

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, June 8, 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 Railroad 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. 2.		Distance from Port La Vaca	FIRST CLASS					SECOND CLASS	THIRD CLASS	Telegraph Office Hours			
	334	320							302	June 8, 1919.		301						319		333		
	Local Freight	Mixed							Passenger			Passenger						Mixed		Local Freight		
Leave Daily Except Sunday	Leave Daily						Leave Daily	STATIONS		Arrive Daily						Arrive Daily	Arrive Daily Except Sunday					
Yard							8.15AM	0.0	SAN ANTONIO (Commerce Street)	140.9	7.10PM									Continuous		
FWOT Yard	6.00AM						8.24	1.9	EAST YARD	139.0	7.01									6.00PM	Continuous	
	6.10						8.30	4.9	GULF JUNCTION	136.0	6.55									5.50		
1,481	6.32					f	8.44	10.5	MARTINEZ	130.4	f 6.42									5.30		
676	6.44					f	8.54	14.4	SAUNDERS	126.5	f 6.31									5.10		
1,025	7.02					s	9.02	17.4	ADKINS	123.5	s 6.23									4.50		
675	7.20					f	9.11	20.8	CARPENTER	120.1	f 6.15									4.30		
2,734	8.00					s	9.23	25.9	LAVERNIA	115.0	s 6.03									4.10	8.30AM to 6.30PM	
581	8.10					f	9.30	28.3	ANVILLE	112.6	f 5.55									3.45		
1,279 WY	8.50					s	9.38	32.2	SUTHERLAND SPRINGS	108.7	s 5.48									3.30	9.00AM to 6.00PM	
4,568	9.10					s	9.57	38.8	STOCKDALE	102.1	s 5.29									2.50	9.00AM to 6.00PM	
2,005	9.45					s	10.16	46.7	PANDORA	94.2	s 5.11									2.15		
2,205 W	10.27					s	10.27	51.4	NIXON	89.5	s 5.00									1.50	8.30AM to 5.30PM	
4,505	11.17					s	10.44	59.4	SMILEY	81.5	s 4.43									1.10	8.30AM to 5.30PM	
1,600	11.52AM					f	11.03	67.8	SAMPLE	73.1	s 4.24									12.40		
2,300 W	12.22PM					s	11.17	72.0	WESTHOFF	68.9	s 4.13									12.22PM	8.30AM to 5.30PM	
1,600	12.52					f	11.37	81.0	LINDENAU	59.9	f 3.50									11.37AM		
								85.7	S. A. & A. P. CROSSING	55.2												
Yard WT	1.10 1.35	12.45PM				s	11.50AM	85.9	CUERO	55.0	s 3.38								10.00AM See No. 302	11.00 10.25	Continuous	
1,312	1.52	f 1.03				f	12.07PM	93.0	VERHELLE	47.9	f 3.20									9.37	10.07	
1,802	2.06	s 1.18				s	12.17	97.0	THOMASTON	43.9	s 3.10									9.27	8.00AM to 5.00PM	
1,427	2.26	s 1.43				s	12.33	103.2	NURSERY	37.7	s 2.55									9.07	9.30	
1,439	2.48	f 1.53				f	12.40	105.6	CRAIG	35.3	f 2.48									9.00	9.18	
WFOTY Yard	3.00PM	2.25PM					1.05PM	114.0	VICTORIA	26.9	2.25PM									8.40AM	9.00AM	Continuous
	Arrive Daily Except Sunday	Arrive Daily					Arrive Daily				Leave Daily									Leave Daily	Leave Daily Except Sunday	
	334	320					302				301									319	333	

(9.00) (1.40)
12.5 17.3

(4.50) Time Over District.....
23.6 Average Speed per Hour.....

(4.45)
24.0

(1.20) (9.00)
21.0 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.

EASTWARD—Toward Rosenberg.

VICTORIA DIVISION: Victoria—Rosenberg Sub-Division.

WESTWARD—Toward 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. 2. June 8, 1919	Distance from Rosenberg	✓ FIRST CLASS		SECOND CLASS		THIRD CLASS		Telegraph Office Hours
	Yard	332	336	304	302	301				303	335	331				
		Local Freight											Through Freight	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 Monday	Arrive Daily Except Sunday									
WFTOY	9.20AM	9.00PM	8.15AM	1.25PM	54.7	VICTORIA	91.5	2.05PM	10.00PM	7.15AM	5.00PM	Continuous				
1,752	9.40	9.43	s 8.30	s 1.45	62.3	7.6 TELFERNER	83.9	s 1.45	f 9.43	6.30	4.30					
2,020	10.00	10.17	s 8.43	s 1.59	69.5	7.2 INEZ	76.7	s 1.29	s 9.29	6.05	4.00					
1,313	10.20	10.44	f 8.55	f 2.09	75.5	6.0 EL TORO	70.7	f 1.17	f 9.18	5.40	3.35					
3,282 W	10.50	11.00	s 9.04	s 2.16	79.5	4.0 EDNA	66.7	s 1.09	s 9.09	5.20	3.20	8.30AM to 5.30PM				
1,413	10.58	11.10	f 9.08	2.20	81.5	2.0 EDNA STOCK PENS	64.7	1.02	f 9.03	5.05	3.00					
3,247 W	11.30	11.40PM	s 9.24	s 2.34	88.7	7.2 GANADO	57.5	s 12.48	s 8.49	4.35	2.34	8.30AM to 5.30PM				
3,790	11.55AM	12.10AM	s 9.39	s 2.48	96.4	7.7 LOUISE	49.8	s 12.33	s 8.33	4.00	1.45	8.30AM to 5.30PM				
1,810	12.25PM	12.30	f 9.49	f 2.57	101.4	5.0 HILLJE	44.8	f 12.25	f 8.22	3.30	1.20					
7,699 W	1.00	1.05	s 10.03	s 3.07	106.7	5.3 EL CAMPO	39.5	s 12.15	s 8.13	3.10	1.00	8.15AM to 5.15PM				
3,560	2.15	1.25	s 10.14	s 3.17	111.9	5.2 PIERCE	34.3	s 12.03PM	s 8.01	2.40	12.25	7.30 AM to 6.30PM				
1,751	2.35	1.40	f 10.23	f 3.27	115.5	3.6 MACKAY	30.7	f 11.55AM	f 7.51	2.25	12.06PM					
2,094 Y					118.5	3.0 SHANGHAI	27.7									
8,006 WO	3.25	2.10	s 10.45	s 3.40	120.2	1.7 WHARTON	26.0	s 11.45	s 7.39	2.10	11.45AM	8.00AM to 5.00PM				
					120.5	0.3 G. C. & S. F. CROSSING	25.6									
3,154 Y	3.30	2.15	10.48	3.43	121.0	0.5 WHARTON JUNCTION	25.2	11.32	s 7.33	1.45	10.48					
3,052	3.55	2.40	s 10.57	s 3.55	126.3	5.3 HUNGERFORD	19.9	s 11.23	s 7.24	1.25	10.30	8.30AM to 7.30PM				
2,886	4.20	3.10	s 11.10	s 4.09	132.5	6.2 KENDLETON	13.7	s 11.10	s 7.10	1.05	10.05					
3,602	4.45	3.40	s 11.27	s 4.24	138.1	5.6 BEASLEY	8.1	s 10.52	s 6.57	12.45	9.40	8.00AM to 5.00PM				
Yard WYF	5.20PM See 302	{ 4.20AM 4.40AM	{ 11.45AM 11.50AM	{ 4.45PM 4.50PM	146.2	8.1 ROSENBERG	0.0	{ 10.35AM 11.30AM	{ 6.40PM 6.35PM	{ 12.20AM 12.01AM	9.15AM	Continuous				
		1.15PM	6.10PM		181.6	HOUSTON (H. & T. C. Depot)	35.4	9.10AM	5.10PM							
		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 Monday	Leave Daily Except Sunday					
	332	336	304	302				301	303	335	331					

(8.00) 11.4 (7.20) 12.4 (3.30) 26 (3.20) 27.3Time Over District..... (3.30) (3.20) (6.55) (8.00)
Average Speed per Hour..... 26 27.3 13.2 11.4

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

EASTWARD—Toward Wharton.

VICTORIA DIVISION: Palacios Sub-Division

WESTWARD—Toward Palacios.

Length of Sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	EASTWARD			Distance from Palacios	WESTWARD			Telegraph Office Hours	
	THIRD CLASS	SECOND CLASS	FIRST CLASS		FIRST CLASS	SECOND CLASS	THIRD CLASS		
	338 Local Freight Leave Daily Ex. Sunday	314 Local and Mixed Leave Daily except Sunday	306 Passenger Leave Daily		305 Passenger Arrive Daily	315 Local and Mixed Arrive Daily except Sunday	337 Local Freight Arrive Daily Ex. Sunday		
6,379 WY		6.55AM	7.15AM	0.0	PALACIOS	68.8	3.55PM	4.05PM	8.00AM to 5.00PM
1,213		7.13	f 7.32	7.1	7.1 PHEASANT	61.7	f 3.28	3.28	
1,615		7.35	s 7.47	11.8	4.7 BLESSING (B. & M. Depot)	57.0	s 3.16	3.00	7.00AM to 6.00PM
7,037 W		8.00	s 8.00	16.3	0.2 ST. L. B. & M. CROSSING	56.8	s 3.02	2.35	
5,156		8.30	f 8.14	22.0	4.3 MIDFIELD	52.5	f 2.47		
Yard WF	11.25AM	8.50 9.40	s 8.39 9.00	25.5	6.3 FURBER	46.2	f 2.38	2.00	8.30AM to 5.30PM
		9.30	s 8.48 8.53	31.8	2.9 MARKHAM	43.3	s 2.38	1.30 12.55	7.30AM to 6.30PM
				32.1	6.3 BAY CITY (So. Pac.)	37.0	s 2.16 1.53	1.05	
6,837 Y	11.45AM	10.00AM See No. 337	s 9.14	37.1	0.3 BAY CITY (St. L. B. & M.)	36.7	s 2.07 2.02		10.30AM
346			f 9.26	41.8	5.0 G. C. & S. F. CROSSING	31.7	s 1.41	12.35PM	8.45AM to 5.45PM
690	12.05PM		s 9.32	44.0	4.7 VAN VLECK	27.0	f 1.28		
1,585	12.12		f 9.35	45.9	2.2 SUGAR VALLEY	24.8	s 1.23	9.48	
1,091				50.0	1.9 ASHWOOD	22.9	f 1.18	9.35	
2,997 W	1.05		s 9.47	51.0	4.1 PODO	18.8			
1,240	1.17		f 9.53	53.8	1.0 FORGASON	17.8	s 1.05	9.05	8.30AM to 5.30PM
1,180				55.9	2.8 PLEDGER	15.0	f 12.58	8.50	
1,601	1.29		s 10.02	57.5	2.1 DON-TOL	12.9			
913	1.40		s 10.06	58.8	1.6 PARKDALE	11.3	s 12.49	8.37	
586				60.1	1.3 BOLING	10.0	s 12.45	8.25	
355				61.5	1.3 IAGO	8.7			
2,194	1.55		s 10.14	62.3	1.4 COTTONDALE	7.3			
690				63.0	0.8 CANEBRAKE	6.5	s 12.36	8.00	
832	2.05		f 10.21	64.6	0.7 BURR	5.8			
480				66.7	1.6 KREIGEL	4.2	f 12.30	7.50	
385				67.7	2.1 DINSMORE	2.1			
3,154 Y	2.20		10.33	68.0	1.0 LIDA	1.1			
8,006 WO	2.30PM		10.40AM	68.8	1.0 AHLDAG	0.8	12.20	7.35	
	Arrive Daily Ex. Sunday	Arrive Daily except Sunday	Arrive Daily		0.3 WHARTON JUNCTION	0.8			
	338	314	306		0.5 G. C. & S. F. CROSSING	0.3			
					0.3 WHARTON	0.0	12.15PM	7.30AM	8.00AM to 5.00PM
							Leave Daily	Leave Daily except Sunday	Leave Daily Ex. Sunday
							305	315	337

(3.05)	(3.05)	(3.25)	..... Time Over District.....	(3.40)	(3.30)	(3.00)
12.0	12.3	19.7	..... Average Speed per Hour.....	18.8	10.6	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		FIRST CLASS	Distance from Beeville	Time Table No. .2 June 8, 1919	Distance from Rosenberg	FIRST CLASS	SECOND CLASS	Telegraph Office Hours
	312	322	321				311		
	Mixed	Passenger	Passenger				Mixed		
	Leave Daily Ex. Sunday	Leave Sunday Only					Arrive Sunday Only	Arrive Daily Ex. Sunday	
STATIONS									
Yard YW	9.35AM	9.35AM	0.0		BEEVILLE	146.2	4.45PM	5.50PM	8.00AM to 7.00PM
833	f 9.50	9.50	4.6		4.6 POESTA	141.6	4.30	f 5.30	
300	f 10.03	10.03	8.7		4.1 CANDLISH	137.5	4.17	f 5.15	
3,000	s 10.23	10.16	13.1		4.4 BERCLAIR	133.1	4.04	s 5.00	
1,996	f 10.48	10.37	21.8		8.7 CLIP	124.4	3.43	f 4.30	
4,779 W	s 11.35AM	10.57	29.1		7.3 GOLIAD	117.1	3.23	s 4.10	8.00AM to 6.00PM
2,075	s 12.05PM	11.20	38.4		9.3 FANNIN	107.8	3.00	s 3.15	
1,104	s 12.17	11.30	41.9		3.5 COLOGNE	104.3	2.50	s 2.56	
2,061	s 12.30	11.41	46.3		4.4 RAISIN	99.9	2.39	s 2.44	
1,687	f 12.40	11.50AM	49.3		3.0 ALOE	96.9	2.30	f 2.35	
WFOTY Yard	1.05PM	12.05PM	54.7		5.4 VICTORIA	91.5	2.15PM	2.15PM	Continuous
	Arrive Daily Ex. Sunday	Arrive Sunday Only					Leave Sunday Only	Leave Daily Ex. Sunday	
	312	322					321	311	

(8.30) Time Over District (2.30)
 15.7 Average Speed per Hour 22.0 (3.35)
 16.1

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. 2. June 8, 1919.	Distance from Van Vleck	SECOND CLASS		Telegraph Office Hours
	315	314				314	314	
	Mixed	Mixed				Mixed	Mixed	
	Leave Daily Except Sunday	Leave Daily Except Sunday				Arrive Daily Except Sunday	Arrive Daily Except Sunday	
STATIONS								
2,599 Y	11.25AM	0.0			HAWKINSVILLE	17.3	11.15AM	
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	
300	11.54AM	7.6			2.3 FITZMAURICE	9.7	10.35	
380	12.02PM	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	12.35PM	17.3			2.3 VAN VLECK	0.0	10.00AM	8.45 AM to 5.45 PM
	Arrive Daily Except Sunday						Leave Daily Except Sunday	
	315						314	

(1.10) Time Over District (1.15)
 14.8 Average Speed per Hour 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: 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. 2. June 8, 1919.	Distance from Damon Mound	SECOND CLASS		Telegraph Office Hours
	316	317				317	317	
	Mixed	Mixed				Mixed	Mixed	
	Leave Daily Except Sunday	Leave Daily Except Sunday				Arrive Daily Except Sunday	Arrive Daily Except Sunday	
STATIONS								
Yard WYF	2.00PM	0.0			ROSENBERG	21.8	9.30AM	Continuous
	s 2.50	11.9			11.8 NEEDVILLE	9.9	s 8.55	
5,400 Y	3.30PM	21.8			9.9 DAMON MOUND	0.0	8.00AM	7.30 AM to 4.30 PM
	Arrive Daily Except Sunday						Leave Daily Except Sunday	
	316						317	

(1.30) Time Over District (1.30)
 14.5 Average Speed per Hour 14.5

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

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. 2. June 8, 1919.	Distance from Port Lavaca	SECOND CLASS		Telegraph Office Hours
	320	319				319	319	
	Mixed	Mixed				Mixed	Mixed	
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
STATIONS								
WFOTY Yard	2.50PM	114.0			VICTORIA	26.9	8.10AM	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	
663	s 3.53	126.8			3.5 PLACEDO—ST. L. B. & M. CROSSING	14.1	s 7.20	8.00AM to 5.00PM
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	5.00PM	140.9			5.3 PORT LAVACA	0.0	6.30AM	9.00AM to 6.00PM
	Arrive Daily						Leave Daily	
	320						319	

(2.10) Time Over District (1.40)
 12.4 Average Speed per Hour 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	LINDENAU 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 $\frac{1}{4}$ 67	625, 631, 638, 640, 641.....	1705	1065	2600	1395	2600	2600	2600
T 56 $\frac{1}{4}$ 72	645, 651 to 655.....	1695	1060	2590	1380	2590	2590	2590
E 63 $\frac{1}{4}$ 66	225 to 236.....	1750	1095	2670	1430	2670	2670	2670
E 63 $\frac{1}{4}$ 60	237 and 238.....	1700	1060	2580	1390	2580	2580	2580
T 55 $\frac{1}{4}$ 95	306, 309.....	2700	1680	4200	2225	.....	.....	.....
T 57 $\frac{1}{4}$ 96	321, 324, 325, 327.....	2600	1650	4050	2150	.....	.....	.....
Z	240 to 258.....	2075	1300	3200	1700	.....	.....	.....
T 57 $\frac{1}{4}$ 94	342.....	2475	1550	3850	2050	.....	.....	.....
T 56 $\frac{1}{4}$ 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
M 63 $\frac{3}{8}$ 126 S	410, 412, 413, 414, 415, 420, 422, 428, 430, 431, 436, 437, 438, 439, 451, 452, 459.....	3300	2060	4675	.....	.....	.....	.....
M 63 $\frac{3}{8}$ 126	411, 416 to 419, 421, 423 to 427, 429, 432, 434, 435, 440 to 450, 453 to 458.....	3000	1875	4250	.....	.....	.....	.....
M 63 $\frac{3}{8}$ 148 S	460 to 464, 466, 467, 469.....	4235	2610	6500	.....	.....	.....	.....
M 63 $\frac{3}{8}$ 148	465, 468.....	3850	2370	5900	.....	.....	.....	.....

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>.....</p> <p>Dr. R. W. Knox.....Chief Surgeon. Dr. F. A. Waples.....House Surgeon. Dr. C. C. Green.....Examining Surgeon. Dr. H. C. Feagin.....Examining Surgeon. R. H. Harrison.....Examining Surgeon. Dr. J. L. Tylor.....Local Surgeon. Dr. M. J. Taylor.....Local Surgeon. Dr. C. B. Harwood.....Oculist and Aurist. Dr. M. L. O'Banion.....Oculist and Aurist.</p> <p><i>San Antonio</i>.....</p> <p>Dr. T. T. Jackson.....Division Surgeon. Dr. E. W. McCamish.....Local Surgeon. Dr. R. E. Bowen.....Local Surgeon. Dr. Dudley Jackson.....Local Surgeon. Dr. J. H. Burlison.....Oculist. Dr. T. J. Walthall.....Oculist and Aurist.</p>	<p><i>Victoria</i>.....</p> <p>Dr. F. B. Shields.....Examining Surgeon. Dr. R. R. Hopkins.....Local Surgeon. Dr. Joseph Hopkins.....Local Surgeon. Dr. W. A. Rape.....Oculist.</p> <p><i>Bay City</i>.....</p> <p>Dr. A. S. Morton.....Local Surgeon. Dr. J. E. Simons.....Local Surgeon.</p> <p><i>Beeville</i>.....</p> <p>Dr. G. M. Stephens.....Local Surgeon. Dr. L. E. Parr.....Local Surgeon.</p> <p><i>Cuero</i>.....</p> <p>Dr. J. M. Lackey.....Local Surgeon. Dr. J. C. Dobbs.....Local Surgeon.</p> <p><i>Edna</i>.....</p> <p>Dr. R. E. L. LaVaure.....Local Surgeon.</p> <p><i>El Campo</i>.....</p> <p>Dr. D. P. Redwine.....Local Surgeon.</p> <p><i>Ganado</i>.....</p> <p>Dr. W. H. Lancaster.....Local Surgeon.</p>	<p><i>Goliad</i>.....</p> <p>Dr. J. M. Yarborough.....Local Surgeon.</p> <p><i>Nixon</i>.....</p> <p>Dr. V. C. Littlefield.....Local Surgeon.</p> <p><i>Palacios</i>.....</p> <p>Dr. J. B. Wagner.....Local Surgeon.</p> <p><i>Port Lavaca</i>.....</p> <p>Dr. A. D. Gibson.....Local Surgeon.</p> <p><i>Rosenberg</i>.....</p> <p>Dr. J. S. Yates.....Local Surgeon.</p> <p><i>Stockdale</i>.....</p> <p>Dr. Ella Ware.....Local Surgeon.</p> <p><i>Wharton</i>.....</p> <p>Dr. G. L. Davidson.....Local Surgeon.</p> <p><i>Needville</i>.....</p> <p>Dr. J. W. Week.....Local Surgeon.</p> <p><i>Louise</i>.....</p> <p>Dr. H. C. Reynolds.....Local Surgeon.</p>
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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.
- F—Fuel Station.
- T—Turn Table.
- O—Track Scales.
- Y—Wye.
- W—Water Station.

Register stations are indicated by bold face type.

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, and between Gulf Junction and San Antonio (Commerce Street).

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.

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. Conductors will advise Enginemen when they have loaded tanks in their trains that restrict speed of trains to eighteen (18) miles per hour.

LOCAL RULES—Continued.

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. 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 position of the gates.

Interlocking Crossing Plant located at intersection of G. C. & S. F. Railroad At Bay City and Rosenberg.

SPEED TABLE.

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

Miles	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	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

A. D. MIMS,
Acting Superintendent.

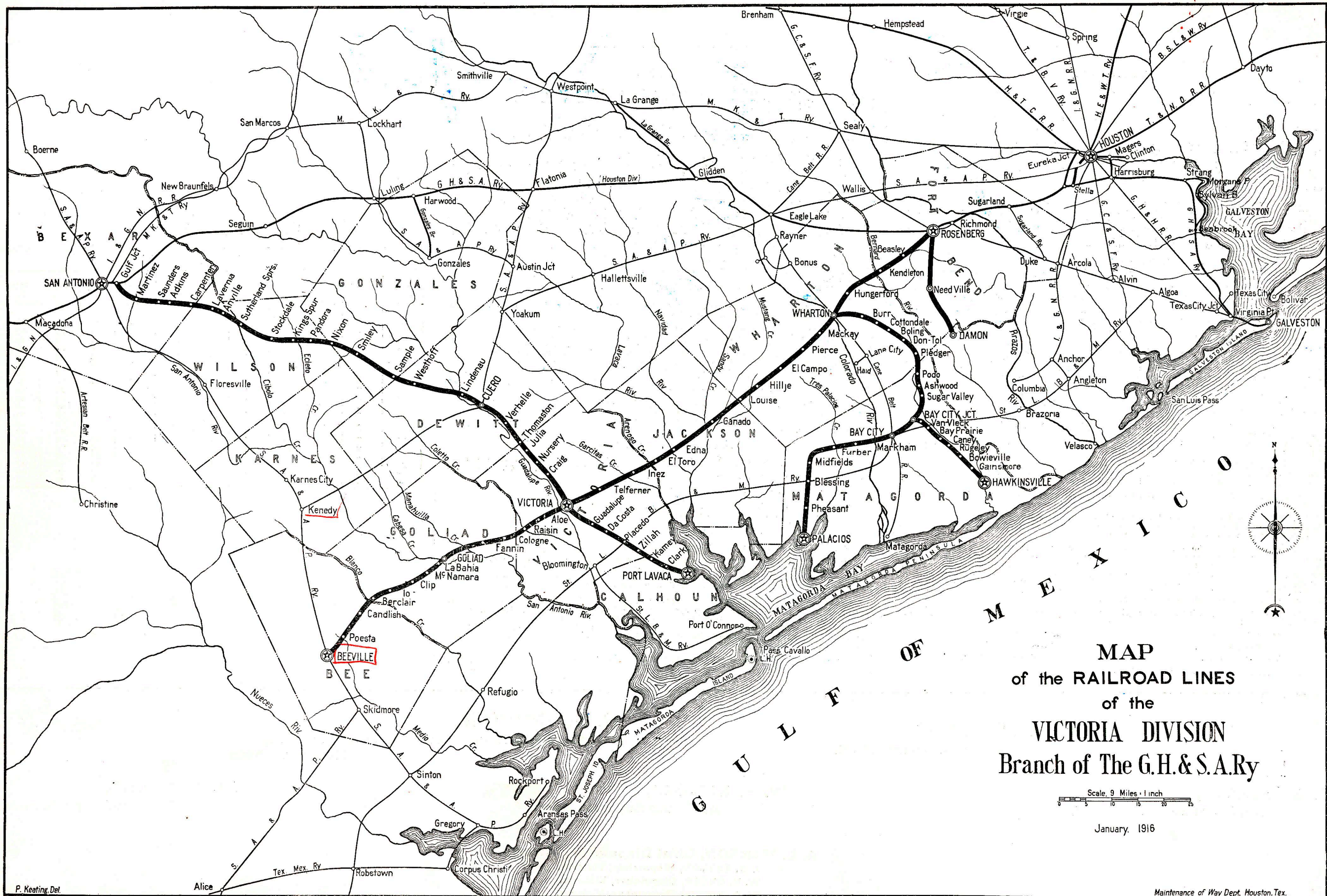
R. M. HOOVER,
Superintendent Passenger Transportation,
Houston, Texas.

P. B. McNEAL,
Assistant Superintendent.

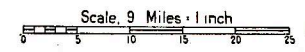
W. S. HIGGINS,
Assistant Superintendent.

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.



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



January, 1916