

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

RECEIVED
SEP 3 1925
TRANSPORTATION
DEPARTMENT
S. P. LINES

HOUSTON & TEXAS CENTRAL RAILROAD COMPANY
THE GALVESTON, HARRISBURG AND SAN ANTONIO RAILWAY COMPANY

TIME TABLE

FOR THE

AUSTIN DIVISION

To Take Effect Sunday, September 6, 1925, at 12:01 A. M.

CENTRAL TIME

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

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

L. B. McDONALD,
Assistant General Manager.

O. C. CASTLE,
Superintendent of Transportation.

CONDENSED SCHEDULES.

(CENTRAL TIME)

WESTWARD

EASTWARD

		No. 239	No. 257 248	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	No. 258 247	No. 240		
			4.30AM			10.00PM			8.00AM	210	SAN ANTONIO	404	7.15PM			7.30AM				11.00PM		
	7.00PM			11.20PM	9.05AM		9.10PM	11.15PM	9.35AM	0	HOUSTON	337	5.50PM	7.20AM	6.55AM		6.05PM	6.40AM			5.00AM	
	9.45PM			1.05AM 1.20AM	10.35AM 10.40AM		10.39PM	12.27AM	10.48AM	50	HEMPSTEAD	287	4.35PM	6.05AM	5.28AM		4.40PM 4.25PM	4.45AM 4.40AM			2.15AM	
	4.35AM			6.40AM	3.15PM	10.45PM			3.15PM	164	AUSTIN	335				6.40AM	12.20PM	10.45PM			7.45PM	
							11.24PM	1.02AM	11.25AM	71	NAVASOTA	267	3.55PM	5.30AM	4.49AM							
						3.15AM	1.05AM 1.20AM	2.30AM 2.35AM	1.00PM 1.20PM	121	HEARNE	217	2.15AM 1.52PM	3.55AM 3.50AM	3.05AM 2.55AM	2.00AM					12.05PM 11.00AM	
						3.54AM	2.10AM 2.20AM	3.30AM	2.15PM	143	BREMOND	195	1.10PM	3.05AM	2.10AM 1.55AM	1.21AM					9.50AM	
						6.20AM	6.20AM	6.20AM	6.20AM	186	WACO	239	11.20AM		10.45PM	10.45PM						
						4.59AM	3.55AM	4.35AM	3.32PM	181	MEXIA	157	11.50AM	2.02AM	12.43AM	12.21AM					7.50AM	
						6.20AM 6.25AM	5.30AM 5.45AM	5.55AM 6.00AM	5.05PM 5.10PM	231	ENNIS	107	10.15AM 10.05AM	12.40AM 12.30AM	11.10PM 10.45PM	11.00PM 10.55PM					3.30AM 11.55PM	
						7.30AM	6.55AM 8.10AM	7.10AM	6.20PM	265	DALLAS	73	9.00AM	11.30PM	9.30PM 6.50PM	10.00PM					10.00PM	
						8.20AM	7.40AM	7.40AM	7.30PM	286	FORT WORTH	157	8.10AM	9.00PM	9.00PM	9.00PM					8.30PM	
						10.40AM	10.40AM	10.40AM		337	DENISON	0			4.30PM	4.30PM					4.40PM	
		9.35	27.00	7.20	6.10	12.40	13.20	11.25	11.05		THROUGH TIME		11.05	10.20	14.25	15.00	5.45	7.55	30.20	9.15		
		16.0	14.9	22.2	26.4	31.8	24.9	29.5	31.8		MILES PER HOUR		31.8	27.6	23.4	26.9	28.5	20.4	13.2	17.7		

MILEAGE SOUTHERN PACIFIC LINES (IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Co. (includes 31.53 - 2nd track).....	2,133.75
Texas & New Orleans Railroad Company (includes 8.19 - 2nd track).....	474.31
Texas State Railroad.....	32.68
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co., I. & V. R. R. Co. and F. & A. Ry. Co. (includes 40.97 - 2nd track).....	679.68
Houston & Texas Central Railroad Company (includes 4.69 - 2nd track).....	868.45
The Houston East & West Texas Railway Company.....	190.59
Houston & Shreveport Railroad Company.....	39.80
Total Mileage	4,419.26

MILEAGE MAIN LINE

Hempstead to Llano.....	H. & T. C. R. R. Co.....	214.68
Hearne to Giddings.....	H. & T. C. R. R. Co.....	58.10
Yoakum to Waco.....	The G. H. & S. A. Ry. Co.....	170.66
Total Main Line		443.44

BRANCHES

Lampasas—H. & T. C. R. R. Co.....	Burnet to Lampasas.....	23.01
Marble Falls—H. & T. C. R. R. Co.....	Fairland to Marble Falls.....	6.40
Lockhart—The G. H. & S. A. Ry. Co.....	Shiner to Lockhart.....	54.34
Total Branches		83.75
Total Austin Division		527.19

WESTWARD

LLANO SUBDIVISION

EASTWARD

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

THIRD CLASS				FIRST CLASS				Distance from Austin	TIME TABLE NO. 36 Sept. 6, 1925	Distance from Llano	FIRST CLASS				THIRD CLASS				Train Order Office Hours								
253 Local Freight				47 Passenger							48 Passenger				254 Local Freight				Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays							
Leave Daily Ex. Sunday				Leave Daily							Arrive Daily				Arrive Daily Ex. Monday												
STATIONS																											
Yard			8.05AM				7.53AM	1.4	Block Signal {	AUSTIN JUNCTION	97.3	4.32PM				2.55PM											
13			8.30			f	8.09	10.5		TISDALE	88.3	f	4.10			2.30											
22			8.40			f	8.13	12.8		WATERS PARK	85.9	f	4.05			2.21											
								16.5		I. & G. N. CROSSING	82.3																
27			9.00			s	8.23	16.5	TO	McNEIL	82.3	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	21.7		RUTLEDGE	77.1	f	3.46			1.25											
18 W			9.40			s	8.41	26.0		CEDAR PARK	72.7	s	3.37			1.05											
19 W			10.00			s	8.57	31.6	TO	LEANDER	67.2	s	3.27			12.45PM				8.00AM to 5.00PM						8.00AM to 10.00AM 2.45PM to 4.45PM	
15			10.35			s	9.15	39.2	TO	LIBERTY HILL	59.6	s	3.09			11.58AM				8.00AM to 5.00PM						8.00AM to 10.00AM 2.45PM to 4.45PM	
28			10.55			s	9.24	43.8		GROVER	55.0	f	2.59			11.38											
21			11.20AM			s	9.40	49.3	TO	BERTRAM	49.5	s	2.49			11.20				8.00AM to 5.00PM						8.30AM to 10.30AM 2.00PM to 4.00PM	
32			12.01PM			f	9.55	56.1		SUMMIT	42.7	f	2.34			10.45											
11 Spur Y			12.13				10.03	59.9		WILKIE	38.8		2.26			10.25											
Yard 33 BKWY			12.50			s	10.10	60.6	TO-R	BURNET	39.4	s	2.24			10.10				8.00AM to 5.00PM						9.00AM to 11.00AM 1.30PM to 3.30PM	
11 Spur Y			12.55				10.13	59.9		WILKIE	38.8		2.15			9.15											
17 W			1.30			s	10.28	67.1		SUDDUTH	31.6	f	2.02			8.45											
29 Y			1.55			s	10.33	69.7	TO-R	FAIRLAND	29.0	s	1.55			8.30				8.00AM to 5.00PM						10.00AM to 2.00PM	
19 Spur Y			2.50			s	10.53	75.9	TO	MARBLE FALLS	34.9	s	1.40							8.00AM to 5.00PM						10.15AM to 2.15PM	
27			3.40			f	11.07	70.0		TUGGLE	29.0	f	1.20														
25 W			4.15			s	11.25AM	79.1	TO	KINGSLAND	19.6	s	1.05			7.59				7.30AM to 4.30PM						10.45AM to 1.45PM	
Yard 29 BWY			5.30PM				12.05PM	98.7	TO-R	LLANO	0.0		12.30PM			7.00AM				7.00AM to 4.00PM						11.00AM to 1.00PM	
			Arrive Daily Ex. Sunday 253				Arrive Daily 47					Leave Daily 48				Leave Daily Ex. Monday 254											

(9.25)
12.1

(4.12)
26.1

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

(4.02)
27.4

(7.55)
12.1

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, Gabriel River, Granite Mountain, Sand Stone, Tally, Wood Spur, Graphite, 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 Subdivision trains 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.

WESTWARD

LAMPASAS SUBDIVISION

EASTWARD

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

SECOND CLASS				SECOND CLASS				Distance from Burnet	TIME TABLE NO. 36 Sept. 6, 1925	Distance from Lampasas	SECOND CLASS				Train Order Office Hours												
257 Mixed				255 Mixed							256 Mixed				258 Mixed				Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays							
Leave Daily				Leave Daily							Arrive Daily				Arrive Daily												
STATIONS																											
Yard 33 BKWY			2.30PM				10.15AM	0.0	TO-R	BURNET	23.0	9.55AM				1.50PM				8.00AM to 5.00PM						9.00AM to 11.00AM 1.30PM to 3.30PM	
45			3.05			s	10.50	11.4		LAKE VICTOR	11.6	s	9.10			1.00											
BWY Yard			3.45PM				11.30AM	23.0	TO-R	LAMPASAS	0.0	8.40AM				12.35PM				8.00AM to 5.00PM						8.00AM to 5.00PM	
			Arrive Daily 257				Arrive Daily 255					Leave Daily 256				Leave Daily 258											

(1.15)
18.4

(1.15)
18.4

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

(1.15)
18.4

(1.15)
18.4

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. 258. Tumlinson and Hodge are flag stops for all trains.

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Cocks, Interlocking Signals, Turn Tables, Wyes and Telephones.

Distance from Hempstead

Distance from Austin

TIME TABLE No. 36
Sept. 6, 1925

STATIONS

THIRD CLASS

SECOND CLASS

FIRST CLASS

237	254	293
Local Freight	Local Freight	M-K-T Local Freight
Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday

239
Through Freight
Leave Daily

1	48	3	43	45	7	5
M-K-T Passenger	Passenger	M-K-T Passenger	Passenger	Passenger	M-K-T Passenger	M-K-T Passenger
Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily

7.00PM

9.05AM 11.20PM

TO-R	ENGLEWOOD	3.7
TO-R	HOUSTON (Grand Central Station)	

TIME AT HOUSTON AND ENGLEWOOD FOR INFORMATION ONLY. SEE DALLAS DIVISION AND HOUSTON TERMINALS CURRENT TIME TABLES FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND HEMPSTEAD

KFWBY Yard		6.00AM				9.45PM				10.40AM	1.20AM		0.0	TO-R	49.4 HEMPSTEAD	111.5
45		6.30				10.15				s 11.05	s 1.45		11.1	TO	11.1 CHAPEL HILL	103.9
17		6.45				10.27				11.13	1.53		15.8		4.7 PACKERY	99.2
30 IWY Yard		8.00				10.45				s 11.30	s 2.10		21.3	TO	5.5 BRENNHAM	93.7
													21.3		0.0 TOWER 95 (G. C. & S. F. Crossing)	93.7
22		8.20				11.00				f 11.41	f 2.25		27.4		6.1 MILL CREEK	87.6
37 W		8.50				11.25				s 11.54AM	s 2.40		33.8	TO	6.5 BURTON	81.1
30 Y		9.20				11.49PM				s 12.07PM	s 3.05		40.1	TO	6.3 CARMINE	74.8
30		9.50				12.10AM				s 12.20	s 3.22		46.5	TO	6.4 LEDBETTER	68.4
27		10.05				12.23				12.28	3.30		50.7		4.2 KRUSE	64.3
80 BFWY Yard		11.15				12.35 1.15				s 12.40 s 12.55	s 3.40 s 4.15		55.7	TO-R	5.0 GIDDINGS	59.3
													55.7		0.0 G. H. & S. A. CROSSING	59.3
26		11.45AM				1.36				f 1.08	f 4.27		62.1		6.4 HILLS	52.8
25		12.02PM				1.52				s 1.19	s 4.37		67.2	TO	5.1 PAIGE	47.7
34 W		12.20				2.06				1.27	4.48		71.1		3.9 MIDSPRINGS	43.8
25		12.40				2.28				s 1.41	s 5.04		77.6	TO	6.5 McDADE	37.4
		12.55				2.42				f 1.55	f 5.14		82.1		4.5 BUTLER	32.9
													87.7		5.6 TOWER 100 (M-K-T. Crossing)	27.2
26 IWY		1.20				3.04				s 2.10	s 5.32		87.7	TO	0.0 ELGIN	27.2
20		1.50				3.20				f 2.20	f 5.42		93.2		5.4 LITIG	21.8
18		2.20				3.40				s 2.33	s 5.57		100.0	TO	6.8 MANOR	15.0
36		2.43				4.01				f 2.43	f 6.05		105.1		5.1 DAFFAN	9.9
30		3.03				4.16				2.51	6.13		109.9		4.8 DELWAU	5.1
P		3.18		6.00AM		4.26		6.50PM	4.30PM	4.10PM	2.58	6.22	4.55AM	3.55AM	3.3 PERSHING	1.8
FWYT		3.20	2.55PM	6.05		4.29		6.52	4.32	4.12	3.05	6.27	4.57	3.57	0.7 AUSTIN JUNCTION	1.4
BPK Yard		3.25PM	3.10PM	6.10AM		4.35AM		6.55	4.35	4.15	3.08	6.32	5.00	4.00	0.8 YARD OFFICE	0.8
BPK								7.00 7.10PM	4.40PM	4.20 4.30PM	3.15PM	6.40AM	5.05 5.10AM	4.05 4.15AM	0.8 AUSTIN	0.0
		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		
		237	254	293		239		1	48	3	43	45	7	5		

(9.25)
12.4

(6.50)
16.8

(4.35) (5.20)
25.0 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: 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.

AUSTIN SUBDIVISION

EASTWARD

Distance from Hempstead	TIME TABLE No. 36 Sept. 6, 1925		Distance from Austin	FIRST CLASS					SECOND CLASS		THIRD CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
				8	47	2	42	4	46	6	240	292	236	253			238
				M-K-T Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Through Freight	M-K-T Local Freight	Local Freight	Local Freight			Local Freight
STATIONS				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays	
	TO-R	ENGLEWOOD 3.7													Continuous	Continuous	
	TO-R	HOUSTON (Grand Central Station)				6.05PM			6.40AM		5.00AM				Continuous	Continuous	
TIME AT HOUSTON AND ENGLEWOOD FOR INFORMATION ONLY. SEE DALLAS DIVISION AND HOUSTON TERMINALS CURRENT TIME TABLES FOR TRAIN MOVEMENTS BETWEEN THESE POINTS AND HEMPSTEAD.																	
0.0	TO-R	HEMPSTEAD 49.4	115.0				4.25PM		4.40AM		2.15AM				3.25PM	Continuous	Continuous
11.1	TO	CHAPEL HILL 11.1	108.9				s 4.00		s 4.14		1.45				2.40	8.00AM to 5.00PM	10.40AM to 12.40PM 3.20PM to 5.20PM
15.8		PACKERY 4.7	99.2				3.46		4.06		1.10				2.20		
21.3	TO	BREHAM 5.5	93.7				s 3.37		s 3.55		12.50				2.00	Continuous	Continuous
21.3		TOWER 95 (G. C. & S. F. Crossing) 0.0	93.7														
27.4		MILL CREEK 6.1	87.6				f 3.21		f 3.35		12.32				1.20		
33.8	TO	BURTON 6.5	81.1				s 3.10		s 3.20		12.12AM				1.00	8.00AM to 5.00PM	11.45AM to 3.45PM
40.1	TO	CARMINE 6.3	74.8				s 2.57		s 3.05		11.49PM				12.42	8.00AM to 5.00PM	12.01PM to 4.00PM
46.5	TO	LEDJETTER 6.4	68.4				s 2.44		s 2.53		11.31				12.20PM	8.00AM to 5.00PM	12.01PM to 4.00PM
50.7		KRUSE 4.2	64.3				2.37		2.42		11.20				11.30AM		
55.7	TO-R	GIDDINGS 5.0	59.3				s 2.30		s 2.30		11.05		12.10PM		11.15AM	Continuous	Continuous
55.7		G. H. & S. A. CROSSING 0.0	59.3								10.40						
62.1		HILLS 6.4	52.8				f 2.14		f 1.00		10.13			11.45AM			
67.2	TO	PAIGE 5.1	47.7				s 2.04		s 12.49		9.59			11.20		8.00AM to 5.00PM	1.00PM to 3.00PM
71.1		MIDSPRINGS 3.9	43.8				1.53		12.39		9.48			10.50			
77.6	TO	MCDADE 6.5	37.4				s 1.41		s 12.25		9.30			10.30		8.00AM to 5.00PM	1.00PM to 3.00PM
82.1		BUTLER 4.5	32.9				f 1.31		f 12.11		9.15			10.00			
87.7		TOWER 100 (M-K-T. Crossing) 5.6	27.2														
87.7	TO	ELGIN 0.0	27.2				s 1.20		s 12.01AM		9.00			9.15		Continuous	Continuous
93.2		LITTIG 5.4	21.8				f 1.08		f 11.44PM		8.40			8.25			
100.0	TO	MANOR 6.8	15.0				s 12.56		s 11.30		8.25			8.10		8.00AM to 5.00PM	12.30PM to 3.30PM
105.1		DAFFAN 5.1	9.9				f 12.46		f 11.15		8.12			7.40			
109.9		DELWAW 4.8	5.1				12.36		11.01		8.00			7.25			
113.2		PERSHING 3.3	1.8	1.40AM		11.40AM	12.30	12.35PM	10.55	11.50PM	7.53		6.40AM	7.17			
113.6		AUSTIN JUNCTION 0.4	1.4	1.37	7.53AM	11.37	12.27	12.32	10.53	11.47	7.50		6.37	7.15	8.05AM		
114.2	R	YARD OFFICE 0.7	0.8	1.35	7.50	11.35	12.25	12.30	10.50	11.45	7.45PM		6.32AM	7.10AM	8.00AM		
115.0	TO-R	AUSTIN 0.8	0.0	1.30AM	7.45AM	11.30AM 11.25AM	12.20PM	12.25PM 12.20PM	10.45PM	11.40PM 11.30PM						Continuous	Continuous
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	
				8	47	2	42	4	46	6	240		292	236	253	238	

.....Time Over Subdivision..... (4.05) 28.1 (5.55) 20.2 (6.30) 17.7 (5.00) 11.7 (4.10) 13.3
Average Speed per Hour.....

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

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

THIRD CLASS					SECOND CLASS				FIRST CLASS					Distance from Waco	TIME TABLE No. 36		Distance from Yoakum					
					87	97			247	81					53	23		61	51	21	Sept. 6, 1925	STATIONS
					Local Freight	Local Freight			Sunset Manifest Freight	Fast Freight					Passenger	The Hustler		Passenger	Passenger	San Antonio Limited		
					Leave Daily Ex. Sunday	Leave Tuesday Thurs. Sat.			Leave Daily	Leave Daily				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				

4.00PM 6.45AM TO-R WACO (UNION DEPOT)

TIME AT WACO (UNION DEPOT) FOR INFORMATION ONLY. TRAINS BETWEEN WACO (UNION DEPOT) AND ST. L. S. W. RY. CROSSING WILL BE GOVERNED BY RULES AND CURRENT TIME TABLE OF THE ST. L. S. W. RY.

Station	THIRD CLASS					SECOND CLASS				FIRST CLASS					Distance from Waco	ST. L. S. W. CROSSING		Distance from Yoakum		
																TO-R	M-K-T Crossing			
BKWPY Yard					6.45AM												0.0	TO-R	WACO (Freight Yard)	170.6
8					7.00												3.6		TEXAND	166.9
30					7.15												7.8		DOWNS	162.8
25					7.35												13.7		GURLEY	156.8
5 W					7.38												14.8		GUDA	155.7
28					7.41												15.7	TO	SATIN	154.8
30					8.11												21.5	TO	CHILTON	149.0
25					8.36												27.4	TO	LOTT	143.1
20					8.58												32.4	TO	TRAVIS	138.1
25 W					9.35												37.0	TO	ROSEBUD	133.5
25					10.00												41.1	TO	BURLINGTON	129.4
28					10.26												44.7		BEN ARNOLD	125.8
19					10.46												47.9		SPLAWN	122.7
49 WFT					11.00												52.6	TO	CAMERON	118.0
I																	53.0		TOWER 52 (G. C. & S. F. CROSSING)	117.6
28					11.35AM												59.7	TO	MINERVA	110.9
46 WT					12.10PM												67.3		ROCKDALE	103.3
I																	67.5	TO-R	TOWER 54 (I.-G. N. CROSSING)	103.1
24					12.45												75.9		HICKS	94.7
26					12.57												78.9		TANGLEWOOD	91.7
25 WF					1.30												85.1	TO	LEXINGTON	85.5
37					2.13												89.0		LEO	81.6
37					2.38												95.3	TO	LINCOLN	75.3
BWFFY Yard					3.10PM	6.30AM				3.15PM	2.35 3.00			3.50PM	11.01	3.55AM	103.2	TO-R	GIDDINGS	67.4
64																	103.2		H. & T. C. CROSSING	67.4
63					6.50												109.6	TO	NORTHTRUP	61.0
W					7.15												116.7	TO	WINCHESTER	53.8
I																	121.0	TO	TOWER 91 (M. K. T. CROSSING)	49.5
60 WFY					7.45					4.20	3.45			4.20	11.42	4.27	121.2		WEST POINT	49.4
60					8.05					4.35	4.01			4.28	11.53AM	4.36	126.0		LENA	44.6
60					8.30					4.48	4.15			4.37	12.01PM	4.46	131.2	TO	MULLDOON	39.4
12					8.38					5.02	4.24			4.42	12.08	4.51	134.7		FLOY	35.9
Y Yard					9.15					5.45PM	4.40			4.55PM	12.25	5.05AM	141.2	TO-R	FLATONIA JUNCTION	29.4
I																	141.2		TOWER 3 (G. H. & S. A. CROSSING)	29.4
32 W					10.35						5.10				12.43		149.3	TO	MOULTON	21.3
33 WY					11.40AM						5.40				12.47PM	1.05	159.7	TO-R	SHINER	10.8
27					12.05PM						6.00				12.58	1.18	166.4		ADEL	4.2
BKWFTY Yard					12.25PM						6.15PM				1.10PM	1.30PM	170.6	TO-R	YOAKUM	0.0

(8.25) 11.5 (5.55) 11.3 (2.20) 15.2 (10.30) 16.2 (2.45) 24.8 (1.05) 35.0 (0.23) 28.1 (6.45) 25.3 (1.10) 32.5

.....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: No. 23 is Superior to No. 52.

Nos. 51 and 52 will stop at Adel for passengers to and from stations east of Shiner. Nos. 21, 22, 23 and 24 will stop on flag at all stations between Flatonia Jct. and Giddings for passengers for points beyond Flatonia Jct. and beyond Giddings. Nos. 23 and 24 will stop on flag at West Point for passengers destined to Flatonia Jct. or Giddings and beyond, and to discharge passengers boarding train at Flatonia Jct. or Giddings. Kierseys, M. P. 269, and Asa, M. P. 277, are flag stops for all passenger trains. All trains will move within Shiner yard limits WITH CAUTION, expecting to find main and wye tracks occupied. Trains using Houston Division tracks at Flatonia will be governed by current time table and special instructions of that division.

CAMERON SUBDIVISION

EASTWARD

Distance from Waco	TIME TABLE No. 36		FIRST CLASS					SECOND CLASS		THIRD CLASS				Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
	Sept. 6, 1925		22	54	24	62	52	248	82	88	98					
	STATIONS		Dallas Ft. Worth Limited	Passenger	The Hustler	Passenger	Passenger	Sunset Manifest Freight	Fast Freight	Local Freight	Local Freight					
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Monday Wed. Fri.				Daily except Sundays and Legal Holidays	Sundays and Legal Holidays	
	TO-R	WACO (UNION DEPOT)		11.10AM				9.00PM						Continuous	Continuous	
TIME AT WACO (UNION DEPOT) FOR INFORMATION ONLY. TRAINS BETWEEN WACO (UNION DEPOT) AND ST. L. S. W. RY. CROSSING WILL BE GOVERNED BY RULES AND CURRENT TIME TABLE OF THE ST. L. S. W. RY.																
		ST. L. S. W. CROSSING														
0.0	TO-R	Tower 59 M-K-T Crossing WACO (Freight Yard)	170.6	11.04AM				8.53PM						4.00PM	Continuous	Continuous
3.6		TEXAND	166.9	10.56				8.44						7.33		
7.8		DOWNS	162.8	10.46				8.34						7.19		
13.7		GURLEY	156.8	10.34				8.21						6.59		
14.8		GUDA	155.7	10.32				8.18						6.55		
15.7	TO	SATIN	154.8	10.30				8.16						6.52		8.15AM to 5.15PM
21.5	TO	CHILTON	149.0	10.14				8.02						6.32		9.00AM to 11.00AM
27.4	TO	LOTT	143.1	9.58				7.48						6.10		7.15AM to 4.15PM
32.4	TO	TRAVIS	138.1	9.46				7.36						5.52		7.15AM to 10.30AM
37.0	TO	ROSEBUD	133.5	9.35				7.25						5.35		8.00AM to 10.00AM
41.1	TO	BURLINGTON	129.4	9.26				7.15						5.12		8.00AM to 9.50AM
44.7		BEN ARNOLD	125.8	9.17				7.07						4.59		7.45AM to 4.45PM
47.9		SPLAWN	122.7	9.10				7.01						4.42		8.00AM to 5.00PM
52.6	TO	CAMERON	118.0	8.58				6.50						4.25		8.00AM to 10.00AM
53.0		TOWER 52 (G. C. & S. F. CROSSING)	117.6											11.55AM		7.30AM to 4.30PM
59.7	TO	MINERVA	110.9	8.31				6.30						10.10		8.40AM to 10.40AM
67.3		ROCKDALE	103.3	8.10AM				6.08						9.38		8.00AM to 5.00PM
67.5	TO-R	TOWER 54 (I-G. N. CROSSING)	103.1											3.30		8.00AM to 10.00AM
75.9		HICKS	94.7					5.46						8.47		Continuous
78.9		TANGLEWOOD	91.7					5.38						8.27		Continuous
85.1	TO	LEXINGTON	85.5					5.26						8.07		9.00AM to 6.00PM
89.0		LEO	81.6					5.18						7.43		9.00AM to 6.00PM
95.3	TO	LINCOLN	75.3					5.05						7.25		9.30AM to 11.30AM
103.2	TO-R	GIDDINGS	67.4	1.25AM	11.25AM			4.50	11.35AM	12.52				7.00AM	3.00PM	3.45PM to 5.45PM
103.2		H. & T. C. CROSSING	67.4													Continuous
109.6	TO	NORTHROP	61.0	1.13	11.13			4.40	11.13	12.37				2.30		8.30AM to 5.30PM
116.7	TO	WINCHESTER	53.8	1.00	11.01			4.28	10.34	12.19				2.05		8.30AM to 5.30PM
121.0	TO	TOWER 91 (M. K. T. CROSSING)	49.5													Continuous
121.2		WEST POINT	49.4	12.52	10.54			4.20	10.22	12.06PM				1.45		Continuous
126.0		LENA	44.6	12.43	10.46			4.01	10.05	11.53AM				1.14		Continuous
131.2	TO	MULLDOON	39.4	12.33	10.37			3.49	9.49	11.31				1.00		8.30AM to 5.30PM
134.7		FLOY	35.9	12.28	10.32			3.41	9.40	11.15				12.45		8.30AM to 5.30PM
141.2	TO-R	FLATONIA JUNCTION	29.4	12.15AM	10.20AM			3.30	9.15AM	11.00				12.25PM		Continuous
141.2		TOWER 3 (G. H. & S. A. CROSSING)	29.4													Continuous
149.3	TO	MOULTON	21.3					3.10	10.35					11.30AM		8.00AM to 5.00PM
159.7	TO-R	SHINER	10.8		2.40PM			2.50	10.05					10.05		Closed
166.4		ADEL	4.2		2.27			2.36	9.45					9.15		8.00AM to 5.00PM
170.6	TO-R	YOAKUM	0.0		2.15PM			2.25PM	9.30AM					9.00AM		12.01PM to 3.00PM
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Monday Wed. Fri.				Continuous
				22	54	24	62	52	248	82	88	98				Continuous

Time Over Subdivision	(1.10)	(3.00)	(1.05)	(0.25)	(6.35)	(2.20)	(10.20)	(9.00)	(6.00)
Average Speed per Hour	32.5	22.4	35.0	25.9	26.1	16.2	16.5	11.4	11.2

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction (See Rule S-72) EXCEPT: No. 23 is Superior to No. 52.

Nos. 51 and 52 will stop at Adel for passengers to and from stations east of Shiner. Nos. 21, 22, 23 and 24 will stop on flag at all stations between Flatonia Jct. and Giddings for passengers for points beyond Flatonia Jct. and beyond Giddings. Nos. 23 and 24 will stop on flag at West Point for passengers destined to Flatonia Jct. or Giddings and beyond, and to discharge passengers boarding train at Flatonia Jct. or Giddings. Kierseys, M. P. 269, and Asa, M. P. 277, are flag stops for all passenger trains. All trains will move within Shiner yard limits WITH CAUTION, expecting to find main and wye tracks occupied.

Trains using Houston Division tracks at Flatonia will be governed by current time table and special instructions of that division.

WESTWARD

GIDDINGS SUBDIVISION

EASTWARD

Length of Sidings in Cars, Location of Bolsters, Water and Fuel Stations, Standard Cocks, Interlocking Plans, Turn Tables, Wyes and Telephones.	THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Hearne	TIME TABLE NO. 36 Sept. 6, 1925		Distance from Giddings	FIRST CLASS		SECOND CLASS		THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations						
	233	Local	247	Sunset Manifest Freight	231	Mixed		23	The Hustler		21	San Antonio Limited	22	Dallas Ft. Worth Limited	24	The Hustler		248	Sunset Manifest Freight	230	Mixed	232	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	
Yard BWPFTY	6.30AM		12.05PM		9.15AM		2.10PM	2.00AM	0.0	TO-R HEARNE	59.1	3.15AM	1.10PM	2.45PM	5.40PM		4.55PM		Continuous	Continuous			
TIME AT HEARNE FOR INFORMATION ONLY. SEE DALLAS DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN HEARNE JUNCTION AND HEARNE.																							
	6.35AM		12.10PM		9.22AM		2.17PM	2.07AM	1.0	HEARNE JUNCTION	58.1	3.08AM	1.03PM	2.41PM	5.33PM		4.45PM						
									7.0	I-G-N. CROSSING	52.1												
53	6.52		12.24	f 9.40		2.27	2.17		7.0	TATSIE	52.1	2.57	12.53	2.27	f 5.16		4.26						
72	7.06		12.45	f 10.00		2.35	2.25		12.2	MUMFORD	46.9	2.48	12.45	1.56	f 5.02		4.10						
56 Y	7.22		1.05	f 10.20		2.45	2.38		18.7	BRYAN JUNCTION	40.3	2.38	12.34	1.39	f 4.45		3.50						
				f 10.22					19.9	INTERURBAN JUNCTION	39.2				f 4.42								
55	7.38		1.25	f 10.35		2.53	2.48		24.2	COOK'S POINT	34.8	2.30	12.25	1.25	f 4.31		3.30						
72 W Yard	8.00		1.55	s 10.55		3.03	2.59		30.8	TO CALDWELL	28.2	s 2.20	s 12.15	1.05	s 4.15		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		2.15	s 11.20		3.15	3.11		38.6	TO DEANVILLE	20.5	2.07	12.01PM	12.45	s 3.51		2.15		8.00AM to 5.00PM	11.00AM to 1.00PM 3.00PM to 5.00PM			
54	9.05		2.35	s 11.48AM		3.27	3.23		45.3	TO DIME BOX	13.8	1.54	11.48AM	12.26	s 3.27		1.50		8.00AM to 5.00PM	11.15AM to 4.00PM			
55	9.25		2.56	f 12.08PM		3.38	3.35		52.5	LOEBAU	6.6	1.43	11.37	12.08PM	f 2.56		1.30						
BWYP Yard	10.00AM		3.15PM	12.30PM		3.50PM	3.55AM		59.1	TO-R GIDDINGS	0.0	1.25AM	11.25AM	11.53AM	2.40PM		1.00PM		Continuous	Continuous			
	Arrive Daily Ex. Sunday		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		248	230		232					
	(3.25) 17.0		(3.05) 18.8	(3.08) 18.5		(1.33) 37.4	(1.48) 32.2		.....Time Over Subdivision.....			(1.43) 33.8	(1.38) 35.5		(2.48) 20.6	(2.53) 20.1		(3.45) 15.4		.....Average Speed per Hour.....	

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.

COMPANY SURGEONS

Houston	Dr. R. W. Knox.....	Chief Surgeon	Cameron	Dr. J. L. Denson.....	Local Surgeon	Hempstead	Dr. Malcolm A. Jones.....	Local Surgeon	Paige	Dr. C. H. Otken.....	Local Surgeon
	Dr. C. C. Green.....	Asst. Chief Surgeon		Dr. T. J. Denson.....	Local Surgeon		Dr. C. W. Le Grand.....	Local Surgeon	Rockdale	Dr. T. S. Barkley.....	Local Surgeon
	Dr. F. A. Waples.....	Division Surgeon		Dr. C. F. Everett.....	Local Surgeon	Lampasas	Dr. W. D. Francis.....	Local Surgeon		Dr. H. T. Coulter.....	Local Surgeon
	Dr. M. L. O'Banion.....	Local Oculist and Aurist		Dr. G. B. Taylor.....	Local Surgeon	Leander	Dr. W. R. Hazelwood.....	Local Surgeon		Dr. I. P. Sessions.....	Local Surgeon
	Dr. T. A. Dickson.....	Local Oculist and Aurist		Dr. A. S. Epperson.....	Local Surgeon	Lexington	Dr. A. C. Connor.....	Local Surgeon	Rosebud	Dr. F. C. Aycock.....	Local Surgeon
	Dr. H. C. Feagin.....	Examining Surgeon		Dr. W. R. Newton.....	Local Surgeon	Liberty Hill	Dr. W. D. Fowler.....	Local Surgeon		Dr. J. B. Buford.....	Local Surgeon
	Dr. R. H. Harrison.....	Examining Surgeon	Carmine	Dr. A. C. Miller.....	Local Surgeon	Llano	Dr. W. Y. Fowler.....	Local Surgeon	Shiner	Dr. G. Schulze.....	Local Surgeon
	Dr. R. H. McMeans.....	Local Surgeon	Chapel Hill	Dr. W. R. Campbell.....	Local Surgeon	Lockhart	Dr. W. H. O'Banion.....	Local Surgeon		Dr. A. L. Fuller.....	Local Surgeon
	Dr. J. L. Taylor.....	Local Surgeon	Chilton	Dr. W. A. Denson.....	Local Surgeon		Dr. A. A. Ross.....	Local Surgeon		Dr. F. M. Wagoner.....	Local Surgeon
	Dr. C. M. Warner.....	Local Surgeon		Dr. J. A. Mercer.....	Local Surgeon	Lott	Dr. M. A. Hayes.....	Local Surgeon	Tanglewood	Dr. C. M. McLarty.....	Local Surgeon
Austin	Dr. S. E. Hudson.....	Division Surgeon	Dime Box	Dr. T. C. Loose.....	Local Surgeon		Dr. J. D. Moore.....	Local Surgeon	Waco	Dr. G. B. Foscue.....	Local Surgeon
	Dr. Joe Gilbert.....	Division Surgeon	Elgin	Dr. I. B. Nofsinger.....	Local Surgeon	Luling	Dr. S. J. Francis.....	Local Surgeon		Dr. C. H. Brooks.....	Local Surgeon
	Dr. J. C. A. Eckhardt.....	Examining Surgeon		Dr. Edwin Auler.....	Local Surgeon		Dr. M. W. Pitts.....	Local Surgeon		Dr. H. T. Aynesworth, Local Oculist & Aurist	
	Dr. A. F. Beverly.....	Local Surgeon	Flatonia	Dr. J. V. Dozier.....	Local Surgeon	Moulton	Dr. J. G. Guenther.....	Local Surgeon	West Point	Dr. F. E. Young.....	Local Surgeon
	Dr. H. L. Hilgartner.....	Division Oculist		Dr. J. F. Marecic.....	Local Surgeon		Dr. A. M. Kotzebue.....	Local Surgeon	Yoakum	Dr. H. H. Brown, Sr.....	Division Surgeon
	Dr. S. J. Clark.....	Local Oculist	Giddings	Dr. J. M. Johnson.....	Local Surgeon	Muldoon	Dr. C. J. Crow.....	Local Surgeon		Dr. H. H. Brown, Jr.....	Local Surgeon
Brenham	Dr. J. R. Williamson.....	Local Surgeon		Dr. W. E. York.....	Local Surgeon	Manor	Dr. N. R. Jackson.....	Local Surgeon		Dr. J. B. Gray.....	Local Surgeon
	Dr. O. F. Schoenvogel.....	Local Surgeon	Gonzales	Dr. W. T. Dunning.....	Local Surgeon		Dr. A. T. Cook.....	Local Surgeon		Dr. Robt. M. Milner.....	Local Surgeon
Bertram	Dr. J. D. Vaughn.....	Local Surgeon		Dr. J. C. Smith.....	Local Surgeon	Marble Falls	Dr. George Harwood.....	Local Surgeon		Dr. J. A. Youngkin.....	Local Surgeon
Burnet	Dr. J. L. Williamson.....	Local Surgeon	Gurley	Dr. H. W. Wills.....	Local Surgeon		Dr. T. M. Yett.....	Local Surgeon		Dr. A. Beckman.....	Local Surgeon
Caldwell	Dr. A. G. Krueger.....	Local Surgeon	Hearne	Dr. H. W. Cummings.....	Local Surgeon	McDade	Dr. G. W. Southern.....	Local Surgeon		Dr. Chas. Kopecky, Local Oculist and Aurist	
	Dr. T. L. Goodnight.....	Local Surgeon		Dr. S. J. Alexander.....	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.
Yoakum: John Huth Memorial.

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			

The following table will govern in maximum loading "total weight car and contents" for cars of the size of journals shown regardless of nominal capacity of car. See A. R. A. (M. C. B.) rule 86.

Nominal Capacity	Journal	Total Weight Car and Capacity
40,000 lbs.	3 3/4 x 7	66,000 lbs.
60,000 "	4 1/4 x 8	103,010 "
80,000 "	5 x 9	136,000 "
100,000 "	5 1/2 x 10	169,000 "
140,000 "	6 x 11	210,000 "

PASSENGER LOCOMOTIVE RATINGS

RUN AND TRAIN NUMBERS	NUMBER OF CARS									
	622 TO 630	610 TO 621	600 TO 609	738 TO 794	700 TO 711	289 TO 292 and 278	273 TO 277	261 TO 272	240 TO 258	225 TO 236
San Antonio & Dallas 21-22-23-24		12	10	13	11	7	7	6	5	
Hempstead & Austin 42-43-45-46			11		12	8	8	8	7	6
Austin & Llano 47-48							7	7	5	

TIME INSPECTORS

Sidney F. Ball, General Time Inspector.....	Chicago, Ill.
Joe Koen.....	Austin, Texas
E. H. Roberts.....	Lampasas, Texas
Thomas and Myers.....	Hearne, Texas
L. Levytansky.....	Yoakum, Texas
Albrecht Jewelry Co.....	Yoakum, Texas
S. A. Gordon Co.....	Lockhart, Texas
Fred Studer Co.....	Waco, Texas

Legal Holidays

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.

RATING OF LOCOMOTIVES IN FREIGHT TRAIN SERVICE

CLASS		ENGINE NUMBERS	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 and Flatonia	Yoakum and Waco	Shiner to Lockhart	Lockhart to Shiner
NOMINAL	DESIGNATION																	
E-21	E-63 18/26-62	210 to 219	930	970	820	1110	1050	720	540	920	890	1000	950	900	1110	1110	960	890
E-40	E-62 18/26-73S	220 to 223	990	1030	870	1180	1120	770	570	970	940	1050	1000	950	1170	1170	1020	940
E-20	E-63 18/24-66	225 to 236	810	840	710	970	900	630	470	800	770	880	820	780	960	960	820	760
E-22	E-69 19/24-78	240 to 249	980	1020	860	1170	1110	760	550	970	930	1040	990	950	1160	1160	1020	940
E-22	E-69 19/24-75	250 to 258	980	1020	860	1170	1110	760	550	970	930	1040	990	950	1160	1160	1020	940
E-23	E-73 20/24-90S	261 to 272	1080	1120	950	1300	1230	850	630	1060	1030	1170	1090	1040	1300	1300	1110	1030
T-39	T-56 18/26-110	300	1260	1310	1110	1500	1400	980	720	1240	1200	1370	1000	900	1490	1490	1280	1180
T-24	T-57 19/24-96	301, 304 to 309, 311 to 332	1090	1120	940	1280	1200	840	620	1060	1030	1180	1100	1060	1270	1270	1110	1030
T-24	T-55 19/24-95	303, 310	1130	1160	960	1330	1240	870	640	1100	1060	1230	1140	1100	1320	1320	1150	1070
T-24	T-57 19/24-102	333, 334	1090	1120	940	1280	1200	840	620	1060	1030	1180	1100	1060	1270	1270	1110	1030
T-23	T-57 18/24-94	335 to 346	970	1010	850	1160	1100	750	590	960	920	1030	980	940	1150	1150	1010	930
T-21	T-56 18/24-84	347 to 349, 354	970	1010	850	1160	1100	750	590	960	920	1030	980	940	1150	1150	1010	930
T-19	T-57 18/24-83	360, 361, 364, 366, 368	870	900	760	1040	970	680	500	860	830	950	880	840	1030	1030	890	820
T-38	T-62 19/24-93	369 to 376	1110	1150	980	1320	1230	860	640	1090	1060	1210	1120	1080	1310	1310	1120	1040
M-12	M-50 18/24-80	400 to 402	1020	1060	900	1210	1130	790	590	1010	970	1110	1030	990	1200	1200	1020	940
M-13	M-50 18/24-90	403, 404	1090	1130	940	1300	1210	850	630	1070	1040	1190	1100	1060	1290	1290	1100	1020
M-14	M-50 18/24-90	405 to 408	1190	1240	1050	1420	1320	930	680	1170	1130	1300	1200	1160	1290	1290	1100	1020
M-4	M-63 20/28-128S	410 to 432, 434 to 459	1510	1570	1330	1800	1680	1180	870	1490	1440	1650	1000	900	1790	1790	1530	1420
M-8	M-63 21/28-151S	460 to 469	1860	1930	1640	2210	2070	1450	1070	1830	1770	2030	1000	900	2200	2200	1880	1740
M-6	M-63 21/28-142S	482 to 484	1710	1780	1510	2030	1900	1330	980	1680	1630	1870	1000	900	2020	2020	1720	1590
M-15	M-54 19/24-100	485 to 487	1060	1100	910	1260	1180	830	610	1040	1010	1160	1070	1030	1250	1250	1070	990
M-16	M-54 19/24-102	488 to 494	1060	1100	910	1260	1180	830	610	1040	1010	1160	1070	1030	1250	1250	1070	990
M-17	M-56 19/26-118	495	1400	1450	1230	1670	1550	1090	810	1380	1330	1530	1000	900	1660	1660	1410	1320
M-18	M-56 19/26-135	496	1480	1540	1300	1760	1640	1160	850	1460	1410	1610	1000	900	1750	1750	1500	1400
M-19	M-56 19/26-133	497 to 499	1480	1540	1300	1760	1640	1160	850	1460	1410	1610	1000	900	1750	1750	1500	1400
T-25	T-56 19/26-100	666 to 677	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360	1160	1080
T-25	T-63 19/26-100	678 to 681	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360	1160	1080
T-27	T-63 20/26-112	688 to 696, 698	1280	1330	1130	1520	1410	1000	740	1260	1220	1400	1000	900	1510	1510	1300	1210
MK-5	MK-63 26/28-210S	738 to 794	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3250	3250	.....	.....
C-8	C-57 22/30-187S	800 to 807	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2700	2700	.....	.....
C-9	C-57 22/30-190S	808 to 850	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2700	2700	.....	.....
C-20	C-50 19/26-124S	867 to 869	1500	1560	1320	1780	1670	1170	860	1480	1420	1640	1000	900	1770	1770	1510	1400
C-21	C-50 20/26-138	870	1610	1670	1410	1910	1780	1260	930	1590	1530	1760	1000	900	1900	1900	1620	1510
C-22	C-50 20/26-136	871 to 876	1650	1710	1450	1970	1830	1290	950	1630	1570	1800	1000	900	1960	1960	1670	1550
C-23	C-50 20/26-144S	877 to 884	1650	1710	1450	1970	1830	1290	950	1630	1570	1800	1000	900	1960	1960	1670	1550
C-24	C-50 20/26-152S	885 to 894	1760	1820	1550	2100	1960	1370	1020	1730	1680	1910	1000	900	2080	2080	1770	1640
D-1	D-50 23/28-208	897 to 899	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2710	2710	.....	.....

RULING GRADES AND CURVES

DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE	DISTRICT	PERCENT GRADE	DEGREES CURVE	EQUIVALENT GRADE
Hempstead to Chapel Hill	1.20	2	1.28	Llano to Fairland	1.03	3	1.15
Chapel Hill to Austin	1.23	0	1.23	Fairland to Wilkie	1.60	1	1.64
Austin to Summit	1.46	0	1.46	Wilkie to Summit	2.03	3	2.15
Summit to Llano	1.01	1.5	1.07	Summit to Austin	1.22	2	1.30
Burnet to Lampasas	1.25	0	1.25	Austin to Paige	1.15	5	1.35
Hearne to Flatonia	1.00	0	1.00	Paige to Hempstead	1.09	2	1.17
Yoakum to Waco	1.00	0	1.00	Lampasas to Burnet	1.30	0	1.30
Shiner to Lockhart	1.26	0	1.26	Flatonia to Hearne	1.00	0	1.00
				Waco to Yoakum	1.00	0	1.00
				Lockhart to Shiner	1.40	0	1.40

To find the 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		West-ward	East-ward	STATIONS		West-ward	East-ward	STATIONS		West-ward	East-ward	STATIONS		West-ward	East-ward		
Hempstead and Austin				Hempstead and Austin, Cont'd.				Austin and Llano, Continued				Yoakum and Waco, Cont'd.					
Hempstead and Chapel Hill	1.00	1.07	Daffan and Delwau	F	1.00	Wilkie and Burnet	F	1.88	Winchester and Northrup	1.01	2.48	Yoakum and Waco, Cont'd.			Chilton and Satin	1.12	1.08
Chapel Hill and Brenham	1.33	1.00	Delwau and Pershing	3.76	F	Wilkie and Sudduth	1.00	1.26	Northrup and Giddings	1.00	1.00	Satin and Guda	F	1.26	Cooks Point and Caldwell	1.10	1.10
Brenham and Mill Creek	1.10	1.11	Pershing and Austin	3.76	4.10	Sudduth and Fairland	F	1.00	Giddings and Lincoln	1.25	1.13	Guda and Gurley	1.36	2.68	Caldwell and Deanville	1.50	1.10
Mill Creek and Burton	1.33	F			Fairland and Kingsland	1.64	1.14	Lincoln and Leo	1.12	1.26	Gurley and Downs	1.86	2.62	Deanville and Dime Box	1.10	1.10	
Burton and Carmine	1.00	1.41	Austin and Llano		Kingsland and Graphite	1.00	1.76	Leo and Lexington	1.12	2.54	Downs and Texand	2.39	2.68	Dime Box and Loebau	1.10	1.10	
Carmine and Ledbetter	1.87	1.78	Austin and Tisdale	1.17	2.27	Graphite and Llano	1.03	1.04	Lexington and Tanglewood	1.23	1.13	Texand and Waco	2.39	2.68	Loebau and Giddings	1.50	1.70
Ledbetter and Kruse	2.51	2.83	Tisdale and Watters Park	2.55	1.04	Yoakum and Waco				Hicks and Rockdale	1.57	1.13	Burnet and Lampasas		Shiner and Lockhart		
Kruse and Giddings	2.51	2.39	Watters Park and McNeil	1.08	1.66	Yoakum and Adel	1.28	2.54	Rockdale and Rockdale	1.03	1.50	Burnet and Lake Victor	1.00	1.04	Shiner and Dilworth	1.00	1.00
Giddings and Hills	1.41	1.34	McNeil and Rutledge	1.21	1.08	Adel and Shiner	1.01	1.13	Rockdale and Minerva	1.01	1.00	Lake Victor and Lampasas	1.23	1.00	Dilworth and Maurin	1.04	2.81
Hills and Paige	1.33	1.34	Rutledge and Cedar Park	1.85	1.13	Shiner and Moulton	1.01	1.13	Minerva and Cameron	1.12	1.13	Maurin and Gonzales	1.15	1.27	Gonzales and Slayden	1.24	1.34
Paige and Mid Springs	1.65	1.22	Cedar Park and Leander	1.15	1.56	Moulton and Flatonia Jct.	1.21	1.26	Cameron and Splawn	1.01	1.36	Slayden and Ottine	1.04	2.40	Ottine and Luling	1.36	1.17
Mid Springs and McDade	1.16	1.00	Leander and Gabriel River	1.52	1.18	Flatonia Jct. and Floy	1.36	1.19	Splawn and Ben Arnold	1.46	1.35	Luling and Oilfield	1.86	1.17	Oilfield and Burdette Wells	1.24	1.00
McDade and Butler	1.65	1.07	Gabriel River & Liberty Hill	1.27	F	Floy and Muldoon	2.39	2.26	Ben Arnold and Burlington	1.14	2.26	Burdette Wells & Lockhart	1.41	1.09			
Butler and Elgin	1.03	F	Liberty Hill and Grover	1.03	F	Muldoon and Lena	1.31	2.03	Burlington and Rosebud	1.71	1.18						
Elgin and Littig	F	1.29	Grover and Bertram	1.06	F	Lena and West Point	1.01	1.13	Rosebud and Travis	1.71	2.68						
Littig and Manor	1.57	F	Bertram and Summit	1.00	1.28	West Point and Winchester	1.16	2.68	Travis and Lott	1.31	2.48						
Manor and Daffan	1.21	1.33	Summit and Wilkie	1.37	1.00				Lott and Chilton	1.26	1.11						

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:

- When standing in yards, where yard engines are employed.
- 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.
- When other trains are receiving or discharging passengers.
- 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.

13. Rule S-19 Rules and Regulations of the Transportation Department is amended as follows:

The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, marker lamps (not lighted): By night, green lights to the front and side and red lights to the rear; except when the train is clear of the main track TO BE PASSED BY ANOTHER TRAIN, green lights must be displayed to front, side and rear.

14. All trains and engines must be brought to a full stop before crossing another Railway at grade unless protected by an Interlocking plant.

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 not displaying green signals 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.

Cars of which the gross weight exceed the following limit must not be accepted for movement over the line between Waco and Yoakum, and between Shiner and Lockhart except that where the limit of 150,000 is shown the maximum of 155,000 pounds may be moved provided each car weighing over 150,000 pounds gross must be spaced in trains between two cars weighing less than 135,000 pounds gross weight.

Between	Limit
Yoakum and Rockdale.....	170,000
Rockdale and Minerva.....	155,000
Minerva and Cameron.....	150,000
Cameron and Waco.....	155,000
Lockhart Subdivision.....	150,000

The maximum load of S. A. & A. P. Hart Convertible ballast cars is 88,000 pounds which is 10% excess over the stenciled capacity of 80,000 pounds.

With this exception, the old universal rule of the maximum of 10% excess over stenciled capacity on all freight cars, has become obsolete and the following gross (car and load) weights are allowed:

60,000 lbs. Capacity, loaded to 103,000 lbs. gross.
80,000 lbs. Capacity, loaded to 140,000 lbs. gross.
100,000 lbs. Capacity, loaded to 169,000 lbs. gross.
140,000 lbs. Capacity, loaded to 210,000 lbs. gross.

Reference herein is made only to the carrying capacity of the car. The maximum gross weight of cars for the various parts of the road as provided by special rule on time table must be observed.

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 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, Llano, Yoakum, Shiner, Flatonia Junction, Rockdale, Cameron and Waco.

21. Flagmen on passenger and freight trains are required to ride on rear platform of train to look out for fires crossing Colorado River near West Point and Little River near Cameron.

22. Rockdale is register station for trains originating or terminating at that point **only**.

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 crossovers, 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, except between Yoakum and Flatonia fifteen (15) miles per hour; between Giddings and Waco fifteen (15) miles per hour, and between Shiner and Lockhart twelve (12) 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, Elgin and Flatonia must not exceed six (6) miles per hour; Lockhart, eight (8) miles per hour; Luling, ten (10) miles per hour; Waco, passenger trains eighteen (18) miles per hour, freight trains twelve (12) miles per hour; Rockdale, between Main Street and Freight Depot, six (6) miles per hour, other points in City Limits ten (10) miles per hour; Yoakum, passenger trains fifteen (15) miles per hour, freight and mixed trains ten (10) 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 forty (40) miles per hour between Flatonia Jct. and Hearne Jct.

58. MAXIMUM SPEED FOR PASSENGER TRAINS:
Austin Subdivision—Forty-five (45) miles per hour.
Llano Subdivision—Forty (40) miles per hour, except between Fairland and Marble Falls thirty (30) miles per hour.
Lampasas Subdivision—Twenty-five (25) miles per hour.
Giddings Subdivision—Fifty (50) miles per hour.

Cameron Subdivision—Forty-five (45) miles per hour between Yoakum and Flatonia Jct.; Fifty (50) miles per hour between Flatonia Jct. and Giddings; Forty-five (45) miles per hour between Giddings and Mile Post 216; Thirty (30) miles per hour between Mile Post 216 and Waco.
Lockhart Subdivision—Thirty (30) miles per hour between Shiner and Lockhart.

59. MAXIMUM SPEED FOR FREIGHT AND MIXED TRAINS:
Austin Subdivision—Twenty-five (25) miles per hour.
Llano Subdivision—Twenty-five (25) miles per hour, except between Fairland and Marble Falls fifteen (15) miles per hour.
Lampasas Subdivision—Twenty-five (25) miles per hour.
Giddings Subdivision—Thirty (30) miles per hour.
Cameron Subdivision—Twenty-five (25) miles per hour between Yoakum and Flatonia Jct.; Thirty (30) miles per hour between Flatonia Jct. and Giddings; Twenty-five (25) miles per hour between Giddings and Mile Post 216; Twenty (20) miles per hour between Mile Post 216 and Waco.
Lockhart Subdivision—Twenty (20) miles per hour between Shiner and Lockhart.

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.

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 CODES

TOWER 100, M-K-T CROSSING, 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 ———

TOWER 95, G. C. & S. F. CROSSING, BRENHAM

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 ———

TOWER 59, M-K-T CROSSING, WACO

Main track —————

TOWER 52, G. C. & S. F. CROSSING, CAMERON

Main track —————

TOWER 54, I-G. N. CROSSING, ROCKDALE

Main track —————

TOWER 91, M-K-T CROSSING, WEST POINT

Main track —————
 Main track to west end siding ——— o
 Siding to main track ——— o

TOWER 3, G. H. & S. A. CROSSING, FLATONIA JUNCTION

Main track —————
 Main track to Houston Division ——— o ———

TOWER 40, G. H. & S. A. CROSSING, LULING

Main track —————
 Main track to Compress track ——— o ———
 Compress track to main track o ———

J. H. WALSH,
 Superintendent, Austin

J. J. MOORE,
 Trainmaster, Giddings

H. F. KELLEY,
 Assistant Superintendent, Austin

C. W. STOKES,
 Traveling Engineer, Austin

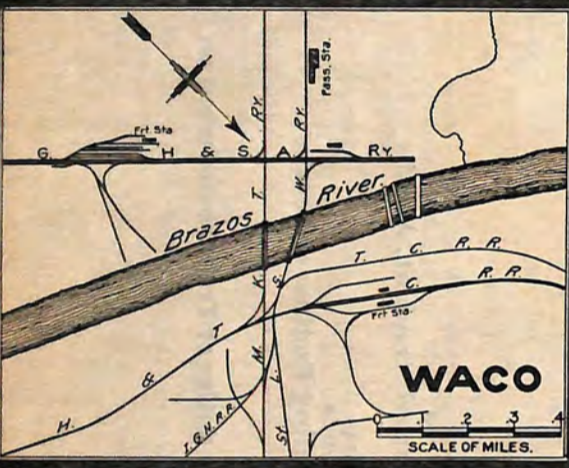
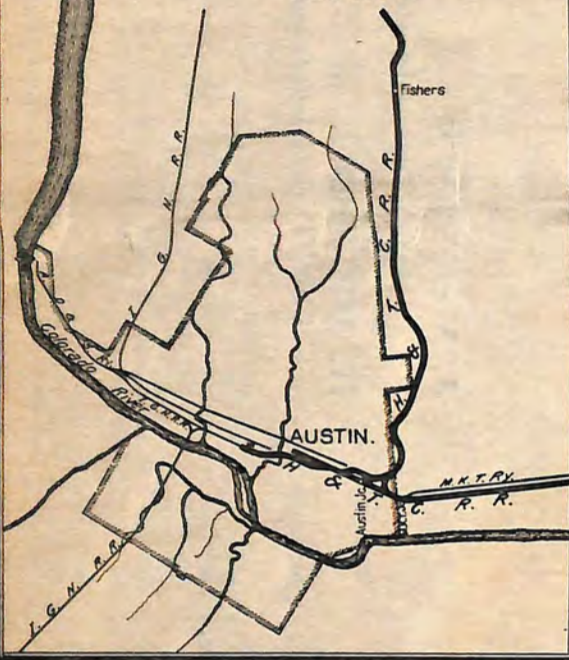
J. McKEOWN,
 Chief Train Dispatcher, Austin

H. DICKSON,
 Chief Train Dispatcher, Yoakum

Traveling Engineer will exercise duties of Trainmaster when on line.

AUSTIN AND VICINITY

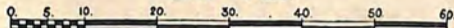
SCALE OF MILES.



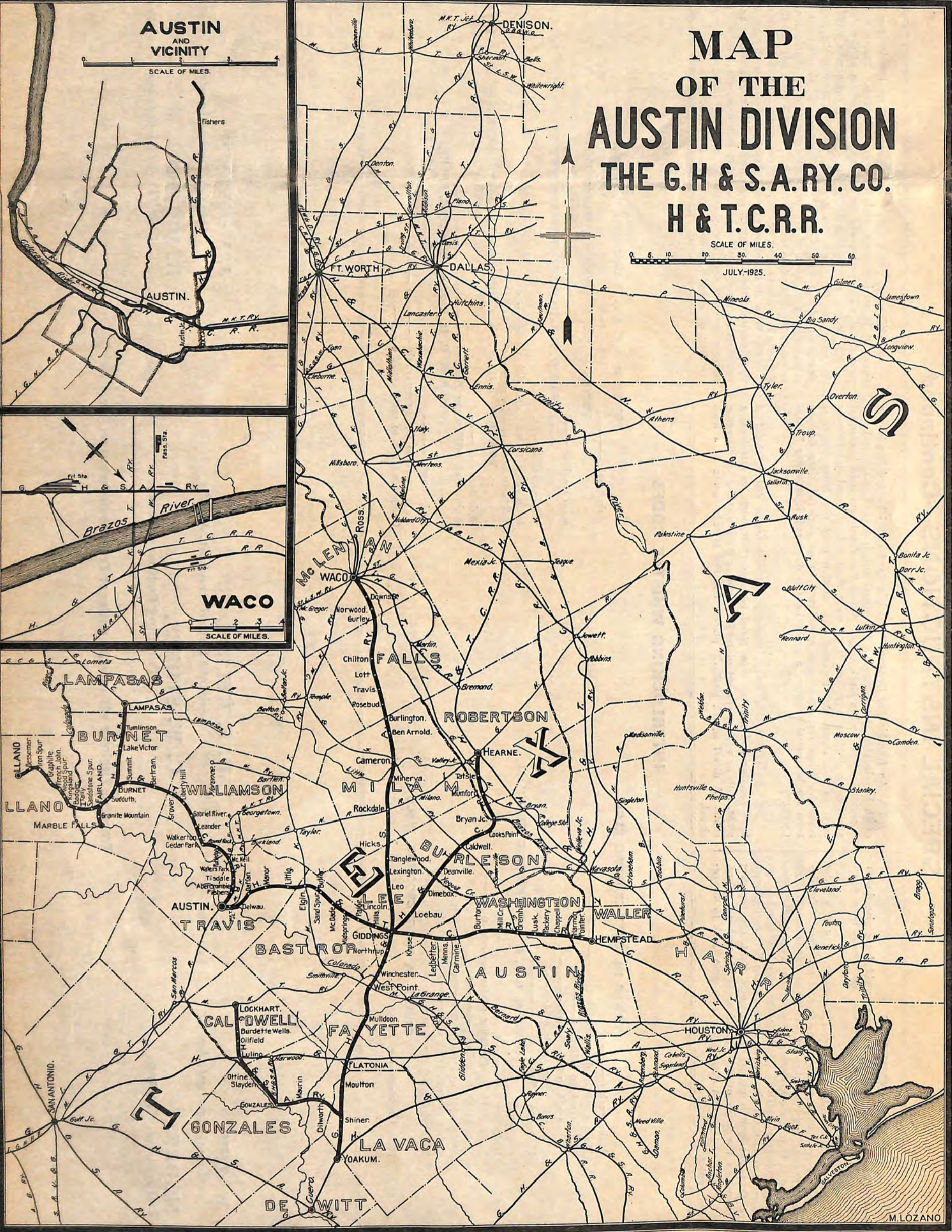
MAP OF THE AUSTIN DIVISION

THE G. H. & S. A. RY. CO.
H & T. C. R. R.

SCALE OF MILES.



JULY-1925.



M. LOZANO