

TEXAS & NEW ORLEANS RAILROAD CO.

—AND—

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

GALVESTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, May 31st, 1914,

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

For the Government and Information of Employes only, and not intended for the use of the public.
These Companies reserve the right to vary from this Time Table at pleasure.

W. G. VAN VLECK,

Vice-President and General Manager.

G. S. WAID,

Assistant 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	
		2.30 AM	9.45 AM		12.01 PM					0.0	Ar.	EL PASO	Lv.	1191.6					7.40 PM		10.15 PM	6.05 PM
		2.05 PM	10.53 PM		3.05 PM					450.9	Ar.	DEL RIO	Lv.	740.7				5.00 PM	3.40 AM		9.20 AM	8.50 AM
		3.20 PM	11.03 PM		3.15 PM	6.00 AM					Lv.		Ar.					3.30 AM		9.10 AM	8.05 AM	
		3.00 AM	3.53 AM		8.50 PM	11.45 AM				620.1	Ar.	SAN ANTONIO	Lv.	571.5	4.00 PM			11.00 AM	9.30 PM		4.20 AM	8.35 PM
		4.30 AM	4.00 AM		11.00 PM	12.15 PM			8.00 AM		Lv.		Ar.				7.30 AM	7.20 PM		4.10 AM	7.05 PM	
		3.40 AM								886.0	Ar.	GALVESTON	Lv.	420.8								10.30 PM
		10.00 PM	10.00 AM		6.15 AM	7.30 PM				828.4	Ar.	HOUSTON	Lv.	363.2	7.30 AM			12.01 AM	11.50 AM		10.00 PM	3.15 AM
		12.01 AM	10.10 AM	6.00 PM	6.45 AM	7.55 PM	3.00 PM	9.10 AM	4.30 PM		Lv.		Ar.		4.00 PM	9.45 PM	11.30 PM	11.30 AM	8.45 AM	9.50 PM	1.15 AM	
		7.00 AM	1.12 PM	9.45 PM	10.10 AM	11.23 PM	6.00 AM	1.30 PM		939.2	Ar.	ECHO	Lv.	252.4		11.38 AM	5.48 PM	8.05 PM	8.00 AM	5.15 AM	6.48 PM	5.20 PM
		7.20 AM	1.15 PM	9.48 PM	10.15 AM	11.28 PM	6.03 AM	1.33 PM			Lv.		Ar.			11.35 AM	5.43 PM	8.00 PM	7.55 AM	5.09 AM	6.45 PM	4.50 PM
		2.31 PM	4.07 PM	1.02 AM	1.20 PM	2.34 AM	10.15 AM	6.00 PM		1045.8	Ar.	LAFAYETTE	Lv.	145.8		6.50 AM	1.35 PM	4.40 PM	4.35 AM	1.12 AM	3.34 PM	8.55 AM
		3.31 PM	4.12 PM	1.07 AM	1.25 PM	2.39 AM	10.30 AM		4.50 AM		Lv.		Ar.		9.58 PM		1.20 PM	4.35 PM	4.30 AM	1.07 AM	3.29 PM	8.25 AM
			7.50 PM	5.40 AM	5.35 PM	6.35 AM	4.15 PM		10.40 AM	1178.7	Ar.	AVONDALE	Lv.	12.9	4.15 PM		7.45 AM	12.55 PM	12.40 AM	9.10 PM	12.01 PM	
											Lv.		Ar.									
			8.50 PM	6.50 AM	6.45 PM	7.45 AM	5.25 PM		11.40 AM	1191.6	Ar.	NEW ORLEANS	Lv.	0.0	3.05 PM		6.45 AM	11.45 AM	11.30 PM	8.00 PM	11.00 AM	
		2.00 AM									Ar.	ALGIERS	Lv.									10.25 PM
		95.30	35.05	12.50	42.44	25.45	15.25	8.50			THROUGH TIME				9.10	15.00	29.15	44.10	12.45	35.15	91.40	
		12.5	33.9	28.3	27.9	28.8	23.6	24.6			MILES PER HOUR				23.7	24.2	25.3	27.0	28.5	33.8	12.9	

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

AIR CARS REQUIRED IN TRAIN.

The number of air cars required in train, in order to comply with Federal Regulations, 85 per cent air. Trains of less than seven cars must have all air working.

Total Cars in Train	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53
Number Air Cars Necessary	6	7	8	9	10	11	12	13	14	15	16	17	17	18	19	20	21	22	23	23	24	25	26	27	28	29	30	31	32	33	34	34	35	36	37	38	39	40	40	41	43	43	44	45	46		
Total Cars in Train	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
Number Air Cars Necessary	46	47	48	49	50	51	51	52	53	54	55	56	56	57	58	59	60	61	62	63	63	64	65	66	66	68	68	69	70	71	72	73	74	74	75	76	77	78	79	80	80	81	82	83	84	85	85

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	FIRST CLASS										Distance from Houston	Time Table No. 74.		Distance from Echo	FIRST CLASS							SECOND CLASS		THIRD CLASS								
	THIRD CLASS		SECOND CLASS		FIRST CLASS							Time Table No. 74.			101		3		5		7		9		11		243		245		71	
	72	246	244	12	10	8	6	4	102	May 31st, 1914.		STATIONS	101		3	5	7	9	11	243	245	71										
Beaumont Local Freight	Mdse. Freight	Manifest Freight	New Orleans Limited	Sunset Express	Sunset Mail	Local Passenger	Local Passenger	Sunset Limited			Sunset Limited	Local Passenger	Local Passenger	Sunset Mail	Sunset Express	Texas Limited	Manifest Freight	Mdse. Freight	Houston Local Freight													
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily													
WFTOY Yard	7.10AM	8.15PM	12.01AM	6.00PM	6.45AM	7.55PM	3.00PM	9.10AM	10.10AM	0.0	DN HOUSTON (H. & T. C Depot) 1.0	9.50PM	4.00PM	9.45PM	11.30PM	11.30AM	8.45AM															
				6.06	6.51	8.01	3.06	9.17	10.15	0.5	DN HOUSTON (Fifth Ward) 0.5	9.43	3.50	9.35	11.15	11.20	8.37	1.15AM	6.33AM													
										0.7	H. E. & W. T. CROSSING 0.2		3.47																			
										0.8	H. B. & T. CROSSING 0.1																					
										0.8	I. & G. N. CROSSING 0.1																					
	7.25	8.30	12.15	6.11	6.57	8.07	3.12	9.23	10.21	3.2	END OF DOUBLE TRACK 2.4								3.12													
Yard OWY	7.32	8.40	12.19	6.13	6.59	8.09	3.14	9.25	10.23	4.2	ENGLEWOOD 1.0	9.36	3.41	9.23	11.07	11.10	8.26	12.46	5.50													
										4.6	H. B. & T. CROSSING 0.4																					
7,737	7.50	8.55	12.35	6.18	7.04	8.14	3.20	9.31	10.29	7.8	GREENS 3.2	9.31	3.35	9.18	11.01	11.05	8.20	12.35	5.35													
5,604	8.13	9.10	12.45	6.25	7.11	8.20	3.27	9.38	10.35	11.9	FAUNA 4.1	9.26	3.27	9.10	10.56	11.00	8.13	12.22	5.20													
4,917	8.30	9.50	12.55	6.31	7.17	8.26	3.38	9.45	10.41	16.0	SHELDON 4.1	9.20	3.16	9.02	10.49	10.54	8.06	12.11AM	5.05													
7,263 W	8.45	10.06	1.15	6.38	7.24	8.32	3.48	9.54	10.48	20.2	D CROSBY 4.2	9.14	3.06	8.54	10.43	10.48	7.59	11.56PM	4.40													
4,479	9.10	10.32	1.38	6.49	7.35	8.43	3.59	10.06	10.59	27.6	WALLEY 7.4	9.04	2.51	8.43	10.32	10.32	7.46	11.25	4.00													
3,231	9.20	10.47	1.50	6.54	7.41	8.48	4.05	10.13	11.04	31.6	STILSON 4.0	8.59	2.44	8.30	10.26	10.26	7.41	11.11	3.40													
7,258	9.45	11.00	2.00	6.59	7.46	8.55	4.11	10.22	11.08	34.6	D DAYTON 3.0	8.55	2.39	8.24	10.20	10.22	7.35	11.00	3.25													
14,830 W	10.12	11.40	2.20	7.10	7.58	9.06	4.23	10.35	11.17	40.6	DN LIBERTY 6.0	8.45	2.26	8.12	10.09	10.12	7.22	10.36	2.50													
4,591	11.22	11.59PM	2.32	7.15	8.03	9.12	4.29	10.41	11.22	43.8	AMES 3.2	8.40	2.18	8.05	10.03	10.06	7.17	10.24	2.32													
8,848	12.05PM	12.20AM	2.49	7.23	8.11	9.20	4.37	10.50	11.29	48.3	RAYWOOD 4.5	8.34	2.09	7.56	9.56	9.58	7.09	9.56	2.13													
7,042	12.45	12.40	3.05	7.30	8.19	9.28	4.46	10.59	11.37	53.0	D DEVERS 4.7	8.27	2.00	7.47	9.48	9.50	7.02	9.28	1.55													
6,953	1.50	12.58	3.23	7.37	8.29	9.38	4.55	11.08	11.44	58.2	FELICIA 5.2	8.20	1.50	7.37	9.38	9.41	6.55	9.06	1.35													
9,334 WY	2.40	1.17	3.40	7.48	8.39	9.48	5.06	11.20	11.52AM	63.2	D NOME 5.0	8.13	1.40	7.28	9.28	9.32	6.46	8.49	1.17													
9,267	3.20	1.40	3.56	8.05	8.48	9.57	5.16	11.30	12.01PM	68.6	D CHINA 5.4	8.05	1.28	7.18	9.20	9.23	6.36	8.29	12.55													
8,162	3.55	2.00	4.10	8.17	8.57	10.05	5.25	11.39	12.07	73.0	D PINE ISLAND 4.4	7.56	1.20	7.10	9.14	9.15	6.29	8.17	12.37													
5,735	4.20	2.20	4.23	8.29	9.05	10.13	5.35	11.49	12.15	77.5	AMELIA 4.5	7.48	1.10	7.02	9.06	9.05	6.22	7.48	12.21													
										81.1	B. S. L. & W. CROSSING 3.6																					
										82.2	G. B. & K. C. CROSSING 1.1																					
WFTOY Yard	5.10PM	2.40	5.00	8.45	9.15	10.24	5.50PM	11.59AM	12.25	82.8	DN BEAUMONT 0.6	7.36	12.59	16.53	8.55	8.52	6.12	7.15	12.01AM													
		3.00	5.10	8.50	9.18	10.28	5.00PM	12.19PM		84.4	T. & FT. S. CROSSING 1.6		12.39	6.38	8.50	8.48	6.07		11.45AM													
1,478				8.56	9.24	10.34	5.05	12.32	12.32	85.4	FLETCHER 1.0	7.30	12.32	6.31	8.44	8.42	6.01															
5,104		3.25	5.33	9.02	9.31	10.41	5.13	12.45	12.38	88.9	DIANA 3.5	7.24	12.18	6.24	8.39	8.35	5.55	6.50	11.14													
8,365		3.45	5.48	9.09	9.39	10.48	5.23	12.54	12.44	93.2	TERRY 4.3	7.16	12.10	6.16	8.33	8.28	5.48	6.35	10.48													
7,215 W		4.05	6.18	9.16	9.47	10.56	5.38	1.04	12.52	98.7	N TULANE 5.5	7.07	12.01PM	6.07	8.25	8.20	5.38	6.07	10.31													
791										102.0	O. & N. W. CROSSING 3.3																					
Yard O		4.25	6.33	9.28	9.58	11.08	5.48	1.15	1.02	104.7	D ORANGE 2.7	6.58	11.50AM	5.57	8.15	8.10	5.27	5.37	10.10													
Yard WFTY		5.03AM	7.00AM	9.45PM	10.10AM	11.23PM	6.00AM	1.30PM	1.12PM	109.8	DN ECHO 5.1	6.48PM	11.38AM	5.47PM	8.05PM	8.00AM	5.15AM	5.20PM	9.45PM													
				6.50AM	6.45PM	7.45AM	5.25PM		8.50PM		NEW ORLEANS	11.00AM		6.45AM	11.45AM	11.30PM	8.00PM															

(9.27) 8.3 (8.48) 12.5 (6.59) 16.1 (3.40) 30.1 (3.22) 32.4 (3.24) 32.8 (3.50) 27.7 (4.00) 27.7 (3.02) 37.0 Time Over District..... (3.02) 36.5 (4.02) 27.5 (3.43) 29.8 (3.22) 32.9 (3.26) 33.0 (3.25) 32.0 (7.55) 14.2 (8.48) 12.5 (10.00) 8.5 Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 EXCEPT, That No. 101 is Superior to all Trains except No. 102. No. 102 is Superior to all Trains.
 Train No. 9 is Superior to Trains Nos. 4 and 6. Train No. 243 is Superior to all Second-Class Trains.

Train No. 6 stops at Beaumont 11 hours and 10 minutes.
 Trains Nos. 3, 4, 5 and 6 will stop on flag at Orla, M. P. 265.
 Trains Nos. 3, 4, 5 and 6 will stop on flag at Connell located 800 feet east of East Switch Diana.
 Interlocking signals at Orange & Northwestern Ry. Crossing 2 1/4 miles west of Orange.
 Interlocking signals at T. & Ft. S. Crossing 1.41 miles east of Beaumont.
 Interlocking signals at G. B. & K. C. and S. & E. T. Crossing west end Beaumont yard.
 Interlocking signals at B. S. L. & W. Crossing 1.7 miles west of Beaumont.
 Interlocking signals at Fifth Ward (Houston)—H. E. & W. T., H. B. & T. and I. & G. N. Crossings and east end of Double Track.
 Interlocking signals at H. B. & T. R. R. Co. Crossing east end Englewood Yard.

Length of Sidings in feet, and location of Scales, Fuel, Water & Turning Stations	FIRST CLASS										Distance from Houston (H. & T. C. Pass. Depot)	FIRST CLASS											SECOND CLASS	
	203	201	185	183	181	179	177	175	173	171		Time Table No. 74. May 31st, 1914.												242
	Motor Car	Motor Car	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		172	174	176	178	180	182	184	186	200	202	Manifest Freight		
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Sunday Only	Leave Sunday Only	Leave Saturday and Sunday Only	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS											Arrive Daily			
										Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Saturday and Sunday Only	Arrive Sunday Only	Arrive Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily				
	5.00PM	10.10AM	10.00AM	1.25PM	1.30PM	5.30PM	6.30PM	7.40PM	11.50AM	7.20AM	0.0	DN HOUSTON (H. & T. C. Depot)	57.6	8.50AM	7.20PM	11.15PM	11.25PM	7.50AM	7.00PM	8.35PM	11.40PM	2.40PM	8.40PM	
WFTOY Yard											1.0	DN HOUSTON (Fifth Ward)	60.3											
											0.5	Bonner's Pt.] HOUSTON [T. T. Yard	57.1				s 11.22	s 7.48	s 6.53					
											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											
Y 880	5.10	10.20	10.09	1.32	1.40	5.40	6.39	7.50	11.59AM	7.29	3.3	BAER	54.3	8.39	7.10	11.00	11.17	7.35	6.45	8.23	11.31	2.28	8.28	
											4.1	H. B. & T. RY. CROSSING	53.5											
2,665	5.13	10.23	10.12	1.35	1.42	5.42	6.42	7.52	12.02PM	7.33	4.7	MAGERS	52.9	8.37	7.08	10.58	11.15	7.33	6.42	8.21	11.29	2.23	8.25	
											5.7	H. O. L. & M. P. CROSSING	51.9											
Y 2,449	f 5.19	f 10.30	f 10.18	1.40	s 1.47	f 5.47	f 6.46	h 7.57	f 12.08	f 7.36	7.2	DN G. H. & S. A. Crossing HARRISBURG	50.4	g 8.34	f 7.02	10.54	s 11.09	f 7.24	f 6.37	f 8.15	11.23	f 2.15	f 8.18	2.30AM
W											8.3	G. H. & S. A. CUTOFF	49.3											1.50
2,718	f 5.23	f 10.35	f 10.21		f 1.50	f 5.51	6.49	8.01	12.12	7.40	9.8	EL BUEY	47.8	g 8.29	f 6.57	10.50	11.05	7.20	6.33	8.10		f 2.09	f 8.12	1.40
1,189	f 5.27	f 10.40	f 10.25	1.45	f 1.54	f 5.54	6.54	h 8.05	f 12.16	f 7.44	12.0	PASADENA	45.6	g 8.25	f 6.54	10.47	f 11.01	f 7.16	f 6.29	f 8.05	11.17	f 2.04	f 8.05	1.30
5,094	f 5.32	f 10.45	s 10.29	1.48	f 1.58	f 5.58	f 6.59	h 8.09	f 12.19	f 7.48	14.3	DEEPWATER	43.3	g 8.21	f 6.48	10.44	f 10.57	f 7.13	f 6.26	f 8.00		f 1.58	f 8.00	1.20
1,249	f 5.37	f 10.50	f 10.33		f 2.03	f 6.03	f 7.03	h 8.13	f 12.23	f 7.52	16.6	DEER PARK (Spur)	41.0	g 8.17	f 6.44	10.40	f 10.53	f 7.09	f 6.22	f 7.56	11.10	f 1.52	f 7.55	1.10
Y W 1,808	f 5.50	f 11.01	f 10.42	1.57	s 2.11	f 6.13	f 7.10	h 8.21	f 12.33	f 8.07	22.2	N STRANG	35.4	g 8.07	f 6.35	10.31	f 10.45	s 7.00	s 6.13	f 7.48	11.03	f 1.41	f 7.45	12.50
											24.7	SUNSET BEACH	37.9											
5,893		s 11.11			s 2.21	6.23					25.7	SYLVAN BEACH	38.9				10.35PM	f 6.50	f 6.02			s 1.30	s 7.35	
	f 5.50	f 11.25	f 10.42	1.57	s 2.36	6.38		h 8.21	f 12.33	f 8.07	22.2	N STRANG	35.4	g 8.07	f 6.35	10.31		s 6.36	s 5.50	f 7.48	11.03	f 1.16	f 7.18	12.50
4,170	s 5.53	f 11.30	s 10.46	2.00	s 2.40	s 6.42		s 8.23	s 12.39	s 8.11	23.9	D LA PORTE	33.7	s 8.04	s 6.32	f 10.29		s 6.33	s 5.46	s 7.45	11.01	f 1.13	f 7.14	12.40
Y 6,169	6.15PM	11.50AM	s 10.58	2.08	s 2.50PM	s 6.55		s 8.34	s 12.48	s 8.25	31.0	D SEABROOK	26.6	s 7.51	s 6.19	f 10.19		s 6.22	5.35PM	s 7.34	10.52	1.00PM	7.00PM	12.18AM
405			f 11.04			f 7.01		f 8.40	f 12.54	f 8.31	34.1	BAYVIEW (Spur)	23.5	f 7.44	f 6.13			f 6.16		f 7.29				
W 5,515			f 11.12	2.17		f 7.10		f 8.48	f 1.01	f 8.36	38.4	SAN LEON	19.2	f 7.37	f 6.07	10.09		f 6.09		f 7.23	10.43			11.53PM
4,708			f 11.22			f 7.24		8.58	f 1.11	8.45	44.3	NADEAU	13.3	f 7.28	f 5.57	10.00		f 5.58		f 7.13	10.34			11.30
291			f 11.27			f 7.30		f 9.03	f 1.16	f 8.51	46.9	DN TEXAS CITY JUNCTION (Spur)	10.7	f 7.24	f 5.52	f 9.57		f 5.53		s 7.09				11.15
												T. C. T. CROSSING												
6,496			f 11.33	2.31		f 7.38		f 9.10	f 1.22	f 8.57	50.8	DN VIRGINIA POINT	6.8	f 7.19	f 5.46	9.51		f 5.46		f 7.02	10.26			11.00
			11.38	2.37		7.44		9.16	1.28	9.02	52.9	ISLAND	4.7	7.13	5.40	9.45		5.40		6.56	10.20			10.50
WFTO Yard											56.5	DN GALVESTON (Freight Yard)	1.1											10.30PM
			11.50AM	2.50PM		8.00PM		9.30PM	1.45PM	9.15AM	57.6	GALVESTON (Union Depot)	0.0	7.03AM	5.30PM	9.35PM		5.30AM		6.45PM	10.10PM			
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Sunday Only	Arrive Sunday Only	Arrive Saturday and Sunday Only	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Saturday and Sunday Only	Leave Sunday Only	Leave Sunday Only	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily
	203	201	185	183	181	179	177	175	173	171			172	174	176	178	180	182	184	186	200	202	242	

(1.15)	(1.26)	(1.53)	(1.25)	(1.15)	(2.25)	(0.50)	(1.50)	(1.55)	(1.55)	Time Over District	(1.47)	(1.50)	(1.40)	(0.50)	(2.16)	(1.23)	(1.50)	(1.30)	(1.37)	(1.37)	(4.00)
24.6	23.8	31.6	40.6	30.4	23.8	30.8	31.6	30.1	30.1	Average Speed per Hour	31.6	31.6	34.5	30.8	25.4	27.4	31.6	38.4	23.6	23.6	12.6

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

Prefix "h" indicates stop to let passengers off from connecting lines.
Prefix "g" indicates flag stop on Sundays only.
Train No. 173 must wait 30 minutes connection for T. & N. O. No. 9, unless otherwise instructed.
Trains Nos. 171, 172, 173, 174, 179, 180, 184 and 185 will stop on flag at Kemah and Clifton-by-the-Sea.

Train No. 174 will stop on flag at Seabrook Bridge daily except Saturdays and Sundays.
Trains Nos. 171, 172, 173, 179, 180, 184 and 185 will stop on flag at Seabrook Bridge.
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.

Trains Nos. 181, 182, 200, 201, 202 and 203 will go to and from Seabrook Bridge. Other trains, except No. 183, will approach Seabrook and Seabrook Bridge under control, expecting to find Main Line occupied, between 11:50 a. m. and 7:00 p. m.
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 ¾ miles west of Baer.
Interlocking signals at T. & B. V. Ry. Co. Crossing .47 miles East of "Z" Yard Office, Galveston.
Cartex Spur located 2 6-10 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. 74, May 31st, 1914.	Distance from Track End	FIRST CLASS			
	151 Passenger							152 Passenger			
	Leave Daily							Arrive Daily			
STATIONS											
WF TOY				9.40 AM	0.0	DN	BEAUMONT	30.8		6.15 PM	
Yard				s 9.50	5.2		5.2 GUFFEY	25.6	s	6.00	
4,094				9.53	7.0		1.8 LUCAS (Spur)	23.8		5.56	
1,027				f 9.55	7.8		0.8 HEBERT (Spur)	23.0	f	5.54	
659				f 10.00	10.0		2.2 VITERBO (Spur)	20.8	f	5.50	
591				f 10.03	12.5		2.5 DELPHINE (Spur)	18.3	f	5.46	
3,355				f 10.07	14.5		2.0 ELVISTA	16.3	f	5.42	
1,673 PY				s 10.20	18.5	P	4.0 WEST PORT ARTHUR (Spur)	12.3	s	5.35	
					20.5		2.0 K. C. S. CROSSING	14.3			
1,600 P				s { 10.30 10.35	21.8	P	1.3 PORT ARTHUR (Spur)	15.6	s {	5.25 5.20	
					20.5		1.3 K. C. S. CROSSING	14.3			
1,673 PY				s 10.45	18.5	P	2.0 WEST PORT ARTHUR (Spur)	12.3	s	5.10	
2,005				f 10.55	22.4		3.9 ROUND LAKE	8.4	f	4.52	
1,264				s 11.10	28.3	D	5.9 SABINE PASS	2.5	s	4.45	
Yard WY				11.20 AM	30.0	D	1.7 SABINE	0.8		4.40 PM	
					30.8	P	0.8 TRACK END	0.0			
				Arrive Daily 151					Leave Daily 152		

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

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 Gulley.

Length of sidings in feet, and location of Scales, Telephone, Fuel, Water and Turning Stations.	THIRD CLASS				Distance from Gallatin	Time Table No. 74, May 31st, 1914.	Distance from Rusk	THIRD CLASS			
	105 Mixed		103 Mixed					104 Mixed		106 Mixed	
	Leave Daily		Leave Daily					Arrive Daily		Arrive Daily	
STATIONS											
Yard PY				4.30 PM	12.40 PM	0.00	P	GALLATIN	8.29	12.15 PM	4.00 PM
				f 4.39	f 12.49	2.41		2.41 CHECKUP (Spur)	5.88	f 11.59 AM	f 3.49
				f 4.53	f 1.03	5.65		3.24 STAYTON	2.64	f 11.50	f 3.35
W				f 5.10	f 1.10	7.20		1.55 NEP	1.09	f 11.43	f 3.31
Yard PFT				5.15 PM	1.20 PM	8.29	P	1.09 RUSK	0.00	11.35 AM	3.15 PM
				Arrive Daily 105	Arrive Daily 103					Leave Daily 104	Leave Daily 106

(0.45) (0.40) Time Over District (0.40) (0.45)
11.1 12.5 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. 74, May 31st, 1914	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				5.10PM	1.45PM	9.40AM	0.0	DN	NOME	7.2	8.25AM	1.25PM	4.50PM					
1,411				f 5.25	f 1.55	f 9.50AM	4.2		4.2 CHITA	3.0	f 8.10	f 1.10	f 4.30					
Yard W							6.2		2.0 GRAYBURG	1.0								
				5.40PM	2.15PM	10.10AM	7.2		1.0 SOUR LAKE	0.0	8.00AM	1.00PM	4.20PM					
				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. 9.

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. 74, May 31st, 1914	Distance from Clinton	THIRD CLASS						
			189	187						188	190			
			Mixed	Mixed						Mixed	Mixed			
		Leave Daily	Leave Daily			Arrive Daily	Arrive Daily							
		Ex. Sunday	Ex. Sunday			Ex. Sunday	Ex. Sunday							
2,665				4.20PM	7.15AM	0.0		MAGERS	3.9	9.25AM	5.25PM			
Yard				4.45PM	7.35AM	3.9		3.9 CLINTON	0.0	9.00AM	5.00PM			
				Arrive Daily	Arrive Daily					Leave Daily	Leave Daily			
				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. 74, May 31st, 1914.	Distance from Dallas	FIRST CLASS		THIRD CLASS		
	159		145	155				156	146	160		
	Freight		Passenger Motor Car	Through Passenger				Through Passenger	Passenger Motor Car	Freight		
	Leave Daily Ex. Sunday		Leave Daily	Leave Daily		STATIONS	Arrive Daily	Arrive Daily		Arrive Daily Ex. Monday		
WFTOY	7.20AM		5.00PM	9.20AM	0.0	DN	BEAUMONT	289.7	7.30PM	10.45AM		4.30PM
Yard							5.2 ROSEDALE (Spur)	284.5	f 7.15	f 10.31		3.55
759	7.40		f 5.15	f 9.33	5.2		3.6 VOTH	280.9	s 7.03	s 10.20		3.20
2,057 (Indy) 3,000 (Pas'ng) W	8.10		s 5.24	s 9.43	8.8		1.1 LOEB	279.8	f 7.00	f 10.17		3.10
	8.15		f 5.27	f 9.46	9.9		3.8 ARIOLA (Spur)	276.0	f 6.47	f 10.09		
1,100			f 5.37	f 9.56	13.7		3.5 WEISS	272.5	f 6.38	f 10.00		2.40
2,310	8.48		f 5.45	f 10.00	17.2		4.5 NONA	268.0	s 6.29	s 9.43		2.15
3,515	9.10		s 5.55	s 10.09	21.7		3.3 KOUNTZE	264.7	s 6.23	s 9.35		1.50
3,446 W	9.35		s 6.04	s 10.15	25.0	D	G. B. & K. C.] 3.0 [Crossing					
2,153	10.00		s 6.13	s 10.23	28.0		OLIVE (Spur)	261.7	s 6.13	s 9.25		1.22
1,905	10.33		f 6.35	f 10.38	34.8		6.8 LONGS	254.9	f 5.51	f 9.09		12.40
4,020 Y	10.50		s 6.38	s 10.40	35.9	D	1.1 VILLAGE MILLS (Spur)	253.8	s 5.48	s 9.05		12.35
3,300 W	11.20		f 6.47	f 10.46	39.8		Tram] 3.9 [Crossing					
							HYATT	249.9	f 5.39	f 8.55		12.10PM
300	11.50AM		s 6.54	s 10.52	42.8		3.0 WARREN	246.9	s 5.30	s 8.47		11.50AM
1,383	12.30PM		f 7.04	f 11.03	47.3		4.5 HILLISTER	242.4	f 5.20	f 8.36		11.03
940	1.00		f 7.13	f 11.10	50.4		3.1 SENECA (Spur)	239.3	f 5.13	f 8.27		10.20
8,021 W	2.00		s 7.22	s 11.20	55.1	D	4.7 WOODVILLE	234.6	s 5.01	s 8.14		9.45
1,453	2.35		s 7.29	s 11.28	58.1		3.0 DOUCETTE	231.6	s 4.53	s 8.07		9.10
5,891	3.30		s 7.42	s 11.45AM 12.05PM	64.5	D	6.4 COLMESNEIL	225.2	s 4.38	s 7.52		8.07
1,258	4.32		f 7.48	12.11	67.3		2.8 CIMA	222.4	4.32	f 7.45		7.45
6,545 FWY	5.20PM		s 8.00PM	s 12.25PM	73.8	D	6.5 ROCKLAND	215.9	s 4.15PM	7.30AM		6.30AM
	Arrive Daily Ex. Sunday		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily Ex. Monday
	159		145	155					156	146		160

(10.00)
7.4

(3.00) (2.45)
24.6 27.0

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

(3.15) (3.15)
22.7 22.7

(10.00)
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, Telegraph, Phone, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS		Distance from Beaumont	Time Table No. 74, May 31st, 1914.	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	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday					
				STATIONS							
6,545 WFY	6.00AM	s 12.25PM		73.8	D	ROCKLAND	215.9	s 4.15PM			4.00PM
2,190	6.40	f 12.37		79.8		ENAL	209.9	f 4.00			3.15
2,211 W	7.10	s 12.48		84.9		ZAVALLA	204.8	s 3.48			2.40
1,972	7.35	f 1.02		90.7		SHAWNEE	199.0	3.34			2.00
4,592	8.10	s 1.16		97.5	D	T. & L. E.] 6.8 [Crossing HUNTINGTON	192.2	s 3.19			1.16
2,058	8.32	f 1.27		102.6		DUNAGAN	187.1	f 3.06			12.54
692	8.45	f 1.33		104.9		Tram] 2.3 [Crossing MANTON (Spur)	184.8	f 3.00			12.43
3,189 W	9.10	f 1.45		110.6		POE	179.1	f 2.47			12.17PM
2,283 Y	9.40	f 2.03		118.0		HOYA	171.7	f 2.30			11.45AM
		2.10		120.0		HAYWARD JUNCTION	169.7	2.25			
	10.05	2.13		121.6		DORR JUNCTION (Spur)	168.1	2.22			11.25
OW	10.30	s 2.15	2.15AM See H. E. & W. T. Nos. 3 and 4	122.1		NACOGDOCHES	167.6	1.25AM See H. E. & W. T. Nos. 3 and 4	s 2.15		11.20
1,316 P	10.50	s 2.27	2.25	125.2	Rock Signal DN P P	BONITA JUNCTION	164.5	1.12	s 2.07		10.50
3,310	11.30AM	s 2.43	2.40	130.7		MAHL	159.0	12.58	s 1.54		10.00
490	12.03PM	s 2.51	s 2.48	134.0	D	CARO	155.7	s 12.51	s 1.45		9.37
1,796	12.15	s 2.57	2.53	136.0		TRAWICK	153.7	12.45	s 1.40		9.27
3,331	12.40	s 3.18	s 3.08	142.6	D	CUSHING	147.1	s 12.30	s 1.24		8.40
5,853 WY	1.10	s 3.32	3.20	147.7		SACUL	142.0	12.18	s 1.10		8.10
1,826	1.45	f 3.47	3.31	153.2		REKLAW	136.5	12.06AM	f 12.55		7.45
1,900	2.20	s 4.03	3.42	159.0		PONTA	130.7	11.53PM	s 12.41		7.10
1,832 PY	2.50	s 4.16	3.52	163.1	P	GALLATIN	126.6	11.41	s 12.29		6.45
1,760	3.15	f 4.28	4.02	166.4		TURNNEY	123.3	11.32	f 12.18		6.25
Yard WFT	4.00PM	4.45PM	4.15AM	172.1	DN P	JACKSONVILLE	117.6	11.20PM	12.05PM		6.00AM
	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily Ex. Sunday
	161	155	147					148	156		162

(10.00)	(4.20)	(2.00) Time Over District	(2.05)	(4.10)	(10.00)
9.8	22.6	24.6 Average Speed per Hour	24.0	23.6	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, Platt, Clevenger and Dalmont.

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

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

Telephone connections between Rusk, Gallatin and Jacksonville Dispatcher's office.

Telephone connections between Bonita Junction and Nacogdoches Telegraph office.

WESTWARD—Toward Dallas.

TEXAS & NEW ORLEANS RAILROAD.
Dallas Sub-Division.

EASTWARD—Toward Beaumont. 9

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. 74, May 31st, 1914.	Distance from Dallas	FIRST CLASS		SECOND CLASS		THIRD CLASS			
	165 Local Freight	163 Through Freight	155 Through Passenger	147 Passenger	148 Passenger	156 Through Passenger				164 Through Freight	166 Freight	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
												Leave Daily Ex. Sunday	Leave Daily				
Yard WFT	6.00AM	11.45AM	5.05PM	4.20AM	172.1	DN	JACKSONVILLE	117.6	11.15PM	11.45AM	5.20AM	6.00PM					
2,250	6.17	12.06PM	f 5.20	f 4.31	177.0		4.9 FRYS GAP	112.7	f 11.03	f 11.31	4.31	5.20					
1,815	6.35	12.25	s 5.30	4.40	180.9		3.9 REESE	108.8	f 10.54	s 11.20	4.05	4.48					
3,300	6.45	12.35	f 5.34	f 4.44	182.6		1.7 ANDY	107.1	f 10.50	f 11.15	3.56	4.38					
1,806	6.55	12.42	f 5.38	f 4.47	184.3		1.7 LEWIS	105.4	f 10.46	f 11.10	3.48	4.27					
4,337	7.20	1.00	s 5.50	s 4.58	188.7	D	4.4 FRANKSTON	101.0	s 10.36	s 11.00	3.30	4.00					
1,886	7.32	1.08	f 5.55	f 5.03	191.1		2.4 CHEW	98.6	f 10.31	f 10.54	3.19	3.50					
1,772 W	7.57	1.25	s 6.05	f 5.14	194.5		3.6 POYNOR	95.0	f 10.23	s 10.46	3.05	3.10					
4,078	8.30	1.45	s 6.17	f 5.28	200.6		5.9 LA RUE	89.1	f 10.12	s 10.34	2.42	2.30					
1,833	9.05	2.06	f 6.30	f 5.43	206.8		6.2 BAXTER	82.9	f 9.58	f 10.20	2.17	2.06					
340					209.9		3.1 TREBLA (Spur)	79.8									
					213.5		3.6 ST. L. S. W. CROSSING	76.2									
7,020 WY	10.05	2.35	s 6.48	s 6.00	213.8	DN	0.3 ATHENS	75.9	s 9.45	s 10.05	1.50	1.20					
578			f 6.56	f 6.13	219.4		5.6 PICKENS (Spur)	70.3	f 9.33	f 9.46							
2,221	11.10	3.10	f 7.05	f 6.21	222.1		2.7 STOCKARD	67.6	f 9.25	f 9.40	1.20	12.35					
2,160	11.35	3.30	s 7.15	f 6.30	226.0		3.9 EUSTACE	63.7	f 9.17	s 9.31	1.05	12.15PM					
1,020 W	11.59AM	3.40	f 7.23	f 6.37	229.1		3.1 PAULINE	60.6	f 9.10	f 9.24	12.50	11.59AM					
6,628 Y	12.25PM	3.55	s 7.33	s 6.45	233.0	D	3.9 MABANK	56.7	s 9.02	s 9.16	12.35	11.33					
1,140	12.50	4.20	f 7.42	f 6.56	238.1		5.1 GOSSETT	51.6	f 8.52	s 9.06	12.14AM	11.08					
2,881 W	1.17	4.45	s 7.53	s 7.06	242.7	D	4.6 KEMP	47.0	s 8.43	s 8.57	11.50PM	10.43					
325					246.7		4.0 LAGO (Spur)	43.0									
1,985	1.50	5.10	f 8.05	f 7.18	248.3		1.6 JIBA	41.4	f 8.30	f 8.45	11.20	10.09					
7,454 WY	2.20	5.35	s 8.18	s 7.30	253.7	DN	5.4 KAUFMAN	36.0	s 8.18	s 8.32	11.01	9.40					
					254.1		0.4 T. M. CROSSING	35.6									
2,001	2.45	6.05	f 8.35	f 7.50	260.7		6.6 GASTONIA	29.0	f 7.51	f 8.15	10.31	8.56					
4,087 W	3.05	6.25	s 8.44	s 8.07	263.9	D	3.2 CRANDALL	25.8	s 7.41	s 8.07	10.16	8.07					
615					266.3		2.4 BOIS D'ARC (Spur)	23.4									
1,469	3.35	6.45	s 9.00	s 8.21	269.4		3.1 SEAGOVILLE	20.3	s 7.25	s 7.48	9.56	7.32					
1,333	3.50	6.55	f 9.06	f 8.27	271.9		2.5 SIMONDS	17.8	f 7.19	f 7.43	9.47	7.17					
1,714	4.05	7.14	s 9.11	s 8.32	274.4		2.5 KLEBERG	15.3	s 7.14	s 7.38	9.39	7.05					
1,090	4.20	7.25	f 9.16	f 8.37	276.7		2.3 RYLIE (Spur)	13.0	f 7.09	f 7.33	9.16	6.55					
1,337	4.40	7.45	f 9.23	f 8.43	279.8		3.1 ELAM	9.9	f 7.03	f 7.28	9.00	6.40					
8,788	5.20	8.30	9.45	9.04	286.9		7.1 WANTMORE JUNCTION	2.8	6.44	7.12	8.30	6.15					
	5.25	8.50	9.50	9.08	287.9		1.0 T. & N. O. R. R. JUNCTION	1.8	6.40	7.08	8.13	6.10					
WFTOY Yard	6.00PM	9.15PM	10.00PM	9.20AM	289.7	DN	1.8 DALLAS (Union Depot)	0.0	6.30PM	7.00AM	8.00PM	6.00AM					

(12.00)	(9.30)	(4.55)	(5.00)	Time Over District.....	(4.45)	(4.45)	(9.20)	(12.00)
9.8	12.5	23.9	23.5	Average Speed per Hour.....	24.7	24.7	12.6	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. Train No. 147 will stop on flag at Bois D'Arc.
Interlocking signals at Texas Midland Crossing west of Kaufman. Kaufman Telegraph Office open 7 a. m. to 1 a. m.
NOTE—See H. & T. C. R. R. Trains Nos. 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. 73 ²⁰ / ₄ 92	261 to 272	3180	3800	M. 63 ²² / ₈ 148	460, 468	4250	4250
T. 63 ²² / ₈ 112	688 to 698	3494	4175	M. 63 ²² / ₈ 144	483, 485	4250	4250
T. 69 ²⁰ / ₄ 97	682 to 684	2625	3135	T. 56 ¹⁴ / ₄ 84	608, 610, 612, 614, 615, 617, 622, 623, 626, 629, 632, 634 to } 637, 644, 646	2690	3210
M. 55 ¹⁴ / ₄ 112	409	2655	3200	T. 56 ¹⁴ / ₄ 90	658	2690	3210
E. 67 ¹⁴ / ₄ 58	220 to 224	2035	2425	T. 56 ¹⁴ / ₄ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656	2175	2600
M. 63 ²² / ₈ 126	410 to 459	4250	4250	T. 56 ¹⁴ / ₄ 84	649, 650, 653	2690	3210
T. 56 ¹⁴ / ₄ 67	601 to 606, 609, 611, 616, 619 to 621, 624, 625, 627, 628, 630, } 631, 633, 638 to 641	2165	2590	E. 63 ¹⁴ / ₄ 66	225 to 236	2235	2670
T. 63 ²² / ₈ 160	700, 701, 702, 705, 707, 710, 711	5200	5200	T. 56 ¹⁴ / ₄ 100	666 to 677	2895	3515
C. 57 ²² / ₈ 184	800 to 807	6000	6000	T. 63 ¹⁴ / ₄ 100	678 to 681	3160	3795
T. 63 ²² / ₈ 160	703, 704, 706, 708, 709	4800	4800	E. 69 ¹⁴ / ₄ 75	250 to 258	2825	3365
C. 57 ²² / ₈ 187	808 to 860	6000	6000	M. 63 ^{15 1/2-26} / ₂₈ 154	461 to 467, 469	4000	4000
M. 63 ²² / ₈ 147	500 to 514	5500	5500	M. 63 ^{15 1/2-26} / ₂₈ 144	482, 484	4000	4000

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	6	6
40 to 50 Ms	3	3
More than 50 Ms	0	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. F. B. Smith..... Examining Surgeon. Dr. H. C. Feagin..... Examining Surgeon. Dr. C. C. Cody..... Examining Surgeon. Dr. L. N. McNiel..... 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.</p> <p><i>Crandall</i>..... Dr. A. D. Ledbetter..... Local Surgeon.</p> <p><i>Crosby</i>..... Dr. W. R. Hollingsworth..... Local Surgeon.</p> <p><i>Colmesneil</i>..... Dr. B. L. Jordan..... 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..... 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.</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.</p> <p><i>Kountze</i>..... Dr. Jno. F. Roberts..... Local Surgeon.</p>	<p><i>La Porte</i>..... Dr. John Paschal..... Local Surgeon.</p> <p><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 $\frac{18}{4}$ 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 $\frac{18}{4}$ 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 $\frac{18}{4}$ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656	1645	1080	1090	1405	2665
E. 63 $\frac{18}{4}$ 66	225 to 236	1685	1115	1115	1445	2750
T. 56 $\frac{18}{4}$ 100	666 to 677	2165	1435	1435	1855	3515
T. 63 $\frac{20}{4}$ 112	688 to 698	4000	1750	1750	2450	4000

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

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS		3	3	3	3	3	
		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	1.00
Beaumont and Trato	1.04	1.00	Zavalla and Shawnee	1.06	1.87
Trato and Ariola.....	1.56	1.00	Shawnee and Huntington.....	1.06	2.25
Ariola and Weiss.....	1.04	1.00	Huntington and Dunagan :... ..	1.25	1.00
Weiss and Nona.....	1.56	1.00	Dunagan and Manton	1.00	1.87
Nona and Water Tank	1.56	1.00	Manton and Poe.....	1.50	1.00
Water Tank and Kountze.....	1.00	1.00	Poe and Hoya.....	1.12	1.12
Kountze and Olive.....	1.30	1.00	Hoya and Nacogdoches.....	1.87	1.87
Olive and Longs.....	1.30	1.00	Nacogdoches and Bonita Jct	1.00	2.25
Longs and Village Mills	1.00	1.00	Bonita Jct. and Mahl	1.00	1.00
Village Mills and Hyatt.....	1.00	1.80	Mahl and Trawick.....	1.25	1.00
Hyatt and Warren.....	1.00	1.00	Trawick and Cushing.....	1.12	1.12
Warren and Hillister.....	1.12	1.50	Cushing and Sacul.....	1.25	1.00
Hillister and Seneca.....	1.00	1.00	Sacul and Reklaw.....	1.25	1.68
Seneca and Woodville.....	1.00	1.00	Reklaw and Ponta.....	1.50	1.68
Woodville and Colmesneil.....	1.00	1.00	Ponta and Gallatin.....	1.06	2.25
Colmesneil and Cima	1.00	2.25	Gallatin and Turney.....	1.06	1.68
Cima and Rockland	2.25	1.00	Turney and Jacksonville	1.00	2.25
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 $\frac{18}{4}$ 67	601 to 606, 609, 611, 616, 619, 621, 625, 627, 628, 630, 631, 633, 638 to 641.....	1080	1790	1630	1080
T. 56 $\frac{18}{4}$ 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 $\frac{18}{4}$ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656.....	1090	1800	1645	1090
E. 63 $\frac{18}{4}$ 66	225 to 236.....	1115	1850	1685	1115
T. 56 $\frac{18}{4}$ 100	666 to 677	1435	2375	2165	1435
T. 63 $\frac{20}{4}$ 112	688 to 698	1750	2550	2325	1750

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

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS		3	3	3	3	
		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	2.25
Fry's Gap and Andy	2.25	1.00	Kemp and Water Tank.....	1.00	1.50
Andy and Lewis.....	1.50	1.12	Water Tank and Jiba	1.00	2.25
Lewis and Frankston.....	1.00	2.25	Jiba and Kaufman	1.50	1.50
Frankston and Poyner	1.87	1.50	Kaufman and Gastonia	1.00	1.88
Poyner and LaRue	1.25	2.25	Gastonia and Crandall.....	1.06	1.12
LaRue and Baxter	1.06	1.00	Crandall and Water Tank.....	2.25	1.00
Baxter and Athens	1.00	1.00	Water Tank and Seagoville	1.00	2.25
Athens and Stockard.....	1.00	1.00	Seagoville and Simonds.....	1.20	1.00
Stockard and Eustace.....	1.00	1.06	Simonds and Kleburg	1.00	1.00
Eustace and Ham.....	1.00	1.00	Kleburg and Elam.....	1.20	1.56
Ham and Mabank	1.12	1.06	Elam and Dallas	1.44	1.04
Mabank and Cedar.....	1.12	1.12			

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.

GALVESTON WHISTLE CODES.

FOR 57TH STREET TOWER (T. & B. V. Crossing)

- G. H. & S. A. Whistle Code—**
 G. H. & S. A. Main Line from any point..... _____
 G. H. & S. A. Side Track straight through..... _____

GALVESTON TERMINAL COMPANY.

Galveston Terminal Co. Main Line from any point..... _____
 Round House lead from any point..... _____ o

FOR ALL ENGINES AT TOWER 38.

- G. C. & S. F. Code from any point—**
 Right Main Line North or South..... _____
 Wrong Main Line North or South..... _____
 Round House..... _____ New Transfer Yard..... o
 Valley Yard..... _____ o o o So. Pacific Yard..... o o
 G. H. & H. Yard..... _____ o o Post Office Street..... o
 Engine on any track except right main line should sound where they are, then sound for the track they want.

G. C. & S. F. Engine going to G. H. & H. Yard should sound _____ oo and then call for the track they want according to G. H. & H. Code.

- G. H. & H. Code from any point—**
 Inbound Main Line North or South..... _____
 Outbound Main Line (or 21 lead) North or South..... _____
 West Yard Siding (or stock track) North or South..... _____
 Transfer Yard..... _____ oo So. Pacific Yard..... _____ oo
 G. C. & S. F. Transfer Yard..... _____ o
 Post Office Street..... _____ o
 Engine going from G. H. & H. to G. C. & S. F. Yard should sound _____
 o and then sound for the track they want according to G. C. & S. F. Code.

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

JOINT CODE—Continued.

- 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.

- Where not otherwise provided, one long (—) whistle will be for the main line at any tower.
 - When the proper signal is given by towerman it should be answered with two short blasts.
 - 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.
 - 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.
 - 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		
	1/4 Mile	1/2 Mile	1 Mile		1/4 Mile	1/2 Mile	1 Mile
MILES	M	S	M S	MILES	M	S	M S
1	15	0	30 0	31	0	29	0 58
2	7	30	15 0	32	0	28	0 56
3	4	0	10 0	33	0	27	0 54
4	3	45	7 30	34	0	26	0 53
5	3	0	6 0	35	0	25	0 51
6	2	30	5 0	36	0	25	0 50
7	2	8	4 17	37	0	24	0 48
8	1	52	3 45	38	0	23	0 47
9	1	40	3 20	39	0	23	0 46
10	1	30	3 0	40	0	22	0 45
11	1	21	2 43	41	0	21	0 43
12	1	15	2 30	42	0	21	0 42
13	1	9	2 18	43	0	20	0 41
14	1	4	2 8	44	0	20	0 40
15	1	0	2 0	45	0	20	0 40
16	0	56	1 52	46	0	19	0 39
17	0	52	1 46	47	0	19	0 38
18	0	50	1 40	48	0	18	0 37
19	0	47	1 34	49	0	18	0 36
20	0	45	1 30	50	0	18	0 36
21	0	42	1 25	51	0	17	0 35
22	0	40	1 21	52	0	17	0 34
23	0	39	1 18	53	0	17	0 34
24	0	37	1 15	54	0	16	0 33
25	0	36	1 12	55	0	16	0 32
26	0	34	1 9	56	0	16	0 32
27	0	33	1 6	57	0	15	0 31
28	0	32	1 4	58	0	15	0 31
29	0	31	1 2	59	0	15	0 30
30	0	30	1 0	60	0	15	0 30

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.

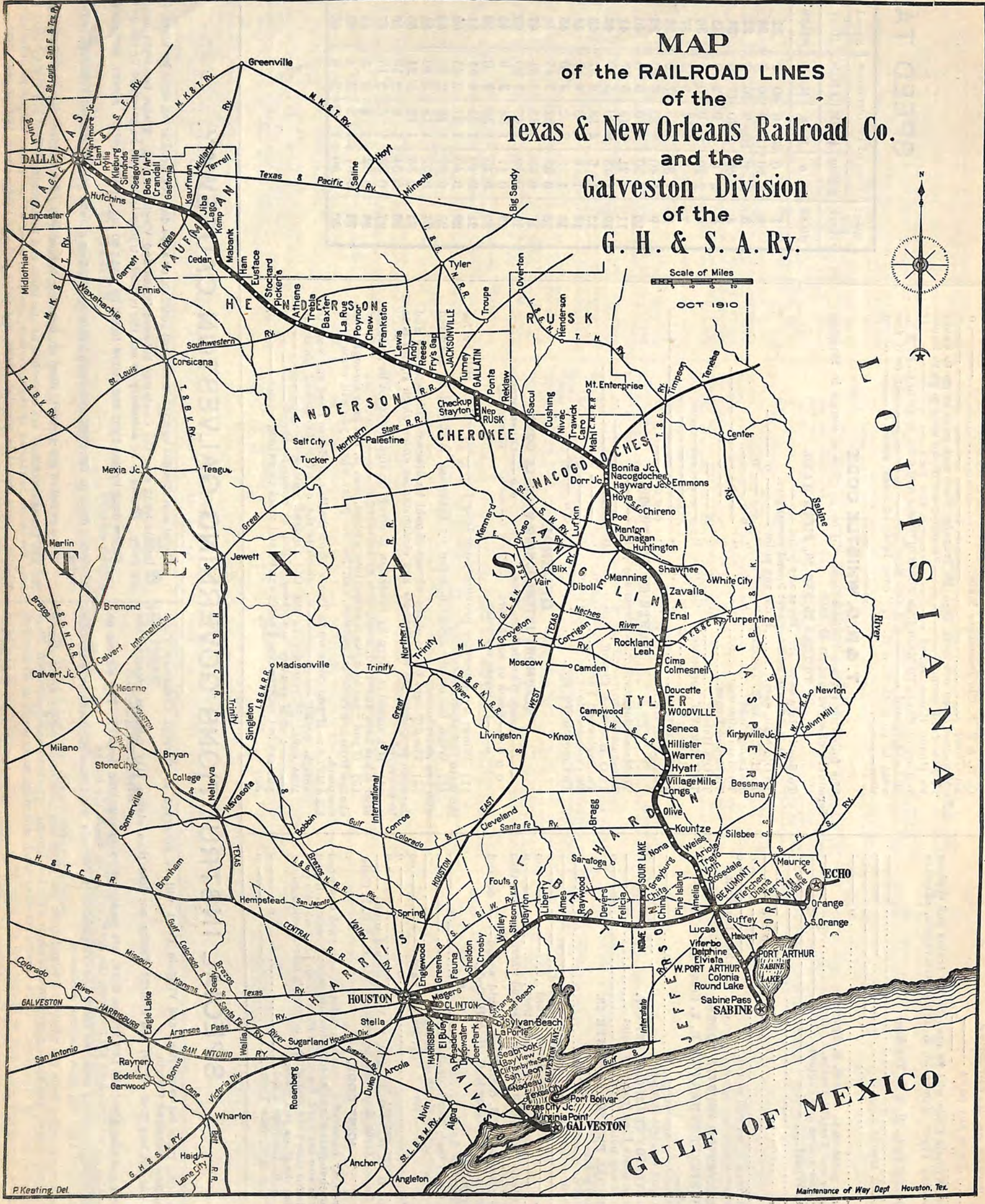
MAP
of the RAILROAD LINES
of the
Texas & New Orleans Railroad Co.
and the
Galveston Division
of the
G. H. & S. A. Ry.

Scale of Miles
0 5 10

OCT 1910



LOUISIANA



P. Keating, Del.

Maintenance of Way Dept. Houston, Tex.