

Gulf, Western Texas & Pacific Railway Company
New York, Texas & Mexican Railway Company.

JOINT TIME TABLE

To Take Effect Sunday, May 8th, 1904, at 12:01 A. M.

CENTRAL STANDARD TIME (90th MERIDIAN).

For the government and information of employees only, and not intended for the use of the public. These Companies reserve the right to vary from this schedule as circumstances may require.

T. FAY,
President.

W. G. VAN VLECK,
First Vice-President.

D. T. FORBES,
General Superintendent.

Gulf, Western Texas & Pacific R'y Co. ^{AND} New York, Texas & Mexican R'y Co.: Rosenberg and Beeville.

WEST.				DISTANCE FROM ROSENBERG.	JOINT TIME TABLE		DISTANCE FROM BEEVILLE.	Capacity of Side Tracks in Cars	EAST.			
Second Class.		First Class.			No. 46, May 8, 1904.				First Class.		Second Class.	
325 Local Freight. Daily except Sunday.	Victoria Freight. 321 Local Freight. Daily except Sunday.	303 Passenger. Daily.	301 Passenger. Daily.		STATIONS				302 Passenger. Daily.	304 Passenger. Daily.	Victoria Freight. 320 Local Freight. Daily except Sunday.	324 Local Freight. Daily except Sunday.
	A M L 6.25			36.46	HOUSTON (Fifth Ward)	181.45			P M A 9.30			
		P M L 4.20	A M L 10.40	36.25	HOUSTON (H. & T. C. Depot)	181.24		P M A 6.15	P M A 1.10			
	A M L 9.00	P M L 6.00	P M L 12.20	0.00	DN ROSENBERG W.	146.20	41	P M A 4.50	A M A 11.40	P M A 5.50		
	9.25	s 6.20	s 12.38	8.21	Beasley	137.99	68 and 35	s 4.34	s 11.21	5.15		
	9.45	s 6.31	s 12.48	13.88	D Kendleton	132.32	34	s 4.23	s 11.09	4.50		
	10.10	s 6.44	s 12.59	20.02	D Hungerford	126.18	35	s 4.13	s 10.56	4.25		
	10.45	6.55	1.08	25.19	WHARTON JUNCTION	121.01	45	4.07	10.45	4.07		
				25.61	C. B. Crossing	120.59						
	10.55 } 11.20 }	s 7.00	s 1.15	25.98	D Wharton W.	120.22	87	s 4.05	s 10.40	3.48		
	11.35	7.03	1.18	27.67	Shanghai	118.53	25 and 13			3.05		
	11.55	f 7.10	f 1.23	30.71	Mackay	115.49	37	f 3.49	f 10.28	2.45		
	12.20	s 7.17	s 1.30	34.16	D Pierce	112.02	27 and 20	s 3.42	s 10.20	2.25		
	1.45	s 7.30	s 1.45	39.18	D El Campo W.	107.02	52 and 35 Passing Track 45	s 3.32	s 10.10	1.45		
	2.20	f 7.42	f 1.55	45.00	Hillje	101.20	38	f 3.20	f 9.57	1.00		
	3.10	s 7.52	s 2.04	49.75	D Louise	96.45	44	s 3.10	s 9.47	12.30		
	3.35	s 8.08	s 2.19	57.46	D Ganado	88.74	43	s 2.55	s 9.29	P M 11.55		
	4.05	8.23	f 2.31	64.69	Edna Stock Pens	81.51	31	f 2.40	f 9.14	11.20		
	4.30	s 8.28	s 2.35	66.65	D Edna W.	79.55	44 and 25	s 2.35	s 9.10	11.00		
	4.50	f 8.38	f 2.45	70.68	El Toro	75.52	25	f 2.22	f 8.59	10.15		
	5.20	f 8.51	s 2.57	76.69	Inez	69.51	26 and 14	s 2.10	f 8.47	9.45		
	5.55	f 9.06	s 3.10	83.85	Telfener	62.35	37	f 1.55	f 8.30	9.10		
P M L 1.20	6.30	s 9.20	3.25 } 3.35 }	91.52	DN VICTORIA W.	54.68	223	f 1.40 } 1.20 }	s 8.15	8.40	A M A 9.05	
1.40			f 3.47	96.88	Aloe	49.32		f 1.08			A M L 8.46	
1.52			s 3.54	99.94	Raisin	46.26		s 1.00			8.36	
2.05			f 4.05	104.29	Cologne	41.91		f 12.50			8.23	
2.20			s 4.15	107.84	Fannin	38.36		s 12.42			8.12	
2.50			s 4.35	117.10	D Goliad W.	29.10		s 12.19			7.37	
3.16			f 4.50	124.23	Clip	21.97		f 12.02			7.02	
3.43			s 5.07	133.12	Berclair	13.08		s 11.42			6.27	
4.05			f 5.25	141.61	Poesta	4.59		f 11.22			6.00	
4.20			5.35	146.20	D BEEVILLE W.	0.00		11.10			5.45	
P M A Daily except Sunday.	P M A Daily except Sunday.	Daily.	P M A Daily.					A M L Daily.	Daily.	Daily except Sunday.	A M L Daily except Sunday.	
(3.00)	(9.30)	(3.20)	(5.15)					(5.40)	(3.25)	(9.10)	(3.20)	

Trains between Rosenberg and Fifth Ward, Houston, will run subject to Time Tables and Rules of the G. H. & S. A. R'y; 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'y. East-bound trains have right over trains of the same class running in the opposite direction. No. 302 will take siding for No. 301.

Gulf, Western Texas & Pacific R'y Co. and New York, Texas & Mexican R'y Co.

WHARTON AND PALACIOS.

WEST.			DISTANCE FROM WHARTON.	JOINT TIME TABLE No. 46, May 8, 1904.	DISTANCE FROM TRES PALACIOS.	EAST.		
THIRD CLASS.	SECOND CLASS.	FIRST CLASS.				FIRST CLASS.	SECOND CLASS.	THIRD CLASS.
323	311	305				306	310	322
Local Freight. Daily except Sunday.	Mixed. Daily except Sunday.	Passenger. Daily.		STATIONS.		Passenger. Daily.	Mixed. Daily except Sunday.	Local Freight. Daily except Sunday.
P M L		P M L				A M A		A M A
1.40		1.25	0.00	D. WHARTON	70.48	10.20		11.40
			0.37	C. B. Crossing	70.11			
1.45		1.28	0.79	WHARTON JUNCTION	69.69	10.15		11.30
			1.07	Ahldag	69.41			
			2.10	Croom	68.38			
	f	1.40	4.23	Dinsmore	66.25	f 10.05		
	f	1.44	5.76	Felder	64.72	f 10.01		
2.15		1.47	6.53	Gerard	63.95	f 9.58		11.10
			7.33	Canebrake	63.15			
	f	1.51	8.80	Caney	61.68	f 9.52		
2.35		1.55	10.07	Iago	60.41	f 9.48		10.58
2.42		1.58	11.09	Boling	59.39	f 9.44		10.53
2.52		2.03	13.02	Parkdale	57.46	f 9.39		10.46
3.00		2.08	15.02	Don-Tol	55.46	f 9.34		10.38
3.12		2.15	17.27	D. Pledger	53.21	s 9.27		10.30
			19.02	Forgason	51.46			
3.40		2.29	23.02	Podot	47.46	f 9.12		10.05
3.55		2.37	25.27	Ashwood	45.21	f 9.04		9.55
4.20		2.50	32.00	BAY CITY JUNCTION	38.48	f 8.48		9.33
4.35	A M L	2.57				f 8.41	P M A	9.20
4.30	8.10	2.54	32.62	D. VAN VLECK	39.10	s 8.45	3.40	9.30
4.45	8.35	3.01	35.35	Bucks Bayou	35.13	8.35	3.25	9.06
5.10	8.50	3.10	38.82	D. Bay City	31.66	s 8.25	3.10	8.50
	12.05 P M	3.25	44.86	D. Markham	25.62	s 8.05	2.15	8.15
		3.55	54.12	D. Midfields	16.36	s 7.38	1.45	7.45
		4.25	58.56	Blessing	11.92	f 7.23		
		4.50	63.28	Pheasant	7.20	f 7.08		
		5.20	70.48	D. PALACIOS	0.00	6.50		
Daily except Sunday.	Daily except Sunday.	Daily.				Daily.	Daily except Sunday.	Daily except Sunday.
(3.30)	(4.25)	(3.55)				(3.30)	(1.55)	(2.50)

East-bound trains have right over trains of the same class running in the opposite direction. Nos. 305 and 306 will haul freight between Markham and Palacios daily except Sunday. No. 310 will wait at Markham for No. 311.

VICTORIA AND PORT LAVACA.

WEST.		DISTANCE FROM VICTORIA.	JOINT TIME TABLE No. 46, May 8, 1904.	DISTANCE FROM PORT LAVACA.	EAST.	
SECOND CLASS.	FIRST CLASS.				FIRST CLASS.	SECOND CLASS.
315	307				308	314
Mixed Daily except Sunday.	Passenger. Sunday only.		STATIONS.		Passenger. Sunday only.	Mixed. Daily except Sunday.
P M L	P M L				P M L	A M A
3.55	3.50	0.00	DN. VICTORIA	27.09	12.05	7.55
s 4.08	s 4.05	5.46	Guadalupe	21.63	11.49	7.40
f 4.20	f 4.14	9.59	Da Costa	17.50	11.40	7.27
s 4.32	f 4.21	13.26	Placedo	13.83	11.33	7.17
f 4.53	f 4.40	21.62	Clark's	5.47	11.15	6.57
5.15	4.55	27.09	D. PORT LAVACA	0.00	11.00	6.40
Daily except Sunday.	Sunday only.				Sunday only.	Daily except Sunday.
(1.20)	(1.05)				(1.05)	(1.15)

CUERO AND VICTORIA.

WEST.		DISTANCE FROM VICTORIA.	JOINT TIME TABLE No. 46, May 8, 1904.	DISTANCE FROM CUERO.	EAST.	
SECOND CLASS.	FIRST CLASS.				FIRST CLASS.	SECOND CLASS.
317	303				304	316
Mixed Daily except Sunday.	Passenger. Daily.		STATIONS.		Passenger. Daily.	Mixed. Daily except Sunday.
A M L	P M L				A M A	P M A
8.15	9.25	0.00	DN. VICTORIA	28.53	8.03	3.20
f 8.30		3.39	Dossatt	24.64		3.05
f 8.42	f 9.45	8.81	Craig	19.72	f 7.43	2.54
s 8.54	s 9.51	11.14	Nursery	17.39	s 7.38	2.44
s 9.09	f 10.06	17.41	Thomaston	11.12	f 7.25	2.25
f 9.20	f 10.16	21.33	Verhelle	7.20	f 7.15	2.11
9.45	10.30	28.53	D. CUERO	0.00	7.00	1.50
Daily except Sunday.	Daily.				Daily.	Daily except Sunday.
(1.30)	(1.05)				(1.03)	(1.30)

VAN VLECK AND HAWKINSVILLE.

WEST.		DISTANCE FROM BAY CITY JUNCTION.	JOINT TIME TABLE No. 46, May 8, 1904.	DISTANCE FROM HAWKINSVILLE.	EAST.	
2D. CLASS.					2D. CLASS.	
313					312	
Mixed Daily ex. Sunday.			STATIONS		Mixed. Daily ex. Sunday.	
P M L					A M A	
3.40		0.00	Bay City Junction	17.05		
f 3.55		0.62	D. VAN VLECK	16.43		8.05
f 4.10		4.24	Bay Prairie	12.81		7.50
f 4.25		7.65	Rugeley	9.40		7.40
f 4.35		11.09	Bowieville	5.96		7.15
f 4.50		15.10	Cedar Lane	4.96		7.10
		17.05	Atlas	1.95		6.57
P M 5.00 A			D. HAWKINSVILLE	0.00		6.50
Daily ex. Sunday.						Daily ex. Sunday.
(1.30)						(1.15)

SPECIAL RULES.

- f—Trains Stop on Signal.
- s—Regular Stop.
- D—Day Telegraph Station.
- DN—Day and Night Telegraph Station.
- W—Water Station.

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

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

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.

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.

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

Bay City and Wharton are terminal stations for Nos. 322 and 323.

Crossing gates established at intersection of all railroad crossings. When found obstructing N. Y. T. & M. and G. W. T. & P. tracks, turn to obstruct the other line, provided the crossing is not being used by trains of the other line at the time. Trainmen will 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 Cane Belt R'y at Bay City.

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, and 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 at "danger," a yellow light indicates "caution," a green light indicates signal is clear.

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.

Markham and Hawkinsville are terminal stations for Nos. 310, 311, 312 and 313.

Palacios and Wharton are terminal stations for Nos. 305 and 306.

Victoria, Rosenberg and Houston are terminal stations for Nos. 320 and 321.

No. 305 will wait at Wharton for No. 301. No. 306 will wait at Van Vleck for No. 312. No. 315 will wait at Victoria for No. 301. No. 304 will wait at Victoria for No. 314 and wait at Wharton for No. 306.

Main Line trains will look out carefully for Branch trains between Wharton and Wharton Junction.

All trains will get clearance at Rosenberg and Victoria.

Rosenberg, Wharton, Victoria, Van Vleck, Bay City, Hawkinsville, Markham and Palacios are register stations for all trains.

Passenger trains will not exceed speed of twenty-five miles per hour between Bay City and Palacios.

Day Telegraph Offices will be open April 1st to October 31st from 7:00 A. M. to 7:00 P. M.; November 1st to March 31st from 7:30 A. M. to 6:30 P. M.

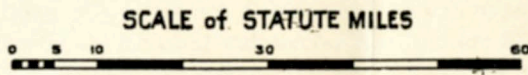
LOCATION OF DERAILING SWITCHES.

NORMAL POSITION, SET FOR GROUND.

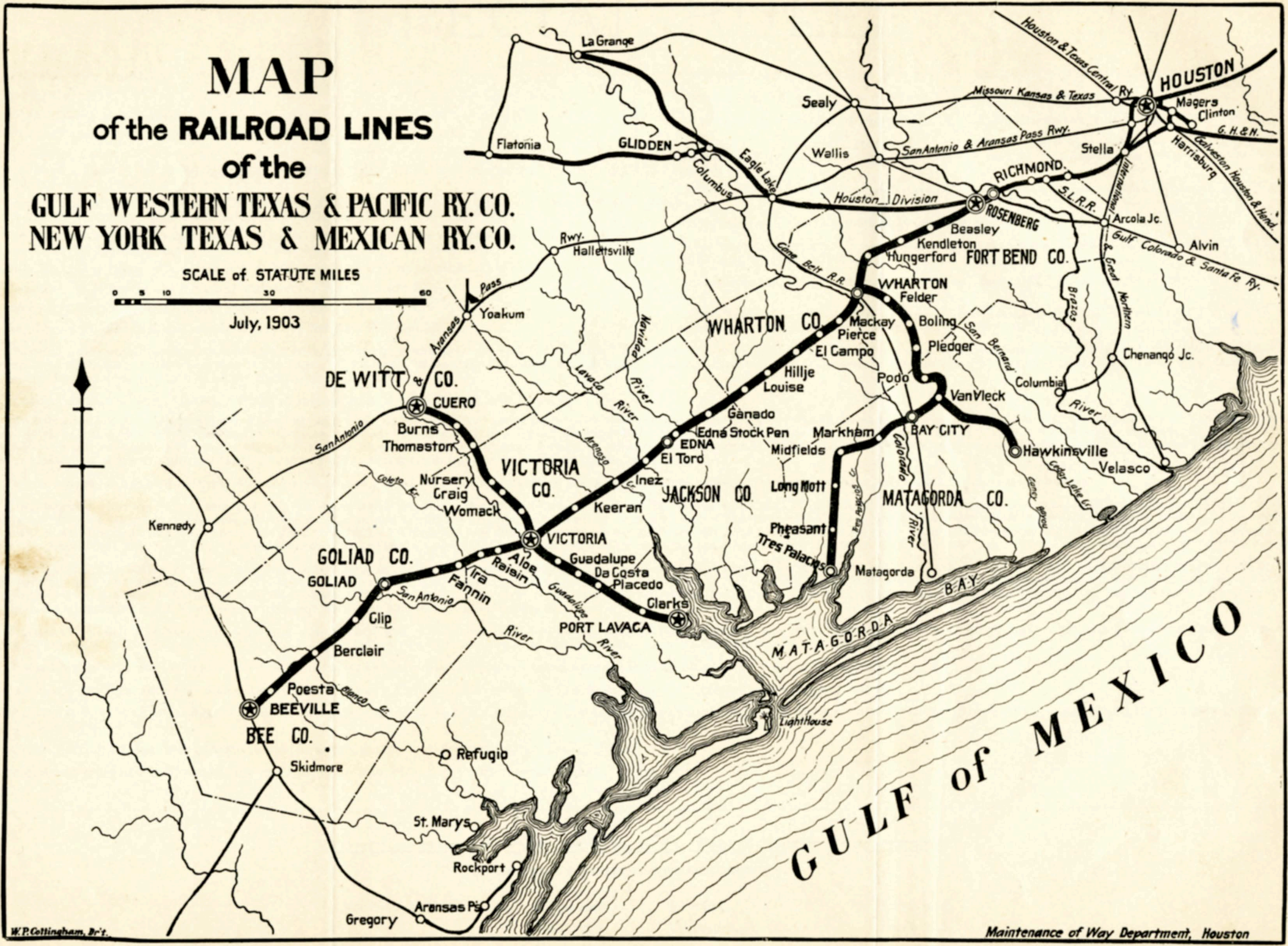
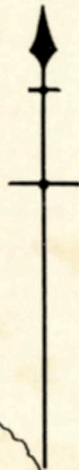
Cuero Stock Pens.....	West end.	El Toro.....	East end.
Ira.....	East end.	Telfener.....	East end.
Clip.....	Both ends.		

MAP

of the **RAILROAD LINES**
of the
GULF WESTERN TEXAS & PACIFIC RY. CO.
NEW YORK TEXAS & MEXICAN RY. CO.



July, 1903



W.P. Collingham, Jr.'s

Maintenance of Way Department, Houston