

R.R. 620

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

TIME TABLE

FOR THE

AUSTIN DIVISION

To Take Effect Saturday, November 1, 1924, at 12:01 A. M.

CENTRAL TIME

For the Government and Information of Employes only, and not intended for the use of the public.

G. S. WAID,
Vice President and General Manager.

O. C. CASTLE,
Superintendent of Transportation.

SPECIAL INSTRUCTIONS

GENERAL

1. When a train is stopped by a red signal, burning fusee, explosion of one torpedo, block signal or interlocking signal, engineman, before proceeding in accordance with provisions of rules 10 (G), 11, 15, 509 or 663, as the case may be, must whistle out flagman to protect train. Flagman must be recalled as per rule 14 (d) or 14 (e), and train will not start until proceed signal is given from the rear. Flagman must not wait for signal from either engineman or conductor to protect train.

2. Operators having a "19" train order for delivery, which does not restrict the superiority of the train addressed at that station, will, when the approaching train calls for signal, lower the semaphore arm twice, returning it to STOP position, as a signal that a "19" order is to be delivered. Operator will then go out and deliver the Order with clearance card to engineman and conductor. No answer will be made by engineman to a "19" train order signal. Trains receiving such signal will approach and pass train order office slowly and not increase speed until the order has been received.

3. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle when passing both engine and caboose of freight trains which must be acknowledged by two short blasts of whistle and proceed signal from a member of train crew.

Conductors of trains displaying green signals must register in person.

4. A train may arrive at a station in advance of its schedule arriving time.

5. Third-class trains may pass and run ahead of second-class trains without train order authority.

6. When trains, or engines with or without cars, meet in vicinity of highway crossings at grade they must proceed WITH CAUTION, and, if necessary to avoid accident, STOP.

7. Open top cars loaded with rail, pipe, structural steel, poles and mounted wheels, must not be placed in trains next to cabooses, occupied outfit cars, cars loaded with high explosives or inflammables, or tenders of oil burning locomotives.

8. Running switches of cars loaded with piling or live stock must not be made. Cars so loaded must not be detached while in motion, and other cars must not be kicked or dropped against them.

9. Employees are forbidden to ride front foot board of yard engines in direction of movement, or on pilot of road engines.

10. Green signals displayed to the right of track in the direction of movement, in connection with yellow signals as prescribed by Rule 10-H, define the limits of restricted movement.

11. Rule 17 (C) of Rules and Regulations of Transportation Department is amended as follows: When the rules require headlight to be displayed, electric headlights on engines will be dimmed as follows:

- (a) When standing in yards, where yard engines are employed.
- (b) When standing on main track at meeting points clear of siding and switch has been set for the opposing train, or when approaching or passing trains on two or more tracks.
- (c) When other trains are receiving or discharging passengers.
- (d) When approaching and passing train order offices at which "19" train orders are to be received.

12. Rule 875 of Rules and Regulations of Transportation Department is amended as follows: Enginemen of passenger trains having attained a speed of approximately 10 miles per hour after leaving initial or inspection stations, or any point where air brake pipe has been separated, must, without shutting off steam, apply air brakes to ascertain if they are working properly. Brakeman of train must station himself on platform of rear car where there is a retaining valve and when hearing escaping air after air brakes are released must give enginemen proceed signal. When hand signals can not be seen by enginemen communicating signal (16-H) must be used.

If enginemen fail to receive proceed signal in prescribed manner after running test has been made, or if brakeman fails to hear escaping air from retaining valve, steps must be taken to stop the train and ascertain cause of failure.

Enginemen on passenger trains, when at least one mile from railroad crossings at grade, draw bridges, junctions or end of double track, and before descending heavy grades must, without shutting off steam, apply air brakes and assure themselves that air brakes are working properly.

LOCAL

15. Extreme west wye switch, Austin yard, on Llano subdivision, may be left as used, but locked.

16. East and west switches at Fairland must be left lined for Marble Falls; the switch at Tuggle may be left as used, but locked.

17. First-class trains may register at Yard Office and Fairland by Register Ticket, (Form 2642).

18. Loaded cars weighing in excess of 140,000 pounds gross, and engines heavier than Class "T-24," must not be operated over Bridges 14-B, 16-B and 22-J on Lampasas subdivision.

19. Track No. 4, through Hempstead yard, is known as Austin Division main track and switches must be lined and locked accordingly and track left clear. Trains 42, 43, 45 and 46 will normally enter and leave Dallas division main track at east end of track No. 4.

20. Yards located at the following stations are designated by yard limit signs: Hempstead, Brenham, Giddings, Caldwell, Hearne, Austin, Wilkie, Burnet, Lampasas and Llano.

SPEED

50. The yellow fish-tail signal is set 500 feet in advance of point where speed restriction is to apply. The oval slow board is set one-fourth mile in advance of point where speed restriction is to apply.

(a) Freight trains must not exceed twenty-four (24) miles per hour and passenger trains thirty-five (35) miles per hour around curves protected by yellow fish-tail signals.

(b) The maximum speed of trains on track protected by oval slow boards is shown on the face of slow board, the first figures indicating maximum speed of passenger trains and second figures indicating maximum speed of all other trains.

51. Trains must not exceed fifteen (15) miles per hour through crossings, junctions and other diverging switches, and twenty-five (25) miles per hour over draw bridges and railroad crossings at grade.

52. Yard engines, and road engines backing up, with or without cars, must not exceed fifteen (15) miles per hour.

53. When cars are being shoved ahead of engine, speed of fifteen (15) miles per hour must not be exceeded. Cars must not be shoved ahead of engines between stations when it can be avoided.

54. Trains handling derricks, ditching machines, steam shovels, drag lines, pile drivers, scale test cars and machines of similar kind, on own wheels, must not exceed twenty-five (25) miles per hour on straight track and eighteen (18) miles per hour on curves. Boom of wrecking derricks must trail while being handled in trains.

55. Trains handling loaded oil tanks of 12,000 gallons capacity or over, must not exceed eighteen (18) miles per hour. Conductors must advise enginemen when they have cars of this kind in their train.

56. Engines or trains, while moving over street crossings within the corporate limits of Hempstead, Brenham, Giddings, and Elgin, must not exceed six (6) miles per hour.

Trains must not exceed six (6) miles per hour over street crossings between passenger station and East Avenue and twelve (12) miles between East Avenue and city limits of Austin.

57. Passenger trains handled by consolidation (800) class engines must not exceed thirty (30) miles per hour.

58. Passenger trains must not exceed forty-five (45) miles per hour between Austin and Hempstead; forty (40) miles per hour between Austin and Llano; thirty (30) miles per hour between Fairland and Marble Falls; forty-five (45) miles per hour between Giddings and Hearne Junction, and twenty-five (25) miles per hour between Burnet and Lampasas.

59. Speed of freight and mixed trains is restricted to twenty-five (25) miles per hour except on Marble Falls branch restricted to fifteen (15) miles per hour.

60. Trains are not permitted to back up in either direction between Fairland and Marble Falls, except trains moving from Fairland to Granite Mountain, which will be permitted to back up from Fairland at speed not to exceed fifteen (15) miles per hour.

61. Trains handled by Class T-24 engines, or cars weighing 140,000 pounds gross moved in trains, must not exceed ten (10) miles per hour over bridges 14-B, 16-B and 22-J on Lampasas subdivision.

62. The cut-out under engineman's brake valve of dead or disabled engines must be closed and handle taken off while being hauled in trains.

When side rods are taken down, such engines should not be moved in fast freight trains when possible to avoid it, and under no circumstances must they be handled at a speed exceeding twenty (20) miles per hour.

INTERLOCKING

101. Interlocking Signal Masts, unless otherwise provided, are placed over or upon the right of and adjoining the track they govern as seen when approaching them. (See Rule 600).

102. An Interlocking Home Signal is a fixed signal located at a point at which trains are required to stop when the route is not clear. The signal arm is square at the end and is painted red. This signal indicates "STOP" when the signal arm is in a horizontal position or when a red light is displayed. The signal indicates "PROCEED" when the arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed.

When more than one arm is placed on the same mast, the top arm governs movements on the main or high speed route through the plant, while the lower arm or arms govern movements from main track to diverging or low speed routes.

103. An Interlocking Distant Signal is a fixed signal located in advance of an Interlocking Home Signal. The signal arm is forked at the end and is painted yellow with a black stripe. When the signal arm is in horizontal position or displays a yellow light, train must reduce speed immediately upon passing signal and proceed with caution until the home signal is reached. When the signal arm is dropped to an angle of sixty degrees from the horizontal or when a green light is displayed, it indicates "PROCEED."

104. An Interlocking Dwarf Signal is a low home or distant signal of fixed location and governs slow speed movements through an interlocking plant, with or against current of traffic or on or from a siding or diverging route. A dwarf signal, similarly placed, has the same meaning as a high signal.

105. When a white light is displayed by an interlocking semaphore signal, it is an indication that the lens is broken. Trains will approach such signal with caution and be governed by position of the signal arm.

106. When approaching interlocking plants enginemen will indicate to the signalman the route they desire to use by sounding the proper whistle signals CLEARLY and DISTINCTLY. Such whistle signals must be sounded sufficiently in advance of the interlocking station to enable the signalman to set up the route desired without delay. Signals must not be called for until the train is ready to move immediately into or through the interlocking limits.

107. When it is necessary to operate trains against the current of traffic through interlocking limits, enginemen, trainmen, signalmen and all other employes concerned must remember that such movements are unusual, necessitating extreme care and precaution, and they must have proper understanding of signals, in order to avoid accidents.

INTERLOCKING WHISTLE CODE

Following whistling Code for movement through Interlocking plants at Brenham and Elgin:

Main track _____
 Main track to diverging routes _____ o _____
 Main track to siding _____ o _____
 Main track to transfer o o _____
 Siding to main track o _____
 Siding to siding o _____

J. H. WALSH,
Superintendent

H. F. KELLEY,
Trainmaster

J. DOYLE,
Traveling Engineer

J. McKEOWN,
Chief Train Dispatcher

Traveling Engineer will exercise duties of Trainmaster when on line.

CONDENSED SCHEDULES.

(CENTRAL TIME)

WESTWARD

EASTWARD

		No. 45	No. 43	No. 37 22	No. 19	No. 17	No. 15 24	Distance from Houston	STATIONS	Distance from Denison	No. 16 23	No. 18	No. 20	No. 38 21	No. 42	No. 46		
				10.00PM			8.00AM	210	SAN ANTONIO	404	7.15PM			7.30AM				
	11.45PM	9.05AM			9.10PM	11.00PM	9.35AM	0	HOUSTON	337	6.10PM	7.05AM	6.55AM		6.05PM	5.45AM		
	1.05AM	10.35AM			10.39PM	12.12AM	10.48AM	50	HEMPSTEAD	287	4.50PM	5.50AM	5.25AM		4.30PM	4.05AM		
	1.20AM	11.10AM												4.25PM	4.00AM			
	6.40AM	3.40PM	10.45PM				3.40PM	164	AUSTIN	335				6.40AM	12.20PM	10.45PM		
					11.24PM	12.47AM	11.25AM	71	NAVASOTA	267	4.02PM	5.15AM	4.45AM					
			3.15AM	{ 1.09AM 1.20AM	{ 2.15AM 2.20AM	{ 1.05PM 1.20PM		121	HEARNE	217	{ 2.05PM 1.57PM	{ 3.40AM 3.30AM	{ 2.50AM 2.40AM	2.00AM				
			3.54AM	{ 2.15AM 2.20AM	3.10AM	2.12PM		143	BREMOND	195	1.15PM	2.43AM	{ 1.50AM 1.40AM	1.21AM				
			7.30AM		7.30PM	7.30AM	3.55PM	186	WACO	239	11.15AM		10.45PM	10.45PM				
			4.59AM		3.55AM	4.30AM	3.31PM	181	MEXIA	157	11.55AM	1.37AM	12.16AM	12.21AM				
			{ 6.20AM 6.25AM	{ 5.40AM 5.45AM	{ 6.00AM 6.05AM	{ 5.15PM 5.23PM		231	ENNIS	107	10.20AM 10.13AM	12.10AM 12.05AM	10.30PM 10.20PM	11.00PM 10.55PM				
			7.30AM	{ 7.05AM 8.00PM	{ 7.15AM 7.25AM	6.35PM		265	DALLAS	73	9.10AM	11.00PM 10.35PM	{ 9.00PM 6.50PM	10.00PM				
			8.35AM	8.35AM	8.30AM	7.20PM		286	FORT WORTH	157	8.00AM	9.30PM	8.20PM	8.20PM				
			11.00AM	11.00AM	11.00AM			337	DENISON	0			4.15PM	4.15PM				
	6.55	6.35	12.50	13.40	11.50	11.20			THROUGH TIME		11.15	9.35	14.40	15.15	5.45	7.00		
	23.7	24.9	31.4	24.6	28.4	31.1			MILES PER HOUR		30.6	36.2	22.4	26.4	28.5	23.4		

Date.....1924

Received TIME TABLE No. 35

Taking Effect at 12:01 A. M.
Saturday, Nov. 1, 1924

Signature.....

Occupation.....

NOTE—Person receiving this receipt with Time Table must sign and send to Superintendent by first train.

MILEAGE SOUTHERN PACIFIC LINES (IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company.....	1,358.69
Texas & New Orleans Railroad Company.....	467.63
Texas State Railroad.....	32.60
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co.....	640.17
Houston & Texas Central Railroad Company.....	858.05
The Houston East & West Texas Railway Company.....	190.94
Houston & Shreveport Railroad Company.....	39.78
Total Mileage.....	3,587.86

MILEAGE MAIN LINE

Hempstead to Llano.....H. & T. C. R. R. Co.....	212.28
Hearne to Giddings.....H. & T. C. R. R. Co.....	59.08
Giddings to Flatonia.....S. A. & A. P. Ry. Co.....	38.00
Total Main Line.....	309.36
BRANCHES	
Lampasas—H. & T. C. R. R. Co.....Burnet to Lampasas.....	23.05
Marble Falls—H. & T. C. R. R. Co.....Fairland to Marble Falls.....	5.92
Total Branches.....	28.97
Total Austin Division.....	338.33

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plans, Turn Tables, Wyes and Tele-phones.

Distance from Hempstead

Distance from Austin

THIRD CLASS			SECOND CLASS		FIRST CLASS								Distance from Hempstead	TIME TABLE No. 35 Nov. 1, 1924		Distance from Austin
237	254	293	239	1	48	3	43	9	45	7	5	STATIONS				
Local Freight	Local Freight	M-K-T Local Freight	Through Freight	M-K-T Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	M-K-T Passenger					

Figures at Houston are for information only. Trains between Hempstead and Eureka will be governed by Dallas Division Time Table, and by Houston Terminal Time Table between Eureka and Houston.

Station	THIRD CLASS			SECOND CLASS		FIRST CLASS								Distance from Hempstead	STATIONS	Distance from Austin
	237	254	293	239	1	48	3	43	9	45	7	5				
				9.00PM				9.05AM						HOUSTON		
KFWBY Yard	6.00AM			11.50PM				11.10AM					0.00	TO-R HEMPSTEAD	114.98	
45	6.30			12.20AM				11.35					11.11	TO CHAPEL HILL	108.87	
17	6.45			12.32				11.43AM					15.83	PACKERY	99.15	
30 IWY Yard	8.00			12.50				12.01PM					21.31	TO BRENHAM	93.67	
													21.32	TOWER 95 (G. C. & S. F. Crossing)	93.66	
22	8.20			1.08				12.12					27.37	MILL CREEK	87.61	
37 W	8.50			1.27				12.27					33.84	TO BURTON	81.14	
30 Y	9.20			1.45				12.42					40.15	TO CARMINE	74.83	
30	9.50			2.07				12.55					46.53	TO LEDBETTER	68.45	
27	10.05			2.20				1.02					50.73	KRUSE	64.25	
80 BFWY Yard	11.15			2.35 3.00				1.15					55.71	TO-R GIDDINGS	59.27	
													55.72	S. A. & A. P. CROSSING	59.26	
26	11.45AM			3.21				1.27					62.14	HILLS	52.84	
25	12.02PM			3.37				1.39					67.25	TO PAIGE	47.73	
34 W	12.20			3.51				1.53					71.13	MIDSPRING	43.85	
25	12.40			4.12				2.05					77.58	TO McDADE	37.40	
	12.55			4.26				2.15					82.13	BUTLER	32.85	
													87.73	TOWER 100 (M-K-T Crossing)	27.25	
26 IWY	1.20			4.48				2.30					87.74	TO ELGIN	27.24	
20	1.50			5.04				2.40					93.18	LITTIG	21.80	
18	2.20			5.24				2.55					99.96	TO MANOR	15.02	
36	2.40			5.45				3.06					105.11	DAFFAN	9.87	
30	3.00			6.00				3.14					109.86	DELWAW	5.12	
P	3.15		6.00AM	6.10		6.50PM	4.30PM	4.25PM	3.23	11.00AM	6.22	4.45AM	3.55AM	118.18	PERSHING	1.80
FWYT	3.18	3.05PM	6.05	6.13		6.52	4.32	4.27	3.30	11.05	6.27	4.47	3.57	118.55	AUSTIN JUNCTION	1.43
BPK Yard	3.25PM	3.15PM	6.10AM	6.20AM		6.55	4.35	4.30	3.33	11.09	6.32	4.50	4.00	114.22	R YARD OFFICE	0.76
BPK						7.00PM	4.40PM	4.35 4.45PM	3.40PM	11.15AM	6.40AM	4.55 5.00AM	4.05 4.15AM	114.98	TO-R AUSTIN	0.00
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
	237	254	293	239		1	48	3	43	9	45	7	5			

(9.25)
12.4

(6.30)
17.7

(4.30)
25.5

(5.20)
21.5

.....Time Over Subdivision.....
.....Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)

EXCEPT Nos. 43 and 48 are Superior to M-K-T No. 10, and No. 45 is Superior to M-K-T Nos. 6 and 8.

All trains must get clearance card before leaving Giddings. Harmon is flag stop for Trains Nos. 42 and 43. All westward M-K-T Trains must report to H. & T. C. Dispatcher's office by telephone from Pershing for clearance before occupying H. & T. C. main track. Pershing Switch must be left set and locked for H. & T. C. main track. All trains will move within Austin yard limits with Caution, expecting to find main and wye tracks occupied. Home interlocking signal located East of G. C. & S. F. R. R. at Brenham is located on South side of main track. Home interlocking signal located west of M-K-T R. R. at Elgin is located on north side of main track.

6 WESTWARD

GIDDINGS SUBDIVISION

EASTWARD

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plans, Turn tables, Wyes and Tele-phones.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Hearne	TIME TABLE NO. 35 Nov. 1, 1924 STATIONS			Distance from Giddings	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours Daily Ex. Sunday Legal Holidays and Sunday	
	233	247	231	23	21	22						24	230	248	232				
	Local	Sunset Manifest Freight	Mixed	The Hustler	San Antonio Limited	Dallas Ft. Worth Limited						The Hustler	Mixed	Sunset Manifest Freight	Local				
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily						Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday				

Figures at Hearne are for information only. Trains between Hearne Junction and Hearne will be governed by Dallas Division Time Table.

Yard	6.30AM	1.10PM	9.15AM	2.10PM	2.00AM	0.00	TO-R	HEARNE	59.08	3.15AM	1.10PM	5.40PM	6.45PM	4.55PM	Continuous	Continuous
BWPKTY	6.35AM	1.15PM	9.22AM	2.17PM	2.07AM	1.00		HEARNE JUNCTION	58.08	3.08AM	1.03PM	5.33PM	6.40PM	4.45PM		
						6.96		I-G-N. CROSSING	52.12							
53	6.52	1.40	9.40	2.27	2.17	6.99		TATSIE	52.09	2.57	12.53	5.16	6.15	4.26		
72	7.06	1.57	10.00	2.35	2.25	12.22		MUMFORD	46.86	2.48	12.45	5.02	6.00	4.10		
56 WY	7.22	2.15	10.20	2.45	2.38	18.75		BRYAN JUNCTION	40.33	2.38	12.34	4.45	5.40	3.50		
			10.22			19.88		INTERURBAN JUNCTION	39.20			4.42				
55	7.38	2.35	10.35	2.53	2.48	24.24		COOK'S POINT	34.84	2.30	12.25	4.31	5.20	3.30		
72 W Yard	8.00	3.03	10.55	3.03	2.59	30.85	TO	CALDWELL	28.23	2.20	12.15	4.15	5.03	3.03	12.01AM to 8.00AM 11.30AM to 7.30PM	12.01AM to 8.00AM 11.30AM to 7.30PM
53 W	8.35	3.51	11.20	3.15	3.11	38.61	TO	DEANVILLE	20.47	2.07	12.01PM	3.51	4.38	2.30	8.00AM to 5.00PM	11.00AM to 1.00PM 3.00PM to 5.00PM
54	9.05	4.15	11.48AM	3.27	3.23	45.29	TO	DIME BOX	13.79	1.54	11.48AM	3.27	4.15	2.05	8.00AM to 5.00PM	12.01PM to 4.00PM
55 BWYP Yard	9.25	4.40	12.08PM	3.38	3.35	52.52		LOEBAU	6.56	1.43	11.37	2.56	3.38	1.35		
	10.00AM	5.00PM	12.30PM	3.50PM	3.55AM	59.08	TO-R	GIDDINGS	0.00	1.25AM	11.25AM	2.40PM	3.15PM	1.10PM	Continuous	Continuous
		7.00PM		4.55PM	5.05AM	97.08		FLATONIA JUNCTION	38.00	12.15AM	10.20AM		1.15PM			

Figures at Flatonia Junction are for information only. Trains between Giddings and Flatonia Junction will be governed by SA&AP Time Table.

Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
233	247	231	23	21	22	24	230	248	232	
(3.25) 17.0	(3.45) 15.5	(3.08) 18.5	(1.33) 37.4	(1.48) 32.2	(1.43) 33.8	(1.38) 35.5	(2.53) 20.1	(3.25) 17.0	(3.35) 16.2	

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)

EXCEPT No. 231 is superior to No. 230.

Local telephone installed in waiting room at Deanville is connected with Caldwell local exchange. For any emergency call for Operator Caldwell. Nos. 22 and 24 will stop at all stations between Giddings and Hearne to discharge passengers from Flatonia and West thereof, and to receive passengers destined to points West of Hearne. Nos. 21 and 23 will stop at all stations between Hearne and Giddings to discharge passengers from points West of Hearne, and to receive passengers destined Flatonia or West thereof.

WESTWARD

LAMPASAS SUBDIVISION

EASTWARD

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plans, Turn tables, Wyes and Tele-phones.	SECOND CLASS		Distance from Burnet	TIME TABLE NO. 35 Nov. 1, 1924 STATIONS			Distance from Lampasas	SECOND CLASS		Train Order Office Hours Daily Ex. Sunday Legal Holidays and Sunday	
	257	255						256	258		
	Mixed	Mixed						Mixed	Mixed		
	Leave Daily	Leave Daily						Arrive Daily	Arrive Daily		

Yard	2.30PM	10.15AM	0.00	TO-R	BURNET	23.05	9.55AM	1.50PM	8.00AM to 5.00PM	9.00AM to 11.00AM 1.30PM to 3.30PM
29 BKFVY	3.05	10.50	11.43		LAKE VICTOR	11.62	9.10	1.00		
41 BWY Yard	3.45PM	11.30AM	23.05	TO-R	LAMPASAS	0.00	8.40AM	12.35PM	8.00AM to 5.00PM	8.00AM to 5.00PM
	Arrive Daily	Arrive Daily					Leave Daily	Leave Daily		
	257	255					256	258		

(1.15) 18.4	(1.15) 18.4	(1.15) 18.4	(1.15) 18.4
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Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)

EXCEPT No. 255 is Superior to No. 256
 Tumlinson and Hodge are flag stops for all trains.

WESTWARD

LLANO SUBDIVISION

EASTWARD

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Cocks, Interlocking, Signals, Turn tables, Wyes and Tele-phones.

Yard	THIRD CLASS				FIRST CLASS				Distance from Austin	TIME TABLE NO. 35 Nov. 1, 1924 STATIONS	Distance from Llano	FIRST CLASS				THIRD CLASS				Train Order Office Hours			
	253 Local Freight				47 Passenger							48 Passenger				254 Local Freight				Daily except Sunday	Legal Holidays and Sunday		
	Leave Daily Ex. Sunday				Leave Daily							Arrive Daily				Arrive Daily Ex. Monday							
				8.05AM				7.53AM	1.43	AUSTIN JUNCTION 9.04	97.30	4.30PM					3.05PM						
16				8.30			f	8.09	10.47	TISDALE 2.33	88.26	f	4.10				2.30						
22				8.40			f	8.13	12.80	WATERS PARK 3.66	85.93	f	4.05				2.21						
									16.46	I. & G. N. CROSSING 0.0	82.27												
26				9.00			s	8.23	16.46	TO McNEIL 5.22	82.27	s	3.58				2.10			7.30AM to 4.30PM	7.30AM to 9.30AM 2.30PM to 4.30PM		
21				9.20			f	8.33	21.68	RUTLEDGE 4.33	77.05	f	3.46				1.25						
18 W				9.40			s	8.41	26.01	CEDAR PARK 5.56	72.72	s	3.37				1.05						
19				10.00			s	8.57	31.57	TO LEANDER 3.52	67.16	s	3.27				12.45			8.00AM to 5.00PM	8.00AM to 10.00AM 2.45PM to 4.45PM		
15 W				10.15			f	9.04	35.09	GABRIEL RIVER (Spur) 4.08	63.64	f	3.18				12.15PM						
16				10.35			s	9.15	39.17	TO LIBERTY HILL 4.58	59.56	s	3.09				11.58AM			8.00AM to 5.00PM	8.00AM to 10.00AM 2.45PM to 4.45PM		
27				10.55			f	9.24	43.75	GROVER 5.51	54.98	f	2.59				11.38						
20				11.20AM			s	9.40	49.26	TO BERTRAM 6.81	49.47	s	2.49				11.20			8.00AM to 5.00PM	8.30AM to 10.30AM 2.00PM to 4.00PM		
29				12.01PM			f	9.55	56.07	SUMMIT 3.85	42.66	f	2.34				10.45						
17 Yard Y				12.13				10.03	59.92	WILKIE (Spur) 0.59	38.81		2.26				10.25						
29 BKFY				12.50			s	10.10	60.51	TO-R BURNET 0.59	39.40	s	2.24				10.20 10.10			8.00AM to 5.00PM	9.00AM to 11.00AM 1.30PM to 3.30PM		
17 Yard Y				12.55				10.13	59.92	WILKIE (Spur) 7.16	38.81		2.15				9.15						
17 W				1.30				10.28	67.08	SUDDUTH 2.64	31.65		2.02				8.45						
28 Y				1.55			s	10.33	69.72	TO-R FAIRLAND 7.08	29.01	s	1.55				8.30			8.00AM to 5.00PM	10.00AM to 2.00PM		
33				2.20			f	10.42	73.80	GRANITE MOUNTAIN (Spur) 2.11	32.82	f	1.46										
19 Y				2.50			s	10.53	75.91	TO MARBLE FALLS 2.11	34.93	s	1.40							8.00AM to 5.00PM	10.15AM to 2.15PM		
33				3.15			f	10.59	73.80	GRANITE MOUNTAIN (Spur) 3.81	32.82	f	1.28										
				3.40			f	11.07	69.96	TUGGLE 9.38	29.01	f	1.20										
24 W				4.15			s	11.25	79.10	TO KINGSLAND 7.88	19.63	s	1.05				7.59			7.30AM to 4.30PM	10.45AM to 1.45PM		
18 Yard				4.40			f	11.39AM	86.98	GRAPHITE (Spur) 11.75	11.75	f	12.52				7.35						
31 BWY				5.30AM				12.05PM	98.73	TO-R LLANO	0.00		12.30PM				7.00AM			7.00AM to 4.00PM	11.00AM to 1.00PM		
				Arrive Daily Ex. Sunday				Arrive Daily					Leave Daily				Leave Daily Ex. Monday						
				253				47					48				254						

(9.25) 12.1 (4.12) 26.1Time Over Subdivision..... (4.00) 27.4 (8.05) 12.0
.....Average Speed per Hour.....

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72)
EXCEPT that No. 47 is Superior to No. 48.

Figures shown at Tuggle govern Trains 47 and 253 returning from and 48 going to Marble Falls. Extra trains will not loop between Wilkie and Burnet, unless their orders require it. Walkerton, Sand Stone, Tally, Wood Spur, Iron Spur and Teich are flag stops for Trains Nos. 47 and 48. All trains before leaving Burnet and Marble Falls must get clearance card during Train Order Office hours. All trains will move within Austin yard limits WITH CAUTION expecting to find main and wye tracks occupied. All trains entering Burnet except first-class trains and No. 254 must do so through the west leg of wye. First class trains will use only east leg of wye. Lampasas branch train will turn by heading out west leg of wye. When No. 254 or other trains double to Summit from Burnet protection must be afforded at Wilkie for return of engine to east leg of wye.

COMPANY PHYSICIANS

Houston.....Dr. R. W. Knox.....Chief Surgeon
 Dr. C. C. Green.....Asst. Chief Surgeon
 Dr. F. A. Waples.....Division Surgeon
 Dr. M. L. O'Banion.....Local Oculist and Aurist
 Dr. T. A. Dickson.....Local Oculist and Aurist
 Dr. H. C. Feagin.....Examining Surgeon
 Dr. R. H. Harrison.....Examining Surgeon
 Dr. R. H. McMeans.....Local Surgeon
 Dr. J. L. Taylor.....Local Surgeon

Austin.....Dr. S. E. Hudson.....Division Surgeon
 Dr. Joe Gilbert.....Division Surgeon
 Dr. J. C. A. Eckhardt.....Examining Surgeon
 Dr. A. F. Beverly.....Local Surgeon
 Dr. H. L. Hilgartner.....Division Oculist
 Dr. S. J. Clark.....Local Oculist

Brenham.....Dr. J. R. Williamson.....Local Surgeon
 Dr. O. F. Schoenvogel.....Local Surgeon
Bertram.....Dr. H. L. Edens.....Local Surgeon
Burnet.....Dr. J. L. Williamson.....Local Surgeon
Caldwell.....Dr. A. J. Krueger.....Local Surgeon
 Dr. T. L. Goodnight.....Local Surgeon
Carmine.....Dr. A. C. Miller.....Local Surgeon
Chapel Hill.....Dr. W. R. Campbell.....Local Surgeon
Dime Box.....Dr. T. C. Loose.....Local Surgeon
Elgin.....Dr. I. B. Nofsinger.....Local Surgeon
 Dr. Edwin Auler.....Local Surgeon
Giddings.....Dr. J. M. Johnson.....Local Surgeon

Hearne.....Dr. H. W. Cummings.....Local Surgeon
 Dr. S. J. Alexander.....Local Surgeon
Hempstead.....Dr. Malcolm A. Jones.....Local Surgeon
 Dr. L. L. Mahan.....Local Surgeon
 Dr. C. W. Le Grand.....Local Surgeon
Lampasas.....Dr. W. D. Francis.....Local Surgeon
Leander.....Dr. W. R. Hazelwood.....Local Surgeon
Liberty Hill.....Dr. W. D. Fowler.....Local Surgeon
Llano.....Dr. W. Y. Fowler.....Local Surgeon
Manor.....Dr. N. R. Jackson.....Local Surgeon
 Dr. A. T. Cook.....Local Surgeon
Marble Falls.....Dr. George Harwood.....Local Surgeon
 Dr. T. M. Yett.....Local Surgeon
McDade.....Dr. G. W. Southern.....Local Surgeon
Paige.....Dr. C. H. Otken.....Local Surgeon

LOCATION OF HOSPITALS

General Hospital—
 Southern Pacific Hospital, James and Paschal Streets, Houston.
Emergency Hospital—
 Austin: Seton Infirmary, and Physicians and Surgeons Hospital.

STATIONS AND TRACKS NOT OTHERWISE SHOWN IN TIME TABLE

Distance from Hempstead		Distance from Austin	Car Capacity and direction opening if spur
3.48	Pointers.....	111.46	16-E
6.08	Harmon.....	108.86	14-W
42.19	Menns.....	72.75	5-E
44.40	Ledbetter Gravel Pit.....	70.54	241-W
49.36	Truitt Gravel Pit.....	65.62	120-E
84.68	Sand Spur.....	30.26	26-W

Distance from Austin		Distance from Llano	Car Capacity and direction opening if spur
7.66	Abercrombie.....	91.81	11-W
27.26	White Stone.....	72.21	7-W
28.24	Walkerton.....	71.23	14-W
77.30	Tally.....	22.17	129-W
82.90	Wood Spur.....	16.57	9-E
91.76	Iron Spur.....	7.71	7-E
98.22	Teich.....	1.25	25-E

Distance from Hearne		Distance from Giddings	Car Capacity and direction opening if spur
3.85	Glass.....	55.17	6-E
4.36	Westbrook.....	54.66	12-E
5.35	Rache.....	53.67	28-E
6.28	Providence.....	52.74	5-E
7.92	Woods.....	51.10	5-E
8.39	Nicholas.....	50.63	10-E
9.31	Whites.....	49.71	9-E
9.43	Watts.....	49.59	8-E
10.39	Cavit.....	48.63	2-E
13.93	Astin.....	45.09	5-E
15.14	Mooring.....	43.88	10-E
15.85	Steels.....	43.17	9-E
18.17	Sims.....	40.85	8-E

SPEED TABLE

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

Miles per Hour	1 Mile in		Miles per Hour	1 Mile in		Miles per Hour	1 Mile in	
	Min.	Sec.		Min.	Sec.		Min.	Sec.
6	10		28	2	8	45	1	20
8	7	30	29	2	4	46	1	18
10	6		30	2		47	1	16
12	5		31	1	56	48	1	15
15	4		32	1	52	49	1	13
16	3	45	33	1	49	50	1	12
17	3	31	34	1	45	51	1	10
18	3	20	35	1	42	52	1	9
19	3	9	36	1	40	53	1	7
20	3		37	1	37	54	1	6
21	2	51	38	1	34	55	1	5
22	2	43	39	1	33	56	1	4
23	2	36	40	1	30	57	1	3
24	2	30	41	1	27	58	1	2
25	2	24	42	1	25	59	1	1
26	2	18	43	1	23	60	1	
27	2	13	44	1	21			

WATCH INSPECTORS

Sidney F. Ball, General Time Inspector.....Chicago, Ill.
 Joe Koen.....Austin, Texas
 E. H. Roberts.....Lampasas, Texas
 Thomas and Myers.....Hearne, Texas

Legal Holidays Referred to Are:

New Year's Day.....January 1st
 Washington's Birthday.....February 22nd.
 Decoration Day.....May 30th.
 Independence Day.....July 4th.
 Labor Day.....First Monday in September
 Thanksgiving Day.....Last Thursday in November
 Christmas.....December 25th.

RATINGS OF LOCOMOTIVES IN FREIGHT TRAIN SERVICE

Class		ENGINE NUMBERS	1	2	3	4	5	6	7	8	9	10	11	12	13
Nominal	Designation		Hempstead to Chapel Hill	Chapel Hill to Austin	Austin to Summit	Summit to Llano	Llano to Fairland	Fairland to Wilkie	Wilkie to Summit	Summit to Austin	Austin to Paige	Paige to Hempstead	Burnet to Lampasas	Lampasas to Burnet	Hearne to Flatonia
T24	T55-19/24-95	303, 310, 328.....	1130	1160	960	1330	1240	870	640	1100	1060	1230	1140	1100	1350
T24	T57-19/24-96	301, 304 to 309, 311 to 316, 318 to 320, 322 to 327, 331 and 332.....	1080	1120	940	1280	1200	840	620	1060	1030	1180	1100	1060	1300
M4	M63-20/28-126	416, 419, 421, 424, 427, 429, 434, 440, 442 to 446, 450, 454, 458.....	1490	1550	1300	1770	1650	1150	860	1460	1410	1620			1700
M4	M63-20/28-128S	410 to 415, 417, 418, 420, 422, 423, 425, 426, 428, 430 to 432, 435 to 439, 441, 447 to 449, 451 to 453, 455 to 457 and 459.....	1510	1570	1330	1800	1680	1180	870	1490	1440	1650			1730
C8	C57-22/30-187S	800 to 807.....													2700
C9	C57-22/30-190S	808 to 850.....													2700
MK-5	MK63-26/28-210S	738 to 794.....													3250

NOTE: These ratings represent maximum loading of locomotives behind tender, expressed in units of 1,000 lbs. (ms).

Following Allowances for empty and underloaded cars: Less than 40 ms, 6 ms; 40 to 50 ms, 3 ms; more than 50 ms, 0.

RULING GRADES AND CURVES

WESTWARD				EASTWARD			
DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE
1. Hempstead to Chapel Hill.....	1.20	2	1.28	5. Llano to Fairland.....	1.03	3	1.15
2. Chapel Hill to Austin.....	1.23	0	1.23	6. Fairland to Wilkie.....	1.60	1	1.64
3. Austin to Summit.....	1.46	0	1.46	7. Wilkie to Summit.....	2.03	3	2.15
4. Summit to Llano.....	1.01	-1.5	1.07	8. Summit to Austin.....	1.22	2	1.30
				9. Austin to Paige.....	1.15	5	1.35
				10. Paige to Hempstead.....	1.09	2	1.17
11. Burnet to Lampasas.....	1.25	0	1.25	12. Lampasas to Burnet.....	1.30	0	1.30
13. Hearne to Flatonia.....	1.00	0	1.00	13. Flatonia to Hearne.....	1.00	0	1.00

To find maximum load that can be hauled between any two stations, at an average speed of 12½ miles per hour, multiply rating by the figures shown opposite the various stations in the following table. Symbol "F" opposite any station indicates a descending grade on which the loading limit is the car maximum for the district.

STATIONS	WESTWARD	EASTWARD	STATIONS	WESTWARD	EASTWARD	STATIONS	WESTWARD	EASTWARD
Hempstead and Austin			Austin and Llano			Burnet and Lampasas		
Hempstead and Chapel Hill.....	1.00	1.07	Austin and Tisdale.....	1.17	2.27	Burnet and Lake Victor.....	1.00	1.04
Chapel Hill and Brenham.....	1.33	1.00	Tisdale and Watter's Park.....	2.55	1.04	Lake Victor and Lampasas.....	1.23	1.00
Brenham and Mill Creek.....	1.10	1.11	Watter's Park and McNeil.....	1.08	1.66	Hearne and Giddings		
Mill Creek and Burton.....	1.33	F	McNeil and Rutledge.....	1.21	1.08	Hearne and Tatsie.....	F	1.76
Burton and Carmine.....	1.00	1.41	Rutledge and Cedar Park.....	1.85	1.13	Tatsie and Mumford.....	F	F
Carmine and Ledbetter.....	1.87	1.78	Cedar Park and Leander.....	1.15	1.56	Mumford and Bryan Junction.....	F	3.35
Ledbetter and Kruse.....	2.51	2.83	Leander and Gabriel River.....	1.52	1.18	Bryan Jct. and Interurban Jct.....	1.95	F
Kruse and Giddings.....	2.51	2.39	Gabriel River and Liberty Hill.....	1.27	F	Interurban Jct. and Cook's Point.....	1.21	1.90
Giddings and Hills.....	1.41	1.34	Liberty Hill and Grover.....	1.03	F	Cook's Point and Caldwell.....	1.10	1.10
Hills and Paige.....	1.33	1.34	Grover and Bertram.....	1.06	F	Caldwell and Deanville.....	1.50	1.10
Paige and Mid Spring.....	1.65	1.22	Bertram and Summit.....	1.00	1.28	Deanville and Dime Box.....	1.10	1.10
Mid Spring and McDade.....	1.16	1.00	Summit and Wilkie.....	1.37	1.00	Dime Box and Loebau.....	1.10	1.10
McDade and Butler.....	1.65	1.07	Wilkie and Burnet.....	F	1.88	Loebau and Giddings.....	1.50	1.70
Butler and Elgin.....	1.03	F	Sudduth and Fairland.....	1.00	1.26			
Elgin and Littig.....	F	1.29	Fairland and Kingsland.....	F	1.00			
Littig and Manor.....	1.57	F	Kingsland and Graphite.....	1.64	1.14			
Manor and Daffan.....	1.21	1.33	Graphite and Llano.....	1.00	1.76			
Daffan and Delwau.....	F	1.00			1.03			
Delwau & Pershing.....	3.76	F						
Pershing & Austin.....	3.76	4.10						

**AUSTIN
AND
VICINITY**

SCALE OF MILES

**MAP
OF THE
AUSTIN DIVISION
H & T. C. R. R.**

SCALE OF MILES.

AUGUST-1920.

