

TEXAS & NEW ORLEANS RAILROAD Co.

—AND—

GALVESTON, HOUSTON & NORTHERN R'y Co.

JOINT TIME TABLE

To Take Effect Saturday, February 1st, 1902, at 12:01 A. M.

CENTRAL STANDARD TIME (90th MERIDIAN).

For the government and information of employes only, and not intended for the use of the public. These Companies reserve the right to vary from this schedule as circumstances may require.

W. G. VAN VLECK,
Manager.

G. J. HARTMAN,
Superintendent

G. C. DEYOUNG,
Assistant Superintendent.

WM. WHYTE,
Train Master—Dallas Extension

ECHO AND HOUSTON.

2

WEST.									DISTANCE FROM ECHO.	JOINT TIME TABLE No. 1, February 1, 1902.	DISTANCE FROM HOUSTON.	EAST.								
Third Class.			Second Class		First Class.							Passenger Sunset Limited	First Class.			Second Class		Third Class.		
107	101	245	243	241	9	7	5	25		STATIONS.	26	6	8	10	242	244	246	102	108	
Local Freight	Local Freight.	Freight	California Freight	Denver Fast Freight	Passenger	Passenger	Passenger	Mondays, Thursdays and Saturdays			Passenger Sunset Limited	Passenger.	Passenger.	Passenger.	Live Stock Express.	Sunset Freight.	Freight.	Local Freight.	Local Freight	
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				Mondays, Thursdays and Saturdays	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	
									0.00	DN	ECHO	110.95								
										DN	Orange	105.63								
											O. & N. W. Crossing	103.13								
											Tulane	99.99								
										DN	Terry	94.42								
											Diana	90.15								
											Fletcher	86.13								
											K. C. S. & G. Crossing	85.68								
										DN	BEAUMONT	84.27								
											G. B. & K. C. Crossing	83.47								
											Amelia	78.77								
											Pine Island	74.28								
										D	China	69.73								
										DN	Sour Lake	64.51								
											Felicia	59.48								
										D	Devers	54.37								
										D	Raywood	48.91								
											Ames	43.60								
										DN	Liberty	40.50								
										DN	Dayton	34.46								
											Stilson Spur	31.55								
											Walley	27.59								
										DN	Crosby	20.13								
										D	Sheldon	15.94								
											Fauna	11.94								
											Greens	7.84								
										DN	Englewood	4.02								
											I. & G. N. Crossing	0.76								
											G. C. & S. F. Crossing	0.64								
											H. E. & W. T. Crossing	0.48								
										DN	HOUSTON, Fifth Ward.	0.00								
										DN	HOUSTON, H.&T.C.Dept.									
										DN	SAN ANTONIO.	209.22								
										DN	EL PASO	332.36								

(3.00) (8.05) (7.18) (6.18) (6.30) (3.41) (3.55) (3.59) (2.59) (3.00) (3.45) (3.56) (3.33) (6.36) (6.05) (7.13) (8.50) (3.05)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class.
 Trains Nos. 25 and 26 have absolute right of track over all trains. First Class trains must clear their time 5 minutes, all other trains must clear their time 10 minutes.
 Note carefully that Nos. 25 and 26 run on Mondays, Thursdays and Saturdays only.
 No. 243 has right of track over all Second Class trains.
 No. 245 has right of track over all Third Class trains.
 No. 6 will take siding for No. 7 at Amelia, using the south passing track.

BEAUMONT AND MAHL.

WEST.				DISTANCE FROM BEAUMONT.	JOINT TIME TABLE No. 1, February 1, 1902.		DISTANCE FROM MAHL.	EAST.			
Second Class.		First Class.			STATIONS.			First Class.		Second Class.	
105		103						104		106	
Freight.		Passenger.						Passenger.		Freight.	
Daily except Sunday.		Daily.				Daily.		Daily except Sunday.			
A M	L V	A M	L V			P M	A R	P M	A R		
	7.00		9.30	0.00	.D.....	BEAUMONT	W.	129.94	3.20	6.45	
	7.25	f	9.45	5.00		Rosedale		124.94	f	3.05	
		f	9.57	9.53		Elwood		120.41	f	2.52	
	7.50	f	10.00	10.03		Concord		119.91	f	2.50	
	8.10	s	10.12	14.03		Sharon		115.91	s	2.38	
	8.30		10.21	17.44		Wiess		112.50		2.28	
	8.50	s	10.33	21.79		Nona		108.15	s	2.15	
	9.05	s	10.43	24.67	.DN.....	Kountze	W.	105.27	s	2.05	
	9.25	s	10.53	27.99		Olive		101.95	s	1.55	
	9.50	f	11.14	34.85		Longs		95.09	f	1.35	
	10.15	s	11.16	35.95	.D.....	Village		93.99	s	1.32	
	10.50	s	11.26	39.72		Hyatt	W.	90.22	s	1.21	
	11.15	s	11.36	42.86	.D.....	Warren		87.08	s	1.11	
	11.48	s	11.48	47.32		Hillister		82.62	s	12.57	
			11.58	50.38		Vida		79.86		12.49	
	P M 12.05	f	12.01	50.58		Seneca		79.36	f	12.47	
	12.34	s	12.13	55.16	.D.....	Woodville	W.	74.78	s	12.34	
	12.50	s	12.24	58.16		Carrolls		71.78	s	12.24	
	1.20	f	12.40 1.00	64.53	.D.....	Colmesneil		65.41	f	12.05 PM 11.45	
		f	1.18	70.73		Spring Creek	W.	59.21	f	11.27	
	2.15	s	1.28	73.91	.D.....	Rockland		56.03	s	11.18	
	2.39	f	1.43	79.80		Windom		50.14	f	11.01	
	3.00	s	1.58	84.93		Zavalla	W.	45.01	f	10.46	
	3.24	f	2.13	90.66		Shawnee		39.28	f	10.29	
	3.48	s	2.30	96.71	.D.....	Huntington		33.23	s	10.11	
	4.08	f	2.43	101.84		Dunagan		28.10	f	9.56	
	4.40	f	3.05	109.84		Poe		20.10	f	9.32	
	5.10	f	3.23	117.06		Hoya		12.88	f	9.11	
	5.25		3.33	120.86		Dorr Junction		9.08		9.00	
	6.00	s	3.35	121.19	.DN.....	NACOGDOCHES	W.	8.75	s	8.48	
	6.15		3.45	124.43		Bonita Junction		5.51		8.38	
	7.00		4.05	129.94		MAHL		0.00		8.20	
	P M Daily except Sunday.		P M Daily.						A M Daily.	L V Daily except Sunday.	

(12.00)

(6.35)

(7.00)

(11.45)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class.

DALLAS AND END OF TRACK.

EAST.				DISTANCE FROM DALLAS.	JOINT TIME TABLE No. 1, February 1, 1902.		DISTANCE FROM END OF TRACK.	WEST.			
Second Class.		First Class.			STATIONS			First Class.		Second Class.	
185		181						182		186	
Mixed.		Passenger.						Passenger.		Mixed.	
Daily except Sunday.		Daily.				Daily.		Daily except Sunday.			
A M	LV	P M	LV					A M	AR	P M	AR
	7.15		4.30	0.00	D.....	DALLAS (Union Depot).....	107.67		10.33		4.30
				1.10		G. C. & S. F. Crossing.....	106.57				
				1.26		D. Ft. W. & G. Crossing.....	106.40				
	7.25		4.38	1.82		T. & N. O. R. R. Junction.....	105.85		10.25		4.19
	7.29		4.41	2.83		Wantmore Junction.....	104.90		10.22		4.15
				6.11		Willingham Spur.....	101.56				
	f 7.57		f 4.58	9.91		Elam.....	97.76		f 10.05		f 3.47
				11.20		Bell Star Spring.....	96.47				
	f 8.09		f 5.06	13.02		Rylie.....	94.65		f 9.57		f 3.35
	s 8.18		s 5.11	15.34		Kleburg.....	92.33		s 9.52		s 3.26
	f 8.28		f 5.17	17.87		Simonds.....	89.80		f 9.46		f 3.16
	s 8.38		s 5.23	20.36	D.....	Seago.....	87.30		s 9.40		s 3.06
	s 9.00		s 5.36	25.92	D.....	Crandall.....	81.75		s 9.27		s 2.44
				28.23		Reynold Spur.....	79.44				
	f		f	29.08		Gaston Spur.....	78.59		f		f
	s 9.18		s 5.45	29.87		Daugherty.....	77.80		s 9.18		s 2.26
				35.69		T. M. Road Crossing.....	71.98				
	s 9.43 } 10.23 }		s 6.00	36.11	D.....	Kaufman.....	71.56		s 9.03		s { 2.01 1.31 }
	f		f	41.45		Jessie Spur.....	66.22		f		f
	s 11.13		s 6.30	47.18	D.....	Kemp.....	60.49		s 8.33		s 12.41
	f 11.36		f 6.44	51.80		Cedar.....	55.87		f 8.19		f 12.18
	s 11.57		s 6.56	56.96	D.....	Mabank.....	50.71		s 8.07		s 11.57
				60.82		Gossett Spur.....	46.85				
	P M s 12.25		s 7.13	63.79	D.....	Eustace.....	43.88		s 7.50		s 11.29
	f 12.41		f 7.23	67.84		Stockard.....	39.83		f 7.40		f 11.13
	s 1.14 } 2.15 }		P M s 7.43	76.17	D.....	Athens.....	31.50		7.20		s { 10.40 9.05 }
			P M s 7.43	76.51		St. L. S. W. Road Crossing.....	31.16		A M s 7.20		s
	s 2.43			83.17		Baxter.....	24.50				f 8.37
	s 3.08			89.37		La Rue.....	18.30				s 8.12
	f 3.32			95.27		Poynor.....	12.40				f 7.48
	s 3.55			101.57	D.....	Frankfort.....	6.10				s 7.25
	4.00			102.67		Cadebros.....	5.00				7.20
	4.14			105.93		Lewis.....	1.74				7.06
	4.20			107.67	D.....	END OF TRACK.....	0.00				7.00
	P M Daily except Sunday.		Daily.						Daily.		Daily except Sunday.
	(9.05)		(3.13)						(3.13)		(9.30)

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SABINE AND BEAUMONT.

WEST.				DISTANCE FROM BEAUMONT.	JOINT TIME TABLE No. 1, February 1, 1902.		DISTANCE FROM SABINE.	EAST.				
Second Class.					Second Class.							
111					STATIONS.					112		
Mixed.								Mixed.				
Daily.								Daily.				
A M	11.45	AR		30.00	D	SABINE	W	0.00	P M	3.45	LV	
s	11.37			28.00	D	Sabine Pass		2.00	s	3.55		
f	11.17			22.09		Round Lake		7.91	f	4.15		
s	11.05			18.59		Taylor's Bayou		11.41	s	4.30		
f	10.45			14.59		Elvista		15.41	f	4.45		
f	10.20			8.00		Viterbo		22.00	f	5.10		
s	10.05			4.50	D	Gladys		25.50	s	5.20		
A M	9.45	LV		0.00	D	BEAUMONT	W	30.00	P M	5.45	AR	
Daily.									Daily.			

(2.00)

No. 112 will not leave Sabine until No. 111 arrives.

(2.00)

All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class.

MAGERS AND CLINTON.

WEST.				DISTANCE FROM MAGERS.	JOINT TIME TABLE No. 1 February 1, 1902.		DISTANCE FROM CLINTON.	EAST.						
Second Class.					Second Class.									
147		145			STATIONS					146		148		
Mixed.		Mixed.						Mixed.		Mixed.				
Daily except Sunday.		Daily except Sunday.						Daily except Sunday.		Daily except Sunday.				
P M	1.35	LV	A M	6.50	0.00	D	MAGERS	3.92	A M	9.25	AR	P M	5.35	AR
P M	2.00	AR	A M	7.10	3.92	D	CLINTON	0.00	A M	9.00	LV	P M	5.10	LV
Daily except Sunday.		Daily except Sunday.							Daily except Sunday.		Daily except Sunday.			

(0.25)

(0.20)

(0.25)

(0.25)

No. 146 will not leave Clinton until No. 145 arrives.

No. 148 will not leave Clinton until No. 147 arrives.

GALVESTON, HOUSTON & NORTHERN RAILWAY COMPANY.

WEST.							DISTANCE FROM HOUSTON.	JOINT TIME TABLE No. 1, February 1, 1902.		DISTANCE FROM GALVESTON.	EAST.						
Second Class.			First Class.					First Class.			Second Class.						
147	145	17	7	5	3	2		4	6		18	146	148				
Mixed.	Mixed.	Through Freight.	Passenger.	Passenger.	Passenger.	Passenger.		Passenger.	Passenger.		Through Freight.	Mixed.	Mixed.				
Daily except Sunday.	Daily except Sunday.	Daily	Sundays only.	Daily.	Daily.	Daily.		Daily.	Daily.		Daily.	Daily except Sunday.	Daily except Sunday.				
			A M 8.00	L V P M 1.50	A M 10.05	0.00	.DN. HOUSTON (H. & T. C. Depot)...	57.12	A M 9.00	P M 10.00	P M 7.00						
P M 1.15	A M 6.30	P M 10.30				1.30	.DN. HOUSTON (Fifth Ward).....	58.40				A M 3.00	A M 9.45	P M 5.55			
						2.26	G. C. & S. F. and I. & G. N. Crossings 0.96	55.82									
						3.36	S. A. & A. P. Crossing 1.10	54.86									
	1.30	6.45	11.05		8.12	2.00	10.17	3.36	.DN. Baer Junction..... (Wye).	53.76	8.47	9.46	6.47		2.28	9.30	5.40
P M 1.35	A M 6.50	11.14			8.15	2.02	10.19	4.46	.DN. Magers.....	52.66	8.44	9.43	6.44		2.20	9.25	5.35
									H. O. L. & M. P. Crossing. 1.73								
					f 8.21	s 2.10	f 10.27	7.19	G. H. & S. A. Crossing. 2.57	49.93	f 8.38	f 9.38	s 6.39		2.00		
					8.26	f 2.15	f 10.32	9.76	.D. Harrisburg.....	47.36	f 8.34	9.34	f 6.34		1.51		
								11.98	Allen..... (Spur). 2.22	45.14	f 8.30	9.30	f 6.30		1.42		
					f 8.34	s 2.25	f 10.40	14.28	.D. Pasadena.....	42.84	f 8.24	f 9.25	s 6.26		1.32		
								17.06	.D. Deepwater..... 2.78	40.06	f 8.19	9.20	f 6.22		1.22		
								18.31	.D. Deer Park..... (Spur). 1.25	38.81	8.17	9.17	f 6.19		1.17		
								22.17	.D. Thayer..... (Spur). 3.86	34.95	8.10	9.11	f 6.13		1.05		
					s 8.48	f 2.36	10.53	22.17	.D. Strang..... W. 2.50	34.95							
								22.17	Sylvan Beach.....								
								23.85	.D. Strang..... (Wye). 1.68	33.27	f 8.10	9.11	6.13		1.05		
					s 8.51	s 2.40	s 10.56	30.96	.DN. West La Porte..... 7.11	26.16	s 8.07	s 9.08	s 6.10		12.56		
					f 9.04	s 2.54	s 11.09	38.39	.DN. Seabrook..... (Wye). 7.43	18.73	s 7.56	s 8.57	s 5.55		12.25		
								44.57	.D. Edgewater..... W. 6.18	12.55	f 7.45	f 8.44	f 5.41		11.55		
								46.85	.D. Nadeau..... 2.28	10.27	f 7.34	8.33	f 5.32		11.27		
								50.63	.D. Texas City Junction.. (Spur). T. C. T. R. R. Crossing. 3.78	6.49	f 7.31	8.27	f 5.27		11.15		
									.DN. Virginia Point..... (Spur). 2.06		f 7.25	8.22	f 5.22		10.55		
									.D. Island..... 3.50						10.40		
								57.12	.DN. GALVESTON.....	0.00					10.15		
									.DN. GALVESTON (Union Depot)....								
											A M 7.00	P M 8.00	P M 5.00				
Daily except Sunday.	Daily except Sunday.	Daily.	Sundays only.	Daily.	Daily.	Daily.	Sundays only.	Daily.	Daily.	Sundays only.	Daily.	Daily.	Sundays only.	Daily.	Daily except Sunday.	Daily except Sunday.	

(0.20) (0.20) (4.40) (2.00) (2.00) (2.00) (2.00) (2.00) (2.00) (2.00) (4.45) (0.20) (0.20)

No. 3 will wait connection for T. & N. O. No. 7, unless otherwise instructed.
All trains will be governed by G. C. & S. F. rules while crossing Galveston Bay Bridge.
All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class.

SPECIAL RULES.

¶—Stop for meals.

s—Regular stop.

f—Stop on signal.

D—Day Telegraph station.

DN—Day and Night Telegraph station.

W—Water station.

Standard time will be shown by clocks in Dispatcher's offices Houston, Beaumont and Dallas.

All trains will comply with the State Law relative to stopping for Drawbridges and Railroad Crossings. When Drawbridges are protected by automatic signals trains will approach with train under full control, and be prepared to stop if necessary.

The two-position double semaphore signals at each train order office will serve as train order and block signals. The normal position of the signals is at DANGER.

Trains will be governed by the position of the semaphore arm on the RIGHT HAND side of the post in the direction in which they are moving.

When the arm stands at right angles to the post (which will be indicated by a red light at night), it means DANGER and a train must not pass the signal until it is changed, unless a train order or clearance card is received.

When the semaphore arm stands at an angle of forty-five degrees to the post (which will be indicated by a green light at night) it means SAFETY, and a train having the right of track may proceed.

RULES FOR MAIN LINE BETWEEN HOUSTON AND ECHO.

First-class trains will not exceed a speed of TWENTY-FIVE miles per hour and all other trains a speed of TEN miles per hour over the Neches Trestle.

The east helper engine plying between Liberty and Ames will have absolute right of track against all east-bound trains except first-class between Liberty and Ames.

The west helper engine plying between Liberty and Dayton will have absolute right of track against all west-bound trains except first-class between Liberty and Dayton.

The direction of helper engines to be determined by yardmaster's bulletin at Liberty.

All passenger trains except Nos. 25 and 26 will get clearance from Telegraph office in Passenger Depot at Beaumont.

All trains must get clearance card or orders at Echo.

RULES BETWEEN SABINE AND MAHL.

Freight trains must not exceed a speed of FIFTEEN miles per hour.

Passenger trains must not exceed a speed of TWENTY-FIVE miles per hour at any time.

All trains must stop for all Tram-Crossings.

All trains must reduce speed to SIX miles per hour inside yard limits at Beaumont, Sabine and Nacogdoches.

All trains between Dorr Junction and Bonita Junction will run subject to Time Table and Rules of the H. E. & W. T. R'y.

RULES FOR G. H. & N. R'Y CO.

Passenger trains will consume 10 minutes and all other trains 15 minutes in crossing Galveston Bay Bridge.

Emploees of G. H. & N. R'y Co. will be governed by Train Rules as adopted by T. & N. O. R. R. Co.

Trainmen in charge of trains using Wharf Co. Track to Union Depot, Galveston, will provide themselves with copy of Rules governing the use of interlocking switch and signal system, and be governed thereby.

Nos. 17 and 18 will use T. & N. O. R. R. South Main Track Houston to Englewood and T. & N. O. R. R. Track Englewood to Magers.

Trains between Houston and Magers will keep sharp lookout for switch engines at all times.

Operator will register for all first-class trains at Baer Junction.

All second-class trains will register at Baer Junction.

RULES BETWEEN DALLAS AND END OF TRACK.

Passenger trains will not exceed a speed of TWENTY miles per hour between Jessie Spur and Cedar, and a speed of TWENTY-FIVE miles per hour on any other part of line.

Freight trains will not exceed a speed of TWELVE miles per hour between Jessie Spur and Cedar, and a speed of FIFTEEN miles per hour on any other part of line.

Emploees of T. & N. O. R. R. Co. will be governed by the Rules and Regulations of the H. & T. C. R. R. Co. and will be subject to orders and instructions of the officers of that Company between T. & N. O. R. R. Junction and Dallas.