

UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, Director General of Railroads

TEXAS & NEW ORLEANS RAILROAD
BEAUMONT DIVISION

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILROAD
GALVESTON DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, June 8, 1919,

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

For the government and information of employes only, and not intended for the use of the public.
The Railroad reserves the right to vary from this Time Table at pleasure.

W. B. SCOTT,
Federal Manager.

G. S. WAID,
General Manager.

EASTWARD—Toward New Orleans.

CONDENSED SCHEDULES.

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

WESTWARD—Toward San Francisco.

		No. 244	No. 102	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. 101	No. 243			
		5.00PM	3.00PM	10.30PM					0.00	Lv.	EL PASO (Union Depot)	Ar.	1194.00					4.30PM	6.55AM	7.00AM			
		7.00AM	4.15AM	1.40PM					461.00	Ar.	DEL RIO	Lv.	743.00					12.50AM	5.40PM	5.00PM			
		9.30AM	5.30AM	2.50PM						Lv.		Ar.						1.40AM	6.30PM	4.55PM			
		11.10AM	10.50AM	8.30PM					620.00	Ar.	SAN ANTONIO (Commerce Street)	Lv.	574.00				7.00AM	7.50PM	1.20PM	3.15AM			
		12.30AM	11.10AM	11.30PM	7.30AM					Lv.		Ar.						6.35PM	1.05PM	1.45AM			
		4.00AM							888.00	Ar.	GALVESTON	Lv.	420.00								11.00PM		
		7.00PM	5.40PM	7.00AM	3.00PM				831.00	Ar.	HOUSTON (H. & T. C. R. R. Depot)	Lv.	363.00		3.45PM	8.45PM	11.30PM	11.00AM	6.45AM	7.00AM			
		9.00PM	6.00PM	7.25AM	8.10PM	3.15PM	9.05AM			Lv.		Ar.					10.50PM	10.30AM	6.30AM	5.00AM			
		5.50AM	9.25PM	10.40AM	11.27PM	6.34AM	1.33PM		942.00	Ar.	ECHO	Lv.	252.00		11.10AM	4.35PM	7.30PM	7.15AM	3.15AM	8.00PM			
		6.10AM								Lv.		Ar.			11.09AM					7.30PM			
		3.05PM	12.45AM	1.45PM	2.40AM	10.40AM	6.00PM		1048.00	Ar.	LAFAYETTE	Lv.	146.00		6.50AM	12.35PM	4.20PM	4.00AM	12.01AM	10.40AM			
		3.45PM	12.50AM	1.50PM	2.45AM	10.55AM		5.20AM		Lv.		Ar.		9.30PM		12.20PM	4.15PM	3.55AM	11.55PM	10.00AM			
		2.00AM	5.15AM	5.45PM	6.40AM	4.35PM		10.40AM	1181.00	Lv.	AVONDALE	Lv.	13.00		4.00PM	6.55AM	12.25PM	12.03AM	8.05PM	11.40PM			
			6.25AM	6.55PM	7.50AM	5.45PM		11.40AM	1194.00	Ar.	NEW ORLEANS	Lv.	0.00		3.05PM	5.55AM	11.25AM	11.00PM	7.00PM				
		3.00AM								Ar.	ALGIERS	Lv.									10.30PM		
		105.0	38.25	43.25	24.30	15.05	8.55	6.20		THROUGH TIME				6.25	8.55	14.50	19.35	42.30	36.55	105.30			
		11.3	31.0	27.4	23.4	24.0	24.3	23.0		MILES PER HOUR				22.7	24.4	24.5	29.2	28.0	32.3	11.3			

MILEAGE SOUTHERN PACIFIC LINES (In Texas and Louisiana)

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

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

<p><i>Houston</i>..... Dr. R. W. Knox..... Chief Surgeon. Dr. F. A. Waples..... House Surgeon. Dr. H. C. Feagin..... Examining Surgeon. Dr. R. H. Harrison..... Examining Surgeon. Dr. C. B. Harwood..... Local Oculist and Aurist Dr. M. L. O'Banion..... Local Oculist and Aurist. Dr. C. C. Green..... Local Surgeon Dr. J. L. Taylor..... Local Surgeon Dr. M. J. Taylor..... Local Surgeon Dr. J. C. Fortenberry..... Local Surgeon Dr. C. R. Johnson..... Local Surgeon. Dr. A. H. Easterling..... Local Surgeon. Dr. H. A. Barr..... Division Surgeon. Dr. L. Goldstein..... Division Surgeon. Dr. O. S. Hodges..... Local Oculist. Dr. N. E. Laidacker..... Local Surgeon. Dr. A. D. Ledbetter..... Local Surgeon. Dr. Fred W. Caricker..... Local Surgeon.</p>	<p><i>Dallas</i>..... Dr. Elbert Dunlap..... Division Surgeon. Dr. L. M. Nance..... Examining Surgeon. Dr. E. H. Cary..... Local Oculist. Dr. J. T. Tadlock..... Local Surgeon. Dr. H. G. Bevil..... Local Surgeon. Dr. L. L. Cockrell..... Local Surgeon. Dr. J. M. Kirby..... Local Surgeon. Dr. G. H. Moss..... Local Surgeon. Dr. Wiley Smith..... Local Surgeon. Dr. S. W. Bullett..... Local Surgeon. Dr. F. A. Fuller..... Local Surgeon. Dr. M. B. Canon..... Local Surgeon. Dr. J. M. Travis..... Local Surgeon. Dr. B. J. Hubbard..... Local Surgeon. Dr. W. J. Pollard..... Local Surgeon. Dr. W. A. Watkins..... Local Surgeon. Dr. F. A. Fuller..... Local Surgeon. Dr. J. A. Lovett..... Local Surgeon.</p>	<p><i>Kountze</i>..... Dr. Jno. T. Roberts..... Local Surgeon. Dr. H. R. James..... Local Surgeon. Dr. W. P. Irvine..... Local Surgeon. Dr. F. C. Ford..... Local Surgeon. Dr. A. A. Nelson..... Local Surgeon. Dr. J. C. Seastrunk..... Local Surgeon. Dr. F. W. Lawson..... Local Surgeon. Dr. W. S. Winter, Sr..... Local Surgeon. Dr. W. S. Winter, Jr..... Local Surgeon. Dr. M. A. King..... Local Surgeon. Dr. T. H. Cobble..... Local Surgeon. Dr. S. F. Curry..... Local Surgeon. Dr. O. Glenn..... Local Surgeon. Dr. E. W. Cook..... Local Surgeon. Dr. D. P. Harris..... Local Surgeon. Dr. J. B. Roberts..... Local Surgeon. Dr. R. E. Dicken..... Local Surgeon. Dr. R. B. Warren..... Local Surgeon.</p>
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Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS	FIRST CLASS						Distance from Houston	Time Table No. 2. June 8, 1919.	Distance from Algiers	FIRST CLASS						SECOND CLASS	THIRD CLASS	Train Order Office Hours					
	72	244	24	22	102	10	8	6	4				3	5	7	9	101	21	23	243		71				
	Beaumont Local Freight	Sunset Manifest Freight	Gulf Coast Motor Car	Gulf Coast Motor Car	Sunset Limited	Sunset Express	Sunset Mail	Local Passenger	Local Passenger				Local Passenger	Local Passenger	Sunset Mail	Sunset Express	Sunset Limited	Gulf Coast Motor Car	Gulf Coast Motor Car	Sunset Manifest Freight		Houston Local Freight				
Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday								
					6.00PM	7.25AM	8.10PM	3.15PM	9.05AM	0.0	HOUSTON	362.0	3.45PM	8.45PM	10.50PM	10.30AM	6.30AM					Continuous				
										0.6	SEMMES JUNCTION	361.4										Continuous				
											HOUSTON (5th Ward)	361.6										Continuous				
										1.6	H. E. & W. T. CROSS'G	361.4														
										1.7	H. B. & T. CROSSING	360.4														
										1.7	I. & G. N. CROSSING	360.3														
					6.10	7.35	8.25	3.25	9.15	3.7	END DOUBLE TRACK	358.3	3.25	8.25	10.33	10.15	6.15									
FOPWY Yard	7.00AM	9.00PM								5.0	ENGLEWOOD	357.0														
										5.4	H. B. & T. CROSSING	356.6											Continuous			
7,737 P	7.12	9.25			6.16	7.42	8.32	3.32	9.22	8.5	GREENS	353.5	3.14	8.16	10.24	10.08	6.08						4.40	1.35		
5,604 P	7.25	9.45			6.22	7.47	8.38	3.39	9.29	12.8	FAUNA	349.2	3.06	8.10	10.17	10.02	6.02							4.25	1.15	
4,917 P	7.52	10.11			6.28	7.52	8.44	3.47	9.37	16.9	SHELDON	345.1	2.58	8.03	10.11	9.56	5.56							4.05	1.00	
9,168 PW	8.30	10.40			6.38	8.00	8.53	3.57	9.48	21.1	CROSBY	340.9	2.48	7.54	10.02	9.48	5.47							3.45	12.45	
4,479 P	8.55	11.15			6.50	8.11	9.05	4.10	10.02	28.5	WALLEY	333.5	2.32	7.41	9.51	9.38	5.36							3.10	12.16	
3,231 P	9.05	11.30			6.57	8.17	9.11	4.18	10.10	32.5	STILSON	329.5	2.22	7.35	9.45	9.30	5.30							2.55	12.01PM	
10,288	9.25	11.45PM			7.03	8.22	9.16	4.26	10.18	35.5	DAYTON	326.5	2.14	7.30	9.40	9.25	5.25							2.40	11.45AM	
14,830 W	10.31	12.10AM			7.15	8.33	9.29	4.39	10.31	41.6	LIBERTY	320.5	1.59	7.15	9.29	9.14	5.14							1.40	10.31	
4,591 P	11.10	12.25			7.21	8.40	9.36	4.47	10.39	44.7	AMES	317.3	1.48	7.05	9.20	9.07	5.06							1.20	9.30	
8,848 P	11.30	1.05			7.27	8.46	9.42	4.54	10.47	49.2	RAYWOOD	312.8	1.40	6.57	9.13	9.01	4.59							1.05	9.15	
7,042 P	11.55AM	1.20			7.34	8.53	9.49	5.03	10.56	53.9	DEVERS	308.1	1.31	6.48	9.06	8.53	4.52							12.50	8.53	
7,656 P	12.25PM	1.35			7.42	9.02	9.56	5.13	11.06	59.1	FELICIA	302.9	1.20	6.38	8.59	8.42	4.43							12.30	8.15	
9,334 PWY	1.09	1.55			7.52	9.13	10.05	5.25	11.19	64.1	NOME	297.9	1.09	6.27	8.51	8.35	4.35							12.10AM	7.50	
9,267 P	2.00	2.10			8.00	9.20	10.12	5.35	11.29	69.5	CHINA	292.5	12.56	6.15	8.41	8.25	4.24							11.50PM	7.10	
8,162 P	2.15	2.25			8.06	9.25	10.18	5.43	11.37	73.9	PINE ISLAND	288.1	12.46	6.05	8.35	8.19	4.18							11.30	6.40	
7,602 P	2.30	2.40			8.12	9.31	10.24	5.55	11.45	78.4	AMELIA	283.6	12.36	5.55	8.29	8.13	4.12							11.10	6.20	
					4.53PM	12.01PM				82.0	B. S. L. & W. CROSS'G	280.0												9.42AM	3.07PM	
										83.1	G. B. & K. C. CROSS'G	278.9												9.39		
FOPWY Yard	3.00PM	3.00								83.4	BEAUMONT (Yard Office)	278.6													6.00AM	
					5.00PM	12.10PM	8.20	9.42	10.34	83.7	BEAUMONT (Pass. Station)	278.3	12.25	5.45	8.20	8.03	4.03							9.35AM	3.00PM	10.34
					8.25	9.45	10.37	6.15	11.57AM	85.3	T. & FT. S. CROSSING	276.7	12.05PM	5.35	8.17	8.00	4.00									
										85.3	FLETCHER	275.7	11.57AM	5.23	8.08	7.53	3.53									
1,478					8.32	9.51	10.42	5.36	12.25	86.3	DIANA	272.2	11.51	5.18	8.03	7.48	3.48								9.50	
5,104 P		3.48			8.38	9.56	10.47	5.41	12.32	89.8	FERRY	267.9	11.44	5.10	7.57	7.42	3.42								9.30	
8,365 P		4.15			8.45	10.02	10.53	5.48	12.42	94.1	TULANE	262.4	11.34	5.00	7.50	7.35	3.35								8.54	
7,215 PW		4.45			8.54	10.10	11.01	5.58	12.53	99.6	O. & N. W. CROSSING	259.1														
791										102.9	ORANGE	256.4	11.24	4.50	7.41	7.26	3.26								8.30	
Yard O		5.15			9.12	10.27	11.15	6.20	1.15	105.6	ECHO	251.3	11.10AM	4.35PM	7.30PM	7.15AM	3.15AM								8.00PM	
FTWY Yard		5.50AM			9.25PM	10.40AM	11.27PM	6.34AM	1.33PM	110.7																
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday		
	72	244	24	22	102	10	8	6	4				3	5	7	9	101	21	23	243	71					
	(8.00)	(8.50)	(0.07)	(0.09)	(3.25)	(3.15)	(3.17)	(4.04)	(4.08)		Time Over District	(4.15)	(4.00)	(3.20)	(3.15)	(3.15)	(0.07)	(0.07)	(9.00)	(8.00)						
	9.6	12.0	14.5	11.3	32.4	34.0	33.7	27.2	26.8		Average Speed per Hour	26.0	27.6	33.2	34.0	34.0	14.5	14.5	11.8	9.6						

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
 EXCEPT No. 9 is Superior to Nos. 4 and 6; No. 7 is Superior to Nos. 6 and 8. No. 5 is Superior to No. 6. All Westward First-Class Trains are Superior to Nos. 22 and 24.

No. 6 will stop 11 hours and 15 minutes at Beaumont and get clearance before leaving. Connell is regular stop for Nos. 3, 4, 5 and 6. *Tower at T. V. & N. Crossing, 2,798 feet west of Station Dayton, is continuous train order office.

WESTWARD—Toward San Francisco

Eureka Sub-Division

Length of sidings in feet and location of Scales, Telegraph, Phone, Fuel, Water & Turning Stations	THIRD CLASS		SECOND CLASS		FIRST CLASS											Distance from Houston	TIME TABLE No. 2 June 8, 1919	
	71 S. A. & A. P. Local Freight Leave Daily Except Sunday	23 H. & T. C. Local Freight Leave Daily	81 S. A. & A. P. Through Freight Leave Daily	21 Steamer Freight Leave Daily	3 S. A. & A. P. Passenger Leave Daily	1 S. A. & A. P. Passenger Leave Daily	17 H. & T. C. Passenger The Owl Leave Daily	5 H. & T. C. Passenger Leave Daily	15 H. & T. C. Passenger Leave Daily	303 Victoria Division Passenger Leave Daily	301 Victoria Division Passenger Leave Daily	9 Sunset Express Leave Daily	7 Sunset Mail Leave Daily	101 Sunset Limited Leave Daily	STATIONS			
	WY Yard		WFPTOY Yard		Yard		Yard		Yard		Yard		Yard		Yard		STATIONS	
	7.00AM	6.30AM		9.40AM	6.20AM											0.00	ENGLEWOOD 3.65	
	7.25	6.55		10.05	6.45											3.65	HOUSTON (Hardy St.) 2.4	
																6.05	CHANEY JUNCTION	
																0.00	HOUSTON (H. & T. C. Depot) 1.48	
	7.40	7.15		10.20	7.03											1.48	CHANEY JUNCTION 3.03	
	7.52	7.30AM		10.31	7.15AM											4.51	EUREKA TOWER (M. & T. Crossing) 4.09	
	8.15AM			10.55AM												8.61	BELLAIRE (S. A. & A. P. Crossing) 1.45	
																10.05	WESTMORELAND RY. 2.53	
																12.58	NORTH JUNCTION 1.16	
																13.74	WEST JUNCTION	
	Arrive Daily except Sunday 71	Arrive Daily 23		Arrive Daily 81	Arrive Daily 21													
	(1.15) 10.5	(1.00) 9.0		(1.15) 10.5	(0.55) 9.8												Time Over District	
																	Average Speed per Hour	

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

For guidance of Switch Tenders, Enginemen must use the following whistle signals:
 Southward at Hickory Street:
 Southward H. & T. C., o —
 Southward G. H. & S. A., — o.
 Victoria Division, o o —
 S. A. & A. P., Nos. 1 and 3, — — o o.

Freight trains via Hardy Street use T. & N. O. transfer and enter and leave H. & T. C. main line track at Chaney Junction.
 Blow three short and one long for transfer.
 All trains must obtain proper signal from Switch Tender with green flag by day and green light by night at Tenth Street, Houston, before proceeding into station.

The maximum speed for passenger trains on Eureka Sub-Division is Fifty (50) miles per hour. The maximum speed for freight trains on Eureka Sub-Division is thirty (30) miles per hour.
 The speed of all trains is restricted to six (6) miles per hour over street crossings within the City Limits of Houston.
 Freight trains are required to flag over all important street and road crossings between Eureka and Englewood.

WESTWARD

Clinton Sub-Division.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Station.	THIRD CLASS		Distance from Magers	Time Table No. 2. June 8, 1919	Distance from Clinton	THIRD CLASS	
	187 Mixed Leave Daily Ex. Sunday					188 Mixed Arrive Daily Ex. Sunday	
	STATIONS					STATIONS	
	6.50AM	0.0		6.9	4.23PM		
		2.6		4.6			
	7.05AM	4.6		2.0	4.05PM		
		6.9		0.0			
	Arrive Daily Ex. Sunday 187				Leave Daily Ex. Sunday 188		

(0.15) Time Over District (0.18)
 18.4 Average Speed per Hour 15.3

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

EASTWARD

WESTWARD—
Toward Sour Lake.

Sour Lake Sub-Division.

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. 2. June 8, 1919.	Distance from Sour Lake	SECOND CLASS		Train Order Office hours
	195 Mixed Leave Daily	193 Mixed Leave Daily				194 Mixed Arrive Daily	196 Mixed Arrive Daily	
	STATIONS					STATIONS		
9,334 PWY	6.35PM	1.30PM	0.0	NOME 4.2	7.2	1.00PM	4.40PM	7.00AM to 11.00PM
1,411	f 6.45	f 1.40	4.2	CHITA 2.0	3.0	f 12.30	f 4.20	
	s	s	6.2	GRAYBURG 1.0	1.0	s	s	
Yard PW	7.15PM	2.00PM	7.2	SOUR LAKE	0.0	12.20PM	4.10PM	
	Arrive Daily 195	Arrive Daily 193				Leave Daily 194	Leave Daily 196	

(0.40) Time Over District (0.40)
 10.8 Average Speed per Hour 10.8

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

No. 193 will wait 30 minutes for No. 5 unless otherwise instructed
 No. 195 will wait 30 minutes for No. 3 unless otherwise instructed,

Eureka Sub-Division

EASTWARD—Toward New Orleans

TIME TABLE No. 2 June 8, 1919	Distance from West Junction	FIRST CLASS										SECOND CLASS		THIRD CLASS		Train Order Office Hours	
		102	8	10	302	304	16	6	18	2	4	22	80	24	70		
		Sunset Limited	Sunset Mail	Sunset Express	Victoria Division Passenger	Victoria Division Passenger	H. & T. C. Passenger	H. & T. C. Passenger	H. & T. C. Passenger The Owl	S. A. & A. P. Passenger	S. A. & A. P. Passenger	Packing House Express	S. A. & A. P. Through Freight	H. & T. C. Local Freight	S. A. & A. P. Local Freight		
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday			
ENGLEWOOD	18.31											7.30PM	2.25PM		5.15PM	2.15PM	
HOUSTON (Hardy St.)	14.66																Continuous
CHANEY JUNCTION	12.26																
HOUSTON (H. & T. C. Depot)	13.74	5.40PM	3.00PM	7.00AM	6.10PM	1.15PM	6.30PM	6.25AM	7.10AM	6.25PM	6.50AM						Continuous
CHANEY JUNCTION	12.26	5.32	2.52	6.52	6.02	1.07	6.22	6.17	7.02	6.16	6.41				4.46	1.30	
EUREKA TOWER (H. I. & 7. Crossing)	9.23	5.25	2.45	6.45	5.55	1.00	6.15PM	6.10AM	6.55AM	6.09	6.34				4.30PM		Continuous
BELLAIRE (S. A. & A. P. Crossing)	5.14	5.17	2.39	6.39	5.49	12.54				5.58PM	6.23AM			1.10PM		1.00PM	
WESTMORELAND RY.	3.69																
NORTH JUNCTION	1.16	5.12	2.32	6.32	5.42	12.47											
WEST JUNCTION	0.00	5.10PM	2.30PM	6.30AM	5.40PM	12.45PM											Continuous
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	
		102	8	10	302	304	16	6	18	2	4	22	80		24	70	
Time Over District	(0.30)	(0.30)	(0.30)	(0.30)	(0.30)	(0.15)	(0.15)	(0.15)	(0.27)	(0.27)	(0.40)	(1.15)	(0.45)	(1.15)			
Average Speed per Hour	27.4	27.4	27.4	27.4	27.4	18.0	18.0	18.0	19.1	19.1	13.5	10.5	12.0	10.5			

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

Trainmen and Enginemen of the S. A. & A. P. Railroad will be governed by the current Time Table, Rules and Regulations of the Beaumont-Galveston Division.

Bellaire is register station only for trains originating or terminating there. Trains for which there are no orders may leave West Junction, Bellaire and Eureka without a clearance card.

WESTWARD.		Stella Sub-Division										EASTWARD.				
Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Harrisburg	Time Table No. 2. June 8, 1919.	Distance from Stella.	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office hours
	81		335	243	5	6				244	336	82				
	Local Freight		Victoria Division Freight	Sunset Manifest Freight	G.C. & S.F. Passenger	G.C. & S.F. Passenger				Sunset Manifest Freight	Victoria Division Freight	Local Freight				
	Leave Daily		Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Ar. Daily Ex. Monday	Ar. Daily Ex. Monday	Arrive Daily	Arrive Daily			
6.29 PW	8.32AM		9.25PM	7.24AM		0.00	HARRISBURG	11.13		6.15PM	7.00AM		1.50PM	Continuous		
	8.41					3.00	G.C. & S.F. CROSSING—TOWER No. 81	8.13	7.50PM							
						7.60	I. & G. N. CROSSING	3.53								
Yard PY						7.80	STELLA	3.33								
PY						9.87	EAST JUNCTION	1.26								
Y	9.15AM		10.15PM	8.15AM		11.13	WEST JUNCTION	0.00	7.32PM		5.30PM	6.30AM	1.10PM	Continuous		
	Arrive Daily		Ar. Daily Ex. Sunday	Arrive Daily					Leave Daily		Leave Daily	Lv. Daily Ex. Monday	Leave Daily			
	81		335	243					6		244	336	82			
	(0.43)		(0.50)	(0.51)		(0.17)	Time Over District	(0.18)	(0.45)	(0.30)	(0.40)	(0.30)	(0.40)			
	15.3		13.4	13.0		28.2	Average Speed per Hour	26.6	14.8	22.0	16.4	16.4				

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

The maximum speed for passenger trains on Stella Sub-Division is thirty-five (35) miles per hour. The maximum speed for freight trains on the Stella Sub-Division is twenty (20) miles per hour. Trainmen and Enginemen of the G. C. & S. F. Railroad will be governed by the Current Time Table, Rules and Regulations of the Texas & New Orleans Railroad and Galveston Division of the G. H. & S. A. Railroad between West Junction and G. C. & S. F. Crossing (Tower No. 81).

Length of Sidings in feet and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS		FIRST CLASS					Distance from Houston (H. & T. C. Passenger Station) Via Main Line	Time Table No. 2. June 8, 1919	Distance from Galveston (Union Depot) Via Bay Shore Line	FIRST CLASS					SECOND CLASS		THIRD CLASS		Train Order Office hours
	187	81	335	243	203	201	175	173	171	172				174	176	202	204	244	336	82	188		
	Mixed	Local Freight	Victoria Division Freight	Sunset Manifest Freight	Passenger Motor	Passenger Motor	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger Motor	Passenger Motor	Sunset Manifest Freight	Victoria Division Freight	Local Freight	Mixed		
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday				
FOPTW Yard	6.35AM				5.15PM	11.00AM	6.45PM	1.30PM	7.40AM	0.0	HOUSTON (H. & T. C. Station)	61.6	8.50AM	7.45PM	10.45PM	7.45AM	1.40PM			4.40PM			
										0.4	BONNER'S PT. (M. E. & T. CROSS'G)	61.2											
										0.7	SEMME'S JUNCTION	60.9				7.38	1.33						
										1.2	H. B. & T. RY. CROSSING	60.4											
										1.3	I. & G. N. CROSSING	60.3											
										2.3	S. A. & A. P. CROSSING	59.3											
FOPWY		8.00AM	9.00PM	7.00AM							ENGLEWOOD	59.3					7.00PM	7.55AM	2.30PM				
4,980 PY			9.10	7.13	5.25	11.10	6.53	1.39	7.49	3.3	BAER	58.3	8.38	7.33	10.33	7.30	1.25	6.35	7.13				
4,221	6.50AM									4.7	H. B. & T. CROSSING	58.9											
										5.7	MAGERS	55.9											
2,449 PY		8.32AM	9.25PM	7.24AM	5.32	11.17	7.00	1.46	7.56	7.2	H.O.L. & M.P. CROSSING	54.4	8.32	7.25	10.25	7.24	1.18	6.15PM	7.00AM				
WY										8.7	G. H. & S. A. Crossing	52.9											
4,499					5.36	11.21	7.04	1.50	8.00	9.8	HARRISBURG	51.8	8.28	7.21	10.21	7.20	1.14						
1,189					5.40	11.25	7.07		8.03	12.0	MANCHESTER	49.6	8.25	7.18		7.16	1.11						
5,094					5.44	11.29	7.15	1.55	8.06	14.3	SINCO	47.3	8.22	7.15	10.16	7.12	1.07						
1,249					5.48	11.33	7.19		8.09	16.6	PASADENA	45.0	8.19	7.10		7.08	1.03						
4,500					5.52	11.37	7.22	2.00	8.16	19.0	DEEPWATER	42.6	8.16	7.07	10.11	7.04	12.59						
F WY					5.58	11.43	7.26	2.04	8.22	22.2	DEER PARK (Spar)	39.4	8.12	7.02	10.07	6.57	12.52						
1,808					6.05	11.50	7.33	2.10	8.28	25.3	LINK FIVE	36.3	8.06	6.56		6.52	12.47						
					6.08	11.53AM	7.36		8.30	26.1	STRANG	35.5	8.04	6.53		6.50	12.45						
2,260 P					6.15	12.00 Noon	7.40	2.16	8.34	27.4	MORGAN'S POINT	34.2	8.01	6.50	9.57	6.48	12.43						
					6.17	12.02PM	7.43			28.3	BAY RIDGE	33.3	7.58	6.47		6.45	12.40						
					6.19	12.04	7.46	2.20	8.38	29.6	LA PORTE BEACH	32.0	7.56	6.45		6.43	12.38						
					6.21	12.06	7.48	2.22	8.40	30.9	ANGELINA	30.7	7.54	6.43		6.39	12.34						
					6.24	12.09	7.52	2.25	8.43	32.7	OAKS	28.9	7.50	6.40		6.35	12.30						
					6.26	12.11	7.54	2.27	8.45	34.1	RED BLUFF	27.5	7.47	6.37		6.32	12.27						
					6.30PM	12.15PM	7.57	2.30	8.48	35.0	SURF (Spar)	26.6	7.45	6.35	9.42	6.30AM	12.25PM						
PWY										22.2	TOD												
4,170										23.9	SEABROOK												
9,505 Y										31.0	STRANG												
										32.4	LA PORTE												
PWY										38.4	SEABROOK	26.6											
6,153							8.07	2.40	8.58	44.3	DRAW BRIDGE	25.2	7.35	6.22	9.32								
4,708							8.15	2.48	9.06	46.9	SAN LEON	19.2	7.27	6.14	9.24								
9,758 Y							8.19	2.52	9.10	50.8	NADEAU	13.3	7.23	6.10	9.20								
6,496							8.24	2.57	9.15	52.9	TEXAS CITY JUNCTION	10.7	7.19	6.05	9.15								
								3.07	9.25	57.6	T. C. T. CROSSING	6.8	7.09	5.55	9.05								
FOPTW Yard							8.45PM	3.20PM	9.35AM		VIRGINIA POINT	4.7											
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily		ISLAND		7.00AM	5.45PM	8.55PM								
	187	81	335	243	203	201	175	173	171		GALVESTON		Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday				

(0.15) 18.8 (0.34) 8.6 (0.25) 11.8 (0.24) 18.0 (1.15) 28.0 (1.15) 28.0 (2.00) 30.8 (1.50) 33.5 (1.55) 32.1
 Time Over District. Average Speed per Hour. (1.50) 33.6 (2.00) 30.8 (1.50) 33.6 (1.15) 28.0 (1.15) 28.0 (0.45) 6.5 (0.55) 5.3 (0.40) 7.3 (0.17) 16.6
Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72. Except No. 201 is Superior to No. 204. No. 203 is Superior to No. 174.
 *Office hours daily except Sunday. Sunday office hours at Seabrook 7:15 a. m. to 3:15 p. m. and 6:05 p. m. to 9:50 p. m.
 All first-class trains will use Bay Shore Line between Seabrook and Strang.
 Nos. 172, 173, 174 and 175 will stop on flag at Kemah and Clifton.
 Nos. 172, 173 and 175 will stop on flag at Bay View.
 Nos. 202 and 203 will stop on flag at Crescent.
 Prefix c indicates stop on flag Saturdays and Sundays only.
 Prefix a indicates flag Sundays only.
 Prefix b indicates stop to discharge passengers from points west of Seabrook only, or to pick up passengers for points beyond Houston.
 Prefix h indicates stop daily except Sunday to discharge passengers from points west of Seabrook only; and stop on flag Sundays only to pick up or discharge passengers to and from all points.

WESTWARD—Toward Dallas.

Jacksonville Sub-Division.

EASTWARD—Toward Beaumont

Table with columns for Third Class, First Class, and Passenger services. Includes stations from Jacksonville to Beaumont and back. Includes arrival and departure times and distances.

WESTWARD—Toward Dallas

Dallas Sub-Division.

EASTWARD—Toward Beaumont

Table with columns for Third Class, First Class, and Passenger services. Includes stations from Jacksonville to Dallas and back. Includes arrival and departure times and distances.

(8.00) 12.4 (8.00) 9.2 (7.20) 23.4 Time Over District (7.30) 22.8 (8.00) 9.3 (8.00) 12.4 Average Speed per Hour

*Office hours daily except Sunday. Sunday office hours at Kountze 8:00 a. m. to 12:00 Noon.

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72. Except: No. 147 is Superior to Nos. 148 and 156. No. 155 will wait at Beaumont 30 minutes for connection with No. 9 unless otherwise instructed. Nos. 155 and 156 will stop on flag at Ariola, Griffin, Manfon and Platt. Trains must approach Voth, Rockland, Nacogdoches, Caro and Gallatin expecting to find Main track occupied. Derailing Switch located 1,000 feet east of Jacksonville yard.

WESTWARD—Toward Sabine.

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. 2, June 8, 1919.	Distance from Track End	FIRST CLASS				Train Order Office Hours			
								151 Passenger Leave Daily	STATIONS	152 Passenger Arrive Daily					
				10.10 AM	0.0	BEAUMONT (Passenger Station)	30.8	5.00 PM							
WFPTOY Yard					0.3	0.3	BEAUMONT (Yard Office)					Continuous			
Yard				s 10.23	5.2	4.9	GUFFEY	25.6	s 4.44						
4,094				10.28	7.0	1.8	LUCAS (Spur)	23.8	f 4.39						
1,027				f 10.31	7.8	0.8	HEBERT (Spur)	23.0	f 4.36						
591				f 10.42	12.5	4.7	DELPHINE (Spur)	18.3	f 4.25						
3,355				f 10.47	14.5	2.0	ELVISTA	16.3	f 4.20						
1,673 WPY				s 10.57	18.5	4.0	WEST PORT ARTHUR (Spur)	12.3	s 4.10						
					20.5	2.0	K. C. S. CROSSING	14.3							
1,600 P				s { 11.07 11.12	21.8	1.3	PORT ARTHUR (Spur)	15.6	s { 3.58 3.53						
					20.5	1.3	K. C. S. CROSSING	14.3							
1,678 WPY				s 11.22	18.5	2.0	WEST PORT ARTHUR (Spur)	12.3	s 3.42						
3,605				f 11.34	22.4	3.9	ROUND LAKE	8.4	f 3.30						
1,264				s 11.49 AM	28.3	5.9	SABINE PASS	2.5	s 3.15						
Yard PWY				12.01 PM	30.0	1.7	SABINE	0.8	3.10 PM			*8.00 AM to 5.00 PM			
					30.8	0.8	TRACK END	0.0							
				Arrive Daily 151				Leave Daily 152							

(1.51) Time Over District (1.50)
20.2 Average Speed per Hour 20.4

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

NOTE.— Nos. 151 and 152 will stop on flag at Keith Lake Gulley—Viterbo.

*Office hours daily except Sunday. Sunday office hours at Sabine are from 12:00 noon to 3:00 p. m.

WESTWARD—Toward Rusk.

Rusk Sub-Division.

EASTWARD—Toward Gallatin.

Westward.

Turpentine Sub-Division.

Eastward.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			Distance from Gallatin	Time Table No. 2, June 8, 1919.	Distance from Rusk	THIRD CLASS			
							104 Mixed Arrive Daily			
			103 Mixed Leave Daily		GALLATIN	8.29	12.35 PM			
Yard PY			3.25 PM	0.00	2.41					
			f 3.35	2.41	CHECKUP (Spur)	5.88	f 12.22			
			f 3.46	5.65	3.24		f 12.11			
W			f 3.55	7.20	STAYTON	2.64	f 12.02 PM			
					1.55					
Yard FPT			4.05 PM	8.29	NEP	1.09				
			Arrive Daily 103		1.09		11.55 AM			
					RUSK	0.00				
							Leave Daily 104			

(0.40) Time Over District (0.40)
12.3 Average Speed per Hour 12.3

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

Derailing Switch located 1,000 feet west of west leg wye, Gallatin, for Eastward trains and 250 feet west of Rusk Tank for Westward trains.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		Distance from Rockland.	Time Table No. 2, June 8, 1919.	Distance from Turpentine.	SECOND CLASS		
						2 Mixed Arrive Daily		
				ROCKLAND	10.1	2.00 PM		
			11.30 AM	3.3				
			f 11.40	6.8	GALLUM	f 1.20		
			f 11.50 AM	4.9	1.6		f 1.10	
			f 12.05 PM	7.1	KYLE QUARRY		f 12.55	
					2.2			
			12.30 PM	10.1	ALDRIDGE		12.40 PM	
					3.0			
			Arrive Daily 1		TURPENTINE		Leave Daily 2	

(1.00) Time Over District (1.00)
10.0 Average Speed per Hour 7.5

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

No. 1 will wait 30 minutes for No. 155 unless otherwise instructed.
Nos. 1 and 2 stop on flag at Jeans Spur.

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

CLASS	ENGINE NUMBERS		ECHO, HOUSTON AND GALVESTON BEAUMONT AND SABINE	
			Rating	
E. 69	78 (E-22)	240 to 249, inclusive	Saturated	.....
E. 69	75 (E-22)	250 to 258, inclusive	Saturated	.....
E. 73	92 (E-23)	262 to 266, inclusive, and 269	Saturated	.....
E. 73	92 (E-23)	261, 267, 268, 270, 271 and 272	Superheater	.....
A. 84	110 (A-1)	273, 274 and 276	Saturated	.....
A. 84	110 (A-1)	275	Superheater	.....
A. 77	110 (A-1)	277	Saturated	.....
A. 77	(A-1)	278	Saturated	.....
A. 79	102 (A-2)	285, 286 and 287	Saturated	.....
A. 79	102 (A-2)	288	Saturated	.....
A. 81	105 (A-3)	289 to 292, inclusive	Superheater	.....
M. 63	126 (M-4)	411, 412, 416 to 427, inclusive; 429, 431 to 435, inclusive; 437, 438, 440 to 459, inclusive	Saturated	4800
M. 63	126 (M-4)	410, 413, 414, 415, 428, 430, 436 and 439	Superheater	5250
M. 63	148 (M-8)	460 and 461	Superheater	6500
M. 63	154 (M-8)	462, 463, 464, 466, 467 and 469	Superheater	6500
M. 63	154 (M-8)	465	Saturated	4800
M. 63	148 (M-8)	468	Saturated	4800
M. 63	144 (M-6)	482	Superheater	6500
M. 63	140 (M-6)	483	Saturated	4800
M. 63	144 (M-6)	484	Saturated	4800
M. 63	152 (M-11)	500 to 514, inclusive	Superheater	6500
M. 63	147 (M-9)	550	Saturated	5000
M. 63	147 (M-9)	551 to 556, inclusive	Superheater	6000
M. 63	150 (M-10)	560 to 562, inclusive; 564 and 565	Saturated	5000
M. 63	150 (M-10)	563	Superheater	6500
C. 57	187 (C-8)	800 to 806, inclusive	Superheater	7500
C. 57	187 (C-9)	810, 813, 815, 817, 818, 822, 824, 828, 830, 831, 834, 839, 841, 842; 844 to 849, inclusive	Superheater	7500
C. 57	187 (C-8)	807	Saturated	7000
C. 57	187 (C-9)	808, 809, 811, 812, 814, 816, 819, 820, 821, 823, 825, 826, 827, 829, 832, 833, 835, 836, 837, 838, 840, 843	Saturated	7000
P. 77	141 (P-5)	900 to 909, inclusive	Superheater	.....

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

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

CLASS	ENGINE NUMBERS	BEAUMONT TO HYATT	HYATT TO SEAGOVILLE	SEAGOVILLE TO DALLAS	DALLAS TO SEAGOVILLE	SEAGOVILLE TO DOUCETTE	DOUCETTE TO VILLAGE MILLS	VILLAGE MILLS TO BEAUMONT
		Freight	Freight	Freight	Freight	Freight	Freight	Freight
		RATING	RATING	RATING	RATING	RATING	RATING	RATING
E. 69	66 (E-17)	239	1030	1725	1515	1030	1300	2500
E. 63	66 (E-20)	225 to 236	1685	1115	1800	1115	1445	2750
E. 63	60 (E-19)	237 and 238	1685	1115	1850	1115	1445	2750
T. 56	84 (T-21)	636	1355	2225	2035	1355	1740	3290
T. 56	100 (T-25)	666 to 675	2165	1535	2600	1535	1955	4000
T. 63	100 (T-25)	676 to 680	2165	1535	2600	1535	1955	4000
T. 57	102 (T-24)	333 and 334	3100	1525	2500	1525	2200	3825
T. 57	94 (T-23)	335 to 346	3100	1525	2500	1525	2200	3825
T. 57	65 (T-17)	347	3100	1525	2500	1525	2200	3825
T. 57	83 (T-19)	360, 361, 363 to 366	3100	1525	2500	1525	2200	3825
T. 55	83 (T-19)	368	3100	1525	2500	1525	2200	3825
T. 63	100 (T-25)	681	4000	1750	2875	1750	2550	4500
T. 63	112 (T-27)	688 to 698	4000	1750	2875	1750	2550	4500
M. 63	126 (M-4)	410 to 459, except	5000	2000	3250	3000	2000	3200
M. 63	126 (M-4)	410, 413, 414, 428, 430, 436, 439 & 451	5250	2500	3600	3300	2500	3200
M. 63	152 (M-11)	500 to 514	4020	2370	4020	4020	3600	5290

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	21.6
93.8	..... Baber Spur	195.9	285.7	..... Ashald Spur	4.0			
104.9	..... Manton	184.8						

SPECIAL RULES AND REGULATIONS.

GENERAL.

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

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

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

(a) When a train is stopped by a block signal, it may proceed when the signal is clear. On single track, send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, then proceed under control to the next clear signal; or if signal next in advance is in plain view and track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in Flagman from the rear.

(b) At stations where trains meet in block signal territory, when train holding main track is stopped by block signal which has been placed in stop position by the opposing train, it will be permissible for the train holding main track to proceed under control, as soon as the opposing train starts into siding, provided the main track between switches is seen to be clear.

(c) At night when burning fuses are placed by Flagmen at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by trainmen who placed them, that the fuses were placed for following trains.

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

5. In pulling away from stations and water tanks, freight trains will not exceed a speed of ten (10) miles per hour until train has moved its length, for the purpose of allowing trainmen to thoroughly inspect train for defective equipment.

6. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose on freight trains, to be acknowledged by two short blasts of whistle from engine.

Conductors of trains displaying green signals must register in person instead of by slip.

7. Trains must not exceed fifteen (15) miles per hour through cross-overs, junctions and other diverging switches, and twenty-five (25) miles per hour over drawbridges and railroad crossings at grade.

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

9. The following signs, when placed opposite names of stations in time-tables, indicate:

P —Telephone.	O —Track Scales.
F —Fuel Station.	Y —Wye.
T —Turn Table.	W —Water Station.

Register stations are indicated by bold face type.

LOCAL.

Seabrook is register station for first-class trains only. Passenger trains, except those originating or terminating at Seabrook, will register there by REGISTER TICKET when train order office is open. When train order office is closed trains will stop and conductors personally register.

Eastward trains will register at West Junction by REGISTER TICKET, and secure check of register by train order, from Dispatcher.

Beaumont Passenger Station is register station only for Jacksonville and Sabine Sub-Division first-class trains, and for Trains Nos. 6, 21, 22, 23 and 24 of the Echo Sub-Division.

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

B. S. L. & W. Crossing is Register Station only for Echo Sub-Division trains that originate or terminate there. Such trains will register by REGISTER TICKET.

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

Echo Sub-Division trains that originate at Beaumont Passenger Station or Yard Office or B. S. L. & W. Crossing, will be furnished by Train Order, check of trains due, which are superior, or of the same class, that have arrived or left.

Nos. 5, 7, 9 and 101 will register at Echo by REGISTER TICKET, and secure check of register by Train Order, from Dispatcher.

Trains originating at the following stations may leave without a clearance card: Harrisburg, Seabrook, Magers, Galena, Fidelity, G. C. & S. F. Crossing (Tower No. 81), Sour Lake, Gallatin, Rusk and Turpentine.

LOCATION OF BULLETIN AND CIRCULAR BOOKS: Telegraph office, Grand Central Station and Fifth Ward Yard Office, Houston; Passenger Station and Yard Office, Beaumont; Echo; Rockland; Jacksonville; Union Station and H. & T. C. Yard Office, Dallas; Sour Lake; Rusk; and at all Roundhouses.

LOCATION OF STANDARD CLOCKS: H. & T. C. and T. N. & O. Roundhouses, Telegraph Office in Grand Central Station and Fifth Ward Office, Houston; Beaumont Yard Office; Echo; Rockland; Jacksonville; Union Station and H. & T. C. Yard Office at Dallas.

Third-Class and Extra trains may pass and run ahead of Second-Class trains, and Extra trains may pass and run ahead of Third-Class trains, without train order authority.

For the purpose of distinguishing between the two routes, between Strang and Seabrook, the route via La Porte will be designated as the MAIN LINE. The route via La Porte Beach will be designated as the BAY SHORE LINE.

Freight trains will use the MAIN LINE between Strang and Seabrook, unless otherwise directed by train order.

Trainmen and Enginemen will be governed by the current Time-Table, Rules and Regulations, of the Houston East & West Texas Railroad between Dorr Junction and Bonita Junction; of the Houston & Texas Central Railroad between T. & N. O. Junction and Dallas Yard Office; of the Dallas Union Terminal Company between Central Junction and the Union Terminal Station at Dallas; and of the Galveston Terminal Association between Island and Galveston.

Trainmen and Enginemen will be governed by special rules and regulations in Galveston Terminal Association Time Table covering the operation of Galveston Causeway.

When trains of the same class, and Extra trains, meet at Bonita Junction, Eastward trains will take siding.

Switch leading from West leg of wye to passing track at Seabrook must be kept set and locked for wye.

Normal position of main track switch at Strang is for the Bay Shore line. All trains will throw off register ticket at Virginia Point showing on same, number of Engine, number of loaded and empty cars and tonnage of train.

Passenger trains will approach Yard Office at Echo under control, expecting to find main track occupied.

Attention of Trainmen and Enginemen is called to Block Signal No. 3576, at east end of Englewood yard, which governs eastward movements, being located on north side of the main track.

Semi-automatic block signals at Semmes Junction govern train movements through the various routes in the normal direction of traffic. Movements against the current of traffic on double track will be made only under flag protection. When signals are at "Stop," trains will not proceed until indication is changed to "Proceed," except under flag protection.

Interlocker signals at H. B. & T. Crossing east of Englewood; B. S. L. & W. Crossing; T. & Ft. S. Crossing; O. & N. W. Crossing; S. A. & A. P. Crossing; Tower 86, H. B. & T. Crossing; and Harrisburg, are semi-automatic.

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

SPEED REGULATIONS.

Trains must not exceed a speed of ten (10) miles per hour over Neches River draw span at Beaumont, and fifteen (15) miles per hour over Trinity River draw span.

Passenger trains must not exceed thirty-five (35) miles per hour and freight trains twenty (20) miles per hour over Neches, Trinity and San Jacinto River trestles.

While running within the corporate limits of Cities and Towns named below, trains must not exceed the speed indicated:

HOUSTON—Run with caution within the City Limits.
MAGNOLIA PARK—Twelve (12) miles per hour.
DAYTON—Fifteen (15) miles per hour between switches to house track.
LIBERTY—Fifteen (15) miles per hour between third street crossing east of Trinity River and East Switch.
BEAUMONT—Six (6) miles per hour between Main Street and Passenger Station; fifteen (15) miles per hour between Passenger Station and Sabine & East Texas Railroad crossing.
ORANGE—Ten (10) miles per hour over road crossings between Adams Bayou and East Switch.
PORT ARTHUR—Twelve (12) miles per hour between K. C. S. Crossing and Passenger Station.

The maximum speed for Pacific and Atlantic type Engines on the Echo Sub-Division is fifty (50) miles per hour. On Galveston Division, the maximum speed for Pacific and Atlantic type Engines is fifty (50) miles per hour, and E-23 class Engines fifty-five (55) miles per hour, except the Bay Shore Line, over which speed of passenger trains is restricted to forty (40) miles per hour on straight track, and twenty-five (25) miles per hour on curves. The speed of passenger trains is restricted to twenty-five (25) miles per hour between Sabine and Beaumont, and forty (40) miles per hour between Beaumont and Dallas.

The maximum speed for freight trains on the Echo Sub-Division and the Galveston Division is thirty (30) miles per hour; on the Sabine, Jacksonville, and Dallas Sub-Divisions twenty (20) miles per hour.

The maximum speed for trains on the Sour Lake, Turpentine and Rusk Sub-Divisions is twelve (12) miles per hour.

The maximum speed for trains on Clinton Sub-Division is twenty (20) miles per hour.

The maximum speed for trains handling loaded oil tanks of 12,000 gallons capacity or over, is twenty-five (25) miles per hour on the Echo Sub-Division and Galveston Division; eighteen (18) miles per hour on Sabine, Jacksonville and Dallas Sub-Divisions, and ten (10) miles per hour on the Sour Lake Sub-Division. Such cars must not be handled on the Rusk or Turpentine Sub-Division. Conductors will advise Engineers when they have cars of this kind in their trains.

The maximum speed for engines backing up, with or without trains, is fifteen (15) miles per hour.

The maximum speed for trains, or engines when shoving cars ahead of engine, is fifteen (15) miles per hour.

SPECIAL RULES GOVERNING MOVEMENT OF TRAINS BETWEEN ENGLEWOOD, BAER, MAGERS AND HARRISBURG UNDER POSITIVE BLOCK SIGNALS.

POSITIVE BLOCK LIMITS: Signal No. 025, between Englewood and Baer, and Signal No. 34, at Baer.

Westward Main Track Signals, H. B. & T. Crossing, Tower No. 86, and Signal No. 66 at Harrisburg.

Normal position of signals governing movements between Harrisburg and Westward Main Track Signals at H. B. & T. Crossing, Tower No. 86, and Westward movements, Englewood to Baer, is at "Stop." Normal position of signal governing Eastward movements, Baer to Englewood, is at "Proceed."

Main track between Baer and Westward Main Track signals, H. B. & T. Crossing, Tower 86, and siding between Baer and Buffalo Bayou Bridge, are each block-signaled in both directions, so that trains occupying these sections of track will not affect positive block sections.

First-class trains will operate under Time-Table authority and Block Signal protection.

Second-class and inferior trains will respect Time-Table authority of first-class trains, and must not enter block if unable to clear their time, in accordance with the rules. Second-class and inferior trains will be governed by Block Signal indications, as against the same class or inferior trains.

Eastward trains entering Block Limits at Harrisburg will be governed by Signal No. 66, which will go to "Proceed" position when train reaches overlap, if track to Westward Main Track Signals at H. B. & T. Crossing, Tower No. 86, is not occupied; and trains may proceed to cross-over at H. B. & T. Crossing, Tower No. 86, for opposing trains. Signal No. 34 at Baer, will remain at "Proceed" position if track, Baer to Englewood, is not occupied.

Westward trains from Englewood will be governed by Signal No. 025, which will go to "Proceed" position when train enters Block Limit, if track between Englewood and Baer is not occupied. If Signal No. 33 at Baer is at "Proceed" position, trains will use siding and enter Main Track through cross-over at H. B. & T. Crossing. If Signal No. 33 is at "Stop" position, and siding occupied, train will enter Main Track at Baer, being governed by Main Track Signals Nos. 31 and 32.

Eastward trains via Englewood will enter siding at first switch east of Buffalo Bayou Bridge. Westward trains must not use siding between cross-over at H. B. & T. Crossing and Buffalo Bayou Bridge, except in emergency, and then under flag protection.

Switch Indicators govern trains using them.

Interlocking and Automatic Block Signal Rules govern operation and use of Interlocking and Automatic Block Signals within these limits.

Positive Block Signals have blades painted same as Interlocking Signals, and in addition number is painted on each side of number plates.

SPECIAL RULES GOVERNING MOVEMENT OF TRAINS BETWEEN STELLA AND EAST JUNCTION UNDER POSITIVE BLOCK SIGNALS.

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

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

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

INTERLOCKING WHISTLE CODES.

BONNER'S POINT.

Main Track eastward or westward for Passenger trains _____
 Westward Main eastward.....From any point _____
 Westward Main westward....." " " _____
 Eastward Main westward....." " " _____
 Eastward Main eastward....." " " _____
 M. K & T. Transfer....." " " _____
 South Texas Grain Company's Spur... " " " _____
 Automobile Platform....." " " _____
 Direct Navigation Company track.... " " " _____
 G. H. & H. connection....." " " _____

MISSOURI, KANSAS & TEXAS R. R.

Main track northward or southward. _____
 The Lead _____

In case route is not given as called for, Engineman should indicate by whistle the track occupied by his engine; then call for route wanted.

TOWERS 25 and 26.

Eastward main track, eastward..From any point _____
 and Main track west from westward passengers. _____
 Westward main track, eastward..From any point _____
 H. E. & W. T. T. Transfer....." " " _____
 Westward main track, westward " " " _____
 Except Passenger trains will blow " " " _____
 Roundhouse " " " _____
 Old Head " " " _____
 H. E. & W. T. connection....." " " _____
 H. E. & T....." " " _____
 Icing Plant " " " _____
 To I. & G. N....." " " _____
 Westward Freight main track.. " " " _____

TOWER No. 13, EUREKA.

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

TOWER 68.

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

TOWER 30, HARRISBURG.

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

TOWER No. 51.

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

SEABROOK.

o o To or from Bay Shore Line at Drawbridge.
 Main Track (for train approaching on Main Track from either direction.) _____

DAYTON

T. & N. O.
 Main Track, Eastward or Westward..... _____
 Passing Track from any point..... o _____
 West End Stock Pen Track from any point..... o _____

T. V. & N.

Main Track Northward or Southward..... _____
 In case route is not given as called for, Engineman should indicate by whistle, the track occupied by his engine, then call for route wanted.

BEAUMONT.

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

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 Seconds
	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		37	1	37	57	1	3	77	47
18	3		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		53	88	41
29	2	4	49	1	12	69		52	89	40
30	2		50	1	12	70		51	90	40

H. J. MICKSCH,
 Acting Superintendent.

Assistant Superintendents:

T. H. MEEKS,
 W. L. COX,
 G. W. MCGOWAN,
 THOMAS SCOTT,
 W. F. RENTZEL
 C. P. KENNEDY,
 GEO. MILTON.

HOUSTON

Y. M. MARTIN, Chief Dispatcher,
 R. H. CHAPMAN, Ass't Chief Dispatcher,
 L. J. KUESTER, Dispatcher,
 L. LEVY, Dispatcher,
 R. R. HOLLAND, Dispatcher.
 H. H. BUXTON, Extra Dispatcher,

A. L. KUYKENDALL,
 Superintendent Houston Terminals.

R. M. HOOVER,
 Superintendent Passenger Transportation.

JACKSONVILLE

T. G. GREADY, Chief Dispatcher,
 E. P. DOLAN, Dispatcher,
 R. A. SMITH, Dispatcher.
 W. T. MATHIS, Dispatcher.

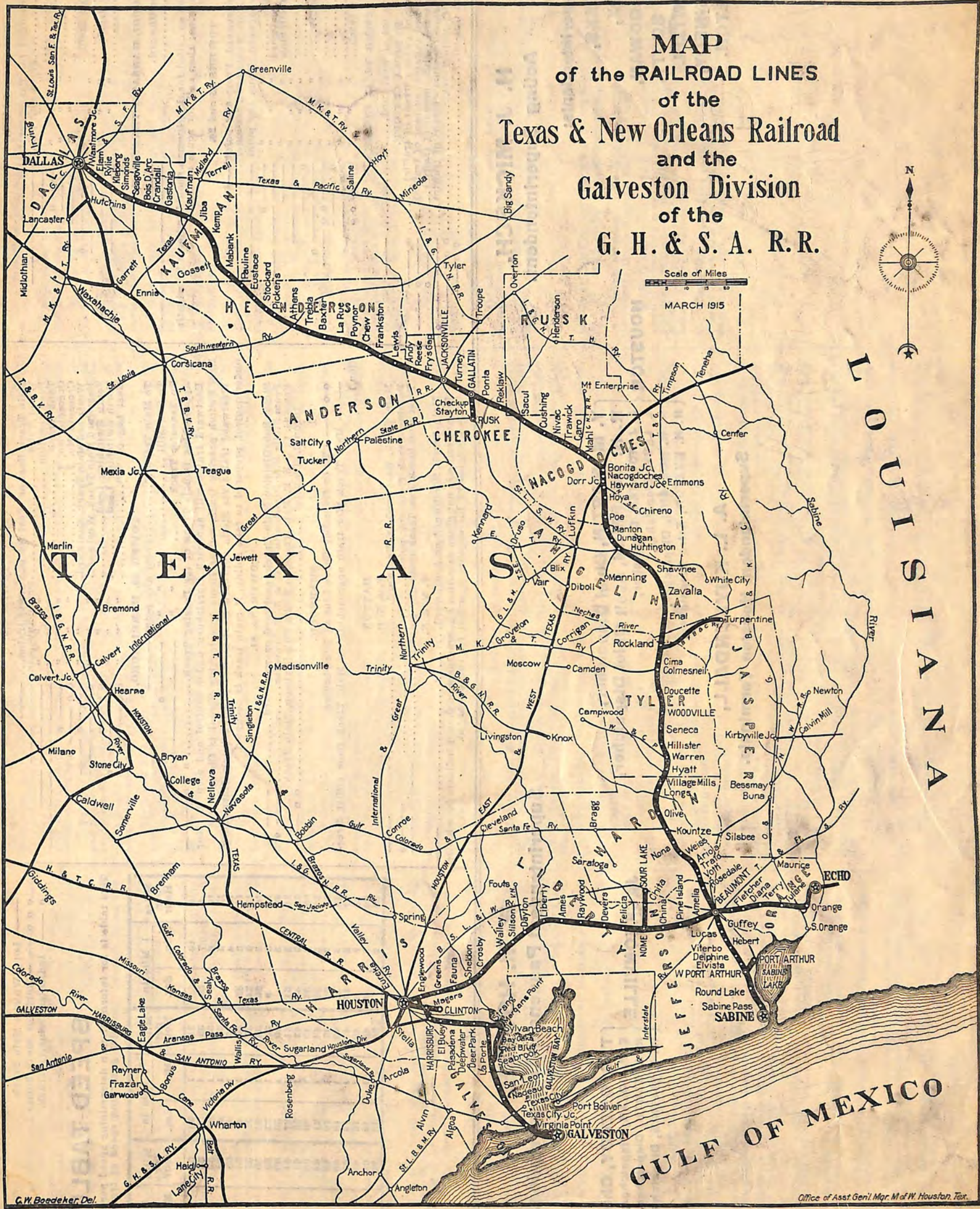
MAP
of the RAILROAD LINES
of the
Texas & New Orleans Railroad
and the
Galveston Division
of the
G. H. & S. A. R.R.



Scale of Miles

MARCH 1915

LOUISIANA



G.W. Boedeker, Del.

Office of Asst Genl. Mgr. M of W. Houston, Tex.