

THE GALVESTON, HARRISBURG & SAN ANTONIO RY. CO.

TIME TABLE FOR THE VICTORIA DIVISION—BRANCH

To Take Effect Sunday, September 3, 1905, at 12:01 A. M.

CENTRAL STANDARD TIME (90th MERIDIAN).

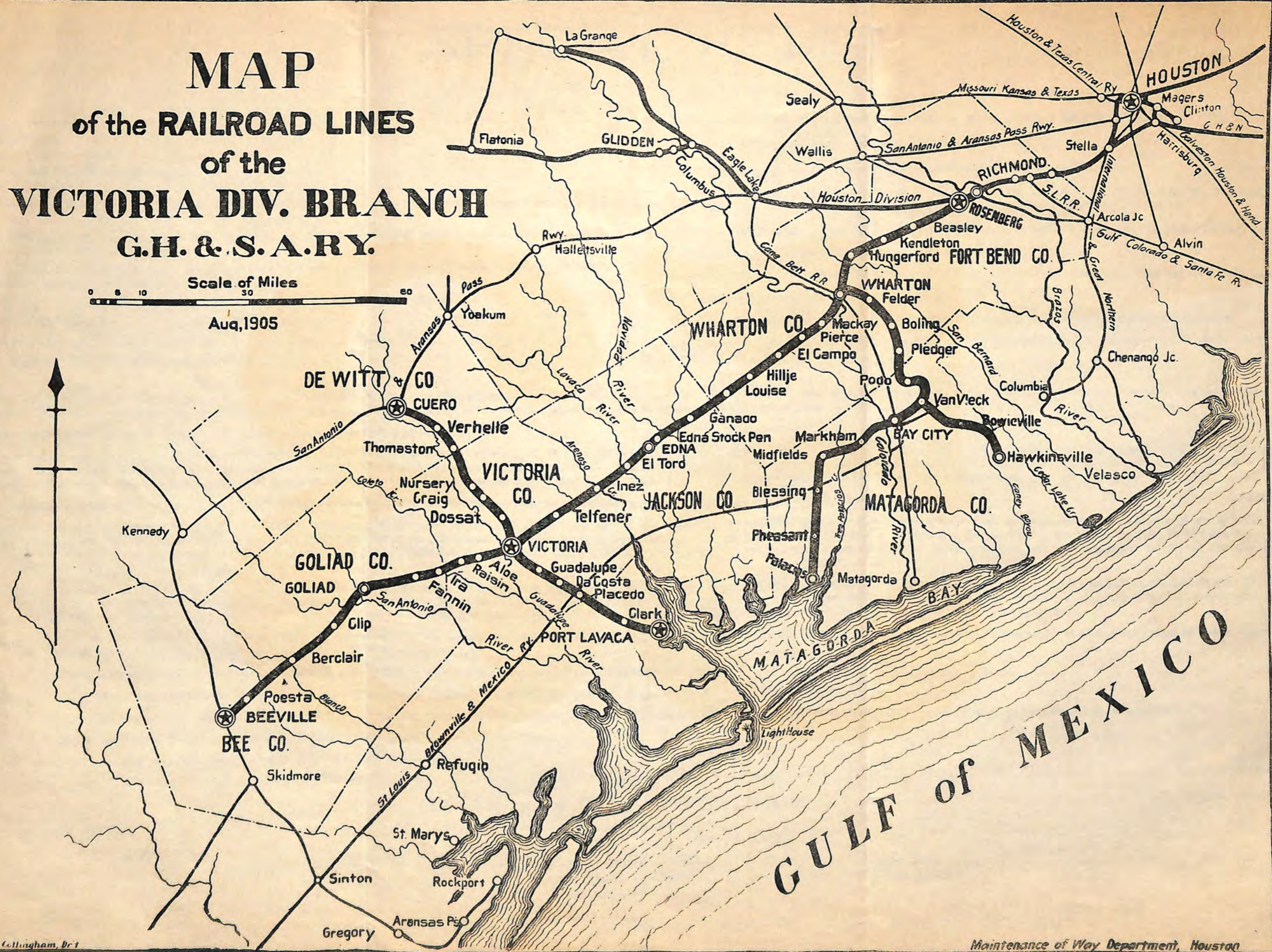
For the government and information of employes only, and not intended for the use of the public.
The Company reserves the right to vary from this schedule as circumstances may require.

W. G. VAN VLECK,
Manager.

D. T. FORBES,
Superintendent.

MAP of the RAILROAD LINES of the VICTORIA DIV. BRANCH G.H. & S.A.R.Y.

Scale of Miles
0 5 10 20 30 40 50
Aug, 1905



GULF of MEXICO

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 employes.

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.

Markham, Van Vleck 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 must wait at Wharton for No. 301. No. 306 must wait at Van Vleck for No. 312. No. 315 must wait at Victoria for No. 301. No. 304 must wait at Victoria for No. 314, and at Wharton for No. 306.

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

All trains must get clearance at Rosenberg and Victoria.

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

All trains must register at their terminal stations.

Passenger trains must 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.

Crossing gates established at intersection of all railroad crossings. When found obstructing G. H. & S. A. R'y tracks, turn to obstruct the other line, provided the crossing is not being used by trains of the other line at the time. Trainmen must operate the gates, except where crossing watchmen are stationed. The gates can be left as turned. All trains must make the usual stops as required by law, regardless of the operation of the gates.

Location of Interlocking Crossing Plant at intersection of G. C. & S. F. 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.

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.		

VICTORIA DIVISION: Rosenberg and Beeville.

WEST.						DISTANCE FROM ROSENBERG	TIME TABLE		DISTANCE FROM BEEVILLE.	Capacity of Side Tracks in Cars.	EAST.						
Second Class.			First Class.				No. 1, September 3, 1905.				First Class.			Second Class.			
325 Mixed		Victoria Freight 321 Local Freight	303 Passenger		301 Passenger		STATIONS.				302 Passenger	304 Passenger	Victoria Freight 320 Local Freight		324 Mixed		
Daily except Sunday	Daily except Sunday		Daily	Daily								Daily	Daily	Daily except Sunday	Daily except Sunday		
					35.94	HOUSTON (Fifth Ward)	182.14										
			P M LV 4.20	A M LV 10.40	35.40	HOUSTON (H. & T. C. Depot)	181.60			P M AR 6.20	P M AR 1.10						
	A M LV 7.00		P M LV 5.50	P M LV 12.20	0.00	DN.....ROSENBERG.....W.	146.20	41		P M AR 4.50	A M AR 11.45	P M AR 5.50					
	7.35		s 6.10	s 12.38	8.21	.....8.21.....Beasley.....	137.99	68 and 35		s 4.25	s 11.23	5.15				
	8.00		s 6.21	s 12.50	13.73	D.....Kendleton.....	132.47	34		s 4.13	s 11.12	4.50					
	8.25		s 6.34	s 1.01	19.92	D.....Hungerford.....	126.28	35		s 4.03	s 11.00	4.25					
	8.50		6.45	1.09	25.19	.....5.27.....WHARTON JUNCTION.....	121.01	45		3.52	10.49	3.52				
					25.61	.....0.42.....C. B. Crossing.....	120.59									
	9.00 9.50		s 6.50	s 1.15	25.98	D.....Wharton.....W.	120.22	87		s 3.49	s 10.47	3.35					
	10.00		6.53	1.18	27.67	.....1.69.....Shanghai.....	118.53	25 and 13				2.55				
	10.35		f 7.00	f 1.24	30.71	.....3.04.....Mackay.....	115.49	37		f 3.37	f 10.35	2.45				
	11.50 P M		s 7.07	s 1.32	34.16	D.....Pierce.....	112.04	27 and 20		s 3.27	s 10.27	2.25					
	12.05		s 7.20	s 1.45	39.48	D.....El Campo.....W.	106.72	52 and 35 Passing Track 45		s 3.12	s 10.17	1.45					
	12.30		f 7.32	f 1.55	45.00	.....5.52.....Hillje.....	101.20	38		f 2.59	f 10.04	12.30				
	1.15		s 7.43	s 2.06	49.75	D.....Louise.....	96.45	44		s 2.46	s 9.53	12.01 P M					
	2.25		s 8.02	s 2.25	57.46	D.....Ganado.....	88.74	43		s 2.25	s 9.34	11.25					
	2.45		8.20	f 2.45	64.69	.....7.23.....Edna Stock Pens.....	81.51	31		f 2.08	f 9.17	10.50				
	3.20		s 8.25	s 2.55	66.65	D.....Edna.....W.	79.55	44 and 25		s 2.03	s 9.12	10.30					
	3.35		f 8.35	f 3.04	70.68	.....4.03.....El Toro.....	75.52	25		f 1.53	f 9.02	9.50				
	4.00		f 8.50	s 3.17	76.69	D.....Inez.....	69.51	26 and 14		s 1.38	s 8.47	9.30					
	4.30		f 9.08	s 3.32	83.85	.....7.16.....Telfener.....	62.35	37		f 1.20	s 8.29	9.10				
A M LV 10.30		P M AR 5.00	s 9.27	3.50 3.55	91.52	DN.....VICTORIA.....W.	54.68	223		f 1.01 12.46	s 8.10 A M LV	8.50 A M LV	A M AR 9.05				
10.50				f 4.09	96.88	.....5.36.....Aloe.....	49.32			f 12.32		8.46				
11.05				s 4.16	99.94	.....3.06.....Raisin.....	46.26			s 12.22		8.36				
11.28 P M				f 4.26	104.29	.....4.35.....Cologne.....	41.91			f 12.12		8.23				
12.02				s 4.35	107.84	.....3.55.....Fannin.....	38.36			s 12.02 P M		8.12				
12.40				s 4.58	117.10	D.....Goliad.....W.	29.10			s 11.37		7.37					
1.05				f 5.16	124.35	.....7.25.....Clip.....	21.85			f 11.20		7.02				
1.35				s 5.38	133.12	.....8.77.....Berclair.....	13.08			s 10.55		6.27				
2.00				f 6.00	141.61	.....8.49.....Poesta.....	4.59			f 10.31		6.00				
2.30 P M AR				P M AR 6.10	146.20	D.....BEEVILLE.....W.	0.00			10.20 A M LV		5.45 A M LV					
Daily except Sunday	Daily except Sunday		Daily	Daily					Daily	Daily	Daily except Sunday	Daily except Sunday					
(4.00)	(10.00)		(3.37)	(6.30)		Time Consumed.....			(6.30)	(3.35)	(9.00)	(8.20)					
13.7	9.1		25.1	25.0		Average Speed per Hour.....			22.5	25.3	10.2	16.4					

East-bound trains have right over trains of the same class running in opposite direction.

Nos. 324 and 325 will not handle Baggage or Express.

Trains between Rosenberg and Fifth Ward, Houston, will run subject to Time Table and Rules of the Houston Division; 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.