

# SOUTHERN PACIFIC LINES

(IN TEXAS AND LOUISIANA)

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HOUSTON & TEXAS CENTRAL RAILROAD COMPANY

TIME TABLE

FOR THE

**AUSTIN DIVISION**

To Take Effect Sunday, December 5, 1920, at 12:01 A. M.,

"Central Time."

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For the government and information of employes only, and not intended for the use of the public.

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

**O. C. CASTLE,**  
Superintendent of Transportation.

# CONDENSED SCHEDULES.

(CENTRAL TIME.)

No. 343	No. 45	No. 43	No. 31	No. 22 37	No. 19	No. 17	No. 15	Distance from Houston	STATIONS	Distance from Denison	No. 16	No. 18	No. 20	No. 21 38	No. 32	No. 42	No. 46	No. 344
				9.00PM				210	SAN ANTONIO	404				8.00AM				12.30AM
6.20AM	11.15PM	9.30AM			9.10PM	11.05PM	9.20AM	0	HOUSTON	337	6.20PM	7.00AM	6.25AM		6.20PM	6.10PM	5.25AM	10.00PM
9.45AM	1.00AM	11.15AM			10.45PM	12.25PM	10.40AM	50	HEMPSTEAD	287	4.50PM	5.30AM	4.55AM			4.35PM	3.45AM	6.00PM
	6.30AM	3.50PM		10.15PM	6.30AM	6.30AM	3.50PM	164	AUSTIN	336	12.20PM		10.40PM	6.30AM		12.20PM	10.15PM	
3.30PM				3.35AM	1.15AM 1.25AM	2.35AM	1.10PM 1.30PM	121	HEARNE	217	2.25PM 2.05PM	3.15AM	1.55AM 1.45AM	1.25AM				11.45AM
4.50PM				4.18AM	2.15AM 2.30AM	3.25AM	2.20PM	143	BREMOND	195	1.25PM	2.30AM	1.00AM	12.41AM				9.00AM
				6.40AM	6.40AM	6.40AM	4.15PM	186	WACO	239	11.30AM		10.00PM	10.00PM				
11.00AM			8.00AM		11.25PM	1.02AM	11.25AM	71	NAVASOTA	267	4.05PM	4.53AM	3.55AM		4.05PM			3.45PM
7.05PM			3.45PM	5.28AM	4.00AM	4.36AM	3.45PM	181	MEXIA	157	12.10PM	1.22AM	11.20PM	11.35PM	7.00AM			6.35AM
12.10AM			5.35PM	6.55AM	5.40AM 5.45AM	6.10AM	5.30PM 5.35PM	281	ENNIS	107	10.30AM 10.25AM	11.50PM 11.45PM	9.35PM 9.25PM	10.05PM				2.45AM
3.00AM			7.00PM	8.00AM	7.05AM 8.05AM	7.35AM 7.50AM	7.00PM	265	DALLAS	73	9.15AM	10.40PM 10.15PM	8.00PM 7.00PM	9.00PM				10.00PM
4.00AM			8.00PM	9.30AM	9.30AM	8.55AM	8.00PM	286	FORT WORTH	157	7.55AM	9.15PM	6.55PM	6.55PM				9.45PM
7.50AM				11.15AM	11.15AM	11.15AM		337	DENISON	0			3.45PM	3.45PM				4.20PM
25.20	7.16	6.20	12.30	14.15	14.05	12.10	10.40		THROUGH TIME		10.25	9.45	14.40	13.05	11.30	6.10	7.10	29.49
12.0	22.5	25.9	17.0	28	24.0	27.7	26.8		MILES PER HOUR		27.4	29.0	28.0	26.9	12.0	26.8	22.5	11.0

### MILEAGE SOUTHERN PACIFIC LINES (TEXAS AND LOUISIANA)

The Galveston, Harrisburg & San Antonio Railway Company.....	1,358.69
Texas & New Orleans Railroad Company.....	467.63
M. L. & T. R. R. and S. S. Co. and L. W. R. R. Co. and I. & V. R. R. Co.	640.17
Houston & Texas Central Railroad Company.....	858.05
The Houston East & West Texas Railway Company.....	190.94
Houston & Shreveport Railroad Company.....	39.78
<b>Total Mileage.....</b>	<b>3,555.26</b>

### MILEAGE MAIN LINE

Hempstead to Llano.....	H. & T. C. R. R. Co. .... 212.97
Hearne to Giddings.....	H. & T. C. R. R. Co. .... 59.02
Giddings to Flatonia.....	S. A. & A. P. R. R. Co. ... 38.00

Total Main Line ..... 309.99

### BRANCHES

Lampasas—H. & T. C. R. R. Co.....	Burnet to Lampasas.... 22.99
Marble Falls—H. & T. C. R. R. Co.....	Fairland to Marble Falls 6.16

Total Branches ..... 29.15

Total Austin Division ..... 339.14

WESTWARD—Toward Austin.

Hempstead and Austin Sub-Division.

EASTWARD—Toward Hempstead.

Capacity of sidings, in car lengths, location of scales, fuel, water and turning stations.	THIRD CLASS			FIRST CLASS								Distance from Hempstead	Time Table No. 28 December 5, 1920.	Distance from Austin	FIRST CLASS								THIRD CLASS		
	254	237	293	1	52	3	43	9	45	7	5				6	51	2	42	4	10	46	8	236	292	253
	Local Freight	Local Freight	M. K. & T. Local Freight	M. K. & T. Passenger	Passenger	M. K. & T. Passenger	Passenger	M. K. & T. Passenger	Passenger	M. K. & T. Passenger	M. K. & T. Passenger				M. K. & T. Passenger	Passenger	M. K. & T. Passenger	M. K. & T. Passenger	Passenger	M. K. & T. Passenger	M. K. & T. Passenger	Passenger	M. K. & T. Passenger	Local Freight	M. K. & T. Local Freight
Leave Daily Ex. Monday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
							9.30AM																		
								11.15AM				0.00													
FWOY		6.00AM																							
45		6.45					11.40AM					11.11													
80 WOY		8.00					12.05PM					21.31													
												21.34													
22		8.25					12.20					27.39													
37 W		8.50					12.35					33.84													
30 Y		9.20					12.50					40.16													
30		9.55					1.02					46.59													
27		10.10					1.10					50.45													
80 FWY		11.00					1.25					55.71													
												55.72													
20		11.30					1.39					62.28													
25		11.50AM					1.49					67.24													
34 W		12.05PM					2.00					71.13													
25		12.35					2.15					77.58													
		12.55					2.24					82.13													
26 WY		1.25					2.40					87.71													
20		2.12					2.51					87.72													
18		2.30					3.05					93.08													
36		2.45					3.14					99.94													
30		3.05					3.22					105.10													
		3.15	2.50PM		7.45AM	4.20PM	4.15PM	3.28	12.20PM	6.12	4.40AM	3.55AM	113.16												
FWYT	4.10PM	3.20	2.55	7.47	4.22	4.17	3.34	12.22	6.17	4.42	3.57	113.50													
O	4.15PM	3.25PM	3.00PM	7.50	4.25	4.20	3.40	12.26	6.22	4.45	4.00	114.19													
				7.55PM	4.35PM	4.25	3.50PM	12.30	6.30AM	4.55AM	4.05	114.94													
	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily														
	254	237	293	1	52	3	43	9	45	7	5														

.....Time Over District..... (4.12) (5.20) (9.15)  
 .....Average Speed per hour..... 27 31.5 12

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.  
 EXCEPT Nos. 43 and 52 are Superior to M. K. & T. No. 10 and No. 45 is Superior to M. K. & T. No's 6 and 8.

All trains must get clearance card before leaving Giddings.  
 Harmon and Lusk are flag stops for Trains Nos. 42 and 43.  
 All westward M. K. & T. Trains must report to H. & T. C. Dispatcher's office by telephone from Pershing for clearance before occupying H. & T. C. main Track.  
 Pershing Switch must be left set and locked for H. & T. C. main track. All trains must move between Pershing and Austin with train under absolute control, expecting to find main track occupied.

TELEGRAPH OFFICE HOURS:  
 See Page 7

Capacity of sidings in car lengths, location of Seales, Fuel, Water and Turning Stations.	THIRD CLASS			FIRST CLASS			Distance from Austin	Time Table No. 28. December 5, 1920.					Distance from Llano	FIRST CLASS			THIRD CLASS		Telegraph Office Hours
		253				51		STATIONS	52					254			Arrive Daily Except Monday	Local Freight	
		Local Freight				Passenger			Passenger						Arrive Daily Except Monday				
	Leave Daily Except Sunday				Leave Daily			Arrive Daily											
					11.15PM	164.38	<b>HOUSTON</b>	260.97	5.25AM										
							AUSTIN JUNCTION	98.03	4.20PM						4.10PM				
							4.36												
						6.36	FISHERS	93.17											
							4.14												
16					f 7.28	10.44	TISDALE	89.03	f 4.03						3.40				
							2.34												
22					f 7.32	12.78	WATERS PARK	86.69	f 3.58						3.25				
							3.64												
						16.42	I. & G. N. CROSSING	83.05											
							0 0												
26					s 7.44	16.42	McNEIL	83.05	s 3.50						3.10	7.30AM to 4.30PM			
							5.26												
21					f 7.55	21.68	RUTLEDGE	77.70	f 3.38						2.45				
							4.33												
18 W					s 8.08	26.01	CEDAR PARK	73.45	s 3.27						2.25				
							5.56												
19					s 8.23	31.57	LEANDER	67.90	s 3.15						2.05	7.45AM to 4.45PM			
							3.52												
15 W					f 8.33	35.09	GABRIEL RIVER	64.38	f 3.03						1.50				
							4.10												
16					s 8.46	39.19	LIBERTY HILL	60.28	s 2.53						1.37	8.00AM to 5.00PM			
							4.58												
27					f 8.57	43.77	GROVER	55.70	f 2.42						1.20				
							5.54												
20					s 9.12	49.31	BERTRAM	50.16	s 2.30						12.52	8.00AM to 5.00PM			
							6.81												
29					f 9.24	56.12	SUMMIT	43.35	f 2.15						12.05PM				
							3.69												
17 Y					9.32	59.81	WILKIE	39.66	2.07						9.45AM				
							0.61												
29 FWY					s 9.40	60.42	BURNET	39.05	s 2.05						9.40	8.00AM to 5.00PM			
							0.61												
Y					9.45	59.81	WILKIE	39.66	1.56						9.30				
W							7.96												
17					10.04	67.77	SUDDUTH	31.70	f 1.40						8.25				
							2.75												
28 Y					s 10.10	70.52	FAIRLAND	28.95	s 1.33						8.15	8.00AM to 5.00PM			
							4.05												
33					f 10.19	74.57	GRANITE MOUNTAIN	33.00	f 1.24										
							2.11												
19 Y					s 10.27	76.68	MARBLE FALLS	35.11	s 1.16							8.00AM to 5.00PM			
							2.11												
					f 10.33	74.57	GRANITE MOUNTAIN	33.00	f 1.09										
							3.90												
					f 10.41	70.52	TUGGLE	28.95	f 1.01										
							9.37												
24 W					s 11.01	79.89	KINGSLAND	19.58	s 12.44						7.45	8.00AM to 5.00PM			
							7.87												
18					f 11.15	87.76	GRAPHITE	11.71	f 12.28						7.25				
							11.71												
31 WY					11.40AM	99.47	LLANO	0.00	12.05PM						7.00AM	7.00AM to 4.00PM			
					Arrive Daily Except Sunday				Leave Daily					Leave Daily Except Monday					
					253				52					254					

(8.40)  
12.9

(4.40)  
21.4

Time over District ..... (4.30)  
Average Speed per hour ..... 24

(9.15)  
10.4

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction. See Rule 72.  
Except that No. 51 is Superior to No. 52.

Figures shown at Tuggle govern Trains 51 and 253 returning from and 52 going to Marble Falls.  
Trains No. 253 and 254 will carry passengers between Llano and Burnet.

Extra trains will not loop between Wilkie and Burnet, unless their orders require it.  
Walkerton, Sand Stone Spur, Tally Hoover, Wood Spur, Iron Branch and Teich are flag stops for Trains Nos. 51 and 52.  
All trains before leaving Burnet must get clearance card during Telegraph office hours.

WESTWARD—Toward Giddings

Hearne and Giddings Sub-Division

EASTWARD—Toward Hearne

Capacity of sidings in car lengths, location of Scales, Fuel, Water and Turning Stations.	WESTWARD					Distance from Hearne	Time Table No. 28 December 5, 1920										Distance from Giddings	Telegraph Office Hours
	THIRD CLASS	SECOND CLASS			FIRST CLASS		FIRST CLASS					SECOND CLASS			THIRD CLASS			
	235 Mixed Leave Daily	233 Mixed Leave Daily	343 Sunset Manifest Freight Leave Daily	231 Mixed Leave Daily	21 San Antonio Limited Leave Daily		22 Dallas Ft. Worth Limited Arrive Daily	344 Sunset Manifest Freight Arrive Daily	232 Mixed Arrive Daily	230 Mixed Arrive Daily	234 Mixed Arrive Daily	234 Mixed Arrive Daily	230 Mixed Arrive Daily	232 Mixed Arrive Daily	233 Mixed Arrive Daily	235 Mixed Arrive Daily		
Yard WFTYO	7.00AM	2.20PM	12.05PM	9.50AM	1.25AM	0.00	HEARNE	59.02	3.30AM		12.55PM	1.00PM	5.45PM	9.05AM	24 Hours			
	7.03AM	2.23PM	12.08PM	9.53AM	1.28AM	1.00	HEARNE JUNCTION	58.02	3.27AM		12.52PM	12.57PM	5.42PM	9.02AM				
							I. & G. N. CROSSING											
58	f 7.20	f 2.45	12.35	10.05	1.45	6.87	TATSIE	51.84	3.12		12.35PM	f 12.35	f 5.30	f 8.45				
							MUMFORD	46.90	3.00		11.30AM	s 12.15PM	f 5.15	s 8.30				
56 WY	s 8.00AM	s 3.30	1.45	f 10.35	2.10	18.56	BRYAN JUNCTION	40.46	2.45		11.15	f 11.55AM	s 4.55	s 8.05AM				
							INTERURBAN JUNCTION	39.23	2.43		11.10	f 11.50	f 4.50					
							COOK'S POINT	34.98	2.23		10.55	f 11.35	f 4.35					
55							CALDWELL	28.25	s 2.10		10.20	s 11.15	s 4.15		See page 7			
72 W		s 4.15	3.00	s 11.15	s 2.40	30.77	DEANVILLE	20.51	1.50		9.15	s 10.30	s 3.50					
		s 4.35					DIME BOX	13.80	1.30		8.25	s 9.50	s 3.25		9.00AM to 6.00PM			
58 W		s 5.05	3.50	s 11.45AM	2.58	38.51	LOEBAU	6.58	1.16		8.10	f 9.20	f 3.10					
54 W		s 5.40	4.15	s 12.05PM	3.16	45.22	GIDDINGS	0.00	1.05AM		7.45AM	9.00AM	2.50PM		24 Hours			
55		f 6.00	4.35	f 12.25	3.30	52.44	FLATONIA	38.00	11.45AM		5.45AM							
WYF		6.20PM	5.00PM	12.50PM	3.55AM	59.02												
			7.00PM		5.15AM	96.95												
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily				Leave Daily		Leave Daily	Leave Daily	Leave Daily	Leave Daily				
	235	233	343	231	21				22		344	232	230	234				
	(1.00) 18.5	(4.00) 14.3	(6.55) 13.9	(3.00) 19.6	(3.50) 25.2		Time Over District.....	(3.45) 25.8		(7.30) 13.5	(4.00) 14.8	(2.55) 20.8	(1.00) 18.5					
							Average Speed per Hour.....											

Eastward Trains are Superior to Trains of the Same Class in the Opposite Direction; See Rule 72 Except No. 235 is Superior to No. 234, and No. 234 is Superior to No. 231. No. 231 is Superior to No. 230, 232 and 344.

Bryan Junction is Register Station for Nos. 234 and 235 only.

Austin Division trains between Hearne Junction and HEARNE be governed by Dallas division time table No. 182, page 4.

Local Telephone installed in waiting room at Deanville is connected with Caldwell local exchange for any emergency call for Operator Caldwell.

WESTWARD—Toward Lampasas

Burnet-Lampasas Sub-Division.

EASTWARD—Toward Burnet

Capacity of sidings in car lengths, location of Scales, Fuel, Water and Turning Stations.	WESTWARD					Distance from Burnet	Time Table No. 28 December 5, 1920										Distance from Lampasas	Telegraph Office Hours
	SECOND CLASS						SECOND CLASS											
	257 Mixed Leave Daily	255 Mixed Leave Daily	256 Mixed Arrive Daily	258 Mixed Arrive Daily	257 Mixed Arrive Daily		255 Mixed Arrive Daily	256 Mixed Arrive Daily	258 Mixed Arrive Daily	257 Mixed Arrive Daily	255 Mixed Arrive Daily	256 Mixed Arrive Daily	258 Mixed Arrive Daily					
29 FWY		2.20PM	9.50AM		0.00	BURNET	22.99	9.30AM	1.45PM						8.00AM to 5.00PM			
41		s 2.50	s 10.25		11.37	LAKE VICTOR	11.62	s 8.55	s 1.10									
30		f 3.03	f 10.35		15.05	TUMLINSON	7.94	f 8.40	f 12.55									
FWY		3.35PM	11.05AM		22.99	LAMPASAS	0.00	8.15AM	12.30PM						8.00AM to 5.00PM			
		Arrive Daily	Arrive Daily					Leave Daily	Leave Daily									
		257	255					256	258									
		(1.15) 18.4	(1.15) 18.4				Time over District.....	(1.15) 18.4	(1.15) 18.4									
							Average Speed per hour.....											

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

Except No. 255 is Superior to No. 258.

Hodge is flag stop for all trains.

All trains must get clearance card before leaving Burnet and Lampasas during telegraph office hours.

# RATING OF LOCOMOTIVES IN MS. AUSTIN DIVISION

CLASS	ENGINE NUMBERS	HEMPSTEAD TO CHAPEL HILL	CHAPEL HILL TO AUSTIN	AUSTIN TO PAIGE	PAIGE TO HEMPSTEAD	AUSTIN TO SUMMIT	SUMMIT TO LLANO	LLANO TO FAIRLAND	FAIRLAND TO WILKIE	WILKIE TO SUMMIT	SUMMIT TO AUSTIN	HEARNE TO FLATONIA
		Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight	Freight
		RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING	RATING
T. 57 1796	301 to 332, inclusive.....	1300	1400	1200	1430	1085	1290	1390	885	685	1290	1400
M. 63 22152	410 to 459 .....	1500	1600	1500	1600	1250	1450	1600	1000	800	1550	2000
C. 57 22187	800 to 850.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	3000

NOTE.—Super heaters 10% increase over above rating.

## LOCATION OF SPURS.

Pointers.....3.48 miles west of Hempstead.  
Packery.....5.03 miles east of Chapel Hill.  
Harmon.....4.65 miles west of Chapel Hill.  
Menns.....2.03 miles west of Carmine.  
ravel Pit.....2.19 miles east of Ledbetter.  
Sand Spur.....3.04 miles east of Elgin.  
Abercrombie.....1.30 miles west of Fishers.  
White Stone.....1.20 miles west of Cedar Park.

Walkerton.....2.10 miles west of Cedar Park.  
Tally.....2.59 miles east of Kingsland.  
Badger.....1.39 miles east of Kingsland.  
Wood Spur.....2.91 miles west of Kingsland.  
French John.....4.61 miles west of Kingsland.  
Iron Branch.....4.00 miles west of Graphite.  
Teich.....1.25 miles east of Llano.

Following are Spurs and Flag Stations for Trains Nos. 230, 233, 234 and 235.

STATION	Distance from Hearne	STATION	Distance from Hearne	STATION	Distance from Hearne
Glass.....	3.85	Nicholas.....	8.39	Davises.....	15.14
Westbrook.....	4.36	Carrs.....	9.31	Steels.....	15.85
Rache.....	5.35	Watts.....	9.43	Mills.....	18.17
Providence.....	6.28	Astin.....	13.93		

## SPECIAL RULES AND REGULATIONS.

### GENERAL.

1. With trains of more than twenty (20) cars, engine must be detached before spotting for fuel or water.
2. Outfit cars and empty wooden coal and flat cars must be handled on rear of train, outfit cars to be placed next ahead of caboose.
3. In conformity with Rule 14-C, Engineer must whistle out Flagman to protect rear of train and will recall Flagman with engine whistle as per Rule 14-D or 14-E, as the case may be, when ready to proceed, unless a passenger train is due, and will not start until a proceed signal is given from rear of train. Flagman must not wait for signal from either Engineer or Conductor to protect train.
  - (a) When a train is stopped by a block signal, it may proceed when the signal is clear. On single track, send a Flagman ahead and to the rear immediately, wait five (5) minutes after the Flagman has started, then proceed under control to the next clear signal; or if signal next in advance is in plain view and track ahead is seen to be clear, proceed under control, not exceeding six (6) miles per hour, after first calling in Flagman from the rear.
  - (b) At stations where trains meet in block signal territory, when train holding main track is stopped by block signal which has been placed in stop position by the opposing train, it will be permissible for the train holding main track to proceed under control, as soon as the opposing train starts into siding, provided the main track between switches is seen to be clear.
  - (c) At night when burning fuses are placed by Flagmen at meeting stations for following trains, it will be permissible for trains in the opposite direction to pass such fuses when notified by trainmen who placed them, that the fuses were placed for following trains.
4. When a train is stopped by the explosion of one torpedo, or red flag or red light unaccompanied, the Engineer will whistle out a Flagman, then call for a signal. If no one can be located as in charge of flag or light, or responsible for the one torpedo, train may proceed with caution for a distance of one-half mile, after first calling in Flagman. In cases of this kind, it is reasonable to assume that someone has placed the stop signals to protect against broken rail or other track obstructions, and extreme care must be taken in moving train until full flagging distance has been covered.
5. In pulling away from stations and water tanks, freight trains will not exceed a speed of ten (10) miles per hour until train has moved its length, for the purpose of allowing trainmen to thoroughly inspect train for defective equipment.
6. Trains displaying signals for following sections must sound one long and two short blasts of engine whistle in passing both engine and caboose on freight trains, to be acknowledged by two short blasts of whistle from engine. Conductors of trains displaying green signals must register in person instead of by slip.
7. 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 drawbridges and railroad crossings at grade.
8. Five hundred (500) feet in advance of all curves of four (4) degrees or more, caution signals are set seven (7) feet from the rail on Engineer's side. These signals consist of post, four (4) inches square, extending three (3) feet above ground, with short fish-tail targets painted yellow, face of post painted white, and side and back painted brown. First-class trains will reduce speed to thirty (30) miles per hour and all other trains to eighteen (18) miles per hour around curves protected by these signals.
  9. The following signs, when placed opposite names of stations in time-tables, indicate:
 

P—Telephone.	O—Track Scales.
F—Fuel Station.	Y—Wye.
T—Turn Table.	W—Water Station.
- Register stations are indicated by bold face type.

### LOCAL.

- Standard Clocks are located in Telegraph Office at Hempstead, Hearne and Burnet, and Dispatcher's Office and Yard Office at Austin.
- Special orders issued by the heads of departments will be kept for Trainmen and Yardmen, in a book or on a bulletin board at Yard office and Dispatcher's office at Austin and Telegraph offices at Hearne, Hempstead, Giddings, Llano and Lampasas.
- (a) For employes of Locomotive Department, at Roundhouses at Austin, Hempstead and Hearne. Train Registers are located at the following stations: Hempstead, Hearne, Giddings, Burnet, Fairland, Llano, Lampasas, Yard Office and Dispatcher's Office at Austin. Wye switch Austin Yard on Austin and Llano Sub-Division will be left as used but locked. Third class and extra trains may run ahead of second class trains without special instructions.
  - Train and Enginemen of the Missouri, Kansas & Texas Railroad will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of, the Houston & Texas Central Railroad between Austin and Pershing.
    - (a) Train and Enginemen of the Bryan & Central Texas Interurban Railroad will be governed by the current Time Table, Rules and Regulations of, and are subject to the orders of the officers of, the Houston & Texas Central Railroad between Bryan Junction and Interurban Junction.
    - (b) Train and engine men of the Houston & Texas Central Railroad Company will be governed by the current time table, rules and regulations of, and are subject to the orders of the officers of the San Antonio & Aransas Pass Railway Company between Giddings and Flatonia.

- Conductors will advise Enginemen when they have loaded oil tanks in their train that restrict speed of train to eighteen (18) miles per hour.
- East and west switches at Fairland will be left lined up for Marble Falls; the switch at Tuggle will be left as used, but locked.
- All first-class trains will register at Yard Office and Fairland by register ticket.
- Under no circumstances must engine heavier than Number 307, which weighs 122,000 pounds on drivers, be run over Bridges 14-B and 16-B on the Lampasas Branch, and engines of this weight must not exceed ten (10) miles per hour in going over these bridges.
- WHISTLE CODE FOR ALL INTERLOCKING PLANTS:**
- When Switches and Signals are handled from Tower, trains approaching same will use following Whistle Code:
- Main Line: One long (—)
- Main Line to diverging routes: Two shorts and one long (o o —)
- Main Line to Siding: One long and one short (— o)
- Main Line to Transfer: One long, one short and one long (— o —)
- Siding to Main Line: One short and one long (o —)
- Siding to Siding: One short and two long (o — —)
- Should an Interlocking Home Signal be found with light not burning or spectacle glass broken, showing white light, train should stop in advance of signal and proceed according to Interlocking Rules 630 and 663.

### SPEED REGULATIONS

- Engines backing up must not exceed fifteen (15) miles per hour.
- While running through the Corporate Limits of cities and towns named below, trains must not exceed speed shown and engine bell must be kept ringing within such limits:
- Through Hempstead, Brenham, Giddings and Elgin, not to exceed six (6) miles an hour.
- Trains must not exceed six (6) miles per hour between Passenger Station Austin and East Avenue, and twelve (12) miles per hour between City Limits and East Avenue.
- Trains handling oil tanks, loaded, of twelve thousand gallons capacity, or more, will not exceed eighteen (18) miles per hour.
- Passenger trains must not exceed forty-five (45) miles per hour between Austin and Hempstead; forty (40) miles per hour between Austin and Llano, including Marble Falls Branch; forty-five (45) miles per hour between Giddings and Hearne, and twenty-five (25) miles per hour between Burnet and Lampasas.
- Speed of all freight and mixed trains restricted to twenty-five (25) miles per hour.
- 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.

**T. T. PLAYER,**  
Superintendent

**B. H. McGUIRE,**  
Trainmaster

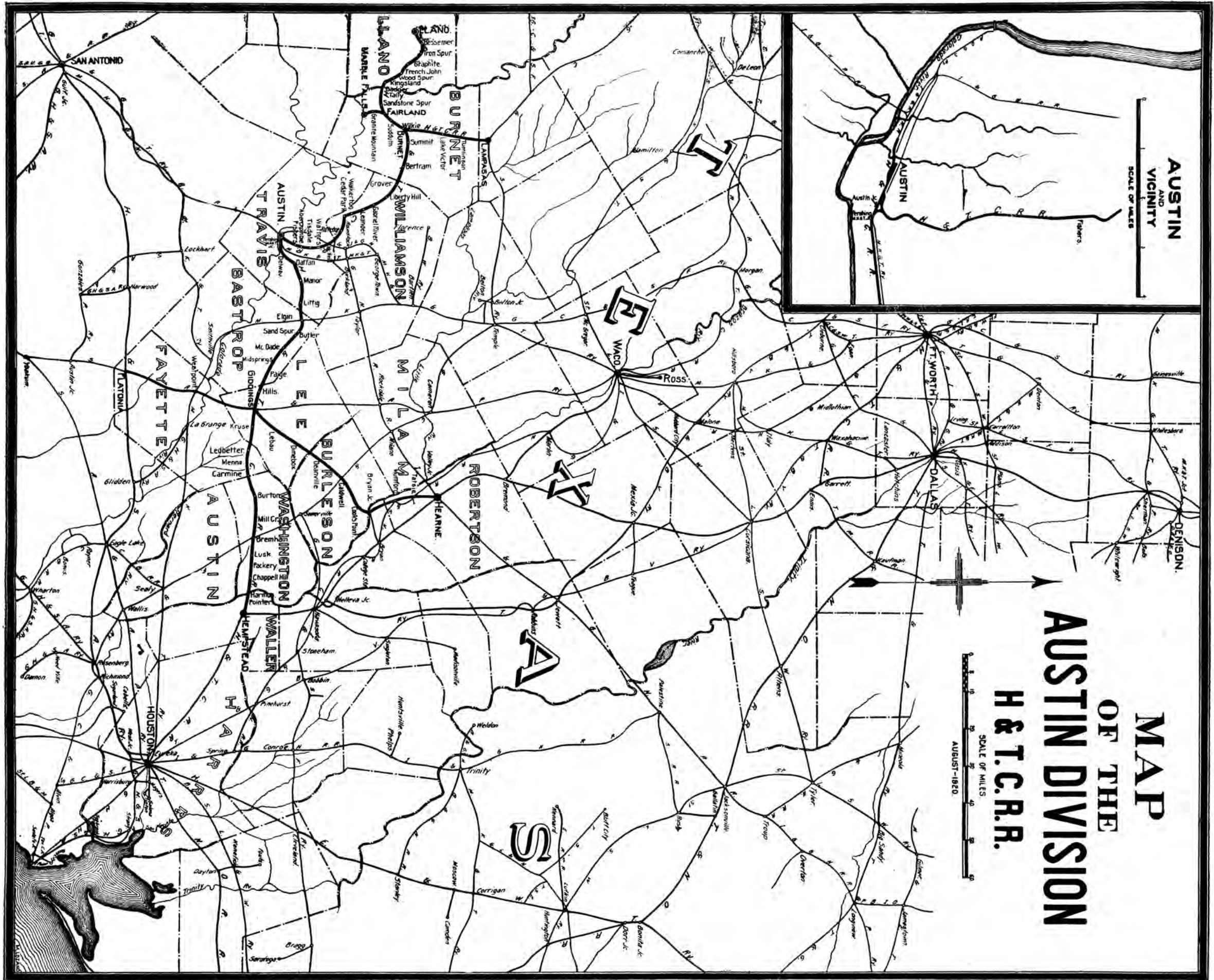
**J. DOYLE,**  
Road Foreman of Engines

**J. McKEOWN, Chief Dispatcher**  
L. SCARBOROUGH, Dispatcher  
T. HEANEY, Dispatcher

J. O. DRIVER, Dispatcher  
E. RICE, Dispatcher

Road Foreman of engines will exercise duties of Trainmaster when on line.





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

AUSTIN  
AND  
VICINITY  
SCALE OF MILES

SCALE OF MILES  
AUGUST-1920