

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY.

VICTORIA DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Wednesday, August 10th, 1910,

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.	EASTWARD					Distance from San Antonio	Time Table No. 16 August 10th, 1910		Distance from Port Lavaca	WESTWARD				
	THIRD CLASS	SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS		THIRD CLASS				
	334 Local Freight	318 Mixed	310 Passenger	304 Passenger	306 Passenger		305 Passenger	303 Passenger		309 Passenger	317 Mixed	333 Local Freight		
	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Sunday only	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Sunday only	Arrive Daily Except Sunday		Arrive Daily Except Sunday
Yard					8.00AM	0.0	DN SAN ANTONIO (Commerce Street)	140.9	7.50PM					
Yard FWOT	6.00AM				8.10	1.9	1.9 DN EAST YARD	139.0	7.40					7.35PM
	6.10				8.15	4.9	3.0 GULF JUNCTION	136.0	7.35					7.17
808	6.35			f	8.29	10.5	5.6 MARTINEZ	130.4	f 7.20					6.52
431	6.55			f	8.38	14.4	3.9 SAUNDERS	126.5	f 7.10					6.30
1,025	7.10			s	8.46	17.4	3.0 ADKINS	123.5	s 7.02					6.10
675	7.30			s	8.55	20.8	3.4 CARPENTER	120.1	s 6.52					5.50
2,734	8.10			s	9.08	25.9	5.1 LAVERNIA	115.0	s 6.41					5.15
581	8.25			f	9.13	28.3	2.4 ANVILLE	112.6	f 6.34					4.30
1,279 W	8.45			s	9.22	32.2	3.9 SUTHERLAND SPRINGS	108.7	s 6.25					4.10
4,568	9.42			s	9.42	38.8	6.6 STOCKDALE	102.1	s 6.07					3.25
2,005	10.25			s	10.02	46.7	7.9 PANDORA	94.2	s 5.50					2.50
2,205	11.00			s	10.14	51.4	4.7 NIXON	89.5	s 5.40					2.30
4,505	11.59AM			s	10.32	59.4	8.0 SMILEY	81.5	s 5.22					1.35
1,600	12.40PM			s	10.56	67.8	8.4 SAMPLE	73.1	s 5.00					12.40
2,300 W	1.10			s	11.08	72.0	4.2 WESTHOFF	68.9	s 4.49					12.10PM
1,600	1.45			f	11.29	81.0	9.0 LINDENAU	59.9	f 4.27					11.29AM
						85.7	4.7 S. A. & A. P. CROSSING	55.2						
Yard WT	2.45			6.45AM	s 11.44	85.9	0.2 CUERO	55.0	s 4.15	11.00PM				10.55
1,312	3.15			f 7.00	f 11.54AM	93.0	7.1 VERHELLE	47.9	f 3.55	f 10.45				9.47
1,802	3.47			s 7.08	s 12.03PM	97.0	4.0 THOMASTON	43.9	s 3.47	s 10.37				9.35
1,427	4.15			s 7.23	s 12.21	103.2	6.2 NURSERY	37.7	s 3.32	s 10.22				9.10
1,439	4.25			f 7.30	f 12.30	105.6	2.4 CRAIG	35.3	f 3.25	f 10.15				8.55
Yard WFOTY	5.10PM	2.50PM See No. 305	2.50PM See No. 305	7.55AM	f 12.50 1.10	114.0	8.4 VICTORIA	26.9	{ 3.00 2.40	9.50PM	7.50AM	8.00AM		8.25AM See No. 304
1,675		3.10	s 3.07	s 1.27	s 1.27	119.8	5.8 GUADALUPE	21.1	s 2.25		s 7.32	7.35		
1,794		3.20	s 3.15	s 1.35	s 1.35	123.3	3.5 DA COSTA	17.6	s 2.15		s 7.24	7.22		
663		3.35	s 3.24		{ 1.42 1.50	126.8	0.2 PLACEDO-ST. L. B. & M. CROSSING	14.1	{ 2.05 1.55		s 7.16	7.10		
1,153 W		3.37	3.26		1.52	127.0	3.2 PLACEDO SIDING	13.9	1.52		7.14	6.58		
426		3.50	f 3.34	f 2.04	f 2.04	130.2	2.6 ZILLAH	10.7	f 1.40		f 7.06	6.46		
232		4.00	f 3.42	f 2.10	f 2.10	132.8	2.8 KAMEY	8.1	f 1.33		f 6.58	6.38		
1,049		4.10	f 3.50	f 2.16	f 2.16	135.6	5.3 CLARKS	5.3	f 1.27		f 6.50	6.30		
5,255 Y		4.30PM	4.10PM		2.35PM	140.9	DN PORT LAVACA	0.0	1.15PM		6.35AM	6.15AM		

(11.10)	(1.40)	(1.20)	(1.10)	(6.35) Time Over District.....	(6.35)	(1.10)	(1.15)	(1.45)	(11.10)
10.0	16.1	20.3	24.1	21.4 Average Speed per Hour.....	21.4	24.1	21.5	15.4	10.0

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

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

Between Victoria and Port Lavaca, in the direction of Port Lavaca, will be considered East-Bound, and in the direction of Victoria West-Bound.

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. 16. August 10th, 1910.	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		
	STATIONS															
Yard YWF				6.00AM		10.30AM	0.0	D	BEEVILLE	146.2	5.15PM			3.45PM		
833				6.15		f 10.45	4.6		4.6 POESTA	141.6	5.04			3.00		
300				6.28		f 10.55	8.7		4.1 CANDLISH	137.5	4.55			2.45		
3,000				6.42		s 11.08	13.1		4.4 BERCLAIR	133.1	4.45			2.30		
1,996				7.17		f 11.31	21.8		8.7 CLIP	124.4	f 4.25			1.55		
4,779 W				7.52		s 11.49AM	29.1	D	7.3 GOLIAD	117.1	s 4.07			1.30 12.45		
2,075				8.27		s 12.14PM	38.4		9.3 FANNIN	107.8	s 3.41			12.14PM		
1,104				8.38		f 12.21	41.9		3.5 COLOGNE	104.3	f 3.32			11.50AM		
2,061				8.51		f 12.30	46.3		4.4 RAISIN	99.9	f 3.22			11.30		
1,687				9.01		f 12.37	49.3		3.0 ALOE	96.9	f 3.14			11.20		
Yard WFTOY		9.15AM		9.20AM	8.10AM	f 12.50 1.10	54.7	DN	5.4 VICTORIA	91.5	f 3.02 2.47	9.42PM		11.00AM	4.00PM	
1,752		9.40			s 8.28	s 1.29	62.3		7.6 TELFERNER	83.9	s 2.31	f 9.24			3.15	
2,020		10.05			s 8.44	s 1.47	69.5		7.2 INEZ	76.7	s 2.13	s 9.08			2.50	
1,313		10.25			f 8.57	f 2.00	75.5		6.0 EL TORO	70.7	f 2.00	f 8.54			2.25	
3,282 W		11.10			s 9.07	s 2.10	79.5	D	4.0 EDNA	66.7	s 1.50	s 8.45			2.10	
1,413		11.20			f 9.12	2.14	81.5		2.0 EDNA STOCK PENS	64.7	1.42	f 8.38			1.45	
3,247		11.55AM			s 9.28	s 2.29	88.7	D	7.2 GANADO	57.5	s 1.27	s 8.22			1.27	
3,790		12.30PM 1.11			s 9.44	s 2.44	96.4	D	7.7 LOUISE	49.8	s 1.11	s 8.04			12.30	
1,810		1.25			f 9.55	f 2.54	101.4		5.0 HILLJE	44.8	f 1.00	f 7.52			11.30	
7,699 W		2.15			s 10.09	s 3.07	106.7	D	5.3 EL CAMPO	39.5	f 12.50 12.30	s 7.41			11.00 9.45	
3,560		2.40			s 10.20	s 3.18	111.9	D	5.2 PIERCE	34.3	s 12.19	s 7.26			9.20	
1,751		2.55			f 10.28	f 3.26	115.5		3.6 MACKAY	30.7	f 12.11	f 7.18			8.50	
2,094 Y							118.5		3.0 SHANGHAI	27.7						
8,006 WF	2.00PM	3.15 4.05			10.39 10.50	s 3.38	120.2	D	1.7 WHARTON	26.0	f 12.01PM 11.50AM	s 7.07			8.20 7.40	
							120.5		0.3 G. C. & S. F. CROSSING	25.6						
3,154 Y	2.15	4.15			10.53	3.40	121.0		0.5 WHARTON JUNCTION	25.2	11.47	7.00			7.35 8.20	
3,052	2.40	4.45			s 11.04	s 3.50	126.3	D	5.3 HUNGERFORD	19.9	s 11.35	s 6.49			7.15 7.55	
2,896	3.05	5.30			s 11.20	s 4.03	132.5		6.2 KENDLETON	13.7	s 11.20	s 6.35			6.55 7.30	
3,602	3.30	6.23			s 11.35	s 4.15	138.1		5.6 BEASLEY	8.1	s 11.03	s 6.23			6.35 7.05	
Yard WY	4.25PM See No. 302	7.15PM			11.55AM	4.35PM	146.2	DN	8.1 ROSENBERG	0.0	10.45AM	6.05PM			6.00AM 6.30AM	
					1.30PM	6.10PM	181.6		HOUSTON (H. & T. C. Depot)	35.4	9.15AM	4.30PM				
							182.1		HOUSTON (5th Ward)	35.9						
	Arrive Daily Except Sunday	Arrive Daily Except Sunday		Arrive Daily Except Sunday	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		Leave Daily Except Sunday	Leave Daily Except Sunday	
	(2.25)	(10.00)		(3.20)	(3.45)	(6.05)			Time Over District		(6.30)	(3.37)		(4.45)	(2.00)	
	10.7	9.1		16.4	24.4	24.1			Average Speed per Hour		22.5	25.3		11.5	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. R. R.

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.	EASTWARD			Distance from Palacios	Time Table No. 16. August 10th, 1910.	Distance from Wharton	WESTWARD					
	THIRD CLASS	SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS	THIRD CLASS			
	336 Local Freight Leave Daily Except Sunday	316 Mixed Leave Tues., Thurs. and Saturd'y	314 Mixed Leave Mon., Wed. and Friday				308 Passenger Leave Daily	307 Passenger Arrive Daily	313 Mixed Arrive Mon., Wed. and Friday	315 Mixed Arrive Tues., Thurs. and Saturd'y	335 Local Freight Arrive Daily Except Sunday	
6,379 WY	6.25AM			0.0	D	PALACIOS	68.8	3.30PM				4.30PM
1,213	6.50			7.1	f	PHEASANT	61.7	3.09				4.05
1,615	7.15			11.8	s	BLESSING	57.0	2.57				3.43
				12.0		ST. L. B. & M. CROSSING	56.8					
7,037 WY	7.35			16.3	s	MIDFIELD	52.5	2.43				3.10
5,156	8.05	12.30PM	12.30PM	25.5	s	MARKHAM	43.3	2.19		10.30AM	10.30AM	2.40
Yard WF	8.25 8.55	12.55 3.30	12.55PM	31.8	s	BAY CITY	37.0	2.02 1.52		10.00 8.15	10.00AM	2.10 1.25
				32.1		G. C. & S. F. CROSSING	36.7					
613	9.10	3.40		34.2		BUCKS BAYOU	34.6			8.00		1.09
6,837 Y	9.46	3.50PM		38.2	s	VAN VLECK	31.8	1.34		7.45AM		12.55
	9.21 9.48			37.5	f	BAY CITY JUNCTION	31.3	1.37 1.31				12.58 12.40
346				41.8	f	SUGAR VALLEY	27.0	1.22				
690	10.06			44.0		ASHWOOD	24.8					12.13
1,585	10.16			45.9		PODO	22.9	1.12				12.01PM
545				50.0		FORGASON	18.8					
2,997 W	10.50			51.0	s	PLEDGER	17.8	1.00				11.45AM
1,240	11.05			53.8	f	DON-TOL	15.0	12.52				11.05
1,180	11.10			55.9		PARKDALE	12.9					10.55
1,601	11.16			57.5	f	BOLING	11.3	12.44				10.45
913	11.22			58.8	f	IAGO	10.0	12.40				10.35
586				60.1		COTTONDALE	8.7					
355				61.5		CANEBRAKE	7.3					
894	11.35AM			62.3	s	BURR	6.5	12.30				10.20
690				63.0		KREIGEL	5.8					10.14
832				64.6		DINSMORE	4.2					10.09
480				66.7		LIDA	2.1					
385				67.7		AHLDAG	1.1					
3,154 Y	12.05PM			68.0		WHARTON JUNCTION	0.8	12.14				9.45
				68.5		G. C. & S. F. CROSSING	0.3					
8,006 WF	12.10PM			68.8	D	WHARTON	0.0	12.10PM				9.30AM
	Arrive Daily Except Sunday	Arrive Tues., Thurs. and Saturd'y	Arrive Mon., Wed. and Friday	Arrive Daily				Leave Daily		Leave Mon., Wed. and Friday	Leave Tues., Thurs. and Saturd'y	Leave Daily Except Sunday

(5.45) 12.0 (3.20) 3.8 (0.25) 15.1

(3.10) 21.7 Time Over District (3.20) 20.6
..... Average Speed per Hour.....

(2.45) 4.2 (0.30) 12.6 (7.00) 9.8

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

Nos. 313, 314, 315 and 316 will not handle baggage or express.

EASTWARD—Toward Van Vleck.

VICTORIA DIVISION: Hawkinsville and Van Vleck.

WESTWARD—Toward Hawkinsville.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS								Distance from Hawkinsville	Time Table No. 16. August 10th, 1910.	Distance from Bay City Junction	SECOND CLASS										
												312 Mixed Leave Mond'y, Wed. and Friday	STATIONS	311 Mixed Arrive Tues., Thurs. and Saturday								
5,735	Y								6.30AM	0.0	HAWKINSVILLE	17.1	5.30PM									
									6.35	2.0	2.0 ATLAST	15.1	5.05									
									6.45	5.0	3.0 CEDAR LANE	12.1	4.50									
									6.50	5.9	0.9 BOWIEVILLE	11.2	4.40									
	W								7.00	9.5	3.6 RUGELEY	7.6	4.35									
									7.20	14.1	4.6 BAY PRAIRIE	3.0	4.15									
										14.8	0.7 ST. L. B. & M. CROSSING	2.3										
									7.35AM	16.5	1.7 VAN VLECK	0.6	4.00PM									
6,837	Y									17.1	0.6 BAY CITY JUNCTION	0.0										
													Leave Mond'y, Thurs. and Saturday									

(1.05) Time Over District..... (1.30)
 15.8 Average Speed per Hour..... 11.4

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	LINDENAU AND SAN ANTONIO	ROSENBERG TO VICTORIA	VICTORIA AND BEEVILLE	VICTORIA TO EDNA	EDNA TO ROSENBERG	VICTORIA AND LINDENAU	VICTORIA AND PORT LAVACA	WHARTON AND PALACIOS	VAN VLECK AND HAWKINSVILLE
		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
		RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING
E 58 $\frac{17}{4}$ 48	187, 190	805	1965	1050	1520	1965	1285	1965	1965	1965
E 63 $\frac{14}{4}$ 47	107, 137, 142, 161, 162	780	1890	1015	1470	1890	1245	1890	1890	1890
E 63 $\frac{14}{4}$ 44	150	770	1880	1010	1465	1880	1235	1880	1880	1880
T 56 $\frac{14}{4}$ 67	601 to 605, incl., 609, 611 to 613, incl., 616, 619, 621, 624, 625, 627, 628, 630, 631, 633, 638, 640, 641	1065	2600	1395	2020	2600	1705	2600	2600	2600
T 56 $\frac{14}{4}$ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656	1060	2590	1380	2010	2590	1695	2590	2590	2590
E 63 $\frac{14}{4}$ 66	225 to 236	1095	2670	1430	2075	2670	1750	2670	2670	2670
E 63 $\frac{14}{4}$ 60	237 and 238	1060	2580	1390	2010	2580	1700	2580	2580	2580
E 56 $\frac{14}{4}$ 45	148	755	1850	985	1435	1840	1210	1850	1850	1850
E 69 $\frac{14}{4}$ 66	239	1040	2535	1360	1970	2535	1665	2535	2535	2535
E 63 $\frac{14}{4}$ 48	175 to 178, 180, 210, 213	845	2060	1105	1600	2060	1355	2060	2060	2060
E 63 $\frac{14}{4}$ 63	179, 208, 209 and 211	1010	2460	1320	1915	2460	1615	2460	2460	2460
E 63 $\frac{14}{4}$ 50	170 to 178, 192 to 207	875	2125	1140	1655	2125	1400	2125	2125	2125
T 56 $\frac{14}{4}$ 84	608, 610, 614, 615, 617, 620, 622, 623, 626, 629, 632, 634 to 637, 644, 646, 649, 650, 653	1310	3220	1720	2500	3220	2095	3220	3220	3220
E 73 $\frac{22}{4}$ 89	261 to 272	1570	3860	2030	2945	3860	2485	3860	3860	3860

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

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

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

Houston..... Dr. R. W. Knox.....Chief Surgeon.
 Dr. Z. F. Lillard.....Examining Surgeon.
 Dr. F. B. Smith.....Local Surgeon.
 Dr. G. P. Hall.....Oculist.
 Dr. W. L. Rogers.....Oculist.
 Dr. E. P. Daviss.....Oculist.
Victoria..... Dr. F. B. Shields.....Examining Surgeon.
 Dr. R. R. Hopkins.....Local Surgeon.
 Dr. Joseph Hopkins.....Local Suregon.
 Dr. W. A. Rape.....Oculist.

Bay City..... Dr. A. S. Morton.....Local Surgeon.
Beeville..... Dr. G. M. Stephens.....Local Surgeon.
 Dr. D. M. Thurston.....Local Surgeon.
Cuero..... Dr. J. M. Lackey.....Local Surgeon.
 Dr. O. J. Mugge.....Local Surgeon.
Edna..... Dr. O. H. Radkey.....Local Surgeon.
El Campo..... Dr. D. P. Redwine.....Local Surgeon.
Ganado..... Dr. J. C. Dobbs.....Local Surgeon.
Goliad..... Dr. L. W. Chilton.....Local Surgeon.

Nixon..... Dr. J. Woolsey.....Local Surgeon.
Louise..... Dr. M. M. Poole.....Local Surgeon.
Markham..... Dr. Jas. Byars.....Local Surgeon.
Palacios..... Dr. J. R. Elliott.....Local Surgeon.
Port Lavaca..... Dr. T. J. McFarland.....Local Surgeon.
Rosenberg..... Dr. J. S. Yates.....Local Surgeon.
Stockdale..... Dr. S. S. Robinson.....Local Surgeon.
Wharton..... Dr. G. L. Davidson.....Local Surgeon.

SPECIAL INSTRUCTIONS.

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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 Cuero; Van Vleck and Hawkinsville; Wharton and Palacios, and Victoria and Beeville. Freight Trains must not exceed a speed of fifteen miles per hour between Thomaston and mile post 30

Trains must reduce speed as follows: Passenger trains 35 miles and Freight trains 25 miles per hour between Victoria and Mile Post 48, Beeville-Rosenberg.

Between Thomaston and mile post 30 Passenger Trains must not exceed a speed of twenty miles per hour and between Wharton and Palacios thirty-five miles per hour.

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

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

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.

Victoria and Beeville are terminal stations for Nos. 319 and 320.

Five hundred feet in advance of the beginning of all curves of four degrees or more CAUTION signals are set seven feet from the rail on the engineman's side. These signals have posts four inches square, set three feet above the ground, with short fish-tail targets painted yellow; face of posts painted white and sides and back painted brown.

First-class trains must reduce speed to 30 miles per hour, and all other trains to 18 miles per hour around the curves protected by these signals.

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 or not any cars are on the track.

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

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, 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, 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 signals are similarly placed and have 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 track 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 at "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 by signalman on the ground—with yellow flag by day, or yellow lantern by night.

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.
‡—Stop for meals.

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

P—Telegraph office.
W—Water station.
F—Fuel station.

T—Turntable.
Y—Wye.
O—Track scales.

RICHARD JONES,

Superintendent.

P. B. McNEAL,
Assistant Superintendent.

L. B. McDONALD,
Assistant Superintendent.

T. F. SHARP,
Assistant Superintendent.

E. VERHELLE
Assistant Superintendent.

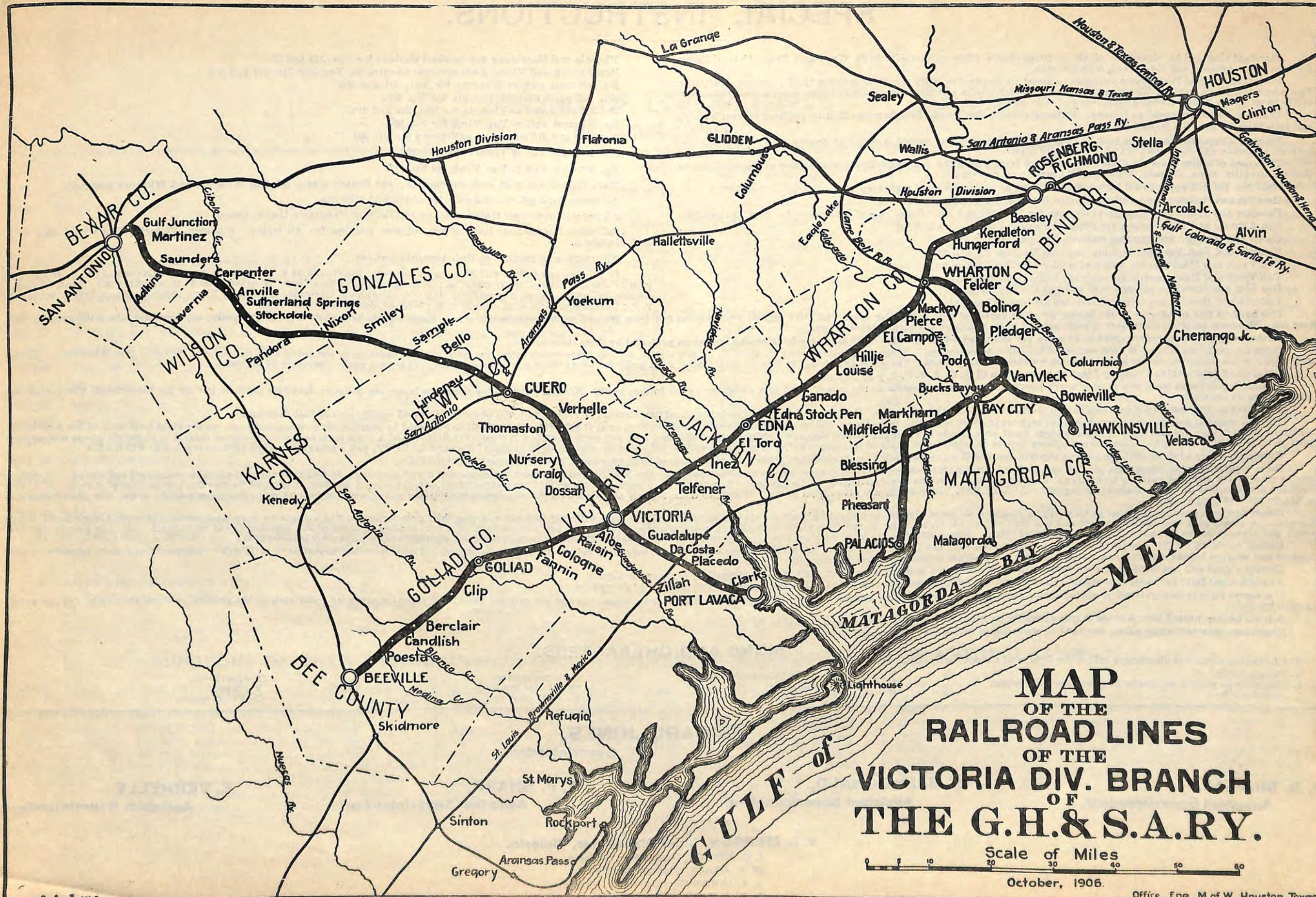
A. L. MANSON, Chief Dispatcher, Victoria.

I. C. TAYLOR, Dispatcher, Victoria.

W. V. GREER, Dispatcher, Victoria.

J. J. JOHNSON, Dispatcher, Victoria.

R. P. FLY, Dispatcher, Victoria.



**MAP
OF THE
RAILROAD LINES
OF THE
VICTORIA DIV. BRANCH
OF
THE G.H.&S.A.RY.**

Scale of Miles
0 5 10 20 30 40 50 60

October, 1906.

Office, Eng. M. of W. Houston, Texas.

L. Andrews.