

SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

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

TIME TABLE

FOR THE

AUSTIN DIVISION

To Take Effect Sunday, February 14, 1926, 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.

L. B. McDONALD,
Assistant General Manager.

O. C. CASTLE,
Superintendent of Transportation.

CONDENSED SCHEDULES
(CENTRAL TIME)

EASTWARD

WESTWARD

No. 82 248	No. 240	No. 268 247	No. 52	No. 46	No. 42	No. 38 21	No. 20	No. 18	No. 16 23	Distance from Houston	STATIONS	Distance from Denison	No. 15 24	No. 17	No. 19	No. 37 22	No. 43	No. 45	No. 51	No. 257 248	No. 239	No. 81 247
4.30AM		11.00PM				7.30AM			7.15PM	210	SAN ANTONIO	404	8.00AM			10.00PM				4.30AM		11.00PM
	5.00AM			6.40AM	5.55PM		6.55AM	7.20AM	6.00PM	0	HOUSTON	337	9.20AM	11.15PM	9.05PM		9.05AM	11.20PM			7.00PM	
	2.15AM			4.45AM	4.25PM		5.37AM	6.01AM	4.45PM	50	HEMPSTEAD	287	10.40AM	12.27AM	10.28PM		10.35AM	1.05AM			9.45PM	
	7.45PM			10.45PM	12.20PM	6.40AM				164	AUSTIN	335	3.15PM			10.45PM	3.15PM	6.40AM			4.35AM	
2.45PM		12.05PM					2.00AM	3.20AM	3.48AM	121	HEARNE	217	1.00PM	2.30AM	12.45AM						2.45PM	12.05PM
4.00PM		11.00AM						3.10AM	3.45AM				1.25PM	2.35AM	12.55AM					4.00PM		11.00AM
6.30PM										239	ALICE	489										7.41AM
7.50PM			10.00AM			11.00PM		11.00PM		186	WACO	239	4.00PM	6.20AM	6.20AM	6.20AM				4.15PM	6.20AM	7.40AM
10.10PM		3.30AM				11.00PM	10.30PM	12.25AM	10.15AM	231	ENNIS	107	5.05PM	5.55AM	5.30AM	6.20AM					10.10PM	3.30AM
1.30PM		11.55PM				10.55PM	10.15PM	12.15AM	10.05AM				5.10PM	6.05AM	5.45AM	6.25AM					1.30AM	11.55PM
3.45AM		10.00PM				10.00PM	9.00PM	11.15PM	9.00AM	265	DALLAS	78	6.20PM	7.20AM	6.55AM	7.30AM					3.45AM	10.00PM
							7.00PM								8.10AM							
5.15AM		8.45PM				8.30PM	8.30PM	10.35PM	8.10AM	286	FORT WORTH	157	7.30PM	7.40AM	7.40AM	8.20AM					5.15AM	8.45PM
						9.00PM																
7.30AM		4.40PM				4.30PM	4.30PM			337	DENISON	0		10.25AM	10.40AM	10.25AM					7.30AM	4.40PM
9.30AM			3.30AM							120	YOAKUM	340								10.45PM		6.50PM
10.40PM										240	CORPUS CHRISTI	490										6.40AM
20.15	9.15	30.20	6.30	7.55	5.35	15.00	14.25	10.20	11.05		THROUGH TIME		11.30	11.15	13.20	12.25	6.40	7.20	6.30	27.00	9.35	19.36
13.4	17.7	13.2	26.3	20.4	29.3	26.9	23.4	27.6	31.8		MILES PER HOUR		24.8	29.9	24.9	32.4	26.3	22.2	26.4	14.9	16.0	13.8

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

EASTWARD

LLANO SUBDIVISION

WESTWARD

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

Table with columns for Third Class, First Class, Time Table No. 37 (Feb. 14, 1926), Stations, Distance from Llano, Distance from Austin, First Class, Third Class, and Train Order Office Hours. Includes train numbers 254, 48, 47, and 253.

(7.55) 12.3

(4.02) 27.2

(4.12) 26.0

(9.25) 11.6

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

EXCEPT: No. 47 is Superior to No. 48.

All trains will move within Austin yard limits WITH CAUTION, expecting to find main and wye tracks occupied. All trains before leaving Burnet and Marble Falls must obtain clearance card during Train Order Office hours.

EASTWARD

LAMPASAS SUBDIVISION

WESTWARD

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

Table with columns for Second Class, Time Table No. 37 (Feb. 14, 1926), Stations, Distance from Lampasas, Distance from Burnet, Second Class, and Train Order Office Hours. Includes train numbers 258, 256, 255, and 257.

(1.15) 18.4

(1.15) 18.4

(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.

EASTWARD

AUSTIN SUBDIVISION

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

Yard	THIRD CLASS				SECOND CLASS		FIRST CLASS						Distance from Austin	TIME TABLE No. 37 Feb. 14, 1926		Distance from Hempstead
	253	236	292		240		6	46	4	42	2	47		8	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		
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
BKP							11.40PM	10.45PM	12.25PM	12.20PM	11.30AM	7.45AM	1.30AM	0.0	TO-R AUSTIN	115.0
BKP	8.00AM	7.10AM	6.32AM		7.45PM		11.45	10.50	12.30	12.25	11.35	7.50	1.35	0.8	R YARD OFFICE	114.2
FTWY	8.05AM	7.15	6.37		7.50		11.48	10.53	12.33	12.28	11.38	7.53AM	1.38	1.4	AUSTIN JUNCTION	113.6
P		7.17	6.40AM		7.53		11.50PM	10.55	12.35PM	12.30	11.40AM		1.40AM	1.8	PERSHING	113.2
30		7.28			8.00			11.01		12.36				5.1	DELWAU	109.9
36 P		7.42			8.12		f 11.15		f 12.46					9.9	DAFFAN	105.1
18 P		8.06			8.25		s 11.30		s 12.56					15.0	TO MANOR	100.0
20 P		8.25			8.40		f 11.43PM		f 1.08					21.8	LITIG	93.2
26 PWY		9.15			9.00		s 12.01AM		s 1.20					27.2	ELGIN	87.8
IP														27.2	TO TOWER 100 (M-K-T. Crossing)	87.8
P		10.00			9.15		f 12.11		f 1.31					32.8	BUTLER	82.2
25 P		10.30			9.30		s 12.23		s 1.41					37.3	TO McDADE	77.7
34 PW		10.50			9.48		12.37		1.53					43.8	MIDSPRINGS	71.2
25 P		11.20			9.59		s 12.47		s 2.04					47.7	TO PAIGE	67.3
26 P		11.45AM			10.13		f 12.58		f 2.14					52.8	HILLS	62.2
Yard 80 BFPWY		12.40PM			11.05		s 1.15		s 2.30					59.2	TO-R GIDDINGS	55.8
37		1.00			11.20		1.45		2.37					64.2	KRUSE	50.8
30 P		1.15			11.31		s 2.07		s 2.44					68.4	TO LEDBETTER	46.6
30 Y P		1.35			11.49PM		s 2.24		s 2.57					74.8	TO CARMINE	40.2
37 W P		1.55			12.12AM		s 2.40		s 3.10					81.1	TO BURTON	33.9
22 P		2.15			12.32		f 2.52		f 3.20					87.6	MILL CREEK	27.4
IP														93.7	TO TOWER 95 (G. C. & S. F. Crossing)	21.3
Yard 30 PWY		2.55			12.50		s 3.10		s 3.34					93.7	BRENHAM	21.3
17		3.25			1.10		3.21		3.46					99.2	PACKERY	15.8
45 P		3.56			1.45		s 3.35		s 3.56					103.9	TO CHAPEL HILL	11.1
Yard BFKPWY		4.30PM			2.15AM		4.00AM		4.20PM					115.0	TO-R HEMPSTEAD	0.0

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

Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
253	236	292	240	6	46	4	42	2	47	8	

(9.20)
12.2

(6.30)
17.7

(5.15)
21.9

(4.00)
28.7

.....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. Nos. 43 and 48 are Superior to M-K-T Nos. 4 and 2.

All trains will move within Austin yard limits WITH CAUTION, expecting to find main and wye tracks occupied.
Trains originating at Yard Office must obtain clearance card at Austin.

All trains must obtain clearance card before leaving Giddings. Giddings is a register station for all trains.

Harmon is flag stop for Nos. 42 and 43. Pershing switch must be left set and locked for H. & T. C. main track. Home interlocking signal east of G. C. & S. F. crossing at Brenham is located to left of main track. Home interlocking Home interlocking signal west of M.-K.-T. crossing at Elgin is located to left of main track.

AUSTIN SUBDIVISION

WESTWARD

Distance from Austin	TIME TABLE No. 37 Feb. 14, 1926	Distance from Hempstead	FIRST CLASS							SECOND CLASS		THIRD CLASS			Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
			5	7	45	43	3	48	1	239		293	254	237		
			M-K-T Passenger	M-K-T Passenger	Passenger	Passenger	M-K-T Passenger	Passenger	M-K-T Passenger	Through Freight		M-K-T Local Freight	Local Freight	Local Freight		
STATIONS			Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays	
0.0	TO-R AUSTIN	115.0	4.15AM	5.10AM	6.40AM	3.15PM	4.40PM	4.40PM	7.10PM						Continuous	Continuous
0.8	R YARD OFFICE	114.2	4.00	5.00	6.32	3.08	4.25	4.35	6.55	4.35AM		6.10AM	3.10PM	3.25PM		
1.4	AUSTIN JUNCTION	113.6	3.57	4.57	6.27	3.05	4.22	4.32	6.52	4.29		6.05	2.55PM	3.19		
1.8	PERSHING	113.2	3.55AM	4.55AM	6.22	2.58	4.20PM	4.30PM	6.50PM	4.26		6.00AM		3.17		
5.1	DELWAW	109.9			6.13	2.51				4.16				3.03		
9.9	DAFFAN	105.1			6.05	2.43				4.01				2.43		
15.0	TO MANOR	100.0			5.57	2.33				3.40				2.18	8.00AM to 5.00PM	12.30PM to 3.30PM
21.8	LITTIG	93.2			5.42	2.20				3.20				1.50		
27.2	ELGIN	87.8			5.32	2.10				3.04				1.20		
27.2	TO TOWER 100 (M-K-T. Crossing)	87.8													Continuous	Continuous
32.8	BUTLER	82.2			5.14	1.55				2.42				12.57		
37.3	TO McDADE	77.7			5.04	1.41				2.28				12.42	8.00AM to 5.00PM	1.00PM to 3.00PM
43.8	MIDSPRINGS	71.2			4.48	1.27				2.06				12.20		
47.7	TO PAIGE	67.3			4.37	1.19				1.52				12.02PM	8.00AM to 5.00PM	1.00PM to 3.00PM
52.8	HILLS	62.2			4.27	1.08				1.36				11.45AM		
59.2	G. H. & S. A. CROSSING	55.8														
59.2	TO-R GIDDINGS	55.8			4.15	12.55				1.15				11.15	Continuous	Continuous
64.2	KRUSE	50.8			3.40	12.40				12.23				10.05		
68.4	TO LEDBETTER	46.6			3.22	12.20				12.10AM				9.50	8.00AM to 5.00PM	12.01PM to 4.00PM
74.8	TO CARMINE	40.2			3.05	12.07PM				11.49PM				9.20	8.00AM to 5.00PM	12.01PM to 4.00PM
81.1	TO BURTON	33.9			2.40	11.54AM				11.23				8.50	8.00AM to 5.00PM	11.45AM to 3.45PM
87.6	MILL CREEK	27.4			2.25	11.41				11.03				8.20		
93.7	TO TOWER 95 (G. C. & S. F. Crossing)	21.3													Continuous	Continuous
93.7	BRENHAM	21.3			2.10	11.30				10.45				8.00		
99.2	PACKERY	15.8			1.53	11.13				10.29				6.45		
103.9	TO CHAPEL HILL	11.1			1.45	11.05				10.15				6.30	8.00AM to 5.00PM	10.40AM to 12.40PM 3.00PM to 5.00PM
115.0	TO-R HEMPSTEAD	0.0			1.20AM	10.40AM				9.45PM				6.00AM	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.

Distance from Austin	STATIONS	Distance from Hempstead	5	7	45	43	3	48	1	239	293	254	237
49.4	HOUSTON (Grand Central Station)				11.20PM	9.05AM							
3.7	ENGLEWOOD									7.00PM			
			Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily Ex. Sunday
			5	7	45	43	3	48	1	239	293	254	237

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

(5.20) (4.35)
(21.6) (25.1)

(6.50) (16.8)

(9.25) (12.2)

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. Nos. 43 and 48 are Superior to M-K-T Nos. 4 and 2.

All trains will move within Austin yard limits WITH CAUTION, expecting to find main and wye tracks occupied.

All trains must obtain clearance card before leaving Giddings. Giddings is a register station for all trains.

Harmon is a flag stop for 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. Home interlocking signal east of G. C. & S. F. crossing at Brenham is located to left of main track. Home interlocking signal west of M.-K.-T. crossing at Elgin is located to left 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 Yoakum	TIME TABLE No. 37		Distance from Hearne		
	66	98		230	82	248	62	24	52	22	STATIONS						
	Local Freight	Local Freight		Mixed	Fast Freight	Sunset Manifest Freight	Passenger	The Hustler	Passenger	Dallas Ft. Worth Limited							
	Leave Monday Wed. Fri.	Leave Daily Ex. Sunday		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
Yard BFKTWY	7.30AM	6.30AM			9.30AM				2.15PM			3.30AM		0.0	TO-R	YOAKUM	126.5
27	7.45	6.45			9.45			f 2.27				3.40		4.2		ADEL	122.3
Yard 33 W	9.14	7.20			10.05			s 2.40				3.52		10.8	TO-R	SHINER	115.7
Yard Y	9.18AM	7.25			10.08			2.42PM				3.54		11.6		SHINER JUNCTION	114.9
32 W		8.30			10.35							4.13		21.2	TO	MOULTON	105.3
Yard I														29.3	TO-R	TOWER 3 (G. H. & S. A. CROSSING)	97.2
Yard Y		9.30			11.00	9.15AM			10.20AM			s 4.30		29.3		FLATONIA JUNCTION	97.2
12		9.50			11.15	9.40			10.32			f 4.38		35.9		FLOY	90.6
60		10.05			11.31	9.49			10.37			s 4.46		39.4	TO	MULLDOON	87.1
60		10.46			11.53AM	10.05			10.46			f 4.58		44.5		LENA	82.0
60 FWY		11.20			12.05PM	10.22			10.54			s 5.08		49.4		WEST POINT	77.1
Yard I														49.5	TO	TOWER 91 (M.-K.-T. CROSSING)	77.0
63 W		11.45AM			12.19	10.34			11.01			s 5.17		53.8	TO	WINCHESTER	72.7
64		12.25PM			12.37	11.13			11.13			s 5.29		61.0	TO	NORTHRUP	65.5
Yard BFPWY		12.40			2.40PM	12.55PM	11.53AM		s 11.25			5.40AM		67.4	TO-R	H. & T. C. CROSSING	59.1
55 P		1.40			f 2.56		12.08PM		11.37					74.0		GIDDINGS	59.1
54 P		2.35			s 3.27		12.26		11.48AM					81.2	TO	LOEBAU	52.5
53 W		3.15			s 3.50		12.45		12.01PM					87.9	TO	DIME BOX	45.3
Yard 72 PW		4.00			s 4.15		1.05		s 12.15					95.7	TO	DEANVILLE	38.6
55 P		4.18			f 4.31		1.25		12.25					102.3	TO	CALDWELL	30.8
56 PY		4.33			f 4.45		1.39		12.34					107.8		COOK'S POINT	24.2
72 P		4.48			f 5.02		1.56		12.45					114.3		BRYAN JUNCTION	18.7
53 P		5.01			f 5.16		2.27		12.53					119.5		MUMFORD	12.2
Y		5.20PM			5.33PM		2.41PM		1.03PM					119.5		TATSI	7.0
														125.5		I-G-N. CROSSING	7.0
														125.5		HEARNE JUNCTION	1.0

TIME AT HEARNE FOR INFORMATION ONLY. SEE DALLAS DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN HEARNE JUNCTION AND HEARNE.

Yard BFKTWY	66	98	230	82	248	62	24	52	22	Distance from Yoakum	Direction	Station	Distance from Hearne
	66	98	230	82	248	62	24	52	22	126.5	TO-R	HEARNE	0.0
	Arrive Monday Wed. Fri.	Arrive Daily ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				
	(1.48) 6.4	(10.50) 11.6	(2.53) 20.1	(3.25) 19.6	(5.26) 17.7	(.27) 25.8	(2.43) 35.4	(2.10) 31.1	(2.53) 33.3				

.....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. 21 is Superior to No. 52. No. 61 is Superior to Nos. 52 and 62. No. 231 is Superior to No. 230.

All trains will move within Shiner and Shiner Junction yard limits WITH CAUTION, expecting to find main and wye tracks occupied.

All trains must obtain clearance card before leaving Flatonia Junction and Giddings.

Giddings is a register station for all trains. Shiner is a register station for all regular trains except Nos. 51, 81 and 97.

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 Junction and Giddings to receive passengers for points beyond Flatonia Junction and beyond Giddings. Nos. 23 and 24 will stop on flag at West Point to receive passengers destined to Flatonia Junction or Giddings and beyond, and to discharge passengers boarding train at Flatonia Junction or Giddings. Nos. 22 and 24 will stop at all stations between Giddings and Hearne to discharge passengers from Flatonia Junction and west thereof, and to receive passengers destined to points west of Hearne via Dallas Division. Nos. 21 and 23 will stop at all stations between Hearne and Giddings to discharge passengers from points west of Hearne via Dallas Division, and to receive passengers destined to Flatonia Junction or west thereof.

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

GIDDINGS SUBDIVISION

WESTWARD

Distance from Yoakum	TIME TABLE No. 37		Distance from Hearne	FIRST CLASS					SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations			
	Feb. 14, 1926			21	23	61	51	231	81	247	65	97						
	STATIONS			San Antonio Limited	The Hustler	Passenger	Passenger	Mixed	Fast Freight	Sunset Manifest Freight	Local Freight	Local Freight						
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Tuesday Thurs. Sat.	Arrive Daily Ex. Sunday	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays					
0.0	TO-R	YOAKUM	126.5				1.10PM		10.45PM			6.50PM			11.57AM	4.35PM	Continuous	Continuous
4.2		4.2 ADEL	122.3				f 1.00		10.33			6.36			11.40	4.05		
10.8	TO-R	6.6 SHINER	115.7				s 12.48		s 10.21			6.16			10.50	3.25	8.00AM to 5.00PM	12.15PM to 3.15PM
11.6		0.8 SHINER JUNCTION	114.9				12.46PM		10.19			6.12			10.47AM	3.20		
21.2	TO	9.6 MOULTON	105.3						s 9.59			5.42				2.35	8.00AM to 5.00PM	Closed
29.3	TO-R	8.1 TOWER 3 (G. H. & S. A. CROSSING)	97.2														Continuous	Continuous
29.3		0.0 FLATONIA JUNCTION	97.2		5.05AM	4.55PM			s 9.42			5.16		5.45PM		1.50		
35.9		6.6 FLOY	90.6		4.51	4.43			f 9.31			4.58		5.14		1.15		
39.4	TO	3.5 MULLDOON	87.1		4.46	4.37			s 9.25			4.47		5.00		1.00	8.30AM to 5.30PM	8.30AM to 5.30PM
44.5		5.1 LENA	82.0		4.36	4.28			f 9.14			4.28		4.43		12.30		
49.4		4.9 WEST POINT	77.1		4.27	4.20			s 9.05			4.02		4.20		12.05PM		
49.5	TO	0.1 TOWER 91 (M.-K.-T. CROSSING)	77.0														Continuous	Continuous
53.8	TO	4.3 WINCHESTER	72.7		4.19	4.12			s 8.55			3.48		3.53		11.45AM	7.30AM to 4.30PM	7.30AM to 4.30PM
61.0	TO	7.2 NORTHROP	65.5		4.06	4.00			s 8.42			3.27		3.40		11.13	8.30AM to 5.30PM	8.30AM to 5.30PM
67.4		6.4 H. & T. C. CROSSING	59.1															
67.4	TO-R	0.0 GIDDINGS	59.1		s 3.55	s 3.50			8.30PM		12.30PM	3.10PM		3.25 3.10		10.40 9.00	Continuous	Continuous
74.0		6.6 LOEBAU	52.5		3.35	3.38					f 12.08PM			2.56		8.41		
81.2	TO	7.2 DIME BOX	45.3		3.23	3.27					s 11.48AM			2.35		8.20	8.00AM to 5.00PM	11.15AM to 4.00PM
87.9	TO	6.7 DEANVILLE	38.6		3.11	3.15					s 11.20			2.15		8.00	8.00AM to 5.00PM	11.00AM to 1.00PM 3.00PM to 5.00PM
95.7	TO	7.8 CALDWELL	30.8		s 2.59	s 3.03					s 10.55			1.55		7.35	12.01AM to 8.00AM 10.30AM to 6.30PM	12.01AM to 8.00AM 10.30AM to 6.30PM
102.3		6.6 COOK'S POINT	24.2		2.48	2.53					f 10.35			1.25		7.10		
107.8		5.5 BRYAN JUNCTION	18.7		2.38	2.45					f 10.20			1.05		6.56		
114.3		6.5 MUMFORD	12.2		2.25	2.35					f 10.00			12.45		6.38		
119.5		5.2 TATSIE	7.0		2.17	2.27					f 9.40			12.24		6.23		
119.5		0.0 I.-G. N. CROSSING	7.0															
125.5		6.0 HEARNE JUNCTION	1.0		2.07AM	2.17PM					9.22AM			12.10PM		6.05AM		

TIME AT HEARNE FOR INFORMATION ONLY. SEE DALLAS DIVISION CURRENT TIME TABLE FOR TRAIN MOVEMENTS BETWEEN HEARNE JUNCTION AND HEARNE.

126.5	TO-R	1.0 HEARNE	0.0	2.00AM	2.10PM				9.15AM			12.05PM		6.00AM	Continuous	Continuous
				Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Tuesday Thurs. Sat.	Leave Daily Ex. Sunday		
				21	23	61	51	231	81	247	65	97				

.....Time Over Subdivision.....	(2.58)	(2.38)	(0.24)	(2.15)	(3.08)	(3.40)	(5.35)	(1.10)	(10.30)
.....Average Speed per Hour.....	32.4	36.5	29.0	29.9	18.5	18.4	17.2	9.9	12.0

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

EXCEPT: No. 21 is Superior to No. 52. No. 61 is Superior to Nos. 52 and 62. No. 231 is Superior to No. 230.

All trains will move within Shiner and Shiner Junction yard limits WITH CAUTION, expecting to find main and wye tracks occupied.

All trains must obtain clearance card before leaving Flatonia Junction and Giddings. Austin Division trains, before leaving Hearne Junction, must obtain clearance card at Hearne.

Giddings is a register station for all trains. Shiner is a register station for all regular trains except Nos. 51, 81 and 97.

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 Junction and Giddings to receive passengers for points beyond Flatonia Junction and beyond Giddings. Nos. 23 and 24 will stop on flag at West Point to receive passengers destined to Flatonia Junction or Giddings and beyond, and to discharge passengers boarding train at Flatonia Junction or Giddings. Nos. 22 and 24 will stop at all stations between Giddings and Hearne to discharge passengers from Flatonia Junction and west thereof, and to receive passengers destined to points west of Hearne via Dallas Division. Nos. 21 and 23 will stop at all stations between Hearne and Giddings to discharge passengers from points west of Hearne via Dallas Division, and to receive passengers destined to Flatonia Junction or west thereof.

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

EASTWARD

CAMERON SUBDIVISION

WESTWARD

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plants, Turn tables, Wyes and Telephone.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Giddings	TIME TABLE NO. 37 Feb. 14, 1926	Distance from Waco (Freight Yard)	FIRST CLASS			SECOND CLASS			THIRD CLASS			Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	Yard	88	82	52	Distance from Giddings	STATIONS	Distance from Waco (Freight Yard)	51	81				87	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays								
		Local Freight	Fast Freight	Passenger				Passenger	Fast Freight				Local Freight										
		Leave Daily Ex. Monday	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily				Arrive Daily ex. Sunday										
BFPWY	7.00AM	12.55PM	5.40AM	0.0	TO-R GIDDINGS	103.2	8.30PM	2.35PM	3.10PM	Continuous	Continuous												
37	7.25	1.50	s 5.56	7.9	TO LINCOLN	95.3	s 8.12	1.50	2.38	7.30AM to 4.30PM	12.30PM to 3.30PM												
37	7.43	2.13	f 6.10	14.2	LEO	89.0	f 7.59	1.03	2.13														
25 FW	8.07	2.27	s 6.20	18.1	TO LEXINGTON	85.1	s 7.51	12.50	1.45	8.30AM to 5.30PM	12.30PM to 3.00PM												
26	8.27	2.42	s 6.32	24.3	TANGLEWOOD	78.9	s 7.37	12.25	1.12														
24	8.47	2.53	s 6.40	27.3	HICKS	75.9	s 7.30	12.15PM	1.00														
I				35.7	TO TOWER 54 (I.-G. N. Crossing)	67.5				Continuous	Continuous												
Yard 46 TW	9.38	3.25	s 7.00	35.9	ROCKDALE	67.3	s 7.10	11.47AM	12.25PM														
28	10.10	3.50	s 7.20	43.5	TO MINERVA	59.7	s 6.46	11.21	11.50AM	7.00AM to 4.00PM	7.00AM to 10.00AM												
I				50.2	TOWER 52 (G. C. & S. F. Crossing)	53.0																	
Yard 49 FTW	10.50 11.15	4.14	s 7.40	50.6	TO CAMERON	52.6	s 6.26	10.50	11.15	7.30AM to 4.30PM	8.30AM to 5.30PM												
19	11.55AM	4.28	f 7.53	55.3	SPLAWN	47.9	f 6.16	10.36	11.56														
28	12.10PM	4.39	s 8.00	58.4	BEN ARNOLD	44.8	s 6.09	10.26	10.40														
25	12.25	4.51	s 8.12	62.0	TO BURLINGTON	41.2	s 6.00	10.14	10.14	7.45AM to 4.45PM	7.45AM to 10.45AM												
25 W	1.05	5.12	s 8.24	66.1	TO ROSEBUD	37.1	s 5.51	10.01	9.45	8.00AM to 5.00PM	8.00AM to 11.00AM												
20	1.20	5.40	s 8.32	70.7	TO TRAVIS	32.5	s 5.40	9.43	9.05	8.00AM to 5.00PM	8.00AM to 11.00AM												
25	1.55	6.10	s 8.46	75.7	TO LOTT	27.5	s 5.28	9.23	8.46	8.15AM to 5.15PM	8.15AM to 11.15AM												
30	2.25	6.32	s 9.00	81.6	TO OHILTON	21.6	s 5.14	9.00	8.20	8.30AM to 5.30PM	8.30AM to 5.30PM												
28	2.50	6.52	s 9.12	87.4	TO SATIN	15.8	s 5.00	8.35	7.56	8.30AM to 5.30PM	8.30AM to 5.30PM												
5 W	2.53	6.55	9.14	88.3	GUDA	14.9	4.58	8.32	7.53														
Y	2.56	6.59	f 9.17	89.4	GURLEY	13.8	f 4.55	8.29	7.50														
30	3.14	7.20	f 9.31	95.4	DOWNS	7.8	f 4.42	8.08	7.30														
32	3.45	7.35	9.41	99.6	TEXAND	3.6	4.32	7.54	7.15														
Yard BFKWY	4.00PM	7.50PM	9.51AM	103.2	TO-R WACO (Freight Yard)	0.0	4.22PM	7.40AM	7.00AM	Continuous	Continuous												
I				103.5	TOWER 59 (M.-K.-T. Crossing)																		
				103.6	ST. L. S. W. CROSSING																		

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

Arrive Daily Ex. Monday	Arrive Daily	10.00AM	Arrive Daily	WACO (UNION DEPOT)	4.15PM	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
88	82	52	51	81	87			
(9.00) 11.5	(6.55) 14.9	(4.20) 23.9	(4.15) 24.4	(6.55) 14.9	(8.10) 12.6			
.....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)

No. 51 must obtain clearance card at Waco (Freight Yard). Dallas Division trains and engines will use tracks between St. L. S. W. crossing and Waco (Freight Yard), and all trains and engines will move between these points WITH CAUTION, expecting to find main track occupied. Kiersey, MP 269, and Asa, MP 277, are flag stops for Nos. 51 and 52. Home interlocking signals east and west of G. C. & S. F. crossing at Cameron are located to the left of main track.

COMPANY SURGEONS

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
	Dr. C. M. Warner.....	Local Surgeon
	Dr. Neal Davis.....	Local Surgeon
Austin	Dr. S. E. Hudson.....	Division Surgeon
	Dr. Joe Gilbert.....	Division Surgeon
	Dr. A. F. Beverly.....	Local Surgeon
	Dr. H. L. Hilgartner.....	Division Oculist
	Dr. S. J. Clark.....	Local Oculist
	Dr. Hugh McKeown.....	Examining Surgeon
Brenham	Dr. J. R. Williamson.....	Local Surgeon
	Dr. O. F. Schoenvogel.....	Local Surgeon
Bertram	Dr. D. Vaughn.....	Local Surgeon
Burnet	Dr. J. L. Williamson.....	Local Surgeon
Burton	Dr. O. S. Moore.....	Local Surgeon
Caldwell	Dr. A. G. Krueger.....	Local Surgeon
	Dr. T. L. Goodnight.....	Local Surgeon

Cameron	Dr. J. L. Denson.....	Local Surgeon
	Dr. T. J. Denson.....	Local Surgeon
	Dr. G. B. Taylor.....	Local Surgeon
	Dr. A. S. Epperson.....	Local Surgeon
	Dr. W. R. Newton.....	Local Surgeon
Carmine	Dr. A. C. Miller.....	Local Surgeon
Chapel Hill	Dr. W. R. Campbell.....	Local Surgeon
Chilton	Dr. W. A. Denson.....	Local Surgeon
	Dr. J. A. Mercer.....	Local Surgeon
Dime Box	Dr. T. C. Loose.....	Local Surgeon
Elgin	Dr. I. B. Nofsinger.....	Local Surgeon
	Dr. Edwin Auler.....	Local Surgeon
Flatonia	Dr. J. V. Dozier.....	Local Surgeon
	Dr. F. S. Marecic.....	Local Surgeon
Giddings	Dr. J. M. Johnson.....	Local Surgeon
	Dr. W. E. York.....	Local Surgeon
Gonzales	Dr. W. T. Dunning.....	Local Surgeon
	Dr. J. C. Smith.....	Local Surgeon
Gurley	Dr. H. W. Wills.....	Local Surgeon
Hearne	Dr. H. W. Cummings.....	Local Surgeon
	Dr. S. J. Alexander.....	Local Surgeon

Hempstead	Dr. Malcolm A. Jones.....	Local Surgeon
Lampasas	Dr. W. D. Francis.....	Local Surgeon
Leander	Dr. C. R. Miller.....	Local Surgeon
Lexington	Dr. A. C. Connor.....	Local Surgeon
Liberty Hill	Dr. W. D. Fowler.....	Local Surgeon
Llano	Dr. W. Y. Fowler.....	Local Surgeon
Lockhart	Dr. W. H. O'Banion.....	Local Surgeon
	Dr. A. A. Ross.....	Local Surgeon
Lott	Dr. M. A. Hayes.....	Local Surgeon
	Dr. J. D. Moore.....	Local Surgeon
Luling	Dr. S. J. Francis.....	Local Surgeon
	Dr. M. W. Pitts.....	Local Surgeon
Moulton	Dr. J. G. Guenther.....	Local Surgeon
	Dr. A. M. Kotzebue.....	Local Surgeon
Muldoon	Dr. C. J. Crow.....	Local Surgeon
Manor	Dr. N. R. Jackson.....	Local Surgeon
	Dr. Ben R. Eppright.....	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
Rockdale	Dr. T. S. Barkley.....	Local Surgeon
	Dr. H. T. Coulter.....	Local Surgeon
	Dr. I. P. Sessions.....	Local Surgeon
	Dr. R. W. Wallis.....	Local Surgeon
Rosebud	Dr. F. C. Aycock.....	Local Surgeon
	Dr. J. B. Buford.....	Local Surgeon
Shiner	Dr. G. Schulze.....	Local Surgeon
	Dr. A. L. Fuller.....	Local Surgeon
	Dr. F. M. Wagoner.....	Local Surgeon
Waco	Dr. G. B. Foscoe.....	Local Surgeon
	Dr. C. H. Brooks.....	Local Surgeon
	Dr. H. T. Aynesworth.....	Local Oculist & Aurist
West Point	Dr. F. E. Young.....	Local Surgeon
Yoakum	Dr. H. H. Brown, Sr.....	Division Surgeon
	Dr. H. H. Brown, Jr.....	Local Surgeon
	Dr. J. B. Gray.....	Local Surgeon
	Dr. Robt. M. Milner.....	Local Surgeon
	Dr. J. A. Youngkin.....	Local Surgeon
	Dr. A. Beckman.....	Local Surgeon
	Dr. Chas. Kopecky.....	Local Oculist and Aurist

LOCATION OF HOSPITALS

General Hospital—
Houston: Southern Pacific Hospital, James and Paschal Streets.
Emergency Hospital—
Austin: Seton Infirmary and St. David's 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	103,000 "
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													
	610 TO 621	600 TO 609	738 TO 794	700 TO 711	369 TO 376	289 TO 292 and 278	273 TO 277	261 TO 272	240 TO 258	225 TO 236	220 TO 223	212 TO 219	205 TO 209	
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	7	7	6	7	6	6	
Yoakum & Waco 51-52					7				7	6	7	6	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.

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 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 155,00 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 in 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, Hearne, Caldwell, Flatonia Junction, Shiner, Shiner Junction, Lockhart, Yoakum, Rockdale, Cameron, Waco, Austin, Austin Junction, Wilkie, Burnet, Lampasas and Llano.

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.

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 cross-overs, 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 on the Austin and Giddings Subdivisions; twenty (20) miles per hour on straight track and fifteen (15) miles per hour on curves on the Llano Subdivision and on the Cameron Subdivision between Giddings and MP 216. On the balance of the Cameron Subdivision this restriction will be eighteen (18) miles per hour on straight track and twelve (12) miles per hour on curves; on the Lampasas and Lockhart Subdivisions the restriction will be fifteen (15) miles per hour on straight track and ten (10) 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 between Flatonia Junction and Hearne and between Austin and Hempstead; fifteen (15) miles per hour between Yoakum and Flatonia Junction, between Giddings and Waco, and between Austin and Llano; twelve (12) miles per hour between Shiner Junction and Lockhart.

Same speed restrictions apply to yard engines with side rods up moving in trains. Yard engines moving in trains must be placed with tank ahead. Conductors will advise enginemen and Chief Dispatcher when they have such cars or engines 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 between Austin and Llano; thirty (30) miles per hour between Fairland and Marble Falls.
Lampasas Subdivision—Twenty-five (25) miles per hour.
Giddings Subdivision—Fifty (50) miles per hour between Flatonia Junction and Hearne Junction; forty-five (45) miles per hour between Yoakum and Flatonia Junction.
Cameron Subdivision—Forty-five (45) miles per hour between Giddings and MP 216; thirty (30) miles per hour between MP 216 and Waco.
Lockhart Subdivision—Thirty (30) miles per hour.

59. MAXIMUM SPEED FOR FREIGHT AND MIXED TRAINS:

Austin Subdivision—Twenty-five (25) miles per hour.
Llano Subdivision—Twenty-five (25) miles per hour between Austin and Llano; twenty (20) miles per hour between Fairland and Marble Falls.
Lampasas Subdivision—Twenty (20) miles per hour.
Giddings Subdivision—Thirty (30) miles per hour between Flatonia Junction and Hearne Junction; twenty-five (25) miles per hour between Yoakum and Flatonia Junction.
Cameron Subdivision—Twenty-five (25) miles per hour between Giddings and MP 216; twenty (20) miles per hour between MP 216 and Waco.
Lockhart Subdivision—Twenty (20) 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.

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 siding _____ o
 Siding to main track _____ o
 Main track to house track o _____ o
 House track to main track o _____ o
 Siding to house track o _____
 House track to siding o _____

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

Main track _____

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 siding _____ o
 Siding to main track _____ o

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

Main track _____
 Main track to Houston Division _____ o _____
 Main track to Austin Division _____ o _____

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

Main track _____

J. H. WALSH,
Superintendent,
Austin

H. F. KELLEY,
Assistant Superintendent,
Austin

J. J. MOORE,
Trainmaster,
Giddings

C. W. STOKES,
Traveling Engineer,
Austin

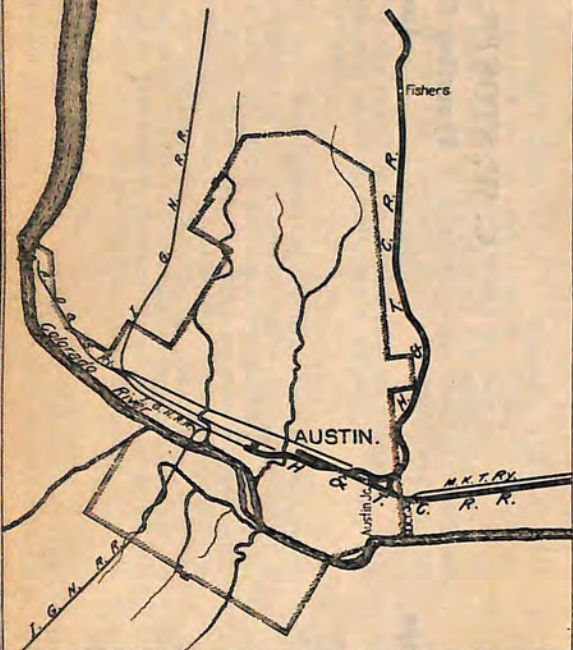
J. McKEOWN,
Chief Train Dispatcher, Austin

L. SCARBOROUGH,
Chief Train Dispatcher, Austin

Traveling Engineer will exercise duties of Trainmaster when on line.

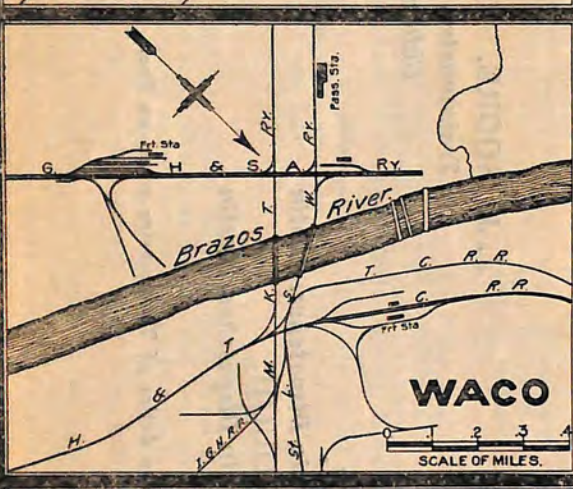
AUSTIN AND VICINITY

SCALE OF MILES.



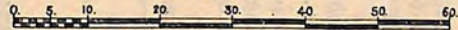
WACO

SCALE OF MILES.

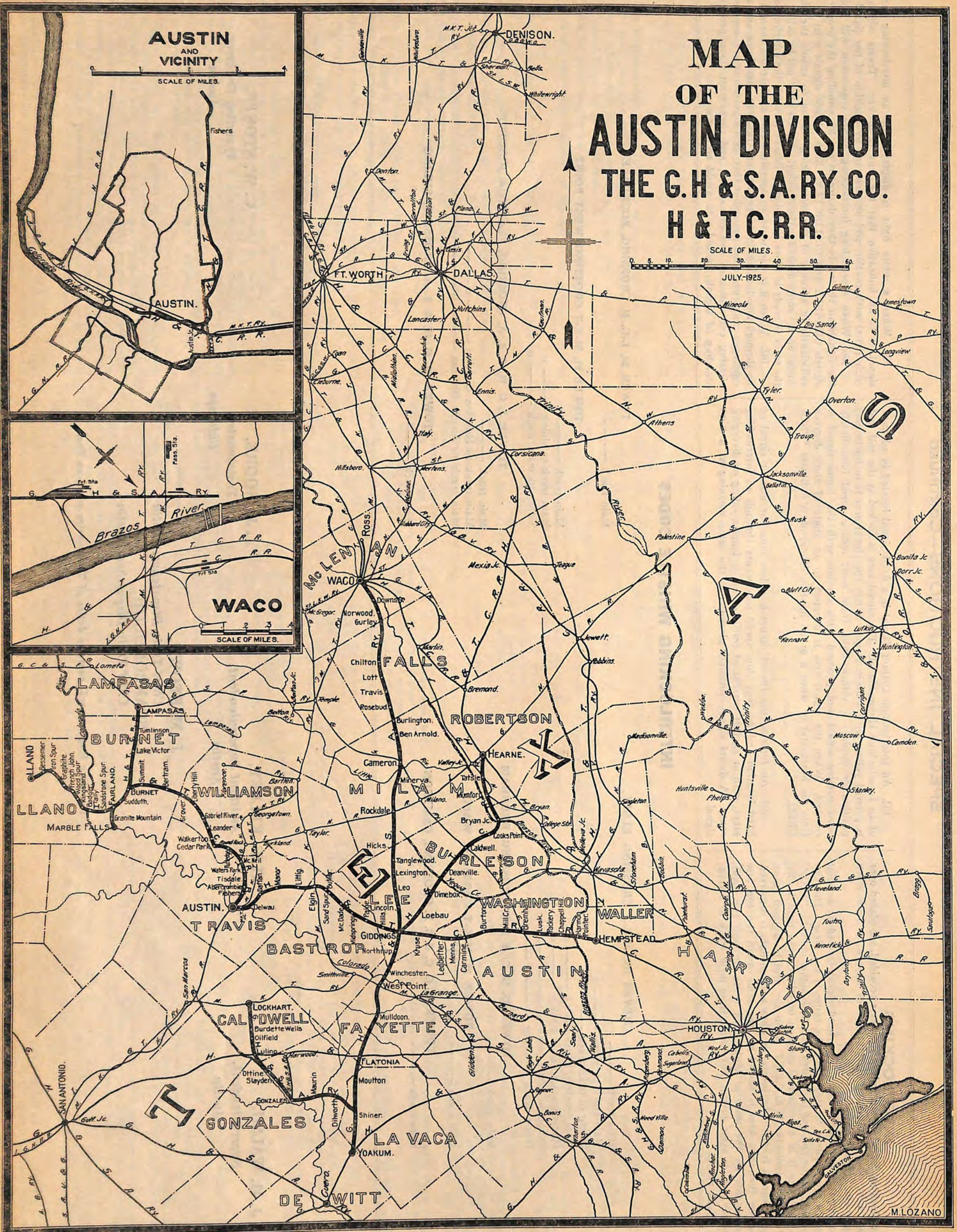


MAP OF THE AUSTIN DIVISION THE G.H. & S.A. RY. CO. H & T.C.R.R.

SCALE OF MILES.



JULY-1925.



M. LOZANO