

TEXAS & NEW ORLEANS RAILROAD Co.

—AND—

GALVESTON, HOUSTON & NORTHERN R'y Co.

18
TIME TABLE

To Take Effect Thursday, October 22nd, 1903, 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.

C. F. RESSEGUIE,
Superintendent.

A. S. JOHNSON,
Assistant Superintendent.

J. A. HOSEY,
Train Master—Sour Lake Branch.

ECHO AND HOUSTON.

WEST.															DISTANCE FROM ECHO.	TIME TABLE	
Third Class.					Second Class.				First Class.							No. 18, October 22, 1903.	
195	73	71	245	505	243	241	191	9	7	5	3			STATIONS			
Sour Lake Freight Daily	Local Freight Daily except Monday	Local Freight Daily except Monday	Freight Daily	Houston Freight Daily	Sunset Freight Limited Daily	Denver Fast Freight Daily	Passenger Daily	Sunset Limited Daily	Pacific Coast Express Daily	Local Passenger Daily	Local Passenger Daily						
P M LV		P M LV		P M LV		P M LV		P M LV		P M LV		P M LV					
	12.05		8.55		1.35	11.15		8.35	6.25	5.41	3.00	0.00	DN	ECHO			
	12.35		9.15		1.55	11.40		s 8.45	s 6.36	s 5.53	s 3.15	5.32	DN	Orange	W		
	1.15											7.82		O. & N. W. Crossing			
	1.40		9.40		2.15	12.15		8.54	6.45	6.02	f 3.26	10.96		Tulane			
	2.10		10.05		2.35	12.50		9.02	6.57	s 6.12	s 3.36	16.53	DN	Terry			
	2.35		10.30		2.48	1.10		9.08	7.03	f 6.20	f 3.45	20.80		Diana			
	2.55		10.45		3.05	1.25		9.13	7.08	6.25	3.52	24.82		Fletcher			
												25.27		K. C. S. & G. Crossing			
												26.68	DN	Beaumont Pass. Depot			
												27.38	DN	BEAUMONT			
												27.48		G. B. & K. C. Crossing			
												32.18	DN	Amelia			
												36.67		Pine Island			
												41.22	DN	China			
												46.44	DN	Nome	W.		
												51.47		Felicia			
												56.58	DN	Devers			
												62.04	D	Raywood			
												67.35		Ames			
												70.45	DN	Liberty	W.		
												76.49	DN	Dayton			
												79.40		Stilson	Spur		
												83.36		Walley			
												90.82	DN	Crosby	W.		
												95.01	DN	Sheldon			
												99.01		Fauna			
												103.11		Greens			
												106.93	DN	Englewood	W.		
												110.19		I. & G. N. Crossing			
												110.31		G. C. & S. F. Crossing			
												110.47		H. E. & W. T. Crossing			
												110.95	DN	HOUSTON, Fifth Ward			
													DN	HOUSTON, H.&T.C. Depot			
												320.17	DN	SAN ANTONIO			
												943.31	DN	EL PASO			
Daily	Daily ex. Mon.	Daily ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						
(1.40)	(3.05)	(8.05)	(9.05)	(5.00)	(9.10)	(9.15)	(0.45)	(3.30)	(3.50)	(4.10)	(4.00)						

All east-bound trains have absolute right over all west-bound trains of the same or inferior class.
 No. 243 has right over all Second Class trains. No. 245 has right over all Third Class trains.
 Interlocking signals at 5th Ward, Houston, H. E. & W. T., G. C. & S. F. and I. & G. N. Crossings.
 Nos. 5 and 246 will meet on double track between 5th Ward, Houston, and Englewood Tank.

No. 7 has right over No. 4.
 Interlocking signals at Orange & Northwestern R'y Crossing 2 1/2 miles west of Orange.
 Interlocking signals at K. C. S. & G. Crossing 1.41 miles east of Beaumont.

HOUSTON AND ECHO.

TIME TABLE No. 18, October 22, 1903.		DISTANCE FROM HOUSTON.		EAST.																							
				First Class.						Second Class.				Third Class.													
				4 Local Passenger		6 Local Passenger.		8 Crescent City Express		10 Sunset Limited		192 Passenger.		242 Live Stock Express.		244 Sunset Freight Limited.		502 Sour Lake Freight		246 Freight.		72 Local Freight.		74 Local Freight		196 Beaumont Freight	
				Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily.		Daily Except Sunday.		Daily Except Sunday.		Daily			
STATIONS																											
DN	ECHO	110.95		PM 1.30	AM 7.20	PM 11.10	AM 10.02					PM 1.08	AM 5.20			AM 7.00				PM 12.05	AM 11.40						
DN	Orange	105.63		s 1.15	s 7.00	s 10.58	s 9.50					12.35	4.55			6.36				10.50							
	O. & N. W. Crossing	103.13																									
	Tulane	99.99		f 1.00	6.45	10.46	9.36					12.15	4.33			5.47				10.12							
DN	Terry	94.42		s 12.50	s 6.35	10.38	9.27					12.01	4.09			5.15				9.27							
	Diana	90.15		f 12.40	f 6.28	10.30	9.20					11.50	3.50			4.45				9.00							
	Fletcher	86.13			6.22	10.22	9.12					11.35	3.33			4.20				8.45							
	K. C. S. & G. Crossing	85.68																									
DN	Beaumont Pass. Depot	84.27		s { 12.25	s { 6.16	s { 10.15	s { 9.05	PM 7.15	AR																		
DN	BEAUMONT	83.57		s { 12.15	s { 6.11	s { 10.10	s { 9.00					{ 11.20	{ 3.20			{ 4.05		PM 3.40	AR	8.30	AM 11.15	AR					
	G. B. & K. C. Crossing	83.47			6.07	10.07	8.57	7.10				{ 11.05	{ 3.00			{ 3.40				AM LV							
DN	Amelia	78.77		f 12.03	f 5.57	9.58	8.49	f 6.53				10.40	2.45			3.23				3.20		10.40					
	Pine Island	74.28		f 11.54	f 5.50	9.50	8.43	f 6.35				10.25	2.27			3.05				3.00		10.35					
DN	China	69.73		s 11.45	s 5.43	f 9.40	8.36	s 6.25				10.10	2.10			2.50				2.40		10.20					
DN	Nome	64.51	W.	s 11.35	s 5.34	s 9.30	8.27	s 6.15				9.50	1.50	AM 7.50	AR	2.30				2.00		10.00					
	Felicia	59.48		f 11.22	5.24	9.15	8.17					9.30	1.25	7.32	2.05	1.20				1.20		AM LV					
DN	Devers	54.37		s 11.12	s 5.15	9.05	8.08					9.15	1.05	7.18	1.49	1.02				1.02							
D	Raywood	48.91		s 11.00	5.06	f 8.55	8.00					9.00	12.45	7.03	1.25					12.25							
	Ames	43.60		f 10.50	4.58	8.45	7.51					8.45	12.25	6.47	1.05					11.55							
DN	Liberty	40.50	W.	s 10.45	s 4.53	s 8.38	7.45					8.20	12.10	6.35	12.50					{ 11.35							
DN	Dayton	34.46		s 10.31	s 4.40	f 8.25	7.32					7.55	11.45	6.10	12.25					11.15		10.31					
	Stilson (Spur)	31.55		f 10.24	f 4.33																						
	Walley	27.59		f 10.18	f 4.25	8.14	7.22					7.32	11.09	5.45	11.55					10.00							
DN	Crosby	20.13	W.	s 10.03	f 4.15	f 8.02	7.12					7.12	10.30	5.25	11.21					9.31							
DN	Sheldon	15.94		f 9.54	f 4.08	7.54	7.05					6.52	10.05	5.07	10.55					9.02							
	Fauna	11.94		f 9.46	4.02	7.47	6.59					6.40	9.45	4.53	10.30					8.40							
	Greens	7.84		f 9.36	f 3.55	7.41	6.53					6.28	9.23	4.40	10.05					8.20							
DN	Englewood	4.02	W.		9.30	3.50	7.36	6.48				6.20	8.55	4.25	9.40					8.00							
	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		s 9.21	s 3.38	7.26	6.36					6.00	8.30	3.50	9.15					7.30							
DN	HOUSTON, H. & T. C. Depot				9.15	3.30	{ LV 7.20	{ LV 6.30																			
				AM LV	AM LV	PM	AM	AM																			
DN	SAN ANTONIO	209.22				11.40	9.00																				
DN	EL PASO	332.36					8.45																				
				Daily.	Daily.	Daily.	Daily.	Daily.				Daily.	Daily.	Daily.	Daily.					Daily ex. Sun.	Daily ex. Sun.	Daily					
				(4.15)	(3.50)	(3.50)	(3.32)	(1.00)				(7.08)	(8.50)	(4.00)	(9.45)					(8.10)	(3.35)	(1.15)					

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 Interlocking signals at 5th Ward, Houston, H. E. & W. T., G. C. & S. F. and I. & G. N. Crossings.
 Nos. 5 and 246 will meet on double track between 5th Ward, Houston, and Englewood Tank.

No. 7 has right over No. 4.
 Interlocking signals at Orange & Northwestern R'y Crossing 2½ miles west of Orange.
 Interlocking signals at K. C. S. & G. Crossing 1.41 miles east of Beaumont.

4 BEAUMONT AND SABINE.

WEST.				DISTANCE FROM BEAUMONT.	TIME TABLE No. 18, October 22, 1903.	DISTANCE FROM SABINE.	EAST.					
Second Class.							Second Class.					
151							152					
Mixed.				Mixed.								
Daily.				Daily.								
A M	9.45	LV		0.00	DN.....	BEAUMONT.....	W.	30.05	P M	5.45	AR	
s	10.05			5.35	D.....	Gladys		24.75	s	5.20		
f	10.20			7.86		Hebert		22.19	f	4.40		
f	10.25			10.18		Viterbo		20.93	f	4.25		
				11.51		Delphine		18.59				
s	10.50			14.64		Elvita		15.41	f	4.15		
f	11.10			18.60	D.....	Taylor's Bayou		11.45	s	4.00		
f	11.15			19.94		Colonia		10.11	f	3.45		
f	11.22			22.49		Round Lake		7.56	f	3.40		
s	11.40			28.35	D.....	Sabine Pass		1.70	s	3.30		
	11.45			30.05	D.....	SABINE.....	W.	0.00	s	3.10		
A M		AR							P M	3.00	LV	
Daily.				Daily.				Daily.				

No. 152 will not leave Sabine until No. 151 arrives.

BEAUMONT AND WOODVILLE.

WEST.				DISTANCE FROM BEAUMONT.	TIME TABLE No. 18, October 22, 1903.	DISTANCE FROM DALLAS.	EAST.					
Second Class.		First Class.					First Class.		Second Class.			
159	157	153					154	158	160			
Freight.	Freight.	Passenger.		Passenger.	Freight.	Freight.						
Daily except Sunday.	Daily except Sunday.	Daily.		Daily.	Daily except Sunday.	Daily except Sunday.						
A M	9.00	LV		0.00	DN.....	BEAUMONT.....	W.	289.01	P M	9.10	AR	
	9.30			5.00	f	Rosedale	(Spur)	284.01	f	8.55		
				9.53	s	Voth	(Spur)	279.48	f	8.45		
	10.05		7.57	10.03	f	Concord		278.98	f	8.43		
	10.35		8.30	14.03	s	Sharon	(Spur)	274.98	s	8.33		
	11.00		9.00	17.44		Wiess		271.57		8.25		
	11.30		9.30	21.79	s	Nona		267.27	s	8.12		
	11.50		9.55	24.67	s	Kountze	W.	264.39	s	8.05		
P M	12.10		10.20	27.99	s	Olive	(Spur)	261.07	s	7.55		
				34.85		Longs		254.21				
	1.10		11.25	35.95	s	Village	(Spur)	253.11	s	7.36		
	1.35		11.50	39.72	s	Hyatt	W.	249.34	s	7.28		
	1.50		12.15	42.86	s	Warren	(Spur)	246.20	s	7.20		
	2.15		12.37	47.32	s	Hillister		241.74	s	7.08		
	2.35		12.57	50.58	f	Seneca	(Spur)	238.48	f	7.00		
	3.00		1.15	55.16	D.....	WOODVILLE.....	W.	233.90	f	6.50		
P M		AR							P M	8.00	AR	
Daily ex. Sun.	Daily ex. Sun.		Daily.						Daily ex. Sun.		Daily ex. Sun.	

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

WOODVILLE AND JACKSONVILLE.

WEST.				DISTANCE FROM BEAUMONT.	TIME TABLE, No. 18, October 22, 1903.		DISTANCE FROM DALLAS.	EAST.				
Second Class.		First Class.			STATIONS			First Class.		Second Class.		
161	159	157	153		154	158		160	162			
Freight.	Freight.	Freight.	Passenger.		Passenger.	Freight.		Freight.	Freight.			
Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.			Daily.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.			
A M 7.30 LV	P M 3.00 LV	P M 1.15 LV	A M 10.15 LV	55.16	D.....	WOODVILLE.....	W.	233.90	P M 6.30 AR	P M 3.00 AR	A M 10.15 AR	P M 5.20 AR
7.50	3.25	1.30	s 10.26	58.16	.....	Doucette.....	(Spur).	230.90	s 6.15	2.40	9.35	5.05
8.30	4.15	2.00	s 10.45	64.53	D.....	Colmesneil.....	4.57	224.53	s 5.55	2.00	8.30	4.15
9.15	5.15	2.40	f 10.59	69.10	.....	Leah.....	(Spur) W.	219.96	f 5.40	1.00	7.00	3.35
9.45	P M 5.15 AR	3.15	s 11.13	73.91	D.....	ROCKLAND.....	W.	215.15	s 5.25	12.35	A M 7.00 LV	3.15
10.15	P M 5.15 AR	3.45	f 11.30	79.80	.....	Windom.....	Tram] 5.89 [Crossing	209.26	f 5.05	12.10	P M 7.00 LV	3.15
10.50	P M 5.15 AR	4.30	s 11.45	84.93	.....	Zavalla.....	Tram] 5.13 [Crossing	204.13	f 4.50	11.45	P M 7.00 LV	2.55
11.20	P M 5.15 AR	4.55	f 12.02pm	90.66	.....	Shawnee.....	Tram] 5.73 [Crossing	198.40	f 4.30	10.50	P M 7.00 LV	2.35
11.45	P M 5.15 AR	5.25	f 12.20	96.71	D.....	Huntington.....	T. & L. E.] 6.05 [Crossing	192.35	s 4.10	10.10	P M 7.00 LV	2.07
P M 12.25	P M 5.15 AR	6.00	f 12.40	101.84	.....	Dunagan.....	5.13	187.22	f 3.53	9.40	P M 7.00 LV	1.45
1.00	P M 5.15 AR	6.35	f 1.03	104.70	.....	Manton.....	2.30	184.92	f 3.45	9.00	P M 7.00 LV	1.15
1.20	P M 5.15 AR	6.55	f 1.18	109.84	.....	Poe.....	Tram] 5.75 [Crossing	179.17	f 3.26	8.20	P M 7.00 LV	12.25 pm
1.25	P M 5.15 AR	7.00	f 1.40	117.06	.....	Hoya.....	7.22	171.95	f 3.05	7.55	P M 7.00 LV	11.35
1.50	P M 5.15 AR	7.00	f 1.49	120.86	DN.....	Dorr Junction.....	3.80	168.15	2.55	7.55	P M 7.00 LV	11.20
2.20	P M 5.15 AR	7.00	f 1.55	121.19	D.....	NACOGDOCHES.....	0.33	167.82	2.50	7.50	P M 7.00 LV	11.00
2.50	P M 5.15 AR	7.00	2.05	124.43	D.....	Bonita Junction.....	3.24	164.58	2.38	7.50	P M 7.00 LV	10.45
3.25	P M 5.15 AR	7.00	2.20	129.94	D.....	Mahi.....	5.51	159.07	2.20	7.50	P M 7.00 LV	10.20
3.50	P M 5.15 AR	7.00	f 2.40	135.34	D.....	Trawick.....	5.40	153.67	f 2.00	7.50	P M 7.00 LV	9.55
4.20	P M 5.15 AR	7.00	s 3.00	141.94	D.....	Cushing.....	6.60	147.07	s 1.40	7.50	P M 7.00 LV	9.25
4.50	P M 5.15 AR	7.00	s 3.20	147.04	D.....	Sacul.....	5.10	141.97	s 1.22	7.50	P M 7.00 LV	9.00
5.10	P M 5.15 AR	7.00	f 3.40	152.44	.....	Reklaw.....	5.40	136.57	f 1.05	7.50	P M 7.00 LV	8.30
5.25	P M 5.15 AR	7.00	f 4.00	158.34	.....	Ponta.....	5.90	130.67	f 12.45	7.50	P M 7.00 LV	8.00
5.50	P M 5.15 AR	7.00	f 4.20	162.34	.....	Gallatin.....	4.00	126.67	f 12.30	7.50	P M 7.00 LV	7.45
P M 5.50 AR	P M 5.15 AR	7.00	f 4.30	165.64	.....	Turney.....	3.80	123.37	f 12.15	7.50	P M 7.00 LV	7.30
P M 5.50 AR	P M 5.15 AR	7.00	f 4.45	170.15	.....	St. L. S. W. R'y Crossing.....	4.51	118.86	P M 11.55	7.50	P M 7.00 LV	7.00
P M 5.50 AR	P M 5.15 AR	7.00	P M 4.45 AR	171.34	D.....	JACKSONVILLE.....	1.19	117.67	A M 11.55 LV	7.50	P M 7.00 LV	7.00
Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily.						Daily.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.
(10.20)	(2.15)	(5.45)	(6.30)						(6.35)	(7.10)	(3.00)	(10.20)

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

JACKSONVILLE AND DALLAS.

WEST.				DISTANCE FROM BEAUMONT.	TIME TABLE No. 18, October 22, 1903.	DISTANCE FROM DALLAS.	EAST.			
Second Class.		First Class.					First Class.		Second Class.	
165		153					154		166	
Freight.		Passenger.					Passenger.		Freight.	
Daily except Sunday.		Daily.		Daily.		Daily except Sunday.				
AM	LV	PM	LV			AM	AR	PM	AR	
	7.00		4.50	171.34	.D..... JACKSONVILLE..... W.	117.67	11.30		7.00	
	7.20		f 5.03	176.24	..... Fry's Gap.....	112.77	f 11.15		6.33
	7.40		f 5.15	181.74	..... Andy.....	107.27	f 10.57		6.01
	7.47		f 5.20	183.44	..... Lewis.....	105.57	f 10.51		5.52
	8.00		s 5.32	187.84	.D..... Frankston.....	101.17	s 10.40		5.32	
	8.10		f 5.37	190.14	..... Chew.....	98.87	f 10.34		5.12
	8.30		f 5.45	193.74	..... Poynor..... W.	95.27	f 10.25		4.54
	8.52		s 6.00	199.64	..... La Rue.....	89.37	s 10.10		4.24
	9.57		f 6.15	205.84	..... Baxter.....	83.17	f 9.57		3.53
				212.50	..... St. L. S. W. Crossing.....	76.51			
	10.30 }		11.00 }	212.84	.D..... Athens..... W.	76.17	s 9.37		3.28	
	11.00 }		f 7.15	221.17	..... Stockard.....	67.84	f 9.19		2.58
	11.40		s 7.25	225.22	.D..... Eustace..... W.	63.79	s 9.09		2.18	
	12.01			228.19	..... Gossett..... (Spur)	60.82			1.58
	12.33		s 7.45	232.05	.D..... Mabank..... (Wye)	56.96	s 8.56		1.23	
	12.58		f 7.57	237.21	..... Cedar.....	51.80	f 8.45		12.58
	1.20		s 8.10	241.83	.D..... Kemp..... W.	47.18	s 8.30		12.30	
	1.48		f 8.25	247.56	..... Jessie.....	41.45	f 8.14		P M 11.55
	2.15 }		s 8.40	252.90	.D..... Kaufman.....	36.11	s 7.59		11.25	
	2.50 }			253.32	..... T. M. Crossing.....	35.69			
	3.21		f 8.57	259.93	..... Gaston.....	29.08	f 7.40		10.35
	3.50		s 9.07	263.09	.D..... Crandall..... W.	25.92	s 7.32		9.50	
	4.30		s 9.22	268.65	.D..... Seago.....	20.36	f 7.18		9.25	
	4.40		f 9.30	271.14	..... Simonds.....	17.87	f 7.12		9.13
	5.00		s 9.35	273.67	..... Kleburg.....	15.34	f 7.06		9.00
	5.10		f 9.41	275.99	..... Rylie..... (Spur)	13.02	f 7.00		8.45
	5.20		f 9.50	279.10	..... Elam.....	9.91	f 6.54		8.25
				282.90	..... Willingham..... (Spur)	6.11			
	5.45		10.06	286.18	..... Wantmore Junction.....	2.83	6.40		7.55
	5.50		10.08	287.19	..... T. & N. O. R. R. Junction.....	1.82	6.37		7.50
				287.75	..... D. Ft. W. & G. Crossing.....	1.26			
				287.91	..... G. C. & S. F. Crossing.....	1.10			
				289.01	.D.... DALLAS (Union Depot).... W.	0.00	6.30		7.40	
	P M 6.00		P M 10.15				AM LV		AM LV	
	Daily except Sunday.		Daily.			Daily.		Daily except Sunday.		

(11.00) (5.25) (5.00) (11.20)
 All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class.

GALVESTON, HOUSTON & NORTHERN RAILWAY COMPANY.

WEST.								DISTANCE FROM HOUSTON.		TIME TABLE No. 18, October 22, 1903.				DISTANCE FROM GALVESTON.		EAST.							
Third Class	Second Class			First Class.						First Class.						Second Class			Third Class				
187	185	183	181	177	175	173	171			172	174	176	178			182	184	186	190				
Mixed.	Sunset Frt. Lim. G.H.&S.A.244.	Local Freight.	H. & T. C. Freight.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Passenger.	Steamer Freight.	Through Freight.	Sunset Frt. Lim. G.H.&S.A.243.	Mixed.								
Daily except Sunday.	Daily.	Daily.	Daily.	Sundays only.	Sundays only.	Daily.	Daily.	Daily.	Daily.	Sundays only.	Sundays only.	Daily.	Daily.	Daily.	Daily except Sunday.								
				PM LV	AM LV	PM LV	AM LV	0.00	DN. HOUSTON (H. & T. C. Depot)...	57.12	AM AR	PM AR	PM AR	PM AR									
				6.45	10.45	2.00			DN. HOUSTON (Fifth Ward).....	58.40					AM AR	PM AR							
								1.00	HOUSTON (T. T. Yard).....	56.12					2.00	3.00							
								1.00	H. & T. C. Crossing.....	56.12					1.30								
								1.30	G. C. & S. F. and I. & G. N. Crossings	55.82													
								2.26	S. A. & A. P. Crossing.....	54.86													
								3.36	DN. BAER..... (Wye).	53.76	8.47	8.06	6.48	9.47	1.05	2.28							
								4.46	MAGERS.....	52.66	8.44	8.02	6.45	9.45	12.50	2.20							
									H. O. L. & M. P. Crossing.														
								7.19	DN. HARRISBURG.....	49.93	f 8.38	f 7.57	s 6.40	s 9.40	12.35	2.00							
								9.76	Allen.....	47.36	f 8.34	7.53	f 6.36	f 9.36	12.25	1.51							
								11.98	Pasadena.....	45.14	f 8.30	f 7.45	f 6.29	f 9.32	12.14	1.42							
								14.28	DN. Deepwater.....	42.84	f 8.24	f 7.36	s 6.24	s 9.27	12.01	1.32							
								17.06	Deer Park..... (Spur).	40.06	f 8.19	f 7.28	f 6.19	f 9.22	11.53	1.22							
								18.31	Thayer..... (Spur).	38.81													
								22.17	Strang..... (Wye).	34.95	f 8.10	7.16	6.11	9.15	11.38	1.05							
								23.85	D. La Porte.....	33.27	s 8.07	s 7.13	s 6.08	s 9.12	11.30	12.56							
								30.96	DN. Seabrook..... (Wye).	26.16	s 7.56	s 7.00	s 5.55	s 9.00	11.10	12.25							
								33.96	Bayview..... (Spur).	23.16	f 7.51												
								38.39	Edgewater..... W.	18.73	f 7.45	f 6.47	f 5.40	f 8.47	10.45	11.55							
								44.57	Nadeau.....	12.55	f 7.34	6.36	f 5.30	f 8.30	10.27	11.27							
								46.85	Texas City Junction... (Spur).	10.27	f 7.31	6.30	f 5.25	f 8.25	10.17	11.15							
								50.63	DN. Virginia Point..... (Spur).	6.49	f 7.25	6.25	f 5.19	f 8.20	10.05	10.55							
								52.69	Island.....	3.50	7.15	6.15	5.09	8.10	9.50	10.40							
								57.12	DN. GALVESTON.....	0.00					9.40	10.15							
									GALVESTON (Union Depot)....		7.00	6.00	5.00	8.00	PM LV	PM LV							
											AM LV	PM LV	PM LV	PM LV	PM LV	PM LV							
											Daily	Daily.	Sundays only.	Sundays only.	Daily.	Daily.							

(0.40) (4.05) (6.15) (5.30) (2.00) (2.00) (2.00) (2.00) (2.00) (2.00) (2.00) (2.00) (2.00) (2.00) (4.20) (4.45) (8.35) (0.25)

No. 171 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.
 Nos. 187 and 190 will register at Magers. All irregular trains must satisfy themselves by examination of register or by train order that No. 187 has arrived at Magers.
 All trains register at Harrisburg. First Class trains will use old G. H. & N. main line between Island and Galveston Union Depot.
All east-bound trains have absolute right of track over all west-bound trains of the same or inferior class.

NOME AND SOUR LAKE.

WEST.				TIME TABLE No. 18, October 22, 1903.		EAST.			
Second Class		First Class				First Class		Second Class	
501 <small>Sour Lake Freight (Main Line 502)</small>	195 <small>Sour Lake Freight (Main Line 195)</small>	193 <small>Passenger.</small>	191 <small>Passenger.</small>			192 <small>Passenger.</small>	194 <small>Passenger.</small>	196 <small>Beaumont Freight (Main Line 196)</small>	506 <small>Houston Freight (Main Line 505)</small>
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
A M 8.00 LV	A M 7.00 LV	A M 11.45 LV P M 12.05	A M 7.50 LV	P M 6.05 AR	A M 11.20 AR	A M 9.40 AR	A M 10.40 AR		
8.50 A M AR	7.50 A M AR	12.20 P M AR	8.25 A M AR	5.50	11.05	8.50 A M LV	9.50 A M LV		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
(.50)	(.50)	(.35)	(.35)	(.35)	(.30)	(.50)	(.50)		

No. 194 will not leave Sour Lake until No. 191 arrives.
 No. 192 will not leave Sour Lake until No. 193 arrives.

MAGERS AND CLINTON.

WEST.		TIME TABLE No. 18, October 22, 1903.		EAST.	
Third Class.				Third Class.	
189 <small>Mixed.</small>	187 <small>Mixed.</small>			188 <small>Mixed.</small>	190 <small>Mixed.</small>
Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.		
P M 4.20 LV	A M 7.25 LV	A M 9.25 AR	P M 5.25 AR		
4.45 P M AR	7.45 A M AR	9.00 A M LV	5.00 P M LV		
Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.		
(0.25)	(0.20)	(0.25)	(0.25)		

Nos. 188 and 190 will not leave Clinton until Nos. 187 and 189 arrive.

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.

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 is changed to 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.

All trains will use double track between cross-over west of H. E. & W. T. crossing and cross-over at Englewood water tank. Trains will use right hand track in direction in which they are moving. Switches at Englewood tank handled by switch tender. Switches at H. E. & W. T. crossing controlled by Interlocking plant.

All trains approach Englewood water tank under full control, and call for switch.

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 will get clearance or orders from Telegraph office in Passenger Depot at Beaumont.

All trains must get clearance card or orders at Echo.

RULES BETWEEN SABINE AND DALLAS.

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

Passenger trains will not exceed a speed of THIRTY miles per hour.

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.

Employes of T. & N. O. R. R. Co. will be governed by the Rules and Regulations of the H. & T. C. R. R. Co. between T. & N. O. R. R. Junction and Dallas.

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.

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. 183, 184 and 190 will use T. & N. O. R. R. Main Tracks between Houston and Englewood and T. & N. O. R. R. Track between Englewood and Magers.

All first-class trains and Nos. 181, 182 and 187 will use the old T. T. main line between T. T. yard and Magers.

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

Operator will register for all trains at Baer.

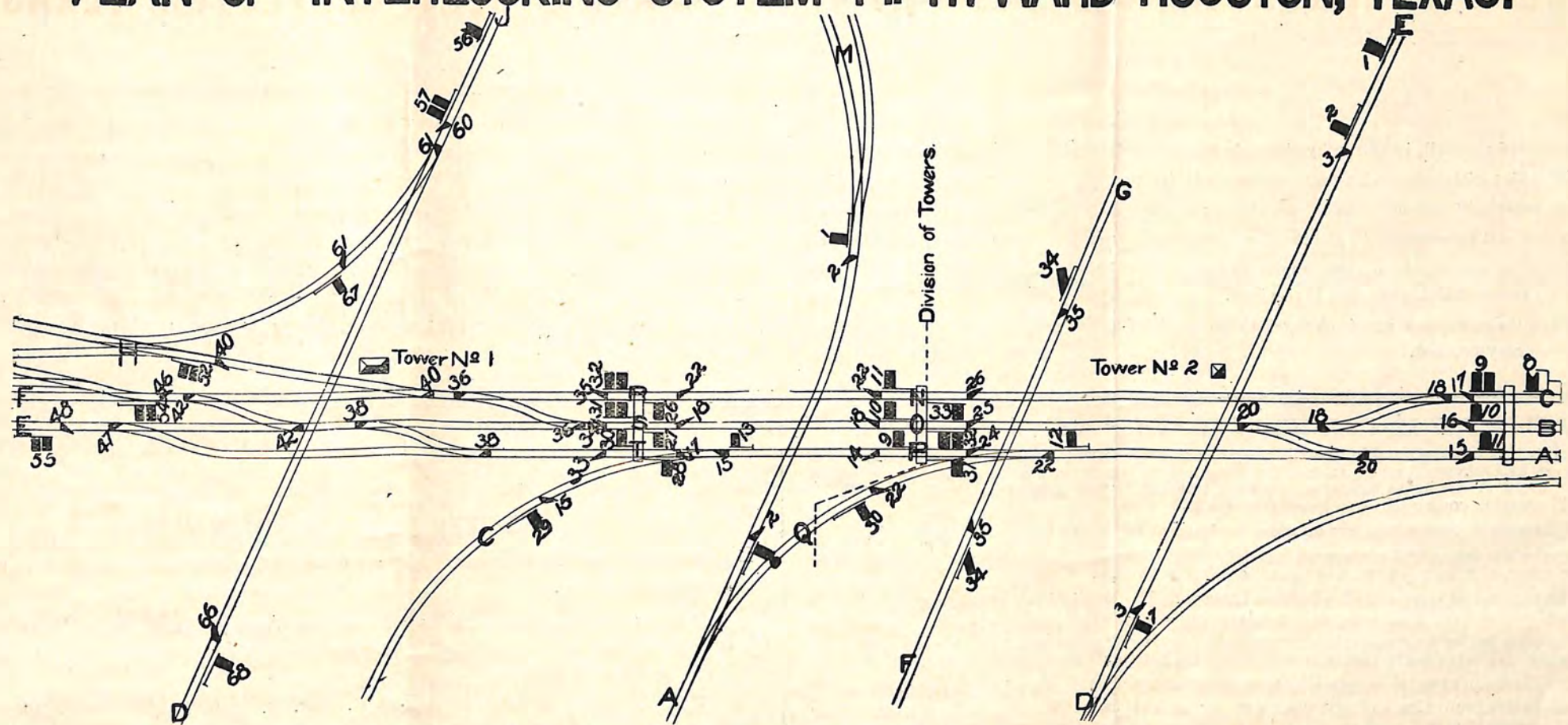
All trains will register at Harrisburg.

Following Spur Tracks between Dallas and Jacksonville not shown on time-table:

Bois d'Arc.....23.36 miles from Dallas.
 Reynolds28.23 " " "

Taylor44.43 miles from Dallas.
 Richardson79.67 " " "

PLAN OF INTERLOCKING SYSTEM FIFTH-WARD HOUSTON, TEXAS.



ROUTES TOWER No. 1.

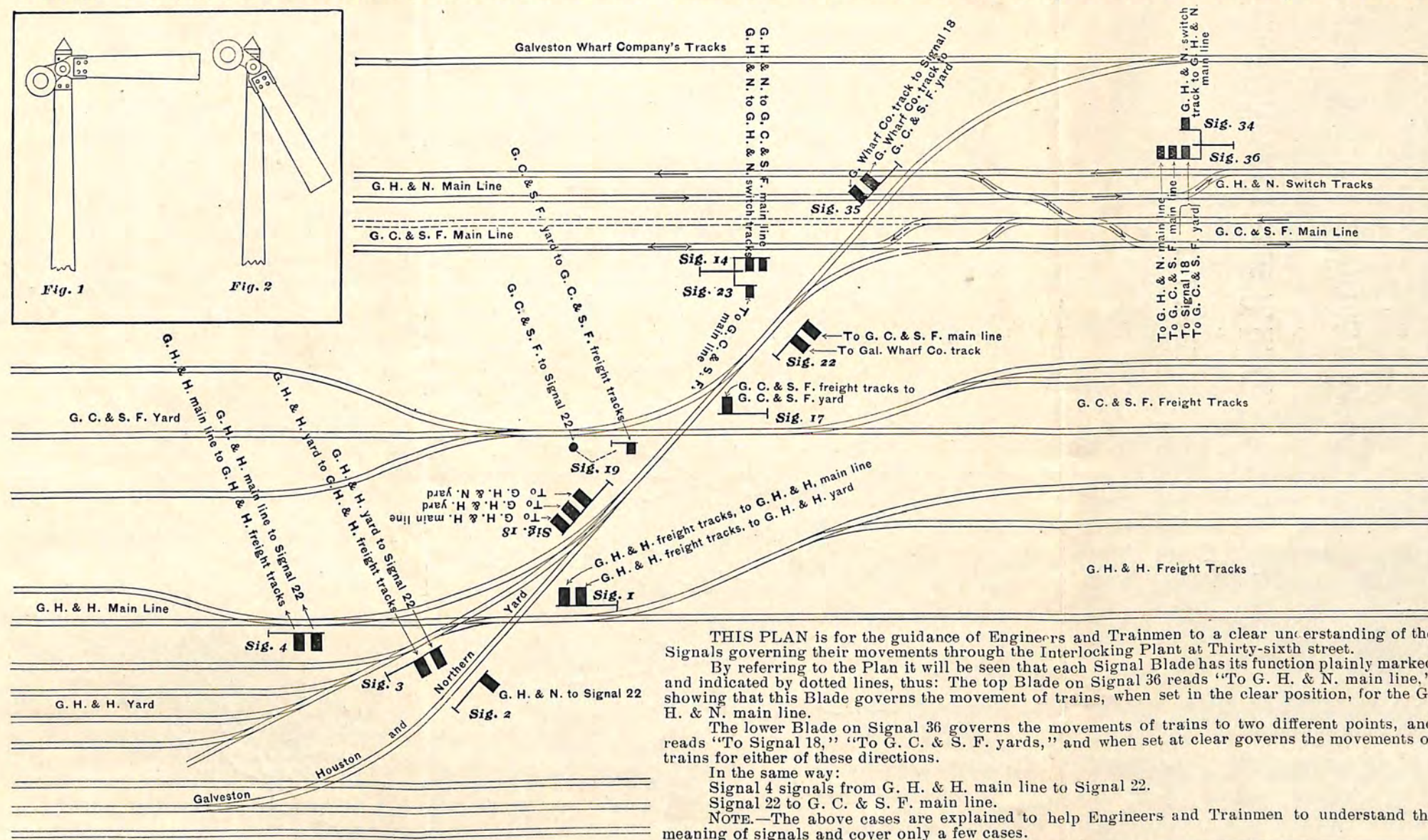
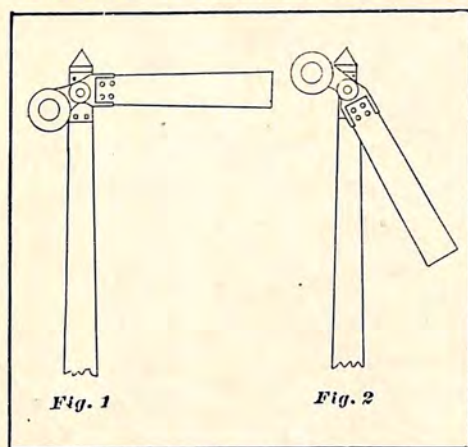
Home Sig.	No. 1	Route, M to A
Home Sig.	No. 6	Route, A to M
Home Sig.	No. 9	Route, P to Sig. 13
Home Sig.	No. 10	Route, O to S
Home Sig.	No. 11	Route, N to R
Dwarf Sig.	No. 13	Route, P to C or T
Home Sig.	No. 26	Route, R to N
Home Sig.	No. 27	Route, S to O
Home Sig.	No. 28	Route, T to P
Home Sig.	No. 29	Route, C to P
Home Sig., Upper	No. 32	Route, R to F
Home Sig., Lower	No. 32	Route, R to H
Home Sig., Upper	No. 31	Route, S to E
Home Sig., Lower	No. 31	Route, S to F or H
Home Sig.	No. 30	Route, T to E or F

Home Sig.	No. 68	Route, D to J
Home Sig., Upper	No. 55	Route, E to T
Home Sig., Lower	No. 55	Route, E to S
Home Sig., Upper	No. 54	Route, F to R
Home Sig., Lower	No. 54	Route, F to S or T
Home Sig., Upper	No. 52	Route, H to R
Home Sig., Lower	No. 52	Route, H to S
Home Sig.	No. 67	Route, H to J
Home Sig., Upper	No. 57	Route, J to D
Home Sig., Lower	No. 57	Route, J to H
Distant Sig.	No. 56	Route, J to Sig. 57

ROUTES TOWER No. 2.

Distant Sig.	No. 1	Route, to Sig. 2
Home Sig.	No. 2	Route, E to D
Distant Sig.	No. 8	Route, .. to Sig. 10
Home Sig., Upper	No. 9	Route, C to N
Home Sig., Lower	No. 9	Route, C to O
Home Sig.	No. 10	Route, B to O
Home Sig.	No. 11	Route, A to O or Sig. 12
Home Sig.	No. 7	Route, D to E
Home Sig.	No. 34	Route, F to G
Dwarf Sig.	No. 12	Route, .. to P or Q
Home Sig.	No. 30	Route, Q to A
Home Sig.	No. 31	Route, P to A
Home Sig., Upper	No. 32	Route, O to B
Home Sig., Lower	No. 32	Route, O to C or A
Home Sig.	No. 33	Route, N to C

PLAN OF INTERLOCKING SYSTEM AT THIRTY-SIXTH STREET, GALVESTON, TEXAS.



THIS PLAN is for the guidance of Engineers and Trainmen to a clear understanding of the Signals governing their movements through the Interlocking Plant at Thirty-sixth street.

By referring to the Plan it will be seen that each Signal Blade has its function plainly marked and indicated by dotted lines, thus: The top Blade on Signal 36 reads "To G. H. & N. main line," showing that this Blade governs the movement of trains, when set in the clear position, for the G. H. & N. main line.

The lower Blade on Signal 36 governs the movements of trains to two different points, and reads "To Signal 18," "To G. C. & S. F. yards," and when set at clear governs the movements of trains for either of these directions.

In the same way:

Signal 4 signals from G. H. & H. main line to Signal 22.

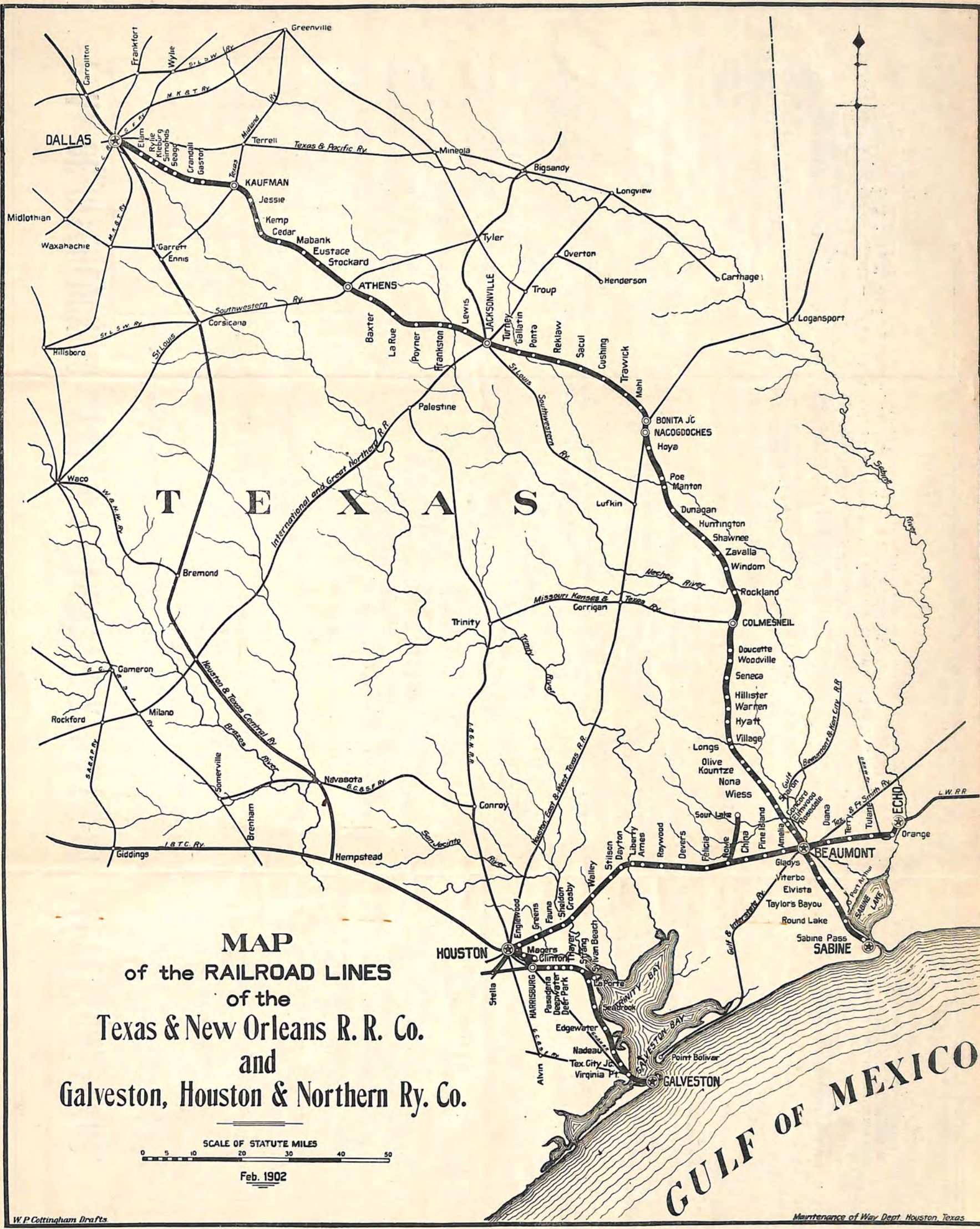
Signal 22 to G. C. & S. F. main line.

NOTE.—The above cases are explained to help Engineers and Trainmen to understand the meaning of signals and cover only a few cases.

EXPLANATION OF THE INTERLOCKING SIGNALS.—Carefully study plan of yard appended. The signals displayed are all of the semaphore pattern. All are equally important. A Signal Blade always points to the right when facing it. All semaphore signals have one of two positions.

LANGUAGE OF SIGNALS.—A red blade extended horizontally by day, or a red light by night, indicates danger or stop. (See Figure 1.) A red blade extended at an angle of sixty degrees by day, or a white light by night, indicates safety or go ahead. (See Figure 2.) When there are two blades on a signal post the top blade always refers to the main line track; the lower blade to diverging tracks. When there are more than two blades on a signal post, the topmost blade always refers to the track on the extreme right; the next blade below to the next track in order, and so on. Only one blade on a post bearing more than one blade can be lowered at one time; and the blade lowered indicates safety or go ahead for the track or tracks to which it refers.

RULES GOVERNING THE USE OF SIGNALS.—Run quite up to a signal, but never beyond it when at danger. When a signal shows danger, trains must come to a full stop, and must not pass the signal until it shows safety. A signal is given for each movement made. After having received a signal to pass in one direction, do not move in the opposite direction without receiving the proper signal for the movement. All switches are provided with detector bars fifty feet long. Engineers are required to keep clear of these bars when standing. Engineers will not allow sand or water to run while passing over switch points or detector bars. All Engineers and Trainmen are required to study carefully these rules and instructions and to become familiar with the plan of yard shown above. They will be held equally responsible for the strict observance of same.



MAP
of the **RAILROAD LINES**
of the
Texas & New Orleans R. R. Co.
and
Galveston, Houston & Northern Ry. Co.

