

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, November 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.

Date.....192.....

Received

TIME TABLE No. 40, AUSTIN DIVISION

Taking Effect at 12:01 A. M.

Sunday, November 14, 1926.

Signature.....

Occupation.....

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

CONDENSED SCHEDULES
(CENTRAL TIME)

EASTWARD

WESTWARD

No. 250 248	No. 240	No. 258 247	No. 52	No. 46	No. 42	No. 38 21	No. 20	No. 18	No. 16 23	Distance from Houston	STATIONS	Distance from Denison	No. 24 15	No. 17	No. 19	No. 22 37	No. 43	No. 45	No. 51	No. 248 257	No. 239	No. 249 247
6.00AM		11.00PM				7.30AM			7.30PM	210	SAN ANTONIO	404	7.30AM			10.00PM				6.00AM		11.00PM
	7.00AM			6.00AM	6.15PM		6.55AM	7.20AM	6.00PM	0	HOUSTON	337	9.20AM	11.15PM	9.05PM		8.50AM	11.20PM				7.00PM
	2.15AM			4.10AM	4.48PM		5.37AM	6.01AM	4.40PM	50	HEMPSTEAD	287	10.40AM	12.27AM	10.28PM		10.15AM	1.05AM				9.45PM
				4.00AM	4.45PM												10.20AM	1.20AM				
	7.45PM			11.00PM	12.45PM	6.40AM				164	AUSTIN	335	2.55PM			11.00PM	2.55PM	6.40AM				4.35AM
4.15PM		12.05PM					2.00AM	3.20AM	3.48AM	121	HEARNE	217	1.00PM	2.30AM	12.45AM						4.15PM	12.05PM
5.30PM		11.00AM						3.10AM	3.45AM				1.20PM	2.35AM	12.55AM	3.15AM					5.30PM	11.00AM
6.15PM										239	ALICE	489										7.41AM
7.50PM			10.30AM				11.00PM	11.00PM	11.20AM	186	WACO	239	4.00PM	6.20AM	6.20AM	6.20AM				4.15PM		7.40AM
11.30PM		3.30AM					11.00PM	10.30PM	12.25AM	231	ENNIS	107	5.05PM	5.55AM	5.30AM	6.20AM					11.30PM	3.30AM
1.30AM		11.55PM					10.55PM	10.15PM	12.15AM				5.10PM	6.05AM	5.40AM	6.25AM					1.30AM	11.55PM
2.51AM		10.12PM					10.00PM	9.00PM	11.15PM	265	DALLAS	73	6.20PM	7.20AM	6.55AM	7.30AM					2.51AM	10.00PM
							7.00PM		9.00AM						7.55AM							
5.15AM		8.45PM					8.30PM	8.30PM	10.35PM	286	FORT WORTH	157	7.30PM	7.40AM	7.40AM	8.20AM					5.15AM	8.45PM
7.30AM		4.40PM					4.30PM	4.30PM		337	DENISON	0		10.25AM	10.25AM	10.25AM					7.30AM	4.40PM
9.00AM			4.00AM							120	YOAKUM	340									10.45PM	6.25PM
10.10PM			9.45PM							240	CORPUS CHRISTI	490									7.00AM	6.40AM
33.20	11.15	30.20	6.30	7.00	5.30	15.00	14.25	10.20	8.55		THROUGH TIME		10.35	11.15	13.20	12.25	6.05	7.20	6.30	25.30	9.35	19.36
14.7	14.6	13.2	26.3	23.4	29.8	26.9	23.4	27.6	37.1		MILES PER HOUR		31.1	29.9	24.9	32.4	27.0	22.2	26.4	15.8	16.0	13.8

MILEAGE SOUTHERN PACIFIC LINES
(IN TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Co. (includes 31.53 - 2nd track).....	2,129.32
Texas & New Orleans Railroad Company (includes 8.19 - 2nd track).....	499.30
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).....	679.92
Houston & Texas Central Railroad Company (includes 4.69 - 2nd track).....	877.31
The Houston East & West Texas Railway Company.....	190.59
Houston & Shreveport Railroad Company.....	39.80
Total Mileage	4,448.92

MILEAGE
MAIN LINE

Hempstead to Llano.....	H. & T. C. R. R. Co.....	214.01
Hearne to Giddings.....	H. & T. C. R. R. Co.....	58.10
Yoakum to Waco.....	The G. H. & S. A. Ry. Co.....	170.00
Total Main Line		442.11

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		525.86

EASTWARD

LLANO SUBDIVISION

WESTWARD

Length of Sidings in Cars, Location of Bulletin Boards, Standard Clocks, Interlocking Plants, Turn tables, Wyes and Telephone.	THIRD CLASS			FIRST CLASS			Distance from Llano	TIME TABLE No. 40 November 14, 1926			Distance from Aurika	FIRST CLASS			THIRD CLASS			Train Order Office Hours	
		254 Local Freight			48 Passenger					47 Passenger				253 Local Freight			Daily Except Sundays and Legal Holidays		Sundays and Legal Holidays
		Leave Daily Ex. Monday			Leave Daily				STATIONS			Arrive Daily			Arrive Daily Ex. Sunday				
Yard 29 BWY		7.30AM			12.30PM		0.0	TO-R LLANO 19.6	98.7			5.00PM			7.00AM to 4.00PM	11.00AM to 1.00PM			
25 W		8.26			s 1.05		19.6	TO KINGSLAND 9.4	79.1			3.55			7.30AM to 4.30PM	10.45AM to 1.45PM			
27					f 1.20		29.0	TUGGLE 5.9	70.0			3.20							
19 Spur Y					s 1.40		34.9	TO MARBLE FALLS 6.2	75.9			2.50			8.00AM to 5.00PM	10.15AM to 2.15PM			
29 Y		8.55			s 1.55		29.0	TO-R FAIRLAND 2.6	69.7			1.55			8.00AM to 5.00PM	10.00AM to 2.00PM			
17		9.10			f 2.02		31.6	SUDDUTH 7.2	67.1			12.54							
Yard W 11 Spur Y		9.32			2.15		38.8	WILKIE 0.6	59.9			12.24							
Yard 33 BFKWY		9.37			s 2.24		39.4	TO-R BURNET 0.6	60.5			12.14PM			8.00AM to 5.00PM	9.00AM to 11.00AM 1.30PM to 3.30PM			
Yard 11 Spur Y		10.03			2.26		38.8	WILKIE 3.8	59.9			11.34AM							
32		11.20			f 2.34		42.6	SUMMIT 6.8	56.1			11.20							
21		11.58AM			s 2.49		49.4	TO BERTRAM 5.5	49.3			10.46			8.00AM to 5.00PM	8.30AM to 10.30AM 2.00PM to 4.00PM			
28		12.19PM			f 2.59		54.9	GROVER 4.6	43.8			10.21							
15		12.39			s 3.09		59.5	TO LIBERTY HILL 7.6	39.2			10.01			8.00AM to 5.00PM	8.00AM to 10.00AM 2.45PM to 4.45PM			
19 W		1.12			s 3.27		67.1	TO LEANDER 5.6	31.6			9.26			8.00AM to 5.00PM	8.00AM to 10.00AM 2.45PM to 4.45PM			
18 W		1.30			s 3.39		72.7	CEDAR PARK 4.3	26.0			9.06							
21		1.47			f 3.46		77.0	RUTLEDGE 5.2	21.7			8.48							
27		2.15			s 3.58		82.2	TO McNEIL I-G. N. CROSSING 3.7	16.5			8.23			7.30AM to 4.30PM	7.30AM to 9.30AM 2.30PM to 4.30PM			
22		2.30			f 4.05		85.9	WATERS PARK 2.4	12.8			7.58							
13		2.39			f 4.10		88.3	TISDALE 9.0	10.4			7.50							
Yard		3.05PM			4.32PM		97.3	Block Signal { AUSTIN JUNCTION	1.4			7.25AM							
		Arrive Daily Ex. Monday			Arrive Daily							Leave Daily Ex. Sunday							
		254			48							47							
		(7.35) 12.9			(4.02) 27.2		Time Over Subdivision..... .....Average Speed per Hour.....				(4.12) 26.0			(9.35) 11.7				

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. Figures shown at Tuggle govern Nos. 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, Harwell, Wood Spur, Graphite, Iron Spur and Teich are flag stops for Nos. 47 and 48. All trains entering Burnet except first-class trains and No. 254 must do so through 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.

EASTWARD

LAMPASAS SUBDIVISION

WESTWARD

Length of Sidings in Cars, Location of Bulletin Boards, Standard Clocks, Interlocking Plants, Turn tables, Wyes and Telephone.	SECOND CLASS				Distance from Lampasas	TIME TABLE No. 40 November 14, 1926				Distance from Burnet	SECOND CLASS				Train Order Office Hours		
		258 Mixed	256 Mixed					255 Mixed	257 Mixed				255 Mixed	257 Mixed	Daily Except Sundays and Legal Holidays		Sundays and Legal Holidays
		Leave Daily	Leave Daily				STATIONS		Arrive Daily				Arrive Daily				
Yard BWY		12.35PM	8.40AM		0.0	TO-R LAMPASAS 11.6	23.0				11.30AM	3.45PM			8.00AM to 5.00PM	8.00AM to 5.00PM	
45		s 1.00	s 9.10		11.6	LAKE VICTOR 11.4	11.4				s 10.50	s 3.05					
Yard 33 BFKWY		1.50PM	9.55AM		23.0	TO-R BURNET	0.0				10.15AM	2.30PM			8.00AM to 5.00PM	9.00AM to 11.00AM 1.30PM to 3.30PM	
		Arrive Daily	Arrive Daily								Leave Daily	Leave Daily					
		258	256								255	257					
		(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.

EASTWARD

AUSTIN SUBDIVISION

Length of Sidings in Cars, Location of Bulletin, Water and Fuel Stations, Standard Clocks, Interlocking Plans, Turn tables, Wyes and Tele-phones.	THIRD CLASS			SECOND CLASS		FIRST CLASS					Distance from Austin	TIME TABLE No. 40 November 14, 1926		Distance from Hempstead
	253	236	292	240	6	46	4	42	2	47		8	STATIONS	
	Local Freight Leave Daily Ex. Sunday	Local Freight Leave Daily Ex. Sunday	M-K-T Local Freight Leave Daily Ex. Sunday	Through Freight Leave Daily	M-K-T Passenger Leave Daily	Passenger Leave Daily	M-K-T Passenger Leave Daily	Passenger Leave Daily	M-K-T Passenger Leave Daily	Passenger Leave Daily		M-K-T Passenger Leave Daily		
Yard BKP					11.40PM	11.00PM	2.25PM	12.45PM	11.30AM	7.45AM	1.30AM	0.0	TO-R AUSTIN	115.0
Yard BKP	7.20AM	7.10AM	6.32AM	7.45PM	11.45	11.05	2.30	12.50	11.35	7.50	1.35	0.8	R YARD OFFICE	114.2
Yard FTWY	7.25AM	7.15	6.37	7.50	11.48	11.08	2.33	12.53	11.38	7.53AM	1.38	1.4	AUSTIN JUNCTION	113.6
P		7.17	6.40AM	7.51	11.50PM	11.09	2.35PM	12.55	11.40AM		1.40AM	1.8	PERSHING	113.2
30		7.28		8.00		11.15		1.01				5.1	DELWAW	109.9
36 P		7.42		8.12		f 11.28		f 1.11				9.9	DAFFAN	105.1
18 P		8.06		8.25		s 11.41		s 1.21				15.0	TO MANOR	100.0
20 P		8.25		8.43		f 11.54PM		f 1.33				21.8	LITIG	98.2
26 PWY PI		9.15		9.00		s 12.06AM		s 1.45				27.2	TO ELGIN TOWER 100 (M-K-T. Crossing)	87.8
P		10.00		9.15		f 12.18		f 1.56				32.8	BUTLER	82.2
25 P		10.30		9.30		s 12.28		s 2.06				37.3	TO McDADE	77.7
34 PW		10.50		9.48		12.41		2.18				43.8	MIDSPRINGS	71.2
25 P		11.20		9.59		s 12.50		s 2.29				47.7	TO PAIGE	67.3
26 P		11.45AM		10.13		f 1.01		f 2.39				52.8	HILLS	62.2
Yard 80 BFPWY		12.30PM		11.05		s 1.15 1.45		s 2.55				59.2	TO-R G. H. & S. A. CROSSING GIDDINGS	55.8
37		12.50		11.20		1.57		3.02				64.2	KRUSE	50.8
30 P		1.10		11.31		s 2.07		s 3.09				68.4	TO LEDBETTER	46.6
30 Y P		1.34		11.49PM		s 2.24		s 3.22				74.8	TO CARMINE	40.2
37 W P		2.01		12.12AM		s 2.40		s 3.35				81.1	TO BURTON	33.9
22 P		2.23		12.32		f 2.52		f 3.45				87.6	MILL CREEK	27.4
Yard PI 30 PWY		3.05		12.50		s 3.10		s 3.59				93.7	TO TOWER 95 (G. C. & S. F. Crossing) BRENNHAM	21.3
14		3.30		1.10		3.21		4.11				99.2	PACKERY	15.8
45 P		3.54		1.45		s 3.35		s 4.21				103.9	TO CHAPEL HILL	11.1
Yard B FKPWY		4.20PM		2.15AM		4.00AM		4.45PM				115.0	TO-R HEMPSTEAD	0.0

TIME AT HOUSTON AND ENGLEWOOD FOR INFORMATION ONLY. SEE DALLAS DIVISION AND BEAUMONT DIVISION 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	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
253	236	292	240	6	46	4	42	2	47	8					

(9.10)
12.4

(6.30)
17.7

(5.00)
23.0

(4.00)
23.7

.....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 No. 42. 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.

AUSTIN SUBDIVISION

WESTWARD

Distance from Austin	TIME TABLE No. 40 November 14, 1926		Distance from Hempstead	FIRST CLASS						SECOND CLASS		THIRD CLASS			Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	STATIONS			5 M-K-T Passenger	7 M-K-T Passenger	45 Passenger	43 Passenger	3 M-K-T Passenger	48 Passenger	1 M-K-T Passenger	239 Through Freight	293 M-K-T Local Freight	254 Local Freight	237 Local Freight	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
	Arrive Daily	Arrive Daily		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. Monday		
0.0	TO-R	AUSTIN 0.8	115.0	4.15AM	5.10AM	6.40AM	2.55PM	4.35PM	4.40PM	7.10PM					Continuous	Continuous
0.8	R	YARD OFFICE 0.6	114.2	4.00	5.00	6.32	2.48	4.15	4.35	6.55	4.35AM		6.10AM	3.10PM	3.25PM	
1.4		AUSTIN JUNCTION 0.4	113.6	3.57	4.57	6.27	2.45	4.12	4.32	6.52			6.05	3.05PM	3.18	
1.8		PERSHING 3.3	113.2	3.55AM	4.55AM	6.22	2.40	4.10PM	4.30PM	6.50PM			6.00AM		3.15	
5.1		DELWAW 4.8	109.9			6.13	2.33								3.01	
9.9		DAFFAN 5.1	105.1			f 6.05	f 2.25								2.38	
15.0	TO	MANOR 6.8	100.0			s 5.57	s 2.14								2.14	8.00AM to 5.00PM
21.8		LITIG 5.4	93.2			f 5.42	f 2.00								1.33	12.50PM to 2.50PM
27.2	TO	ELGIN TOWER 100 (M-K-T. Crossing) 5.6	87.8			s 5.32	s 1.45								1.11	Continuous
32.8		BUTLER 4.5	82.2			f 5.14	f 1.28								12.53	
37.3	TO	McDADE 6.5	77.7			s 5.04	s 1.17								12.38	8.00AM to 5.00PM
43.8		MIDSPRINGS 3.9	71.2			4.48	1.03								12.16	12.45PM to 2.45PM
47.7	TO	PAIGE 5.1	67.3			s 4.37	s 12.54								12.02PM	8.00AM to 5.00PM
52.8		HILLS 6.4	62.2			f 4.27	f 12.43								11.45AM	12.15PM to 3.15PM
59.2	TO-R	G. H. & S. A. CROSSING GIDDINGS 5.0	55.8			s 4.15 3.40	s 12.30 12.15								11.15	Continuous
64.2		KRUSE 4.2	50.8			3.30	12.05PM								10.05	
68.4	TO	LEDBETTER 6.4	46.6			s 3.22	s 11.57AM								9.50	8.00AM to 5.00PM
74.8	TO	CARMINE 6.3	40.2			s 3.05	s 11.44								9.20	11.25AM to 3.25PM
81.1	TO	BURTON 6.5	38.9			s 2.40	s 11.31								8.50	8.00AM to 5.00PM
87.6		MILL CREEK 6.1	27.4			f 2.25	f 11.18								8.20	11.00AM to 1.00PM
93.7	TO	TOWER 95 (G. C. & S. F. Crossing) BREHAM 5.5	21.3			s 2.10	s 11.06								8.00	2.30PM to 4.30PM
99.2		PACKERY 4.7	15.8			1.53	10.51								6.45	11.00AM to 1.00PM
103.9	TO	CHAPEL HILL 11.1	11.1			s 1.45	s 10.42								6.30	3.00PM to 5.00PM
115.0	TO-R	HEMPSTEAD	0.0			1.20AM	10.20AM								6.00AM	10.05AM to 12.05 3.30PM to 5.30PM

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

Distance from Austin	49.4 HOUSTON (Grand Central Station) 3.7 ENGLEWOOD		Distance from Hempstead	FIRST CLASS						SECOND CLASS		THIRD CLASS					
	STATIONS			5 Leave Daily	7 Leave Daily	45 Leave Daily	43 Leave Daily	3 Leave Daily	48 Leave Daily	1 Leave Daily	239 Leave Daily	293 Leave Daily Ex. Sunday	254 Leave Daily Ex. Monday	237 Leave Daily Ex. Monday			
	Arrive Daily	Arrive Daily		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. Monday			
						11.20PM	8.50AM										
										7.00PM							
						5	7	45	43	3	48	1	239	293	254	237	

.....Time Over Subdivision..... (5.20) (4.35) (6.50) (9.25)
.....Average Speed per Hour..... 21.6 25.1 16.8 12.1

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 No. 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.

Yard BFTWYP	THIRD CLASS		SECOND CLASS				FIRST CLASS				Distance from Yoakum	TIME TABLE No. 40 November 14, 1926		Distance from Giddings
	234	232	248	250	50	24	52	22	STATIONS					
	Local Freight	Local Freight	Sunset Manifest Freight	Fast Freight	Passenger	The Hustler	Passenger	Dallas Ft. Worth Limited						
Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily							
		6.00AM		9.00AM			2.05PM		4.00AM		0.0	TO-R	YOAKUM	67.4
													4.2	4.2
27 P		6.15		9.14			2.17		4.10		4.2		ADEL	63.2
Yard 33 WP	11.35AM	6.50		9.34			2.30		4.23		10.8	TO-R	SHINER	56.6
Yard YP	11.40AM	6.54		9.38			2.33PM		4.26		11.6		SHINER JUNCTION	55.8
32 WP		7.45		10.07					4.47		21.2	TO	MOULTON	46.2
Yard I PY		8.44		10.45AM					5.05		29.3	TO-R	TOWER 3 (G. H. & S. A. CROSSING) FLATONIA JUNCTION	38.1
12		9.08		11.05					5.15		35.9		FLOY	31.5
60 P		9.19		11.17					5.21		39.4	TO	MULLDOON	28.0
60 P		9.33		11.31					5.31		44.5		LENA	22.9
60 FWY IP		9.46		11.55AM					5.41		49.4	TO	WEST POINT TOWER 91 (M.-K.-T. CROSSING)	18.0
63 W P		10.00		12.08PM					5.50		53.8	TO	WINCHESTER	13.6
64 P		10.21		12.30					6.03		61.0	TO	NORTHROP	6.4
Yard BPPWY		10.40AM		12.48PM					6.15AM		67.4	TO-R	H. & T. C. CROSSING GIDDINGS	0.0
	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday		Arrive Daily			Arrive Daily		Arrive Daily					
	234	232		248			50		24					

(4.40)
13.5

(2.03)
18.6

(3.30)
19.2

(0.28)
24.9

(1.10)
32.6

(2.15)
30.0

(1.10)
32.6

.....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)

EXCEPT: No. 21 is Superior to No. 52. No. 49 is Superior to Nos. 50 and 52. No. 235 is Superior to No. 234.

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.

Shiner is a register station for Nos. 50 and 234. Giddings is a register station for all trains.

No. 52 will stop at Adel for passengers to and from stations east of Shiner. Nos. 22 and 24 will stop on flag at all stations between Flatonia Junction and Giddings to receive passengers for Hearne and points beyond.

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

FLATONIA SUBDIVISION

WESTWARD

Distance from Yoakum	TIME TABLE No. 40		Distance from Giddings	FIRST CLASS				SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations		
	November 14, 1926			21	23	49	51	249	247	235	233	Daily except Sundays and Legal Holidays		Sundays and Legal Holidays		
	STATIONS			San Antonio Limited	The Hustler	Passenger	Passenger	Fast Freight	Sunset Manifest Freight	Local Freight	Local Freight					
		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							
0.0	TO-R	YOAKUM	67.4				11.30AM		10.45PM					4.35PM	Continuous	Continuous
4.2		4.2 ADEL	63.2				f 11.19		10.33					4.05		
10.8	TO-R	6.6 SHINER	56.6				s 11.07		s 10.21				10.55AM	3.24	8.00AM to 5.00PM	8.00AM to 5.00PM
11.6		0.8 SHINER JUNCTION	55.8				11.04AM		10.17				10.41AM	3.20		
21.2	TO	9.6 MOULTON	46.2						s 9.59					2.35	8.00AM to 5.00PM	Closed
29.3	TO-R	8.1 TOWER 3 (G. H. & S. A. CROSSING) FLATONIA JUNCTION	38.1						s 9.42					1.50	Continuous	Continuous
35.9		6.6 FLOY	31.5						f 9.31					1.05		
39.4	TO	3.5 MULLDOON	28.0						s 9.25					12.50	8.30AM to 12.01PM 1.01PM to 5.30PM	8.30AM to 12.01PM 1.01PM to 5.30PM
44.5		5.1 LENA	22.9						f 9.14					12.20PM		
49.4	TO	4.9 WEST POINT TOWER 91 (M.-K.-T. CROSSING)	18.0						s 9.05					11.55AM	Continuous	Continuous
53.8	TO	4.4 WINCHESTER	13.6						s 8.55					11.37	7.30AM to 12.01PM 1.01PM to 4.30PM	7.30AM to 12.01PM 1.01PM to 4.30PM
61.0	TO	7.2 NORTHRUP	6.4						s 8.42					11.12	8.30AM to 12.01PM 1.01PM to 5.30PM	8.30AM to 12.01PM 1.01PM to 5.30PM
67.4	TO-R	6.4 H. & T. C. CROSSING GIDDINGS	0.0						8.30PM					10.40AM	Continuous	Continuous
							Leave Daily		Leave Daily					Leave Daily Ex. Sunday		Leave Daily Ex. Sunday
							21		51					235		233

.....Time Over Subdivision.....	(1.10)	(1.05)	(0.26)	(2.15)	(3.30)	(2.25)	(5.55)
.....Average Speed per Hour.....	32.6	35.2	26.8	29.9	19.2	15.3	11.4

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. 49 is Superior to Nos. 50 and 52. No. 235 is Superior to No. 234.

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.

Shiner is a register station for Nos. 49 and 235. Giddings is a register station for all trains.

No. 51 will stop at Adel for passengers to and from stations east of Shiner. Nos. 21 and 23 will stop on flag at all stations between Giddings and Flatonia Junction to receive passengers for points beyond Flatonia Junction.

No. 23 will stop on flag at West Point to receive passengers destined to Flatonia Junction, and to discharge passengers boarding train at Giddings.

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

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

Yard	BFPWY	THIRD CLASS			SECOND CLASS			FIRST CLASS			Distance from Giddings	TIME TABLE No. 40 November 14, 1926		Distance from Hearne		
		232 Local Freight Leave Daily Ex. Sunday			230 Mixed Leave Daily		248 Sunset Manifest Freight Leave Daily			24 The Hustler Leave Daily					22 Dallas Ft. Worth Limited Leave Daily		STATIONS
		10.40AM			3.10PM		12.48PM			11.25AM		1.25AM	0.0	TO-R	GIDDINGS 6.6	59.1
61	P	11.10			3.41		1.15			11.37		1.43	6.6		LOEBAU 7.2	52.5
59	P	11.48AM			4.01		1.26			11.48AM		1.54	13.8	TO	DIME BOX 6.7	45.3
59	W P	12.35PM			4.18		1.53			12.01PM		2.07	20.5	TO	DEANVILLE 7.8	38.6
80	PW	1.33			4.38		2.20			12.14		2.20	28.3	TO	CALDWELL 6.6	30.8
61	P	2.25			4.57		2.56			12.25		2.30	34.9		COOK'S POINT 5.5	24.2
62	PY	2.48			5.11		3.15			12.34		2.38	40.4		BRYAN JUNCTION 6.5	18.7
80	P	3.09			5.27		3.33			12.44		2.48	46.9		MUMFORD 5.2	12.2
60	P	3.29			5.46		3.50			12.52		2.57	52.1		TATSIE I-G.N. CROSSING 6.0	7.0
	Y	4.00PM			6.00PM		4.10PM			1.02PM		3.08AM	58.1		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	BFPWY	4.05PM	6.10PM	4.15PM	1.05PM	3.15AM	59.1	TO-R	1.0 HEARNE	0.0
		Arrive Daily Ex. Sunday 232	Arrive Daily 230	Arrive Daily 248	Arrive Daily 24	Arrive Daily 22				
		(5.20) 10.9	(2.50) 20.5	(3.22) 17.2	(1.37) 35.9	(1.43) 33.3				
<p>.....Time Over Subdivision..... Average Speed per Hour.....</p>										

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

EXCEPT: Nos. 231 and 247 are Superior to No. 230.

All trains must obtain clearance card before leaving Giddings.

Giddings is a register station for all trains.

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.

GIDDINGS SUBDIVISION

WESTWARD

Distance From Giddings	TIME TABLE No. 40 November 14, 1926		Distance From Hearne	FIRST CLASS				SECOND CLASS				THIRD CLASS		Train Order Office Hours and Hours of Signalmen at Interlocking Stations			
				21			23			231			247				233
				San Antonio Limited			The Hustler			Mixed			Sunset Manifest Freight				Local Freight
STATIONS				Arrive Daily			Arrive Daily			Arrive Daily			Arrive Daily Ex. Sunday	Daily except Sundays and Legal Holidays	Sundays and Legal Holidays		
0.0	TO-R	GIDDINGS	59.1			3.55AM			3.53PM			1.40PM	2.45PM		9.00AM	Continuous	Continuous
6.6		LOEBAU	52.5			3.35			3.41			1.15	2.32		8.41		
13.8	TO	DIME BOX	45.3			3.23			3.30			12.55	2.14		8.20	8.00AM to 5.00PM	12.25PM to 4.25PM
20.5	TO	DEANVILLE	38.6			3.11			3.18			12.35	1.53		8.00	8.00AM to 5.00PM	12.05PM to 2.05PM 3.45PM to 5.45PM
28.3	TO	CALDWELL	30.8			2.59			3.06			12.14PM	1.33		7.35	12.01AM to 8.00AM 10.30AM to 6.30PM	12.01AM to 8.00AM 10.30AM to 6.30PM
34.9		COOK'S POINT	24.2			2.48			2.56			11.51AM	1.17		7.10		
40.4		BRYAN JUNCTION	18.7			2.38			2.48			11.34	1.02		6.56		
46.9		MUMFORD	12.2			2.25			2.38			11.13	12.44		6.38		
52.1		TATSIE	7.0			2.17			2.30			10.53	12.24		6.23		
58.1		I-G. N. CROSSING															
58.1		HEARNE JUNCTION	1.0			2.07AM			2.20PM			10.37AM	12.10PM		6.05AM		

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

59.1	TO-R	1.0 HEARNE	0.0			2.00AM			2.17PM			10.30AM	12.05PM		6.00AM	Continuous	Continuous
						Leave Daily			Leave Daily			Leave Daily	Leave Daily		Leave Daily Ex. Sunday		
						21			23			231	247		233		

.....Time Over Subdivision.....	(1.48)	(1.33)	(3.03)	(2.35)	(2.55)
.....Average Speed per Hour.....	32.2	37.4	19.0	22.3	19.9

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

EXCEPT: Nos. 231 and 247 are Superior to No. 230.

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

Giddings is a register station for all trains.

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 and beyond.

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

Yard	EASTWARD			Distance from Giddings	STATIONS	Distance from Waco (Freight Yard)	WESTWARD			Train Order Office Hours and Hours of Signalmen at Interlocking Stations	
	THIRD CLASS	SECOND CLASS	FIRST CLASS				FIRST CLASS	SECOND CLASS	THIRD CLASS	Daily Except Sundays and Legal Holidays	Sundays and Legal Holidays
	228 Local Freight Leave Daily Ex. Monday	250 Fast Freight Leave Daily	52 Passenger Leave Daily				51 Passenger Arrive Daily	249 Fast Freight Arrive Daily	229 Local Freight Arrive Daily ex. Sunday		
BFPWY	7.00AM	1.00PM	6.15AM	0.0	TO-R GIDDINGS 7.9	103.2	8.30PM	2.30PM	3.15PM	Continuous	Continuous
37	7.25	1.45	6.31	7.9	TO LINCOLN 6.3	95.8	8.12	1.45	2.40	7.30AM to 4.30PM	12.30PM to 3.30PM
37	7.43	2.13	6.45	14.2	LEO 3.9	89.0	7.59	1.03	2.13		
25 FW	8.07	2.27	6.55	18.1	TO LEXINGTON 6.2	85.1	7.51	12.50	1.40	8.30AM to 5.30PM	12.30PM to 3.00PM
26	8.27	2.42	7.08	24.3	TANGLEWOOD 3.0	78.9	7.37	12.25	1.12		
24	8.47	2.53	7.16	27.3	HICKS 8.6	75.9	7.30	12.15PM	1.00		
Yard I	9.38	3.25	7.36	35.9	TO TOWER 54 (I.-G. N. Crossing) 7.6	67.3	7.10	11.47AM	12.25PM	Continuous	Continuous
46 TW	10.10	3.50	7.54	43.5	ROCKDALE 6.7	59.7	6.46	11.21	11.50AM	7.20AM to 12.01PM 1.01PM to 4.20PM	7.20AM to 10.20AM
I				50.2	TOWER 52 (G. C. & S. F. Crossing) 0.4	58.0				Continuous	Continuous
Yard 49 FTW	10.50 11.15	4.14	8.14	50.6	TO CAMERON 4.7	52.6	6.26	10.50	11.15	8.30AM to 5.30PM	8.30AM to 5.30PM
19	11.55AM	4.28	8.26	55.3	SPLAWN 3.1	47.9	6.16	10.30	10.41		
28	12.10PM	4.39	8.33	58.4	BEN ARNOLD 3.6	44.8	6.09	10.19	10.30		
25	12.25	4.51	8.43	62.0	TO BURLINGTON 4.1	41.2	6.00	10.08	10.08	7.45AM to 4.45PM	7.45AM to 10.45AM
25 W	1.05	5.12	8.53	66.1	TO ROSEBUD 4.6	37.1	5.51	9.55	9.38	8.00AM to 5.00PM	8.00AM to 11.00AM
20	1.20	5.40	9.05	70.7	TO TRAVIS 5.0	32.5	5.40	9.37	9.05	8.00AM to 5.00PM	8.00AM to 11.00AM
25	1.55	6.10	9.17	75.7	TO LOTT 5.9	27.5	5.28	9.17	8.37	8.15AM to 5.15PM	8.15AM to 11.15AM
30	2.25	6.32	9.30	81.6	TO CHILTON 5.8	21.6	5.14	8.54	8.10	8.30AM to 5.30PM	8.30AM to 5.30PM
28	2.50	6.52	9.43	87.4	TO SATIN 0.9	15.8	5.00	8.35	7.43	8.30AM to 5.30PM	8.30AM to 5.30PM
5 W	2.53	6.55	9.45	88.3	GUDA 1.1	14.9	4.58	8.32	7.40		
25 Y	2.56	6.59	9.48	89.4	GURLEY 6.0	13.8	4.55	8.29	7.36		
30	3.14	7.20	10.02	95.4	DOWNES 4.2	7.8	4.42	8.08	7.15		
32	3.45	7.35	10.12	99.6	TEXAND 3.6	3.6	4.32	7.54	7.00		
Yard BFKWY	4.00PM	7.50PM	10.22AM	103.2	TO-R WACO (Freight Yard) 0.3	0.0	4.22PM	7.40AM	6.45AM	Continuous	Continuous
I				103.5	TOWER 59 (M.-K.-T. Crossing) 0.1					Continuous	Continuous
				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	Arrive Daily	WACO (UNION DEPOT)	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
228	250	52		51	249	229
(9.00) 11.5	(6.50) 15.1	(4.15) 24.4	.....Time Over Subdivision..... .....Average Speed per Hour.....	(4.15) 24.4	(6.50) 15.1	(8.30) 12.1

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

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	273 TO 278	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	4			

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
T. A. Armstrong Jewelry 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	.....	.....	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-57 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-56 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	.....	.....	1790	1790	1530	1420
M-8	M-63 21/28-151S	460 to 469.....	1860	1930	1640	2210	2070	1450	1070	1830	1770	2030	.....	.....	2200	2200	1880	1740
M-6	M-63 21/28-142S	482 to 484.....	1710	1780	1510	2030	1900	1330	980	1680	1630	1870	.....	.....	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.....	1400	1450	1230	1670	1550	1090	810	1380	1330	1530	.....	.....	1660	1660	1410	1320
M-17	M-56 19/26-118	495.....	1480	1540	1300	1760	1640	1160	850	1460	1410	1610	.....	.....	1750	1750	1500	1400
M-18	M-56 19/26-135	496.....	1480	1540	1300	1760	1640	1160	850	1460	1410	1610	.....	.....	1750	1750	1500	1400
M-19	M-56 19/26-133	497 to 499.....	1150	1190	1010	1370	1280	900	660	1130	1090	1250	1160	1120	1360	1360	1160	1080
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.....	1280	1330	1130	1520	1410	1000	740	1260	1220	1400	.....	.....	1510	1510	1300	1210
T-27	T-63 20/26-112	688 to 696, 698.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3250	3250	.....	.....
MK-5	MK-63 26/28-210S	738 to 794.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2700	2700	.....	.....
C-8	C-57 22/30-187S	800 to 807.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2700	2700	.....	.....
C-9	C-57 22/30-190S	808 to 850.....	1500	1560	1320	1780	1670	1170	860	1480	1420	1640	.....	.....	1770	1770	1510	1400
C-20	C-50 19/26-124S	867 to 869.....	1610	1670	1410	1910	1780	1260	930	1590	1530	1760	.....	.....	1900	1900	1620	1510
C-21	C-50 20/26-138	870.....	1650	1710	1450	1970	1830	1290	950	1630	1570	1800	.....	.....	1960	1960	1670	1550
C-22	C-50 20/26-136	871 to 876.....	1650	1710	1450	1970	1830	1290	950	1630	1570	1800	.....	.....	1960	1960	1670	1550
C-23	C-50 20/26-144S	877 to 884.....	1760	1820	1550	2100	1960	1370	1020	1730	1680	1910	.....	.....	2080	2080	1770	1640
C-24	C-50 20/26-152S	885 to 894.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2710	2710	.....	.....
D-1	D-50 23/28-208	897 to 899.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....

EASTWARD

RULING GRADES AND CURVES

WESTWARD

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

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		East-ward	West-ward	STATIONS		East-ward	West-ward	STATIONS		East-ward	West-ward	STATIONS		East-ward	West-ward			
Llano and Austin				Lampasas and Burnet				Austin and Hempstead, Cont'd				Yoakum and Hearne, Cont'd						
Llano and Graphite.....	1.04	1.03	Lampasas and Lake Victor..	1.00	1.23	Ledbetter and Carmine.....	1.78	1.87	Northrup and Giddings.....	1.00	1.00	Hicks and Rockdale.....	1.03	1.50	Shiner Jct. and Dilworth.....	1.00	1.00	
Graphite and Kingsland.....	1.76	1.00	Lake Victor and Burnet....	1.04	1.00	Carmine and Burton.....	1.41	1.00	Giddings and Loebau.....	1.70	1.50	Rockdale and Minerva.....	1.01	1.00	Dilworth and Maurin.....	2.81	1.04	
Kingsland and Fairland.....	1.14	1.64				Burton and Mill Creek.....	F	1.33	Loebau and Dime Box.....	1.10	1.10	Minerva and Cameron.....	1.12	1.13	Maurin and Gonzales.....	1.27	1.15	
Fairland and Sudduth.....	1.00	F	Austin and Hempstead				Mill Creek and Brenham..	1.11	1.10	Dime Box and Deenville.....	1.10	1.10	Cameron and Splawn.....	1.01	1.36	Gonzales and Slayden.....	1.34	1.24
Sudduth and Wilkie.....	1.26	1.00	Austin and Pershing.....	4.10	3.76	Brenham and Chapel Hill..	1.00	1.33	Deenville and Caldwell.....	1.10	1.50	Splawn and Ben Arnold....	1.46	1.35	Slayden and Ottine.....	2.40	1.04	
Burnet and Wilkie.....	1.88	F	Pershing and Delwau.....	F	3.76	Chapel Hill and Hempstead	1.07	1.00	Caldwell and Cooks Point..	1.10	1.10	Ben Arnold & Burlington...	1.14	2.26	Ottine and Luling.....	1.17	1.36	
Wilkie and Summit.....	1.00	1.37	Delwau and Daffan.....	1.00	F				Cooks Point & Inter'b'n Jct.	1.90	1.21	Burlington and Rosebud....	1.71	1.18	Luling and Oilfield.....	1.17	1.86	
Summit and Bertram.....	1.28	1.00	Daffan and Manor.....	1.33	1.21	Yoakum and Hearne				Inter'b'n Jct. & Bryan Jct..	F	1.95	Rosebud and Travis.....	1.71	2.68	Oilfield and Burdette Wells	1.00	1.24
Bertram and Grover.....	F	1.06	Manor and Littig.....	F	1.57	Yoakum and Adel.....	1.28	2.54	Bryan Jct. and Mumford..	3.35	F	Travis and Lott.....	1.31	2.48	Burdette Wells & Lockhart	1.09	1.41	
Grover and Liberty Hill.....	F	1.03	Littig and Elgin.....	1.29	F	Adel and Shiner.....	1.01	1.13	Mumford and Tatsie.....	2.84	F	Lott and Chilton.....	1.26	1.11				
Liberty Hill & Gabriel River	F	1.27	Elgin and Butler.....	F	1.03	Shiner and Moulton.....	1.01	1.13	Tatsie and Hearne.....	1.76	F	Chilton and Satin.....	1.12	1.08				
Gabriel River and Leander..	1.18	1.52	Butler and McDade.....	1.07	1.65	Moulton and Flatonia Jct..	1.21	1.26			Satin and Guda.....	F	1.26					
Leander and Cedar Park.....	1.56	1.15	McDade and Midsprings....	1.00	1.16	Flatonia Jct. and Floy.....	1.36	1.19	Giddings and Waco		Guda and Gurley.....	1.36	2.68					
Cedar Park and Rutledge....	1.13	1.85	Midsprings and Paige.....	1.22	1.65	Floy and Muldoon.....	2.39	2.26	Giddings and Lincoln.....	1.25	1.13	Gurley and Downs.....	1.86	2.62				
Rutledge and McNeil.....	1.08	1.21	Paige and Hills.....	1.34	1.33	Muldoon and Lena.....	1.31	2.03	Lincoln and Leo.....	1.12	1.26	Downs and Texand.....	2.39	2.68				
McNeil and Waters Park..	1.66	1.08	Hill and Giddings.....	1.34	1.41	Lena and West Point.....	1.01	1.13	Leo and Lexington.....	1.12	2.54	Texand and Waco.....	2.39	2.68				
Waters Park and Tisdale..	1.04	2.55	Giddings and Kruse.....	2.39	2.51	West Point and Winchester..	1.16	2.68	Lexington and Tanglewood	1.23	1.13							
Tisdale and Austin.....	2.27	1.17	Kruse and Ledbetter.....	2.83	2.51	Winchester and Northrup....	1.01	2.48	Tanglewood and Hicks.....	1.57	1.13							

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. 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 Bridge 22-J, Sulphur Creek, 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 Hicks, 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
Hicks and Minerva.....	155,000
Minerva and Cameron.....	150,000
Cameron and Waco.....	155,000
Shiner and Lockhart.....	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.

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, Gonzales, Luling, 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.

22. Location of bulletin books:
 At San Antonio—East Yard train order office; Roundhouse; Dispatcher's Office.
 At Austin—Yard Office; Roundhouse, Dispatcher's Office.
 At Yoakum—Telegraph Office; Roundhouse.

SPEED

50. The yellow fish-tail signal is placed 500 feet in advance of point where speed restriction is to apply.

(a) Maximum speed restrictions around curves protected by yellow fish-tail signals must be observed as follows:

Location:	Miles per hour	
	Passenger	Freight and Mixed
Between Llano and Austin	30	20
Between Fairland and Marble Falls	25	15
Between Lampasas and Burnet	20	15
Between Austin and Hempstead	30	20
Between Yoakum and Flatonia Jct.	30	20
Between Flatonia Jct. and Hearne	35	24
Between Giddings and Mile Post 216	30	20
Between Mile Post 216 and Waco	25	15
Between Shiner Jct. and Lockhart	25	15

(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, Flatonia 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 Mikado (700) class freight engines and by consolidation (800) class freight engines must not exceed forty (40) miles per hour between Flatonia Junction and Hearne Junction.

58. MAXIMUM SPEED.

SUBDIVISION	Miles per hour	
	Passenger trains	Freight and mixed trains
Llano (Between Llano and Austin)	40	25
Llano (Between Marble Falls and Fairland)	30	20
Lampasas	25	20
Austin	45	25
Flatonia (Between Yoakum and Flatonia Jct.)	40	20
Flatonia (Between Flatonia Jct. and Giddings)	50	30
Giddings (Between Giddings and Hearne Jct.)	50	30
Cameron (Between Giddings and Mile Post 216)	45	25
Cameron (Between Mile Post 216 and Waco)	30	20
Lockhart	30	20

59. 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.

60. Trains handled by class T-24 engines, or cars weighing 140,000 pounds gross, must not exceed ten miles per hour over Bridge 22-J, Sulphur Creek, 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

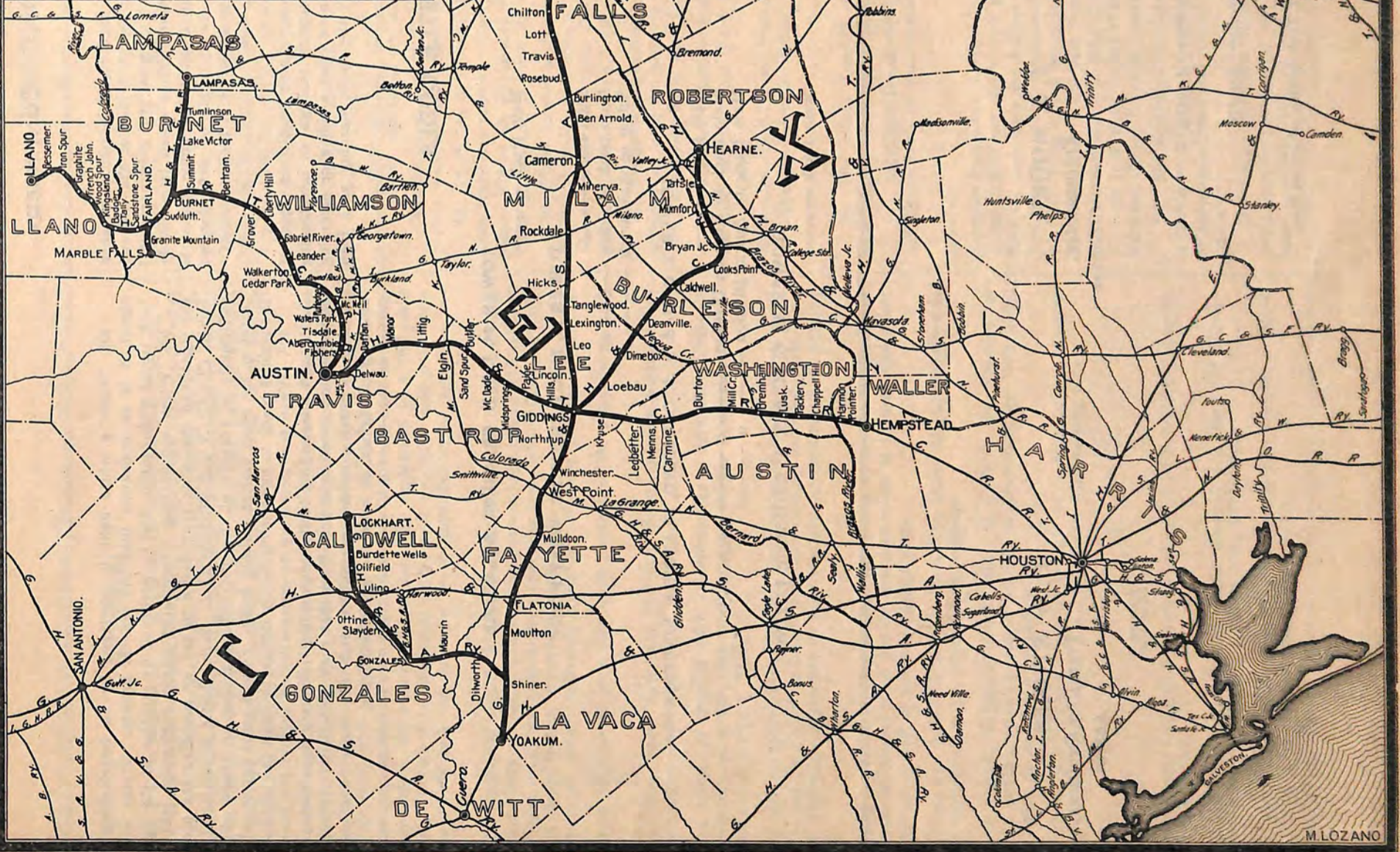
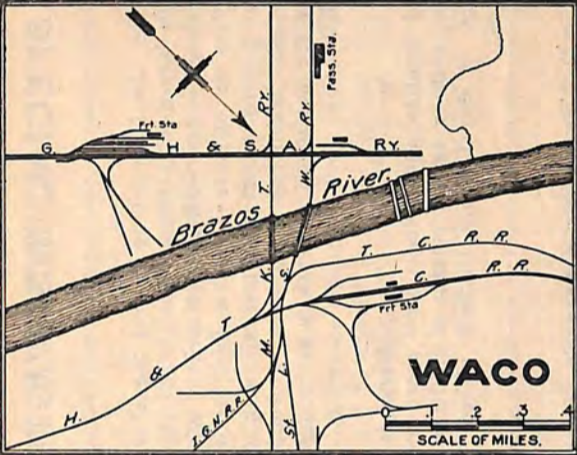
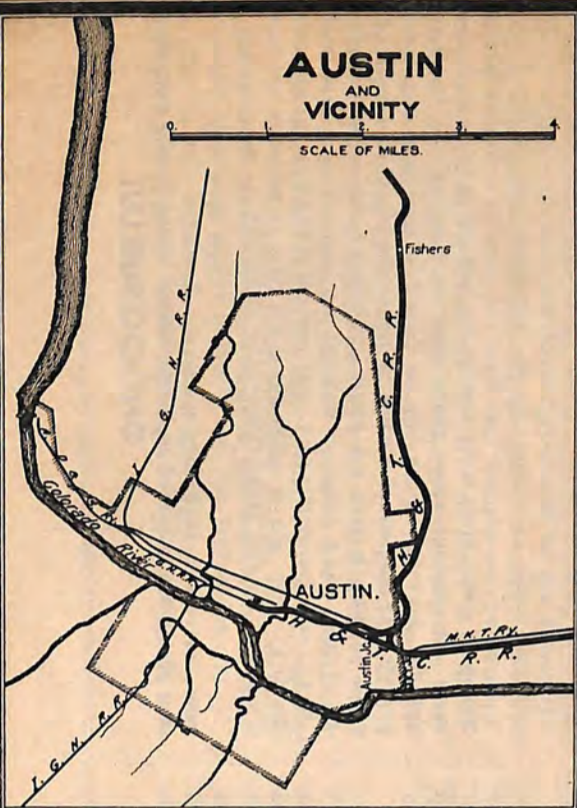
L. SCARBOROUGH,
Chief Train Dispatcher, Austin

Traveling Engineer will exercise duties of Trainmaster when on line.

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

SCALE OF MILES
0 5 10 20 30 40 50 60
JULY-1925.



M. LOZANO

202