.F. Passenger	G.C. & S.F. Passenger	Sunset Manifest Freight	Victoria Division Freight	Local Freight		
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Ar. Daily Ex. Monday	Arrive Daily	Arrive Daily		
6.279 PW	8.32 AM		9.25 PM	7.20 AM		0.00	HARRISBURG	11.13			6.15 PM	7.00 AM		1.50 PM	Continuous
	8.41		7.29 PM	9.10 AM	8.36 AM	3.00	G.C. & S.F. CROSSING—TOWER No. 81	8.13	7.50 PM	7.25 AM					7.00 A.M. to 11.00 P.M.
						7.60	I. & G. N. CROSSING	3.53							
Yard PY						7.80	STELLA	3.33							
PY						9.87	EAST JUNCTION	1.26							
Y	9.15 AM		10.15 PM	8.15 AM	9.27 PM	8.53 AM	WEST JUNCTION	0.00	7.32 PM	7.08 AM	5.30 PM	6.30 AM		1.10 PM	Continuous
	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Ar. Daily Ex. Monday	Leave Daily		
	81	335	243	17	5				6	18	244	336	82		
	(0.43)	(0.50)	(0.55)	(0.17)	(0.17)		Time Over District	(0.18)	(0.17)	(0.45)	(0.30)	(0.40)			
	15.3	18.4	10.6	28.2	28.2		Average Speed per Hour	26.6	28.2	14.8	22.0	16.4			

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.

The maximum speed for passenger trains on Stella Sub-Division is thirty-five (35) miles per hour. The maximum speed for freight trains on the Stella Sub-Division is twenty (20) miles per hour. Trainmen and Enginemen of the G. C. & S. F. Railroad will be governed by the Current Time Table, Rules and Regulations of the Texas & New Orleans Railroad and Galveston Division of the G. H. & S. A. Railroad between West Junction and G. C. & S. F. Crossing (Tower No. 81).

Length of Sidings in feet and location of Sealer, 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. 87. March 1, 1920	Distance from Galveston (Union Depot) Via Bay Shore Line	FIRST CLASS				SECOND CLASS		THIRD CLASS		Train Order Office hours
	187	81	335	243	203	175	173	171	172	174	176	202				244	336	82	188					
	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					
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	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	Arrive Daily Ex. Sunday								
FOPTW Yard	6.35AM				5.15PM	6.45PM	1.30PM	7.40AM	0.0	HOUSTON (H. & T. C. Station)	61.6	8.50AM	7.45PM	10.45PM	7.45AM			4.40PM	Continuous					
									0.4	BONNER'S PT. (M. E. & T. CROSS'G)	61.2													
								7.43	0.7	SEMME'S JUNCTION	60.9				7.42									
									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	2.30PM						
4,980 PY			9.10	7.08	5.25	6.53	1.39	7.49	3.3	BAER	58.3	8.38	7.35	10.35	7.34	6.35	7.20							
4,221	6.50AM			7.10					4.7	H. B. & T. CROSSING	58.9						7.10		4.23PM					
									5.7	MAGERS	55.9													
2,449 PY		8.32AM	9.25PM	7.20AM See No. 202	5.32	7.00	1.46	7.56	7.2	H. O L & M. P. CROSSING	55.9					6.15PM	7.00AM	1.50PM	Continuous					
WY									8.7	G. H. & S. A. Crossing	54.4	8.32	7.25	10.25	7.24 See No. 243									
4,499					5.36	7.04	1.50	8.00	9.8	HARRISBURG	52.9													
1,189					5.40	7.07		8.03	12.0	MANCHESTER	51.8	8.28	7.21	10.21	7.20									
5,094					5.44	7.15	1.55	8.06	14.3	SINCO	49.6	8.25	7.18		7.16									
1,249					5.48	7.19		8.09	16.6	PASADENA	47.3	8.22	7.15	10.16	7.12									
4,500					5.52	7.22	2.00	8.16	19.0	DEEPWATER	45.0	8.19	7.10		7.08									
PWY 1,808					5.58	7.26	2.04	8.22	22.2	DEER PARK (Spar)	42.6	8.16	7.07	10.11	7.04									
					6.05	7.33	2.10	8.28	25.3	LINK FIVE	39.4	8.12	7.02	10.07	6.57									
					6.08	7.36		8.30	26.1	STRANG	36.3	8.06	6.56		6.52									
2,260 P					6.15	7.40	2.16	8.34	27.4	MORGAN'S POINT	35.5	8.04	6.53		6.50									
					6.17	7.43			28.3	BAY RIDGE	34.2	8.01	6.50	9.57	6.48									
					6.19	7.46	2.20	8.38	29.6	LA PORTE BEACH	33.3	7.58	6.47		6.45									
					6.21	7.48	2.22	8.40	30.9	ANGELINA	32.0	7.56	6.45		6.43									
					6.24	7.52	2.25	8.43	32.7	OAKS	30.7	7.54	6.43		6.39									
					6.26	7.54	2.27	8.45	34.1	RED BLUFF	28.9	7.50	6.40		6.35									
					6.30PM	7.57	2.30	8.48	35.0	SURF (Spar)	27.5	7.47	6.37		6.32									
PWY									22.2	TOD	26.6	7.45	6.35	9.42	6.30AM									
4,170									23.9	SEABROOK	26.6													
9,505 Y									31.0	Also B.V.L.	25.2								*8.00 AM to 8.00 PM					
									32.4	STRANG	19.2	7.35	6.22	9.32					*6.00 AM to 10.00 PM					
PWY 6,153									38.4	LA PORTE	18.3	7.27	6.14	9.24										
4,708									44.3	SEABROOK	10.7	7.23	6.10	9.20										
9,758 Y									46.9	DRAW BRIDGE	6.8	7.19	6.05	9.15										
6,496									50.8	SAN LEON	4.7	7.09	5.55	9.05					Continuous					
									52.9	NADEAU	4.3													
3,910									53.3	TEXAS CITY JUNCTION T C T CROSSING														
FOPTW Yard	Arrive Daily Ex. Sunday 187	Arrive Daily 81	Arrive Daily Ex. Sunday 335	Arrive Daily 243	Arrive Daily Ex. Sunday 203	Arrive Daily 175	Arrive Daily 173	Arrive Daily 171	57.6	VIRGINIA POINT	0.0	7.00AM	5.45PM	8.55PM					Continuous					

(0.15)	(0.31)	(0.25)	(0.20)	(1.15)	(2.00)	(1.50)	(1.55)	Time Over District	(1.50)	(2.00)	(1.50)	(1.15)	(0.25)	(0.55)	(0.40)	(0.17)
18.8	8.6	11.8	14.7	28.0	30.8	33.6	32.1	Average Speed per Hour	33.6	30.8	33.6	28.0	6.5	5.3	7.3	16.6

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72. Except No. 203 is Superior to No. 174.

*Office hours daily except Sunday. Sunday office hours at Seabrook 7:15 a. m. to 3:15 p. m. and 6:05 p. m. to 9:50 p. m.

All first-class trains will use Bay Shore Line between Seabrook and Strang. Nos. 172, 173 and 175 will stop on flag at Kem and Clifton. No. 174 stop on flag at Kem and Bayview.

Nos. 172, 173 and 175 will stop on flag at Bay View. Nos. 202 and 203 will stop on flag at Crescent. Prefix c indicates stop on flag Saturdays and Sundays only.

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—Toward Dallas.

Jacksonville Sub-Division.

EASTWARD—Toward Beaumont

Table with columns for Class (Third, First), Station, Time Table No. 87, March 1, 1920, and Distance from Dallas. Includes stations like Beaumont, Rockland, and Jacksonville.

WESTWARD—Toward Dallas

Dallas Sub-Division.

EASTWARD—Toward Beaumont

Table with columns for Class (Third, First), Station, Time Table No. 87, March 1, 1920, and Distance from Dallas. Includes stations like Jacksonville, Freys Gap, and Dallas.

(8.00) 12.4 (8.00) 9.2 (7.20) 23.4

(7.41) 22.3 (8.00) 9.2 (8.00) 12.4

Office hours daily except Sunday. Sunday office hours at Kountze 9:00 a. m. to 12:00 Noon.

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.

WESTWARD—Toward Sabine.

Sabine Sub-Division.

EASTWARD—Toward Beaumont.

Length of sidings in feet, & location of Scales, Telephone, Fuel, Water and Turning Stations.	FIRST CLASS				Distance from Beaumont	Time Table No. 87, March 1, 1920.		Distance from Track End	FIRST CLASS				Train Order Office hours		
						151 Passenger Leave Daily	STATIONS		152 Passenger Arrive Daily						
					10.10 AM	0.0	BEAUMONT (Passenger Station)	30.8		5.00 PM					
WFPTOY Yard						0.3	0.3 BEAUMONT (Yard Office)	30.5					Continuous		
Yard					s 10.23	5.2	4.9 GUFFEY	25.6		s 4.44					
4,094						7.0	1.8 LUCAS (Spur)	23.8		f 4.39					
1,027					f 10.31	7.8	0.8 HEBERT (Spur)	23.0		f 4.36					
591					f 10.42	12.5	4.7 DELPHINE (Spur)	18.3		f 4.25					
3,355					f 10.47	14.5	2.0 ELVISTA	16.3		f 4.20					
1,673 WPY					s 10.57	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 { 11.07 11.12	21.8	1.3 PORT ARTHUR (Spur)	15.6		s { 3.58 3.53					
						20.5	1.3 K. C. S. CROSSING	14.3							
1,673 WPY					s 11.22	18.5	2.0 WEST PORT ARTHUR (Spur)	12.3		s 3.42					
2,605					f 11.34	22.4	3.9 ROUND LAKE	8.4		f 3.30					
1,264					s 11.49 AM	28.3	5.9 SABINE PASS	2.5		s 3.15					
Yard PWY					12.01 PM	30.0	1.7 SABINE	0.8		3.10 PM			*8.00 AM to 5.00 PM		
						30.8	0.8 TRACK END	0.0							
					Arrive Daily 151					Leave Daily 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.

*Office hours daily except Sunday. Sunday office hours at Sabine are from 12:00 noon to 3:00 p. m.

WESTWARD—Toward Rusk.

EASTWARD—Toward Gallatin.

Rusk Sub-Division.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			Distance from Gallatin	Time Table No. 87, March 1, 1920.		Distance from Rusk	THIRD CLASS	
	105	103	STATIONS		104	106			
	Mixed	Mixed			Mixed	Mixed			
Yard PY	3.25 PM	1.10 PM	0.00	GALLATIN	8.29	12.35 PM	3.00 PM		
	f 3.35	f 1.20	2.41	2.41 CHECKUP (Spur)	5.88	f 12.22	f 2.47		
	f 3.46	f 1.31	5.65	3.24 STAYTON	2.64	f 12.11	f 2.36		
W	f 3.55	f 1.40	7.20	1.55 NEP	1.09	f 12.02 PM	f 2.27		
Yard FPT	4.05 PM	1.50 PM	8.29	1.09 RUSK	0.00	11.55 AM	2.20 PM		
	Arrive Daily 105	Arrive Daily 103				Leave Daily 104	Leave Daily 106		

(0.40) Time Over District (0.40)
12.3 Average Speed per Hour 12.3

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72, Except No. 103 is Superior to No. 106.

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.

Westward.

Eastward.

Turpentine Sub-Division.

Length of Sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		Distance from Rockland.	Time Table No. 87, March 1, 1920.		Distance from Turpentine.	SECOND CLASS	
	1	2		STATIONS	1		2	
	Mixed	Mixed			Mixed		Mixed	
	11.30 AM		0.0	ROCKLAND	9.1	2.00 PM		
	f 11.50		4.9	4.9 KYLE QUARRY	4.2	f 1.20		
	f 11.55 AM		5.5	0.6 EARLE	3.6	f 1.10		
	f 12.05 PM		6.1	0.6 ALDRIDGE	3.0	f 12.55		
	12.30 PM		9.1	3.0 TURPENTINE	0.0	12.40 PM		
	Arrive Daily 1					Leave Daily 2		

(1.00) Time Over District (1.20)
10.0 Average Speed per Hour 7.5

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.

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, 416 to 427, inclusive; 429, 431 to 435, inclusive; 437, 438, 440 to 459, inclusive	Saturated	4800
M. 63	126 (M-4)	410, 413, 414, 415, 428, 430, 436 and 439	Superheater	5250
M. 63	148 (M-8)	460 and 461	Superheater	6500
M. 63	154 (M-8)	462, 463, 464, 466, 467 and 469	Superheater	6500
M. 63	154 (M-8)	465	Saturated	4800
M. 63	148 (M-8)	468	Saturated	4800
M. 63	144 (M-6)	482	Superheater	6500
M. 63	140 (M-6)	483	Saturated	4800
M. 63	144 (M-6)	484	Saturated	4800
M. 63	152 (M-11)	500 to 514, inclusive	Superheater	6500
M. 63	147 (M-9)	550	Saturated	5000
M. 63	147 (M-9)	551 to 556, inclusive	Superheater	6000
M. 63	150 (M-10)	560 to 562, inclusive; 564 and 565	Saturated	5000
M. 63	150 (M-10)	563	Superheater	6500
C. 57	187 (C-8)	800 to 806, inclusive	Superheater	7500
C. 57	187 (C-9)	810, 813, 815, 817, 818, 822, 824, 828, 830, 831, 834, 839, 841, 842; 844 to 849, inclusive	Superheater	7500
C. 57	187 (C-8)	807	Saturated	7000
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	7000
P. 77	141 (P-5)	900 to 909, inclusive	Superheater	.....

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, east, or west, 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 NYATT	NYATT 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	1800	1645	1115	1445	2750
E. 63	60 (E-19)	237 and 238	1685	1850	1685	1115	1445	2750
T. 56	84 (T-21)	636	1355	2225	2035	1355	1740	3290
T. 56	100 (T-25)	666 to 675	2165	2600	2375	1535	1955	4000
T. 63	100 (T-25)	676 to 680	2165	2600	2375	1535	1955	4000
T. 57	102 (T-24)	333 and 334	3100	2500	2300	1525	2200	3825
T. 57	94 (T-23)	335 to 346	3100	2500	2300	1525	2200	3825
T. 57	65 (T-17)	347	3100	2500	2300	1525	2200	3825
T. 57	83 (T-19)	360, 361, 363 to 366	3100	2500	2300	1525	2200	3825
T. 55	83 (T-19)	368	3100	2500	2300	1525	2200	3825
T. 63	100 (T-25)	681	4000	2875	2630	1750	2550	4500
T. 63	112 (T-27)	688 to 698	4000	2875	2630	1750	2550	4500
M. 63	126 (M-4)	410 to 459, except 430, 436, 439 & 451	5000	2000	3250	3000	3000	4800
M. 63	126 (M-4)	410, 413, 414, 428, 430, 436, 439 & 451	4800	2000	3600	3000	3200	4800
M. 63	152 (M-11)	500 to 514	5290	2370	4020	2370	3600	5290

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	133.6	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, Engineer must whistle out Flagman to protect rear of train and will recall Flagman 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 rear of train. Flagman must not wait for signal from either Engineer or Conductor to protect train.

(a) When a train is stopped by a block signal, it may proceed when the signal is clear. On single track, send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, then proceed under control to the next clear signal; or if signal next in advance is in plain view and track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in Flagman from the rear.

(b) At stations where trains meet in block signal territory, when train holding main track is stopped by block signal which has been placed in stop position 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 into siding, provided the main track between switches is seen to be clear.

(c) At night when burning fuses are placed by Flagmen at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by trainmen who placed them, that the fuses were placed for following trains.

4. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineer will whistle out a Flagman, then 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 a distance of one-half mile, after first calling in Flagman. In cases of this kind, it is reasonable to assume that someone has placed the stop signals to protect against broken rail or other track obstructions, and extreme care must be taken in moving train until full flagging distance has been covered.

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

6. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose on freight trains, to be acknowledged by two short blasts of whistle from engine. Conductors of trains displaying green signals must register in person instead of by slip.

7. 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 drawbridges and railroad crossings at grade.

8. 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 Engineer's side. These signals consist of post, four (4) inches square, extending three (3) feet above ground, with short fish-tail targets painted yellow, face of post painted white, and side 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.

9. The following signs, when placed opposite names of stations in time-tables, indicate:

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

Register stations are indicated by bold face type.

LOCAL.

Seabrook is register station for first-class trains only. Passenger trains, except those originating or terminating at Seabrook, will register there 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 Train No. 6 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.

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, 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, G. C. & S. F. Crossing (Tower No. 81), 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, unless otherwise directed by train order.

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.

Normal position of main track switch at Strang is for the Bay Shore line. 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; B. 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.

Trains must not exceed a speed of ten (10) miles per hour over Neches River draw span at Beaumont, and fifteen (15) miles per hour over Trinity River draw span.

Passenger trains must not exceed thirty-five (35) miles per hour and freight trains twenty (20) miles per hour over Neches, Trinity and San Jacinto River 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-five (55) miles per hour. On Galveston Division, the maximum speed for Pacific and Atlantic type Engines is fifty-five (55) 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-five (35) miles per hour; on the Sabine, Jacksonville, and Dallas Sub-Divisions twenty (20) miles per hour.

The maximum speed for trains on the Sour Lake, Turpentine and Rusk Sub-Divisions is twelve (12) miles per hour.

The maximum speed for trains on Clinton Sub-Division is 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 and Dallas Sub-Divisions, and ten (10) miles per hour on the Sour Lake Sub-Division. Such cars must not be handled on the Rusk or Turpentine Sub-Division. Conductors will advise Engineers when they have cars of this kind in their trains.

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

The maximum speed for trains, or engines when shoving cars ahead of engine, 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 No. 13, EUREKA.

H. & T. C. Main Track, eastward or westward.....	_____
EUREKA CUT-OFF.	
Eastward Main Track, eastward (with current of traffic).....	_____
Eastward Main Track, westward (against current of traffic).....	_____
Westward Main Track, westward (with current of traffic).....	_____
Westward Main Track, eastward (against current of traffic).....	_____
To Wye Track from H. & T. C. Main Track.....	_____
To Wye Track from Eureka Cut-off.....	_____

TOWER 68.

Main Track East or West for passenger trains...	_____
Water Tank	_____
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	_____
To Saw Mill	_____
To Transfer Track	_____
Approaching Double Track or for Passing Track.....	_____
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.	

TOWER No. 51.

Stella Sub-Division Main Track, eastward or westward.....	_____
From Stella Sub-Division to G. C. & S. F. Transfer.....	_____
From G. C. & S. F. Main Track to Stella Sub-Division, Main Track through Transfer	_____

SEABROOK.

o o _____ To or from Bay Shore Line at Drawbridge.
 _____ Main Track (for train approaching on Main Track from either direction.)

DAYTON

T. & N. O.	
Main Track, Eastward or Westward.....	_____
Passing Track from any point.....	_____
West End Stock Pen Track from any point.....	_____

T. V. & N.

Main Track Northward or Southward.....
 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.

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	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10	30	31	1	56	51	1	10	71	51	
8	7	30	32	1	52	52	1	9	72	50	
10	6	30	33	1	49	53	1	7	73	49	
12	5	30	34	1	45	54	1	6	74	49	
15	4	30	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	3	40	1	30	60	1	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	12	69		52	89	40	
30	2		50	1	12	70		51	90	40	

H. J. MICKSCH, Superintendent.

Assistant Superintendents:

- T. H. MEEKS,
- G. W. McGOWAN,
- THOMAS SCOTT,
- W. F. RENTZEL,
- GEO. MILTON,
- F. W. BOBBITT.

HOUSTON

- Y. M. MARTIN, Chief Dispatcher,
- H. T. MELTON, Ass't Chief Dispatcher,
- G. BEATH, " " "
- L. J. KUESTER, Dispatcher,
- R. H. CHAPMAN, Dispatcher,
- R. R. HOLLAND, Dispatcher,
- R. A. SMITH, Dispatcher.

JACKSONVILLE

- T. G. GREADY, Chief Dispatcher,
- E. P. DOLAN, Dispatcher,
- W. A. PFEIL, Dispatcher,
- P. J. MUSGROVE, Dispatcher,
- W. E. MORRILL, Dispatcher.

E. A. O'DONNELL,
 Superintendent Houston Terminals.

W. L. COX,
 Terminal Train Master, Dallas.

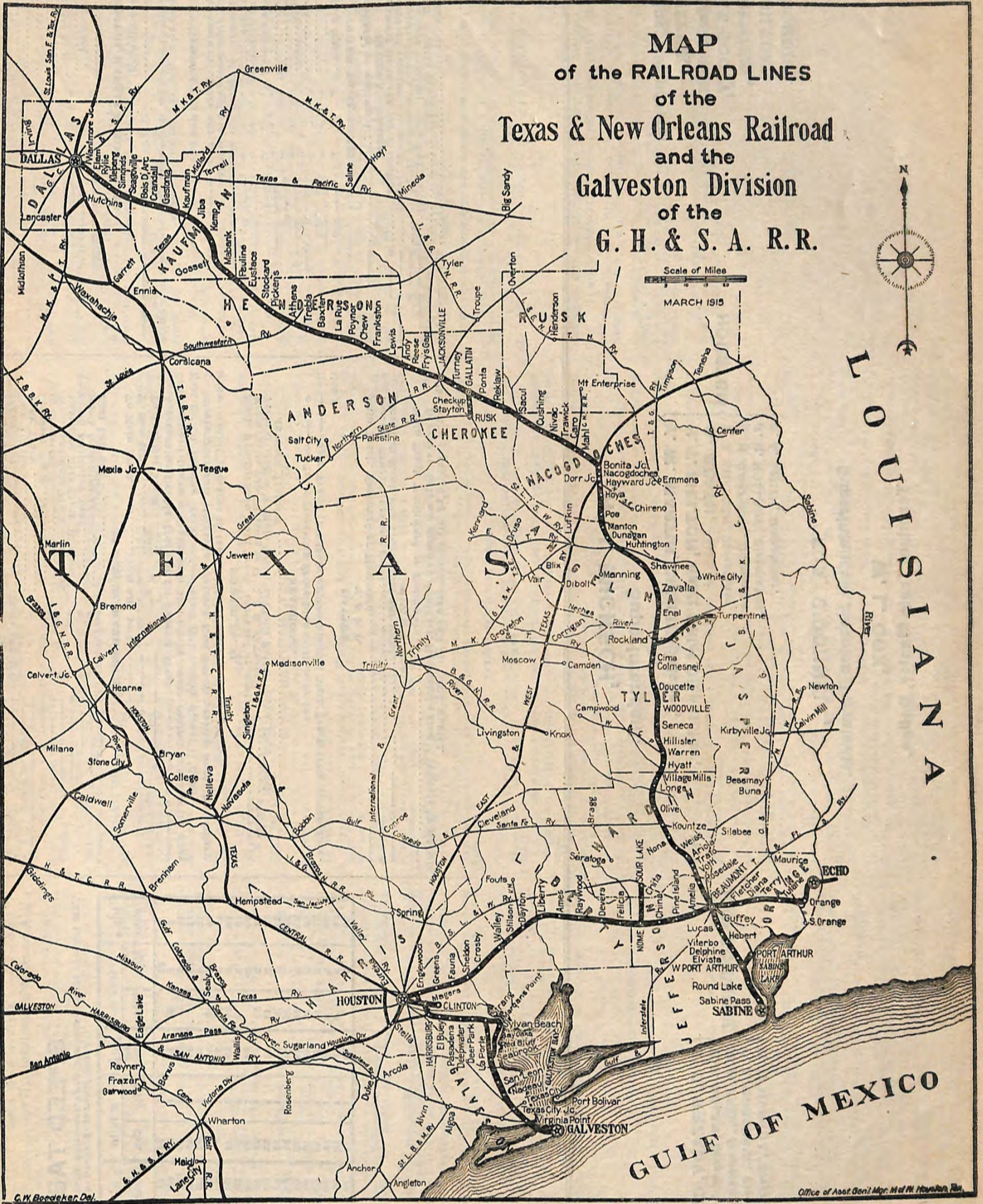
MAP
of the RAILROAD LINES
of the
Texas & New Orleans Railroad
and the
Galveston Division
of the
G. H. & S. A. R.R.

Scale of Miles
0 1 2 3 4 5

MARCH 1915



LOUISIANA



G.W. Bodeker, Del.

Office of Asst. Gen'l. Mgr. of G.H. & S.A. Ry.