

SOUTHERN PACIFIC LINES

IN TEXAS

TEXAS & NEW ORLEANS RAILROAD COMPANY

AND

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY

(Galveston Division)

EMPLOYEES' TIME TABLE

To Take Effect Sunday, December 2nd, 1917,

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

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

G. S. WAID,

Vice-President and General Manager.

CONDENSED SCHEDULES.

(CENTRAL TIME.)

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	
		2.30 AM	9.45 AM		11.30 PM					0.00	Lv. EL PASO (Union Depot) Ar.	1194.00					6.30 PM		11.00 PM	6.05 PM	
		2.05 PM	10.53 PM		2.40 PM					451.00	Ar. DEL RIO Lv.	743.00					2.50 AM		9.45 AM	8.50 AM	
		3.20 PM	11.03 PM		2.50 PM	5.30 AM					Lv. DEL RIO Ar.					5.05 PM	2.40 AM		9.40 AM	8.05 AM	
		3.40 AM	3.53 AM		8.30 PM	11.30 AM				620.00	Ar. SAN ANTONIO (Commerce Street) Lv.	574.00				11.00 AM	8.50 PM		4.50 AM	8.30 PM	
		4.31 AM	4.00 AM		11.30 PM	12.15 PM					Lv. SAN ANTONIO (Commerce Street) Ar.					7.20 AM	6.35 PM		4.40 AM	8.00 PM	
		3.40 AM								888.00	Ar. GALVESTON Lv.	420.00									10.30 PM
		10.00 PM	10.00 AM		7.00 AM	7.40 PM				831.00	Ar. HOUSTON (H. & T. C. R. R. Depot) Lv.	363.00				11.50 PM	11.00 AM		10.10 PM	2.45 AM	
		12.01 AM	10.05 AM	6.50 PM	7.25 AM	8.25 PM	3.00 PM	9.20 AM			Lv. HOUSTON (H. & T. C. R. R. Depot) Ar.		3.30 PM	8.30 PM	11.15 PM	10.30 AM	7.15 AM	10.00 PM	1.00 AM		
		7.00 AM	12.40 PM	10.15 PM	10.35 AM	11.37 PM	6.34 AM	1.30 PM		942.00	Ar. ECHO Lv.	252.00	11.23 AM	4.40 PM	8.10 PM	7.20 AM	4.07 AM	7.00 PM	5.20 PM		
		7.20 AM						1.33 PM			Lv. ECHO Ar.		11.20 AM							4.50 PM	
		3.44 PM	3.20 PM	1.23 AM	1.40 PM	2.43 AM	10.30 AM	6.00 PM		1048.00	Ar. LAFAYETTE Lv.	146.00		6.50 AM	12.35 PM	5.10 PM	4.00 AM	1.00 AM	4.07 PM	8.35 AM	
		4.02 PM	3.25 PM	1.28 AM	1.45 PM	2.48 AM	10.45 AM		5.30 AM		Lv. LAFAYETTE Ar.		9.00 PM		12.20 PM	5.05 PM	3.55 AM	12.55 AM	4.02 PM	8.25 AM	
			6.55 PM	5.40 AM	5.35 PM	6.40 AM	4.00 PM		10.40 AM	1181.00	Lv. AVONDALE Lv.	13.00	4.00 PM		7.00 AM	1.25 PM	12.08 AM	9.15 PM	12.30 PM		
			8.00 PM	6.50 AM	6.45 PM	7.50 AM	5.10 PM		11.40 AM	1194.00	Ar. NEW ORLEANS Lv.	0.00	3.05 PM		5.55 AM	12.20 PM	11.00 PM	8.15 PM	11.30 AM		
		2.00 AM									Ar. ALGIERS Lv.									10.25 PM	
		95.30	34.15	12.00	43.15	25.50	14.10	8.40	6.10		THROUGH TIME		5.55	8.40	14.35	28.45	42.30	11.00	35.30	91.40	
		12.5	34.8	30.2	27.5	28.7	25.6	25.1	23.7		MILES PER HOUR		24.7	25.0	24.8	25.8	28.0	33.0	33.6	13.0	

MILEAGE SOUTHERN PACIFIC LINES (In Texas and Louisiana)

The Galveston, Harrisburg & San Antonio Railway Company.....	1,348.92
Texas & New Orleans Railroad Company.....	474.82
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co.	640.17
Houston & Texas Central Railroad Company.....	857.67
The Houston East & West Texas Railway Company.....	190.94
Houston & Shreveport Railroad Company.....	39.78
Total Mileage.....	3,552.30

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. C. C. Green..... Examining Surgeon. Dr. G. H. Spurlock..... Examining Surgeon. Dr. C. B. Harwood..... Local Oculist and Aurist Drs. Ralston, Foster & Logue..... Local Oculists & Aurists.</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. G. H. Reed..... Local Surgeon. Dr. O. S. Hodges..... Local Oculist. Dr. W. F. Taliaferro..... Local Oculist.</p> <p><i>China</i>..... Dr. N. E. Laidacker..... Local Surgeon.</p> <p><i>Crandall</i>..... Dr. A. D. Ledbetter..... Local Surgeon. Dr. H. V. Reeves..... Local Surgeon.</p> <p><i>Crosby</i>..... Dr. Earl Acker..... 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. Dr. E. H. Cary..... Local Oculist.</p> <p><i>Dayton</i>..... Dr. J. T. Tadlock..... Local Surgeon.</p> <p><i>Doucette</i>..... Dr. J. H. Thomas..... Local Surgeon.</p> <p><i>Eustace</i>..... Dr. L. L. Cockrell..... Local Surgeon.</p> <p><i>Felicia</i>..... Dr. D. P. Harris..... Local Surgeon.</p> <p><i>Frankston</i>..... Dr. G. H. Moss..... Local Surgeon.</p> <p><i>Galveston</i>..... Dr. W. C. Fisher..... Division 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>Karufman</i>..... Dr. B. J. Hubbard..... Local Surgeon.</p> <p><i>Kemp</i>..... Dr. W. J. Pollard..... Local Surgeon. Dr. W. A. Watkins..... Local Surgeon.</p>	<p><i>Kountze</i>..... Dr. Jno. T. Roberts..... Local Surgeon.</p> <p><i>La Porte</i>..... Dr. John Paschal..... Local Surgeon.</p> <p><i>Liberty</i>..... Dr. C. W. Nelson..... Local Surgeon.</p> <p><i>Mabank</i>..... Dr. W. P. Irvine..... Local Surgeon.</p> <p><i>Nacogdoches</i>..... Dr. F. C. Ford..... Local Surgeon. Dr. A. A. Nelson..... Local Surgeon.</p> <p><i>Orange</i>..... Dr. J. C. Seastrunk..... Local Surgeon.</p> <p><i>Port Arthur</i>..... Dr. W. S. Winter, Sr..... Local Surgeon. Dr. W. S. Winter, Jr..... Local Surgeon.</p> <p><i>Poyner</i>..... Dr. M. A. King..... Local Surgeon.</p> <p><i>Rusk</i>..... Dr. T. H. Cobble..... Local Surgeon.</p> <p><i>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> <p><i>Zavalla</i>..... Dr. R. B. Warren..... Local Surgeon.</p>
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Main train schedule table with columns for Class (Third, Second, First), Station (Houston to New Orleans), Time (Departure/Arrival), and Distance from Houston/Algiers. Includes train numbers 72, 246, 244, 152, 12, 10, 8, 6, 4, 102, 101, 3, 5, 7, 9, 11, 151, 243, 245, 71.

Summary table with columns for Class (72, 246, 244, 152, 12, 10, 8, 6, 4, 102, 101, 3, 5, 7, 9, 11, 151, 243, 245, 71) and 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.

No. 9 is Superior to Nos. 4 and 6. No. 7 is Superior to Nos. 12 and 8. No. 5 is Superior to No. 152. No. 243 is Superior to all Second-Class Trains.

No. 6 stops at Beaumont 12 hours and 5 minutes and will get clearance before leaving Beaumont. No. 12 stop on flag at Connell, located 800 feet east of East Switch Diana. Connell regular stop for Nos. 3, 4, 5, 6, 151 and 152. Nos. 3, 4, 5, 6, 151 and 152 stop on flag at Oilla, located 2.9 miles west of Tulane.

WESTWARD. THE GALVESTON, HARRISBURG & SAN ANTONIO RY.—Stella Sub-Div. EASTWARD.

Table with columns for Third Class, Second Class, and First Class. Includes train numbers 81, 335, 243, 15, 5 and 6, 16, 244, 336, 82. Stations include Harrisburg, Stella, East Junction, and West Junction.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule 72). EXCEPT, That No. 243 is Superior to all Second Class Trains.

WESTWARD— TEXAS & NEW ORLEANS RAILROAD. EASTWARD— Sour Lake Sub-Div. Toward Sour Lake. Sour Lake Sub-Div. Toward Nome

Table with columns for Second Class. Includes train numbers 195, 193, 191 and 192, 194, 196. Stations include Nome, Chita, Grayburg, and Sour Lake.

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. 5.

WESTWARD. THE GALVESTON, HARRISBURG & SAN ANTONIO RY. EASTWARD. Blodgett Sub-Division

Table with columns for First Class. Includes train numbers 15 and 5. Stations include Blodgett and Stella.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72. Passenger Trains not exceed 40 miles per hour.

WESTWARD TEXAS & NEW ORLEANS RAILROAD. EASTWARD Clinton Sub-Division.

Table with columns for Third Class. Includes train numbers 189 and 187 and 188 and 190. Stations include Magers, Fidelity, Galena, and Clinton.

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.

WESTWARD—Toward Dallas.

TEXAS & NEW ORLEANS RAILROAD—Jacksonville Sub-Division.

EASTWARD—Toward Beaumont.

Length of sid- ings in feet, and location of S. gates, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Beaumont	Time Table No. 85, December 2nd, 1917	Distance from Dallas	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office hours	
	161 Freight	159 Freight		163 Through Freight		155 Passenger					156 Passenger		164 Through Freight		160 Freight		162 Freight
	Leave Daily Ex. Monday	Leave Daily Ex. Sunday		Leave Daily		Leave Daily					Arrive Daily		Arrive Daily		Arrive Daily Ex. Monday		Arrive Daily Ex. Sunday
FOPTWY Yard		7.45AM		10.00PM		9.50AM	0.0	BEAUMONT	289.7	8.00PM		9.05PM		2.30PM		24 hours	
759		8.05		10.20	f	10.01	5.2	ROSEDALE (Spur)	284.5	f	7.38		8.25	1.45			
PW 3,000 (Pas'ng)		8.30		10.36	s	10.09	8.8	VOTH	280.9	s	7.30		8.15	1.25			
2,310		8.55		11.04	f	10.26	17.2	WEISS	272.5		7.12		7.40	12.25			
3,515		9.20		11.24	s	10.34	21.7	NONA	268.0	s	7.01		7.20	12.01PM			
3,446 W		9.50		11.45	s	10.42	25.0	KOUNTZE G. C. & S. F. Ry.] 3.0 [Crossing-	264.7	s	6.53		6.53	11.45AM		7.00 AM to 7.00 PM	
420		10.05		11.59PM	s	10.48	28.0	OLIVE (Spur)	261.7	s	6.45		6.30	11.20			
1,905		10.35		12.30AM	f	11.00	34.8	LONGS	254.9	f	6.30		6.00	11.00 10.35			
4,620 Y		10.50		12.35	s	11.02	35.9	VILLAGE MILLS (Spur)	253.8	s	6.27			10.25			
3,300 W		11.12		12.59	f	11.12	39.8	HYATT	249.9	f	6.19		5.40	10.00			
1,330		11.35AM		1.14	s	11.18	42.8	WARREN	246.9	s	6.09		5.25	9.30			
1,383		12.01PM		1.35	s	11.27	47.3	HILLISTER	242.4	s	5.59		5.05	9.00			
940					f	11.34	50.4	SENECA (Spur)	239.3	f	5.51						
8,021 W		1.05		2.15	s	11.44	55.1	WOODVILLE	234.6	s	5.40		4.32	8.10		8.00 AM to 7.00 PM	
1,453		1.40		2.30	s	11.53AM	58.1	DOUGETTE	231.6	s	5.32		4.15	7.45			
5,891		2.30		3.00	s	12.09PM 12.29	64.5	COLMESNEIL	225.2	s	5.17		3.45	7.15		7.00 AM to 6.00 PM	
1,258		3.15		3.15	f	12.35	67.3	CIMA	222.4		5.10		3.15	7.00			
6,545 FWY	6.00AM	3.45PM		4.20	s	12.50	73.8	ROCKLAND	215.9	s	4.55		2.55	6.30AM	2.00PM	6.00 AM to 5.00 PM	
2,190	6.20			4.45	f	1.02	79.8	ENAL	209.9	f	4.41		2.20	1.35			
2,211 W	6.40			5.10	s	1.16	84.9	ZAVALLA	204.8	s	4.27		1.55	1.16			
1,972	7.00			5.35	f	1.28	90.7	SHAWNEE	199.0	f	4.12		1.28	12.40			
4,592	7.30			6.00	s	1.42	97.5	HUNTINGTON St. L. S. W. Ry.] 6.8 [Crossing-	192.2	s	3.57		12.46	12.15PM		7.00 AM to 6.00 PM	
2,058	7.50			6.20	f	1.53	102.6	DUNAGAN	187.1	f	3.47		12.25PM	11.50AM			
3,189 W	8.15			6.47	f	2.09	110.6	POE] 8.0 [A. & N. R. R. R.	179.1	f	3.30		11.40AM	11.20			
2,283	8.40			7.15	f	2.24	118.0	HOYA	171.7	f	3.15		11.06	10.55			
						2.28	120.0	HAYWARD JUNCTION	169.7		3.10						
	9.00			7.28		2.31	121.6	DORR JUNCTION (Spur)	168.1		3.07		10.52	10.35			
OW	9.40			7.55	s	2.40	122.1	NACOGDOCHES	167.6	s	3.05		10.50	10.30		24 hours	
1,780 P	9.50			8.10		2.53	125.2	BONITA JUNCTION	164.5		2.53		10.35	9.50			
3,310	10.15			8.30	s	3.06	130.7	MAHL	159.0	s	2.40		10.15	9.15			
490	10.40			8.52	s	3.13	134.0	CARO	155.7	s	2.32		9.58	8.52		7.00 AM to 6.00 PM	
1,796	11.15			9.00	s	3.18	136.0	TRAWICK	153.7	s	2.27		9.50	8.25			
3,331	11.40AM			9.25	s	3.32	142.6	CUSHING	147.1	s	2.13		9.25	8.05		7.00 AM to 6.00 PM	
5,853 WY	12.05PM			9.45	s	3.43	147.7	SACUL	142.0	s	2.00		8.55	7.40			
1,826	12.30			10.06	s	3.55	153.2	REKLAW	136.5	s	1.48		8.35	7.20			
1,900	12.55			10.28	s	4.07	159.0	PONTA	130.7	s	1.36		8.10	7.00			
1,832 PY	1.25			10.45	s	4.18	163.1	GALLATIN	126.6	s	1.25		7.50	6.40			
1,760	1.40			11.05	f	4.26	166.4	TURNNEY	123.3	f	1.17		7.35	6.20			
Yard FPTW	2.00PM			11.50AM		4.40PM	172.1	JACKSONVILLE	117.6	f	1.05PM		7.15AM	6.00AM		24 hours	
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday		Arrive Daily		Arrive Daily				Leave Daily		Leave Daily		Leave Daily Ex. Monday	Leave Daily Ex. Sunday		
	161	159		163		155				156		164		160	162		

(8.00) 12.4 (8.00) 9.2 (13.50) 12.5 (6.30) 26.5 Time Over District (6.55) 24.9 (13.50) 12.5 (8.00) 9.2 (8.00) 12.4

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

No. 155 wait at Beaumont 30 minutes for connection No. 10 unless otherwise instructed. Nos. 155 and 156 will stop on flag at Ariola, Griffin, Baber, Manton, Platt and Clevenger. Trains must approach Voth, Rockland, Nacogdoches, Caro and Gallatin expecting to find Main Line occupied. Derailing Switch located 1,000 feet east of Jacksonville yard.

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. 85, December 2nd, 1917.		Distance from Dallas	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office hours
	165 Local Freight		163 Through Freight		155 Passenger	147 Passenger	148 Passenger	156 Passenger		164 Through Freight	166 Local Freight								
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily								
Yard	6.15AM	12.45PM	4.50PM	5.00PM	172.1	JACKSONVILLE	117.6	11.15PM	12.45PM	6.15AM									24 hours
2,250	6.35	1.00	f 5.00	f 5.09	177.0	4.9 FRYS GAP	112.7	f 11.05	f 12.32	5.45									
1,815	6.53	1.20	s 5.09	f 5.17	180.9	3.9 REESE	108.8	f 10.56	s 12.23	5.17									
3,300	7.03	1.30	f 5.12	f 5.19	182.6	1.7 ANDY	107.1	f 10.52	f 12.19	5.03									
1,806	7.23	1.40	f 5.15	f 5.22	184.3	1.7 LEWIS	105.4	f 10.48	12.15	4.55									
4,337	7.35	2.00	s 5.25	s 5.31	188.7	4.4 FRANKSTON	101.0	s 10.40	s 12.05PM	4.35									7.00 AM to 6.00 PM
1,886	7.45	2.17	5.30	f 5.36	191.1	2.4 CHEW	98.6	f 10.35	11.58AM	4.23									
72 W	8.02	2.35	s 5.39	f 5.43	194.5	3.6 POYNOR	95.0	f 10.27	s 11.50	4.05									
4,078	8.20	2.55	s 5.50	f 5.54	200.6	5.9 LA RUE	89.1	f 10.15	s 11.37	3.40									
1,833	8.40	3.15	f 6.03	f 6.06	206.8	6.2 BAXTER	82.9	f 10.02	f 11.24	3.15									
340					209.9	3.1 TREBLA (Spur)	79.8												
					213.5	3.6 ST. L. S. W. CROSSING	76.2												
7,020 WY	9.40	3.40	f 6.17 s 6.37	s 6.20	213.8	0.3 ATHENS	75.9	s 9.46	s 11.10	2.45									9 AM to 7 PM 9 PM to 7 AM
578			f 6.50	f 6.32	219.4	5.6 PICKENS (Spur)	70.3	f 9.29	f 10.53										
2,221	10.15	4.10	f 6.55	f 6.37	222.1	2.7 STOCKARD	67.6	f 9.23	f 10.48	2.10									
2,160 W	10.40	4.20	s 7.04	s 6.45	226.0	3.9 EUSTACE	63.7	f 9.15	s 10.40	1.50									
1,020	10.53	4.35	f 7.11	f 6.51	229.1	3.1 PAULINE	60.6	f 9.08	f 10.33	1.35									
6,628 Y	11.10	4.50	s 7.21	s 6.58	233.0	3.9 MABANK	56.7	s 9.00	s 10.26	1.20									8.30 AM to 7.30 PM
1,140	11.30	5.10	f 7.31	f 7.07	238.1	5.1 GOSSETT	51.6	s 8.49	f 10.14	1.00									
2,881 W	11.50AM	5.35	s 7.43	s 7.17	242.7	4.6 KEMP	47.0	s 8.39	s 10.04	12.35									7.00 AM to 6.00 PM
325					246.7	4.0 LAGO (Spur)	43.0												
985	12.10PM	6.00	f 7.55	f 7.28	248.3	1.6 JIBA	41.4	f 8.25	f 9.49	12.10AM									
7,454 WY	12.30	6.30	s 8.10	s 7.42	253.7	5.4 KAUFMAN	36.0	s 8.10	s 9.37	11.45PM									7.00 AM to 3.00 AM
					254.1	0.4 T. M. CROSSING	35.6												
2,001	12.50	6.55	f 8.25	f 7.55	260.7	6.6 GASTONIA	29.0	f 7.50	f 9.21	11.08									
4,087 W	1.10	7.08	s 8.33	s 8.02	263.9	3.2 CRANDALL	25.8	s 7.42	s 9.13	10.55									7.30 AM to 6.30 PM
615					266.3	2.4 BOIS D'ARC (Spur)	23.4	f											
1,469	1.40	7.30	s 8.45	s 8.13	269.4	3.1 SEAGOVILLE	20.3	s 7.30	s 9.01	10.38									
1,333	1.50	8.00	f 8.50	f 8.18	271.9	2.5 SIMONDS	17.8	f 7.25	f 8.56	10.25									
1,714	1.58	8.15	s 8.56	s 8.23	274.4	2.3 KLEBERG	15.3	s 7.19	s 8.50	10.14									
1,640	2.06	8.25	f 9.01	f 8.29	276.7	3.1 RYLIE	13.0	f 7.14	f 8.45	10.05									
1,337	2.20	8.40	f 9.07	f 8.39	279.8	7.1 ELAM	9.9	f 7.06	f 8.39	9.50									
8,788	2.50	9.22	9.22	8.54	286.9	1.0 WANTMORE JUNCTION	2.8	6.52	8.25	9.22									
	3.00	9.40	9.30	8.59	287.9	1.8 T. & N. O. R. R. JUNCTION	1.8	6.45	8.19	9.05									
FOTWY Yard	3.45PM	10.05PM	9.50PM	9.20AM	289.7	1.8 DALLAS	0.0	6.30PM	8.05AM	8.50PM									24 hours
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily				Leave Daily	Leave Daily				
	165	163	155	147				148	156	164				166					
	(9.30) 12.5	(9.35) 12.5	(4.40) 25.2	(4.20) 27.1		..... Time Over District.....		(4.45) 24.8	(4.40) 25.2	(9.25) 12.5				(9.30) 12.5					
						..... Average Speed per Hour.....													

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

WESTWARD—Toward Sabine.

TEXAS & NEW ORLEANS RAILROAD — Sabine Sub-Division.

EASTWARD—Toward Beaumont.

Length of sidings in feet, & location of Scales, Telephone, Fuel, Water and Turning Stations.	FIRST CLASS				Distance from Beaumont	Time Table No. 85, December 2nd, 1917	STATIONS	Distance from Track End	FIRST CLASS				Train Order Office hours
	151 Passenger Leave Daily								152 Passenger Arrive Daily				
WEPTOY Yard				10.00AM	0.0	BEAUMONT	30.8		5.00PM				24 hours
Yard				s 10.10	5.2	5.2 GUFFEY	25.6		s 4.46				
4,094				10.13	7.0	1.8 LUCAS (Spur)	23.8		f 4.41				
1,027				f 10.15	7.8	0.8 HEBERT (Spur)	23.0		f 4.39				
591				f 10.23	12.5	4.7 DELPHINE (Spur)	18.3		f 4.30				
3,355				f 10.27	14.5	2.0 ELVISTA	16.3		f 4.26				
1,673 WPY				s 10.40	18.5	4.0 WEST PORT ARTHUR (Spur)	12.3		s 4.17				
					20.5	2.0 K. C. S. CROSSING	14.3						
1,600 P				s { 10.50 10.55	21.8	1.3 PORT ARTHUR (Spur)	15.6		s { 4.05 4.00				
					20.5	1.3 K. C. S. CROSSING	14.3						
1,673 WPY				s 11.05	18.5	2.0 WEST PORT ARTHUR (Spur)	12.3		s 3.49				
2,605				f 11.15	22.4	3.9 ROUND LAKE	8.4		f 3.38				
1,264				s 11.30	28.3	5.9 SABINE PASS	2.5		s 3.23				
Yard PWY				11.40AM	30.0	1.7 SABINE	0.8		3.20PM				8.00 AM to 7.00 PM
				Arrive Daily 151	30.8	0.8 TRACK END	0.0		Leave Daily 152				

(1.35) Time Over District (1.35)
23.1 Average Speed per Hour 23.1

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—Viterbo.

WESTWARD—Toward Rusk. TEXAS & NEW ORLEANS R. R. EASTWARD—Toward Gallatin.
Rusk Sub-Division.

Westward. BURR'S FERRY, BROWNEDEL & CHESTER RAILWAY CO. Eastward.
Turpentine Sub-Division.

Length of sidings in feet, & location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			Distance from Gallatin	Time Table No. 85, December 2nd, 1917.	Distance from Rusk	THIRD CLASS		
	105 Mixed		103 Mixed				104 Mixed		106 Mixed
	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
Yard PY	4.30PM	1.35PM	0.00	GALLATIN	8.29	1.10PM	4.05PM		
	f 4.39	f 1.45	2.41	2.41 CHECKUP (Spur)	5.88	f 12.59	f 3.52		
	f 4.53	f 1.57	5.65	3.24 STAYTON	2.64	f 12.49	f 3.43		
W	f 4.58	f 2.03	7.20	1.55 NEP	1.09	f 12.40	f 3.37		
Yard FPT	5.05PM	2.20PM	8.29	1.09 RUSK	0.00	12.35PM	3.30PM		
	Arrive Daily 105	Arrive Daily 103				Leave Daily 104	Leave Daily 106		

Length of sidings in feet, & location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Rockland.	Time Table No. 85, December 2nd, 1917	Distance from Turpentine.	SECOND CLASS	
	1 Mixed					2 Mixed	
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily
Yard WPY	1.00PM	0.0	ROCKLAND	10.1	4.35PM		
	f 1.17	4.9	4.9 KYLE QUARRY	5.2	f 3.20		
Y	1.35	7.1	2.2 ALDRIDGE	8.0	f 2.50		
	1.45PM	10.1	3.0 TURPENTINE	0.0	2.20PM		
	Arrive Daily 1				Leave Daily 2		

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

Derailing Switch located 1,000 feet west of west leg wye, Gallatin, for east-bound trains and 250 feet west of Rusk Tank for west-bound trains.

(0.45) Time Over District (0.15)
13.4 Average Speed per Hour 4.9

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

No. 1 will wait 30 minutes for No. 155 unless otherwise instructed.
Nos. 1 and 2 stop on flag at Jeans Spur. No. 2 will not leave Turpentine until No. 1 arrives.

SPECIAL RULES AND REGULATIONS

RATING OF LOCOMOTIVES - In M's of 1000 Pounds Behind Tender.

T. & N. O. R. R. AND GALVESTON DIVISION

CLASS	ENGINE NUMBERS		ECHO, HOUSTON AND GALVESTON BEAUMONT AND SABINE	
				Rating
E. 69	78	240 to 249, inclusive	Saturated	.....
E. 69	75	250 to 258, inclusive	"	.....
E. 73	92	262 to 266, inclusive, and 269	"	.....
E. 73	92	261, 267, 268, 270, 271 and 272	Superheater	.....
A. 84	110	273, 274, 276, 277 and 278	Saturated	.....
A. 84	110	275	Superheater	.....
A. 79	102	285 to 288, inclusive	Saturated	.....
A. 81	105	289 to 292, inclusive	Superheater	.....
M. 63	126	411, 412, 414 to 427, inclusive, and 429, 431 to 438, inclusive; 440 to 459, inclusive	Saturated	4800
M. 63	126	410, 413, 414, 428, 430 and 439	Superheater	5250
M. 63	148	460 and 461	"	6500
M. 63	154	462, 463, 464, 466, 467, 469	"	6500
M. 63	154	465	Saturated	4800
M. 63	148	468	"	4800
M. 63	144	482	Superheater	6500
M. 63	140	483	Saturated	4800
M. 63	144	484	"	4800
M. 63	152	500 to 514, inclusive	Superheater	6500
M. 63	147	550	Saturated	5000
M. 63	147	551 to 556, inclusive	Superheater	6000
M. 63	150	560 to 562, inclusive; 564 and 565	Saturated	5000
M. 63	150	563	Superheater	6500
C. 57	187	800 to 808, inclusive; 810, 815, 817, 818, 822, 824, 828, 830, 834, 839, 842, 844, 845, 846 and 849	"	7500
C. 57	187	808, 809, 811 to 815, 816, 819 to 822, inclusive; 823, 825 to 828, inclusive; 829, 831 to 834, inclusive; 835 to 839, inclusive; 840 to 842, inclusive; 843, 847 and 848	Saturated	7000
P. 77	141	900 to 909, inclusive	Superheater	.....

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

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

CLASS	ENGINE NUMBERS	FREIGHT RATINGS							
		BEAUMONT TO HYATT	HYATT TO SEAGOVILLE	SEAGOVILLE TO DALLAS	DALLAS TO SEAGOVILLE	SEAGOVILLE TO DOUCETTE	DOUCETTE TO VILLAGE MILLS	VILLAGE MILLS TO BEAUMONT	
		RATING	RATING	RATING	RATING	RATING	RATING	RATING	
E. 63	66	225 to 236	1685	1115	1800	1645	1115	1445	2750
E. 63	60	237 and 238	1685	1115	1850	1685	1115	1445	2750
E. 69	66	239	1575	1030	1725	1515	1030	1300	2500
T. 57	102	333 to 364	3100	1525	2500	2300	1525	2200	3825
M. 63	126	410 to 459, except	5000	2000	3250	3000	2000	3200	5250
M. 63	126	410, 413, 414, 428, 430, 439	5500	2500	3600	3300	2500	3750	5750
T. 56	84	636	2035	1355	2225	2035	1355	1740	3290
T. 63	100	681	4000	1750	2875	2630	1750	2550	4500
T. 56	100	666 to 680	2165	1535	2600	2375	1535	1955	4000
T. 63	112	688 to 698	4000	1750	2875	2630	1750	2550	4500

STATIONS AND SPUR TRACKS NOT OTHERWISE SHOWN.

Distance from Beaumont	STATIONS	Distance from Dallas	Distance from Beaumont	STATIONS	Distance from Dallas	Distance from Houston	STATIONS	Distance from Galveston
6.4	..... Gilbert Spur	283.3	106.9	..... Platt Spur	182.8	10.9	..... Cement Spur	46.7
13.7	..... Ariola	276.0	137.4	..... Dalmont Spur	152.3	33.1	..... Kemah	24.5
32.7	..... Hester Spur	257.0	150.4	..... Guinn Spur	138.6	34.5	..... Bay View	23.1
63.2	..... Wilson Spur	226.5	168.4	..... Pepperwine	121.3	36.0	Clifton-by-the-Sea	21.6
93.8	..... Baber Spur	195.9	285.7	..... Ashald Spur	4.0			
104.9	..... Manton	184.8						

SPECIAL RULES AND REGULATIONS GOVERNING OPERATION OVER GALVESTON CAUSEWAY.

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

Passing track on arches will hold thirty-nine (39) freight cars, caboose and engine. Classification of trains moving over these tracks is abolished. Passenger trains will be given preference over these tracks. Trains displaying classification signals will continue the same over these tracks.

Operators at Virginia Point act as Train Dispatchers. The movement of trains and engines will be supervised by the Chief Dispatcher of the Galveston, Harrisburg & San Antonio Railway Company at Houston, who will issue instructions to signal-men when necessary. "Proceed" hand signals must always be given with a yellow flag or lamp and it must be definitely known that no engine or train is in the block and that route is properly set up before they are given. Trains having work to do which may detain them between Island and Virginia Point must so notify the Signal-man and obtain his permission before entering the block. The Signal-man must obtain authority to give this permission from the Chief Dispatcher at Houston.

DESCRIPTION OF SIGNALS.

All switches, Island to Virginia Point inclusive, are protected by signals, including the Lift Bridge. Train movements will be governed by Three (3) position Upper Quadrant Semaphore Signal Indications. The arm extended at right angles to the post by day, or a red light displayed at night, indicates "STOP." The arm inclined upward at an angle of 45 degrees, or less, to the post, by day, or a yellow light displayed at night, indicates "CAUTION" (proceed "UNDER CONTROL"). The arm in vertical position, or at 90 degrees to the post, by day, or a green light displayed at night, indicates "PROCEED." Night signals are displayed on all facing point switches. A green target by day, or a green light displayed at night, indicates switch is set for through route. A yellow target by day, or a yellow light displayed at night, indicates switch is set for cross-over or lead.

LOCATION OF JUNCTIONS AND SIGNALS.

ISLAND. The signals at Island for southward trains are located on signal bridge across tracks 1300 feet north of Island Tower. The signals governing northward G. H. & H. trains are located on signal bridge across G. H. & H. tracks 400 feet south of Island Tower. The G. H. & S. A. and G. C. & S. F. northward signals are on posts located on their respective tracks 500 feet south of Island Tower.

ISLAND JUNCTION "A."

Island Junction "A" is located at the south end of the south trestle on the north side of Island, and is the junction of two steam road tracks and the G. H. E. (interurban) track. Signals at this point are handled from the Island Tower. Signals governing the movement of northward steam trains are located on the right-hand side of the tracks about 300 feet south of the Junction Switch. Signal governing the east track is located on a post. Signal governing the west or middle track is a dwarf signal located between the middle and east track. Signal governing the movement of G. H. E. (interurban) northward trains is located on the west or left-hand side of the west (interurban) track, the arm extending toward the tracks. Signal governing the movement of southward trains is located about 300 feet north of Junction Switch on the east or left-hand side of the track, and governs the movement of ALL southward trains approaching Island Junction "A."

LIFT BRIDGE.

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

LIFT BRIDGE JUNCTION "B."

Lift Bridge Junction "B" is located at the north end of the south trestle and at the south end of the arches, and is the junction point for two steam road tracks and G. H. E. (interurban) track over the arches. The signals at this point are handled from the "Lift Bridge Tower." The signal governing the movement of northward trains is located on a post about 300 feet south of the Junction Switch, and governs the movement of all northward trains. Signal governing the movement of southward trains on the main line is located on the left-hand side of the track on a post about 300 feet north of the Junction Switch. The signal governing the movement of southward trains on the siding is a dwarf signal and is located on the right-hand side of the track about 300 feet from Junction Switch and between the siding and G. H. E. (interurban) track. The signal governing southward G. H. E. (interurban) trains is located on the dividing wall on the right-hand side of the track.

LIFT BRIDGE JUNCTION "A."

Lift Bridge Junction "A" is located at the north end of the arches and at the south end of the north trestle, and is the north junction point for the two steam road tracks and the G. H. E. (interurban) track over arches. The signals at this point are handled from the Lift Bridge Tower. Signals governing the movement of northward steam trains are located on the right-hand side of the tracks about 300 feet south of the junction switch. Signal governing the main line track is located on a post. Signal governing the siding is a dwarf signal located between the siding and main line track. Signal governing the movement of G. H. E. (interurban) northward trains is located on the west side of the west (interurban) track on a pole, the arm extending toward the tracks. Signal governing the movement of southward trains is located on a post about 300 feet north of the junction switch on the east or left-hand side of the track and governs the movement of all southward trains approaching Lift Bridge Junction "A."
For Steam Lines and Interurban Trains on arches:
The east track will be known as Main Line.
Middle track will be known as siding.
West track is Exclusive Interurban Track.

VIRGINIA POINT.

Signal governing the movement of northward trains is located on a post on the right-hand side of the track about 300 feet south of the G. H. & S. A. Junction switch; this governs all northward trains. Signals governing trains of the G. H. & S. A. and G. H. & H. are located on signal bridges across their respective tracks 500 feet north of Virginia Point Tower. Signal governing the southward movement of G. C. & S. F. trains is located on a post about 1400 feet north of Virginia Point. Signal governing the southward movement of G. H. E. trains (interurban) is located on a post about 500 feet north of Virginia Point.

NORTHWARD TRAINS APPROACHING ISLAND.

Northward trains approaching Island will be given signal permitting them to go on the Causeway to Island Junction "A." If that signal is clear, or at caution, trains will be permitted to go to Lift Bridge Junction "B"; if that signal is at clear, or caution, trains will be permitted to proceed to Lift Bridge Junction "A," providing signal on the Signal Bridge, governing the Draw, is clear, or at caution. If the signal at Lift Bridge Junction "A" is at clear, or caution, trains will be permitted to proceed to the signal approaching Virginia Point. If that signal is at clear, or caution, trains will be permitted to proceed to their respective lines. G. H. E. (interurban) trains enter on Causeway Tracks at Island Junction "A."

SOUTHWARD TRAINS APPROACHING VIRGINIA POINT.

Southward trains approaching Virginia Point will be given signals permitting them to go on the Causeway to Lift Bridge Junction "A." If that signal is at clear, or caution, trains will be permitted to go to Lift Bridge Junction "B," provided the signal on the Signal Bridge governing the Draw is clear, or at caution. If signals at Lift Bridge Junction "B" are clear, or at caution, trains will be permitted to proceed to Island Junction "A"; if that signal is clear, or at caution, trains will be permitted to proceed to Island Signal Bridge, except G. H. E. (interurban) trains who go on to their own line at Island Junction "A" are not governed by signals beyond. If the signal on the Signal Bridge north of Island is at clear, or caution, steam trains will be permitted to go to their respective lines. If trains should be put on the siding, on the arches, between Lift Bridge Junction "A" and Lift Bridge Junction "B," they will remain there until they get a clear or caution signal, which will permit them to proceed. Trains running over the Trestle between Virginia Point and Island will be governed as follows:—

RULES.

Passenger trains between S. P. Junction Switch at Virginia Point and Lift Bridge Junction "A" (north end of arches) will use three (3) minutes. Between Lift Bridge Junction "B" and Island Junction "A" (south end of trestle) will use two (2) minutes. Freight trains between S. P. Junction Switch at Virginia Point and Lift Bridge Junction "A" (north end of arches) will use five (5) minutes. Between Lift Bridge Junction "B" (south end of arches) and Island Junction "A" (south end of trestle) will use four (4) minutes.

SPECIAL INSTRUCTIONS.

At Island Junction "A" there is located on the concrete fence on the west side of the interurban track a telephone, which can be used in case of necessity to raise Virginia Point and Island offices. One (1) ring calls for Virginia Point, two (2) rings calls for Island. Section-men and Bridge-men will provide themselves with insulated hand and push cars and track gauges. Great care must be taken by the track forces not to connect the two rails with any metallic material. Southward trains will not require a clearance card at Virginia Point, except G. H. & S. A. trains will be governed by the Train Order Signal, as prescribed by G. H. & S. A. rules. Neither northward or southward trains will require a clearance card at Island.

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

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

SPECIAL WHISTLE SIGNALS.

- (a) ——— To be given by all trains approaching Island from the south, Virginia Point from the north and Lift Bridge from either direction.
- (b) ——— To be given by trains approaching Virginia Point from the south and Island from the north:
- (c) ——— For G. C. & S. F. Main Track.
- (d) ——— For G. H. & S. A. Main Track.
- (e) ——— For G. H. & H. Main Track.
- (f) o o To be given by northward trains passing and approaching Virginia Point and by southward trains passing Virginia Point and approaching Island:
- For siding. Signal-man must notify Signal-man at opposite end of the block promptly after these signals are sounded passing their respective Towers, and Signal-man at opposite end of block will line up track accordingly.
- To be given by trains receiving a "PROCEED" or "CAUTION" signal.

TRAIN ORDER SIGNALS.

The Train Order Signals at Virginia Point are located on south side and in center of the Tower. The top Arm is G. H. & S. A. Train Order Signal for north and southward trains. The second or middle Arm is G. C. & S. F. Train Order Signal for northward trains only. The third or lower Arm is G. H. & H. Train Order Signal for northward trains only. There are no Train Order Signals for controlling southward G. H. & H. and G. C. & S. F. trains, and if it becomes necessary to issue an order to southward trains of these roads, the Operator at Virginia Point will hold train with Interlocking Signal, or a red flag by day or a red light at night. There are no Train Order Signals at Island Tower.

WARNING.

Overhead trolley wire over trestle, height twenty-three (23) feet from top of rail. All employees are hereby notified that it is dangerous to stand erect upon, or to be on the side of cars, especially of ordinary height or width, while passing over or through Lift Bridge. Necessary precaution must be used by all employees to protect themselves from injury from structures at such points while riding on top or side of cars.

SPEED TABLE.

This table is for information in determining speed per mile and in no way affects rules governing speed of trains.

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		31	1	56	51	1	10	71	51	
8	7	30	32	1	52	52	1	9	72	50	
10	6		33	1	49	53	1	7	73	49	
12	5		34	1	45	54	1	6	74	49	
15	4		35	1	42	55	1	5	75	48	
16	3	45	36	1	40	56	1	4	76	47	
17	3	31	37	1	37	57	1	3	77	47	
18	3	20	38	1	34	58	1	2	78	46	
19	3	9	39	1	33	59	1	1	79	45	
20	3		40	1	30	60	1		80	45	
21	2	51	41	1	27	61		50	81	44	
22	2	43	42	1	25	62		58	82	44	
23	2	36	43	1	23	63		57	83	43	
24	2	30	44	1	21	64		56	84	43	
25	2	24	45	1	20	65		55	85	42	
26	2	18	46	1	18	66		54	86	42	
27	2	13	47	1	16	67		54	87	41	
28	2	8	48	1	15	68		63	88	41	
29	2	4	49	1	13	69		52	89	40	
30	2		50	1	12	70		51	90	40	

Assistant Superintendents,

H. J. MICKSCH,
A. L. KUYKENDALL,
H. H. UECKERT,
G. W. MCGOWAN,
C. F. STRICKLAND.

HOUSTON

B. S. HOLLIMON, Chief Dispatcher,
Y. M. MARTIN, Night Chief Dispatcher,
L. J. KUESTER, Dispatcher,
L. LEVY, Dispatcher,
W. O. SHERWOOD, Dispatcher.

W. L. COX, Superintendent.

JACKSONVILLE

G. W. EMERY, Chief Dispatcher,
E. P. DOLAN, Dispatcher,
C. W. LESTER, Dispatcher,
J. O. DRIVER, Dispatcher.

T. C. WORTHINGTON, Superintendent Houston Terminals.

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



MARCH 1915



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C. H. Baedeker, Del.

Office of Asst. Gen'l Mgr. Mo. W. Houston, Tex.