

TEXAS & NEW ORLEANS RAILROAD Co.

—AND—

**THE GALVESTON, HARRISBURG & SAN ANTONIO
RAILWAY COMPANY.**

GALVESTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, November 16th, 1913,

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

For the Government and Information of Employees only, and not intended for the use of the public.

These Companies reserve the right to vary from this Time Table at pleasure.

W. G. VAN VLECK,

Vice-President and General Manager.

CONDENSED SCHEDULES.

(CENTRAL TIME.)

		No. 244	No. 102	No. 12	No. 10	No. 8	No. 6	No. 4	No. 2	Distance from El Paso	STATIONS		Distance from New Orleans	No. 1	No. 3	No. 5	No. 7	No. 9	No. 11	No. 101	No. 243
		2.30AM	9.45AM		10.50PM					0.0	Ar. EL PASO Lv.	1191.6						6.30PM		11.00PM	9.45PM
		2.05PM 3.10PM	10.55PM 10.58PM		2.50PM 3.00PM	6.00AM				450.9	Ar. DEL RIO Lv. Lv. Ar.	740.7					2.15PM	2.30AM 2.20AM		9.33AM 9.30AM	11.05AM 10.20AM
		3.00AM 4.30AM	3.53AM 4.00AM		8.45PM 11.00PM	11.45AM 12.30PM			8.00AM	620.1	Ar. SAN ANTONIO Lv. Lv. Ar.	571.5	4.00PM				8.15AM 7.30AM	8.20PM 7.20PM		4.30AM 4.20AM	9.45PM 8.39PM
		3.40AM								886.0	Ar. GALVESTON Lv. Lv. Ar.	420.8									11.00PM
		10.00PM 12.01AM	10.00AM 10.10AM	6.00PM	6.15AM 6.45AM	7.30PM 7.55PM	3.00PM	9.10AM	4.30PM	828.4	Ar. HOUSTON Lv. Lv. Ar.	363.2	7.30AM	4.00PM	9.55PM		12.01AM 11.30PM	11.50AM 11.30AM	8.45AM	10.10PM 10.00PM	4.10AM 2.25AM
		7.00AM 7.20AM	1.12PM 1.15PM	9.45PM 9.48PM	10.15AM 10.20AM	11.23PM 11.28PM	6.00AM 6.03AM	1.30PM 1.33PM		939.2	Ar. ECHO Lv. Lv. Ar.	252.4		11.38AM 11.35AM	5.54PM 5.48PM		8.05PM 8.00PM	8.00AM 7.55AM	5.15AM 5.09AM	6.48PM 6.45PM	6.15PM 5.48PM
		2.31PM 3.31PM	4.06PM 4.11PM	1.02AM 1.07AM	1.20PM 1.25PM	2.24AM 2.34AM	10.15AM 10.30AM	6.00PM	4.50AM	1045.8	Ar. LAFAYETTE Lv. Lv. Ar.	145.8		9.58PM	6.50AM 1.25PM	1.40PM 4.45PM	4.50PM 4.30AM	4.35AM 4.30AM	1.12AM 1.07AM	3.36PM 3.31PM	9.30AM 9.00AM
			7.30PM	5.40AM	5.35PM	6.35AM	4.15PM		10.40AM	1178.7	Ar. AVONDALE Lv. Lv. Ar.	12.9	4.15PM		7.45AM	12.55PM	12.40AM	9.10PM	12.01PM		
			8.50PM	6.50AM	6.45PM	7.45AM	5.25PM		11.40AM	1191.6	Ar. NEW ORLEANS Lv.	0.0	3.05PM		6.45AM	11.45AM	11.30PM	8.00PM	11.00AM		
		2.00AM									Ar. ALGIERS Lv.										11.00PM
		95.30	35.05	12.50	43.55	25.45	14.25	8.50			THROUGH TIME			9.10	15.10	26.30	43.00	12.45	36.00	94.45	
		12.5	33.9	28.3	27.0	28.7	25.1	24.6			MILES PER HOUR			23.7	23.9	27.9	27.7	28.5	33.1	12.5	

MILEAGE SUNSET-CENTRAL LINES

The Galveston, Harrisburg & San Antonio Railway Company	1,338.41
Texas & New Orleans Railroad Company	458.03
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co.	631.82
Houston & Texas Central Railroad Company	789.01
The Houston East & West Texas Railway Company	190.94
Houston & Shreveport Railroad Company	39.78
Total Mileage	3,447.99

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS			Distance from Houston (H. & T. C. Pass. Depot)	Time Table No. 72. November 16th, 1913.	Distance from Galveston (Union Depot)	FIRST CLASS			SEC'ND CLASS	THIRD CLASS	
	187			175	173	171				172	174	176	241	188	190
	Mixed			Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Manifest Freight	Mixed	Mixed
	Leave Daily Ex. Sunday			Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	
WFTOY Yard	6.45AM			7.40PM	11.45AM	7.15AM	0.0	DN	HOUSTON (H. & T. C. Depot)	57.6	8.50AM	7.20PM	11.15PM		
	6.57						1.0	DN	HOUSTON (Fifth Ward)	60.3					9.50AM 5.50PM
							0.5		Bonner's Pt.] HOUSTON [T. T. Yard	57.1					
							1.2		H. B. & T. RY. CROSSING	56.4					
							1.3		I. & G. N. CROSSING	56.3					
							2.3		S. A. & A. P. CROSSING	55.3					
880 Y	7.10			7.50	11.55	7.26	3.3	Automatic Block	BAER	54.3	8.39	7.10	11.00		9.30 5.30
							4.1		H. B. & T. RY. CROSSING	53.5					
2,665	7.15AM			7.52	11.57AM	7.28	4.7		MAGERS	52.9	8.37	7.08	10.58		9.25AM 5.25PM
							5.7		H. O. L. & M. P. CROSSING	51.9					
2,449 Y				7.57	12.02PM	7.34	7.2		G. H. & S. A. Crossing	50.4	8.34	7.02	10.54		
W							8.3	DN	HARRISBURG	49.3					3.00AM
							9.8		G. H. & S. A. CUTOFF	47.8					2.20
2,718				8.01	12.06	7.38	12.0		EL BUEY	45.6	8.28	6.57	10.50		2.10
1,189				8.05	12.09	7.42	14.3		PASADENA	43.3	8.25	6.53	10.47		2.00
5,094				8.09	12.13	7.46	16.6		DEEPWATER	41.0	8.21	6.48	10.44		1.50
1,249				8.13	12.17	7.51	22.2		DEER PARK (Spur)	35.4	8.17	6.44	10.40		1.40
1,808 YW				8.21	12.26	8.01	24.7	N	STRANG	37.9	8.07	6.35	10.31		1.20
							25.7		SUNSET BEACH	38.9					
5,893				8.21	12.26	8.01	22.2	N	SYLVAN BEACH	35.4	8.07	6.35	10.31		1.20
				8.23	12.29	8.05	23.9	D	STRANG	33.7	8.05	6.32	10.29		1.10
4,170				8.34	12.40	8.17	31.0	D	LA PORTE	26.6	7.50	6.19	10.19		12.50
12,330 Y				8.40	12.45	8.21	34.1		SEABROOK	23.5	7.43	6.13			
405				8.48	12.53	8.30	38.4		BAYVIEW (Spur)	19.2	7.37	6.07	10.09		12.25AM
13,133 W				8.58	1.02	8.40	44.3		SAN LEON	13.3	7.25	5.57	10.00		11.59PM
4,708				9.03	1.06	8.44	46.9	DN	NADEAU	10.7	7.21	5.52	9.57		11.45
291							50.8		TEXAS CITY JUNCTION (Spur)	6.8	7.16	5.46	9.51		11.30
				9.10	1.12	8.50	52.9	DN	T. C. T. CROSSING	4.7	7.10	5.40	9.45		11.20
6,496				9.16	1.18	8.57	56.5	DN	VIRGINIA POINT	1.1					11.00PM
WFTO Yard				9.30PM	1.35PM	9.10AM	57.6	DN	ISLAND						
								DN	GALVESTON (Freight Yard)						
									GALVESTON (Union Depot)		7.00AM	5.30PM	9.35PM		
	Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday
	187			175	173	171					172	174	176		241

(0.30)				Time Over District	(1.50)	(1.50)	(1.40)		(4.00)	(0.25)	(0.25)
9.1		31.6	31.6	Average Speed per Hour	31.6	31.6	34.5		12.6	9.6	9.6

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

Passenger trains must not exceed speed of 35 miles per hour and freight trains must not exceed speed of 20 miles per hour over Draw Bridges between Houston and Galveston. Passenger trains must not exceed speed of 35 miles per hour and freight trains a speed of 20 miles per hour around Magers, Harrisburg and Strang curves.

Trains Nos. 187, 188 and 190 must register at Magers.
Train No. 173 must wait connection for T. & N. O. No. 9, unless otherwise instructed.
Trains Nos. 171, 172, 174 and 175 will stop on flag at Seabrook Bridge.
Trains Nos. 172, 173, 174 and 175, will stop on flag at Clifton-by-the-Sea.
Trains Nos. 172 and 175 will stop on flag at Kemah.

Train No. 176 will stop on flag at Seabrook Bridge Sundays only.
Irregular trains must satisfy themselves by examination of register or by train order that No. 187 has arrived at Magers.
Trains must be governed by G. C. & S. F. Ry. rules while crossing Causeway between Island and Virginia Point. See Special Instructions on page 13.

Interlocking signals at G. H. & S. A. Crossing, Harrisburg.
Interlocking signals at S. A. & A. P. Crossing one mile east of Baer and at Texas City Terminal Crossing at Texas City Junction.
Interlocking signals at H. B. & T. Ry. Co. Crossing ¼ miles west of Baer.
Cartex Spur located 2 1/2 miles west of La Porte.

Length of sidings in feet, and location of Scales, Telephone, Fuel, Water and Turning Stations.	FIRST CLASS					Distance from Beaumont	Time Table No. 72, November 16th, 1913.	Distance from Track End	FIRST CLASS		
	153	151	149	150	152				154		
	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger		
	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily					
WFTOY						0.0	DN	30.8			
Yard	6.20PM	9.40AM	7.00AM					8.40AM	2.45PM	8.05PM	
Yard	s 6.30	s 9.50	s 7.10			5.2		s 8.29	s 2.35	s 7.49	
4,004	6.32	9.53	7.13			7.0		8.26	2.31	7.47	
1,027	f 6.33	f 9.55	f 7.15			7.8		f 8.25	f 2.29	f 7.45	
659	f 6.37	f 10.00	f 7.19			10.0		f 8.21	f 2.25	f 7.41	
591	f 6.42	f 10.03	f 7.23			12.5		f 8.17	f 2.21	f 7.37	
3,355	f 6.46	f 10.07	f 7.27			14.5		f 8.13	f 2.17	f 7.33	
1,673 PY	s 6.55	s 10.20	s 7.35			18.5	P	s 8.05	s 2.10	s 7.25	
						20.5					
1,600 P	7.05PM	s { 10.30 10.35	7.45AM			21.8	P	7.55AM	s { 2.00 1.40	7.15PM	
						20.5					
1,673 PY		s 10.45				18.5	P		s 1.30		
2,605		f 10.55				22.4			f 1.17		
1,264		s 11.10				28.3	D		s 1.05		
Yard WY		11.20AM				30.0	D		1.00PM		
						30.8					
	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	
	153	151	149					150	152	154	

(0.45) (1.35) (0.45) Time Over District (0.45) (1.30) (0.45)
29.4 23.7 29.4 Average Speed per Hour 29.4 24.4 29.4

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

NOTE.—No. 152 will not leave Sabine until No. 151 arrives.
Nos. 151 and 152 will stop on flag at Keith Lake Gully.
No. 150 will not leave Port Arthur until No. 149 arrives.
No. 154 will not leave Port Arthur until No. 153 arrives.

Length of sidings in feet, and location of Scales, Telephone, Fuel, Water and Turning Stations.	THIRD CLASS				Distance from Gallatin	Time Table No. 72, November 16th, 1913.	Distance from Rusk	THIRD CLASS	
	105	103	104	106					
	Mixed	Mixed	Mixed	Mixed					
	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily					
Yard PY	4.30PM	1.05PM			0.00	P	8.29	12.35PM	4.00PM
	f 4.39	f 1.14			2.41		5.88	f 12.25	f 3.49
	f 4.53	f 1.24			5.65		2.64	f 12.11	f 3.35
W	f 5.10	f 1.34			7.20		1.09	f 12.03PM	f 3.31
Yard PFT	5.15PM	1.40PM			8.29	P	0.00	11.55AM	3.15PM
	Arrive Daily	Arrive Daily						Leave Daily	Leave Daily
	105	103						104	106

(0.35) (0.35) Time Over District (0.40) (0.45)
14.2 14.2 Average Speed per Hour 12.5 11.1

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

No. 106 will not leave Rusk until No. 103 arrives.

WESTWARD—Toward Sour Lake.

TEXAS & NEW ORLEANS RAILROAD.
Sour Lake Branch.

EASTWARD—Toward Nome.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS						Distance from Nome	Time Table No. 72, November 16th, 1913.	Distance from Sour Lake	SECOND CLASS								
				195	193	191							192	194	196			
				Mixed	Mixed	Mixed							Mixed	Mixed	Mixed			
			Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily							
9,334 WY				5.30PM	1.55PM	11.35AM	0.0	DN	NOME	7.2	9.20AM	1.25PM	5.05PM					
1,411				5.40	2.05	11.45AM	4.2		CHITA	3.0	8.58	1.10	4.40					
Yard W							6.2		GRAYBURG	1.0								
				6.00PM	2.25PM	12.05PM	7.2		SOUR LAKE	0.0	8.50AM	1.00PM	4.30PM					
				Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily					
				195	193	191					192	194	196					

(0.30) (0.30) (0.30) Time Over District (0.30) (0.30) (0.25)
14.0 14.0 14.0 Average Speed per Hour 14.0 14.0 17.0

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

- No. 195, unless otherwise instructed, will wait 30 minutes for No. 6.
- No. 193, unless otherwise instructed, will wait 30 minutes for No. 3.
- No. 191, unless otherwise instructed, will wait 30 minutes for No. 4.

WESTWARD—Toward Clinton.

TEXAS & NEW ORLEANS RAILROAD.
Clinton Branch.

EASTWARD—Toward Magers.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS				Distance from Magers	Time Table No. 72, November 16th, 1913.	Distance from Clinton	THIRD CLASS						
			189	187						188	190			
			Mixed	Mixed						Mixed	Mixed			
		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							
2,665				4.20PM	7.15AM	0.0		MAGERS	3.9	9.25AM	5.25PM			
Yard				4.45PM	7.35AM	3.9		CLINTON	0.0	9.00AM	5.00PM			
				Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday					Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
				189	187					188	190			

(0.25) (0.20) Time Over District (0.25) (0.25)
9.6 12.0 Average Speed per Hour 9.6 9.6

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

- No. 188 must not leave Clinton until No. 187 arrives.
- No. 190 must not leave Clinton until No. 189 arrives.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS			Distance from Beaumont	Time Table No. 72, November 18th, 1913.	Distance from Dallas	FIRST CLASS			THIRD CLASS	
	159 Freight			145 Passenger Motor Car		155 Through Passenger				156 Through Passenger	146 Passenger Motor Car		160 Freight	
	Leave Daily Ex. Sunday			Leave Daily		Leave Daily				Arrive Daily	Arrive Daily		Arrive Daily Ex. Monday	
WFTOY Yard	7.20AM			6.10PM		9.20AM	0.0	DN	BEAUMONT	289.7	7.45PM 11.30AM			
759	7.40			f 6.22		f 9.33	5.2		ROSEDALE (Spur)	284.5	f 7.28 f 11.15		5.00PM	
2,057 (Ind'y) 3,000 (Pas'ng) W	8.10			s 6.32		s 9.43	8.8		VOTH (Spur)	280.9	s 7.17 s 11.07		4.20	
1,611	8.15			f 6.34		f 9.46	9.9		LOEB	279.8	f 7.15 f 11.04		3.45	
1,100				f 6.44		f 9.56	13.7		ARIOLA (Spur)	276.0	f 7.05 f 10.55		3.33	
2,310	8.48			6.56		10.03	17.2		WEISS	272.5	6.56 f 10.47		2.45	
3,515	9.20			f 7.06		f 10.09	21.7		NONA	268.0	f 6.47 f 10.38		2.10	
3,446 W	9.40			s 7.15		s 10.15	25.0	D	KOUNTZE	264.7	s 6.42 s 10.32		1.50	
2,153	10.23			s 7.23		s 10.23	28.0		G.B.&K.C.] 3.0 [Crossing OLIVE (Spur)	261.7	s 6.35 s 10.23		1.22	
1,905	11.05			7.38		10.38	34.8		Tram] 6.8 [Crossing LONGS	254.9	10.05		12.35	
4,620	11.15AM			s 7.40		s 10.40	35.9	D	VILLAGE MILLS (Spur)	253.8	s 6.17 s 10.03		12.30	
3,300 W	12.01PM			f 7.48		f 10.46	39.8		HYATT	249.9	f 6.08 f 9.52		12.01PM	
800	12.30			s 7.56		s 10.52	42.8		WARREN	246.9	s 6.01 s 9.45		11.35AM	
1,383	1.15			f 8.07		f 11.03	47.3		HILLISTER	242.4	f 5.51 f 9.32		11.03	
940	1.45			f 8.14		f 11.10	50.4		SENECA (Spur)	239.3	f 5.41 f 9.25		10.20	
8,021 WY	2.30			s 8.25		s 11.20 f 11.40	55.1	D	WOODVILLE	234.6	s 5.30 s 9.14		9.45	
1,453	3.00			s 8.31		s 11.47AM	58.1		DOUCETTE	231.6	s 5.21 s 9.07		9.07	
5,891	4.05			s 8.44		s 12.02PM	64.5	D	Tram] 6.4 [Crossing COLMESNEIL	225.2	s 5.04 s 8.52		8.15	
1,258	4.55			8.51		12.09	67.3		CIMA	222.4	4.55 f 8.45		7.46	
6,545 WY	5.20PM			s 9.10PM		s 12.25PM	73.8	D	ROCKLAND	215.9	s 4.39PM 8.30AM		7.00AM	
	Arrive Daily Ex. Sunday 159			Arrive Daily 145		Arrive Daily 155					Leave Daily 156 146		Leave Daily Ex. Monday 160	

(10.00)	(8.00)	(2.45) Time Over District.....	(3.15)	(3.00)	(10.00)
7.4	24.6	27.0 Average Speed per Hour.....	22.7	24.6	7.4

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 No. 155, unless otherwise instructed, will wait 30 minutes for connection with No. 10 at Beaumont.
Trains must approach Rockland and Voth expecting to find Main Line occupied.

WESTWARD—Toward Dallas.

TEXAS & NEW ORLEANS RAILROAD.
Jacksonville Sub-Division

EASTWARD—Toward Beaumont.

Length of Sidings in feet, and location of Scales, Telephone, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS		Distance from Beaumont	Time Table No. 72, November 16th, 1913.	Distance from Dallas	FIRST CLASS		THIRD CLASS		
	161		155	147				148	156		162	
	Freight		Passenger	Passenger				Passenger	Passenger		Freight	
	Leave Daily Ex. Monday		Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday		
6,545 WFY	6.00AM		s 12.25PM		73.8	D	ROCKLAND	215.9		s 4.39PM		4.00PM
2,190	6.40		f 12.37		79.8		6.0 ENAL	209.9		f 4.21		3.15
2,211 W	7.15		s 12.49		84.9		5.1 ZAVALLA	204.8		s 4.10		2.40
1,973	7.50		f 1.04		90.7		5.8 SHAWNEE	199.0				2.00
4,592	8.27		s 1.20		97.5	D	T. & L. E.] 6.8 [Crossing HUNTINGTON	192.2		s 3.42		1.20
2,058	9.00		f 1.32		102.6		5.1 DUNAGAN	187.1		f 3.29		12.54
692	9.10		f 1.37		104.9		Tram] 2.3 [Crossing MANTON (Spur)	184.8		f 3.24		12.43
3,189 W	9.26		f 1.51		110.6		5.7 POE	179.1		f 3.11		12.17PM
2,283 Y	9.46		f 2.07		118.0		7.4 HOYA	171.7		f 2.54		11.45AM
					120.0		2.0 HAYWARD JUNCTION	169.7				
	10.17		2.16		121.6		1.6 DORR JUNCTION (Spur)	168.1				11.25
W	10.20 10.50		s 2.20	2.15AM See H. E. & W. T. Nos. 3 and 4	122.1	DN	NACOGDOCHES	167.6	12.55AM See H. E. & W. T. Nos. 3 and 4	s 2.41		11.20 10.50
1,316	11.10		s 2.30	2.27	125.2	Rock Signal	3.1 BONITA JUNCTION	164.5	12.40	s 2.30		10.30
3,310	11.45AM		s 2.46	2.43	130.7		5.5 MAHL	159.0	12.30	s 2.16		10.00
490	12.01PM		s 2.55	s 2.50	134.0	D	3.3 CARO	155.7	s 12.23	s 2.06		9.37
1,796	12.14		s 3.01	2.55	136.0		2.0 TRAWICK	153.7	12.18	s 2.00		9.27
3,331	12.45		s 3.17	s 3.08	142.6	D	6.6 CUSHING	147.1	s 12.04AM	s 1.46		8.40
5,853 WY	1.34		s 3.30	3.20	147.7		5.1 SACUL	142.0	11.51PM	s 1.34		8.10
1,826	2.00		f 3.45	3.31	153.2		5.5 REKLAW	136.5	11.41	f 1.20		7.45
1,900	2.30		s 4.00	3.42	159.0		5.8 PONTA	130.7	11.28	s 1.06		7.10
1,832 PY	2.57		s 4.12	3.52	163.1	P	4.1 GALLATIN	126.6	11.20	s 12.55		6.45
1,760	3.20		f 4.22	4.02	166.4		3.3 TURNEY	123.3	11.14	f 12.45		6.25
Yard WFY	4.00PM		4.40PM	4.15AM	172.1	DN	5.7 JACKSONVILLE	117.6	11.02PM	12.32PM		6.00AM
	Arrive Daily Ex. Monday		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily Ex. Sunday
	161		155	147					148	156		162

(9.50)	(4.18)	(2.02)	Time Over District	(1.53)	(4.15)	(10.00)
9.8	23.2	24.6	Average Speed per Hour	25.4	25.0	9.8

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 Bigsby, Baber, Retrieve, Platt, Clevenger and Dalmont.

Nos. 147 and 148 will stop on flag at Dalmont.

Trains must approach Rockland, Nacogdoches and Gallatin expecting to find Main Line occupied.

Length of sidings in feet, and location of Scales, fuel, Water and turning Stations.	THIRD CLASS				SECOND CLASS		FIRST CLASS		Distance from Beaumont	Time Table No. 72. November 16th, 1913.	Distance from Dallas	FIRST CLASS		SECOND CLASS		THIRD CLASS			
	165		163		155		147					148		156		164		166	
	Local Freight		Through Freight		Through Passenger	Passenger	Passenger	Through Passenger				Through Passenger	Through Passenger	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight
	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				
Yard WFY		6.00AM		11.15AM		5.00PM	4.20AM	172.1	DN	JACKSONVILLE	117.6	10.55PM	12.12PM		5.20AM		6.00PM		
2,250		6.17		11.58AM		f 5.13	f 4.31	177.0		4.9	112.7	f 10.42	11.58AM		4.31		5.13		
1,815		6.35		12.14PM		s 5.22	4.40	180.9		FRYS GAP	108.8	f 10.32	s 11.44		4.05		4.48		
3,300		6.45		12.21		f 5.25	f 4.44	182.6		3.9	107.1	f 10.28	f 11.39		3.56		4.38		
1,806		6.55		12.29		f 5.28	f 4.47	184.3		1.7	105.4	f 10.24	f 11.35		3.48		4.27		
4,337		7.20		12.50		s 5.39	s 4.58	188.7	D	1.7	101.0	s 10.15	s 11.24		3.30		4.00		
1,886		7.32		12.57		f 5.44	f 5.03	191.1		2.4	98.6	f 10.10	f 11.18		3.19		3.50		
1,772 W		7.57		1.10		s 5.53	f 5.14	194.5		3.6	95.0	f 10.00	s 11.09		3.05		3.10		
4,078		8.30		1.35		s 6.05	f 5.28	200.6		5.9	89.1	f 9.47	s 10.57		2.42		2.30		
1,833		9.05		1.58		f 6.17	f 5.43	206.8		6.2	82.9	f 9.33	f 10.44		2.17		1.58		
340								209.9		3.1	79.8								
								213.5		TREBLA (Spur)	76.2								
										3.6									
										ST. L. S. W. CROSSING									
7,020 WY		10.30		2.28		s 6.37	s 6.00	213.8	DN	0.3	75.9	s 9.18	s 10.30		1.50		1.20		
578						f 6.50	f 6.13	219.4		5.6	70.3	f 9.03	f 10.14						
2,221		11.10		3.07		f 6.56	f 6.21	222.1		PICKENS (Spur)	67.6	f 8.57	f 10.06		1.20		12.35		
2,160 W		11.35		3.25		s 7.06	f 6.30	226.0		2.7	63.7	f 8.49	f 9.56		1.05		12.15PM		
1,020		11.59AM		3.35		f 7.12	f 6.37	229.1		STOCKARD	60.6	f 8.43	f 9.49		12.50		11.59AM		
6,628 Y		12.25PM		3.55		s 7.22	s 6.45	233.0		3.9	56.7	s 8.34	s 9.39		12.35		11.33		
1,140		12.50		4.20		f 7.32	f 6.56	238.1	D	5.1	51.6	f 8.22	f 9.29		12.14AM		11.08		
2,881 W		1.17		4.45		s 7.44	s 7.06	242.7		4.6	47.0	s 8.12	s 9.18		11.50PM		10.43		
325								246.7		KEMP	43.0								
1,985		1.50		5.12		f 7.58	f 7.18	248.3		4.0	41.4	f 7.58	f 9.02		11.20		10.09		
7,454 W		2.20		5.37		s 8.13	s 7.30	253.7	DN	1.6	36.0	s 7.40	s 8.49		11.01		9.40		
								254.1		JIBA	35.6								
2,001		2.45		6.08		f 8.28	f 7.45	260.7		5.4	29.0	f 7.16	f 8.33		10.31		8.56		
4,087 W		3.05		6.25		s 8.35	s 7.53	263.9		KAUFMAN	25.8	s 7.09	s 8.25		10.16		8.40		
615								266.3		0.4	23.4								
1,469		3.35		6.55		s 8.47	s 8.11	269.4		T. M. CROSSING	20.3	s 6.55	s 8.11		9.51		8.11		
1,333		3.50		7.07		f 8.53	f 8.18	271.9		6.6	17.8	f 6.48	f 8.06		9.40		7.35		
1,714		4.05		7.20		s 9.00	s 8.24	274.4		GASTONIA	15.3	s 6.42	s 8.00		9.30		7.18		
1,090		4.20		7.32		f 9.05	f 8.30	276.7		3.2	13.0	f 6.37	f 7.55		9.20		7.00		
1,337		4.40		7.50		f 9.10	f 8.38	279.8		CRANDALL	9.9	f 6.30	f 7.50		9.10		6.45		
8,783		5.20		8.30		9.30	9.04	286.9		2.4	2.8	6.14	7.32		8.30		6.15		
		5.25		8.50		9.34	9.08	287.9		BOIS D'ARC (Spur)	1.8	6.10	7.28		8.13		6.10		
WFTOY Yard		6.00PM		9.40PM		9.45PM	9.20AM	289.7	DN	3.1	0.0	6.00PM	7.20AM		8.00PM		6.00AM		
		Arrive Daily Ex. Sunday		Arrive Daily		Arrive Daily	Arrive Daily			SEAGOVILLE		Leave Daily	Leave Daily		Leave Daily		Leave Daily Ex. Sunday		
		165		163		155	147			2.5		148	156		164		166		

(12.00)
9.8

(9.20)
12.6

(4.45) (5.00)
24.9 23.6

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

(4.55)
24.0

(4.35)
25.7

(9.20)
12.6

(12.00)
9.8

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

Trains must approach Gossett expecting to find Main Line occupied.
Interlocking signals at Texas Midland Crossing west of Kaufman.

NOTE—See H. & T. C. R. R. Trains Nos. 3, 5, 15 and 17.

RATING OF LOCOMOTIVES.

**TEXAS & NEW ORLEANS R. R. MAIN LINE (INCLUDING BEAUMONT TO SABINE.)
THE GALVESTON, HARRISBURG & SAN ANTONIO RY.—GALVESTON DIVISION.**

April 9, 1911.

IN M'S OF 1000 POUNDS BEHIND TENDER

CLASS	ENGINE NUMBERS	ECHO AND HOUSTON		CLASS	ENGINE NUMBERS	ECHO AND HOUSTON	
		Through Freight	Local Freight			Through Freight	Local Freight
		RATING	RATING			RATING	RATING
E. 58 $\frac{17}{16}$ 48	182, 183, 186 to 190.....	1640	1965	M. 63 $\frac{28}{28}$ 144	483.....	4250	4250
E. 73 $\frac{21}{16}$ 92	261 to 272.....	3180	3800	T. 56 $\frac{14}{16}$ 84	608, 610, 612, 614, 615, 617, 622, 623, 626, 629, 632, 634 to } 637, 644, 646.....	2690	3210
T. 63 $\frac{28}{16}$ 112	688 to 698.....	3494	4175	E. 63 $\frac{17}{16}$ 50	192 to 207, 170 to 174.....	1780	2125
T. 69 $\frac{29}{16}$ 97	682 to 684.....	2625	3135	E. 63 $\frac{14}{16}$ 63	179, 208, 209, 211.....	2065	2460
M. 55 $\frac{14}{16}$ 112	409.....	2655	3200	T. 56 $\frac{14}{16}$ 90	658.....	2690	3210
E. 67 $\frac{14}{16}$ 58	220 to 224.....	2035	2425	T. 56 $\frac{14}{16}$ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656.....	2175	2600
M. 63 $\frac{28}{16}$ 126	410 to 459.....	4250	4250	T. 56 $\frac{14}{16}$ 84	649, 650, 653.....	2690	3210
T. 56 $\frac{14}{16}$ 67	601 to 606, 609, 611, 616, 619 to 621, 624, 625, 627, 628, 630, } 631, 633, 638 to 641.....	2165	2590	E. 63 $\frac{14}{16}$ 66	225 to 236.....	2235	2670
T. 63 $\frac{28}{16}$ 160	700, 701, 702, 705, 707, 710, 711.....	5200	5200	T. 56 $\frac{18}{16}$ 100	666 to 677.....	2895	3515
C. 57 $\frac{28}{16}$ 184	800 to 807.....	6000	6000	T. 63 $\frac{18}{16}$ 100	678 to 681.....	3160	3795
T. 63 $\frac{28}{16}$ 160	703, 704, 706, 708, 709.....	4800	4800	E. 69 $\frac{18}{16}$ 75	250 to 258.....	2825	3365
C. 57 $\frac{28}{16}$ 187	808 to 860.....	6000	6000	M. 63 $\frac{15\frac{1}{2}-26}{28}$ 154	461 to 467, 469.....	4000	4000
M. 63 $\frac{21}{16}$ 147	500 to 514.....	5500	5500	M. 63 $\frac{15\frac{1}{2}-26}{28}$ 144	482, 484.....	4000	4000
M. 63 $\frac{21}{16}$ 148	460, 468.....	4250	4250				

AVERAGE WEATHER CONDITIONS. Maximum Speed at any point 35 miles per hour; Minimum Speed 10 miles per hour.

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS	Less than 40 Ms.....	
	40 to 50 Ms.....	3
	More than 50 Ms.....	0

In Local Work, should it be necessary to move cars from one station to the next, the rating may be increased 10 per cent.

SURGEONS OF THE TEXAS & NEW ORLEANS R. R. AND GALVESTON DIVISION OF THE GALVESTON, HARRISBURG & SAN ANTONIO RY.

SOUTHERN PACIFIC HOSPITAL LOCATED CORNER JAMES AND PASCHAL STREETS, HOUSTON, TEXAS.

<p><i>Houston</i>..... Dr. R. W. Knox..... Chief Surgeon. Dr. E. J. Hamilton..... House Surgeon. Dr. Z. F. Lillard..... Examining Surgeon. Dr. F. B. Smith..... Examining Surgeon. Dr. H. C. Feagin..... Examining Surgeon. Dr. C. C. Cody..... Examining Surgeon. Dr. L. N. McNeil..... Pathologist. Dr. C. C. Green..... Local Surgeon. Dr. Geo. P. Hall..... Local Oculist. Dr. L. Allen..... Local Oculist and Aurist. Dr. E. P. Daviss..... Local Oculist and Aurist.</p> <p><i>Athens</i>..... Dr. C. R. Johnson..... Local Surgeon. Dr. A. H. Easterling..... Local Surgeon.</p> <p><i>Beaumont</i>..... Dr. H. A. Barr..... Local Surgeon. Dr. L. Goldstein..... Local Surgeon. Dr. O. S. Hodges..... Oculist. Dr. W. F. Taliaferro..... Oculist.</p> <p><i>China</i>..... Dr. N. E. Laidacker..... Local Surgeon. <i>Crandall</i>..... Dr. A. D. Ledbetter..... Local Surgeon. <i>Crosby</i>..... Dr. W. R. Hollingsworth..... Local Surgeon. <i>Colmesneil</i>..... Dr. B. L. Jordan..... Local Surgeon</p>	<p><i>Cushing</i>..... Dr. Fred W. Caricker..... Local Surgeon. <i>Dallas</i>..... Dr. Elbert Dunlap..... Division Surgeon. Dr. L. M. Nance..... Local Surgeon.</p> <p><i>Dayton</i>..... Dr. J. T. Tadlock..... Local Surgeon.</p> <p><i>Devers</i>..... Dr. E. W. Neal..... Local Surgeon.</p> <p><i>Doucette</i>..... Dr. J. W. Conley..... Local Surgeon.</p> <p><i>Eustace</i>..... Dr. L. L. Cockrell..... Local Surgeon.</p> <p><i>Frankston</i>..... Dr. G. H. Moss..... Local Surgeon.</p> <p><i>Galveston</i>..... Dr. W. C. Fisher..... Local Surgeon. Dr. W. C. Fisher, Jr..... Local Surgeon. Dr. S. M. Morris..... Oculist.</p> <p><i>Gallatin</i>..... Dr. Wiley Smith..... Local Surgeon.</p> <p><i>Huntington</i>..... Dr. S. W. Bullett..... Local Surgeon.</p> <p><i>Jacksonville</i>..... Dr. F. A. Fuller..... Local Surgeon. Dr. M. B. Canon..... Local Surgeon. Dr. B. J. Hubbard..... Local Surgeon.</p> <p><i>Kaufman</i>..... Dr. W. J. Pollard..... Local Surgeon.</p> <p><i>Kemp</i>..... Dr. W. A. Watkins..... Local Surgeon. <i>Kountze</i>..... Dr. Jno. F. Roberts..... Local Surgeon.</p>	<p><i>La Porte</i>..... Dr. John Paschal..... Local Surgeon. <i>La Rue</i>..... Dr. S. O. Hayes..... Local Surgeon.</p> <p><i>Liberty</i>..... Dr. R. E. Bowen..... Local Surgeon.</p> <p><i>Mabank</i>..... Dr. W. P. Irvine..... Local Surgeon.</p> <p><i>Nacogdoches</i>..... Dr. F. C. Ford..... Local Surgeon.</p> <p><i>Olive</i>..... Dr. Lee Selman..... Local Surgeon.</p> <p><i>Orange</i>..... Dr. A. L. Scholars..... Local Surgeon. Dr. J. C. Seastrunk..... Local Surgeon.</p> <p><i>Port Arthur</i>..... Dr. W. S. Winter, Sr..... Local Surgeon. Dr. W. S. Winter, Jr..... Local Surgeon. Dr. J. C. Phillips..... Oculist.</p> <p><i>Rockland</i>..... Dr. R. P. Stewart..... Local Surgeon.</p> <p><i>Rusk</i>..... Dr. T. H. Cobble..... Local Surgeon.</p> <p><i>Sabine</i>..... Dr. Lindsay Smith..... Local Surgeon.</p> <p><i>Seagoville</i>..... Dr. O. Glenn..... Local Surgeon.</p> <p><i>Seabrook</i>..... Dr. S. F. Curry..... Local Surgeon.</p> <p><i>Sour Lake</i>..... Dr. T. O. Darby..... Local Surgeon.</p> <p><i>Woodville</i>..... Dr. J. B. Roberts..... Local Surgeon. Dr. R. E. Dicken..... Local Surgeon.</p>
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RATING OF LOCOMOTIVES.

TEXAS & NEW ORLEANS RAILROAD—DALLAS EXTENSION

May 30, 1909

IN M'S OF 1,000 POUNDS BEHIND TENDER

BEAUMONT AND JACKSONVILLE

CLASS	ENGINE NUMBERS	BEAUMONT TO HYATT	HYATT TO JACKSONVILLE	JACKSONVILLE TO WOODVILLE	WOODVILLE TO VILLAGE MILLS	VILLAGE MILLS TO BEAUMONT
		Freight	Freight	Freight	Freight	Freight
		RATING	RATING	RATING	RATING	RATING
E. 58 $\frac{17}{4}$ 48	182, 183, 186 to 190	1240	820	820	1060	2010
T. 56 $\frac{14}{4}$ 67	601 to 606, 609, 611, 616, 619, 621, 625, 627, 628, 630, 631, 633, 638 to 641.....	1630	1080	1080	1395	2655
T. 56 $\frac{14}{4}$ 84	608, 610, 612, 614, 615, 617, 620, 622 to 624, 626, 629, 632, 634 to 637, 644, 646, 649, 650, 653	2035	1355	1355	1740	3290
E. 63 $\frac{17}{4}$ 50	170 to 174, 192 to 207	1345	895	895	1155	2185
E. 63 $\frac{17}{4}$ 48	175 to 178, 180, 210, 212, 213	1300	865	865	1115	2115
E. 63 $\frac{17}{4}$ 63	179, 208, 209, 211	1555	1035	1035	1335	2535
T. 56 $\frac{14}{4}$ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656	1645	1080	1090	1405	2665
E. 63 $\frac{17}{4}$ 66	225 to 236	1685	1115	1115	1445	2750
T. 56 $\frac{14}{4}$ 100	666 to 677	2165	1435	1435	1855	3515

AVERAGE WEATHER CONDITIONS. Maximum Speed at any point 35 miles per hour; Minimum Speed 10 miles per hour.

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS		BEAUMONT TO HYATT	HYATT TO JACKSONVILLE	JACKSONVILLE TO WOODVILLE	WOODVILLE TO VILLAGE MILLS	VILLAGE MILLS TO BEAUMONT
		3	3	3	3	3
		0	0	0	0	0
Less than 40 Ms		3	3	3	3	3
40 to 50 Ms		0	0	0	0	0
More than 50 Ms		0	0	0	0	0

To find maximum load that can be hauled at 10 miles per hour on ruling grade between any two stations, multiply rating by figures in column opposite station desired, north or south, as the case may be.

STATIONS	NORTH		SOUTH	
	NORTH	SOUTH	NORTH	SOUTH
Sabine and Beaumont.....	1.00	1.00	Enal and Zavalla.....	1.00
Beaumont and Trato	1.04	1.00	Zavalla and Shawnee	1.06
Trato and Ariola	1.56	1.00	Shawnee and Huntington.....	1.06
Ariola and Weiss.....	1.04	1.00	Huntington and Dunagan :... ..	1.25
Weiss and Nona.....	1.56	1.00	Dunagan and Manton	1.00
Nona and Water Tank	1.56	1.00	Manton and Poe.....	1.50
Water Tank and Kountze.....	1.00	1.00	Poe and Hoya.....	1.12
Kountze and Olive.....	1.30	1.00	Hoya and Nacogdoches.....	1.87
Olive and Longs.....	1.30	1.00	Nacogdoches and Bonita Jct.....	1.00
Longs and Village Mills	1.00	1.00	Bonita Jct. and Mahl	1.00
Village Mills and Hyatt.....	1.00	1.00	Mahl and Trawick.....	1.25
Hyatt and Warren.....	1.00	1.80	Trawick and Cushing.....	1.12
Warren and Hillister.....	1.12	1.00	Cushing and Sacul	1.25
Hillister and Seneca.....	1.00	1.50	Sacul and Reklaw	1.25
Seneca and Woodville.....	1.00	1.00	Reklaw and Ponta.....	1.50
Woodville and Colmesneil.....	1.00	1.00	Ponta and Gallatin.....	1.06
Colmesneil and Cima.....	1.00	2.25	Gallatin and Turney.....	1.06
Cima and Rockland	2.25	1.00	Turney and Jacksonville	1.00
Rockland and Enal.....	1.25	2.25		

JACKSONVILLE AND DALLAS

CLASS	ENGINE NUMBERS	JACKSONVILLE TO SEAGOVILLE	SEAGOVILLE TO DALLAS	DALLAS TO SEAGOVILLE	SEAGOVILLE TO JACKSONVILLE
		Freight	Freight	Freight	Freight
		RATING	RATING	RATING	RATING
E. 58 $\frac{17}{4}$ 48	182, 183, 186 to 190.....	820	1355	1240	820
T. 56 $\frac{14}{4}$ 67	601 to 606, 609, 611, 616, 619, 621, 625, 627, 628, 630, 631, 633, 638 to 641.....	1080	1790	1630	1080
T. 56 $\frac{14}{4}$ 84	608, 610, 612, 614, 615, 617, 620, 622 to 624, 626, 629, 632, 634 to 637, 644, 646, 649, 650, 653.....	1355	2225	2035	1355
E. 63 $\frac{17}{4}$ 50	170 to 174, 192 to 207.....	895	1475	1345	895
E. 63 $\frac{17}{4}$ 48	175 to 178, 180, 210, 212, 213.....	865	1430	1300	865
E. 63 $\frac{17}{4}$ 63	179, 208, 209, 211.....	1035	1705	1555	1035
T. 56 $\frac{14}{4}$ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656.....	1090	1800	1645	1090
E. 63 $\frac{17}{4}$ 66	225 to 236.....	1115	1850	1685	1115
T. 56 $\frac{14}{4}$ 100	666 to 677	1435	2375	2165	1435

AVERAGE WEATHER CONDITIONS. Maximum Speed at any point 35 miles per hour; Minimum Speed 10 miles per hour.

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS		JACKSONVILLE TO SEAGOVILLE	SEAGOVILLE TO DALLAS	DALLAS TO SEAGOVILLE	SEAGOVILLE TO JACKSONVILLE
		3	3	3	3
		0	0	0	0
Less than 40 Ms		3	3	3	3
40 to 50 Ms		0	0	0	0
More than 50 Ms		0	0	0	0

To find maximum load that can be hauled at 10 miles per hour on ruling grade between any two stations, multiply rating by figures in column opposite station desired, north or south, as the case may be.

STATIONS	NORTH		SOUTH	
	NORTH	SOUTH	NORTH	SOUTH
Jacksonville and Fry's Gap.....	1.00	1.06	Cedar and Kemp.....	1.25
Fry's Gap and Andy	2.25	1.00	Kemp and Water Tank.....	1.00
Andy and Lewis.....	1.50	1.12	Water Tank and Jiba	1.00
Lewis and Frankston.....	1.00	2.25	Jiba and Kaufman	1.50
Frankston and Poyner	1.87	1.50	Kaufman and Gastonia	1.00
Poyner and LaRue.....	1.25	2.25	Gastonia and Crandall.....	1.06
LaRue and Baxter	1.06	1.00	Crandall and Water Tank.....	2.25
Baxter and Athens	1.00	1.00	Water Tank and Seagoville	1.00
Athens and Stockard.....	1.00	1.00	Seagoville and Simonds	1.20
Stockard and Eustace.....	1.00	1.06	Simonds and Kleburg	1.00
Eustace and Ham.....	1.00	1.00	Kleburg and Elam.....	1.20
Ham and Mabank	1.12	1.06	Elam and Dallas	1.44
Mabank and Cedar.....	1.12	1.12		

SPECIAL INSTRUCTIONS.

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

Trains must 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 signal is STOP. The arm on the RIGHT HAND side of the post will govern approaching trains. When the arm stands at right angles to the post (which will be indicated by a red light at night), it means STOP and a train must not pass the signal unless a clearance card or a train order with a 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 indicates PROCEED.

Day telegraph offices will be open April 1 to October 31, 7:00 a. m. to 7:00 p. m. November 1 to March 31, 7:30 a. m. to 6:30 p. m.

500 feet in advance of the beginning of all curves of four degrees or more CAUTION signals are set seven feet from the rail on the engineman's side; these signals have posts four inches square, set three feet above the ground, with short fish-tail targets painted yellow; face of posts painted white, and sides and back painted brown. First class trains must reduce speed to 30 miles per hour, and all other trains to 18 miles per hour around curves protected by these signals. Except that on Sabine-Dallas District passenger trains will reduce speed to 20 miles per hour and freight trains to 15 miles per hour.

When a train is stopped by a block signal it may proceed when the signal is cleared; on single track a flagman should be sent in advance immediately, train to wait 5 minutes and then proceed under control to next clear signal, or if the signal next in advance is in plain view and the track ahead is seen to be clear proceed under control not exceeding 6 miles per hour.

In giving hand signal for a train to move through interlocking limits against fixed signal, the signal must be given from the ground—using a yellow flag by day and a yellow light by night.

All trains must not exceed a speed of 25 miles per hour over any railroad crossing.

Special attention is called to the fact that outfit cars and empty flats and wooden coal cars must be handled next to cabooses; outfit cars in all cases placed first ahead of caboose.

Register Stations are shown in full-faced type.

When trains are flagged through Interlocking Plants by Towerman, Flagman must go ahead to Railroad Crossing to insure trains on other track not taking same signal.

BETWEEN HOUSTON AND ECHO.

Passenger trains must not exceed speed of 15 miles per hour from cross-over at Sabine & East Texas crossing to Beaumont Passenger Depot, and 6 miles per hour between Beaumont Passenger Depot and Main Street; and not exceed speed of city speed limit at Orange from first road crossing East Adam's Bayou to Third Street crossing east of Orange Passenger Depot.

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

Maximum speed for "900" class engines will be 45 miles per hour.

Trains in both directions approach east end double track Englewood Tank under control.

First-class trains must 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.

A helper engine is stationed at Liberty to assist trains from Liberty to Ames and from Liberty to Dayton.

All except first-class trains must meet the helper engine at Liberty, unless otherwise instructed.

The helper engine at Liberty must get clearance card before leaving Dayton.

Trains must get clearance card or orders at Echo.

Trains must approach Nome under control, expecting to find Sour Lake Branch train occupying main line.

Trains will not exceed a speed of 25 miles per hour over drawbridges.

BETWEEN HOUSTON AND GALVESTON.

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

No. 190 must use T. & N. O. R. R. Main Tracks between Houston and Englewood and T. & N. O. R. R. Track between Englewood and Magers.

First-class trains and No. 187 must use the old T. T. main line between T. T. yard and Magers.

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

Passenger trains using Sylvan Beach branch must not exceed a speed of 20 miles per hour, and freight trains must not exceed a speed of 12 miles per hour.

BETWEEN SABINE AND DALLAS.

Passenger trains must not exceed a speed of THIRTY miles per hour on track laid on less than 75-pound rail. Freight trains must not exceed TWENTY miles per hour on any part of Division.

Trains must stop for all Tram Crossings.

Trains must reduce speed to SIX miles per hour inside yard limits at Beaumont, Sabine, Rockland, Nacogdoches, Jacksonville and Athens.

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

Employees 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.

Trains must register at Beaumont, Nacogdoches, Jacksonville, Dallas, Rockland and Bonita Junction.

Trains Nos. 159 and 160 must register at Village Mills.

Trains must approach Voth, Rockland, Nacogdoches and Gossett under full control, expecting to find main line occupied.

Eastward freight trains take siding at Bonita Junction unless otherwise instructed.

SPUR TRACKS ON SABINE-DALLAS DISTRICT NOT OTHERWISE SHOWN.

DISTANCE FROM BEAUMONT	STATIONS	DISTANCE FROM DALLAS	DISTANCE FROM BEAUMONT	STATIONS	DISTANCE FROM DALLAS
2.7	Blanchette Spur	287.0	93.8	Baber Spur	195.9
6.4	Gilbert Spur	283.3	100.4	Heiser Spur	189.3
32.7	Hester Spur	257.0	106.9	Platt Spur	182.8
56.8	Aleck	232.9	107.4	Bigsley Spur	182.3
60.5	Verde Spur	229.2	113.1	Clevenger Spur	176.6
63.2	Wilson Spur	226.5	137.4	Dalmon Spur	152.3
65.4	Naval	224.3	168.4	Pepperwine	121.3
71.6	Davis Spur	218.1	191.8	Eastwood Spur	97.9
77.2	Bigsby	212.5	285.7	Ashald Spur	4.0

SIGNS AND CHARACTERS.

The following signs, when placed before the figures of the schedule, indicate:

- s—Regular stop.
- f—Flag stop to receive or discharge passengers or freight.
- ☐—Stop for meals.
- DN—Day and Night Telegraph office.

- D—Day Telegraph office.
- N—Night Telegraph office.
- P—Telegraph office.
- W—Water station.

- F—Fuel station
- T—Turntable.
- Y—Wye.
- O—Track scales.

F. B. IRVINE,

Superintendent.

H. J. MICKSCH,
Assistant Superintendent.

J. T. CLARK,
Assistant Superintendent.

W. L. COX,
Assistant Superintendent.

L. W. ROWE,
Assistant Superintendent.

M. C. SULLIVAN,
Assistant Superintendent.

HOUSTON { **C. M. COLBURN,** Chief Dispatcher.
C. E. KUESTER, Dispatcher.
C. W. CRABB, Dispatcher.
L. J. KUESTER, Dispatcher.

JACKSONVILLE { **B. S. HOLLIMAN,** Chief Dispatcher.
G. W. EMERY, Dispatcher.
E. P. DOLAN, Dispatcher.
L. LEVY, Dispatcher.

EXTRA DISPATCHERS { C. W. LESTER
W. O. SHERWOOD

L. B. McDONALD,
Superintendent Houston Terminals.

GALVESTON DIVISION WHISTLE CODE.

TOWER 30, HARRISBURG.

To Main Line.....From any point _____
 To Saw Mill..... " " " _____ o

The following revised Whistle Code will be used by all trains and engines passing through Interlocking Plant, Tower 38, Z Track, Galveston, effective November 30, 1912:

G. H. & H. Code from any point on G. H. & H. Tracks—

Old Main Line..... _____
 New Yard Lead (or stock track)..... _____
 21 Lead..... _____
 Transfer Yard..... o _____

G. C. & S. F. Code from any point on G. C. & S. F. Tracks—

Main Line for Passenger and Freight Trains..... _____
 Main Line North for other trains and engines..... _____
 Main Line South or to Wharf..... _____
 Round House..... _____
 New Yard..... o _____
 Valley Lead..... o o o _____
 East Lead..... o o o o _____
 Engines in New Yard or on Lead will sound..... o _____
 to let towerman know where they are and then call for what they want.

JOINT CODE.

The following whistles may be sounded from any point in any yard and when sounded alone will be for that part of the yard shown opposite; however, if you wish to go to some point in another yard, for which there is no joint whistle provided, sound your whistle for that yard and after a moment's intermission sound that Company's whistle for the track you want:

G. H. & H. or G. H. & H. Transfer Yard..... o _____
 G. C. & S. F. or G. C. & S. F. New Yard..... o _____
 G. H. & S. A. Main Yard..... o o _____
 G. H. & S. A. Old Passenger Main..... o _____
 To Wharf..... _____

EXAMPLE:—If you are in G. H. & H. Transfer Yard and want to go to Santa Fe New Yard, sound _____ o only; but if you want to go to Santa Fe Round House sound _____ o and then _____. If you are on Santa Fe Main Line South of Tower and want to go to G. H. & H. 21 Lead, sound _____ o o and then _____; or if you want to go to G. H. & H. "Y" over Inbound Main, sound o _____ o and then _____.

T. & N.O. WHISTLE CODE

The following revised Whistle Code will be in effect at towers in Houston Terminals, effective August 25, 1912:

TOWERS 25 AND 26, FIFTH WARD.

To South Main east.....From any point _____
 and Main Line west for west-bound passengers.
 To Old Main east.....From any point _____ o _____
 To H. E. & W.T. Transfer " " " _____ o _____
 To Icing Plant..... " " " o o _____
 To Main Line west..... " " " _____
 To Round House..... " " " _____
 To Old Head..... " " " o _____
 To H.E. & W.T. connection " " " _____ o _____
 To H. B. & T..... " " " o o _____
 To Old Central..... " " " _____
 To I. & G. N..... " " " o o o _____

TOWER 68, ENGLEWOOD.

To Main Line.....From any point _____
 To South Main..... " " " _____
 To G. H. & S. A. Cut-off... " " " _____
 To Englewood Yard..... " " " _____ o _____
 To Creosote No. 1..... " " " _____ o _____
 To Creosote No. 2..... " " " o o _____ o _____

GENERAL.

BEAUMONT INTERLOCKING WHISTLE CODE.

_____ Long Whistle Main Line.
 o o _____ Cross over.
 o o o _____ North or south horn.
 - - o _____ New main.
 o _____ Indicates try track.

- (1) Where not otherwise provided, one long (_____) whistle will be for the main line at any tower.
- (2) When the proper signal is given by towerman it should be answered with two short blasts.
- (3) The different blasts of the whistle should be distinct with intensity and duration proportionate to distances and circumstances under which signal is to be conveyed.
- (4) If a signal is given by towerman in error, or signal cannot be acted on after it has been answered, notify him by sounding o _____ o.
- (5) If you want to make a switch into a plant, that is, not pass through it or change from one route to another, call for the point where you will come up to the plant.

EXAMPLE:—If you come up to Tower 26 on the Round House Lead and want to switch, sound _____, which is the call for the Round House in that code. If you are in the Old Central, call _____; or if you are in Chaney Siding at Tower 14, sound _____ o. If you are in Creosote No. 1 at Tower 68 and want to switch, sound _____ o, etc.

SPEED TABLE.

Speed per Hour	Time of Performance			Speed per Hour	Time of Performance			
	½ Mile	¼ Mile	1 Mile		½ Mile	¼ Mile	1 Mile	
MILES	M	S	M	M	S	M	S	
1	15	0	30	0	60	0	31	0
2	7	30	15	0	30	0	32	0
3	4	0	10	0	20	0	33	0
4	3	45	7	30	15	0	34	0
5	3	0	6	0	12	0	35	0
6	2	30	5	0	10	0	36	0
7	2	8	4	17	8	34	37	0
8	1	52	3	45	7	30	38	0
9	1	40	3	20	6	40	39	0
10	1	30	3	0	6	0	40	0
11	1	21	2	43	5	27	41	0
12	1	15	2	30	5	0	42	0
13	1	9	2	18	4	37	43	0
14	1	4	2	8	4	17	44	0
15	1	0	2	0	4	0	45	0
16	0	56	1	52	3	45	46	0
17	0	52	1	46	3	31	47	0
18	0	50	1	40	3	20	48	0
19	0	47	1	34	3	9	49	0
20	0	45	1	30	3	0	50	0
21	0	42	1	25	2	51	51	0
22	0	40	1	21	2	43	52	0
23	0	39	1	18	2	36	53	0
24	0	37	1	15	2	30	54	0
25	0	36	1	12	2	24	55	0
26	0	34	1	9	2	18	56	0
27	0	33	1	6	2	13	57	0
28	0	32	1	4	2	8	58	0
29	0	31	1	2	2	4	59	0
30	0	30	1	0	2	0	60	0

SPECIAL INSTRUCTIONS GOVERNING GALVESTON CAUSEWAY.

All Engines and Trains using track between Island and Virginia Point will be governed by Current Causeway Time Table and Rules and Regulations contained therein.

Passenger Trains must use not less than six (6) and Freight Trains not less than eleven (11) minutes crossing the Causeway.

Switches at Virginia Point and Island and the Lift Bridge, draw, are protected by Interlocking devices. The signals on each side of the draw are located on bridges about 400 feet from the draw, extending across the tracks.

The Island signals for trains approaching from the north and Virginia Point signals for trains approaching from the south are located on a bridge about 1,300 feet from stations mentioned.

The signals approaching Virginia Point from the north and Island from the south are located on poles; home signals about 400 feet from the respective offices, and the distance signals about 2,600 feet distant. The distance signals will, when tracks are not occupied, stand at an angle of 45 degrees. When thrown for clear track will stand at an angle of 90 degrees. If there is anything in the block the signals will stand at Danger and act as a block.

Train movements across the Galveston Causeway will be governed by Upper Quadrant Semaphore Signal Indications:

Signal arm at horizontal position or a red light by night indicates "STOP."

Signal arm inclined obliquely upward at an angle of 45 degrees or a yellow light by night, indicates "CAUTION" (Proceed under control).

Signal arm straight upward in vertical position, or at 90 degrees, or a green light by night, indicates "PROCEED."

Double track over the Causeway between Island and Virginia Point. Trains use right hand track in the direction they are going. Should it be necessary to use the opposite tracks trains will be governed by the dwarf signals.

Yellow discs by day light and yellow lights by night on the ground switch stands, indicates switches are lined up for indirect route.

Green discs by day light and green lights by night on ground switch stands, indicates switches are lined up for direct routes.

These switches are properly lined up, however, before trains can be given the semaphore signals.

The Causeway tracks are controlled by the block and Interlocking plant, and not by train orders. Trains should move over the routes instructed by the towerman, except in cases where trains desire to take siding at Virginia Point—then whistle signals should be sounded, giving one short and one long — —, as they pass Island. Operator at Island will communicate information to the towerman at Virginia Point.

All Engines and Trains using track between Union Depot Junction and Union Depot at Galveston must be governed by Rules and Regulations of Union Passenger Depot Co., of Galveston.

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



P. Keating, Del.

Maintenance of Way Dept. Houston, Tex.

GALVESTON DIVISION AIRLATE CODE