

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY.

VICTORIA DIVISION.

EMPLOYEES' TIME TABLE

To Take Effect Tuesday, September 10th, 1907,

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 Company reserves the right to vary from this Time Table at pleasure.

W. G. VAN VLECK,
Second Vice-President and Manager.

EASTWARD—Toward Port Lavaca.

VICTORIA DIVISION: San Antonio and Port Lavaca.

WESTWARD—Toward San Antonio.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from San Antonio	Time Table No. 11. September 10th, 1907.	Distance from Port Lavaca	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	334 Local Freight	Leave Daily Except Sunday	318 Mixed	Leave Daily	304 Passenger	306 Passenger				305 Passenger	303 Passenger	317 Mixed	Leave Daily	333 Local Freight	Leave Daily Except Sunday
Yard						7.00AM	0.0	DN	SAN ANTONIO (Commerce Street)	140.9	8.30PM				
Yard FWOT		7.30AM				7.10	1.9	DN	EAST YARD	139.0	8.20				7.10PM
		7.40				7.15	4.9		GULF JUNCTION	136.0	8.15				6.50
808		8.05			f	7.27	10.5		MARTINEZ	130.4	f 8.00				6.20
431		8.25			f	7.35	14.4		SAUNDERS	126.5	f 7.50				6.00
1,025		8.40			f	7.42	17.4		ADKINS	123.5	f 7.43				5.40
675		9.00			f	7.50	20.8		CARPENTER	120.1	f 7.36				5.20
2,734		9.35			s	8.01	25.9	D	LAVERNIA	115.0	s 7.25				4.45
581		9.50			f	8.06	28.3		ANVILLE	112.6	f 7.20				4.00
1,279 W		10.15			s	8.16	32.2	D	SUTHERLAND SPRINGS	108.7	s 7.10				3.40
406		10.40			f	8.30	36.5		TURNER	104.4	f 6.56				3.10
4,568		11.20			s	8.36	38.8	D	STOCKDALE	102.1	s 6.51				2.55
2,005		11.55AM			f	8.56	46.7		PANDORA	94.2	f 6.33				2.20
2,205		12.40PM			s	9.08	51.4		NIXON	89.5	s 6.18				2.00
4,505		1.20			s	9.26	59.4	D	SMILEY	81.5	s 5.55				1.20
1,600		2.00			f	9.45	67.8		SAMPLE	73.1	f 5.36				12.30
2,300 W		2.30			s	9.55	72.0		BELLO	68.9	s 5.27				12.15PM
1,600		3.15			s	10.15	81.0		LINDENAU	59.9	s 5.07				11.25AM
							85.7		S. A. & A. P. CROSSING	55.2					
Yard WT		3.40			6.30AM	s 10.30	85.9	D	CUERO	55.0	s 4.55	10.15PM			11.00
1,312		4.55			f	6.47	93.0		VERHELLE	47.9	f 4.35	f 9.58			9.00
1,802		5.40			s	6.57	97.0	D	THOMASTON	43.9	s 4.26	s 9.48			8.50
1,427		6.00			s	7.12	103.2		NURSERY	37.7	f 4.12	f 9.34			8.30
1,439		6.10			f	7.18	105.6		CRAIG	35.3	f 4.07	f 9.29			8.20
Yard WFOY		6.40PM		1.45PM	7.45AM	11.33	114.0	DN	VICTORIA	26.9	3.50	9.07PM	7.40AM		8.00AM
1,675		See No. 303			f	11.58AM	119.8		GUADALUPE	21.1	f 3.24				See No. 304
1,794				2.20	f	12.05PM	123.3		DA COSTA	17.6	f 3.17				7.15
663							126.8		ST. L. B. & M. CROSSING	14.1					7.05
				2.35	s	12.15	126.8		ST. L. B. & M. DEPOT	14.1	s 3.05				6.50
1,153 W				2.45	s	12.33	127.0	D	PLACEDO	13.9	f 2.45				6.35
426				3.05	f	12.40	130.2		ZILLAH	10.7	f 2.38				6.25
1,049				3.30	f	12.50	135.6		CLARKS	5.3	f 2.28				6.13
5,265 Y				4.00PM		1.05PM	140.9	D	PORT LAVACA	0.0	2.10PM				6.00AM

(11.10)
10.4

(2.15)
12.0

(1.15)
23.0

(6.05)
24.6

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

(6.30)
23.5

(1.08)
24.0

(1.40)
13.5

(11.10)
10.0

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.

Nos. 317 and 318 will not handle freight on Sundays.

Trains between Gulf Junction and San Antonio will run subject to Time Table and Rules of the Houston Division.

Nos. 305, 306, 317 and 318 will discharge and receive passengers and freight at St. L. B. & M. Ry. depot.

EASTWARD—Toward Rosenberg.

VICTORIA DIVISION: Beeville and Rosenberg.

WESTWARD—Toward Beeville.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS	FIRST CLASS		Distance from Beeville	Time Table No. 11. September 10th, 1907.	Distance from Rosenberg	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	336	332	320	304	302				301	303	319	331	335	
	Local Freight	Local Freight		Mixed	Passenger				Passenger	Passenger				Passenger	Mixed	Local Freight	Local Freight
	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily Except Sunday	
Yard YW			5.45AM		1.10PM	0.0	D	BEEVILLE	146.2	2.10PM		3.45PM		
833			6.00		f 1.21	4.6		4.6 POESTA	141.6	f 1.58		3.00		
300			6.13		f 1.29	8.7		4.1 CANDLISH	137.5	f 1.50		2.45		
3,000			6.27		s 1.40	13.1		4.4 BERCLAIR	133.1	s 1.40		2.35		
1,996			7.02		f 2.02	21.8		8.7 CLIP	124.4	f 1.18		2.02		
			7.19		f 2.14	25.3		3.5 McNAMARA	120.9	f 1.09		1.25		
4,779 W			7.37		s 2.28	29.1	D	3.8 GOLIAD	117.1	s 1.00		1.10 12.30		
2,075			8.12		f 2.52	38.4		9.3 FANNIN	107.8	f 12.37		12.01PM		
1,104			8.23		f 3.00	41.9		3.5 COLOGNE	104.3	f 12.27		11.35AM		
2,061			8.36		s 3.10	46.3		4.4 RAISIN	99.9	s 12.15		11.20		
1,687			8.46		f 3.22	49.3		3.0 ALOE	96.9	f 12.05PM		10.55		
Yard WFTOY	9.05AM		9.05AM	8.00AM	3.35 3.45	54.7	DN	5.4 VICTORIA	91.5	11.45AM 11.33	8.57PM	10.30AM	6.30PM	
1,752	9.25			f 8.15	f 4.01	62.3		7.6 TELFENER	83.9	s 11.20	s 8.40		5.00	
2,020	9.45			s 8.30	s 4.16	69.5		7.2 INEZ	76.7	s 11.03	s 8.25		4.16	
1,313	10.00			f 8.42	f 4.30	75.5		6.0 EL TORO	70.7	f 10.51	f 8.13		3.35	
3,282 W	10.43			s 8.55	s 4.42	79.5	D	4.0 EDNA	66.7	s 10.43	s 8.05		3.15	
1,413	10.53			f 9.00	f 4.47	81.5		2.0 EDNA STOCK PENS	64.7	f 10.35	f 7.57		2.45	
3,247	11.18			s 9.16	s 5.03	88.7	D	7.2 GANADO	57.5	s 10.20	s 7.42		2.15	
3,760	11.43			s 9.35	s 5.20	96.4	D	7.7 LOUISE	49.8	s 10.02	s 7.25		1.40	
1,810	11.58AM			f 9.51	f 5.32	101.4		5.0 HILLJE	44.8	f 9.51	f 7.15		1.15	
7,699 W	12.18PM 1.25			s 10.05	s 5.48	106.7	D	5.3 EL CAMPO	39.5	s 9.37	s 7.05		12.55 12.15PM	
3,560	1.50			s 10.16	s 5.59	111.9	D	5.2 PIERCE	34.3	s 9.22	s 6.50		11.55AM	
1,751	2.15			f 10.22	f 6.07	115.5		3.6 MACKAY	30.7	f 9.15	f 6.42		11.40	
2,094 Y						118.5		3.0 SHANGHAI	27.7					
8,006 W	3.05PM	2.40 3.50		s 10.40	s 6.20	120.2	D	1.7 WHARTON	26.0	s 9.05	s 6.30		11.20 10.40	8.30AM
						120.5		0.3 G. C. & S. F. CROSSING	25.6					
3,154 Y	3.20	4.05		10.44	6.23	121.0		0.5 WHARTON JUNCTION	25.2	8.55	6.23		10.20	8.20
3,052	3.40	4.35		s 10.55	s 6.37	126.3	D	5.3 HUNGERFORD	19.9	s 8.45	s 6.10		9.55	7.55
2,836	4.05	5.10		s 11.09	s 6.53	132.5	D	6.2 KENDLETON	13.7	s 8.33	s 5.58		9.30	7.30
3,602	4.30	5.47		s 11.22	s 7.08	138.1		5.6 BEASLEY	8.1	s 8.22	s 5.47		9.05	7.05
Yard WFY	5.15PM See No. 303	7.05PM		11.45AM	7.30PM	146.2	DN	8.1 ROSENBERG	0.0	8.05AM	5.30PM		8.30AM	6.30AM
				1.15PM	9.00PM	181.6		HOUSTON (H. & T. C. Depot)	35.4	6.30AM	4.00PM			
						182.1		HOUSTON (5th Ward)	35.9					

(2.10)	(10.00)	(3.20)	(3.45)	(6.20)	.....Time Over District.....	(6.05)	(3.27)	(5.15)	(10.00)	(2.00)
13.0	9.1	16.5	24.0	22.5	.....Average Speed per Hour.....	24.3	25.0	11.0	9.1	13.0

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.

Nos. 319 and 320 will not handle baggage or express.

Trains between Rosenberg and Fifth Ward, Houston, will run subject to Time Table and Rules of the Houston Division; and between H. & T. C. Crossing and H. & T. C. Depot will be subject to Rules and Time Table of the H. & T. C. Ry.

EASTWARD—Toward Wharton.

VICTORIA DIVISION: Palacios and Wharton.

WESTWARD—Toward Palacios.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			SECOND CLASS		FIRST CLASS		Distance from Palacios	Time Table No. 11. September 10th, 1907.	Distance from Wharton	FIRST CLASS		SECOND CLASS		THIRD CLASS	
	336	316	314			308	307					313	315		335	
	Local Freight	Mixed	Mixed			Passenger	Passenger					Mixed	Mixed		Local Freight	
	Leave Daily Except Sunday	Leave Tues., Thurs. and Saturd'y	Leave Mon., Wed. and Friday			Leave Daily					Arrive Daily	Arrive Mon., Wed. and Friday	Arrive Tues., Thurs. and Saturd'y		Arrive Daily Except Sunday	
6,379 WY	7.15AM					6.00AM	0.0	D	PALACIOS	68.8	2.00PM					4.30PM
1,213	7.35					f 6.16	7.1		PHEASANT	61.7	f 1.40					4.05
1,615	8.05					s 6.27	11.8	D	BLESSING	57.0	s 1.30					3.43
							12.0		ST. L. B. & M. CROSSING	56.8						
7,037 WY	8.25					s 6.39	16.3	D	MIDFIELD	52.5	s 1.20					2.55
5,156	8.55	12.30PM	12.30PM			s 6.58	25.5	D	MARKHAM	43.3	s 1.01		10.30AM	10.30AM		2.25
Yard WF	9.15 9.45	1.00 4.40	1.00PM			s 7.11	31.8	D	BAY CITY	37.0	s 12.49		10.00 8.15	10.00AM		1.50 1.25
							32.1		G. C. & S. F. CROSSING	36.7						
613	10.00	4.50				7.21	34.2		BUCKS BAYOU	34.6	12.30		8.00			1.09
6,837 Y	10.36	5.00PM				s 7.35	38.2	D	VAN VLECK	31.8	s 12.20		7.45AM See No. 308			12.52
						7.31 7.37	37.5		BAY CITY JUNCTION	31.3	12.23 12.17					12.55 12.35
690	10.56					f 7.52	44.0		ASHWOOD	24.8	f 12.04PM					12.08PM
1,585 W	11.06					f 7.57	45.9		PODO	22.9	f 11.59AM					11.56AM
545							50.0		FORGASON	18.8						
2,997	11.28					s 8.09	51.0	D	PLEDGER	17.8	s 11.48					11.48
1,240	11.40					f 8.15	53.8		DON-TOL	15.0	f 11.40					11.05
1,180	11.48					f 8.20	55.9		PARKDALE	12.9	f 11.35					10.55
1,601	11.58AM					f 8.23	57.5		BOLING	11.3	f 11.31					10.45
913	12.08PM					f 8.26	58.8		IAGO	10.0	f 11.28					10.35
586						f 8.30	60.1		COTTONDALE	8.7	f 11.24					
355							61.5		CANEBRAKE	7.3						
894	12.28					f 8.34	62.3		GERARD	6.5	f 11.20					10.05
690						f 8.36	63.0		FELDER	5.8	f 11.18					
832							64.6		DINSMORE	4.2						
480							66.7		CROOM	2.1						
385							67.7		AHLDAG	1.1						
3,154 Y	12.50					8.50	68.0		WHARTON JUNCTION	0.8	11.05					9.45
							68.5		G. C. & S. F. CROSSING	0.3						
8,006 W	12.55PM					8.55AM	68.8	D	WHARTON	0.0	11.00AM					9.30AM

(5.40)	(4.30)	(0.30)	(2.55)	..... Time Over District.....	(3.00)	(2.45)	(0.80)	(7.00)
12.1	2.5	12.6	22.2	..... Average Speed per Hour.....	22.2	5.5	12.6	10.0

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.

RATING OF LOCOMOTIVES. VICTORIA DIVISION.

CLASS	ENGINE NUMBERS	STOCKDALE TO CUERO	SAN ANTONIO TO STOCKDALE	ROSENBERG TO VICTORIA	VICTORIA TO BEEVILLE	VICTORIA TO EDNA	EDNA TO ROSENBERG	VICTORIA AND CUERO	VICTORIA AND PORT LAVACA	WHARTON AND PALACIOS	VAN VLECK AND HAWKINSVILLE
		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
		RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING
E 58 $\frac{1}{4}$ 48	182, 183, 186 to 190	1050	615	1965	1050	1520	1965	1285	1965	1965	1965
E 63 $\frac{1}{4}$ 47	106 to 132, 134, 135, 137, 139 to 146, 153, 154, 160 to 162.....	1015	580	1890	1015	1470	1890	1245	1890	1890	1890
E 63 $\frac{1}{4}$ 44	150 and 151.....	1010	575	1880	1010	1465	1880	1235	1880	1880	1880
T 56 $\frac{1}{4}$ 67	601 to 606, 609, 611 to 614, 616, 617, 619 to 621, 624, 625, 627 to 631, 633 to 635, 638 to 641.	1395	960	2600	1395	2020	2600	1705	2600	2600	2600
T 56 $\frac{1}{4}$ 72	642 to 645, 647, 648, 651, 652, 654 to 656	1380	945	2590	1380	2010	2590	1695	2590	2590	2590
E 63 $\frac{1}{4}$ 66	225 to 236.....	1430	995	2670	1430	2075	2670	1750	2670	2670	2670
E 56 $\frac{1}{4}$ 45	155, 156, 158 and 159	985	550	1845	985	1430	1845	1205	1845	1845	1845
E 63 $\frac{1}{4}$ 60	237 and 238.....	1390	955	2580	1390	2010	2580	1700	2580	2580	2580
E 56 $\frac{1}{4}$ 45	148 and 149.....	985	550	1850	985	1435	1840	1210	1850	1850	1850
E 69 $\frac{1}{4}$ 66	239.....	1360	925	2535	1360	1970	2535	1665	2535	2535	2535
E 63 $\frac{1}{4}$ 48	175 to 178, 180, 210, 212, 213	1105	670	2060	1105	1600	2060	1355	2060	2060	2060
E 63 $\frac{1}{4}$ 63	179, 208, 209 and 211.....	1320	885	2460	1320	1915	2460	1615	2460	2460	2460
E 63 $\frac{1}{4}$ 50	170 to 178, 192 to 207	1140	705	2125	1140	1655	2125	1400	2125	2125	2125

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

ALLOWANCE FOR EMPTY AND UNDERLOADED CARS	Speed	Rating
	Less than 40 Ms.....	6
	40 to 50 Ms.....	3
	More than 50 Ms.....	0

SURGEONS ON THE VICTORIA DIVISION OF THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY.

<p><i>Houston</i>..... Dr. R. W. Knox..... Chief Surgeon. Dr. Z. F. Lillard..... Local Surgeon. Dr. F. B. Smith..... Local Surgeon. Dr. G. P. Hall..... Oculist. Dr. W. L. Rogers..... Oculist. Dr. E. P. Daviss..... Oculist.</p>	<p><i>Bay City</i>..... Dr. A. S. Morton..... Local Surgeon. <i>Beeville</i>..... Dr. D. M. Thurston..... Local Surgeon. Dr. G. M. Stevens..... Local Surgeon. <i>Cuero</i>..... Dr. F. W. Kirkham..... Local Surgeon. Dr. J. M. Lackey..... Local Surgeon. Dr. O. J. Mugge..... Local Surgeon.</p>	<p><i>Inez</i>..... Dr. L. Ledford..... Local Surgeon. <i>Louise</i>..... Dr. A. L. Lincecum..... Local Surgeon. <i>Markham</i>..... Dr. Clay Moore..... Local Surgeon. <i>Palacios</i>..... Dr. J. R. Elliott..... Local Surgeon. <i>Port Lavaca</i>..... Dr. T. J. McFarland..... Local Surgeon. Dr. W. G. Peterson..... Local Surgeon.</p>
<p><i>Victoria</i>..... Dr. F. B. Shields..... Local Surgeon. Dr. R. R. Hopkins..... Local Surgeon. Dr. W. A. Rape..... Oculist.</p>	<p><i>Edna</i>..... Dr. O. H. Radkey..... Local Surgeon. <i>El Campo</i>..... Dr. D. P. Redwine..... Local Surgeon. <i>Ganado</i>..... Dr. J. C. Dobbs..... Local Surgeon. <i>Goliad</i>..... Dr. L. W. Chilton..... Local Surgeon.</p>	<p><i>Rosenberg</i>..... Dr. J. S. Yates..... Local Surgeon. <i>Thomaston</i>..... Dr. J. E. Pridgen..... Local Surgeon. <i>Van Vleck</i>..... Dr. R. H. Hooper..... Local Surgeon. <i>Wharton</i>..... Dr. W. A. McCamly..... Local Surgeon. Dr. G. L. Davidson..... Local Surgeon.</p>
<p><i>Bay City</i>..... Dr. J. E. Simons..... Local Surgeon.</p>		

SPECIAL INSTRUCTIONS.

Standard time will be shown by clock in Dispatcher's office at Victoria; Fifth Ward and Grand Central Depot, Houston; San Antonio and East Yard, San Antonio.

Freight and Mixed Trains must not exceed a speed of twenty-five miles per hour between Gulf Junction and Victoria, Van Vleck and Hawkinsville; Wharton and Palacios and Victoria and Beeville.

The speed of trains must not exceed six miles per hour within the corporate limits of the cities of Cuero, Victoria, Goliad, Beeville, Edna, Wharton, El Campo and Bay City.

Between Cuero and Victoria Passenger Trains must not exceed a speed of thirty-five miles per hour. Freight Trains twenty miles per hour.

Rule No. 104 will apply to all Switch Engine crews as well as to other train employes.

Beeville and Houston are terminal stations for Nos. 301 and 302.

Palacios and Wharton are terminal stations for Nos. 307 and 308. Palacios and Rosenberg for Nos. 335 and 336.

San Antonio and Port Lavaca are terminal stations for Nos. 305 and 306.

Cuero and Houston are terminal stations for Nos. 303 and 304.

Victoria and East Yard are terminal stations for Nos. 333 and 334.

Van Vleck and Markham are terminal stations for Nos. 313 and 316.

Van Vleck and Hawkinsville are terminal stations for Nos. 311 and 312.

Bay City and Markham are terminal stations for Nos. 314 and 315.

Crossing gates established at intersection of all railroad crossings. When found obstructing G. H. & S. A. R'y tracks, turn to obstruct the other line, provided the crossing is not being used by trains of the other line at the time. Trainmen must operate the gates, except where crossing watchmen are stationed. The gates can be left as turned. All trains must make the usual stops as required by law, regardless of the operation of the gates.

Location of Interlocking Crossing Plant at intersection of G. C. & S. F. R'y at Bay City.

In handling switches train men must observe particularly if there is notice on the switch stand of a derailing switch in that track. Normal position for derailleurs is for the ground; derailleurs must be left set for the ground whether any cars on the track or not.

All trains moving between San Antonio and Gulf Junction and Rosenberg and Houston will be under jurisdiction of the Superintendent of the Houston Division, and will observe rules and regulations of that division.

All trains will register at Gulf Junction. Register is in telephone house.

All trains must report by telephone their arrival, and departure, from Gulf Junction.

The two position double semaphore signal at each train order office will serve as a train order signal. The normal position is at DANGER. Trains will be governed by position of the semaphore arm on the right hand side of the post in the direction in which they are moving. When the right hand arm stands at right angles with the post (which will be indicated by a red light at night), it means DANGER, and a train must not pass the signal until it is changed, unless a clearance card or train order is received. When the semaphore arm is changed to an angle of 45 degrees to the post (which will be indicated by a green light at night) it means SAFETY, and a train having the right of track may PROCEED.

Unless otherwise advised, all interlocking signals are placed on right-hand side of track they govern, as seen when approaching them, and are normal at DANGER.

Home signals (having signal arm painted red, with white stripes, and end cut square) must not be passed when arm is in a horizontal or "DANGER" position, as it indicates that derail, or switch, 50 feet in advance of signal is not closed and locked. No car or engine must be left standing between home signal and derail, as it prevents towerman from throwing lever in tower. If an engine or car should pass signal at DANGER, even a few feet, it must be backed out beyond signal at once, and wait until the arm drops to an angle of about 50 degrees, "ALL CLEAR" indication, or proper hand signals are given from tower. When two home signals are placed on the same post, the top one governs movements on main line only, and the lower one governs movements on all diverging routes.

Dwarf signal is similarly placed and has same meaning as home signals and night indications are the same. A signal post with one bracket and one Doll pole indicates that signals on main post govern the second track to the left of the post. A signal post with double bracket and two Doll poles with signal arms on the Doll poles indicates that the signals govern first and second parallel tracks to the left of the post. Signals on the right-hand Doll pole govern the first track and signals on the left-hand Doll pole the second track. Where switches are handled from tower, trains will blow one long whistle for main line, two for passing tracks and three for transfer track.

Distant or "CAUTION" signals (having arm with forked end) are placed 1200 feet in advance of home signals, and only indicate position of home signal. If arm is in horizontal or "CAUTION" position, train must be gotten under control and stopped before reaching home signal, unless home signal is cleared before reaching it.

Distant signal will not be cleared when lower arm on two-arm post is cleared, or when train is to be stopped by train order signal.

At night a red light indicates that signal is "STOP," a yellow light indicates "CAUTION," a green light indicates "PROCEED."

If a signal light is extinguished or glass broken, showing white light, or signal is out of order and cannot be cleared, train must stop and not proceed until hand signal is given with green lantern or flag by towerman.

A train having passed over a route in one direction must not return until given proper signal to do so.

Enginemen must not dump ashes, use sand or waste water inside the home signal limits.

SIGNS AND CHARACTERS.

The following signs and characters before the figures of the schedule, indicate:

s—Regular stop.
f—Flag stop to receive or discharge passengers or freight.
M—Stop for meals.

DN—Day and Night Telegraph office.
D—Day Telegraph office.
N—Night Telegraph office.

P—Telgraphone.
W—Water station.
F—Fuel station.

T—Turntable.
Y—Wye.
O—Track scales.

RICHARD JONES,
Superintendent.

P. B. McNEAL,
Assistant Superintendent.



L. Andrews.