

GALVESTON, HARRISBURG & SAN ANTONIO RAILWAY COMPANY.

TIME TABLE

FOR THE

HOUSTON DIVISION

To Take Effect Sunday, February 15th, 1903, at 12:01 A. M.

CENTRAL STANDARD TIME (90th MERIDIAN).

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 schedule as circumstances may require.

W. G. VAN VLECK,
Manager.

H. F. ANDERSON,
Assistant Superintendent.

W. B. SCOTT,
Superintendent.

HOUSTON DIVISION: Houston and Glidden.

WEST.															DISTANCE FROM HOUSTON	TIME TABLE	
Third Class.			Second Class.					First Class.								No. 64, February 15, 1903.	
117	157	109	155	245	241	243	3	1	15	153	151	9	7	STATIONS			
Local Freight. Daily except Sunday.	N. Y. T. & M. Freight. Daily except Sunday.	Mixed Daily except Sunday.	N. Y. T. & M. Freight Daily except Sunday.	Mexico Freight. Daily.	San Antonio Freight. Daily.	Sunset Freight Limited. Daily.	S. A. & A. P. Passenger. Daily.	S. A. & A. P. Passenger. Daily.	G. O. & S. F. Passenger. Daily.	N. Y. T. & M. Passenger. Daily.	N. Y. T. & M. Passenger. Daily.	Sunset Limited. Daily.	Pacific Coast Express. Daily.				
A M LV 8.00	A M LV 6.30		A M LV 5.45	P M LV 5.15	A M LV 3.20	P M LV 11.25		P M LV 9.10	A M LV 10.25	P M LV 8.15	A M LV 12.35	A M LV 10.40	A M LV 11.55	P M LV 9.00	362.08	.DN.....NEW ORLEANS.....	
															0.00	.DN..HOUSTON (Fifth Ward).....	
															1.00	.DN.HOUSTON (H. & T. C. Depot)..	
															2.54	.....H. & T. C. Crossing.....
															2.54	.DN...CHANEY JUNCTION.....	
															4.62	.....Tewena.....
															5.20	.D.....BLOODGETT.....	
															5.33	.....S. A. & A. P. Crossing.....
															9.93	.DN.....STELLA.....	
															15.13	.....Lotus.....
															18.95	.D.....Missouri City.....	
															20.17	.N.....Stafford.....W.	
															24.92	.....S. L. R. R. Crossing.....
															25.15	.D.....Sugarland.....	
															26.73	.D.....Sartartia.....	
															33.50	.D.....Richmond.....	
															36.46	.DN.....ROSENBERG.....W	
															36.86	.....G. C. & S. F. Crossing.....
															43.10	.....Randon.....
															47.62	.....Natili.....
															52.32	.DN.....East Bernard.....W.	
															57.29	.....Nottawa.....
															62.21	.....Lissie.....
															68.51	.....C. B. R. R. Crossing.....
															68.91	.....S. A. & A. P. Crossing.....
															69.04	.DN.....Eagle Lake.....W.	
															74.88	.....Ramsey.....
															81.63	.....Alleyton.....
															82.81	.D....SMITH JUNCTION.....	
															85.36	.....Columbus.....
															88.21	.DN.....GLIDDEN.....	
															209.22	.DN...SAN ANTONIO (Com. St.)...	
															332.36	.DN.....EL PASO.....	
Daily except Sunday. (10.00)	Daily except Sunday. (2.30)	Daily except Sunday. (0.35)	Daily except Sunday. (2.20)	Daily. (6.55)	Daily. (6.20)	Daily. (5.00)		Daily. (0.18)	Daily. (0.18)	Daily. (1.10)	Daily. (1.45)	Daily. (1.25)	Daily. (3.05)	Daily. (2.55)			

East-bound trains have the absolute right over trains of the same class running in the opposite direction, except No. 243 has right over all other Second Class trains.
No. 109 has right over all other Second Class trains between Smith Junction and Glidden.

HOUSTON DIVISION: Glidden and Houston.

TIME TABLE No. 64, February 15, 1903. STATIONS		DISTANCE FROM GLIDDEN	EAST.														
			First Class.							Second Class.					Third Class.		
			8	10	152	154	16	4	2	244	242	246	156	110	158	118	
			Crescent City Express. Daily.	Sunset Limited. Daily.	N. Y. T. & M. Passenger. Daily.	N. Y. T. & M. Passenger. Daily.	G. C. & S. F. Passenger. Daily.	S. A. & A. P. Passenger. Daily.	S. A. & A. P. Passenger. Daily.	Sunset Freight Limited. Daily.	Live Stock Express. Daily.	Freight. Daily.	N. Y. T. & M. Freight. Daily except Sunday.	Mixed Daily except Sunday.	N. Y. T. & M. Freight. Daily except Sunday.	Local Freight. Daily except Sunday.	
DN.....NEW ORLEANS.....	450.29	A M 8.50	AR 6.45														
DN..HOUSTON (Fifth Ward).....	88.21																
DN.HOUSTON (H. & T. C. Depot).....	87.21	pm 7.20 lv	am 6.30 lv	PM 5.15	AR 5.50	AM 8.10	AM 7.55	PM 7.10									
H. & T. C. Crossing.....	85.67																
DN...CHANEY JUNCTION.....	85.67	6.50	4.20	5.05	5.40	8.05	7.45	7.00	1.30	8.00	4.20	8.10		6.20	4.05		
Tewena.....	83.59	6.44	4.15	f 4.59	f 5.34	8.00	7.40	6.55	1.20	7.50	4.09	8.00		6.10	3.55		
D.....BLODGETT.....	83.01						7.37	6.52									
S. A. & A. P. Crossing.....	82.88						AM LV	PM LV									
DN...STELLA.....	78.28	6.34	4.05	f 4.48	f 5.19	7.50			12.55	7.30	3.50	7.40		5.55	3.37		
Lotus.....	73.08	6.25	3.54	f 4.40	5.07	7.41			12.45	7.12	3.34	7.22		5.30	3.15		
D.....Missouri City.....	69.26	6.16	3.45	s 4.33	s 4.59	7.34			12.05	7.00	3.20	7.10		5.15	2.53		
N.....Stafford.....W.	68.04	6.14	3.42	s 4.30	s 4.55	7.32			12.01	6.50	3.15	7.00		5.00	2.42		
S. L. R. R. Crossing.....	63.29																
Sugarland.....	63.06	f 6.04	3.28	s 4.16	s 4.39	7.23			11.30	6.30	2.57	6.40		4.30	2.20		
D.....Sartartia.....	61.48	6.02	3.24	s 4.13	s 4.35	7.20			11.25	6.24	2.49	6.35		4.13	2.00		
D.....Richmond.....	54.71	s 5.50	3.10	s 4.00	s 4.22	7.08			11.10	5.57	2.25	6.15		3.45	1.30		
DN...ROSENBERG.....W.	51.75	s { 5.40	s { 3.00	s 3.50	s 4.10	s 7.02			11.00	5.45	2.10	6.00		3.30	1.05		
G. C. & S. F. Crossing.....	51.35	s { 5.33	s { 2.55	PM LV	AM LV	7.00						PM LV		PM LV	12.30		
Randon.....	45.11	f 5.20	2.44						10.30	5.20	1.34				12.07		
Natili.....	40.59	5.10	2.35						10.18	4.56	1.20				11.35		
DN...East Bernard.....W.	35.89	s 5.02	f 2.25						10.05	4.33	1.00				11.15		
Nottawa.....	30.92	4.52	2.14						9.55	4.12	12.31				10.20		
Lissie.....	26.00	f 4.44	2.05						9.43	3.57	12.09				9.55		
C. B. R. R. Crossing.....	19.70																
S. A. & A. P. Crossing.....	19.30																
DN...Eagle Lake.....W.	19.17	s 4.32	s 1.50						9.25	3.25	11.25				9.20		
Ramsey.....	13.33	f 4.20	1.36						9.05	2.55	11.00				8.30		
Alleyton.....	6.58	s 4.09	1.24						8.50	2.35	10.35				7.55		
D...SMITH JUNCTION.....	5.40	4.06	1.22						8.47	2.30	10.30		PM AR	1.35	7.47		
Columbus.....	2.85	s 4.00	s 1.16						8.39	2.16	10.15			1.25	7.25		
DN...GLIDDEN.....	0.00	3.50	1.10						8.30	2.00	10.00			1.00	7.00		
DN.SAN ANTONIO (Com. St.).....	121.01	PM LV 11.40	AM LV 9.00														
DN...EL PASO.....	744.15	PM LV 2.10	AM LV 8.20														
		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.	Daily except Sunday.		
		(3.10)	(3.20)	(1.25)	(1.40)	(1.10)	(0.18)	(0.18)	(5.30)	(6.20)	(6.35)	(2.30)	(0.26)	(3.00)	(9.20)		

East-bound trains have the absolute right over trains of the same class running in the opposite direction, except No. 243 has right over all other Second Class trains. No. 109 has right over all other Second Class trains between Smith Junction and Glidden.

HOUSTON DIVISION: Glidden and San Antonio.

WEST.												DISTANCE FROM GLIDDEN	TIME TABLE No. 64, February 15, 1903.	
Third Class.			Second Class.				First Class.				STATIONS.			
117	91	245	241	243	13	11	9	7	450.29	DN. NEW ORLEANS				
Local Freight.	M. E. & T. Freight.	Mexico Freight	San Antonio Freight.	Sunset Freight Limited.	M. E. & T. Passenger.	Passenger.	Sunset Limited.	Pacific Coast Express.					88.21	DN. HOUSTON (H. & T. C. Depot)
Daily.	Daily except Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	0.00	DN. GLIDDEN				
											A M LV 11.55	P M LV 9.00	88.21	DN. HOUSTON (H. & T. C. Depot)
									am 12.05ar } am 12.25lr }	am 10.15ar } am 10.35lr }	88.21	DN. HOUSTON (H. & T. C. Depot)		
									A M LV 3.35	P M LV 1.35	0.00	DN. GLIDDEN		
									s 3.47	f 1.47	6.29	Borden		
									s 3.57	s 1.59	11.71	D. Weimar		
									4.06	2.05	15.79	Shatto		
									s 4.15	f 2.17 } 2.37 }	19.79	DN. Schulenburg W.		
									4.27	f 2.50	26.21	D. Engle		
									s 4.38	s 3.03	32.16	Flatonia		
									A M LV 4.55	4.40	32.16	DN. FLATONIA JUNCTION		
											32.48	S. A. & A. P. Crossing		
											37.58	Pierson		
									s 5.18	s 5.03	43.84	DN. Waelder W.		
									5.31	f 3.41	51.51	Sandy Fork		
									s 5.40	s 5.27	56.71	D. HARWOOD		
									5.47	f 5.35	60.15	Ivy		
									s 5.58	s 5.48	65.88	DN. Luling W.		
											65.92	S. A. & A. P. Crossing		
											72.42	Sullivan		
									6.17	s 6.09	77.14	D. Kingsbury		
									6.26	6.19	83.03	Ilka		
									s 6.36	s 6.30	86.82	DN. Seguin W.		
									6.45	f 5.02	92.59	Hilda		
									6.55	s 5.13	97.55	D. Marion		
									f 7.13	7.08	105.48	DN. Schertz		
									f 7.21	7.16	109.15	D. Converse		
									7.30	7.25	114.16	Kirby		
									P M LV 8.24	7.39	119.46	M. K. & T. Junction		
									8.25	7.40	120.01	EAST YARD		
									P M AR 8.30	7.45	121.01	DN. SAN ANTONIO (Com. St.)		
											744.15	DN. EL PASO		
									7.00	3.50				
									A M AR	P M AR				
									Daily.	Daily.				

(11.45) (.08) (7.25) (7.45) (5.55) (.05) (2.50) (4.05) (4.25)

East-bound trains have the absolute right over trains of the same class running in the opposite direction, except No. 243 has right over all other Second Class trains.

HOUSTON DIVISION: San Antonio and Glidden.

TIME TABLE No. 64, February 15, 1903.	DISTANCE FROM SAN ANTONIO	EAST.												
		First Class.				Second Class.				Third Class.				
		8	10	12	14	244	242	246	92			118		
		Crescent City Express. Daily.	Sunset Limited. Daily.	Passenger Daily.	M. K. & T. Passenger. Daily.	Sunset Freight Limited. Daily.	Live Stock Express. Daily.	Freight. Daily.	M. K. & T. Freight. Daily except Sunday.			Local Freight. Daily.		
DN. NEW ORLEANS	571.30	A M 8.50	P M 6.45											
DN. HOUSTON (H. & T. C. Depot)	209.22	{ pm 7.20ar { pm 7.00lv	{ am 6.30ar { am 4.30lv											
DN. GLIDDEN	121.01	P M 3.45	A M 1.05		P M 8.00	P M 1.10	A M 9.20				P M 6.45			
Borden	114.72	f 3.31	12.54		7.41	12.43	9.03				6.20			
D. Weimar	109.30	s 3.21	s 12.45		7.25	12.22	8.48				6.00			
Shatto	105.22	3.11	12.35		7.12	12.10	8.33				5.20			
DN. Schulenburg W.	101.22	s 3.03	s 12.27		7.00	12.05	8.20				{ 5.00 { 4.00			
D. Engle	94.80	f 2.50	12.15		6.38	P M 11.35	7.50				3.35			
Flatonia	88.85	s 2.37	s 12.03		6.20	11.12	7.35				{ 3.03 { 2.37			
DN. FLATONIA JUNCTION		2.35	A M	P M 11.15										
S. A. & A. P. Crossing	88.53													
Pierson	83.43	f 2.26	11.48	11.01	6.05	10.53	7.15				2.00			
DN. Waelder W.	77.17	s 2.17	s 11.36	s 10.51	5.50	10.28	7.00				1.30			
Sandy Fork	69.50	f 2.02	11.20	10.36	5.29	10.10	6.05				12.50			
D. HARWOOD	64.30	s 1.52	s 11.10	10.28	5.15	9.48	{ 5.40 { 5.27				12.30			
Ivy	60.86	1.43	11.02	10.20	5.04	9.37	5.05				12.15			
DN. Luling W.	55.13	s 1.32	s 10.51	s 10.10	4.50	9.18	4.30				P M 11.55			
S. A. & A. P. Crossing	55.09													
Sullivan	48.59	1.18	10.37	9.58	4.25	8.57	3.55				11.15			
D. Kingsbury	43.87	s 1.10	s 10.28	9.50	4.03	8.35	3.35				11.00			
Ilka	37.98	12.57	10.17	9.39	3.41	8.15	3.10				10.20			
DN. Seguin W.	34.19	s 12.50	s 10.10	s 9.33	3.30	8.05	3.03				{ 10.00 { 9.15			
Hilda	28.42	12.35	9.56	9.22	3.12	7.50	2.42				8.35			
D. Marion	23.46	s 12.26	s 9.47	9.13	3.00	7.37	2.26				8.15			
DN. Schertz	15.53	f 12.10	9.30	f 8.59	2.41	{ 7.13 { 7.08	2.00				7.45			
D. Converse	11.86	f 12.03	9.23	f 8.52	2.32	6.45	1.44				{ 7.21 { 7.16			
Kirby	6.85	P M 11.54	9.14	8.43	2.20	6.30	1.22				6.55			
M. K. & T. Junction	1.55	11.46	9.06	8.36	A M 2.07	6.12	12.57	A M 7.12			6.35			
EAST YARD	1.00	11.45	9.05	8.35	9.35									
DN. SAN ANTONIO (Com. St.)	0.00	11.40	9.00	8.30	9.30	P M 2.00	6.10	12.45	7.09		6.30			
		A M LV	P M LV	P M LV	A M LV	P M LV	A M LV	A M LV	A M LV		A M LV			
DN. EL PASO	623.14	P M 2.10	P M 8.20											
		Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily except Sunday.		Daily.			

(4.05) (4.05) (2.45) (.06) (6.00) (7.00) (8.35) (.12) (12.15)

East-bound trains have the absolute right over trains of the same class running in the opposite direction, except No. 243 has right over all other Second Class trains.

HOUSTON DIVISION: San Antonio and Del Rio.

WEST.								DISTANCE FROM SAN ANTONIO	TIME TABLE		DISTANCE FROM DEL RIO	EAST.									
Second Class.				First Class.					First Class.				Second Class.								
241	245	243	247	7	9	13	11		No. 64, February 15, 1903.				12	14	10	8	248	244	246	242	
Freight.	Mexico Freight.	Sunset Freight Limited.	Freight.	Pacific Coast Express.	Sunset Limited.	M. E. & T. Passenger.	Passenger.		STATIONS				Passenger.	M. E. & T. Passenger.	Sunset Limited.	Crescent City Express.	Freight.	Sunset Freight Limited.	Freight.	Freight.	
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.					Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.		
				PM 9.00	LV 11.55	AM 12.05	LV 11.55	571.30	DN...NEW ORLEANS.....	741.25	PM 6.45	AR 8.50									
				am10.15ar	am12.05ar	am10.35lv	am12.25lv	209.22	DN...HOUSTON (H.&T.C.Dpt.).....	379.17	am 6.30lv	pm 7.20lv									
AM 7.00	PM 1.15	AM 11.15	PM 9.30	PM 5.55	AM 7.35	PM 8.25	AM 7.40	0.00	EAST YARD.....		PM 9.05	AM 11.45	AM 4.00	PM 1.15	PM 11.58	PM 6.30					
7.10	1.25	11.25	9.40	6.00	7.40	8.30	7.45	3.10	DN...SAN ANTONIO (Com.St.).....	169.95	PM 8.30	AM 9.30	PM 9.00	AM 11.40	3.50	1.05	11.48	6.10			
						8.30	7.45	4.30	S. A. & A. P. Crossing.....	166.85											
								5.00	I. & G. N. Crossing.....	165.65											
7.30	1.40	11.40	10.00	6.22	8.50			10.15	Alazan.....	164.95		7.39	11.10	3.25	12.49	11.29	5.47				
7.43	1.53	11.50	10.20	f 6.30	8.58			18.25	Withers.....	159.80		f 7.30	11.00	3.10	12.37	11.17	5.35				
8.05	2.18	12.20	11.00	f 6.44	9.13			25.65	Macдона.....	151.70		f 7.15	10.43	2.45	12.20	11.00	5.15				
8.45	2.43	12.35	11.30	s 6.58	9.25			32.25	DN...Lacoste.....W.	144.30		6.58	10.30	2.25	11.35	10.40	4.55				
9.10	3.05	12.55	11.50	f 7.10	9.37			40.15	Noonan.....	137.70		6.48	10.15	2.00	11.10	10.15	4.05				
9.55	3.45	1.20	12.20	s 7.25	9.55			45.65	Dunlay.....	129.80		6.36	9.55	1.35	10.55	10.00	3.45				
10.30	4.00	1.32	12.35	7.35	10.05			50.05	Quihi.....	124.30		6.22	9.40	1.15	10.30	9.38	3.20				
11.00	4.20	1.45	1.00	7.45	10.15			58.45	D. Hondo.....	119.90	s 6.12	9.30	1.00	10.15	9.25	3.05					
11.30	4.45	2.15	1.30	8.05	10.30			63.45	DN...D'Hanis.....W.	111.50		5.55	8.52	12.40	9.50	9.05	2.15				
12.05	5.15	2.35	1.55	f 8.32	10.43			71.05	Seco.....	106.50		5.45	8.40	12.15	9.20	8.32	1.45				
1.00	5.30	3.10	2.25	s 8.47	10.56			75.41	D. Sabinal.....W.	98.90	s 5.30	8.26	11.50	9.00	8.00	1.00					
1.25	6.10	3.23	2.38	f 8.56	11.04			81.95	Yucca.....	94.54		5.18	8.14	11.18	8.32	7.20	12.30				
1.40	6.25	3.37	2.56	f 9.08	11.15			87.51	Chatfield.....	88.00		5.07	8.05	11.00	8.18	7.00	12.05				
1.55	6.45	3.50	3.10	f 9.17	11.24			93.25	Ange.....	82.44		4.58	7.57	10.45	8.05	6.45	11.50				
2.25	7.05	4.10	3.30	s 9.30	11.35			98.85	DN...Uvalde.....W.	76.70	s 4.48	7.48	10.25	7.48	6.25	11.35					
2.45	7.20	4.35	3.45	f 9.40	11.45			104.73	Nueces.....	71.10	4.35	f 7.35	10.05	7.20	6.00	11.00					
3.10	7.40	5.00	4.00	f 9.50	11.55			110.85	Obi.....	65.22	s 4.25	f 7.26	9.50	7.05	5.45	10.47					
3.25	8.00	5.25	4.17	s 10.02	12.06			116.35	D. Cline.....W.	59.10	4.13	s 7.17	9.30	6.50	5.25	10.25					
4.03	8.20	5.40	4.33	f 10.12	12.16			120.60	Waldo.....	53.60	4.03	f 7.08	9.10	6.33	5.05	10.00					
4.15	8.32	5.50	4.47	f 10.20	12.25			125.45	Pavo.....	49.35	3.53	f 6.59	8.58	6.29	4.45	9.40					
4.30	8.45	6.00	5.00	f 10.29	12.34			133.15	Anacacho.....	44.50	3.44	f 6.52	8.45	6.15	4.30	9.25					
5.20	9.10	6.30	5.50	s 10.45	12.50			140.25	DN...SPOFFORD.....W.	36.80	s 3.30	6.40	8.25	6.00	4.05	9.00					
5.40	PM 9.10	6.45	6.25	f 10.56	1.12			145.48	Kinney.....	29.70	3.06	f 6.25	7.45	5.35	PM 4.05	8.20					
5.53		7.00	6.38	f 11.04	1.22			151.05	Pinto.....	24.47	2.57	f 6.17	7.30	5.23		8.05					
6.10		7.15	6.50	s 11.14	1.33			154.65	D. Standart.....	18.90	2.47	s 6.09	7.15	5.10		7.45					
6.23		7.30	7.00	f 11.20	1.42			161.65	Amanda.....	15.30	2.38	f 6.02	6.55	4.56		7.30					
6.40		7.45	7.15	f 11.30	1.54			169.95	Johnstone.....	8.30	2.26	f 5.53	6.40	4.43		7.15					
7.00		8.10	7.40	s 11.45	2.10			623.14	DN...DEL RIO.....	0.00	2.10	5.40	6.00	4.15		6.40					
				PM 3.50	AM 7.00				453.19	DN...EL PASO.....	8.20	2.10									
Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.				Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.			
(12.00)	(7.55)	(8.55)	(10.10)	(5.35)	(5.40)						(5.50)	(5.45)	(10.00)	(9.00)	(7.53)	(11.50)					

East-bound trains have the absolute right over trains of the same class running in the opposite direction, except No. 243 has right over all other Second Class trains.

HOUSTON DIVISION.

HARWOOD AND GONZALES.

WEST.				DISTANCE FROM HARWOOD.	TIME TABLE		DISTANCE FROM GONZALES.	EAST.					
Second Class.		First Class.			No. 64,			February 15, 1903.		First Class.		Second Class.	
					119			STATIONS		120			
				Mixed.				Mixed.					
				Daily.				Daily.					
				P M	LV			P M	AR				
					4.00	0.00	D.....	HARWOOD	12.30				
					4.20	5.80		Kokernot	6.50				
					12.10	12.10		S. A. & A. P. Crossing	0.20				
					4.50	12.30	D.....	GONZALES	0.00				
				P M	AR			12.50					
				Daily.				Daily.					

SMITH JUNCTION AND LA GRANGE.

WEST.			DISTANCE FROM SMITH JUNCTION.	TIME TABLE		DISTANCE FROM LA GRANGE.	EAST.				
Second Class.		109		No. 64,			110	Second Class.			
		Mixed.		February 15, 1903.			Mixed.	STATIONS.			
		Daily except Sunday.			Daily except Sunday.						
				P M	LV		A M	AR			
			0.00			D.....	SMITH JUNCTION	11.00			
			4.30				Boeschers	10.37			
			10.60				Lorine	10.12			
			16.50			D.....	Ellinger	9.50			
			22.70				Joiner	9.28			
			28.50			D.....	LA GRANGE	9.00			
				P M	AR			A M	LV		
				Daily except Sunday.				Daily except Sunday.			

STELLA AND HARRISBURG.

WEST.			DISTANCE FROM STELLA.	TIME TABLE		DISTANCE FROM HARRISBURG.	EAST.				
Second Class.		115		No. 64,			116	Second Class.			
		Mixed.		February 15, 1903.			Mixed.	STATIONS.			
		Daily.			Daily.						
				P M	LV			P M	AR		
			0.00			D.....	STELLA	8.00		5.00	
			0.20				I. & G. N. Crossing	7.80			
			5.00				G. C. & S. F. Crossing	3.00			
			8.00			D.....	HARRISBURG	0.00		4.00	
				P M	AR					P M	LV
				Daily.				Daily.			

SPOFFORD AND EAGLE PASS.

WEST.				DISTANCE FROM SPOFFORD.	TIME TABLE		DISTANCE FROM EAGLE PASS.	EAST.					
Second Class.		First Class.			No. 64,			February 15, 1903.		First Class.		Second Class.	
					245			STATIONS.		126		246	
				Mexico Freight.				Passenger.		Freight.			
				Daily.				Daily.		Daily.			
					P M	LV			P M	AR			
					10.10	0.00	DN.....	SPOFFORD	35.30		3.20		
					10.30	7.00		Nora	28.30		2.50		
					10.48	13.30		Darling	22.00		2.25		
					11.13	21.40		Paloma	13.90		1.55		
					11.33	29.10		Olmos	6.20		1.30		
					11.55	35.30	D.....	EAGLE PASS	0.00		1.10		
					P M	AR			A M	LV			
				Daily.				Daily.		Daily.			

East-bound trains have the absolute right over trains of the same class running in the opposite direction, except No. 243 has right over all other Second Class trains and No. 115 has right over No. 116.

SPECIAL RULES.

No. 243 HAS RIGHT OVER ALL OTHER SECOND CLASS TRAINS.

D—Day Telegraph-stations. N—Night Telegraph-station.
 DN—Day and Night Telegraph-stations.
 W—Water-stations.

Standard time for the Houston Division will be shown by clock in Dispatchers office at Del Rio, San Antonio, 5th Ward and Grand Central Depot, Houston.

East-bound freight trains will take siding at Richmond, Smith Junction, Schulenburg and Sandy Fork for west-bound freight trains, entering siding from west end.

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

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

Eagle Pass and Spofford are Terminal-stations for Eagle Pass Branch trains.

San Antonio and Eagle Pass are Terminal-stations for Nos. 245 and 246.

Nos. 245 and 246 must get orders or clearance card at Spofford.

Blodgett and Chaney Junction are Terminal-stations for S. A. & A. P. trains.

Rosenberg, Chaney Junction and Houston are Terminal stations for N. Y. T. & M. and G. C. & S. F. trains.

San Antonio and M. K. & T. Junction are Terminal stations for M. K. & T. trains.

Stella and Harrisburg are Terminal-stations for Harrisburg branch trains.

Gonzales and Harwood are Terminal-stations for Gonzales branch trains.

Glidden, Smith Junction and LaGrange are Terminal-stations for LaGrange branch trains.

Del Rio, San Antonio, Glidden and Houston, are Terminal-stations for all main line trains.

San Antonio and Flatonia Junction are Terminal stations for Trains Nos. 11 and 12.

All west-bound trains will approach Harwood under control between 1:30 pm and 4:00 pm. Branch trains will approach Smith Junction and Harwood expecting to find branch main line occupied.

All trains will register at their terminal stations.

All First Class trains will register at Chaney Junction.

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.

All trains will register at Rosenberg.

All Second and Third Class trains must get Clearance Cards at Rosenberg.

No. 109 has right over all other Second Class trains between Smith Junction and Glidden Harlem and Blodgett are flag-stations for Nos. 151 and 152.

Richmond and Sugarland are flag-stations for Nos. 9 and 10 for passengers originating or destined west of Rosenberg.

Cibolo Valley is flag-station for Nos. 11 and 8.

Interlocking crossing system located at S. A. & A. P. and G. H. & S. A. R'y crossings, San Antonio and Flatonia Junction.

Train order signals at Flatonia Junction tower will be obeyed the same as those at other stations.

All interlocking signals are placed on right-hand side of track they govern, as seen when approaching them, and are normal at danger. They will be cleared, allowing trains to proceed over crossing before the train order signal is cleared.

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 engine 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.

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 is 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.

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.

Glidden Yard Limits: From Gravel Pit Switch west of Glidden to east end of Colorado River Bridge.

San Antonio Yard Limits: From 2,000 feet east of M. K. & T. Junction to 2,000 feet west of I. & G. N. Crossing.

Eagle Pass Yard Limits: From centre span Rio Grande River bridge to Hartz Mine Spur. All trains will keep sharp lookout for switch engine within these limits.

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

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

Trains using H. & T. C. tracks between Chaney Junction and 5th ward yards must observe the rules and regulations governing the operation of trains between these points.

The following instructions govern the operation of the *Hall Electric Signal*, west end of Houston Yard:

All trains upon leaving the yard over old line will turn *signal* at west end of *Houston Avenue* to *red*. East-bound trains finding signal against them must not pass the *Inman Compress switch* until signal is turned *clear* or a train or switching engine has arrived.

When the signal at the *Inman Compress* is at clear east bound trains can proceed, first turning to *red* the signal operated east of *White Oak Bayou bridge*.

West-bound trains finding the *White Oak Bayou* signal against them *must not* proceed until signal is turned to *clear* or train or switching engine has arrived.

East-bound trains entering Houston main yard will be governed by the position of the electric signal on the south side of track, 270 feet east of *White Oak Bayou bridge*. The normal position of this signal, day and night, is at *red*. When changed to *white* trains can proceed into the yard. The same applies to west-bound trains; the position of the signal on the north side of track opposite that of the south will indicate whether the track is clear or not and trains will be governed accordingly.

All trains will pass through Flatonia yard limits with train under control and look out for S. A. & A. P. passenger trains using main track at the transfer.

All west bound trains will approach M. K. & T. Junction under control and prepared to stop if G. H. & S. A. main line is occupied.

Crossing gates established at intersection of all railroad crossings. When found obstructing G. H. & S. A. track, turn to obstruct the other line, providing 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 stop, as required by law, regardless of operation of the gates.

LOCATION OF DERAILING SWITCHES. (Normal Position, Set for Ground.)

Lotus.....East and west end.	Harwood ....East and west end house track.	Withers.....West end.	Nueces.....East and west end.
Randon.....East end.	Luling.....East end house and unloading tracks, coal bin and compress tracks.	Noonans.....East end, old siding.	Pavo.....West end.
Natili.....East and west end.	Ilka.....West end.	Quihi.....East end.	Spofford.....East end old coal track.
East Bernard..East end team track.	Hilda.....East end.	Hondo.....East end house track.	Kinney.....East end.
Nottawa.....East and west end.	Marion.....West end house track.	D'Hanis.....East end house track.	Pinto.....East end.
Borden.....Spur track.	Cibolo Valley...East end.	Seco.....Spur.	Standart.....East end.
Weimar.....East end house track and west end hill track.	Schertz.....East end house track.	Sabinal.....East end house track.	Olmos.....East end.
Schulenburg..West end material and house tracks.	Converse.....West end.	Yuca.....West end.	
Pierson.....West end.		Ange.....East and west end.	

MAP of the RAILROAD LINES of the HOUSTON DIVISION

SCALE OF STATUTE MILES
0 5 10 20 30 40 50 60 70 80

May 1897

