

UNITED STATES RAILROAD ADMINISTRATION

WALKER D. HINES, Director General of Railroads

THE GALVESTON, HARRISBURG & SAN ANTONIO RAILROAD

VICTORIA DIVISION

EMPLOYEES' TIME TABLE

To Take Effect Sunday, February 2nd, 1919,

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

For the Government and Information of Employees only, and not intended for the use of the public.

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

W. B. SCOTT,
Federal Manager.

G. S. WAID,
General Manager.



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. 1. February 2nd, 1919.	Distance from Port La Vaca	FIRST CLASS					SECOND CLASS	THIRD CLASS	Telegraph Office Hours				
	334	320									302	301							319	333		
	Local Freight	Mixed									Passenger	Passenger							Mixed	Local Freight		
	Leave Daily Except Sunday	Leave Daily						Leave Daily	Arrive Daily						Arrive Daily	Arrive Daily Except Sunday						
Yard							8.15 AM	0.0													Continuous	
FWOT Yard	6.00 AM						8.24	1.9														Continuous
	6.10						8.30	4.9	Auto- matic Block	SAN ANTONIO (Commerce Street) 1.9 EAST YARD 3.0 GULF JUNCTION 5.6	140.9 139.0	7.05 PM 6.56										
	6.32					f 8.44	10.5															
1,481	6.32						f 8.44	10.5		MARTINEZ 3.9	136.0	6.50										5.50
676	6.44						f 8.54	14.4		SAUNDERS 3.0	130.4	f 6.37										5.30
1,025	7.02						s 9.02	17.4		ADKINS 3.4	126.5	f 6.26										5.10
675	7.20						f 9.11	20.8		CARPENTER 5.1	123.5	s 6.18										4.50
2,734	8.00						s 9.23	25.9		LAVERNIA 2.4	120.1	f 6.10										4.30
581	8.10						f 9.30	28.3		ANVILLE 3.9	115.0	s 5.58										4.10
1,279 WY	8.50						s 9.38	32.2		SUTHERLAND SPRINGS 6.6	112.6	f 5.50										3.45
4,568	9.10						s 9.57	38.8		STOCKDALE 7.9	108.7	s 5.43										3.30
2,005	9.45						s 10.16	46.7		PANDORA 4.7	102.1	s 5.24										2.50
2,205 W	10.27						s 10.27	51.4		NIXON 8.0	94.2	s 5.06										2.15
4,505	11.17						s 10.44	59.4		SMILEY 8.4	89.5	s 4.55										1.50
1,600	11.52 AM						f 11.03	67.8		SAMPLE 4.2	81.5	s 4.38										1.10
2,300 W	12.22 PM						s 11.17	72.0		WESTHOFF 9.0	73.1	s 4.19										12.40
1,600	12.52						f 11.37	81.0		LINDENAU 4.7	68.9	s 4.08										12.22 PM
								85.7		S. A. & A. P. CROSSING 0.2	59.9	f 3.45										11.37 AM
Yard WT	1.10 1.35	12.30 PM					s 11.50 AM	85.9		CUERO 7.1	55.2	s 3.33										10.00 AM See No. 392
1,312	1.52	f 12.48					f 12.07 PM	93.0		VERHELLE 4.0	55.0	f 3.15										11.00 10.25
1,802	2.06	s 1.08					s 12.17	97.0		THOMASTON 6.2	47.9	s 3.05										9.55
1,427	2.26	s 1.38					s 12.33	103.2		NURSERY 2.4	43.9	s 3.05										9.30
1,439	2.43	f 1.50					f 12.40	105.6		CRAIG 8.4	37.7	s 2.50										9.30
WFOTY Yard	3.00 PM	2.20 PM					1.05 PM	114.0		VICTORIA	35.3	f 2.43										9.18
	Arrive Daily Except Sunday	Arrive Daily					Arrive Daily				26.9	2.20 PM										8.40 AM
	334	320					302					301										319
	(9.00) 12.5	(1.50) 15.3					(4.50) 23.6		Time Over District		(4.45) 24.0											(1.20) 21.0
									Average Speed per Hour													(9.00) 12.5

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.
No. 319 is Superior to No. 320.

Double track San Antonio Yard, between Menger Creek and Crockett Street. Trains and engines must use right-hand track in direction they are moving. Movements to the contrary will only be made by train order, or under flag.
Nos. 301 and 302 will head down to Passenger Depot at Victoria.

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. 1. February 2nd, 1919	Distance from Rosenberg	FIRST CLASS		SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	332	336	304	302	301	303				335	331					
	Local Freight	Through Freight	Passenger	Passenger	Passenger	Passenger				Through Freight	Local Freight					
	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sunday								
Yard WFTOY	9.20AM	9.00PM	8.30AM	1.25PM	54.7	VICTORIA 7.6	91.5	2.05PM	9.55PM	7.15AM	5.00PM	Continuous				
1,752	9.40	9.38	s 8.45	s 1.45	62.3	TELFERNER 7.2	83.9	s 1.45	s 9.38	6.30	4.30					
2,020	10.00	10.17	s 8.58	s 1.59	69.5	INEZ 6.0	76.7	s 1.29	s 9.25	6.05	4.00					
1,313	10.20	10.44	f 9.10	f 2.09	75.5	EL TORO 4.0	70.7	f 1.17	f 9.14	5.40	3.35					
3,282 W	10.50	11.00	s 9.18	s 2.16	79.5	EDNA 2.0	66.7	s 1.09	s 9.05	5.20	3.20	7.00AM to 6.00PM				
1,413	10.58	11.10	f 9.22	2.20	81.5	EDNA STOCK PENS 7.2	64.7	1.04	f 9.00	5.05	3.00					
3,247 W	11.30	11.40PM	s 9.37	s 2.34	88.7	GANADO 7.7	57.5	s 12.50	s 8.46	4.35	2.34	7.30AM to 6.30PM				
3,790	11.55AM	12.10AM	s 9.52	s 2.48	96.4	LOUISE 5.0	49.8	s 12.36	s 8.30	4.00	1.45	7.30AM to 6.30PM				
1,810	12.28PM	12.30	f 10.02	f 2.57	101.4	HILLJE 5.3	44.8	f 12.28	f 8.19	3.30	1.20					
7,699 W	1.00 1.45	1.05	s 10.15	s 3.07	106.7	EL CAMPO 5.2	39.5	s 12.20	s 8.07	3.10	1.00	7.30AM to 6.30PM				
3,560	2.15	1.25	s 10.26	s 3.17	111.9	PIERCE 3.6	34.3	s 12.10	s 7.52	2.40	12.25	7.30 AM to 6.30PM				
1,751	2.35	1.40	f 10.35	f 3.27	115.5	MACKAY 3.0	30.7	f 12.01PM	f 7.42	2.25	12.01PM					
2,094 Y					118.5	SHANGHAI 1.7	27.7									
8,006 WO	3.25	2.10	s 10.56	s 3.40	120.2	WHARTON 0.3	26.0	s 11.52AM	s 7.30	2.10	11.40AM	7.00AM to 6.00PM				
					120.5	G. C. & S. F. CROSSING 0.5	25.6									
3,154 Y	3.30	2.15	10.59	3.43	121.0	WHARTON JUNCTION 5.3	25.2	11.40	7.24	1.45	10.59					
3,052	3.55	2.40	s 11.08	s 3.55	126.3	HUNGERFORD 6.2	19.9	s 11.32	s 7.15	1.25	10.30	7.30AM to 6.30PM				
2,836	4.20	3.10	s 11.20	s 4.09	132.5	KENDLETON 5.6	13.7	s 11.20	s 7.01	1.05	10.05					
3,602	4.45	3.40	s 11.36	s 4.24	138.1	BEASLEY 8.1	8.1	s 11.03	s 6.48	12.45	9.40	7.00AM to 6.00PM				
Yard WYF	5.20PM See 303	{ 4.20AM 4.40AM	{ 11.55AM 12.01PM	{ 4.45PM 4.50PM	146.2	ROSENBERG	0.0	{ 10.45AM 10.40AM	{ 6.30PM 6.25PM	{ 12.20AM 12.01AM	9.15AM	Continuous				
			1.35PM	6.10PM	181.6	HOUSTON (H. & T. C. Depot)	35.4	9.15AM	5.00PM							
		7.55AM			182.1	ENGLEWOOD	35.9			9.00PM						
	Arrive Daily Except Sunday	Arrive Daily Except Monday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily Except Sunday					
	332	336	304	302				301	303	335	331					

(8.00)	(7.20)	(3.25)	(3.20)Time Over District.....	(3.20)	(3.25)	(6.55)	(8.00)
11.4	12.4	26.6	27.3Average Speed per Hour.....	27.3	26.6	13.2	11.4

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

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. 1. February 2nd, 1919.	Distance from Wharton	FIRST CLASS			SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	338			314		306					305			315		337		
	Local Freight	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Local and Mixed	Leave Daily except Sunday	Passenger	Leave Daily				Passenger	Arrive Daily	Local and Mixed	Leave Daily except Sunday	Arrive Daily Ex. Sunday	Local Freight	Leave Daily Ex. Sunday	
6,379 WY				6.55AM			7.15AM	0.0		68.8		3.55PM			4.05PM			7.00AM to 6.00PM
1,213				7.13			f 7.32	7.1		61.7	f	3.28			3.28			
1,615				7.35			s 7.47	11.8		57.0	s	3.16			3.00			7.00AM to 6.00PM
7,037 W				8.00			s 8.00	16.3		56.8								
							f 8.14	22.0		52.5	s	3.02			2.35			
5,156				8.30			s 8.23	25.5		46.2	f	2.47						7.30AM to 6.30PM
Yard WF	11.25AM			8.50			s 8.39	31.8		43.3	s	2.38			2.00			7.30AM to 6.30PM
				9.40			s 9.00			37.0	s	2.16			1.30		10.30AM	7.30AM to 6.30PM
				9.30			s 8.48				s	1.53			12.55			
							s 8.53				s	2.07			1.05			
6,837 Y	11.45AM			10.00AM			s 9.14	37.1		36.7							10.10	7.30AM to 6.30PM
346				See No. 337			f 9.26	41.8		31.7	s	1.41			12.35PM			
690	12.05PM						f 9.32	44.0		27.0	f	1.28						
1,585	12.12						f 9.38	45.9		24.8	s	1.23					9.48	
1,091								50.0		22.9	f	1.18					9.38	
2,997 W	1.05						s 9.50	51.0		18.8								8.00AM to 7.00PM
1,240	1.17						f 9.56	53.8		17.8	s	1.05					9.05	
1,180								55.9		15.0	f	12.58					8.50	
1,601	1.29						s 10.06	57.5		12.9							8.37	
913	1.40						s 10.11	58.8		10.0	s	12.45					8.25	
586								60.1		8.7								
355								61.5		7.3								
2,194	1.55						s 10.19	62.3		6.5	s	12.36					8.00	
690								63.0		5.8								
832	2.05						f 10.26	64.6		4.2	f	12.30					7.50	
480								66.7		2.1								
385								67.7		1.1								
3,154 Y	2.20						10.38	68.0		0.8		12.20					7.35	
								68.5		0.3								
8,006 WO	2.30PM						10.45AM	68.8		0.0		12.15PM					7.30AM	7.00AM to 6.00PM
	Arrive Daily Ex. Sunday			Arrive Daily except Sunday			Arrive Daily				Leave Daily				Leave Daily except Sunday			Leave Daily Ex. Sunday
	338			314			306				305				315			337

(3.05)
12.0

(3.05)
12.3

(3.30)
19.7

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

(3.40)
18.8

(3.30)
10.6

(3.00)
12.3

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

No. 306 will back down to depot at Wharton.

No. 305 will back down to depot at Palacios.

Nos. 314 and 315 carry Passengers, Baggage, Mail and Express between Bay City and Hawkinsville only.

VICTORIA DIVISION: Beeville Sub-Division

EASTWARD—Toward Victoria.

WESTWARD—Toward Beeville.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Beeville	Time Table No. 1. February 2nd, 1919.	Distance from Rosenberg	SECOND CLASS		Telegraph Office Hours
	312	Mixed				311	Mixed	
Yard YW	9.00 AM	0.0	BEEVILLE	146.2	5.50 PM	8.00 AM to 7.00 PM		
833	f 9.15	4.6	4.6 POESTA	141.6	f 5.30			
300	f 9.28	8.7	4.1 CANDLISH	137.5	f 5.15			
3,000	s 9.48	13.1	4.4 BERCLAIR	133.1	s 5.00			
1,996	f 10.13	21.8	8.7 CLIP	124.4	f 4.30			
4,779 W	s 11.00	29.1	7.3 GOLIAD	117.1	s 4.10	7.30 AM to 6.30 PM		
2,075	s 11.30	38.4	9.3 FANNIN	107.8	s 3.15			
1,104	s 11.42	41.9	3.5 COLOGNE	104.3	s 2.56			
2,061	s 11.55 AM	46.3	4.4 RAISIN	99.9	s 2.44			
1,687	f 12.05 PM	49.3	3.0 ALOE	96.9	f 2.35			
WFOTY Yard	12.30 PM	54.7	5.4 VICTORIA	91.5	2.15 PM	Continuous		
	Arrive Daily				Leave Daily			
	312				311			

(3.30)
15.7

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

(3.35)
16.1

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

VICTORIA DIVISION: Damon Mound Sub-Division

EASTWARD—Toward Damon Mound.

WESTWARD—Toward Rosenberg.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Rosenberg	Time Table No. 1. February 2nd, 1919.	Distance from Damon Mound	SECOND CLASS		Telegraph Office Hours
	317	Mixed				316	Mixed	
Yard WYF	2.00 PM	0.0	ROSENBERG	21.8	9.30 AM	Continuous		
	s 2.50	11.9	11.8 NEEDVILLE	9.9	s 8.55			
5,400 Y	3.30 PM	21.8	9.9 DAMON MOUND	0.0	8.00 AM	7.30 AM to 6.30 PM		
	Arrive Daily Except Sunday				Leave Daily Except Sunday			
	317				316			

(1.30)
14.5

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

(1.30)
14.5

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

VICTORIA DIVISION: Hawkinsville Sub-Division

WESTWARD—Toward Van Vleck.

EASTWARD—Toward Hawkinsville.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from Hawkinsville	Time Table No. 1. February 2nd, 1919.	Distance from Van Vleck	SECOND CLASS		Telegraph Office Hours
	315	Mixed				314	Mixed	
2,599 Y	11.25 AM	0.0	HAWKINSVILLE	17.3	11.15 AM			
537	11.32	2.3	2.3 GAINSMORE	15.0	11.05			
445	11.42	5.3	3.0 CEDAR LANE	12.0	10.50			
1,315 W	11.47	6.2	0.9 BOWIEVILLE	11.1	10.45			
300	11.54 AM	7.6	1.4 FITZMAURICE	9.7	10.35			
380	12.02 PM	9.7	2.1 RUGELEY	7.6	10.27			
394	12.17	14.3	4.6 BAY PRAIRIE	3.0	10.10			
		15.0	0.7 ST. L. B. & M. CROSSING	2.3				
6,837 Y	12.35 PM	17.3	2.3 VAN VLECK	0.0	10.00 AM	7.30 AM to 6.30 PM		
	Arrive Daily Except Sunday				Leave Daily Except Sunday			
	315				314			

(1.10)
14.8

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

(1.15)
13.8

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

Nos. 314 and 315 will stop at Caney Switch for passengers and less than carload freight.
Nos. 314 and 315 will carry passengers between Bay City and Hawkinsville only.

VICTORIA DIVISION: Port Lavaca Sub-Division

EASTWARD—Toward Port Lavaca.

WESTWARD—Toward Victoria.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS		Distance from San Antonio	Time Table No. 1. February 2nd, 1919.	Distance from Port Lavaca	SECOND CLASS		Telegraph Office Hours
	320	Mixed				319	Mixed	
WFOTY Yard	2.50 PM	114.0	VICTORIA	26.9	8.10 AM	Continuous		
1,675	s 3.15	119.8	5.8 GUADALUPE	21.1	s 7.45			
1,794	s 3.33	123.3	3.5 DA COSTA	17.6	s 7.32			
603	s 3.53	126.8	3.5 PLACEDO—ST. L. B. & M. CROSSING	14.1	s 7.20	6.00 AM to 6.00 PM		
1,153 W	3.56	127.0	0.2 PLACEDO SIDING	13.9	7.09			
426	f 4.08	130.2	3.2 ZILLAH	10.7	f 7.00			
232	f 4.18	132.8	2.6 KAMEY	8.1	f 6.54			
1,049	f 4.30	135.6	2.8 CLARKS	5.3	f 6.45			
5,265 Y	5.00 PM	140.9	5.3 PORT LAVACA	0.0	6.30 AM	7.30 AM to 6.30 PM		
	Arrive Daily				Leave Daily			
	320				319			

(3.10)
12.4

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

(1.40)
16.1

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

RATING OF LOCOMOTIVES. VICTORIA DIVISION.

CLASS	ENGINE NUMBERS	VICTORIA AND LINDENAU	LIN ENAU AND SAN ANTONIO	ROSENBERG AND VICTORIA	VICTORIA AND BEEVILLE	VICTORIA AND PORT LAVACA	WHARTON AND PALACIOS	VAN VLECK AND HAWKINSVILLE
		Freight	Freight	Freight	Freight	Freight	Freight	Freight
		RATING	RATING	RATING	RATING	RATING	RATING	RATING
T 56 $\frac{1}{2}$ 67	601 to 605, incl., 609, 611, 616, 619, 621, 624, 625, 627, 628, 630, 631, 633, 638, 640, 641	1705	1065	2600	1395	2600	2600	2600
T 56 $\frac{1}{2}$ 72	642, 643, 645, 647, 648, 651, 652, 654 to 656	1695	1060	2590	1380	2590	2590	2590
E 63 $\frac{1}{2}$ 66	225 to 236	1750	1095	2670	1430	2670	2670	2670
E 63 $\frac{1}{2}$ 60	237 and 238	1700	1060	2580	1390	2580	2580	2580
T 55 $\frac{1}{2}$ 95	306	2700	1680	4200	2225			
T 55 $\frac{1}{2}$ 96	309, 324, 325	2475	1450	3850				
T 57 $\frac{1}{2}$ 96	321	2600	1650	4050	2150			
Z	250, 258	2075	1300	3200	1700			
T 57 $\frac{1}{2}$ 94	342	2475	1550	3850	2050			
T 56 $\frac{1}{2}$ 84	608, 610, 612, 613, 614, 615, 617, 620, 622, 623, 626, 629, 632, 634 to 637, 644, 646, 649, 650, 653	2095	1310	3220	1720	3220	3220	3220
DD	682, 684	2300	1450	3550	1909			
M 63 $\frac{2}{28}$ 126	415 to 459	3000	1875	4250				
M 63 $\frac{151-21}{28}$ 148	461	3850	2370	6500				
M 63 $\frac{151-21}{28}$ 154	462 to 467	3850	2370	6500				

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 RAILROAD. SOUTHERN PACIFIC HOSPITAL JAMES AND PASCHAL STREETS, HOUSTON, TEXAS.

<p><i>Houston</i>..... Dr. R. W. Knox..... Chief Surgeon. Dr. E. J. Hamilton..... House Surgeon. Dr. C. C. Green..... Examining Surgeon and Pathologist. Dr. G. H. Spurlock..... Examining Surgeon. Dr. C. B. Harwood..... Oculist and Aurist.</p>	<p><i>Victoria</i>..... Dr. F. B. Shields..... Examining Surgeon. Dr. R. R. Hopkins..... Local Surgeon. Dr. Joseph Hopkins..... Local Surgeon. Dr. W. A. Rape..... Oculist. <i>Bay City</i>..... Dr. A. S. Morton..... Local Surgeon. Dr. J. E. Simons..... Local Surgeon. <i>Beeville</i>..... Dr. G. M. Stephens..... Local Surgeon. Dr. E. P. Cayo..... Local Surgeon. <i>Cuero</i>..... Dr. J. M. Lackey..... Local Surgeon. Dr. O. J. Mugge..... Local Surgeon. <i>Edna</i>..... Dr. R. E. L. LeBaure..... Local Surgeon. <i>El Campo</i>..... Dr. D. P. Redwine..... Local Surgeon. <i>Ganado</i>..... Dr. W. H. Lancaster..... Local Surgeon.</p>	<p><i>Goliad</i>..... Dr. J. M. Yarborough..... Local Surgeon. <i>Nixon</i>..... Dr. V. C. Littlefield..... Local Surgeon. <i>Markham</i>..... Dr. Clay Moore..... Local Surgeon. <i>Palacios</i>..... Dr. J. R. Elliott..... Local Surgeon. <i>Port Lavaca</i>..... Dr. A. D. Gibson..... Local Surgeon. <i>Rosenberg</i>..... Dr. J. S. Yates..... Local Surgeon. <i>Stockdale</i>..... Dr. Ella Ware..... Local Surgeon. <i>Wharton</i>..... Dr. G. L. Davidson..... Local Surgeon. <i>Beasley</i>..... Dr. J. W. Weeks..... Local Surgeon. <i>Louise</i>..... Dr. H. C. Reynolds..... Local Surgeon.</p>
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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. (a) In conformity with Rule 14-C, Enginemen must whistle out Flagman to protect the rear of their trains, and will recall them with engine whistle as per Rule 14-D, or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from the rear of train. Flagman must not wait for signal from either Engineer or Conductor to protect train.
 (b) At meeting points in block signal territory, when trains holding main track are 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 in siding, provided the main track between switches is seen to be clear.
 (c) At night when burning fuses are placed by flagman at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by train men 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, after which he should call for 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 some one has placed the stop signal to protect against broken rail or other track obstruction, and extreme care must be taken in moving train until full flagging distance has been covered.
5. Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on the Engineman's side. These signals consist of posts four (4) inches square extending three (3) 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 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.
6. All trains carrying 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 and proceed signal from Conductor.
7. Should an Interlocking Home Signal be found with light not burning or spectacle glass broken, showing white light, train should stop in advance of signal and proceed according to Interlocking Rules 630 and 663.

SIGNS AND CHARACTERS.

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

- | | |
|-----------------|-------------------|
| Y—Wye. | F—Fuel Station. |
| O—Track Scales. | W—Water Stations. |
| T—Turntable. | |

LOCAL.

Standard Clocks are located at Dispatcher's Office at Victoria, Bay City, Rosenberg and Houston—Grand Central Depot and Fifth Ward, and at San Antonio—East Yard and Commerce Street.

Train Register Books are located at the following stations: Victoria, Beeville, Port Lavaca, Palacios, Bay City, Van Vleck, Hawkinsville, Wharton, Rosenberg, Houston—Fifth Ward and Grand Central Depot, East Yard San Antonio (Commerce Street), and Damon Mound.

Trains Nos. 319 and 320 will register at Cuero.

Special orders issued by the heads of departments will be kept for Trainmen and Yardmen, in a book or on a bulletin board at Victoria, Palacios, Wharton, Rosenberg, East Yard, San Antonio (Commerce Street), and at Houston (Fifth Ward and Grand Central Depot), and Damon Mound.

For employes of the Locomotive Department, at Roundhouses at Victoria, San Antonio and Houston, in addition to the above named places.

Train and Enginemen of the Victoria division will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of, the Houston Division and Houston Terminals between Rosenberg and Houston.

Also between Gulf Junction and San Antonio (Commerce Street), Train and Enginemen of the Victoria Division will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of the Houston Division of the G. H. & S. A. Railroad.

SPEED REGULATIONS.

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

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

Through Cuero, Victoria, Beeville, Ganado, Wharton, El Campo and Bay City, six (6) miles per hour for all trains.

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

Passenger trains must not exceed forty-five (45) and mixed, freight and work trains thirty (30) miles per hour Victoria to M. P. 42 east, and between M. P. 27 and Rosenberg; between Victoria and Gulf Junction passenger trains forty (40) and mixed, freight and work trains, twenty-five (25) miles per hour; between Van Vleck and Hawkinsville passenger trains twenty-five (25) and mixed, freight and work trains eighteen (18) miles per hour. Between all other points not specified passenger trains thirty (30) and mixed, freight and work trains twenty-five (25) miles per hour.

Trains handling loaded tanks, 10,000-gallon capacity and over, will not exceed eighteen (18) miles per hour.

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

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

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

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

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

LOCAL RULES—Continued.

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

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

Following stations have Yard Limits: Victoria, Beeville, Port Lavaca, Cuero, Stockdale, Sutherland Springs, Lavernia, Palacios, Markham, Bay City, Hawkinsville, Wharton, Rosenberg and Van Vleck.

No. 320 must wait at Victoria for No. 301.

No. 304 must wait at Victoria for No. 319, and at Wharton for No. 306. No. 305 must wait at Wharton for No. 301.

No. 311 must wait at Victoria for No. 301.

No. 314 must wait at Van Vleck for No. 306.

Main Line trains must look out carefully for Branch trains between East and West Yard Limit Boards—Wharton. All trains will approach Wharton expecting to find main line and passing tracks in front of passenger depot occupied by passenger trains not protected by flag between 10:40 a. m. and 12:30 p. m.

Crossing gates established at intersection of all railroad crossings not equipped with interlocking crossings plant. When found obstructing G. H. & S. A. Railroad tracks, turn to obstruct other line, provided the crossing is not being used by trains of the other line at 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.

Interlocking Crossing Plant located at intersection of G. C. & S. F. Railroad at Bay City and Rosenberg, and at intersection of St. L. B. & M. Railroad at Victoria.

SPEED TABLE.

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

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

RICHARD JONES,
Superintendent.

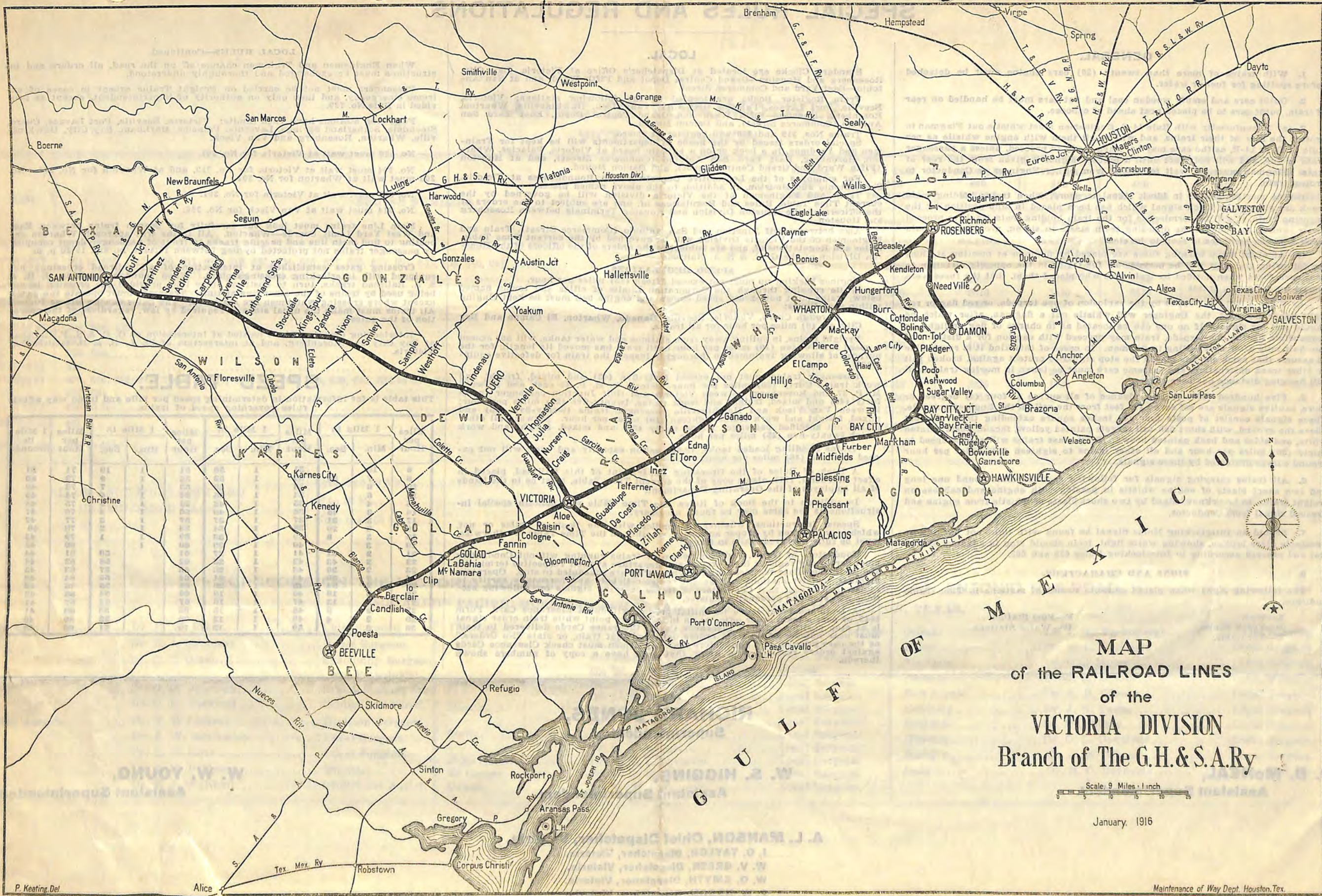
W. S. HIGGINS,
Assistant Superintendent.

W. W. YOUNG,
Assistant Superintendent

A. L. MANSON, Chief Dispatcher, Victoria.

- I. C. TAYLOR, Dispatcher, Victoria.
- W. V. GREER, Dispatcher, Victoria.
- W. O. SMYTH, Dispatcher, Victoria.
- F. W. NASON, Dispatcher, Victoria.

P. B. McNEAL,
Assistant Superintendent.



MAP
of the **RAILROAD LINES**
of the
VICTORIA DIVISION
Branch of The **G.H. & S.A. Ry**

Scale, 9 Miles = 1 Inch

January, 1916