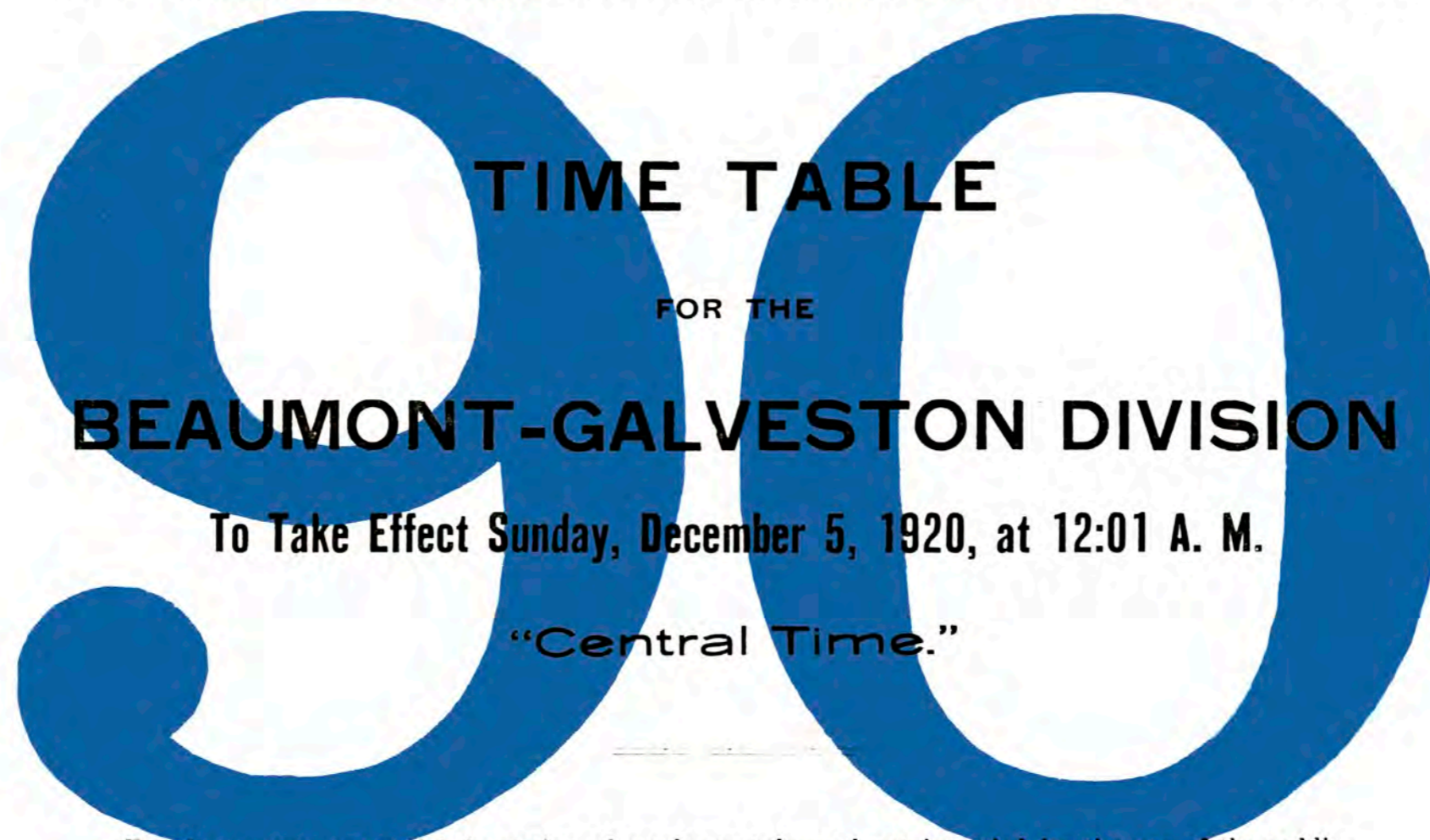


SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

TEXAS & NEW ORLEANS RAILROAD COMPANY

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY



TIME TABLE

FOR THE

BEAUMONT-GALVESTON DIVISION

To Take Effect Sunday, December 5, 1920, at 12:01 A. M.

"Central Time."

For the government and information of employes only, and not intended for the use of the public.

G. S. WAID,

Vice President and General Manager.

O. C. CASTLE,

Superintendent of Transportation.

CONDENSED SCHEDULES.

EASTWARD—Toward New Orleans.

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

WESTWARD—Toward San Francisco.

No. 244	No. 242	No. 110	No. 102	No. 22	No. 12	No. 8	No. 6	No. 4	No. 2	Distance from El Paso	STATIONS	Distance from New Orleans	No. 1	No. 3	No. 5	No. 7	No. 11	No. 21	No. 101	No. 109	No. 241	No. 243		
5.00PM		10.30PM	8.50AM							0.00	Lv. EL PASO (Union Depot) Ar.	1194.00								9.45PM	4.00PM		7.00AM	
7.00AM		1.40PM	9.40PM							451.00	Ar. DEL RIO Lv.	743.00				5.00PM				8.35AM	12.30AM		5.00PM	
9.30AM		2.50PM	10.50PM			5.30AM				620.00	Lv. SAN ANTONIO (Commerce Street) Ar.	574.00				11.00AM				5.00AM	7.30PM		3.15AM	
11.10PM		8.00PM	3.10AM			11.15AM				950.30	Ar. DALLAS Lv.	627.00					3.50PM	8.00AM		4.50AM	6.45PM		2.00AM	
1.10AM		11.30PM	3.20AM	9.00PM	7.45AM	11.30AM				888.00	Lv. GALVESTON Lv.	420.00						9.00PM						9.30PM
				8.00AM						831.00	Ar. HOUSTON (H. & T. C. Depot) Lv.	363.00				11.30PM	8.05AM			10.50PM	11.50AM		9.40AM	
7.00PM		6.50AM	9.25AM		3.15PM	6.15PM				942.00	Lv. ECHO Lv.	252.00		11.10AM									4.00PM	11.55PM
9.00PM	10.45PM	7.20AM	9.30AM		8.25PM	6.40PM	3.30PM	9.00AM		1048.00	Ar. LAFAYETTE Lv.	146.00		4.00PM	8.45PM	10.35PM	7.35AM			10.40PM	11.30AM	1.30AM	7.30AM	
5.25AM	7.00AM									1181.00	Lv. AVONDALE Lv.	13.00	4.00PM		6.50AM	12.10PM	9.10PM			1.20PM	12.40AM	8.30PM	6.55AM	
5.50AM	7.30AM	10.35AM	12.20PM		11.40PM	10.10PM	6.20AM	1.33PM		1194.00	Ar. NEW ORLEANS (Union Station) Lv.	0.00	3.05PM		5.55AM	11.05AM	8.00PM			12.10PM	11.30PM			
2.50PM	4.10PM	1.40PM	3.05PM		2.50AM	1.20AM	10.15AM	6.00PM			Ar. ALGIERS Lv.											7.30PM	5.45AM	
3.35PM	5.15PM	1.45PM	3.10PM		2.55AM	1.25AM	10.30AM		5.10AM				9.30PM	6.30AM	12.40PM	4.10PM	1.20AM		5.05PM	4.50AM	6.40AM	4.20PM		
1.55AM	4.00AM	5.40PM	6.50PM		6.50AM	5.40AM	4.20PM		10.40AM										5.00PM	4.45AM	5.10AM	3.35PM		
		6.50PM	8.00PM		7.55AM	6.50AM	5.20PM		11.40AM															
3.00AM	5.00AM																							
106.0J	30.15	44.20	34.10	11.00	24.10	25.20	14.50	9.00	6.30		THROUGH TIME		6.25	9.30	14.50	29.55	19.50	11.00	34.35	41.30	30.00	98.15		
11.3	12.0	27.0	34.9	30.0	24.0	29.3	24.2	24.1	22.4		MILES PER HOUR		22.7	22.8	24.4	25.0	29.0	30.0	34.5	28.9	12.1	12.1		

MILEAGE SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

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

MILEAGE

MAIN LINE

Houston to Echo	T. & N. O. R. R. Co. 110.7
Houston to Galveston	G. H. & S. A. Ry. Co. 61.6
Strang to Seabrook	G. H. & S. A. Ry. Co. 8.8

Total—Main Line

BRANCHES

Clinton	T. & N. O. R. R. Co. Magers to Clinton. 6.9
Sour Lake	T. & N. O. R. R. Co. Nome to Sour Lake. 7.2
Dallas-Sabine	T. & N. O. R. R. Co. Dallas to Beaumont. 288.6
Sabine	T. & N. O. R. R. Co. Beaumont to Sabine. 33.8
Rusk	T. & N. O. R. R. Co. Gallatin to Rusk. 8.2
Turpentine	T. & N. O. R. R. Co. Rockland to Turpentine. 9.1

Total Branches

Total Beaumont-Galveston Division

EASTWARD—Toward New Orleans.

Houston—Echo Sub-Division.

WESTWARD—Toward San Francisco. 3

Table with columns for Class (Third, Second, First, Third), Station, Time, Distance from Houston, and Train Order Office Hours. Includes sub-headers for 'Time Table No. 90. December 5, 1920.' and 'STATIONS'.

Summary table with 12 columns corresponding to train numbers 72, 242, 244, 12, 8, 152, 6, 102, 4, 110, 11, 109, 151, 3, 5, 7, 101, 241, 243, 71. Rows include 'Time Over District' and 'Average Speed per Hour'.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72. EXCEPT, No. 101 is superior to all Trains except No. 102. No. 102 is superior to all Trains. No. 11 is superior to No. 6; No. 109 is superior to Nos. 4, 6 and 110; No. 5 is superior to Nos. 6 and 152; No. 7 is superior to Nos. 6, 8 and 152. No. 6 will stop 11 hours at Beaumont and get a clearance before leaving. Connell is regular stop for Nos. 3, 4, 5, 6, 151 and 152. Nos. 3 and 4 will stop on flag at Oilla. *Tower at D. G. C. Ry. Crossing, 2,798 feet west of Dayton Station, is continuous train order office.

Length of Passing Tracks in Cars and Location of Scales, Telephone 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. 90. December 5, 1920	Distance from Galveston (Union Depot) Via Bay Shore Line								
	81 Local Freight		187 Mixed		335 Victoria Division Freight		243 Sunset Manifest Freight		245 Galveston Manifest Freight		221 Mdse. Freight					175 Passenger		203 Passenger Motor		173 Passenger		171 Passenger	
	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
FOPTW Yard			6.35 AM											6.55 PM	5.15 PM	1.30 PM	8.00 AM	0.0	HOUSTON (H. & T. C. Station)	61.6			
																		0.4	BONNER'S PT. (M. I. & T. CROSS'G)	61.2			
																		0.3	SEMME'S JUNCTION	60.9			
																		0.5	H. B. & T. RY. CROSSING	60.4			
																		0.1	I & G. N. CROSSING	60.3			
																		1.0	S. A. & A. P. CROSSING	59.3			
FOPWY		7.45 AM			9.00 AM	9.40 AM												1.0	ENGLEWOOD	59.3			
110 PY					9.10	9.48												1.0	BAER	58.3			
94			6.50 AM															1.4	H. B. & T. CROSSING	58.3			
																		1.0	MAGERS	56.9			
																		1.0	H. O. L. & M. P. CROSSING	55.9			
																		1.5	G. H. & S. A. CROSSING	54.4			
PY		8.06 AM			9.25 AM	10.00 AM	6.00 AM	1.24						f 7.10	f 5.32	1.47	f 8.16	1.5	HARRISBURG	54.4			
WY							6.25	1.30 <small>See No. 246</small>										1.5	MANCHESTER	52.9			
92							6.31	1.51										1.1	SINCO	51.8			
N 19 S 17														f 7.17	f 5.40	f	f 8.23	2.2	PASADENA	49.6			
82														f 7.20	f 5.44	f 1.57	f 8.29	2.3	DEEPWATER	47.3			
24 SPW														f 7.25	f 5.48	f	8.33	2.3	DEER PARK (Spur)	45.0			
94														7.31	5.52	2.02	8.36	2.4	LINK FIVE	42.6			
PWY														f 7.36	f 5.58	f 2.06	8.42	3.2	STRANG	39.4			
														s 7.43	s 6.04	f 2.12	s 8.48	3.1	MORGAN'S POINT	36.3			
														s 7.46	s 6.07	f	a 8.50	0.8	BAY RIDGE	35.5			
														s 7.50	s 6.14	s 2.19	s 8.54	1.3	LA PORTE BEACH	34.2			
25 P														f 7.53	f 6.16	f		0.9	ANGELINA	33.3			
														f 7.56	f 6.18	f 2.23	a 8.58	1.3	OAKS	32.0			
														f 7.58	f 6.21	f 2.25	a 9.00	1.3	RED BLUFF	30.7			
														f 8.02	f 6.24	f 2.28	a 9.03	1.8	SURF (Spur)	28.9			
														s 8.07	6.30 PM	s 2.33	s 9.08	2.3	SEABROOK	26.6			
PWY																		3.1	STRANG	22.2			
82																		1.7	LA PORTE	23.9			
171 Y																		7.1	SEABROOK	26.6			
																		1.4	DRAW BRIDGE	25.2			
81 PwY														f 8.17		f 2.43	9.18	6.0	SAN LEON	19.2			
82														8.25		f 2.51	9.26	5.9	NADEAU	13.3			
85 Y														f 8.29		f 2.55	f 9.31	2.6	TEXAS CITY JUNCTION	10.7			
108																		3.9	T. C. T. CROSSING	6.8			
																		2.1	VIRGINIA POINT	4.7			
88																		0.4	ISLAND	4.3			
FOPTW Yard																		2.5	LINK FOUR	1.8			
Yard																		1.8	GALVESTON (Yard Office)	0.0			
																		1.8	GALVESTON (Pass. Station)	0.0			

(0.21) 14.0 (0.15) 18.8 (0.25) 11.8 (0.20) 14.7 (5.00) 10.0 (4.00) 13.5 (2.00) 30.8 (1.15) 28.0 (1.50) 33.6 (1.55) 32.1 Time Over District Average Speed per Hour.....

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

*Office hours daily except Sunday. Prefix a indicates stop on flag Sundays only. All first-class trains will operate via Bay Shore Line between Seabrook and Strang. All freight trains will operate via Main Line between Seabrook and Strang. Nos. 172, 173 and 175 will stop on flag at Tod, Kemah, Clifton and Bay View. No. 174 will stop on flag at Kemah and Bay View. Nos. 202 and 203 will stop on flag at Crescent and Tod. Nos. 171 and 174 will stop on flag Sundays only at Tod.

Houston-Galveston Sub-Division.

EASTWARD—Toward Houston.

Distance from Houston (H. & T. C. Passenger Station) Via Main Line	Time Table No. 90. December 5, 1920.	Distance from Galveston (Union Depot) Via Bay Shore Line	FIRST CLASS				SECOND CLASS				THIRD CLASS				Train Order Office hours
			202	172	174	176	246	222	336	244	82	188			
			Passenger Motor	Passenger	Passenger	Passenger	Galveston Manifest Freight	New York Steamer Freight	Victoria Division Freight	Sunset Manifest Freight	Local Freight	Mixed			
	STATIONS		Arrive Daily Ex Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex Monday	Arrive Daily	Arrive Daily	Arrive Daily Ex Sunday			
0.0	HOUSTON (H. & T. C. Station)	61.6	7.45AM	8.55AM	8.00PM	10.10PM									Continuous
0.4	BONNER'S PT. (M. E. & T. CROSS'G)	61.2	s	s									4.40PM		
0.7	SEMMES 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													
	ENGLEWOOD	59.3							3.00PM	7.45AM	7.00PM		2.30PM		
3.3	BAER	58.3	7.34	8.45	7.48	10.00			2.20	7.20	6.35				
4.7	MAGERS	56.9											4.23PM		
5.7	H. O. L. & M. P. CROSSING	55.9													
7.2	G. H. & S. A. Crossing	54.4	f 7.24	f 8.39	f 7.39	9.50			1.40PM	2.00	7.00PM	6.15PM	1.50PM		Continuous
8.7	MANCHESTER	52.9							1.16	1.54					
9.8	SINCO	51.8	7.20	8.35	7.34	9.46			1.11	1.51					
12.0	PASADENA	49.6	f 7.16	f 8.32	f 7.31										
14.3	DEEPWATER	47.3	f 7.12	f 8.29	f 7.28	9.41									
16.6	DEER PARK (Spar)	45.0	f 7.08	f 8.24	f 7.25										
19.0	LINK FIVE	42.6	7.04	8.21	7.20	9.36			12.33	1.22					
22.2	STRANG	39.4	f 6.57	f 8.17	7.15	9.32									
25.3	MORGAN'S POINT	36.3	s 6.52	s 8.11	s 7.07										
26.1	BAY RIDGE	35.5	f 6.50	f 8.09	a 7.04										
27.4	LA PORTE BEACH	34.2	s 6.48	s 8.06	s 7.01	s 9.22									
28.3	ANGELINA	33.3	f 6.45	f 8.03	a 6.58										
29.6	OAKS	32.0	f 6.43	f 8.01	a 6.56										
30.9	RED BLUFF	30.7	f 6.39	f 7.59	a 6.54										
32.7	SURF (Spar)	28.9	f 6.35	f 7.55	a 6.51										
35.0	SEABROOK	26.6	6.30AM	s 7.50	s 6.46	s 9.07									
22.2	STRANG								12.22	1.09					
23.9	LA PORTE								12.15AM	12.57					*8.00 AM to 5.00 PM
31.0	SEABROOK	26.6							11.38PM	12.35					Continuous
32.4	DRAW BRIDGE	25.2													
38.4	SAN LEON	19.2		f 7.39	f 6.34	8.55			11.08	12.10AM					
44.3	NADEAU	13.3		f 7.31	f 6.26	8.47			10.44	11.52PM					
46.9	TEXAS CITY JUNCTION	10.7		f 7.27	f 6.22	8.43			10.32	11.42					
50.8	VIRGINIA POINT	6.8		7.22	6.17	8.38			10.17	11.30					Continuous
52.9	ISLAND	4.7		7.14	6.10	8.30			10.05	11.15					
53.3	LINK FOUR	4.3							9.53						
55.8	GALVESTON (Yard Office)	1.8							9.30PM	11.00PM					Continuous
57.6	GALVESTON (Pass. Station)	0.0		7.05AM	6.00PM	8.20PM									
			Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily			Leave Daily	Leave Daily	Leave Daily Ex Monday	Leave Daily	Leave Daily	Leave Daily Ex Sunday	
			202	172	174	176			246	222	336	244	82	188	

..... Time Over District	(1.15)	(1.50)	(2.00)	(1.50)	(4.10)	(4.00)	(0.45)	(0.45)	(0.40)	(0.17)
..... Average Speed per Hour	28.0	33.6	30.8	33.6	12.1	13.8	6.5	6.5	7.3	16.6

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

*Office hours daily except Sunday.

Prefix a indicates stop on flag Sundays only. All first-class trains will operate via Bay Shore Line between Seabrook and Strang. All freight trains will operate via Main Line between Seabrook and Strang. No. 171 will stop on flag at Kemah. Nos. 172, 173 and 175 will stop on flag at Tod, Kemah, Clifton and Bay View. No. 174 will stop on flag at Kemah and Bay View. Nos. 202 and 203 will stop on flag at Crescent and Tod. Nos. 171 and 174 will stop on flag Sundays only at Tod.

6 WESTWARD—Toward Dallas. Jacksonville—Beaumont Sub-Division. EASTWARD—Toward Beaumont.

Length of Passing Tracks in cars and location of Scales, Telephones, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Track End	Time Table No. 90, December 5, 1920	Distance from Jacksonville	FIRST CLASS			SECOND CLASS			THIRD CLASS			Train Order Office hours			
	161	159											156						168				160	162	
	Local Freight	Local Freight							155				Passenger	Passenger				Through Freight			Local Freight		Local Freight		
	Leave Daily Ex. Monday	Leave Daily Ex. Sunday						Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday						
								7.30 AM	30.17	BEAUMONT (Pass. Station) 0.3	172.1	7.55 PM													
POPTW Yard		7.45 AM						10.00 PM	30.47	BEAUMONT (Yard Office) 4.9	171.8					3.00 AM			2.30 PM			Continuous			
		8.05						7.47	34.86	ROSEDALE (Spar) 3.6	166.9	7.37							1.45						
50 PW		8.20						7.54	38.45	VOH 8.4	163.3	7.30				2.30			1.25						
56		9.05						8.07	46.80	WEISS 4.5	154.9	7.13				1.59			12.25						
44		9.30						8.15	51.21	NONA 3.3	150.4	7.03				1.39			12.01 PM						
48 W		10.00						8.26	55.56	KOUNTZE G. C. & S. F.] 3.0 (Ry. Crossing)	147.1	6.56				1.27			11.45 AM			8.00 AM to 5.00 PM			
		10.15						8.33	57.58	OLIVE (Spar) 6.8	144.1	6.46				1.15			11.20						
35		10.45						8.44	64.36	LONGS 1.1	137.3	6.31				12.56			10.45						
Y		11.00						8.47	65.58	VILLAGE MILLS (Spar) 3.3	136.2	6.28				12.50			10.15						
62 W		11.22						8.57	68.88	HYATT (Siding) 0.5	132.8	6.19				12.31			9.58			9.30 AM to 6.30 PM			
		11.24						9.03	69.40	HYATT (Station) 3.0	132.3	6.17				12.29 AM			9.54						
46		11.45 AM						9.13	72.35	WARREN 4.5	129.3	6.09				11.50 PM			9.35						
23		12.11 PM						9.20	76.80	HILLISTER 7.8	124.8	5.58				11.30			9.20						
34 W		1.15						9.35	84.60	WOODVILLE 3.0	117.0	5.38				10.50			8.10			8.00 AM to 5.00 PM			
24		1.40						9.44	87.61	DOUCETTE 6.4	114.0	5.28				10.37			7.45						
48		2.30						10.02	94.04	COLMESNEIL 2.8	107.6	5.11				10.17			7.15			8.00 AM to 5.00 PM			
21		3.15						10.09	96.80	CIMA 6.5	104.8	5.03				9.47			7.00						
FWY Yard	6.15 AM	3.45 PM						10.27	103.23	ROCKLAND 6.0	98.3	4.48				9.07			6.30 AM	2.15 PM		Continuous			
42		6.35						10.41	109.23	ENAL 5.1	92.3	4.30				8.32			2.00						
42 W		6.55						10.53	114.27	ZAVALLA 5.8	87.2	4.16				8.10			1.40						
37		7.15						11.06	120.05	SHAWNEE St. L. S. W.] 6.8 (Ry. Crossing)	81.4	4.01				7.42			1.15						
44		7.45						11.22	126.84	HUNTINGTON 5.1	74.6	3.43				7.10			12.50			8.00 AM to 5.00 PM			
39		8.05						11.32	131.95	DUNAGAN A. &] 8.0 (N. R. R. R.)	69.5	3.31				6.50			12.29 PM						
42 W		8.30						11.50 AM	140.08	POE 7.4	61.5	3.13				6.10			11.50 AM						
44		8.55						12.05 PM	147.29	HOYA 2.0	54.1	2.57				5.35			11.30						
Y								12.10	150.20	HAYWARD JUNCTION 1.6	52.1	2.51							11.15						
		9.15						12.13	151.02	DORR JUNCTION (Spar) 0.5	50.6	2.48				5.15			11.10						
OW		9.55						12.25	151.42	NACOGDOCHES 3.1	50.0	2.45				4.55			11.00			Continuous			
51 P		10.05						12.37	154.38	BONITA JUNCTION 5.5	46.9	2.25				4.45			10.05						
38		10.30						12.52	160.08	MAHL 3.3	41.4	2.11				4.15			9.50						
15		10.40						1.00	163.13	CARO 2.0	38.1	2.01				4.00			9.40			8.00 AM to 5.00 PM			
33		10.50						1.05	165.40	TRAWICK 6.8	36.1	1.55				3.50			9.25						
41		11.10						1.20	172.03	CUSHING 5.1	29.5	1.40				3.20			9.05			7.00 AM to 11.00 PM			
44 WY		11.36 AM						1.52	177.06	SACUL 5.5	24.4	1.28				2.49			7.55						
33		12.01 PM						2.05	182.65	REKLAW 5.8	18.9	1.16				2.05			7.35						
35		12.30						2.17	188.44	PONTA 4.1	13.1	1.03				1.35			7.15						
33 PY		12.51						2.27	192.49	GALLATIN 3.3	9.0	12.51				1.20			6.55			8.00 AM to 5.00 PM			
25		1.40						2.35	195.78	TURNEY 5.7	5.7	12.42				1.05			6.35						
FPTW Yard		2.15 PM						2.49 PM	201.47	JACKSONVILLE	0.0	12.30 PM				12.40 PM			6.15 AM			Continuous			

(8.00) 12.4 (8.00) 9.2 (13.30) 12.7 (7.19) 23.5 (7.25) 23.2 (14.20) 12.0 (8.00) 9.2 (8.00) 12.4

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

Nos. 155 and 156 will stop on flag at Arlola, Seneca, Griffin, Manton and Platt. *Office hours daily except Sunday. Sunday office hours at Kountze 9:00 a. m. to 12:00 Noon. Trains must approach Voth, Rockland Nacogdoches, Gallatin and Rusk tank expecting to find Main track occupied. Derailing Switch located 1,000 feet east of Jacksonville yard

Length of Passing Tracks in cars and location of Scales, Telephone, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Track End	Time Table No. 90, December 5, 1920.	Distance from Dallas	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office hours		
		165 Local Freight Leave Daily		167 Through Freight Leave Daily		155 Passenger Leave Daily				147 Passenger Leave Daily		156 Passenger Arrive Daily	148 Passenger Arrive Daily		168 Through Freight Arrive Daily			166 Local Freight Arrive Daily
	FPTW Yard										STATIONS							
		6.00AM		7.30AM		2.59PM	5.45AM	201.47	JACKSONVILLE	117.6	11.21AM	11.00AM		5.25AM		3.30PM	Continuous	
43		6.20		7.55		3.11	5.55	206.31	FRYS GAP	112.7	11.57AM	10.47		4.53		3.11		
29		6.33		8.09		3.21	6.04	210.21	REESE	108.8	11.49	10.40		4.38		2.57		
24		6.41		8.13		3.25	6.08	211.79	ANDY	107.1	11.45	10.36		4.33		2.52		
33		6.48		8.17		3.30	6.12	213.56	LEWIS	105.4	11.41	10.34		4.28		2.45		
44		7.25		8.34		3.44	6.22	217.97	FRANKSTON	101.0	11.31	10.25		4.13		2.30	8.00 AM to 5.00 PM	
35		7.35		8.41		3.50	6.27	220.35	CHEW	98.6	11.24	10.18		4.05		2.16		
32 W		7.50		8.57		3.58	6.36	223.83	POYNOR	95.0	11.16	10.10		3.54		2.00		
43		8.25		9.21		4.12	6.49	229.74	LA RUE	89.1	11.02	9.55		3.29		1.35		
34		9.06		9.40		4.26	7.04	235.86	BAXTER	82.9	10.47	9.40		3.05		1.10		
								238.97	TREBLA (Spar)	79.8								
								242.82	ST. L. S. W. CROSSING	76.2								
42 WY		10.31		10.25		4.46	7.22	242.94	ATHENS	75.9	10.31	9.22		2.38		12.45	Continuous	
				10.45		4.58	7.34	248.44	PICKENS (Spar)	70.3	10.13	9.07						
42		11.00		10.56		5.04	7.39	251.15	STOCKARD	67.6	10.07	9.01		2.11		12.05PM		
41		11.13		11.08		5.13	7.47	255.19	EUSTACE	63.7	9.59	8.53		1.53		11.50AM		
23 W		11.30		11.18		5.19	7.53	258.26	PAULINE	60.6	9.51	8.45		1.31		11.30	8.00 AM to 5.00 PM	
47 Y		11.55AM		11.30		5.30	8.03	262.16	MABANK	56.7	9.43	8.36		1.14		11.00	8.00 AM to 5.00 PM	
18		12.15PM		11.48PM		5.41	8.13	267.24	GOSSETT	51.6	9.30	8.22		12.46		10.40		
26 W		12.35		12.26AM		5.54	8.25	271.96	KEMP	47.0	9.18	8.10		12.26		10.20	8.00 AM to 12.00 m. r.	
								274.75	LAGO (Spar)	43.0								
37		12.55		12.56		6.07	8.37	277.63	JIBA	41.4	9.03	7.55		12.01AM		9.55		
39 WY		1.15		1.26		6.22	8.51	282.92	KAUFMAN	36.0	8.51	7.42		11.40PM		8.51	Continuous	
								283.34	T. M. CROSSING	35.6								
40		1.35		2.00		6.38	9.06	289.98	GASTONIA	29.0	8.27	7.22		11.02		8.05		
35 W		1.50		2.12		6.46	9.16	293.20	CRANDALL	25.8	8.20	7.14		10.50		7.45	7.40 AM to 4.40 PM	
								295.51	BOIS D'ARC (Spar)	23.4								
50		2.15		2.38		7.00	9.30	298.76	SEAGOVILLE	20.3	8.05	7.00		10.18		7.15		
22		2.25		2.49		7.06	9.36	301.06	SIMONDS	17.8	8.00	6.50		10.09		7.05		
31		2.33		3.00		7.11	9.42	303.80	KLEBERG	15.3	7.55	6.44		10.02		6.55		
17		2.41		3.11		7.17	9.48	305.88	RYLIE	13.0	7.50	6.39		9.55		6.45		
23		2.51		3.26		7.26	9.56	309.21	ELAM	9.9	7.44	6.32		9.45		6.35		
		3.12		3.57		7.38	10.10	315.11	BRIGGS	4.0	7.33	6.18		9.19		6.19	8.00 AM to 4.00 PM	
		3.16		4.01		See Note	See Note	316.29	WANTMORE JUNCTION	2.8	See Note	See Note		9.15		6.15		
		3.20		4.10		See Note	See Note	317.30	T. & N. O. R. R. JUNCTION	1.8	See Note	See Note		9.10		6.10		
FOTWY Yard		3.30PM		5.00AM		8.00PM	10.40AM	319.10	DALLAS	0.0	7.15AM	6.00PM		9.00PM		6.00AM	Continuous	
		Arrive Daily		Arrive Daily		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily		Leave Daily		
		165		167		155	147				156	148		168		166		

(9.30)
12.5

(9.30)
12.5

(5.30) (4.55)
31.4 23.9

Time Over District
Average Speed per Hour

(4.55) (5.00)
23.9 23.5

(8.25)
13.9

(9.30)
12.5

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

NOTE—Movement of T. & N. O. Passenger Trains between Briggs and Dallas are governed by H. & T. C., Dallas Division, Time Table No. 182, Page 8.

WESTWARD—Toward San Francisco

Englewood—West Junction Sub-Division

Length of sidings in feet, and location of Scales, Telephone, Fuel, Water and Turning Stations	THIRD CLASS		SECOND CLASS		FIRST CLASS												Distance from Houston	TIME TABLE No. 90. December 5, 1920		
		23 H. & T. C. Local Freight		343 New York Steamer Freight	7 Sunset Mail	45 Austin Division Passenger	17 H. & T. C. Passenger The Owl	101 Sunset Limited	19 H. & T. C. Passenger	3 S. A. & A. P. Passenger	303 Victoria Division Passenger	109 Sunset Express	43 Austin Division Passenger	15 H. & T. C. Passenger	301 Victoria Division Passenger	1 S. A. & A. P. Passenger		11 Local Passenger	STATIONS	
		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		Leave Daily		
WY Yard		6.30AM		6.20AM														0.00	ENGLEWOOD 3.65	
WPPTOY Yard		6.55		6.45														3.65	HOUSTON (Hardy St.) 2.4	
Yard																		6.05	CHANEY JUNCTION	
Yard					11.30PM	11.15PM	11.05PM	10.50PM	9.10PM	9.00PM	5.15PM	11.50AM	9.30AM	9.20AM	9.10AM	9.00AM	8.05AM	0.00	HOUSTON (H. & T. C. Depot) 1.48	
		7.15		7.03	11.38	11.23	11.13	10.58	9.18	9.08	5.23	11.58AM	9.38	9.28	9.18	9.08	8.13	1.48	CHANEY JUNCTION 3.03	
		7.30AM		7.15AM	11.45	11.30PM	11.20PM	11.05	9.25PM	9.15	5.30	12.05PM	9.45AM	9.35AM	9.25	9.15	8.20	4.51	EUREKA TOWER (M.F. & T. Crossing) 4.09	
					11.51			11.11			9.25PM	5.36	12.11			9.32	9.25AM	8.26	8.61	
																		10.05	BELLAIRE (S. A. & A. P. Crossing) 1.45	
					11.57			11.18			5.43	12.18			9.38		8.33	12.58	10.05	
Y					11.59PM			11.20PM			5.45PM	12.20PM			9.40AM		8.35AM	13.74	WESTMORELAND RY. 2.53	
		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	Arrive Daily			
		23		343	7	45	17	101	19	3	303	109	43	15	301	1	11			
		(1.00) 9.0		(0.55) 9.8	(0.29) 28.3	(0.15) 18.0	(0.15) 18.0	(0.30) 27.4	(0.15) 18.0	(0.25) 20.6	(0.30) 27.4	(0.30) 27.4	(0.15) 18.0	(0.15) 18.0	(0.30) 27.4	(0.25) 20.6	(0.30) 27.4			
																			Time Over District	
																			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 2, — — 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

Magers—Clinton Sub-Division.

EASTWARD

Length of sidings in feet, and location of Scales, Telephone, Fuel, Water and Turning Station.	THIRD CLASS		Distance from Magers	Time Table No. 90. December 5, 1920.		Distance from Houston	THIRD CLASS	
		187 Mixed			188 Mixed			188 Mixed
		Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday			Leave Daily Ex. Sunday
		6.50AM	0.0		4.7	4.23PM		
			2.6		7.3			
		7.05AM	4.6		9.3	4.05PM		
Yard PW			6.9		11.6			
		Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday		
		187				188		

(0.15)
18.4

Time Over District
Average Speed per Hour

(0.18)
15.3

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

WESTWARD—Toward Sour Lake.

Nome—Sour Lake Sub-Division.

EASTWARD—Toward Nome

Length of sidings in feet, and location of Scales, Telephone, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Nome	Time Table No. 90. December 5, 1920.		Distance from Houston	SECOND CLASS		Train Order Office hours	
		195 Mixed			193 Mixed			194 Mixed		196 Mixed
		Leave Daily			Leave Daily			Arrive Daily		Arrive Daily
9.334 PWY		6.40PM	1.40PM	0.0		64.1	1.00PM	4.40PM	7.00AM to 11.00PM	
1.411		6.50	1.50	4.2		68.3	12.30	4.20		
				6.2		70.3				
Yard PW		7.20PM	2.10PM	7.2		71.3	12.20PM	4.10PM		
		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		
		195	193				194	196		

(0.40)
10.8

(0.30)
14.0

Time Over District
Average Speed per Hour

(0.40)
10.8

(0.30)
14.0

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.

Englewood—West Junction Sub-Division

EASTWARD—Toward New Orleans

TIME TABLE No. 90 December 5, 1920	Distance from West Junction	FIRST CLASS											SECOND CLASS		THIRD CLASS		Train Order Office Hours		
		46	20	110	18	4	102	304	12	302	42	8	16	2	344			24	
		Austin Division Passenger	H. & T. C. Passenger	Sunset Express	H. & T. C. Passenger The Owl	S. A. & A. P. Passenger	Sunset Limited	Victoria Division Passenger	Local Passenger	Victoria Division Passenger	Austin Division Passenger	Sunset Mall	H. & T. C. Passenger	S. A. & A. P. Passenger	Packing House Express			H. & T. C. 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	Arrive Daily	Arrive Daily	Arrive Daily		
ENGLEWOOD	18.31														10.00PM		5.15PM		
HOUSTON (Hardy St.)	14.66																		Continuous
CHANEY JUNCTION	12.26																		
HOUSTON (H. & T. C. Depot)	13.74	5.25AM	6.25AM	6.50AM	7.00AM	8.25AM	9.25AM	1.15PM	3.15PM	5.55PM	6.10PM	6.15PM	6.20PM	7.05PM					Continuous
CHANEY JUNCTION	12.26	5.17	6.17	6.42	6.52	8.17	9.15	1.07	3.07	5.47	6.02	6.07	6.12	6.57	9.16			4.46	
EUREKA TOWER (M. I. & T. Crossing)	9.23	5.10AM	6.10AM	6.35	6.45AM	8.10	9.08	1.00	3.00	5.40	5.55PM	6.00	6.05PM	6.50	9.00PM			4.30PM	Continuous
BELLAIRE (S. A. & A. P. Crossing)	5.14			6.29		8.00AM	9.02	12.54	2.54	5.34		5.54		6.40PM					
WESTMORELAND RY.	3.69																		
NORTH JUNCTION	1.16			6.22				8.55	12.47	2.47	5.27		5.47						
WEST JUNCTION	0.00			6.20AM				8.53AM	12.45PM	2.45PM	5.25PM		5.45PM						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		Leave Daily		
		46	20	110	18	4	102	304	12	302	42	8	16	2	344		24		
Time Over District.....		(0.15)	(0.15)	(0.30)	(0.15)	(0.25)	(0.32)	(0.30)	(0.80)	(0.30)	(0.15)	(0.80)	(0.15)	(0.25)	(1.00)		(0.45)		
Average Speed per Hour.....		18.0	18.0	27.4	18.0	20.6	25.6	27.4	27.4	27.4	18.0	27.4	18.0	20.6	9.0		12.0		

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. Harrisburg—West Junction Sub-Division EASTWARD.

Length of sidings in feet, and location of Scales, Telephone, Fuel, Water, and Turning Stations.	THIRD CLASS						SECOND CLASS				FIRST CLASS		Distance from Harrisburg	Time Table No. 90 December 5, 1920.	Distance from Stella.	FIRST CLASS		SECOND CLASS			THIRD CLASS	Train Order Office hours
	81	245	335	243	37	35	38	36	336	244	246	82										
	Local Freight	sunset Manifest Freight	Victoria Division Freight	Sunset Manifest Freight	G.C. & S.F. Passenger No. 18	G.C. & S.F. Passenger No. 6	G.C. & S.F. Passenger No. 17	G.C. & S.F. Passenger No. 5	Victoria Division Freight	Sunset Manifest Freight	Sunset Manifest Freight	Local Freight										
STATIONS	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Ar. Daily Ex. Monday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily										
6.379 PW	8.06AM	1.40AM	9.25AM	10.00AM				7.00AM	6.15AM	6.00AM	1.50PM		Continuous									
					9.10AM	8.36AM	3.00	7.25AM	7.50AM				Continuous									
							7.60															
Yard PY	8.47					8.47	7.80															
PY							9.87															
Y	9.05AM	3.00AM	10.15AM	10.55AM	9.27AM	8.53AM	11.13	7.08AM	7.32AM	6.20AM	5.25AM	5.00AM	1.10PM	Continuous								
	Arrive Daily	Arrive Daily	Ar. Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		Leave Daily	Leave Daily	Lv. Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily									
	81	245	335	243	37	35		38	36	336	244	246	82									
	(0.50)	(1.30)	(0.50)	(0.55)	(0.17)	(0.17)		(0.17)	(0.18)	(0.40)	(0.40)	(1.00)	(0.40)									
	11.2	8.3	13.4	10.6	28.3	28.2		28.2	26.6	10.6	10.6	11.0	16.4									

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

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).

WESTWARD—Toward Sabine.

Beaumont—Sabine Sub-Division.

EASTWARD—Toward Beaumont.

Length of Passing Tracks in Cars, and location of Scales, Telephone, Fuel, Water and Turning Stations.	FIRST CLASS				Distance from Beaumont	Time Table No. 90, December 5, 1920.		Distance from Track End	FIRST CLASS				Train Order Office hours
						STATIONS							
	151 Passenger Leave Daily								152 Passenger Arrive Daily				
				10.10 AM	0.0	BEAUMONT (Passenger Station)		30.8					
					0.3	BEAUMONT (Yard Office)		30.5					Continuous
WPPTOY Yard				s 10.23	5.2	4.9 GUFFEY		25.6	s	4.44			
				10.28	7.0	1.8 LUCAS (Spur)		23.8	f	4.39			
				f 10.31	7.8	0.8 HEBERT (Spur)		23.0	f	4.36			
				f 10.42	12.5	4.7 DELPHINE (Spur)		18.3	f	4.25			
51				f 10.47	14.5	2.0 ELVISTA		16.3	f	4.20			
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					
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					
WPY				s 11.22	18.5	2.0 WEST PORT ARTHUR (Spur)		12.3	s	3.42			
51				f 11.34	22.4	3.9 ROUND LAKE		8.4	f	3.30			
21				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.

Gallatin—Rusk Sub-Division.

Length of Passing Tracks in Cars, and location of Scales, Telephone, Fuel, Water and Turning Stations.	THIRD CLASS			Distance from Gallatin	Time Table No. 90, December 5, 1920.		Distance from Track end	THIRD CLASS		
					STATIONS					
	105 Mixed Leave Daily							104 Mixed Arrive Daily		
Yard PY			2.30 PM	0.0	GALLATIN		192.49	12.35 PM		
			f 2.35	24.1	2.41 CHECKUP (Spur)		194.90	f 12.22		
18			f 2.46	5.65	3.24 STAYTON		198.14	f 12.11		
W			f 2.55	7.20	1.55 NEP		199.69	f 12.02 PM		
Yard FPT			3.10 PM	8.29	1.09 RUSK		200.78	11.55 AM		
			Arrive Daily 105					Leave Daily 104		

(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.

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.

Rockland—Turpentine Sub-Division.

Eastward.

Length of Passing Tracks in Cars, and location of Scales, Telephone, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Rockland	Time Table No. 90, December 5, 1920.		Distance from Track end	SECOND CLASS	
				STATIONS				
	1 Mixed Leave Daily						2 Mixed Arrive Daily	
			11.30 AM	0.0	ROCKLAND		103.23	2.00 PM
			f 11.50	4.9	4.9 KYLE QUARRY		108.13	f 1.20
			f 11.55 AM	5.5	0.6 EARLE		108.73	f 1.10
			f 12.05 PM	6.1	0.6 ALDRIDGE		109.33	f 12.55
			12.30 PM	9.1	3.0 TURPENTINE		112.33	12.40 PM
			Arrive Daily 1					Leave Daily 2

(1.00) Time Over District (1.00)
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 1 1/2	78 (E-22)	240 to 249, inclusive.....	Saturated.....	.....
E. 69 1 1/2	75 (E-22)	250 to 258, inclusive.....	Saturated.....	.....
E. 73 1 1/2	92 (E-23)	262 to 266, inclusive, and 269.....	Saturated.....	.....
E. 73 1 1/2	92 (E-23)	261, 267, 268, 270, 271 and 272.....	Superheater.....	.....
A. 84 15-25 28	110 (A-1)	273, 274 and 276.....	Saturated.....	.....
A. 84 15-25 28	110 (A-1)	275.....	Superheater.....	.....
A. 77 15-25 28	110 (A-1)	277.....	Saturated.....	.....
A. 77 15-25 28	(A-1)	278.....	Saturated.....	.....
A. 79 15-25 28	102 (A-2)	285, 286 and 287.....	Saturated.....	.....
A. 79 15-25 28	102 (A-2)	288.....	Saturated.....	.....
A. 81 15-25 28	105 (A-3)	289 to 292, inclusive.....	Superheater.....	.....
M. 63 15-25 28	126 (M-4)	411, 412, 416 to 427, inclusive; 429, 431 to 435, inclusive; 437, 438, 440 to 459, inclusive.....	Saturated.....	4800
M. 63 15-25 28	126 (M-4)	410, 413, 414, 415, 428, 430, 436 and 439.....	Superheater.....	5250
M. 63 15-25 28	148 (M-8)	460 and 461.....	Superheater.....	6500
M. 63 15-25 28	154 (M-8)	462, 463, 464, 466, 467 and 469.....	Superheater.....	6500
M. 63 15-25 28	154 (M-8)	465.....	Saturated.....	4800
M. 63 15-25 28	148 (M-8)	468.....	Saturated.....	4800
M. 63 15-25 28	144 (M-6)	482.....	Superheater.....	6500
M. 63 15-25 28	140 (M-6)	483.....	Saturated.....	4800
M. 63 15-25 28	144 (M-6)	484.....	Saturated.....	4800
M. 63 15-25 28	152 (M-11)	500 to 514, inclusive.....	Superheater.....	6500
M. 63 15-25 28	147 (M-9)	550.....	Saturated.....	5000
M. 63 15-25 28	147 (M-9)	551 to 556, inclusive.....	Superheater.....	6000
M. 63 15-25 28	150 (M-10)	560 to 562, inclusive; 564 and 565.....	Saturated.....	5000
M. 63 15-25 28	150 (M-10)	563.....	Superheater.....	6500
C. 57 15-25 28	187 (C-8)	800 to 806, inclusive.....	Superheater.....	7500
C. 57 15-25 28	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 15-25 28	187 (C-8)	807.....	Saturated.....	7000
C. 57 15-25 28	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 15-25 28	141 (P-5)	900 to 909, inclusive.....	Superheater.....	.....

To find maximum load that can be hauled at 12 1/2 miles per hour on ruling grade between any two stations, multiply rating by figures in column opposite station desired, east, or west, as the case may be

STATIONS			STATIONS		
	WEST	EAST		WEST	EAST
Sabine and Beaumont.....	1.00	1.00	Trawick and Cushing.....	1.12	1.12
Beaumont and Voth.....	1.04	1.00	Cushing and Sacul.....	1.25	1.00
Voth and Ariola.....	1.56	1.00	Sacul and Reklaw.....	1.25	1.68
Ariola and Weiss.....	1.04	1.00	Reklaw and Ponta.....	1.50	1.68
Weiss and Nona.....	1.56	1.00	Ponta and Gallatin.....	1.06	2.25
Nona and Kountze.....	1.00	1.00	Gallatin and Turney.....	1.08	1.68
Kountze and Village Mills.....	1.30	1.00	Turney and Jacksonville.....	1.00	2.25
Longs and Hyatt.....	1.00	1.00	Jacksonville and Fry's Gap.....	1.00	1.06
Hyatt and Warren.....	1.00	1.80	Fry's Gap and Andy.....	2.25	1.00
Warren and Hillister.....	1.12	1.00	Andy and Lewis.....	1.50	1.12
Hillister and Seneca.....	1.00	1.50	Lewis and Frankston.....	1.00	2.25
Seneca and Colmesneil.....	1.00	1.00	Frankston and Poyner.....	1.87	1.50
Colmesneil and Cima.....	1.00	2.25	Poyner and LaRue.....	1.25	2.25
Cima and Rockland.....	2.25	1.00	LaRue and Mabank.....	1.00	1.00
Rockland and Enal.....	1.25	2.25	Mabank and Gossett.....	1.12	1.12
Enal and Zavalla.....	1.00	1.00	Gossett and Kemp.....	1.25	2.25
Zavalla and Shawnee.....	1.06	1.87	Kemp and Jiba.....	1.00	1.50
Shawnee and Huntington.....	1.06	2.25	Jiba and Kaufman.....	1.50	1.50
Huntington and Dunagan.....	1.25	1.00	Kaufman and Gastonia.....	1.00	1.88
Dunagan and Manton.....	1.00	1.87	Gastonia and Crandall.....	1.06	1.12
Manton and Poe.....	1.50	1.00	Crandall and Seagoville.....	1.00	1.00
Poe and Hoya.....	1.12	1.12	Seagoville and Simonds.....	1.20	1.00
Hoya and Nacogdoches.....	1.87	1.87	Simonds and Kleburg.....	1.00	1.00
Nacogdoches and Bonita Jct.....	1.00	2.25	Kleburg and Elam.....	1.20	1.56
Bonita Jct. and Mahl.....	1.00	1.00	Elam and Dallas.....	1.44	1.04
Mahl and Trawick.....	1.25	1.00	.....	.....	.....

CLASS	ENGINE NUMBERS	BEAUMONT TO NYATT	NYATT TO SEAGOVILLE	SEAGOVILLE TO DALLAS	DALLAS TO SEAGOVILLE	SEAGOVILLE TO DOUCETTE	DOUCETTE TO VILLAGE MILLS	VILLAGE MILLS TO BEAUMONT	
		RATING	RATING	RATING	RATING	RATING	RATING	RATING	
T. 57 1 1/2	102 (T-24)	333 and 334.....	3040	1210	2580	1665	1210	1665	3825
T. 57 1 1/2	94 (T-23)	335, 346.....	2885	1140	2450	1580	1140	1580	3825
T. 55 1 1/2	83 (T-19)	360, 361, 363.....	2530	1000	2150	1385	1000	1385	3825
T. 55 1 1/2	83 (T-19)	364, 365, 366, 368..	2640	1040	2240	1445	1040	1445	3825
M. 63 15-25 28	126 (M-4)	411, 416, to 419, 421, 424, 426, 427, 429, 432, 434, 435, 440 to 450, 453 to 458..	4250	1800	3625	2350	1705	2350	4800
M. 63 15-25 28	126 (M-4)	410, 412 to 415, 420, 422, 423, 425, 428, 430, 491, 436 to 439, 451, 452, 459..	4675	1925	3985	2585	1875	2585	5000
M. 63 15-25 28	148 (M-8)	460 to 467, and 469..	5290	2050	4170	2690	1950	2690	5300
M. 63 15-25 28	150 (M-10)	500 to 514.....	5290	2050	4170	2690	1950	2690	5300
T. 56 1 1/2	84 (T-21)	636.....	2875	1150	2450	1585	1150	1585	3500
T. 63 1 1/2	100 (T-25)	666 to 675, 678, 679, and 680.....	3380	1360	2880	1870	1360	1870	4500
T. 63 1 1/2	100 (T-25)	676 and 677.....	2965	1180	2525	1630	1180	1630	4000
T. 63 1 1/2	100 (T-25)	681.....	3325	1335	2830	1835	1335	1835	4500
T. 63 1 1/2	112 (T-27)	688 to 696 and 698..	3750	1510	3200	2075	1510	2075	4500

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	108.3	..... Cox Spur.....	214.9	10.9	..... Cement Spur.....	46.7
13.7	..... Ariola.....	276.0	106.9	..... Platt Spur.....	182.8	33.1	..... Kemah.....	24.5
32.7	..... Hester Spur.....	257.0	137.4	..... Dalmont Spur.....	152.3	34.5	..... Bay View.....	23.1
63.2	..... Wilson Spur.....	226.5	150.4	..... Guinn Spur.....	138.6	36.0	..... Clifton.....	21.6
49.7	..... Seneca.....	239.3	163.4	..... Pepperwine.....	121.3			
89.8	..... Griffin Spur.....	229.4	221.3	..... Eastward.....	97.6			
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:

F—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-Beaumont and Beaumont-Sabine Sub-Division first-class trains, and for Trains Nos. 6, 151 and 152 of the Houston-Echo Sub-Division.

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

Briggs is register station only for first-class trains.

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

Houston-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.

First-class trains 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; Union Depot, Galveston; Magers, Galena, Fidelity, G. C. & S. F. Crossing (Tower No. 81), Sour Lake, Gallatin, Rusk and Turpentine.

Train Order Semaphore at Yard Office Galveston governs the movement of Eastward trains only.

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 Ashland and Forrest Ave.; of the M., K. & T. Ry. of Texas between Forrest Ave. and Union Terminal Junction; of the Dallas Union Terminal Company between Union Terminal Junction and Union Terminal Station at Dallas; and of the Union Passenger Depot Company between Galveston and Avenue "A" Junction.

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

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

SPEED REGULATIONS.

Trains must not exceed a speed of six (6) 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—Fifteen (15) miles per hour over road crossing between Adams Bayou and East Switch.
PORT ARTHUR—Twelve (12) miles per hour between K. C. S. Crossing and Passenger Station.

On the Houston-Echo Sub-Division the maximum speed for passenger trains is fifty (50) miles per hour. On the Houston-Galveston Sub-Division the maximum speed for passenger trains is fifty-five (55) miles per hour, except the Bay Shore Line, over which speed is restricted to forty (40) miles per hour on straight track, and twenty-five (25) miles per hour on curves. The maximum speed for passenger trains between Sabine and Beaumont is twenty (20) miles per hour and between Beaumont and Dallas forty (40) miles per hour.

The maximum speed for freight trains on the Houston-Echo Sub-Division and the Houston-Galveston Sub-Division is thirty-five (35) miles per hour; between Sabine and Beaumont twelve (12) miles per hour, and between Beaumont and Dallas twenty (20) miles per hour.

On the Nome-Sour Lake, Rockland-Turpentine and Gallatin-Rusk Sub-Divisions the maximum speed for trains is twelve (12) miles per hour.

On the Magers-Clinton Sub-Division the maximum speed for trains 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 Houston-Echo Sub-Division and Houston-Galveston Sub-Division; eighteen (18) miles per hour between Beaumont and Dallas; ten (10) miles per hour between Beaumont and Sabine; ten (10) miles per hour between Nome and Sour Lake and fifteen (15) miles per hour between Magers and Clinton. Such cars must not be handled between Rockland and Turpentine and between Gallatin and Rusk. 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. Cars must not be shoved ahead of engines between stations when it can be avoided, and must not be done at night under any circumstances.

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-signalized 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.

SPECIAL RULES AND REGULATIONS GOVERNING GALVESTON CAUSEWAY

In addition to these rules, special instructions will be issued, as may be necessary. Special Instructions, whether they conflict with these rules or not shall be observed while in effect.

Passing track on arches will hold thirty-nine (39) freight cars, caboose and engine.

Passenger trains will be given preference over these tracks.

Trains displaying classification signals will continue the same over these tracks.

Operators at Virginia Point will direct movement of trains between Virginia Point and Island.

The movement of trains and engines will be supervised by the Chief Dispatcher of the Galveston, Harrisburg & San Antonio Railway Co. at Houston, who will issue instructions to Towermen and Signalmen when necessary.

"Proceed" hand signals must always be given with a yellow flag or lamp and it must be definitely known that no engine or train is in the block and that route is properly set up before they are given.

Trains having work to do which may detain them between Island and Virginia Point must so notify the Towerman and obtain his permission before entering the block.

Trainmen and Enginemen of all Railroads operating over the Galveston Causeway will be governed by the current Time Table Rules and Regulations of the Galveston, Harrisburg & San Antonio Ry., between Virginia Point and Island.

The Special Rules and Regulations governing the Galveston Causeway as shown herein does not in any manner cancel or supersede the Rules and Regulations of the Galveston, Harrisburg & San Antonio Ry., dated January 1, 1916, by which Trainmen and Enginemen of all lines operating over the Galveston Causeway must be governed.

DESCRIPTION OF SIGNALS.

All switches, Island to Virginia Point inclusive, are protected by signals, including the Lift Bridge.

Train movements will be governed by Three (3) positions Upper Quadrant Semaphore Signal Indications.

The arm extended at right angle to the post by day, or a red light displayed at night, indicates "STOP."

The arm inclined upward at an angle of 45 degrees, or less, to the post, by day, or a yellow light displayed at night, indicates "CAUTION" (proceed "UNDER CONTROL").

The arm in vertical position, or at 90 degrees to the post, by day, or a green light displayed at night, indicates "PROCEED".

Night signals are displayed on all facing point switches. A white target by day, or a green light displayed at night, indicates switch is set for through route. A yellow target by day, or a yellow light displayed at night, indicates switch is set for cross-over or lead.

LOCATION OF JUNCTIONS AND SIGNALS.

ISLAND.

The signals at Island for southward trains are located on signal bridge across tracks 1,300 feet north of Island Tower.

The signals governing northward G. H. & H. trains are located on signal bridge across G. H. & H. tracks 400 feet south of Island Tower.

The G. H. & S. A. and G. C. & S. F. northward signals are on posts located on their respective tracks 500 feet south of Island Tower.

ISLAND JUNCTION "A."

Island Junction "A" is located at the south end of the new arches on the north side of Island, and is the junction of two steam road tracks and the G. H. E. (interurban) track.

Signals at this point are handled from the Island Tower.

Signals governing the movement of northward steam trains are located on the right-hand side of the tracks about 300 feet south of the Junction Switch.

Signal governing the east track is located on a post.

Signal governing the west or middle track is a dwarf signal located between the middle and east track.

Signal governing the movement of G. H. E. (interurban) northward trains is located on the west or left-hand side of the west (interurban) track, the arm extending toward the tracks.

Signals governing the movement of southward trains is located about 300 feet north of Junction Switch on the east or left-hand side of the track, and governs the movement of ALL southward trains approaching Island Junction "A".

LIFT BRIDGE.

Signals governing the approach to Lift Bridge are on signal bridge across the track 600 feet north and 600 feet south of Lift Bridge.

LIFT BRIDGE JUNCTION "B".

Lift Bridge Junction "B" is located at the north end of the new arches and at the south end of the old arches, and is the junction point for two steam road tracks and G. H. E. (interurban) track over the old arches.

The signals at this point are handled from the "Lift Bridge Tower."

The signals governing the movement of northward trains are located on a post about 300 feet south of the Junction Switch, and governs the movement of all northward trains.

Signals governing the movement of southward trains on the main track are located on the left-hand side of the track on a post about 300 feet north of the Junction Switch.

The signal governing the movement of southward trains on the siding is a dwarf signal and is located on the right-hand side of the track about 300 feet from Junction Switch and between the siding and G. H. E. (interurban) track.

The signal governing southward G. H. E. (interurban) trains is located on the dividing wall on the right-hand side of the track.

LIFT BRIDGE JUNCTION "A".

Lift Bridge Junction "A" is located at the north end of the old arches and at the south end of the new arches, and is the north junction point for the two steam road tracks and the G. H. E. (interurban) track over old arches.

The signals at this point are handled from the Lift Bridge Tower.

Signals governing the movement of northward steam trains are located on the right-hand side of the tracks about 300 feet south of the Junction Switch.

Signal governing the main track is located on a post.

Signal governing the siding is a dwarf signal located between the siding and main track.

Signal governing the movement of G. H. E. (interurban) northward trains is located on the west side of the west (interurban) track on a pole, the arm extending toward the tracks.

Signals governing the movement of southward trains are located on a post about 300 feet north of the Junction Switch on the east or left-hand side of the track and governs the movement of all southward trains approaching Lift Bridge Junction "A."

For Steam Lines and Interurban Trains on old arches:

The east track will be known as Main Track.

Middle track will be known as siding.

West track is Exclusive Interurban Track.

VIRGINIA POINT.

Signal governing the movement of northward trains is located on a post on the right-hand side of the track about 300 feet south of the G. H. & S. A. junction switch; this governs all northward trains.

Signals governing southward trains of the G. H. & S. A. and G. H. & H. are located on signal bridges across their respective tracks 500 feet north of Virginia Point tower.

Signal governing the southward movement of G. C. & S. F. trains is located on a post about 1,400 feet north of Virginia Point.

Signal governing the southward movement of G. H. E. trains (interurban) is located on a post about 500 feet north of Virginia Point.

NORTHWARD TRAINS APPROACHING ISLAND

Northward trains approaching Island will be given signal, permitting them to go on the Causeway to Island Junction "A". If that signal is clear, or at caution, trains will be permitted to go to Lift Bridge Junction "B"; if that signal is clear, or at caution, trains will be permitted to proceed to Lift Bridge Junction "A", providing signal on the Signal Bridge, governing the Lift Bridge, is clear, or at caution.

If the signal at Lift Bridge Junction "A" is clear or at caution trains will be permitted to proceed to the signal approaching Virginia Point. If that signal is clear, or at caution, trains will be permitted to proceed to their respective tracks. G. H. E. (interurban) trains enter on Causeway Tracks at Island Junction "A".

SOUTHWARD TRAINS APPROACHING VIRGINIA POINT.

Southward trains approaching Virginia Point will be given signals permitting them to go on the Causeway to Lift Bridge Junction "A". If that signal is clear or at caution, trains will be permitted to go to Lift Bridge Junction "B", provided the signal on the Signal Bridge governing the Lift Bridge is clear, or at caution.

If signals at Lift Bridge Junction "B" are clear, or at caution, trains will be permitted to proceed to Island Junction "A", if that signal is clear, or at caution, trains will be permitted to proceed to Island Signal Bridge, except G. H. E. (interurban) trains which go on to their own track at Island Junction "A", and are not governed by signals beyond.

If the signal on the Signal Bridge north of Island is clear, or at caution, steam trains will be permitted to go to their respective tracks.

If trains should be put on the siding, on the old arches, between Lift Bridge Junction "A" and Lift Bridge Junction "B", they will remain there until they get a clear or caution signal, which will permit them to proceed.

SPEED REGULATIONS.

Passenger trains will use three (3) minutes between G. H. & S. A. junction switch at Virginia Point and Lift Bridge Junction "A" (north end of old arches) and two (2) minutes between Lift Bridge Junction "B" and Island Junction "A" (south end of new arches).

Freight trains will use five (5) minutes between G. H. & S. A. junction switch at Virginia Point and Lift Bridge Junction "A" (north end of old arches), and four (4) minutes between Lift Bridge Junction "B" (south end of old arches) and Island Junction "A" (south end of new arches).

At Island Junction "A" there is located on the concrete fence on the west side of the Interurban track a telephone, which can be used in case of necessity to raise Virginia Point and Island offices. One (1) ring calls for Virginia Point, two (2) rings calls for Island.

Section-men and Bridge-men will provide themselves with insulated hand and push cars and track gauges. Great care must be taken by the track forces not to connect the two rails with any metallic material.

Southward trains will not require a clearance card at Virginia Point, except G. H. & S. A. trains will be governed by the Train Order Signal, as prescribed by G. H. & S. A. rules. Neither northward or southward trains will require a clearance card at Island.

Conductors must leave with Towermen at Virginia Point and Island a register ticket showing the number of the train, name of Engineer and Conductor and number of cars in train, including caboose, and must report by message to these Towermen any delay which may have occurred to the train, stating full particulars.

Towermen at Virginia Point and Island will register trains from Conductor's Slip.

Brakeman or Flagman must ride on rear end of each train while crossing the Causeway, prepared, in case of emergency, to flag following trains.

SPECIAL WHISTLE SIGNALS.

(a) — To be given by all trains approaching Island from the south, Virginia Point from the north and Lift Bridge from either direction.

To be given by trains approaching Virginia Point from the south and Island from the north:

(b) — For G. C. & S. F. Main Track.

(c) — — For G. H. & S. A. Main Track.

(d) — — o For G. H. & H. Main Track.

To be given by northward trains passing and approaching Virginia Point and by southward trains passing Virginia Point and approaching Island:

(e) — o For siding.

Towerman must notify Towerman at opposite end of the block promptly after these signals are sounded passing their respective Towers, and Towerman at opposite end of block will line up track accordingly.

(f) o o To be given by trains receiving a "PROCEED" or "CAUTION" signal.

TRAIN ORDER SIGNALS.

The Train Order Signals at Virginia Point are located on south side and in center of the Tower.

The Top Arm governs G. H. & S. A. Trains.

The Second or Middle Arm governs G. C. & S. F. Trains northward.

The Third or Lower Arm governs G. H. & H. Trains northward.

There are no Train Order Signals for controlling southward trains on G. H. & H. or G. C. & S. F., and if it becomes necessary to issue an order to southward trains of these roads, the Operator at Virginia Point will hold train with Interlocking Signal, or a red flag by day or a red light at night.

WARNING.

Overhead trolley wire over trestle, height twenty-three (23) feet from top of rail.

Employees must not stand erect upon, or to be on the side of closed cars, while passing over or through Lift Bridge. Necessary precaution must be used by all employees to protect themselves from injury from structures at such points while riding on top or side of cars.

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....." " " o	_____
M. K. & T. Transfer....." " " o o	_____
South Texas Grain Company's Spur...	_____
Automobile Platform....." " " o	_____
Direct Navigation Company track....." " " o o	_____
G. H. & H. connection....." " " o	_____

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.

SEMME'S STREET JUNCTION.

T. & N. O. Main track, eastward or westward (with current of traffic)	_____
T. & N. O. Main Track, eastward or westward (against current of traffic)	_____ o
To or From H. E. & W. T. Main Track.....	o o _____
To or From Galveston Division Main Track.....	_____ o o

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	_____ o _____
H. E. & W. T. T. Transfer.....	" " " _____ o
Westward main track, westward	" " " _____
Except Passenger trains will blow	" " " _____
Roundhouse	" " " _____
Old Head	" " " o _____
H. E. & W. T. connection.....	" " " _____ o
H. B. & T.....	" " " _____ o o
Icing Plant	" " " o o _____
To I. & G. N.....	" " " o o o _____
Westward Freight main track..	" " " _____ o o

Semmes Street Junction.

TOWER No. 13, EUREKA.

H. & T. C. Main Track, eastward or westward.....	_____
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EUREKA CUT-OFF.

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

TOWER 68.

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

TOWER 30, HARRISBURG.

To Main Track	From any point _____
To Saw Mill	" " " _____ o
To Transfer Track	" " " _____ o
Approaching Double Track or for Passing Track.....	o o o _____
Eastward trains will approach Harrisburg under control and stop to clear East Switch passing track, unless Home Interlocking Signal is Clear.	
Westward trains via Stella approach East Switch passing track, Harrisburg, under control, prepared to take siding, if main track is occupied.	

TOWER No. 81.

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

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	_____ o
D. & G. C. Yard from any point.....	_____ o _____

D. & G. C.

Main Track, Northward from any point.....	_____ o
Main Track, Southward from any point.....	_____ o _____

TOWER No. 32—BEAUMONT

_____	Long Whistle Main Track	o o _____	Cross-over.
o o o _____	North or south horn	_____	o New Main
o _____	Indicates Industry Track.		

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	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60	1	
27	2	13	44	1	21			

COMPANY PHYSICIANS

<p><i>Houston</i>.....Dr. R. W. Knox.....Chief Surgeon. Dr. F. A. Waples.....House Surgeon. Dr. H. C. Peagin.....Examining Surgeon. Dr. R. H. Harrison.....Examining Surgeon. Dr. T. A. Dickson.....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. R. H. McMeans.....Local Surgeon.</p> <p><i>Athens</i>.....Dr. J. K. Webster.....Local Surgeon. Dr. A. H. Easterling.....Local Surgeon.</p> <p><i>Beaumont</i>.....Dr. H. A. Barr.....Division Surgeon. Dr. L. Goldstein.....Division Surgeon. Dr. O. S. Hodges.....Local Oculist.</p> <p><i>China</i>.....Dr. N. E. Laidacker.....Local Surgeon.</p> <p><i>Crandall</i>.....Dr. A. D. Ledbetter.....Local Surgeon.</p> <p><i>Cushing</i>.....Dr. Fred W. Caricker.....Local Surgeon.</p>	<p><i>Dallas</i>.....Dr. Elbert Dunlap.....Division Surgeon. Dr. L. M. Nance.....Examining Surgeon Dr. E. H. Cary.....Local Oculist.</p> <p><i>Dayton</i>.....Dr. J. T. Tadlock.....Local Surgeon.</p> <p><i>Doucette</i>.....Dr. T. J. Pennington.....Local Surgeon. <i>Eustace</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>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.</p> <p><i>Kaufman</i>.....Dr. B. J. Hubbard.....Local Surgeon. Dr. W. J. Pollard.....Local Surgeon.</p> <p><i>Kemp</i>.....Dr. W. A. Watkins.....Local Surgeon. Dr. F. A. Fuller.....Local Surgeon.</p> <p><i>Liberty</i>.....Dr. J. A. Lovett.....Local Surgeon.</p>	<p><i>Kountze</i>.....Dr. Jno. T. Roberts.....Local Surgeon.</p> <p><i>Mabank</i>.....Dr. W. P. Irvine.....Local Surgeon.</p> <p><i>Nacogdoches</i>.....Dr. F. C. Ford.....Local Surgeon. Dr. A. A. Nelson.....Local Surgeon.</p> <p><i>Orange</i>.....Dr. J. C. Seastrunk.....Local Surgeon. Dr. A. H. Sholars.....Local Surgeon. Dr. F. W. Lawson.....Local Surgeon.</p> <p><i>Port Arthur</i>.....Dr. W. S. Winter, Sr.....Local Surgeon. Dr. W. S. Winter, Jr.....Local Surgeon.</p> <p><i>Poyner</i>.....Dr. M. A. King.....Local Surgeon.</p> <p><i>Rusk</i>.....Dr. T. H. Cobble.....Local Surgeon.</p> <p><i>Seabrook</i>.....Dr. S. F. Curry.....Local Surgeon.</p> <p><i>Seagoville</i>.....Dr. O. Glenn.....Local Surgeon.</p> <p><i>Sour Lake</i>.....Dr. T. O. Darby.....Local Surgeon.</p> <p><i>Voth</i>.....Dr. D. P. Harris.....Local Surgeon.</p> <p><i>Woodville</i>.....Dr. J. B. Roberts.....Local Surgeon. Dr. R. E. Dicken.....Local Surgeon.</p>
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SOUTHERN PACIFIC HOSPITAL LOCATED CORNER JAMES AND PASCHAL STREETS, HOUSTON, TEXAS.

WATCH INSPECTORS

Webb C. Ball, General Time Inspector.....	Chicago, Illinois.
W. F. Hayes, Assistant General Time Inspector.....	Chicago, Illinois.
Houston Watch Company, Southern Pacific Building.....	Houston, Texas.
W. E. Conners, 1702 Conti Street.....	Houston, Texas.
B. Ganter & Son.....	Galveston, Texas.
Gusfield Jewelry Company.....	Beaumont, Texas.
Jacksonville Drug Company.....	Jacksonville, Texas.
Fred Hafner, Interurban Building.....	Dallas, Texas.

H. J. MICKSCH,
Superintendent.

T. H. MEEKS,
Ass't Superintendent.

THOMAS SCOTT,
Ass't Superintendent.

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

- GEORGE MILTON, Trainmaster**
- A. J. STENZEL, Trainmaster**
- J. QUALTRO, Trainmaster**
- W. L. COX, Terminal Trainmaster, Dallas**
- L. W. ROWE, Road Foreman of Engines**
- W. F. RENTZEL, Road Foreman of Engines**

- HOUSTON** {
- T. G. GREADY, Chief Dispatcher,**
 - Y. M. MARTIN, Ass't Chief Dispatcher,**
 - H. T. MELTON, " " "**
 - L. J. KUESTER, Dispatcher,**
 - R. R. HOLLAND, Dispatcher,**
 - V. V. RAGLAND, Dispatcher.**
 - R. F. WILLIAMS, Dispatcher.**
 - P. H. MAYNARD, Extra Dispatcher.**

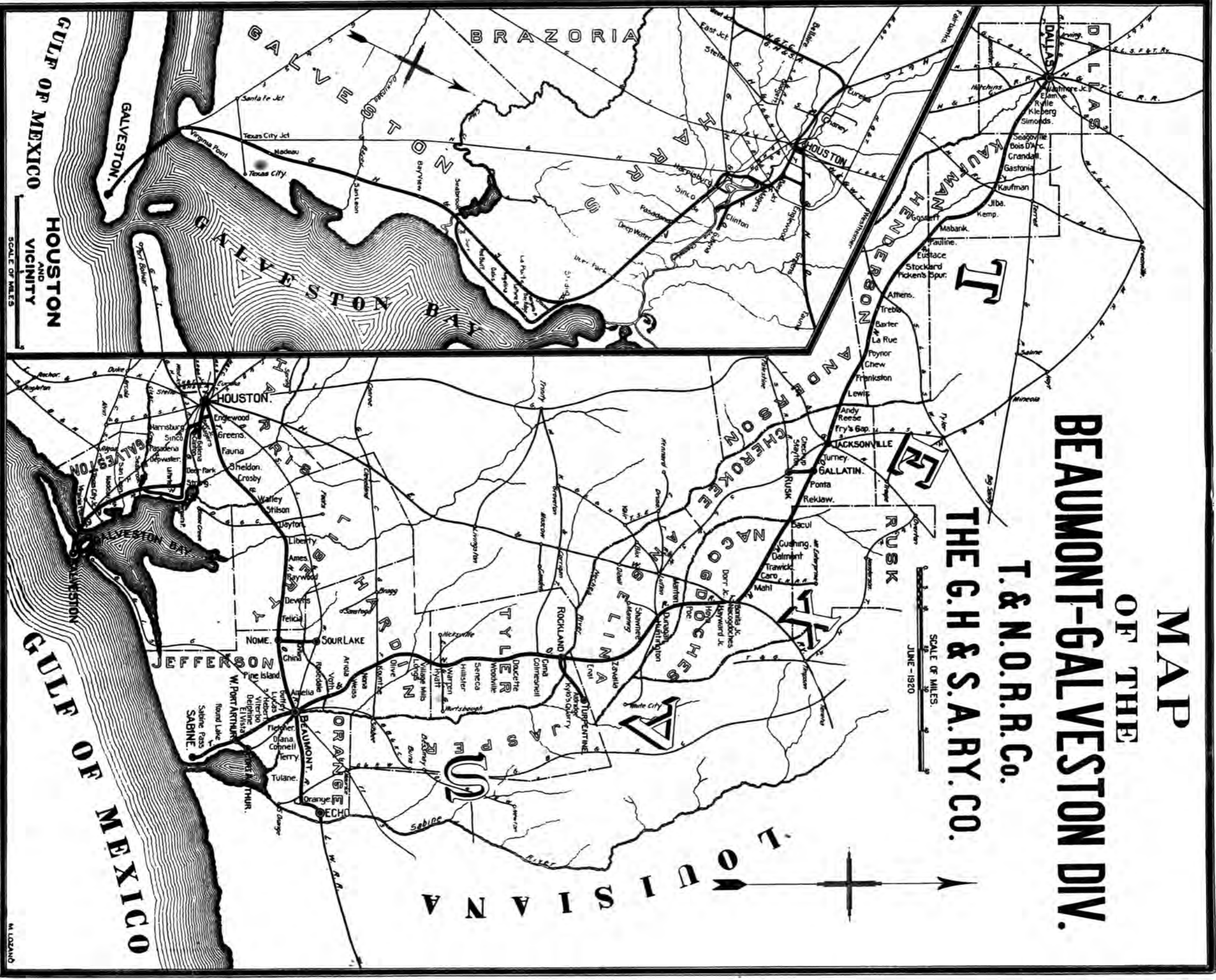
- JACKSONVILLE** {
- T. T. CLARK, Chief Dispatcher,**
 - W. A. PFEIL, Dispatcher,**
 - P. J. MUSGROVE, Dispatcher,**
 - W. E. MORRILL, Dispatcher,**
 - J. J. DERMODY, Dispatcher.**

Road Foreman of engines will exercise duties of Trainmaster when on line.

MAP OF THE BEAUMONT-GALVESTON DIV.

T. & N.O.R.R. Co.

THE G. H. & S. A. RY. CO.



SCALE OF MILES

SCALE OF MILES
JUNE - 1920