

TEXAS & NEW ORLEANS RAILROAD CO.

AND

THE GALVESTON, HARRISBURG & SAN ANTONIO

RAILWAY COMPANY.

GALVESTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Monday, March 1st, 1915,

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.**

G. S. WAID,

Vice-President and General Manager.

CONDENSED SCHEDULES.

(CENTRAL TIME.)

EASTWARD—Toward New Orleans.

WESTWARD—Toward San Francisco.

EASTWARD—Toward New Orleans.									WESTWARD—Toward San Francisco.											
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	
								0.0	Ar.	EL PASO (Union Depot)	Lv.	119.15								
									Lv.		Ar.					6.30 PM		11.00 PM	6.05 PM	
								450.78	Ar.	DEL RIO	Lv.	741.37								
									Lv.		Ar.				5.05 PM			9.45 AM	8.50 AM	
								619.98	Ar.	SAN ANTONIO (Commerce Street)	Lv.	572.17								
									Lv.		Ar.				11.00 AM	8.50 PM		4.50 AM	8.30 PM	
								886.19	Ar.	GALVESTON	Lv.	420.80								
									Lv.		Ar.									10.30 PM
								828.77	Ar.	HOUSTON (H. & T. C. R. R. Depot)	Lv.	363.38								
									Lv.		Ar.				12.01 AM	11.50 AM		10.10 PM	3.15 AM	
								939.52	Ar.	ECHO	Lv.	252.53								
									Lv.		Ar.				11.23 AM	4.26 PM	8.05 PM	8.00 AM	4.45 AM	6.53 PM
									Ar.		Ar.				11.20 AM	4.23 PM	8.00 PM	7.55 AM	4.39 AM	6.50 PM
								1046.28	Ar.	LAFAYETTE	Lv.	146.87								
									Lv.		Ar.				6.50 AM	12.20 PM	4.40 PM	4.35 AM	1.02 AM	3.34 PM
									Ar.		Ar.				12.05 PM	4.35 PM	4.30 AM	12.57 AM	3.29 PM	8.45 AM
								1179.25	Ar.	AVONDALE	Lv.	12.9								
									Lv.		Ar.				4.05 PM	7.00 AM	12.55 PM	12.40 AM	9.00 PM	12.01 PM
								1192.1	Ar.	NEW ORLEANS	Lv.	0.0								
									Ar.		Ar.				3.05 PM	5.55 AM	11.45 AM	11.30 PM	8.00 PM	11.00 AM
									Ar.	ALGIERS	Lv.									
									Ar.		Ar.									10.25 PM
										THROUGH TIME		6.15	9.00	14.35	29.20	43.00	12.15	36.00	91.40	
										MILES PER HOUR		23.3	24.2	24.9	25.3	27.7	29.7	33.1	12.9	

MILEAGE SUNSET-CENTRAL LINES

The Galveston, Harrisburg & San Antonio Railway Company	1,348.92
Texas & New Orleans Railroad Company	471.57
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. V. R. R. Co.	639.42
Houston & Texas Central Railroad Company	839.06
The Houston East & West Texas Railway Company	190.94
Houston & Shreveport Railroad Company	39.78
Total Mileage	3,529.69

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	54
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	29	30	31	32	33	34	34	35	36	37	38	39	40	40	41	42	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	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		

Main schedule table with columns for Class (Third, Second, First), Station, Time, and Distance. Includes sub-tables for 'Length of sidings in feet...' and 'Time Table No. 77. March 1st, 1915.' with 'STATIONS' and 'Distance from Houston/Echo'.

(9.27) 8.3 (8.48) 12.5 (6.59) 15.7 (8.24) 32.4 (8.15) 33.3 (8.24) 32.4 (8.54) 28.4 (4.00) 27.9 (3.02) 36.6 (3.07) 35.6 (4.07) 26.9 (3.44) 29.7 (3.19) 33.4 (3.26) 32.3 (3.25) 32.4 (7.40) 14.3 (8.48) 12.5 (10.00) 8.5

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. 7 is Superior to Trains Nos. 12 and 8. Train No. 243 is Superior to all Second-Class Trains.

Train No. 6 stops at Beaumont 11 hours and 50 minutes. Trains Nos. 3, 4, 5 and 6 will stop on flag at Olla, M. P. 265. Trains Nos. 3, 4, 5, 6 and 12 will stop on flag at Connell located 800 feet east of East Switch Diana. Interlocking signals at Orange & Northwestern Ry. Crossing 2 1/2 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.

Main time table grid with columns for Third Class, Second Class, First Class, and Stations. Includes arrival and departure times for various train numbers (81, 335, 243, 241, 201, 175, 173, 171, 172, 174, 176, 202, 242, 244, 336, 82) and station names like Houston, Harrisburg, Galveston, etc.

Summary table at the bottom of the grid showing average speeds and time over district for various train classes.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72. EXCEPT No. 171 is superior to No. 202.

Train No. 173 must wait 30 minutes connection for T. & N. O. No. 9, unless otherwise instructed. Trains Nos. 171, 172, 173, 174 and 175 will stop on flag at Kemah.

Nos. 201 and 202 will register at Strang. Trains Nos. 201 and 202 will not use old main line between Strang and Seabrook. Trains must be governed by G. C. & S. F. Ry. rules while crossing Causeway between Island and Virginia Point.

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.

Cartex Spur located 2 6-10 miles west of La Porte. Passenger Trains will throw off Register Slip at Baer Junction.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS			SECOND CLASS			Distance from Harrisburg	Time Table No. 77. March 1st, 1915.		Distance from Stella.	SECOND CLASS			THIRD CLASS		
	81			335	243	241		242	244		336	82				
	Local Freight			Victoria Division Freight	Sunset Manifest Freight	Galveston Manifest		Galveston Manifest	Sunset Manifest Freight		Victoria Division Freight	Local Freight				
	Leave Daily Except Sunday			Lv. Daily Ex. Saturday	Leave Daily	Leave Daily	STATIONS			Arrive Daily	Arrive Daily	Ar. Daily Ex. Monday	Arrive Daily Except Monday			
6,279	8.32AM			9.25PM	3.20AM	3.10AM	0.00	DN	HARRISBURG	7.80	2.30AM	9.25PM	7.20AM			4.00PM
							3.00		G. C. & S. F. CROSSING	4.80						
							7.60		I. & G. N. CROSSING	0.20						
							7.80	DN	STELLA	0.00	2.00PM	8.55PM	6.50AM			3.30PM
Yard YW	9.05AM			10.00PM	3.50AM	3.40AM					Leave Daily	Leave Daily	Lv. Daily Ex. Monday			Leave Daily Ex. Monday
	81			335	243	241					242	244	336			82

(0.33)	(0.35)	(0.30)	(0.30)	..... Time Over District.....	(0.30)	(0.30)	(0.30)	(0.30)
13.5	13.4	15.6	15.6	..... Average Speed per Hour.....	15.6	15.6	15.6	15.6

Eastward Trains are Superior to Trains of the Same Class in Opposite Direction (See Rule 72).
Freight trains must not exceed 25 miles per hour.

WESTWARD—Toward Rusk.

TEXAS & NEW ORLEANS R. R.
Rusk Branch.

EASTWARD—Toward Gallatin.

Length of sidings in feet, and location of Scales, Telephone, Fuel, Water and Turning Stations.	THIRD CLASS		Distance from Gallatin	Time Table No. 77, March 1st, 1915.		Distance from Rusk	THIRD CLASS	
	105	103		104	106			
	Mixed	Mixed		Mixed	Mixed			
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	
Yard PY	4.35PM	12.55PM	0.00	P	GALLATIN	8.29	12.25PM	4.15PM
	f 4.44	f 1.04	2.41		2.41 CHECKUP (Spur)	5.88	f 12.14	f 4.02
	f 4.57	f 1.18	5.65		3.24 STAYTON	2.64	f 12.06PM	f 3.52
W	f 5.02	f 1.23	7.20		1.55 NEP	1.09	f 11.58AM	f 3.47
Yard PFT	5.10PM	1.30PM	8.29	P	1.09 RUSK	0.00	11.50AM	3.40PM
	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily
	105	103					104	106

(0.35)	(0.35)	..... Time Over District.....	(0.35)	(0.35)
14.0	14.0	..... Average Speed per Hour.....	14.0	14.0

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

TEXAS & NEW ORLEANS RAILROAD.
Clinton Branch.

EASTWARD

THIRD CLASS		Distance from Magers	Time Table No. 77, March 1st, 1915.		Distance from Clinton	THIRD CLASS	
189	187		188	190			
Mixed	Mixed		Mixed	Mixed			
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		STATIONS	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		
4.20PM	7.15AM	0.0	MAGERS	3.9	9.25AM	5.25PM	
4.45PM	7.35AM	3.9	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.
Trains must not exceed 12 miles per hour.

TEXAS & NEW ORLEANS RAILROAD.
WESTWARD—Toward Sour Lake. 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. 77, March 1st, 1915	Distance from Sour Lake	SECOND CLASS			
	195	193	191				192	194	196	
	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed	
	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	
9,334 WY	5.20PM	1.30PM	9.35AM	0.0	DNP	NOME 4.2	7.2	8.50AM	1.10PM	4.50PM
1,411	f 5.35	f 1.40	f 9.45	4.2		CHITA 2.0	3.0	f 8.30	f 12.50	f 4.30
Yard W				6.2		GRAYBURG 1.0	1.0			
	5.50PM	2.00PM	10.05AM	7.2	P	SOUR LAKE	0.0	8.20AM	12.40PM	4.20PM
	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily
	195	193	191					192	194	196
	(0.30) 14.0	(0.30) 14.0	(0.30) 14.0		..... Time Over District			(0.30) 14.0	(0.30) 14.0	(0.30) 14.0
					..... Average Speed per Hour					

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.

BURR'S FERRY, BROWNDEN & CHESTER RAILWAY COMPANY.
WESTWARD. EASTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		Distance from Rockland.	Time Table No. 77, March 1st, 1915	Distance from Turpentine.	SECOND CLASS	
	1	2				2	
	Mixed	Mixed				Mixed	
	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily
Yard WFOY	12.55PM		0.0		ROCKLAND	10.1	4.05PM
	f 1.00		1.4		DOWNMAN	8.7	f 3.55
	f 1.10		4.9		KYLE QUARRY	5.2	f 3.45
	1.25		7.1		ALDRIDGE	3.0	f 3.35
	1.40PM		10.1		TURPENTINE	0.0	f 2.10
	Arrive Daily						1.55PM
	1						Leave Daily
							2
	(0.45) 13.4			..... Time Over District		(0.50) 12.1	
				..... Average Speed per Hour			

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

No. 2 will not leave Turpentine until No. 1 arrives.
 No. 1 will wait 30 minutes for No. 155 unless otherwise instructed.

WESTWARD—Toward Sabine.

TEXAS & NEW ORLEANS RAILROAD.
Sabine Sub-Division.

EASTWARD—Toward Beaumont.

Length of sidings in feet, and location of Scales, Telephone, Fuel, Water and Turning Stations.	FIRST CLASS			Distance from Beaumont	Time Table No. 77, March 1st, 1915.	Distance from Track End	FIRST CLASS			
	151						152			
	Passenger						Passenger			
	Leave Daily				STATIONS		Arrive Daily			
Yard WFTOY			9.50AM	0.0	DN	BEAUMONT	30.8		5.05PM	
Yard			s 10.00	5.2		GUFFEY	25.6	s	4.53	
4,094			10.03	7.0		LUCAS (Spur)	23.8		4.48	
1,027			f 10.05	7.8		HEBERT (Spur)	23.0	f	4.47	
659			f 10.10	10.0		VITERBO (Spur)	20.8	f	4.42	
501			f 10.13	12.5		DELPHINE (Spur)	18.3	f	4.38	
3,355			f 10.17	14.5		ELVISTA	16.3	f	4.34	
1,673 PY			s 10.30	18.5	P	WEST PORT ARTHUR (Spur)	12.3	s	4.27	
				20.5		K. C. S. CROSSING	14.3			
1,600 P			s { 10.40 10.45	21.8	P	PORT ARTHUR (Spur)	15.6	s {	4.15 4.12	
				20.5		K. C. S. CROSSING	14.3			
1,073 PY			s 10.55	18.5	P	WEST PORT ARTHUR (Spur)	12.3	s	4.00	
2,005			f 11.05	22.4		ROUND LAKE	8.4	f	3.42	
1,264			s 11.20	28.3	D	SABINE PASS	2.5	s	3.35	
Yard WY			11.30AM	30.0	D P	SABINE	0.8		3.30PM	
				30.8		TRACK END	0.0			
			Arrive Daily					Leave Daily		
			151					152		

(1.35) Time Over District (1.32)
 23.7 Average Speed per Hour 24.2

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, fuel, water and turning Stations.	THIRD CLASS		FIRST CLASS		Distance from Beaumont	Time Table No. 77, March 1st, 1915.	Distance from Dallas	FIRST CLASS		THIRD CLASS	
	159 Freight		155 Passenger					156 Passenger		160 Freight	
	Leave Daily Ex. Sunday			Leave Daily				Arrive Daily			Arrive Daily Ex. Monday
STATIONS											
WFTOY Yard	7.20AM			9.45AM	0.0	DN	BEAUMONT	289.7	7.25PM		4.30PM
759	7.40		f	9.56	5.2		ROSEDALE (Sur)	284.5	f	7.11	3.35
2,057 (Ind'y) 3,000 (Pas'ng) W	8.10		s	10.03	8.8		VOTH	280.9	s	7.04	3.20
	8.15		f	10.06	9.9		LOEB	279.8	f	7.01	3.10
1,100			f	10.15	13.7		ARIOLA (Sur)	276.0	f	6.52	
2,310	8.48		f	10.22	17.2		WEISS	272.5	f	6.45	2.40
3,515	9.05		s	10.30	21.7		NONA	268.0	s	6.35	2.15
3,446 W	9.30		s	10.37	25.0	D	KOUNTZE	264.7	s	6.28	1.50
2,153	9.50		s	10.44	28.0		G.B.&K.C.] 3.0 [Crossing OLIVE (Sur)	261.7	s	6.18	1.22
1,905	10.35		f	10.58	34.8		LONGS	254.9	f	5.59	12.40
4,620 Y	11.00		s	11.00	35.9		VILLAGE MILLS Tram] 3.9 [Crossing	253.8	s	5.56	12.35
3,300 W	11.30		f	11.11	39.8		HYATT	249.9	f	5.48	12.10PM
800	11.50AM		s	11.18	42.8		WARREN	246.9	s	5.38	11.50AM
1,383	12.30PM		f	11.28	47.3		HILLISTER	242.4	f	5.28	11.28
940	1.00		f	11.35	50.4		SENECA (Sur)	239.3	f	5.21	10.20
8,021 W	2.00		s	11.44	55.1	D	WOODVILLE	234.6	s	5.10	9.45
1,453	2.35		s	11.50AM	58.1		DOUCETTE	231.6	s	5.03	9.10
5,891	3.30		s	12.05PM	64.5	D	COLMESNEIL	225.2	s	4.47	8.07
1,258	4.42		f	12.25PM	67.3		CIMA	222.4	f	4.42	7.45
6,545 FWY	5.20PM		s	12.50PM	73.8	D	ROCKLAND	215.9	s	4.26PM	6.30AM
	Arrive Daily Ex. Sunday 159			Arrive Daily 155					Leave Daily 156		Leave Daily Ex. Monday 160

(10.00)
7.4

(2.45)
27.0

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

(2.59)
24.7

(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.

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. 77, March 1st, 1915.	Distance from Dallas	FIRST CLASS				THIRD CLASS	
	161 Freight	Leave Daily Ex. Monday	155 Passenger	Leave Daily	156 Passenger	Arrive Daily				162 Freight	Arrive Daily Ex. Sunday				
												161	155	156	162
6,545 WFY	6.00AM		s 12.50PM	73.8	D	ROCKLAND	215.9	s 4.26PM					4.00PM		
2,190	6.40		f 1.02	79.8		6.0 ENAL	209.9	f 4.13					3.15		
2,211 W	7.10		s 1.13	84.9		5.1 ZAVALLA	204.8	s 4.01					2.50		
1,972	7.35		f 1.25	90.7		5.8 SHAWNEE	199.0	3.48					2.15		
4,592	8.10		s 1.38	97.5	D	T. & L. E.] 6.8 [Crossing HUNTINGTON	192.2	s 3.32					1.38		
2,058	8.32		f 1.49	102.6		5.1 DUNAGAN	187.1	f 3.20					12.54		
692	8.45		f 1.55	104.9		Tram] 2.3 [Crossing MANTON (Spur)	184.8	f 3.14					12.43		
3,189 W	9.10		f 2.07	110.6		5.7 POE	179.1	f 3.00					12.17PM		
2,283 Y	9.40		f 2.23	118.0		7.4 HOYA	171.7	f 2.45					11.45AM		
			2.28	120.0		2.0 HAYWARD JUNCTION	169.7	2.41							
	10.05		2.30	121.6		1.6 DORR JUNCTION (Spur)	168.1	2.38					11.25		
OW	10.30		s 2.35	122.1		0.5 NACOGDOCHES	167.6	s 2.35					11.20		
1,316 P	10.50		s 2.50	125.2	Rock Signal } DN P	3.1 BONITA JUNCTION	164.5	s 2.22					10.50		
3,310	11.25		s 3.05	130.7		5.5 MAHL	159.0	s 2.08					9.55		
490	11.50AM		s 3.12	134.0	D	3.3 CARO	155.7	s 1.59					9.35		
1,796	12.04PM		s 3.17	136.0		2.0 TRAWICK	153.7	s 1.53					9.22		
3,331	12.40		s 3.33	142.6	D	6.6 CUSHING	147.1	s 1.38					8.40		
5,853 WY	1.25		s 3.48	147.7		5.1 SACUL	142.0	s 1.25					8.10		
1,826	1.45		f 4.01	153.2		5.5 REKLAW	136.5	f 1.13					7.45		
1,900	2.20		s 4.15	159.0		5.8 PONTA	130.7	s 1.00					7.10		
1,832 PY	2.50		s 4.25	163.1	P	4.1 GALLATIN	126.6	s 12.48					6.45		
1,780	3.15		f 4.35	166.4		3.3 TURNEY	123.3	f 12.38					6.25		
Yard WFT	4.00PM		4.55PM	172.1	DN P	5.7 JACKSONVILLE	117.6	12.25PM					6.00AM		
	Arrive Daily Ex. Monday 161		Arrive Daily 155					Leave Daily 156					Leave Daily Ex. Sunday 162		

(10.00)
9.8

(4.05) Time Over District (4.01)
24.0 Average Speed per Hour 24.4

(10.00)
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.

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.

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. 77, March 1st, 1915.	Distance from Dallas	FIRST CLASS		SECOND CLASS		THIRD CLASS			
	165		163		155	147				148	156	164		166			
	Local Freight		Through Freight		Passenger	Passenger				Passenger	Passenger	Through Freight		Freight			
	Leave Daily Ex. Sunday		Leave Daily		Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday			
Yard WFT	6.00AM		12.05PM		5.15PM	4.20AM	172.1	DN JACKSONVILLE	117.6	11.30PM	12.05PM		5.20AM	6.00PM			
2,250	6.17		12.25		f 5.28	f 4.31	177.0	4.9 FRYS GAP	112.7	f 11.15	f 11.53AM		4.31	5.28			
1,815	6.35		12.35		s 5.38	4.40	180.9	3.9 REESE	108.8	f 11.05	s 11.42		4.05	4.48			
3,300	6.45		12.40		f 5.42	f 4.44	182.6	1.7 ANDY	107.1	f 11.00	f 11.37		3.56	4.38			
1,806	6.55		12.45		f 5.46	f 4.47	184.3	1.7 LEWIS	105.4	f 10.56	f 11.33		3.48	4.27			
4,337	7.20		1.05		s 5.57	s 4.58	188.7	4.4 FRANKSTON	101.0	s 10.45	s 11.24		3.30	4.00			
1,886	7.32		1.12		f 6.03	f 5.03	191.1	2.4 CHEW	98.6	f 10.37	f 11.19		3.19	3.50			
1,772 W	7.57		1.25		s 6.12	f 5.14	194.5	3.6 POYNOR	95.0	f 10.27	s 11.10		3.05	3.10			
4,078	8.30		1.45		s 6.25	f 5.28	200.6	5.9 LA RUE	89.1	f 10.14	s 10.59		2.42	2.30			
1,833	9.05		2.06		f 6.38	f 5.43	206.8	6.2 BAXTER	82.9	f 10.00	f 10.45		2.17	2.06			
340							209.9	3.1 TREBLA (Spur)	79.8								
							213.5	3.6 ST. L. S. W. CROSSING	76.2								
7,030 WY	10.30		2.35		s 6.55	s 6.00	213.8	0.3 ATHENS	75.9	s 9.42	s 10.30		1.50	1.20			
578					f 7.07	f 6.13	219.4	5.6 PICKENS (Spur)	70.3	f 9.26	f 10.12						
2,221	11.10		3.10		f 7.14	f 6.21	222.1	2.7 STOCKARD	67.6	f 9.18	f 10.05		1.20	12.35			
2,160 W	11.35		3.30		s 7.22	f 6.30	226.0	3.9 EUSTACE	63.7	f 9.08	s 9.57		1.05	12.15PM			
1,020	11.59AM		3.40		f 7.29	f 6.37	229.1	3.1 PAULINE	60.6	f 8.59	f 9.50		12.50	11.59AM			
6,628 Y	12.25PM		3.55		s 7.39	s 6.45	233.0	3.9 MABANK	56.7	s 8.50	s 9.42		12.35	11.33			
1,140	12.50		4.20		f 7.48	f 6.56	238.1	5.1 GOSSETT	51.6	f 8.40	s 9.32		12.14AM	11.08			
2,881 W	1.17		4.45		s 8.00	s 7.06	242.7	4.6 KEMP	47.0	s 8.30	s 9.23		11.50PM	10.43			
325							246.7	4.0 LAGO (Spur)	43.0								
1,985	1.50		5.10		f 8.16	f 7.18	248.3	1.6 JIBA	41.4	f 8.16	f 9.09		11.20	10.09			
7,454 WY	2.20		5.35		s 8.30	s 7.30	253.7	5.4 KAUFMAN	36.0	s 8.02	s 8.56		11.01	9.40			
							254.1	0.4 T. M. CROSSING	35.6								
2,001	2.45		6.05		f 8.46	f 7.50	260.7	6.6 GASTONIA	29.0	f 7.46	f 8.39		10.31	8.39			
4,087 W	3.05		6.25		s 8.54	s 8.07	263.9	3.2 CRANDALL	25.8	s 7.36	s 8.32		10.16	8.07			
615							266.3	2.4 BOIS D'ARC (Spur)	23.4		f						
1,469	3.35		6.45		s 9.07	s 8.20	269.4	3.1 SEAGOVILLE	20.3	s 7.23	s 8.20		9.56	7.32			
1,333	3.50		6.55		f 9.12	f 8.27	271.9	2.5 SIMONDS	17.8	f 7.18	f 8.14		9.47	7.17			
1,714	4.05		7.13		s 9.17	s 8.32	274.4	2.5 KLEBERG	15.3	s 7.13	s 8.09		9.39	7.05			
1,090	4.20		7.25		f 9.22	f 8.37	276.7	2.3 RYLIE (Spur)	13.0	f 7.08	f 8.03		9.22	6.55			
1,337	4.40		7.45		f 9.29	f 8.43	279.8	3.1 ELAM	9.9	f 7.01	f 7.56		9.06	6.40			
8,788	5.20		8.30		9.45	9.04	286.9	7.1 WANTMORE JUNCTION	2.8	6.45	7.39		8.30	6.15			
	5.25		8.50		9.50	9.08	287.9	1.0 T. & N. O. R. R. JUNCTION	1.8	6.41	7.34		8.13	6.10			
WFTOY Yard	6.00PM		9.25PM		10.05PM	9.20AM	289.7	1.8 DALLAS (Union Depot)	0.0	6.30PM	7.20AM See H. & T. C. No. 5		8.00PM	6.00AM			
	Arrive Daily Ex. Sunday		Arrive Daily		Arrive Daily	Arrive Daily				Leave Daily	Leave Daily		Leave Daily	Leave Daily Ex. Sunday			
	165		163		155	147				148	156		164	166			

(12.00)
9.8

(9.20)
12.5

(4.50) (5.00)
24.3 23.5

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

(5.00) (4.45)
23.6 25.0

(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.

Train No. 147 will stop on flag at Bois D'Arc.
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 $\frac{3}{4}$ 92	261 to 272	3180	3800	M. 63 $\frac{3}{4}$ 148	460, 468	4250	4250
T. 63 $\frac{3}{4}$ 112	688 to 698	3494	4175	M. 63 $\frac{3}{8}$ 144	483, 485	4250	4250
T. 69 $\frac{2}{4}$ 97	682 to 684	2625	3135	T. 56 $\frac{1}{4}$ 84	608, 610, 612, 614, 615, 617, 622, 623, 626, 629, 632, 634 to 637, 644, 646	2690	3210
M. 55 $\frac{1}{4}$ 112	409	2655	3200	T. 56 $\frac{1}{4}$ 90	658	2690	3210
E. 67 $\frac{1}{4}$ 58	220 to 224	2035	2425	T. 56 $\frac{1}{4}$ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656	2175	2600
M. 63 $\frac{3}{8}$ 126	410 to 459	4250	4250	T. 56 $\frac{1}{4}$ 84	649, 650, 653	2690	3210
T. 56 $\frac{1}{4}$ 67	601 to 606, 609, 611, 616, 619 to 621, 624, 625, 627, 628, 630, 631, 633, 638 to 641	2165	2590	E. 63 $\frac{1}{4}$ 66	225 to 236	2235	2670
T. 63 $\frac{3}{8}$ 160	700, 701, 702, 705, 707, 710, 711	5200	5200	T. 56 $\frac{3}{8}$ 100	666 to 677	2895	3515
C. 57 $\frac{3}{8}$ 184	800 to 807	6000	6000	T. 63 $\frac{1}{8}$ 100	678 to 681	3160	3795
T. 63 $\frac{3}{8}$ 160	703, 704, 706, 708, 709	4800	4800	E. 69 $\frac{1}{4}$ 75	250 to 258	2825	3365
C. 57 $\frac{3}{8}$ 187	808 to 860	6000	6000	M. 63 $\frac{15\frac{1}{2}-26}{28}$ 154	461 to 467, 469	4000	4000
M. 63 $\frac{3}{8}$ 147	500 to 514	5500	5500	M. 63 $\frac{15\frac{1}{2}-26}{28}$ 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. P. M. Archer.....Local Surgeon. Dr. Geo. P. Hall.....Local Oculist. Dr. L. Allen.....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

IN M'S OF 1,000 POUNDS BEHIND TENDER

May 30, 1909

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 $\frac{1}{4}$ 48	182, 183, 186 to 190	1240	820	820	1060	2010
T. 56 $\frac{1}{2}$ 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 $\frac{1}{4}$ 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 $\frac{1}{4}$ 50	170 to 174, 192 to 207	1345	895	895	1155	2185
E. 63 $\frac{1}{4}$ 48	175 to 178, 180, 210, 212, 213	1300	865	865	1115	2115
E. 63 $\frac{1}{4}$ 63	179, 208, 209, 211	1555	1035	1035	1335	2535
T. 56 $\frac{1}{4}$ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656	1645	1090	1090	1405	2665
E. 63 $\frac{1}{4}$ 66	225 to 236	1685	1115	1115	1445	2750
T. 56 $\frac{1}{2}$ 100	666 to 677	2165	1435	1435	1855	3515
T. 63 $\frac{3}{8}$ 112	688 to 698	4000	1750	1750	2450	4000
M. 63 $\frac{3}{8}$ 126	410 to 459.....	5000	2000	2000	3200	5250

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	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	1.00	Mahl and Trawick.....	1.25	1.00
Hyatt and Warren.....	1.00	1.80	Trawick and Cushing.....	1.12	1.12
Warren and Hillister.....	1.12	1.00	Cushing and Sacul.....	1.25	1.00
Hillister and Seneca.....	1.00	1.50	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 $\frac{1}{4}$ 48	182, 183, 186 to 190.....	820	1355	1240	820
T. 56 $\frac{1}{2}$ 67	601 to 606, 609, 611, 616, 619, 621, 625, 627, 628, 630, } 631, 633, 638 to 641.....	1080	1790	1630	1080
T. 56 $\frac{1}{4}$ 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 $\frac{1}{4}$ 50	170 to 174, 192 to 207.....	895	1475	1345	895
E. 63 $\frac{1}{4}$ 48	175 to 178, 180, 210, 212, 213.....	865	1430	1300	865
E. 63 $\frac{1}{4}$ 63	179, 208, 209, 211.....	1035	1705	1555	1035
T. 56 $\frac{1}{4}$ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656.....	1090	1800	1645	1090
E. 63 $\frac{1}{4}$ 66	225 to 236.....	1115	1850	1685	1115
T. 56 $\frac{1}{2}$ 100	666 to 677	1435	2375	2165	1435
T. 63 $\frac{3}{8}$ 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	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			

SPUR TRACKS ON SABINE-DALLAS DISTRICT NOT OTHERWISE SHOWN.

Distance from Beaumont	STATIONS	Distance from Dallas	Distance from Beaumont	STATIONS	Distance from Dallas
6.4	....Gilbert Spur.....	283.3	100.4	....Heiser Spur.....	189.3
32.7	....Hester Spur.....	257.0	106.9	....Platt Spur.....	182.8
60.5	....Verde Spur.....	229.2	137.4	....Dalmont Spur.....	152.3
63.2	....Wilson Spur.....	226.5	150.4	....Guinn Spur.....	138.6
71.6	....Davis Spur.....	218.1	168.4	....Pepperwine	121.3
77.2	....Bigsby	212.5	191.8	....Eastwood Spur....	97.9
93.8	....Baber Spur.....	195.9	285.7	....Ashald Spur.....	4.0

SPECIAL RULES AND REGULATIONS.

GENERAL.

1. A Book of Rules of the Operating Department of this Company, placed in effect October 1, 1911, also a copy of the current Time Table, must be in the hands of all employes of the Operating Department.

2. In addition to the Book of Rules, the Time Table will contain special instructions as the same may be found necessary.

3. Special instructions, whether in conflict with the Book of Rules or not, which may be given by proper authority, whether in the Time Table or otherwise, must be fully observed while in force.

4. Standard Clocks are located at Grand Central Depot Houston Telegraph Office, Hardy Street, 5th Ward; Yard Office, Houston; H. & T. C. Roundhouse, Houston; Yard Office Beaumont, Telegraph Office Echo, Dispatcher's Office, Jacksonville, Yard Office Dallas, and Yard Office Galveston.

5. Special orders issued by the Heads of Departments will be kept for Train and Yardmen in a book or on a bulletin board at Grand Central Depot Houston, Hardy Street Yard Office, 5th Ward, Houston, Yard Office and Baggage Room Beaumont, Yard Office Echo, Dispatcher's Office Jacksonville, Yard Office and Union Depot Ticket Office Dallas, Yard Office Galveston, and at Agent's Office Rusk and Sour Lake.

(a) For employes of the Locomotive Department special orders or instructions will be kept in a book or on a bulletin board in Roundhouse at Fifth Ward Houston, H. & T. C. Roundhouse Houston, Galveston, Beaumont, Echo, Jacksonville and Dallas, and at Agent's Office at Rusk and Sour Lake.

6. Train Registers are located for all trains at "Z" Office Galveston, 5th Ward Yard Office Hardy Street, Houston for freight trains, Yard Office at Beaumont, Telegraph Office Echo, Rockland, Nacogdoches, Bonita Junction, Jacksonville, Dallas Yard Office, West Port Arthur, Port Arthur and Sabine. For passenger trains in addition to above at Union Depot Galveston, Grand Central Depot Houston, Baggage Room Beaumont. Passenger trains may register by register slip at "Z" Office Galveston, Englewood, Yard Office Beaumont, and Yard Office Dallas. Nos. 101 and 102 register by slip at Baggage Room Beaumont.

(a) Train register located at Agent's Office Sour Lake and Nome for Sour Lake Branch and at Rusk and Gallatin for Rusk Branch in bill box at Turpentine for B. F. B. & C. trains.

(b) Train register located at Strang: Trains Nos. 201 and 202 will register at Strang. Other trains will not register at Strang, but when necessary Dispatcher will furnish clearance by train order.

7. Conductors of trains, and Enginemen of trains running without Conductors must personally register their arrival and departure at their respective terminals; also at intermediate register stations where they are scheduled to stop. Operators at other register stations will accept register tickets and personally certify to registering, except that Conductors of trains carrying signals for following sections will stop and personally register.

8. A train must not leave its initial station without a Clearance Card, Form 2643, or pass a train order office at an intermediate point while train order signal is at stop position without Clearance Card. Clearance Cards delivered to train must bear number of all train orders delivered that train, or state "No orders," as the case may be, and Conductors and Enginemen must check Clearance Cards against orders received, and know that each have a copy of numbers shown thereon.

9. When Enginemen and Trainmen change off on the road, all orders and instructions must be exchanged and thoroughly understood.

10. With trains of more than twenty (20) cars engine must be detached before spotting for fuel or water.

11. Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of cabooses.

12. Passengers must not be carried on Freight Trains except in cases of extreme emergency, and then only on authority of Superintendent, except as provided in Rule No. 729.

13. The following stations have Yard Limit Boards: Galveston, Houston (T. & N. O. and Galveston Division), Beaumont, Orange, Echo, Sabine, Rockland, Nacogdoches, Jacksonville, Gallatin, Dallas and Sour Lake.

14. In conformity with rule 14-C, Enginemen must whistle out Flagman to protect the rear of their trains, and will recall them with engine whistle as per Rule 14-D, or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from the rear of train. Flagman must not wait for signal from either Engineman or Conductor to protect train.

15. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineman will whistle out a Flagman, after which he should call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for distance of one-half mile after first calling in Flagman. In cases of this kind it is reasonable to assume that some one has placed the stop signal to protect against broken rail or other track obstruction, and extreme care must be taken in moving train until full flagging distance has been covered.

(a) When a train is stopped by a block signal it may proceed when the signal is cleared. On single track send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, and then proceed under control to the 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 six (6) miles per hour, after first calling in the Flagman from the rear.

16. Look out at all sidings for derailing switches, normal position of which will cause derailment.

17. Freight train, in pulling away from stations and water tanks, will not exceed a speed limit of ten (10) miles per hour until train has moved its length, for purpose of allowing Trainmen to thoroughly inspect the train for defective equipment.

18. All trains carrying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose of freight trains, to be acknowledged by two short blasts of whistle from engine and proceed signal from Rear End.

19. While running through the Corporation Limits of cities and towns named below, trains must not exceed speed shown and engine bell must be kept ringing within such limits:

Passenger trains must not exceed fifteen (15) miles per hour from cross-over at Sabine and East Texas Crossing to Passenger Depot Beaumont and six (6) miles per hour between Passenger Depot Beaumont and Main Street and not exceed speed of City Limit at Orange from First Road Crossing East Adams Bayou to Third Street Crossing East of Orange Passenger Depot, and fifteen (15) miles per hour between Girtons Crossing East of Liberty to East End Trinity River Bridge, and twelve (12) miles per hour between House Track Switches at Dayton, six (6) miles per hour through Houston City Limits.

20. Maximum speed: Galveston Division passenger trains forty-five (45) miles per hour, and freight trains twenty-five (25) miles per hour. T. & N. O. main line Houston and Echo, passenger trains with 900 class engines forty-five (45) miles per hour, and freight trains, all class engines, twenty-five (25) miles per hour. T. & N. O. Branch between Sabine and Dallas, maximum speed of passenger trains forty (40) miles per hour, except on track laid with less than seventy-five (75) pound rail, thirty (30) miles per hour. Freight trains must not exceed twenty (20) miles per hour. Trains must not exceed twenty-five (25) miles per hour between Englewood and Baer.

21. Trains handling oil tanks, loaded, of ten thousand gallons or eighty thousand pounds capacity, or more, will not exceed eighteen (18) miles per hour.

22. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches, and twenty-five (25) miles per hour over draw-bridges and railroad crossings at grade; except freight trains must not exceed ten (10) miles per hour over Neches River Bridge, Beaumont.

23. Engines backing up must not exceed fifteen (15) miles per hour.

(a) Train and engine backing up between K. C. S. Crossing and Port Arthur must not exceed twelve (12) miles per hour.

24. Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on the Engineer's side. These signals consist of posts four (4) inches square extending three (3) feet above ground, with short fish-tail targets painted yellow, face of posts painted white, and sides and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals; except that on Sabine-Dallas District passenger trains will reduce speed to twenty (20) miles per hour and freight trains to fifteen (15) miles per hour.

25. T. & N. O. trains between Dorr Junction and Bonita Junction are subject to the current Time Table and Rules and Regulations of the Houston East & West Texas Railway Company.

(a) T. & N. O. trains will be governed by the Rules and Regulations and Time Table of the Houston & Texas Central Railroad Company between T. & N. O. Junction and Dallas. Northbound H. & T. C. trains will approach T. & N. O. Junction expecting to find main line occupied. This, however, will not relieve T. & N. O. crews from complying with Rule No. 99.

(b) All Train and Enginemen using tracks between Union Depot Junction and Union Depot Galveston, must be governed by Rules and Regulations of Union Passenger Depot Company at Galveston.

(c) Special instructions and rules for movement of trains over Causeway will be found on Page 13.

INTERLOCKING SIGNAL RULES.

26. Unless otherwise advised, Interlocking Signals are placed on right-hand side of track they govern, as seen when approaching them.

27. Home Signals (having signal arm painted red and end cut square) must not be passed when arm is in horizontal or STOP position or red light is showing, unless given proper hand signal by Towerman from the ground with yellow flag by day and yellow light by night. When two Home Signals are placed on the same pole, the top one governs movements on main or superior route only, and the lower one governs movements on all diverging or inferior routes.

28. Dwarf Signals similarly placed have same meaning as Home Signal. A Signal Pole with one bracket and one Doll Pole with blue light at night, indicates that there is a track between the Signal Pole and the track which the signal governs. A Signal Pole with double bracket, and two Doll Poles with signal arms on the Doll Poles, indicates that the signals govern first and second tracks to the left of the Signal Pole. Signals on the right-hand Doll Pole govern movements on the track next to the pole, and signals on the left-hand Doll Pole govern movements on the second track.

29. When switches and signals are handled from Tower, trains approaching same must give one long blast of whistle in calling for main or superior route, two for passing tracks and three for transfer tracks. Trains on passing tracks must whistle the same, preceded by one short blast to indicate to the Towerman that they are approaching on passing track.

30. When signals are cleared for trains they must be answered by two short blasts of the whistle. Signals must not be called for unless trains are ready to move at once after signals are cleared, and no car or engine must be left standing between Home Signals and crossing longer than absolutely necessary, as it prevents Towerman from moving levers in Tower. If an engine or car should pass a signal at danger, even a few feet, it must be backed up beyond signal at once.

31. Distant or Caution Signals (having signal arm painted yellow with black stripe and end cut forked and yellow light at night) are placed 1,200 feet in advance of the Home Signals, and only indicate position of Home Signal. If arm is in horizontal or caution position, train must be gotten under control and stopped

before reaching Home Signal, unless Home Signal is cleared before reaching it. Distant Signal can not be cleared when lower arm on a two-arm Home Signal Pole is cleared.

32. If an Interlocking Home Signal light is extinguished, or glass broken, showing white light, or signal is out of order and can not be cleared, train must stop and not proceed until hand signal is given by Towerman from the ground with yellow flag by day and yellow light by night.

33. At night a red light indicates DANGER, a yellow light indicates signal is at CAUTION, and a green light indicates signal is at CLEAR, or PROCEED.

34. A signal arm is in the clear position when it has dropped to an angle of about forty-five (45) degrees from the horizontal.

35. A train or engine having entered or passed over a route in one direction must not return over same until given proper signal to do so, regardless of whether they have passed out of block or not.

36. Enginemen must not dump ashes, use sand or waste water inside the Home Signal Limits.

37. When a hand signal is given for a train to move through Interlocking Limits against fixed signals, a Flagman must be sent ahead to railroad crossing to see that trains on other tracks do not take the same signal.

38. **SIGNS AND CHARACTERS.**

The following signs when placed opposite names of stations in Time Table indicate:

DN—Day and Night Telegraph Office.	F—Fuel Station.
D—Day Telegraph Office.	T—Turntable.
N—Night Telegraph Office.	O—Track Scales.
P—Telegraphone.	Y—Wye.
W—Water Station.	

LOCAL.

Day telegraph office 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., except Devers telegraph office 9:00 a. m. to 8:00 p. m., China 7:00 a. m. to 6:00 p. m., Dayton 8:30 a. m. to 7:30 p. m., Crosby 7:00 a. m. to 3:00 a. m., Seabrook 7:30 a. m. to 6:30 p. m., Strang 8:30 p. m. to 7:30 a. m.

Register Slips of Passenger Trains will be on file in Switch Tender's Shanty at Baer.

Trains must use double track between cross-over west of H. E. & W. T. Ry. crossing and cross-over at Englewood tank.

Switches at H. E. & W. T. Ry. crossing and Englewood tank controlled by Interlocking Plant. Trains in both directions approach east end double track at Englewood tank under control.

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

Eastward trains take siding at Bonita Junction, unless otherwise instructed. Trains between Houston and Magers must keep sharp lookout for switch engines at all times.

Passenger trains using Sylvan Branch between Bay Shore Junction, and Sylvan must not exceed speed of twenty (20) miles per hour, and freight trains twelve (12) miles per hour.

Passenger trains must not exceed twenty-five (25) miles per hour and freight trains fifteen (15) miles per hour around curves at Magers, Harrisburg and Strang.

Passenger trains with 900 class engines back out of following sidings laid with 50-pound rail: Greens, Sheldon, Dayton, North Passing Track, Raywood and Tulane.

Trains between Stella and Stella Junction will operate under protection of Automatic Block Signals instead of by Time Table or Train Orders:

EASTWARD—Trains from Eureka will observe position of Block Signals 112 and 113 governing movement on Main Line. If these signals are in clear position and train is ready to proceed, switch may be thrown for Main Line, after which signal 114 should change to clear position, and train may proceed to Stella under Block Signal protection.

WESTWARD—Trains entering Main Line at Stella will be governed by position of Home Block Signals at point of entrance. If clear in both directions they may enter Main Line and proceed.

The movement of trains between Englewood, Baer Junction and Harrisburg is protected by positive block signals in accordance with the following rules:

Block limits signal 025 between Englewood and Baer Signal 31, at Baer, and Signal 66 at Harrisburg. Normal position of signals governing Eastward movement is at block or Stop position, those governing Westward movement, Clear or Proceed position.

First class trains will operate under time table rights and block signal protection.

Second class and inferior trains will respect time table rights of first class trains and will not enter block if unable to clear their time except that Westward trains from Englewood may proceed to Signal 33 for first class trains in same direction.

Second class and inferior trains will be governed entirely by block signal indications as against trains of the same or inferior class.

Eastward trains entering block limits at Harrisburg will be governed by Signal 66, which, if block is not occupied, will go to Clear position when train reaches overlap.

Westward trains from Houston will be governed by Block 31, which will remain in Clear position if block not occupied.

Westward trains from Englewood will be governed by Block 025 and 33, which will remain in Clear position if block not occupied.

Switch indicators have been placed at Main Line hand switches. If indicator is in stop position switch must not be used except under flag protection.

Interlocking and automatic block signal rules cover operation and use of interlocking signals within block limits.

H. J. MICKSCH,
Assistant Superintendent.

J. T. CLARK,
Assistant Superintendent.

W. L. COX,
Assistant Superintendent.

L. W. ROWE,
Assistant Superintendent.

C. JENSEN,
Assistant Superintendent.

A. L. KUYKENDAHL,
Assistant Superintendent.

HOUSTON

C. M. COLBURN, Chief Dispatcher.
C. E. KUESTER, Dispatcher.
G. W. CRABB, Dispatcher.
L. J. KUESTER, Dispatcher.

JACKSONVILLE

B. S. HOLLIMON, 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
- To Transfer Track....." " " _____ 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..... _____ o
 - 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..... _____ o
 - New Yard..... _____ o o o
 - Valley Lead..... _____ o o o o
 - East Lead..... _____ 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..... _____ o
- 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..... _____ o
 - Round House..... _____ o o o
 - Valley Yard..... _____ o o
 - G. H. & H. Yard..... _____ o 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— o o 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..... _____ o o
 - Transfer Yard..... _____ o o
 - 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 _____

JOINT CODE—Continued.

- 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 _____ o. 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....." " " _____
- Except Passenger Trains will blow.
- To Round House....." " " _____
- To Old Head....." " " _____ o
- To H.E. & W.T. connection " " " _____ o
- To H. B. & T....." " " _____ o o
- To I. & G. N....." " " _____ o o o
- West Bound Freight Main " " " _____ o o o

TOWER 68, ENGLEWOOD.

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

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.

GENERAL.

- (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		
	1/2 Mile	1 Mile	1 Mile		1/2 Mile	1 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 four (4) and Freight Trains not less than six (6) 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.

