

**THE GALVESTON, HARRISBURG & SAN ANTONIO
RAILWAY COMPANY.**

HOUSTON DIVISION

102
EMPLOYEES' TIME TABLE

To Take Effect Wednesday, January 12th, 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.

RATING OF LOCOMOTIVES. HOUSTON DIVISION.

Effective May 30, 1909.

CLASS	ENGINE NUMBERS	HOUSTON TO GLIDDEN	GLIDDEN TO HOUSTON AND GALVESTON	GLIDDEN TO KINGSBURY	KINGSBURY TO SAN ANTONIO	SAN ANTONIO TO GLIDDEN	SAN ANTONIO AND SPOFFORD	SPOFFORD AND DEL RIO
		Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight
		RATING	RATING	RATING	RATING	RATING	RATING	RATING
E 73 $\frac{29}{24}$ 89	261 to 272.....	3030	3145	1410	1650	1410	1410	2130
E 63 $\frac{17}{24}$ 50	170, 174, 192 to 207.....	1695	1755	....	....	....	....	....
T 63 $\frac{29}{26}$ 112	688 to 698.....	3325	3470	1550	1805	1550	1550	2315
T 69 $\frac{29}{24}$ 97	682 to 684.....	2505	2600	....	....	....	....	....
T 56 $\frac{18}{24}$ 90	658.....	2555	2665	1185	1385	1185	1185	1780
T 56 $\frac{18}{24}$ 67	601 to 606, 609, 611 to 614, 616, 617, 619 to 621, 624, 625, 627 to 631, 633, 638 to 641.....	2070	2160	....	....	....	....	....
T 56 $\frac{18}{26}$ 100	666 to 677.....	2685	2895	1230	1435	1230	1230	1855
T 56 $\frac{18}{24}$ 84	608, 610, 615, 622, 623, 626, 632, 636, 637.....	2555	2665	1185	1385	1185	1185	1780
M 63 $\frac{29}{28}$ 126	410 to 459.....	3625	3840	1750	2100	1750	1750	2520
M 63 $\frac{18}{28}$ 154	460 to 469.....	3645	3935	1685	1960	1685	1685	2520
M 63 $\frac{18}{28}$ 144	482 to 485.....	4105	4430	1920	2230	1920	1920	2855
E 63 $\frac{17}{24}$ 48	175 to 178, 180, 210, 212, 213.....	1650	1710	....	....	....	....	....
C 57 $\frac{29}{26}$ 187	800 to 845.....	6000	6000	2500	3500	2500	2500	3500
E 63 $\frac{17}{24}$ 63	179, 208, 209, 211.....	1970	2042	....	....	....	....	....
T 56 $\frac{18}{24}$ 72	642 to 645, 647, 648, 651, 652, 654 to 656.....	2045	2135	945	1105	945	945	1425
T 56 $\frac{18}{24}$ 84	646, 649, 650, 653.....	2555	2665	1185	1385	1185	1185	1780
E 63 $\frac{18}{24}$ 66	225 to 236.....	2135	2215	....	....	....	....	....
T 63 $\frac{18}{28}$ 100	678 to 681.....	3020	3150	1400	1635	1400	1400	2100
E 69 $\frac{19}{24}$ 75	250 to 258.....	2685	2790	....	....	....	....	....

AVERAGE WEATHER CONDITIONS. Maximum Speed at any point 30 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 HOUSTON DIVISION—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. Geo. P. Hall.....Oculist. Dr. W. L. Rogers.....Oculist. Dr. E. P. Daviss.....Oculist.</p> <p><i>Alleyton</i>..... Dr. R. Henry Harrison.....Local Surgeon. <i>Columbus</i>..... Dr. R. H. Harrison.....Local Surgeon. <i>Del Rio</i>..... Dr. H. B. Ross.....Local Surgeon. Dr. W. W. Hughes.....Local Surgeon. <i>D'Hanis</i>..... Dr. Robert E. Rahm.....Local Surgeon. <i>Eagle Lake</i>..... Dr. F. O. Norris.....Local Surgeon. Dr. J. S. Bruce.....Local Surgeon.</p>	<p><i>Eagle Pass</i>..... Dr. A. H. Evans.....Local Surgeon. <i>East Bernard</i>..... Dr. C. L. Jones.....Local Surgeon. <i>Flatonia</i>..... Dr. R. A. Johnson.....Local Surgeon. Dr. F. W. Kaiser.....Local Surgeon. <i>Gonzales</i>..... Dr. W. J. Hildebrand.....Local Surgeon. <i>Harwood</i>..... Dr. L. G. Dexter.....Local Surgeon. <i>Hondo</i>..... Dr. B. R. Bradley.....Local Surgeon. Dr. J. H. Fletcher.....Local Surgeon. <i>La Grange</i>..... Dr. T. W. Moore.....Local Surgeon. <i>Luling</i>..... Dr. S. J. Francis.....Local Surgeon. <i>Marion</i>..... Dr. L. Hirschfeld.....Local Surgeon. <i>Missouri City</i>..... Dr. W. H. Minton.....Local Surgeon. <i>Richmond</i>..... Dr. J. C. Johnson.....Local Surgeon. Dr. J. Mark O'Farrell.....Local Surgeon.</p>	<p><i>Rosenberg</i>..... Dr. J. S. Yates.....Local Surgeon. <i>San Antonio</i>..... Dr. T. T. Jackson.....Division Surgeon. Dr. W. B. Russ.....Local Surgeon. Dr. R. A. Goeth.....Local Surgeon. Dr. J. H. Burleson.....Oculist. <i>Sabinal</i>..... Dr. J. I. Barnes.....Local Surgeon. <i>Schulenburg</i>..... Dr. I. E. Clark.....Local Surgeon. <i>Seguin</i>..... Dr. A. M. Stamps.....Local Surgeon. <i>Uvalde</i>..... Dr. B. M. Hines.....Local Surgeon. Dr. A. R. Bowman.....Local Surgeon. <i>Waelder</i>..... Dr. J. C. Henderson.....Local Surgeon. Dr. H. W. Robertson.....Local Surgeon. <i>Weimar</i>..... Dr. S. B. MacLeary.....Local Surgeon.</p>
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EASTWARD—Toward New Orleans.

HOUSTON DIVISION: San Antonio and Glidden.

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. 102.					
		334	88	84			758	652	246	242	244		306	110	44	42	36		10	8	January 12th, 1910.			
		Vic. Div. Local Freight	Local Freight	Local Freight			M. K. & T. Freight	M. K. & T. Freight	Freight	Live Stock	Sunset Freight Limited		Victoria Division Passenger	M. K. & T. Passenger	M. K. & T. Passenger	M. K. & T. Passenger	M. K. & T. Passenger		Sunset Express	Texas Express				
	Lv. Tuesday, Thursday and Saturday only	Leave Daily Ex. Sunday	Leave Daily			Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily					
Yard													8.00AM	10.00AM	7.10AM	11.50PM	9.00PM	10.30PM	11.00AM	0.00	DN	SAN ANTONIO Commerce Street		
FWPOT		6.00AM	8.15AM	7.50AM																	1.94	DN	EAST YARD	
Yard						7.30AM	10.00PM	12.01AM	4.00AM	11.30AM			8.09	10.07	7.19	11.58	9.09	10.39	11.09		2.58		M. K. & T. JUNCT.	
						7.35AM	10.05PM							10.08AM	7.20AM	11.59PM	9.10PM				4.88		GULF JUNCT.	
		6.15AM	8.25	8.00				12.15	4.15	11.45			8.15AM					10.44	11.13		4.88		KIRBY	
2,816			8.35	8.10				12.22	4.30	11.59AM								10.50	f 11.17		7.61		CONVERSE	
2,698			9.00	8.25				12.40	4.45	12.20PM								10.59	f 11.26		12.67		SCHERTZ	
3,195			9.30	8.45				1.00	5.00	12.35								f 11.06	s 11.33		16.44	D	MARION	
2,884 P			10.20	9.15				1.40	5.25	1.15									s 11.21	s 11.48	24.40	D	HILDA	
2,816			10.35	9.28				2.01	5.40	1.35									f 11.31	f 11.56AM	29.20		SEGUIN	
4,910 W			11.05AM 1.45PM	9.55				2.30	6.22	2.10									s 11.45	s 12.10PM	35.33	DN	ILKA	
2,196			2.00	10.05				2.50	6.50	2.20									f 11.51PM	12.15	38.81		KINGSBURY	
4,510 PY			2.30PM	10.25				3.15	7.10	2.45									f 12.02AM	s 12.25	44.87	D	SULLIVAN	
2,942				10.40				3.30	7.25	3.00									12.10	f 12.32	49.66		S.A. & A.P. CROSS'G	
																					55.75	DN	LULING	
5,271 WY				11.05AM 12.01PM				4.15	8.00	3.30 4.05									s 12.30	s 12.45	56.07		IVY	
2,492				12.20				4.45	8.20	4.40									12.42	f 12.55	61.56		HARWOOD	
4,560				12.35 1.20				5.20	8.30	4.55									s 12.50	s 1.07	65.29	D	SANDY FORK	
2,748				1.53				5.30	8.50	5.20									1.00	f 1.16	70.32		WAEELDER	
2,265 W				2.20				6.05	9.30	5.50									s 1.15	s 1.30	78.14	D	PIERSON	
3,044				3.05				6.35	9.50	6.30									1.26	f 1.40	84.55		S.A. & A.P. CROSS'G	
																					89.37		FLATONIA JUNCT.	
1,442 Y				4.00				7.10	10.35 10.45	6.50											89.37	N	FLATONIA	
2,525				4.30				7.40	11.10	7.15									s 1.38	s 1.52	89.81		ENGLE	
2,938 W				5.10 6.00				8.20	11.20	7.50									s 2.08	s 2.17 2.25	102.24	DN	SCHULENBURG	
1,728				6.15				8.35	11.45AM	8.05									2.13	2.31	106.14		SHATTO	
2,620				7.10				9.05	12.10PM	8.35									s 2.25	s 2.43	110.43		WEIMAR	
2,944				7.30				9.20	12.25	8.50										2.35	f 2.53	115.77		BORDEN
Yard FT				7.50PM				9.40AM	1.00PM	9.10PM										s 2.47AM	s 3.05PM	122.24	DN	GLIDDEN
		Ar. Tuesday, Thursday and Saturday only	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
		(0.15) 4.0	(6.15) 7.3	(12.00) 10.0		(0.05) 10.0	(0.05) 10.0	(9.39) 12.5	(9.00) 13.3	(9.40) 12.5		(0.15) 19.0	(0.08) 20.0	(0.10) 15.0	(0.09) 16.6	(0.10) 15.0	(4.17) 28.4	(4.05) 29.5					..... Time Over District
																							..... Average Speed per Hour

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.
EXCEPT, that No. 9 is superior to No. 8 and No. 10 between Houston and San Antonio. No. 243 is superior to all second-class trains.

HOUSTON DIVISION: Glidden and San Antonio.

WESTWARD—Toward San Francisco.

Time Table No. 102. January 12th, 1910	Distance from Glidden	FIRST CLASS							SECOND CLASS							THIRD CLASS		
		7	9	35	41	43	109	305	243	241	245	651	757	83	89	333		
		Texas Express	Sunset Express	M. K. & T. Passenger	M. K. & T. Passenger	M. K. & T. Passenger	M. K. & T. Passenger	Victoria Division Passenger	Sunset Freight Limited	Mexico Freight	San Antonio Freight	M. K. & T. Freight	M. K. & T. Freight	Local Freight	Local Freight	Vic. Div. Local Freight		
STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Ar. Monday, Wed'n' day and Friday only			
DN SAN ANTONIO Commerce Street 1.94	122.24	6.00PM	7.35AM	7.30AM	3.25PM	6.30AM	7.45PM	7.50PM										
DN EAST YARD 0.64	120.30	5.50	7.25	7.21	3.16	6.21	7.36	7.40	5.50PM	1.20AM	7.15PM	5.30AM	5.00PM	6.30PM	8.15PM	7.35PM		
M. K. & T. JUNCT. 2.30	119.66			7.20AM	3.15PM	6.20AM	7.35PM					5.25AM	4.55PM					
GULF JUNCT. 2.73	117.36	5.41	7.19					7.35PM	5.30	1.05	7.00			6.20	7.55	7.25PM		
KIRBY 5.06	114.63	f 5.37	7.14						5.20	12.57	6.50			6.12	7.45			
CONVERSE 3.77	109.57	f 5.28	7.04						5.05	12.40	6.30			6.00	7.20			
D SCHERTZ 7.96	105.80	s 5.20	f 6.56						4.48	12.10AM	6.10			5.45	7.00			
D MARION 4.80	97.84	s 5.05	s 6.43						4.17	11.21PM	5.40			5.05	6.20			
HILDA 6.13	93.04	f 4.55	6.32						3.55	10.55	5.20			4.45	5.35			
DN SEGUIN 3.48	85.91	s 4.45	s 6.22						3.30	10.35	4.55			4.30	5.15 4.15			
ILKA 6.06	83.43	4.34	6.08						3.05	10.10	4.25			3.40	4.00			
D KINGSBURY 4.79	77.37	s 4.25	f 6.00						2.45	9.55	4.10			3.20	3.45PM			
SULLIVAN 6.09	72.58	f 4.16	5.50						2.20	9.30	3.50			3.00				
DN S. A. & A. P. CROSS'G 0.32	66.49																	
LULING 5.49	66.17	s 4.05	s 5.40						1.55 1.25	9.00 8.40	3.30 3.00			2.30				
IVY 3.73	60.68	f 3.52	5.27						12.55	8.20	2.35			1.35				
D HARWOOD 5.03	56.95	s 3.45	s 5.20						12.35	8.05	2.15			1.15 12.50				
SANDY FORK 7.82	51.92	f 3.33	5.09						12.10PM	7.40	1.53			12.25PM				
D WAELDER 6.41	44.10	s 3.19	s 4.55						11.35AM	7.00	1.30			11.35AM				
PIERSON 4.82	37.69	f 3.05	4.43						11.05	6.30	12.40			10.50				
S. A. & A. P. CROSS'G 0.00	32.87																	
N FLATONIA JUNCT. 0.44	32.87																	
FLATONIA 5.98	32.43	s 2.55	s 4.33						10.45	6.10	12.20PM			10.35 9.55				
D ENGLE 6.45	26.45	s 2.43	4.18						10.15	5.45	11.50AM			9.30				
DN SCHULENBURG 3.90	20.00	s } 2.30 2.25	s 4.06						9.50	5.10	11.20			9.00 8.20				
SHATTO 4.29	16.10	2.18	3.52						9.20	4.45	10.50			8.00				
WEIMAR 5.34	11.81	s 2.10	s 3.44						9.05	4.30	10.35			7.50				
BORDEN 6.47	6.47	f 1.57	3.32						8.40	4.10	10.10			7.15				
DN GLIDDEN	0.00	s 1.45PM	3.22AM						8.15AM	3.45PM	9.40AM			7.00AM				
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Lv. Monday Wed'n' day and Friday only		
Time Over District.....	(4.15)	(4.23)	(0.10)	(0.10)	(0.10)	(0.10)	(0.15)		(9.35)	(9.35)	(9.35)	(0.05)	(0.05)	(11.30)	(4.30)	(0.10)		
Average Speed per Hour.....	28.7	28.2	15.0	15.0	15.0	15.0	19.0		12.5	12.5	12.5	10.0	10.0	10.0	10.6	9.3		

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81
EXCEPT, that No. 9 is superior to No. 8 and No. 10 between Houston and San Antonio. No. 243 is superior to all second-class trains.

EASTWARD—Toward New Orleans.

HOUSTON DIVISION: Glidden and Houston.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		SECOND CLASS					FIRST CLASS						Distance from Glidden	Time Table No. 102.		
	92	82	210	242	246	248	244	2	4	16	304	302	10		8	January 12th, 1910.	
	Victoria Freight	Local Freight	Mixed	Live Stock	Freight	Sunset Freight Limited	Sunset Freight Limited	S. A. & A. P. Passenger	S. A. & A. P. Passenger	G. C. & S. F. Passenger	Victoria Div. Passenger	Victoria Div. Passenger	Sunset Express		Texas Express	STATIONS	
Yard	FT	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
			6.15AM	1.10PM	2.00PM	10.00AM	10.10PM	10.00PM						s 2.50AM	s 3.10PM	0.00	DN GLIDDEN
1,103		6.35 6.45		1.20PM	2.20	10.15	10.35	10.20						s 2.58	s 3.18	2.81	COLUMBUS
1,788		7.05			2.40	10.35	10.50	10.40						3.10	s 3.25	6.51	ALLEYTON
3,025		7.30			3.10	11.00	11.15	11.05						3.22	f 3.37	13.38	RAMSEY
2,437	WY	9.15			3.50	11.30AM	11.40PM	11.30PM						s 3.35	s 3.50	19.14	DN EAGLE LAKE
																19.37	S. A. & A. P. CROSSING
																19.70	G. C. & S. F. CROSSING
2,900		9.45			4.25	12.01PM	12.11AM	12.01AM						3.48	s 4.05	25.91	LISSIE
2,970		10.00			4.40	12.36	12.25	12.15						3.56	f 4.14	30.87	NOTTAWA
2,721		10.30			5.02	12.50	12.45	12.35						s 4.06	s 4.28	35.83	D EAST BERNARD
3,006		10.50			5.25	1.03	1.00	12.50						4.14	f 4.37	40.53	NATILI
3,131		11.00			5.45	1.15	1.20	1.10						4.20	f 4.46	45.17	RANDON
											6.18AM					51.32	G. C. & S. F. CROSSING
5,035	WFY	3.10AM	11.15 11.50AM		6.30	1.50	1.47 1.55	1.37			s 6.20	11.55AM 12.05PM	s 4.40PM	s 4.40	s 4.57 5.05	51.72	DN ROSENBERG
2,359		3.30	12.15PM		6.43	2.05	2.15 2.25	2.00			s 6.27	s 12.15	s 4.52	s 4.51	s 5.15	54.72	D RICHMOND
3,017		3.40	12.40		6.46	2.09	2.40	2.07 2.17			6.29	12.18	4.56	4.53	5.18	55.64	MANCHESTER
3,001	Y	3.55	12.50		6.55	2.19	2.50	2.40			6.33	f 12.22	f 5.02	4.58	5.23	58.36	HARLEM
1,294		4.05	1.00		7.00	2.25	3.00	2.50			6.35	12.25	5.05	5.00	5.26	59.77	RIDDICK
2,628		4.12	1.10		7.05	2.30	3.10	3.00			6.38	s 12.28	f 5.09	5.03	5.30	61.44	SARTARTIA
2,000		4.30	1.20		7.10	2.45	3.20	3.10			6.40	s 12.33	s 5.15	s 5.06	s 5.33	62.99	D SUGARLAND
													5.20			63.24	S. L. R. R. CROSSING—Transfer
1,974	W	5.00	2.00		7.40	3.18	3.50	3.40			6.53	s 12.45	s 5.29	5.16	5.42	67.98	STAFFORD
2,167		5.08	2.15		7.50	3.30	4.00	3.50			6.55	s 12.49	s 5.33	5.18	5.44	69.25	D MISSOURI CITY
2,936		5.24	2.35		8.00	3.45	4.15	4.05			7.01	f 12.56	f 5.40	5.24	5.51	73.05	LOTUS
6,275		5.45	3.00		8.13	4.00	4.30AM	4.20			7.08	f 1.05	f 5.48	5.35	5.59	78.25	N STELLA
																82.88	S. A. & A. P. CROSSING
											6.25PM		f 1.14	f 5.56	6.07	83.03	D BLODGETT
4,326		5.58	3.45		8.26	4.25		4.40			6.27	6.07	7.18	1.16	5.58	83.65	TEWENA
		6.07	4.00		8.43	4.37		4.50			6.32	6.13	7.23	1.21	6.02	85.64	CHANEY JUNCTION
																85.64	H. & T. C. CROSSING
											6.40PM	6.20AM	7.30AM	1.30PM	6.10PM	86.66	DN HOUSTON (H. & T. C. Depot)
Yard	WFTO	6.30	4.15PM		9.00PM	5.00PM		5.00AM						6.00AM	6.20PM	87.66	DN HOUSTON (Fifth Ward)
		Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		

After No. 210 becomes one hour behind its schedule time it loses both right and class and thereafter can proceed only by train order.

Automatic Block

(3.20)	(10.00)	(0.10)	(7.00)	(7.00)	(6.00)	(7.00)	(0.15)	(0.15)	(1.12)	(1.35)	(1.30)	(3.10)	(3.10)	..... Time Over District	
10.8	8.7	18.0	12.8	12.8	13.0	12.8	14.5	14.5	29.1	23.3	23.3	27.0	27.4	..... Average Speed per Hour	

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.
 EXCEPT, that No. 7 is superior to No. 304. No. 9 is superior to No. 8 and No. 10 between Houston and San Antonio. No. 243 and No. 247 are superior to all second-class trains.
 After S. A. & A. P. Trains Nos. 1, 2, 3 and 4 become One Hour late all regular trains are superior to them.
 No. 8 will stop at Stafford, Missouri City and Stella for passengers from west of Rosenberg.

HOUSTON DIVISION: Houston and Glidden.

WESTWARD—Toward San Francisco.

Time Table No. 102. January 12th, 1910.	Distance from Houston	FIRST CLASS							SECOND CLASS					THIRD CLASS	
		7	9	301	303	15	1	3	243	247	241	245	211	81	91
		Texas Express	Sunset Express	Victoria Div. Passenger	Victoria Div. Passenger	G. C. & S. F. Passenger	S. A. & A. P. Passenger	S. A. & A. P. Passenger	Sunset Freight Limited	Sunset Freight Limited	Mexico Freight	San Antonio Freight	Mixed	Local Freight	Victoria Freight
STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Except Sunday	Arrive Daily Except Sunday	Arrive Daily Except Saturday	
DN GLIDDEN 2.81	87.66	s 1.40PM	3.22AM						7.05AM	7.15AM	1.55PM	5.00AM	2.00PM	6.00PM	
COLUMBUS 3.07	84.85	s 1.32	s 3.16						6.35	6.45	1.40	4.45	1.45PM	5.40	
ALLEYTON 6.87	81.15	s 1.25	3.10						6.15	6.25	1.30	4.30		4.40	
RAMSEY 5.76	74.28	f 1.12	3.00						5.50	6.05	1.12	4.00		4.20	
DN EAGLE LAKE 0.23	68.52	s 1.00	s 2.50						5.15	5.40	12.35	3.35		3.50 3.00	
S. A. & A. P. CROSSING 0.33	68.29														
G. C. & S. F. CROSSING 6.21	67.96														
LISSIE 4.96	61.75	f 12.45	2.30						4.40	5.00	12.01PM	2.40		2.35	
NOTTAWA 4.96	56.79	f 12.36	2.22						4.25	4.45	11.35AM	2.22		2.20	
D EAST BERNARD 4.70	51.83	s 12.28	2.15						4.06	4.28	11.15	2.00		2.00	
NATILI 4.64	47.13	f 12.18	2.08						3.30	4.14	10.50	1.35		1.30	
RANDON 6.15	42.49	f 12.10PM	2.00						3.10	3.40	10.25	1.20 1.10		1.15	
G. C. & S. F. CROSSING 0.40	36.34					10.33PM									
DN ROSENBERG 3.00	35.94	s 11.58AM 11.45	s 1.47 1.37	s 10.40AM	s 5.55PM	s 10.27			2.50	3.10	10.00	12.45		12.50PM 11.00AM	1.20AM
D RICHMOND 0.92	32.94	s 11.35	s 1.30	s 10.28	s 5.45	f 10.18			2.15	2.25	9.23	12.15		10.28	1.05
MANCHESTER 2.72	32.02	11.33	1.25	10.23	5.40	10.16			2.07	2.17	9.15	12.07AM		10.12	12.55
HARLEM 1.41	29.30	11.29	1.20	f 10.19	f 5.36	10.11			2.00	2.10	9.04	11.59PM		10.05	12.45
RIDDICK 1.67	27.89	11.26	1.18	10.14	5.32	10.09			1.55	2.05	8.59	11.54		9.55	12.38
SARTARTIA 1.55	26.22	11.24	1.15	f 10.11	f 5.30	10.07			1.50	2.00	8.55	11.50		9.50	12.32
D SUGARLAND 0.25	24.67	s 11.22	f 1.12	s 10.07	s 5.25	10.04			1.45	1.55	8.50	11.40		9.35	12.25AM
S. L. R. R. CROSSING—Transfer 4.74	24.42				5.20										
STAFFORD 1.27	19.68	11.12	1.02	s 9.55	s 5.08	9.55			1.30	1.40	8.30	11.10		9.20	11.59PM
D MISSOURI CITY 3.80	18.41	11.10	1.00	s 9.53	s 5.04	9.53			1.25	1.35	8.20	10.55		9.10	11.50
LOTUS 5.20	14.61	11.04	12.53	f 9.45	f 4.57	9.47			1.12	1.22	8.10	10.40		8.55	11.35
N STELLA 4.63	9.41	10.55	12.45	f 9.38	f 4.50	9.39			12.45	12.57AM	7.48	10.25		8.40	11.20
S. A. & A. P. CROSSING 0.15	4.78														
D BLODGETT 0.62	4.63			f 9.28	f 4.42		8.55AM	9.35PM							
TEWENA 1.99	4.01	10.45	12.36	9.26	4.40	9.31	8.50	9.30	12.22		7.18	10.08		8.30	10.56
CHANNEY JUNCTION 0.00	2.02	10.42	12.32	9.22	4.37	9.29	8.46	9.26	12.17		6.47	9.53		8.17	10.50
H. & T. C. CROSSING 1.02	2.02														
DN HOUSTON (H. & T. C. Depot) 1.00	1.00	10.35AM	12.25AM	9.15AM	4.30PM	9.23PM	8.40AM	9.20PM							
DN HOUSTON (Fifth Ward) 0.00	0.00								12.05AM		6.35AM	9.30PM		8.00AM	10.30PM
		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Except Sunday	Leave Daily Except Sunday	Leave Daily Except Saturday

After No. 211 becomes one hour behind its schedule time it loses both right and class and can thereafter proceed only by train order.

Time Over District.....	(3.05)	(2.57)	(1.25)	(1.25)	(1.10)	(0.15)	(0.15)	(0.15)	(7.00)	(6.18)	(7.20)	(7.30)	(0.15)	(10.00)	(2.50)
Average Speed per Hour.....	28.1	30.7	24.7	24.7	35.3	14.5	14.5	14.5	12.8	12.0	12.0	11.7	18.0	8.7	12.7

East-Bound Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 81.
 EXCEPT, that No. 7 is superior to No. 304. No. 9 is Superior to No. 8 and No. 10 between Houston and San Antonio. No. 243 and No. 247 are Superior to all second-class Trains.
 After S. A. & A. P. Trains Nos. 1, 2, 3 and 4 become One Hour late all regular trains are superior to them.
 No. 7 will stop at Stella, Missouri City and Stafford for passengers from east of Houston.

HOUSTON DIVISION—BRANCHES.

EASTWARD—Eagle Pass and Spofford.—WESTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		FIRST CLASS		Distance from Eagle Pass	Time Table No. 102. January 12th, 1910	Distance from Spofford	FIRST CLASS		SECOND CLASS	
	228 Local Freight	226 Passenger	225 Passenger	227 Local Freight				229 Passenger	231 Local Freight		
										Leave Daily	Arrive Daily	Arrive Daily	Leave Daily
	Lv. Monday, Wednesday and Friday only		Leave Daily					Ar. Tuesday, Thursday and Saturday only			
			11.00 AM					3.40 PM			
FYOWP	9.30 AM		s 12.15 PM	0.00				s 3.50			6.30 PM
1,521	9.55		f 12.30	5.46				f 3.30			6.00
1,890	10.30		f 12.46	13.30				f 3.15			5.30
2,342	11.10		f 1.04	20.98				f 3.00			4.55
2,509	11.35		f 1.19	26.73				f 2.45			4.30
20,195 FYWP	12.15 PM		1.35 PM	33.78	DN			2.30 PM			4.00 PM
	Arrive Monday, Wednesday and Friday only		Arrive Daily					Leave Daily			Lv. Tuesday, Thursday and Saturday only

(2.45) (1.20) Time Over District (1.20) (2.30)
12.5 26.5 Average Speed per Hour 26.5 16.9

Passenger trains must not exceed thirty miles and freight trains twenty miles per hour on Eagle Pass Branch.

EASTWARD—Gonzales and Harwood.—WESTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	FIRST CLASS		Distance from Gonzales	Time Table No. 102. January 12th, 1910	Distance from Harwood	FIRST CLASS	
	222 Mixed	220 Mixed				219 Mixed	221 Mixed
10,908 FW			0.00				
			2.30 PM	12.30			4.50 PM
			12.01 PM	12.10			2.10 PM
			0.20				
1,162			f 3.00	5.80			f 4.20
			f 12.30				f 1.40
6,547			3.25 PM	12.30	D		4.00 PM
			12.55 PM	0.00			1.20 PM
			Arrive Daily				Leave Daily
			Arrive Daily				Leave Daily

(0.55) (0.54) Time Over District (0.50) (0.50)
13.7 13.7 Average Speed per Hour 14.8 14.8

No train must exceed fifteen miles per hour on Gonzales Branch.

EASTWARD—La Grange and Glidden—WESTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		Distance from La Grange	Time Table No. 102. January 12th, 1910	Distance from Glidden	SECOND CLASS	
	208 Mixed	209 Mixed				207 Mixed	209 Mixed
7,126 TW			0.00				
			11.15 AM	24.71			5.05 PM
917			f 11.37 AM	19.23			f 4.45
1,920			s 12.01 PM	12.84			s 4.20
1,000 Y			f 12.35	7.14			f 3.55
1,02			f 12.48	3.62			f 3.42
2,999 FT-WP			1.00 PM	0.00	DN		3.30 PM
			24.71				Leave Daily Ex. Sunday
			Arrive Daily Ex. Sunday				Leave Daily Ex. Sunday

(1.45) Time Over District (1.35)
14.0 Average Speed per Hour 15.0

No train must exceed fifteen miles per hour on La Grange Branch.

EASTWARD—Harrisburg and Stella—WESTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water, and Turning Stations.	SECOND CLASS		Distance from Stella	Time Table No. 102. January 12th, 1910	Distance from Harrisburg	SECOND CLASS	
	248 Sunset Freight Limited	247 Sunset Freight Limited				246 Sunset Freight Limited	247 Sunset Freight Limited
6,279			0.00				
			4.80 AM	7.80			12.45 AM
			0.20	7.60			
			4.80	3.00			
9,181 YW			5.10 AM	0.00	DN		12.05 AM
			7.80				Leave Daily
			Arrive Daily				Leave Daily

(0.40) Time Over District (0.40)
12.0 Average Speed per Hour 12.0

No train must exceed twelve miles per hour on Harrisburg Branch.

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

EXCEPT, that No. 221 is superior to No. 222, and No. 247 is superior to No. 248.

Time shown at C. P. Diaz is Mexico time, 36 minutes slower than Central time.

SIGNS AND CHARACTERS.

The following signs, when placed 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.

SPECIAL INSTRUCTIONS.

No. 7 is Superior to No. 304. No. 243 and No. 247 are Superior to All Second Class Trains. No. 9 is Superior to Nos. 8 and 10 between Houston and San Antonio, and No. 2 between San Antonio and Del Rio.

Standard time for Houston Division shown by clocks in Dispatcher's offices at Del Rio, San Antonio, Fifth Ward—Houston, and Telegraph offices, Grand Central Depot, Houston and East Yard.

At stations where there are two passing tracks east bound trains must take east passing track and west bound trains west passing track for trains having right to main track, except that for first-class trains inferior trains must take siding at first passing track switch reached, unless can make fartherest passing track and clear the first-class train's arriving time. Trains having right to main track must figure meeting points' time on time tables and time orders as applying at switch at which opposing train will take siding under these instructions.

East-bound freight trains must take siding at Richmond, Schulenburg, Engle, Harwood and Noonan for west-bound freight trains, on schedule or meeting points made by train order, entering siding from west end, except at Harwood take siding at cross-over east of depot.

Speed of all trains in city limits of Houston, Eagle Lake, Columbus, Richmond, Rosenberg, Weimar, Schulenburg, Flatonia and Luling, must not exceed SIX miles per hour.

Trains must not exceed speed of 6 miles per hour in San Antonio yard between Pine Street and Commerce Street, and 10 miles per hour between Commerce and South Flores Streets.

Day Telegraph offices will be open April 1 to October 31, from 7:00 a. m. until 7:00 p. m.; November 1 to March 31, from 7:30 a. m. until 6:30 p. m. Except Waelder, La Coste, D'Hanis, and Uvalde from 8:00 a. m. to 6:00 p. m.; Blodgett 6:00 a. m. to 6:00 p. m. Spofford from 6:00 a. m. to 12:01 a. m.

Night Telegraph offices will be open from 7:00 p. m. to 7:00 a. m., except Flatonia Junction, from 8:00 p. m. to 8:00 a. m.

Initial and Terminal Stations as follows:

For Eagle Pass Branch Trains—Eagle Pass and Spofford.

For S. A. & A. P. Trains—Blodgett and Houston.

For G. C. & S. F. Trains—Rosenberg and Houston.

For Harrisburg Branch Trains—Stella and Harrisburg.

For Gonzales Branch Trains—Gonzales and Harwood.

For La Grange Branch Trains—La Grange and Columbus.

For Victoria Division Trains—San Antonio, Rosenberg and Houston.

For Main Line Freight Trains—Del Rio, East Yard, Glidden and Houston.

For Main Line Passenger Trains—Del Rio, San Antonio and Houston.

San Antonio and Eagle Pass are terminals for all trains running through between those points, but all such trains must register and get clearance at Spofford

Glidden and Harrisburg are terminals for all trains running through between those points, but all such trains must register and get clearance at Stella.

Trains between East Yard and Gulf Junction will operate under protection of automatic block signals instead of time table or train order rights.

East-bound trains finding home signal "CLEAR" may proceed to M. K. & T. Junction or Gulf Junction without orders against overdue superior trains.

West-bound trains finding home signal "CLEAR" may proceed to East Yard without orders against overdue superior trains.

Should home signals be at "STOP" trains must stop to clear them, and after waiting twenty (20) minutes should they not "CLEAR" or position be explained, will flag through block. In event trains meet while moving under flag protection WEST-BOUND trains will have preference. STOP position is: Arm horizontal and at right angle to pole, which is indicated by red light at night. CLEAR position is: Arm lowered at an angle to pole, which is indicated by green light at night. If Glasses are broken or Lights not burning at night, trains must ascertain and be governed by position of arms. The Yellow Distant or Caution Signals located east of Gulf Junction on Main Line and Victoria Division indicate position of home signals; if arm is at horizontal or light showing yellow, trains must be gotten under control and stop to CLEAR home signal, unless home signal changes to CLEAR position before reaching it.

Unless otherwise advised, interlocking signals are placed on right-hand side of track they govern, as seen when approaching.

Home signals must not be passed when arm is in horizontal or "stop" position. 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 similarly placed has same meaning as home signals. A signal post with one bracket and one Doll pole indicates that signals on main post govern the second track to the left. A signal post with double bracket and two Doll poles, with signal arms on the Dollpoles, indicates that the signals govern first and second parallel tracks to the left. Signals on the right-hand Doll pole govern the first and signals on the left-hand pole the second track. Where switches are handled from tower, trains must blow one long whistle for main line, two for passing tracks and three for transfer track. Trains on passing track must blow the same, preceded by one short blast, to indicate to towermen that they are approaching on passing track.

Distant or "caution" signals 1200 feet in advance of home signals 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.

If an interlocking home 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.

The two-position double semaphore signal at each train order office will serve as a train order signal. Normal position is STOP. Trains must 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 STOP, and a train must not pass the signal until it is changed, unless a clearance card 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 PROCEED, and a train having the right of track may proceed.

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 of derailleurs is for the ground; derailleurs must be left set for the ground whether any cars on the track or not, except on spur tracks.

Double Track San Antonio yard, between Menger Creek and Crocket Street, trains and engines take right hand track in direction moving and use left hand track only on train order or flag.

Switch Tenders at Menger Creek, Pine Street and Sherman Street are responsible for switches at these locations.

G. H. & S. A. and M. K. & T. trains from east or north must approach M. K. & T. Junction under control, call for signal from Switch Tender. One long whistle when west main is wanted; three long whistles when lead into yard is wanted.

G. H. & S. A. trains must stop to clear M. K. & T. Junction switch unless given proceed signal by Switch Tender with green flag by day or green light by night. M. K. & T. trains must stop to clear M. K. & T. Junction switch unless given proceed signal by Switch Tender with white flag by day or white light by night.

Trains from west and from yard must approach Menger Creek under control, stop into clear unless given proceed signal by Switch Tender with green flag by day or green light by night.

Trains wanting G. H. & S. A. main line east, one long whistle; M. K. & T. main line, two long whistles; engines heading out of lead to back up on west main, one long followed by one short whistle; engines on east main wanting to back up on lead into yard, one long followed by three short whistles. Engines moving east or west on leads must look out for engines moving in opposite direction. Trains and engines must approach Pine Street from either direction under control, call for signal from Switch Tender—one whistle passing in either direction on main lines or from yard to west main through crossover; three whistles for entering yard; and must stop to clear crossover west of Pine Street, unless given proceed signal by Switch Tender with green flag by day or green light by night.

Normal position of switch at end of double track, Menger Creek, is for west main and at Crocket Street for east main; switch at west end of crossover west of Pine Street is to be run through by trains on west main or from the yard and must be set by train or yardmen if used in opposite direction.

All trains must register at their terminal stations.

All trains must register and check register at Rosenberg.

Nos. 7, 8 and 10 will register and check register at Glidden. No. 9 will leave register slip at Glidden.

Nos. 247 and 248 will carry passengers between Stella and Harrisburg.

All trains must pass through Rosenberg Yard with train under control.

Main Line Freight trains must look out for branch trains inside Yard Limits at Spofford.

Cibolo Valley is a flag station for Nos. 7 and 8.

All trains must approach Spofford under control between 1:30 p. m. and 2:40 p. m., expecting to find passenger train on main line receiving or discharging passengers.

All east bound trains must approach La Grange Branch Junction west end Glidden Yard under control.

Trains using H. & T. C. tracks between Chaney Junction and Fifth Ward Yards must observe the rules and regulations governing the operation of trains between those points.

Trains using Mexican International track between Eagle Pass and C. P. Diaz must observe the rules and regulations governing the operation of trains between those points.

After Nos. 210 and 211 become one hour behind their schedule time they lose both right and class and can thereafter proceed only by train order.

Passenger trains must not exceed fifty (50) and freight trains thirty (30) miles per hour on main line.

500 feet in advance of the beginning of all curves of four degrees or more CAUTION Signals are set seven feet from the rail on Engineman's side; these signals have post 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 reduced speed to 30 miles per hour and all other trains to 18 miles per hour around curves protected by these signals.

H. F. ANDERSON,
Superintendent.

T. C. WORTHINGTON,
Assistant Superintendent

C. E. WRIGHT,
Assistant Superintendent

T. H. MOONEY,
Assistant Superintendent

E. F. BEAUMONT,
Assistant Superintendent

SAN ANTONIO

F. H. BEDNARK, Chief Dispatcher.
P. A. BALLARD, Chief Dispatcher.
J. J. KEARNS, Dispatcher.
G. H. McCLURE, Dispatcher.
M. L. BARRY, Dispatcher.

DEL RIO

C. H. COLE, Chief Dispatcher.
A. G. EDWARDS, Dispatcher.
I. N. WINANS, Dispatcher.
J. D. WALKER, Dispatcher.
H. BANNISTER, Dispatcher.

MAP of the RAILROAD LINES of the HOUSTON DIVISION

