

# HOUSTON & TEXAS CENTRAL RAILROAD CO.

SECOND DIVISION.

## EMPLOYEES' TIME TABLE

Effective Sunday, July 1st, 1906,

12:01 A. M. "Central Time."

**T. FAY,**  
Vice-President.

**G. F. HAWKS,**  
Gen'l Superintendent.

**W. L. BISBEE,**  
Superintendent.

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

WESTWARD—SECOND DIVISION. Hempstead and Austin—EASTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS					Distance from Hempstead	Time Table No. 2. July 1st, 1906.									Distance from Austin	FIRST CLASS					THIRD CLASS		
	759	56	47	46	235	233	45	43		42	46	234	236	45	48	55	760										
	M. K. & T. Freight	Local Freight	Local Freight	Passenger	M. K. & T. Mixed	M. K. & T. Passenger	Mixed	Passenger		Passenger	Mixed	M. K. & T. Passenger	M. K. & T. Mixed	Passenger	Local Freight	Local Freight	M. K. & T. Freight										
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday											
							9.20PM	10.30AM	51.30	DN	<b>HOUSTON</b>	166.24	6.55PM	6.10AM													
8,091	FSWY		7.15AM				11.20PM	12.10PM	0.00	DN	51.30 <b>HEMPSTEAD</b>	114.94	5.10PM	4.10AM			2.45PM										
3,401			7.50				s 11.55	s 12.33	11.09	D	11.09 <b>CHAPPELL HILL</b>	103.85	s 4.45	s 3.37			1.55										
9,142	W OY		8.45				s 12.25AM	s 12.55	21.30	DN	10.21 <b>BRENHAM</b>	93.64	s 4.19	s 3.05			12.55										
											G. C. & S. F. CROSSING 6.07																
1,168			9.10				f 12.47	f 1.07	27.37		MILL CREEK 6.47	87.57	f 4.03	f 2.47			12.25PM										
3,802			9.35				s 1.07	s 1.20	33.84	D	6.30 <b>BURTON</b>	81.10	s 3.50	s 2.26			11.55										
1,737	W		10.00				s 1.29	s 1.35	40.14	D	6.42 <b>CARMINE</b>	74.80	s 3.34	s 2.05			11.25										
1,512	Y		11.00				s 1.47	f 1.50 2.10	46.56	D	9.14 <b>LEDBETTER</b>	68.38	s 3.20	s 1.47			11.00										
6,860	W Y		11.35				s 2.10	s 2.30	55.70	DN	9.14 <b>GIDDINGS</b>	59.24	s 3.01	s 1.10			10.25										
											S. A. & A. P. CROSSING 6.61																
2,417								2.47	62.31		HILLS 4.92	52.63	2.47														
1,233			12.20PM				s 2.40	s 3.00	67.23	D	10.38 <b>PAIGE</b>	47.71	s 2.34	s 12.35			9.50										
2,378	W		1.05				s 3.10	s 3.20	77.61	D	10.11 <b>McDADE</b>	37.33	s 2.09	s 12.05AM			9.20										
											M. K. & T. CROSSING																
5,284	Y		1.47				s 3.40	s 3.45	87.72	D	5.36 <b>ELGIN</b>	27.22	s 1.47	s 11.40			8.47										
1,257			2.15				f 3.55	f 3.56	93.08		6.84 <b>LITTIG</b>	21.86	f 1.32	f 11.25			8.20										
4,430			2.50				s 4.15	s 4.12	99.92	D	5.17 <b>MANOR</b>	15.02	s 1.17	s 11.05			8.05										
2,028			3.15				f 4.28	f 4.23	105.09		8.05 <b>DAFFAN</b>	9.85	f 1.04	f 10.50			7.45										
		3.50PM	3.53		3.15AM	4.35PM	4.53	4.41	113.14		0.46 <b>M. K. &amp; T. JUNCTION</b>	1.80	12.47	10.27	11.55AM	12.35AM	7.27	7.10AM									
	FWYT	3.53	3.45PM	3.55	5.30PM	3.18	4.37	4.55	113.60		0.89 <b>AUSTIN JUNCTION</b>	1.34	12.46	10.25	11.53	12.33	7.37AM	7.25	8.20AM	7.06							
5,395	O	4.00PM	3.50PM	4.00PM	5.35	3.22	4.40	5.05	114.29	D	0.65 <b>FREIGHT DEPOT</b>	0.65	12.44	10.20	11.50	12.30	7.34	7.20AM	8.15AM	7.00AM							
					5.40PM	3.30 3.55AM	4.45 5.55PM	5.20AM	114.94	DN	0.65 <b>AUSTIN</b>	0.00	12.40PM	10.10PM	11.45 10.22AM	12.25 12.05AM	7.30AM										
		Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday							
		(0.10)	(0.05)	(8.45)	(0.10)	(0.15)	(0.10)	(6.00)	(4.40)		Time Over District.....	(4.30)	(6.00)	(0.10)	(0.10)	(0.07)	(7.25)	(0.05)	(0.10)								
		7	8	13	8	12	11	19	26		Average Speed per hour.....	27	19	11	11	10	16	8	7								

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

Read carefully Rules of Operating Department Nos. 99 and 512.

Harmon and Stone are flag stops for trains Nos. 42 and 43. Butler is flag stop for Nos. 42, 43 and 46.

East bound Freight trains must not exceed 20 miles an hour crossing Brazos River Bridge.

All trains moving from Austin Junction toward passenger depot at Austin must be considered west bound. All trains between Austin and Austin Junction must be governed by Second Division Time Table, page 2.

Train No. 45 must report to Dispatcher's office by telephone from M. K. & T. Junction for orders or clearance.

All M. K. & T. trains bound toward Austin must report to H. & T. C. Dispatcher's office by telephone from M. K. & T. Junction for orders or clearance before occupying H. & T. C. main line and all trains bound from Austin must report by telephone their arrival at M. K. & T. Junction. M. K. & T. Junction Switch must be left set and locked for H. & T. C. main line.

At Austin, from 5 p. m. to 7 a. m., first class trains will turn on Wye and back into passenger station and must not exceed a speed of six miles an hour backing up. All trains toward Austin must approach Wye switch under full control expecting to find first-class trains turning to back into Austin.

All trains must get Clearance Card before leaving Brenham.

WESTWARD—SECOND DIVISION. Austin and Llano—EASTWARD.

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS			Distance from Austin	Time Table No. 2. July 1st, 1906.	Distance from Llano	FIRST CLASS			SECOND CLASS		
	55			45						46			56		
	Local Freight			Passenger						Passenger			Local Freight		
	Leave Daily Except Sunday			Leave Daily				STATIONS		Arrive Daily			Arrive Daily Except Sunday		
						9.20PM	166.24	DN	<b>HOUSTON</b>	265.68	6.10AM				
25,395						7.30AM	0.00	DN	166.24 <b>AUSTIN</b>	99.44	5.40PM				
O		8.15AM				7.34	0.65	D	0.65 FREIGHT DEPOT	98.79	5.35			3.50PM	
FWYT		8.20				7.37	1.34		0.69 AUSTIN JUNCTION	98.10	5.30			3.45	
1,226		8.50		f	7.46	6.36			5.02 FISHERS	93.08	f 5.16			3.25	
972				f	7.55	10.44			4.08 SAUNDERS	89.00	f 5.07				
1,184		9.20		f	8.00	12.78			2.34 WATERS PARK	86.66	f 5.02			3.05	
									3.68 I. & G. N. CROSSING						
49		9.38		s	8.07	16.46		D	McNEIL	82.98	s 4.54			2.45	
1,317		10.00		f	8.21	21.68			5.22 RUTLEDGE	77.76	f 4.42			2.25	
1,196		10.15		f	8.31	26.01			4.33 CEDAR PARK	73.43	f 4.32			2.10	
760				f	8.36	28.17			2.16 WALKERTON	71.27	f 4.28				
2,136		10.40		s	8.45	31.52		D	3.35 LEANDER	67.92	s 4.20			1.50	
1,193	W			f	8.52	35.01			3.49 GABRIEL RIVER	64.43	f 4.10				
1,071		11.15		s	9.02	39.11		D	4.10 LIBERTY HILL	60.33	s 4.02			1.20	
1,632		11.30		f	9.14	43.65			4.54 GROVER	55.79	f 3.50			1.00	
1,306		11.45AM		s	9.27	49.18		D	5.53 BERTRAM	50.26	s 3.37			12.35	
1,734		12.05PM		f	9.40	55.95			6.77 SUMMIT	43.49	f 3.20			12.05PM	
800	Y	12.40			9.49	59.81			3.86 WILKIE	39.63	3.12			11.10AM	
5,779	FW	1.00		s	9.51	60.42		D	0.61 BURNET	40.24	s 3.08			11.05	
800	Y	1.05			9.55	59.81			0.61 WILKIE	39.63	3.06			10.50	
1,169	W	1.30		f	10.15	67.77			7.96 SUDDUTH	31.67	f 2.49			10.15	
305	Y	1.40		s	10.22	70.52		D	2.75 <b>FAIRLAND</b>	28.92	s 2.43			9.25	
		3.05			11.03	72.39			1.87 SANDSTONE SPUR	27.05	1.58			9.15	
				f	11.18				6.85 HOOVER		f 1.41				
1,469	W	3.25		s	11.20	79.89		D	0.65 KINGSLAND	19.55	s 1.40			8.45	
980		3.50		f	11.36AM	87.76			7.87 GRAPHITE	11.68	f 1.25			8.15	
6,170	WY	4.20PM			12.01PM	99.44		D	11.68 <b>LLANO</b>	0.00	1.00PM			7.00AM	
		Arrive Daily Except Sunday			Arrive Daily						Leave Daily			Leave Daily Except Sunday	

(7.08) 14 (4.01) 25 Time over District ..... (4.01) 25 (8.50) 11  
Average Speed per hour .....

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

Read carefully Rules of Operating Department Nos. 99 and 512.  
Trains 45, 46 and 55 loop between Fairland, Tnggle and Marble Falls.  
All trains moving from Austin Junction towards Austin must be considered west-bound and governed by Time Table, page 2  
All trains must approach switches at Austin Junction Wye under full control, expecting to find first-class trains turning to back into Austin.  
Extra trains will not loop between Wilkie and Burnet unless their orders require it.  
Abercrombie, Insall and Bessemer (7.5 miles east of Llano) are flag stops for Trains Nos. 45 and 46.

**WESTWARD—SECOND DIVISION. Burnet and Lampasas—EASTWARD.**

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	SECOND CLASS				Distance from Burnet	Time Table No. 2. July 1st, 1906.	Distance from Lampasas	SECOND CLASS			
	53		51					52		54	
	Local Mixed	Local Mixed	Local Mixed	Local Mixed				Local Mixed	Local Mixed	Local Mixed	Local Mixed
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		
		9.20PM		226.66	DN	HOUSTON	259.79		6.10AM		
5.779 W		3.30PM	10.10AM	0.00	D	<sup>226.66</sup> BURNET 7.47	23.03	9.30AM	2.50PM		
	f	3.50	f 10.30	7.47		HODGES 3.91	15.56	f 9.10	f 2.30		
2.377	f	4.02	f 10.42	11.38		LAKE VICTOR 3.67	11.65	f 8.58	f 2.18		
1,700	f	4.12	f 10.52	15.05		TUMLINSON 7.98	7.97	f 8.48	f 2.08		
4,903 WY		4.35PM	11.15AM	23.03	D	LAMPASAS	0.00	8.25AM	1.45PM		
		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		

(1.05) (1.05) ..... Time over District ..... (1.05) (1.05)  
22 22 ..... Average Speed per hour ..... 22 22

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

Read carefully Rules of Operating Department Nos. 99 and 512.

**WESTWARD—SECOND DIVISION. Fairland and Marble Falls—EASTWARD.**

Length of sidings in feet, and location of Scales, Fuel, Water and Turning Stations.	THIRD CLASS		FIRST CLASS		Distance from Fairland	Time Table No. 2. July 1st, 1906.	Distance from Marble Falls	FIRST CLASS	
	55		45					46	
	Local Freight	Local Freight	Passenger	Passenger				Passenger	Passenger
	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	STATIONS	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
				236.76	DN	HOUSTON	242.76		
1,605 Y	1.40PM		s 10.22AM	0.00	D	<sup>236.76</sup> FAIRLAND 4.00	6.00	s 2.43PM	
3,037 O	1.55		s 10.30	4.00		GRANITE MOUNTAIN 2.00	2.00	s 2.31	
1,058 WY	2.10 2.23		10.36 10.41	6.00	D	MARBLE FALLS 2.00	0.00	2.23 2.18	
3,037 S	2.35		s 10.48	0.10		GRANITE MOUNTAIN 3.90		s 2.12	
1,605	2.50PM		f 10.57AM			TUGGLE		f 2.04PM	
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily

(0.57) (0.30) ..... Time over District ..... (0.34)  
12 24 ..... Average Speed per hour ..... 21

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

Trains 45, 46 and 55 will loop between Fairland, Tuggle and Marble Falls.

Figures shown at Tuggle govern 45 and 55 returning from and 46 going to Marble Falls.

# SPECIAL INSTRUCTIONS.

**SUPPLEMENTAL TO RULE 210.**—Conductors must deliver in person "31" Train Orders, received by them, to their Engineers, and Engineers must sign the Conductor's copy of such orders as are delivered to them.

Hempstead and Austin are initial or terminal stations for all regular trains between those points.  
Austin and Llano are initial or terminal stations for all regular trains between those points.  
Fairland and Marble Falls are initial or terminal stations for all regular trains between those points.  
Burnet and Lampasas are initial or terminal stations for Lampasas Branch regular trains.

All trains must obtain a Clearance Card before leaving Brenham, Hempstead, Austin and Llano. At ALL OTHER STATIONS a Clearance card must be issued all trains stopped by train order signal and must show numbers of orders, if any, for that train; if there are no orders for the train the operator must issue Clearance Card, stating there are no orders, no further orders, or plainly state reason why clear signal cannot be given for the train addressed; this clearance will permit the train to pass the signal without requiring it to be changed from the stop position. The signal must be fastened at proceed only when no operator is on duty (that is, when a day office is closed for the night.) If a train is unnecessarily stopped or delayed to receive a clearance, the conductor must forward such clearance, with statement of facts, to the Superintendent.

When first-class trains are late, Foremen and Engineers of switch engines must ascertain from Dispatcher, if practicable, the time the train will arrive; if this cannot be done, they must confer with each other and take such precautions as will guard against accident. In stormy or foggy weather extraordinary care must be used.

When so directed by Dispatcher, Operators having "19" orders for delivery must, when the train approaches, raise and lower the arm of train order signal two or three times and leave it set against train, which will be information to the engine and trainmen that "19" orders await them.

Trains receiving signal for "19" orders must approach slowly and not increase speed until orders have been delivered. The signal for "19" orders will not excuse Conductors or Engineers for failure to use all precautions necessary for safety or compliance with the rules.

Operators must not give a train the signal for "19" orders unless so directed by the Dispatcher.

A clearance card must be delivered with each delivery of "19" orders.

Trains must be kept under control approaching railroad crossings, junctions, meeting points or in limits of established yards.

At stations printed in full face type Conductors of all trains and enginemen in charge of light engines must personally register their trains and color of signals carried. If no signals carried, register "no signals." At Austin train registers for passenger trains will be kept at Passenger Station. Operator at Freight Depot **MUST BE GIVEN WRITTEN REPORT BY PASSENGER CONDUCTORS AS THEY PASS**, showing color of signals carried, or no signals, as the case may be. This report must be registered by the operator on the Freight Train Register for the information of freight trains. Trains must be registered and reported under date they are due where report is made.

Passenger Extras may pass and run ahead of Second and Third Class Trains without special instructions. Freight Extras may pass and run ahead of Third Class Trains without special instructions.

When trains stop at any unusual place, the Engineman will be held to strict account for failure to immediately whistle back the flagman. At regular station stops the Conductor will see that the flagman goes back, if the train is to be detained more than three minutes, and before starting, he must have the Engineman call the flagman in.

Conductor's Register Check, Form 2645, must be filled out by Conductors, before leaving or passing all registering stations on each Division and delivered to Engineman. This will relieve the Engineer from personally checking the train register; but, as the Engineman is jointly responsible with the Conductor for the safety of the train, he must see that each train having right over his train is specified as having arrived or departed (as the case may be.)

Standard Clock is located in Superintendent's office at Austin.

Bulletin orders for trainmen must be kept in Bulletin Books at Freight Depot and office of Superintendent at Austin, and for Enginemen, in Books in Roundhouse at Austin.

"When a passenger train approaches a station at which it is to stop for an opposing train, the conductor must give one short blast of the air whistle immediately after passing the station whistling post, which the engineman must acknowledge by two short blasts of the steam whistle."

Dispatchers must know that Conductors and Engineers are provided with copy of current time tables or supplements thereto in effect on their Division, and make particular inquiry concerning the subject when crews from other Divisions or foreign lines run on their division. Conductors and Engineers of trains under such circumstances must know by inquiry at initial or starting points that they are provided with the correct time table.

**PASSENGERS MUST NOT BE CARRIED ON FREIGHT TRAINS**, except on special authority, in cases of extreme emergency. Freight Conductors must report to the General Superintendent, in writing, attaching instructions, when passengers are carried on their trains.

## 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.  
M—Stop for meal.  
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.

## FOLLOWING IS LIST OF CHIEF, LOCAL AND CONSULTING SURGEONS AND OCULISTS AND AURISTS OF SECOND DIVISION:

### HOME STAFF.

*Houston* ..... Drs. Stuart, Red & Stuart,  
Chief Surgeons.  
*Houston* ..... Dr. Geo. W. Larendon,  
Consulting Surgeon.  
*Houston* ..... Dr. F. C. Ford,  
House Surgeon.  
*Houston* ..... Dr. E. P. Daviss,  
Oculist and Aurist.

*Houston* ..... Dr. J. W. Scott,  
Consulting Surgeon.  
*Houston* ..... Dr. Sydney J. Smith,  
Consulting Surgeon.  
*Houston* ..... Dr. F. B. Smith,  
Consulting Surgeon.  
*Austin* ..... Dr. H. L. Hilgartner,  
Oculist.  
*Austin* ..... Dr. T. J. Bennett,  
Division Surgeon.

### LOCAL SURGEONS.

*Hempstead* ..... Dr. C. W. Le Grand.  
*Hempstead* ..... Dr. L. L. Mahan.  
*Chappell Hill* ... Dr. W. H. Langhorn.  
*Brenham* ..... Dr. J. R. Williamson and  
Dr. T. J. Pier.  
*Carmine* ..... Dr. T. E. Suehs.  
*Ledbetter* ..... Dr. J. T. O'Barr.  
*Giddings* ..... Dr. W. L. Johnson.  
*McDade* ..... Dr. D. C. Atkinson.

*Elgin* ..... Dr. I. B. Nofsinger.  
Dr. Edwin Auler.  
*Manor* ..... Dr. Ben H. Anderson.  
*Austin* ..... Dr. S. E. Hudson.  
*Liberty Hill* .... Dr. C. L. Simmons.  
*Burnet* ..... Dr. E. G. Dorr.  
*Marble Falls* ... Dr. T. M. Yett.  
*Llano* ..... Dr. C. F. Darnall.  
*Lampasas* ..... Dr. R. O. Smith.

### LOCATION OF HOSPITALS.

GENERAL HOSPITAL—Houston Infirmary, Washington and Tenth Sts., Houston.  
EMERGENCY HOSPITAL—Austin, Seton Infirmary.

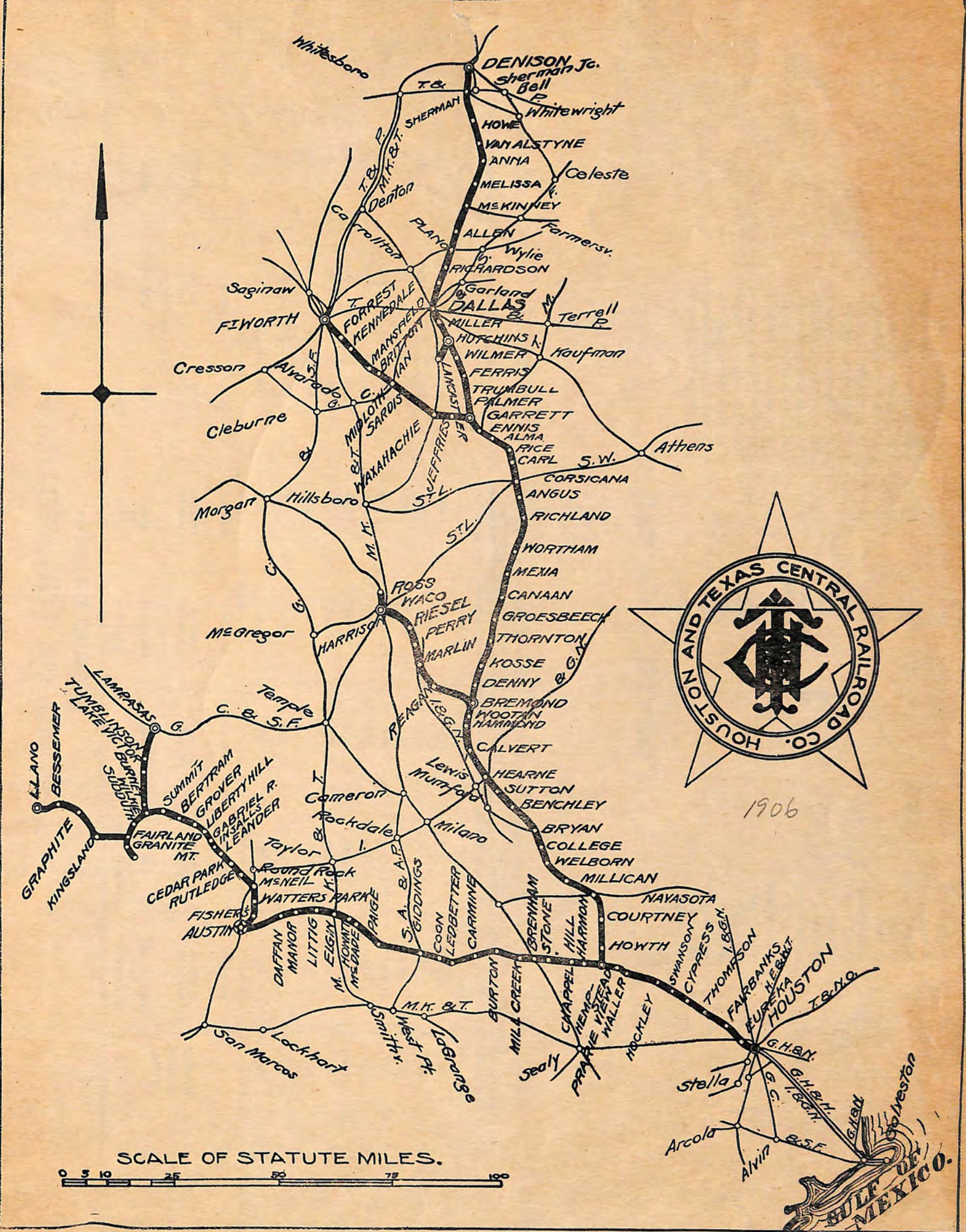
## RATING OF LOCOMOTIVES. SECOND DIVISION.

CLASS	ENGINE NUMBERS	BOILER PRESSURE ALLOWED	HEMPSTEAD TO CHAPPELL HILL	CHAPPELL HILL TO AUSTIN	AUSTIN TO McDADE	McDADE TO HEMPSTEAD	AUSTIN TO SUMMIT	SUMMIT TO LLANO	LLANO TO FAIRLAND	FAIRLAND TO SUDDUTH	SUDDUTH TO WILKIE	WILKIE TO SUMMIT	SUMMIT TO AUSTIN	
			Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight	Through Freight
			RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING
E. 55 $\frac{1}{2}$ 40	11 to 21, inclusive.....	135	530	580	556	605	475	500	315	370	420	290	555	
E. 56 $\frac{1}{2}$ 42	10 } .....	135	610	670	640	700	545	575	365	425	485	335	640	
E. 63 $\frac{1}{2}$ 42	22 } .....													
E. 63 $\frac{1}{2}$ 53	73 to 83, inclusive.....	140	670	735	700	800	600	635	400	470	535	365	700	
T. 58 $\frac{1}{2}$ 65	201 to 208, inclusive.....	145	940	1030	985	1080	845	890	560	655	750	515	985	
T. 58 $\frac{1}{2}$ 76	209 and 210.....	145	1000	1100	1050	1150	900	950	600	700	800	550	1050	
T. 58 $\frac{1}{2}$ 83	211 to 220, inclusive.....	150	1000	1100	1050	1150	900	950	600	790	950	550	1050	
T. 58 $\frac{1}{2}$ 74	221.....	145	1070	1180	1125	1230	965	1018	640	845	1015	585	1125	
T. 58 $\frac{1}{2}$ 72	222.....	145	1000	1100	1050	1150	900	950	600	790	950	550	1050	
T. 63 $\frac{1}{2}$ 80	223.....	145	1050	1155	1105	1210	950	995	630	820	990	575	1105	
T. 58 $\frac{1}{2}$ 62	224.....	145	1040	1140	1090	1195	935	980	620	810	980	570	1090	

NOTE.—Rating for Local Trains will be 100 Ms. less, and for Stock Trains 150 Ms. less than the above.  
Ratings shown for Class T 58  $\frac{1}{2}$  83 (Engs. 211 to 220) will be increased for larger class Locomotives as follows: Class T 58  $\frac{1}{2}$  96, T 58  $\frac{1}{2}$  95 (Engs. 301 to 332, inclusive) 22 per cent.,  
T 58  $\frac{1}{2}$  102 (Engs. 333 and 334) 23 per cent.; E 69  $\frac{1}{2}$  78 (Engs. 401 to 410, inclusive), 15 per cent.  
Rating for Trains 45 and 46, between Hempstead and Austin, 30 per cent. less than Through Freight ratings.

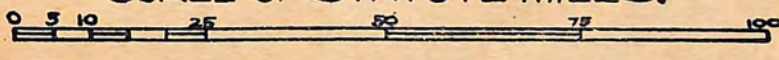
## LOCATION OF SPURS.

Pointers .....	3.83 miles west of Hempstead.
Harmon.....	5.12 miles east of Chappell Hill.
Stone.....	2.96 miles east of Brenham.
Menns .....	1.98 miles west of Carmine.
Gravel Pit.....	1.59 miles east of Ledbetter.
Kruse Quarry.....	3.88 miles west of Ledbetter.
Coons.....	3.96 miles east of Giddings.
Chalmers .....	1.81 miles east of McDade.
Mowatt .....	3.44 miles west of McDade.
Butlers .....	4.51 miles west of McDade.
Sand.....	3.07 miles east of Elgin.
Abecrombie.....	1.24 miles west of Fishers.
Brushy .....	2.05 miles east of Cedar Park.
Insalls.....	1.48 miles west of Leander.
Wood.....	2.84 miles west of Kingsland.
Gravel Pit.....	3.26 miles east of Graphite.
Teiche .....	1.44 miles east of Llano.



1906

SCALE OF STATUTE MILES.



210